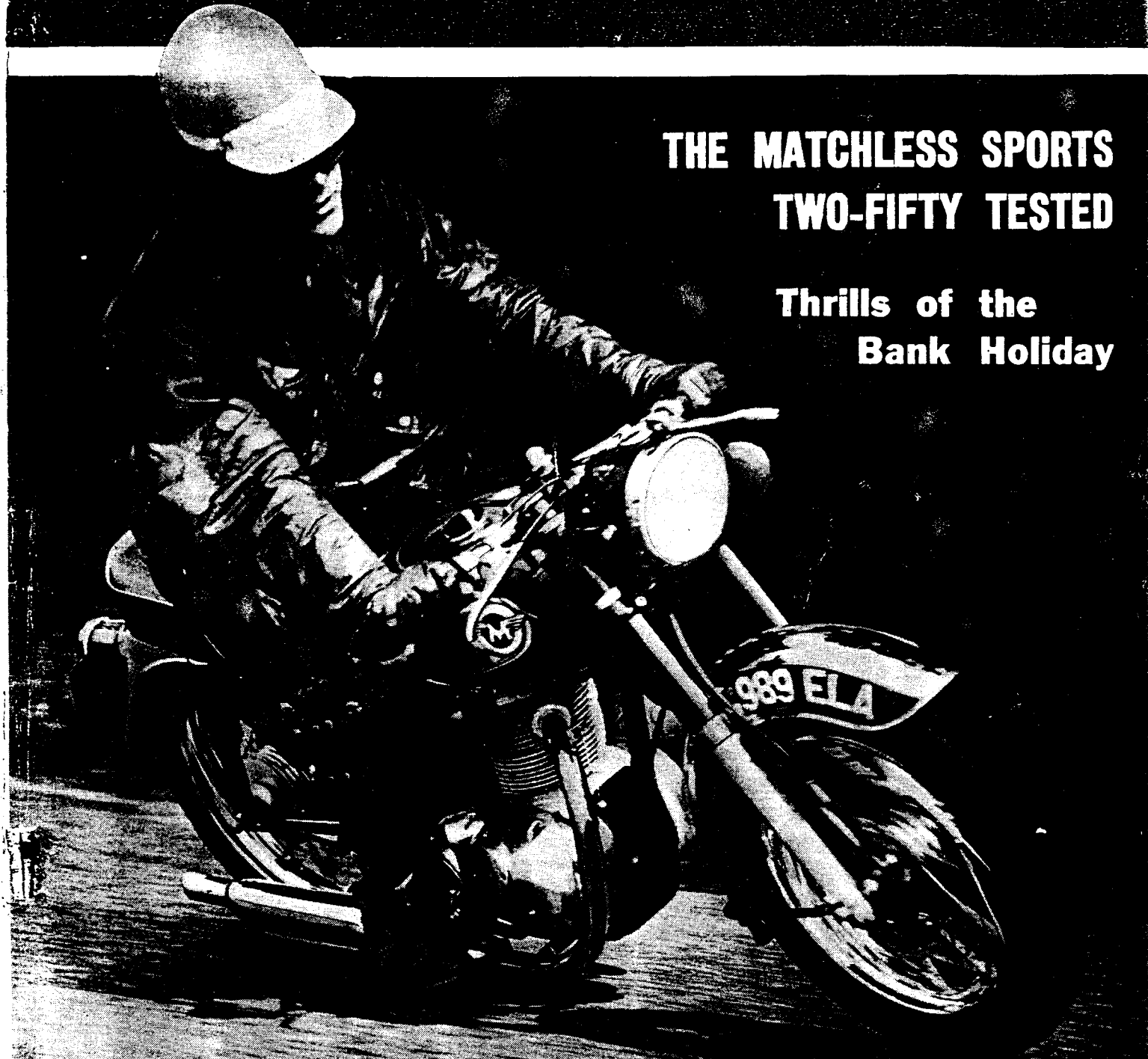


CONSTRUCTION  
BY THE MATCHLESS

THE MATCHLESS BIKES

# Motor Cycle



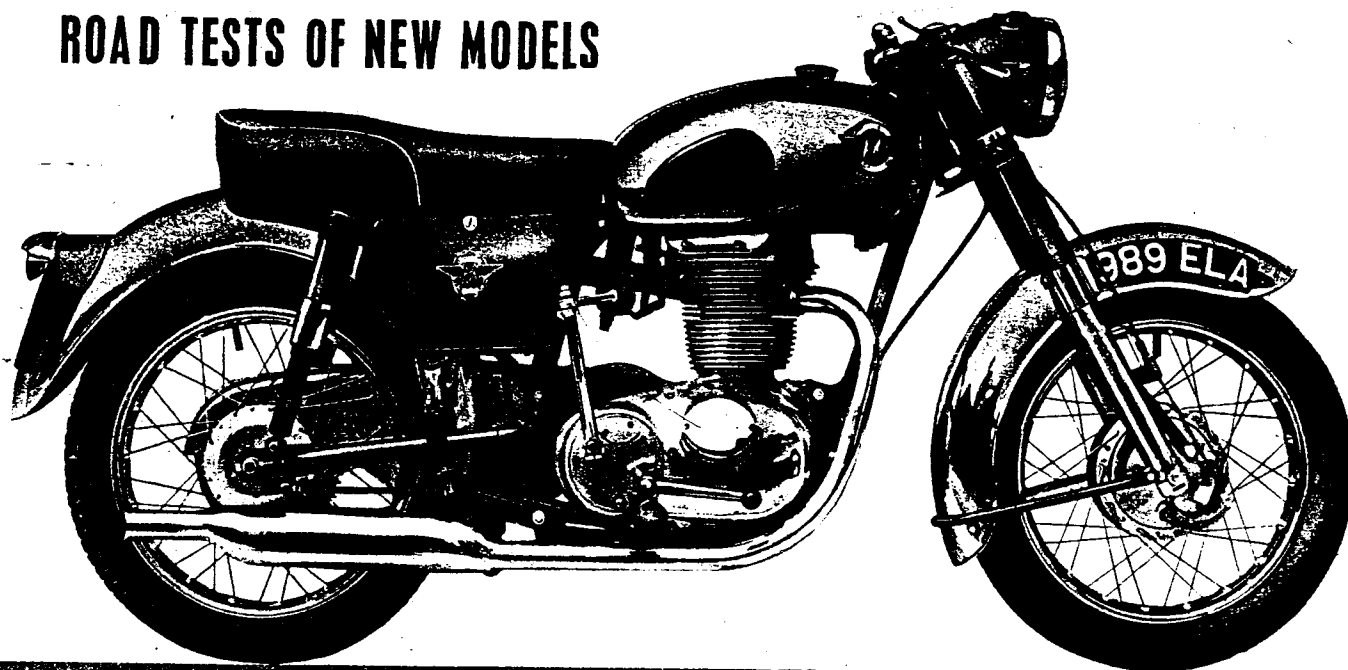
**THE MATCHLESS SPORTS  
TWO-FIFTY TESTED**

**Thrills of the  
Bank Holiday**

MEMBERS OF SPEEDWAY ALIGNMENT

MOTOR CYCLE  
HELP CLUB

## ROAD TESTS OF NEW MODELS



# 248 c.c. SUPER SPORTS MATCHLESS

**THIS IS NO CRAMPED** lightweight. First impression on straddling the Monitor Super Sports is of the "man-size" dimensions of the riding position. The handlebar is virtually flat and slightly downswept at the grips—this was felt to be a good compromise between sporty styling and practicability and results in a forward lean rather than a semi-crouch.

Clutch and front-brake levers are fully adjustable. The twistgrip on the test model was light in operation and permitted delicate throttle control. Clutch operation, too, was light and the clutch took up the drive without judder or slip. It gave no trouble during a series of standing-start getaways when the performance figures were obtained and required no adjustment during the test.

**T**HE Monitor Super Sports was ridden under a variety of weather conditions over many different surfaces. The positive steering and general stability made the rider feel at home whatever the going.

