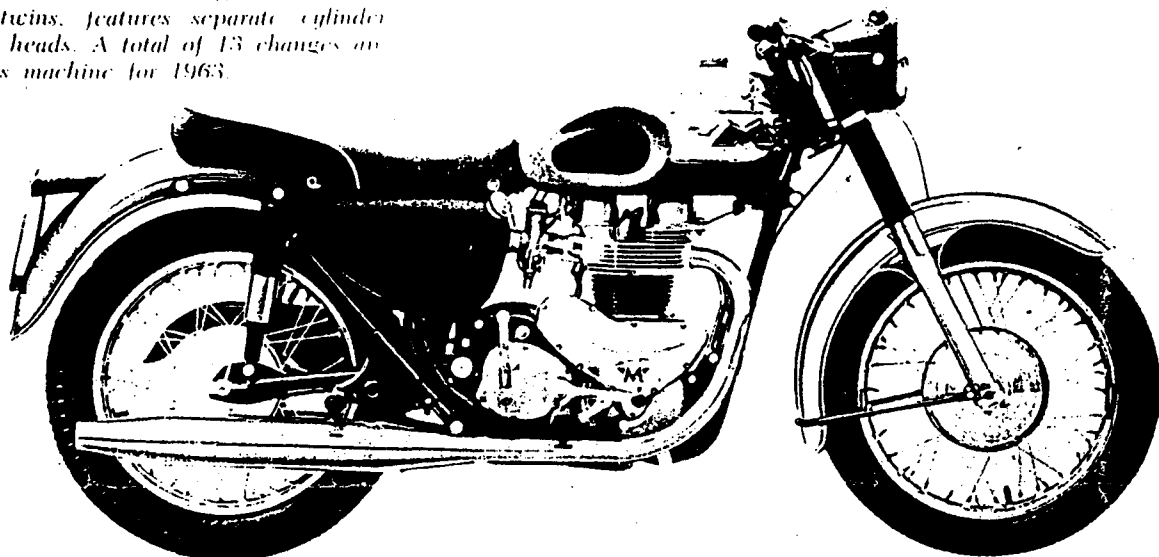


LARGEST of the Matchless models is this 45 cubic-inch G-15 twin. Engine, as on all Matchless twins, features separate cylinder barrels and heads. A total of 13 changes appear on this machine for 1963.



MATCHLESS for 1963

A Four-Model Range Offered for the Coming Season

A FOUR-MODEL RANGE of Matchless Motorcycles—three twins and a single—have been announced for 1963 by the J B Matchless Corporation—sole U.S. distributors, headquartered in Hasbrouck Heights, New Jersey.

The three twins make up the larger capacity models—the 750cc G-15, the 650cc G-12 CS and the 650cc G-12 CSR. The remaining model is the G-80 CS, a 500cc OHV single cylinder job.

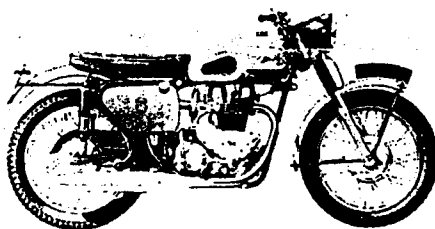
The big 45 cubic inch G-15, as on all Matchless twins, features light alloy cylinder heads and separate cast-iron cylinder barrels, a three-bearing crankshaft and two oil pumps. Ignition on the G-15 is by battery and coil, while via manually controlled magneto on the other two twins and the single. Bore and stroke on the big twin is 77 by 79.3mm. The other two twins check out at 72 by 79.3mm. Bore and stroke of the 500cc single is 86 by 85.5mm.

The G-15 twin features 13 modifications and changes for 1963. The rear frame section has been redesigned with shock absorbers now slanted slightly forward. Both gas tank and oil tank have been restyled (as has the match-

ing toolbox). The mufflers and dual-seat are new and hubs and brakes have been redesigned for greater braking area. This robust 45-inch twin has a rubber-mounted 4-gallon gas tank, finished in red, and chrome-plated fenders. Frame, forks and other components are in glossy black enamel.

The 650cc G-12 twin is available in two basic models—the road/sports G-12 CSR and the off-the-road counterpart: G-12 CS. The former is fitted with the 4-gallon gas tank, twin exhaust systems, dual carburetors and tachometer.

ROAD-SPORTS twin is this 650cc G-12 CSR with dual carburetors and tach.



