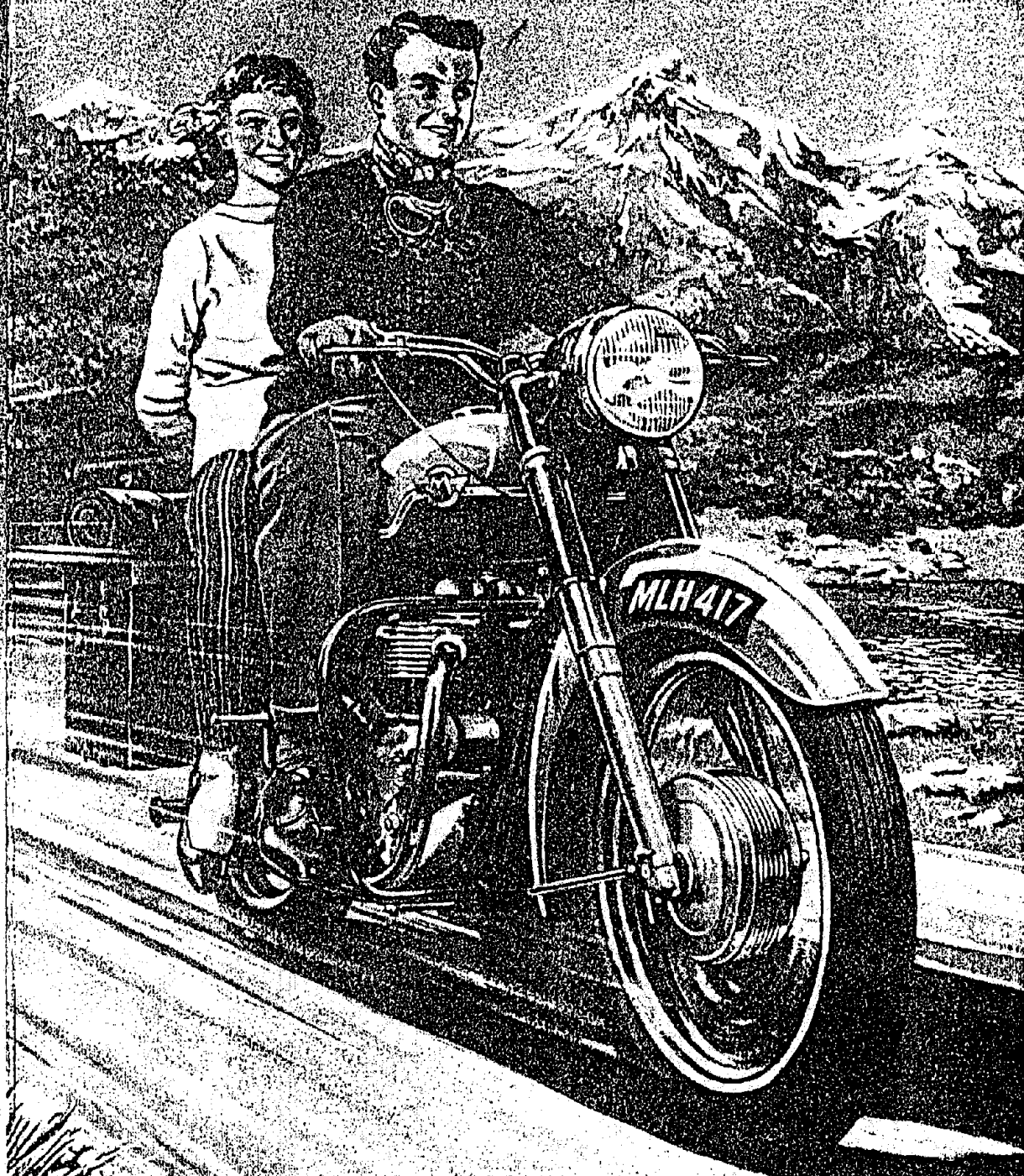


CYCLELOGIC INC.
GENERAL DELIVERY
THORNDALE ONTARIO
CANADA NOM 2PO

This time ... Make it a
MATCHLESS



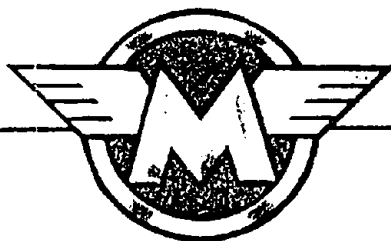
FAMOUS THROUGHOUT THE WORLD

*We are Proud
to Present the
Exciting New*
MATCHLESS MODELS
for 1959

This year sees the world famous Matchless marque available in eye appealing two-tone colours that emphasize more than ever the superb craftsmanship that goes into every motorcycle produced by the Matchless factory.

From the sleek new high performance 250cc. Clubman to the 650cc. version of the Sportstwin that made history by covering 103 miles in one hour with full equipment, the greatly extended 1959 Matchless range caters for the most diverse tastes and the requirements of the discriminating enthusiast.

Whether interest lies in a scintillating "250" or a lusty 650cc. Twin, dignified lustrous black enamel, or the optional two-tone coloured finish, a 500cc. or a 650cc. road twin to a standard or de-luxe specification