On first acquaintance a trace of heaviness was apparent at low speeds, but it passed unnoticed as familiarity grew. The machine could be ridden feet-up on full lock, though with the hands in the normal position on the grips, the thumbs were trapped between the grip and the petrol tank when full lock was applied.

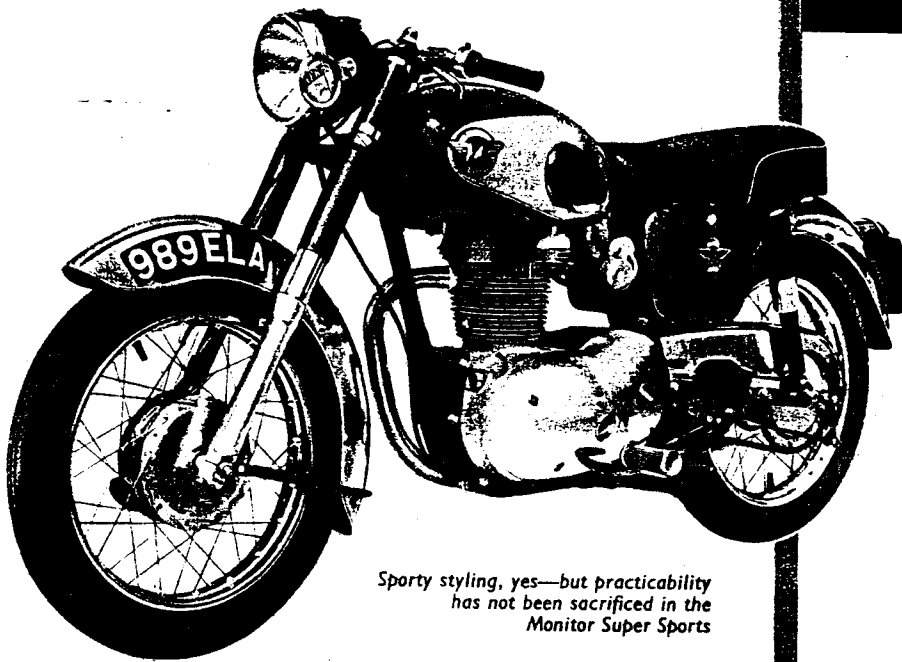
Compared with the G2S Monitor Sports, the G2CSR has more power, better braking and more robust suspension. A larger carburettor choke size, bigger inlet valve, longer induction tract, high compression ratio, stronger valve springs, steel flywheels and stiffer connecting rod and crankpin: all these are the means by which more power has been found.

As a result, it has been possible to raise the gear ratios. The front brake now has a light-alloy hub with a cast-iron drum shrunk in. A heavyweight front fork is fitted as standard.

On twisty roads the model



**SPECIFICATION**



*Sporty styling, yes—but practicability has not been sacrificed in the Monitor Super Sports*

**ENGINE:** A.M.C. 248 c.c. (70 x 65mm) overhead-valve single-cylinder. Double-row roller big-end bearing; crankshaft supported in a ball and a roller bearing on the drive side and a plain bearing on the timing side. Light-alloy cylinder head; cast-iron cylinder barrel. Compression ratio 8 to 1. Dry-sump lubrication; oil capacity, 2½ pints.

**CARBURETTOR:** Amal Monobloc, 1½in choke; air slide operated by handlebar lever.

**IGNITION and LIGHTING:** Coil ignition. Wipac 54-watt alternating-current generator mounted on drive-side crankshaft charging Exide 12-amp-hour battery through rectifier. Wipac 6in-diameter headlamp with pre-focus light unit and 30/24 main bulb.

**TRANSMISSION:** A.M.C. four-speed gear box clamped to rear of engine. Gear ratios: bottom, 19 to 1; second, 12.04 to 1; third, 8.45 to 1; top, 6.04 to 1. Multi-plate clutch with bonded friction facings. Primary chain ¾in duplex in cast aluminium case. Rear chain ½ x 0.305in with metal guard over top run. Engine r.p.m. at 30 m.p.h. in top gear, 2,600.