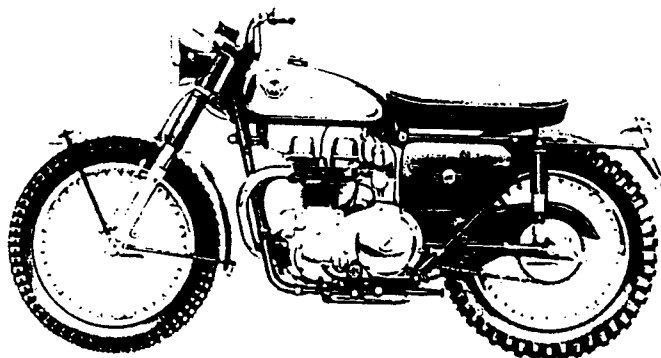
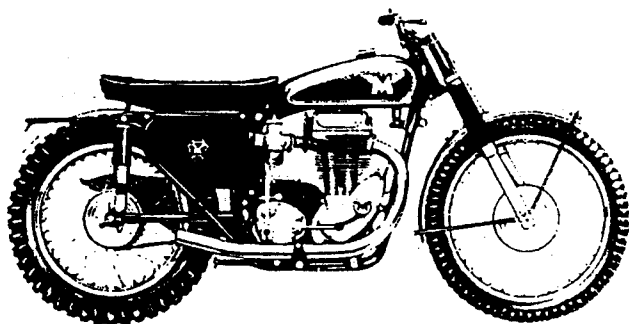
The G-12 CS has a cross-over exhaust system, a 2-gallon tank and knobby tires. Both of the 650cc twins have a red and chrome gas tank and chrome fenders. Compression ratio on these 650s is 8.5 to 1 and at 7.3 to 1 on the larger G-15 twin.

In common on all four Matchless models is a dual-seat, a Matchless-made 4-speed gearbox, front and rear suspension and identical lighting equipment. 6 volt, 60 watt crankshaft-mounted alternator supplying current to an 11 amp/hour battery by way of a rectifier. The headlight is quickly detachable on all but the G-15.

The 500cc G-80 CS single cylinder model comes in full scrambles trim and is tailored for all types of off-the-road sports competition. Compression ratio on this perennial favorite is 8.7 to 1. For the owner who might prefer such a model for road use, optional extras include standard road tires, road ratio sprockets, 4-gallon gas tank, steering damper and pillion footpegs. Gas tank is finished in a tartan red. Western-style handlebars are optional on all models.

SMALLEST of the Matchless range is this 500cc overhead valve single cylinder model—the G-80 CS.

OFF-THE-ROAD sports twin—the G-12 CS with cross-over pipes, knobby tires and 2-gallon gas tank.



TRADE TOPICS

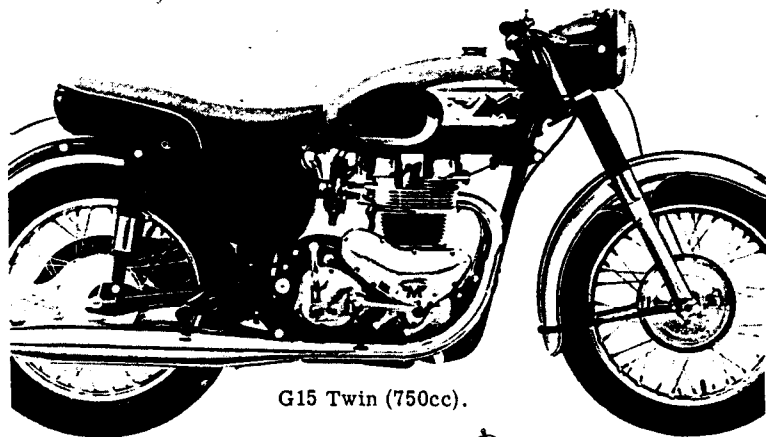
Matchless for '63

The establishment of a new Matchless parts department in Hasbrouck Heights, N.J. is being completed, and new Matchless models for 1963 will become available to dealers in December, according to Walter von Schonfeld, PR director for the new J. B. Matchless Corp.

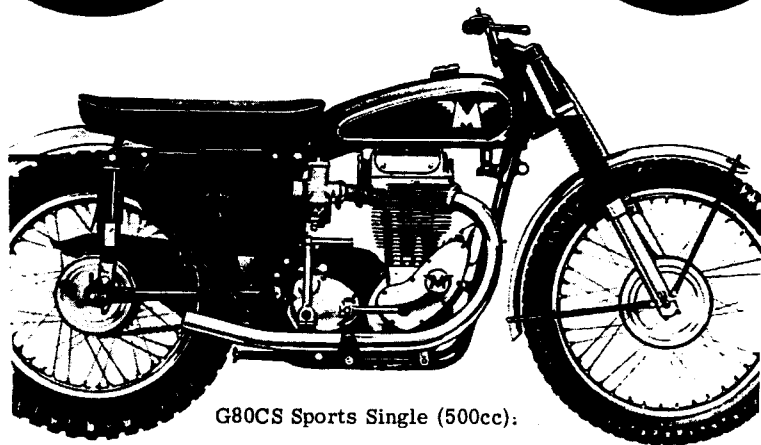
Four models will be available to the US motorcyclist for 1963. They are the 500cc Single G80CS in sporting form, the 650cc Twin G12 CS sporting twin, and G12CSR roadster twin, and the 750cc G15 roadster.

The 500cc G80CS is intended mainly for the rider interested in cross country riding, although it is fully equipped with lighting for road use. The knobby tires and 2 gallon fuel tank can be alternatively swapped for road tires and a 4 gallon tank, as extras. The lighting equipment is quickly detachable. The famous teledraulic forks are two-way damped for severe rough use. The engine is an all alloy unit, with 8.7-1 CR. It uses a forged piston for additional strength and lightness.

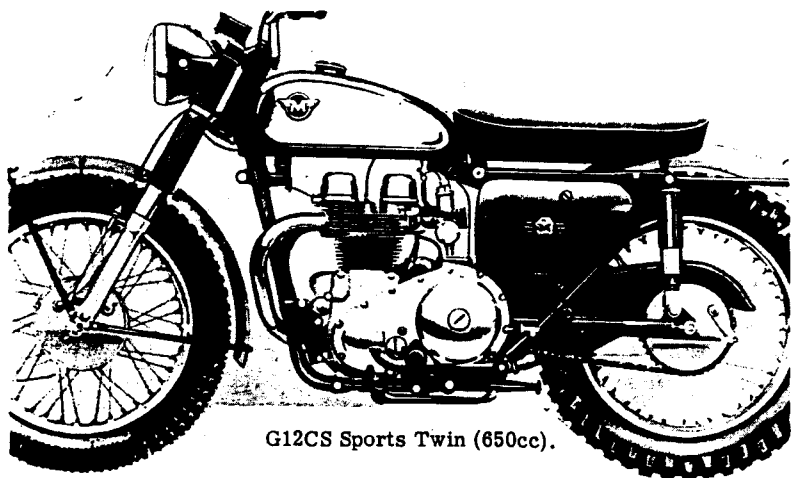
The three twin cylinder models are similar in many respects. The 750cc has a slightly different frame, oil tank, and trim, and it has a two level twin seat. All engines feature two oil pumps, completely separate cylinders and heads, three bearing crankshafts, and light alloy heads. The G12CS is set up for cross country riding, with knobies, quickly detachable lighting, and suitable fork damping. Both the 650cc models have an optional speed kit available that includes twin carbs, 10.25-1 CR pistons, and special cams. Tachometers are also optional extras.



G15 Twin (750cc).



G80CS Sports Single (500cc):



G12CS Sports Twin (650cc).

Hondas for Xmas

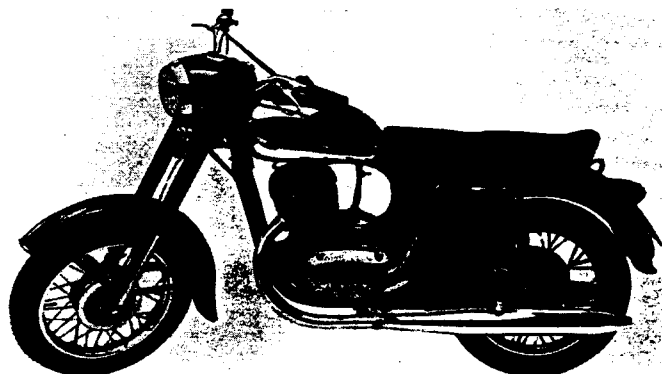
Honda is going all out for the Christman season with a big sales campaign aimed at selling Hondas for the holiday season. It is not the conventional time of year to try to sell motorcycles, but the Honda people feel they are breaking new ground in this effort.

Starting in November, Honda will have full page, national ads in mass circulation magazines such as "Sports Illustrated", "Playboy", "Esquire", "Outdoor Life", plus, in selected areas, double page color ads in "Life" and "Look".

In addition, a national sweepstakes drawing on free Honda 50's is to be held. A dealer sales campaign is further tied into the promotion, with a 10 day holiday in Honolulu for two, a week's vacation in Miami, and numerous other prizes to be offered. The Honda dealers will receive big, colorful ad blowups for window display in boosting the Christmas campaign at the retail level.

Super Sport Jawa

Jawa has fitted its competition proven, 250cc Moto Cross engine into a roadster type frame to produce a new, high performance, Super Sport suitable for high speed touring. This model develops 8 HP more than the standard 250cc Touring Jawa, and can attain a speed of 88 mph. The Moto Cross gearbox has been modified for road use, having a separate kickstart lever. A trials model handlebar, fast throttle, and short fender are fitted.



This 20 HP sports bike sells for only \$589 P. O. E. a remarkable buy in a fast lightweight.