**FUEL CAPACITY:** 3½ gallons.

**TYRES:** Dunlop: front 3.25 x 17in ribbed; rear, 3.25 x 17 studded.

**BRAKES:** 6in-diameter front and rear.

**SUSPENSION:** A.M.C. telescopic front fork with hydraulic damping. Pivoted rear fork controlled by Girling three-position spring-and-hydraulic units.

**WHEELBASE:** 53in unladen. Ground clearance, 5½in unladen. Seat height, 30in unladen.

**WEIGHT:** 329 lb, fully equipped, including approximately one gallon of fuel.

**PRICE:** £228 10s, including British purchase tax.

**ROAD TAX:** £2 5s a year.

**DESCRIPTION:** Motor Cycle, 10 May 1962.

**MAKERS:** Matchless Motor Cycles, Plumstead Road, London, S.E.18.

These, by the way, are of the almost-smooth plastic variety.

Full use of the machine's sprightly acceleration was limited in built-up areas by exhaust noise.

Mechanical noise amounted to no more than a subdued tapping from the valve gear. No air filter is fitted but induction noise never obtruded.

Starting was easy whether the engine was hot or cold and it was unnecessary to use the tickler even for the first start of the day. The air lever could be opened almost as soon as the engine fired.

Starting was equally simple with the ignition switch in the normal or emergency position. Idling was slow and regular as soon as the engine was warm.

**OILTIGHT**

The 2½-pint oil compartment is bolted to the right side of the crankcase. The oil level did not vary during the 500 miles covered on test and the power unit remained oiltight except for a weep from the gear-box inspection plate.

Gear-pedal movement was light and gear engagement positive. No particular technique was required to

execute fast, clean upward and downward changes. The clutch freed properly, with the result that neutral could be readily selected with the model at rest and bottom gear could be engaged noiselessly.

Both brakes are of 6in diameter. That at the front has a light-alloy shoe plate with cast-in air scoops. On the test machine the slots had not been cleared of metal to permit air to enter. Perhaps it was partly for this reason that the front brake suffered from fade during heavy applications.

Lighting is adequate for 60 m.p.h. cruising after dark. The horn note is usefully loud. Routine maintenance could be carried out with the tools provided in the tool kit.

Finished in tartan red and black, the Monitor Super Sports can be distinguished by its chromium-plated tank sides, silver enamelling of the cylinder barrel and polishing of the cylinder-head fin edges and rocker covers.

The G2CSR is not temperamental and is a lively, attractive mount. It will undoubtedly appeal to the rider who wants sporting lines plus useful performance.

**PERFORMANCE DATA**

**MEAN MAXIMUM SPEED:** Bottom\*: 28 m.p.h.  
Second\*: 43 m.p.h.  
Third\*: 63 m.p.h.  
Top: 73 m.p.h.  
\* Valve float occurring.

**HIGHEST ONE-WAY SPEED:** 75 m.p.h. (conditions: slight tail wind; rider wearing two-piece suit and overboots).

**MEAN ACCELERATION:**  
10-30 m.p.h.: 20-45 m.p.h.  
SECOND: 4.8 sec. 5 sec.  
THIRD: 7.8 sec. 7 sec.  
TOP: 11.2 sec. 10 sec.  
Mean speed at end of quarter-mile from rest: 67 m.p.h.  
Mean time to cover standing quarter-mile: 19.6 sec.

**PETROL CONSUMPTION:** At 30 m.p.h.: 112 m.p.g.; at 40 m.p.h.: 88 m.p.g.; at 50 m.p.h.: 72 m.p.g.; at 60 m.p.h.: 64 m.p.g.

**BRAKING:** From 30 m.p.h. to rest: 30ft (surface dry, normal).

**TURNING CIRCLE:** 14ft.

**MINIMUM NON-SNATCH SPEED:** 20 m.p.h.

**WEIGHT PER C.C.:** 1.32 lb.