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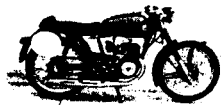
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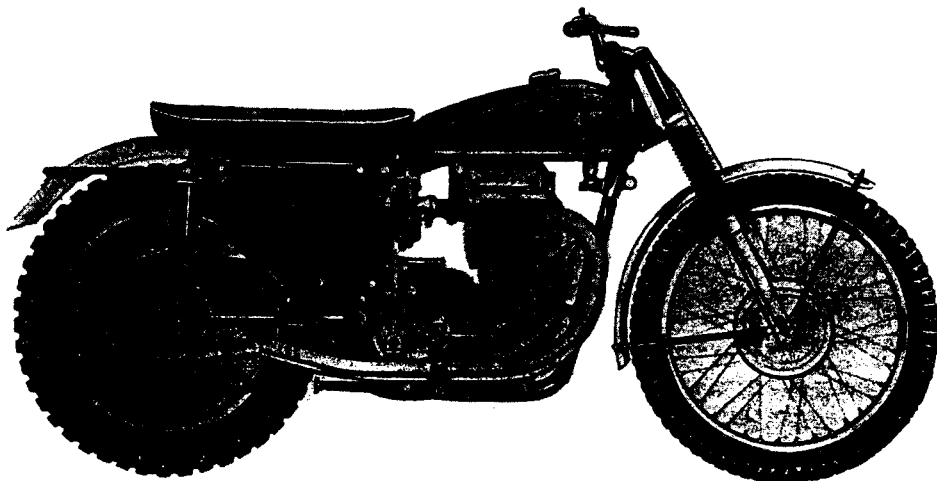
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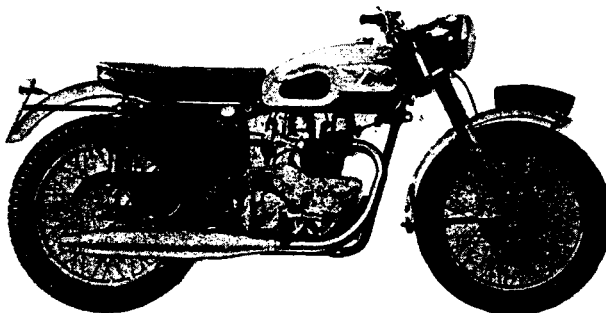
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MATCHLESS FOR 1963

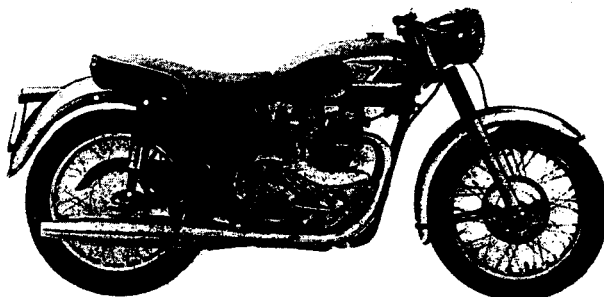


G-80 CS, 500cc SINGLE



G-12 CSR, 650cc TWIN

G-15 750cc Twin



NOW THAT the establishment of the JB Matchless Corp. in Hasbrouck Heights, N.J. is complete, Matchless dealers all over the USA can anticipate that parts for new, current and older models will become available. The parts department is already in operation and 1963 Matchless models will be available to franchised dealers in the USA late in December, according to Walt Von Schonfeld, Advertising Mgr. and Director of Public Relations for the newly-formed JB Matchless Corp.

The Matchless line for 1963 includes four machines; one 500cc, two 650cc, and one 750cc motorcycle. Detailed specifications on the 500cc G80CS include; 497 cubic centimeter, ohv, single cylinder, 86mm bore, 85.5mm stroke, alloy head and cylinder with iron liner, magneto ignition. Gearbox is a Matchless-made 4-speed driving through a multi-plate clutch. Suspension is by teledraulic forks and Girling shock absorbers. Lighting equipment is furnished but not shown in illustration, wheels are 19", fuel tank

holds two gallons. Muffler, tool kit, air cleaner, center and side stand are standard; extras include road tires, alternate sprockets, four gallon tank, passenger footrests and steering damper.

Detail specifications on the two 650cc machines read; C12CS and C12CSR, 646 cubic centimeter, vertical twin cylinder, 72mm bore, 79.3mm stroke, ohv, separate iron barrels and alloy heads, 3 bearing crankshafts, two oil pumps, magneto ignition, forged alloy rods and pistons. Four-speed gear box, siamesed exhaust pipe and a single muffler, teledraulic forks and Girling shock absorbers are standard. The 739cc G15 is alike in many details but differs in its bore (77mm), coil and battery ignition, angled rear shocks, twin exhaust pipes and mufflers, lower compression ratio, deeper section fenders, ball (instead of roller) bearings on rear wheel hub, four-gallon fuel tank (instead of two-gallon), different colors. Western-style handlebars are optional on all models. •