or one of the special single or twin cylinder competition models, the finest attributes of British engineering skill will be found in each of the outstanding models illustrated and described in this catalogue.



FULL 1959 PROGRAMME

For your guidance . . .

Both 250cc. models are finished in black with hand lined cardinal red petrol tanks and polished engine covers.

All standard road models of 350cc. and upwards are finished in black and chromium with hand lining.

The Sportstwins are fitted with polished aluminium mudguards and cardinal red tanks and tool box. Chromium plated fork covers, etc. are available as an optional extra.

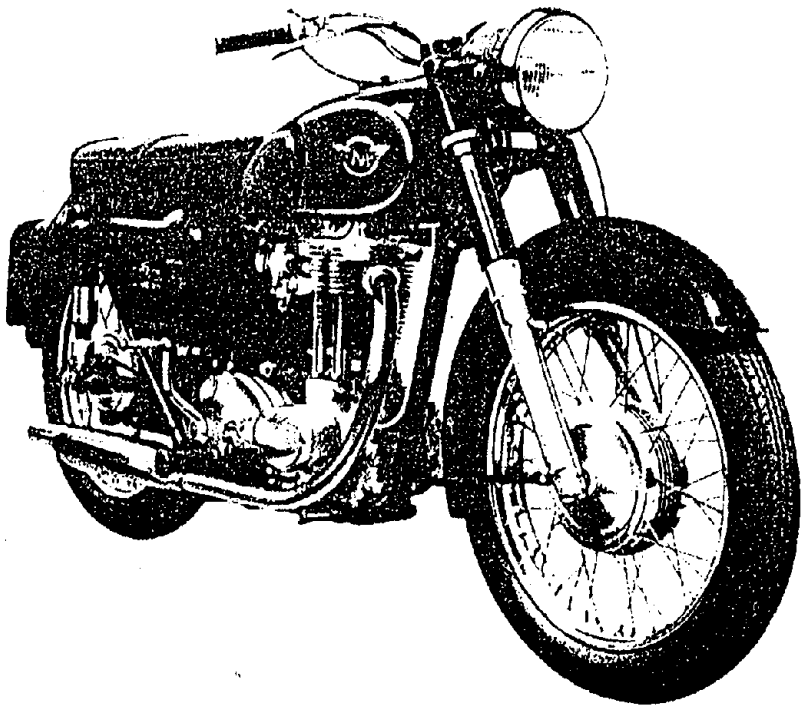
All road models are fitted with deep section one piece mudguards of new and pleasing design.

New large capacity petrol tanks are included in the specification of all road twins.

An optional two-tone finish in Arctic white and black with chromium plated tank panels is available for all standard models at small extra charge.

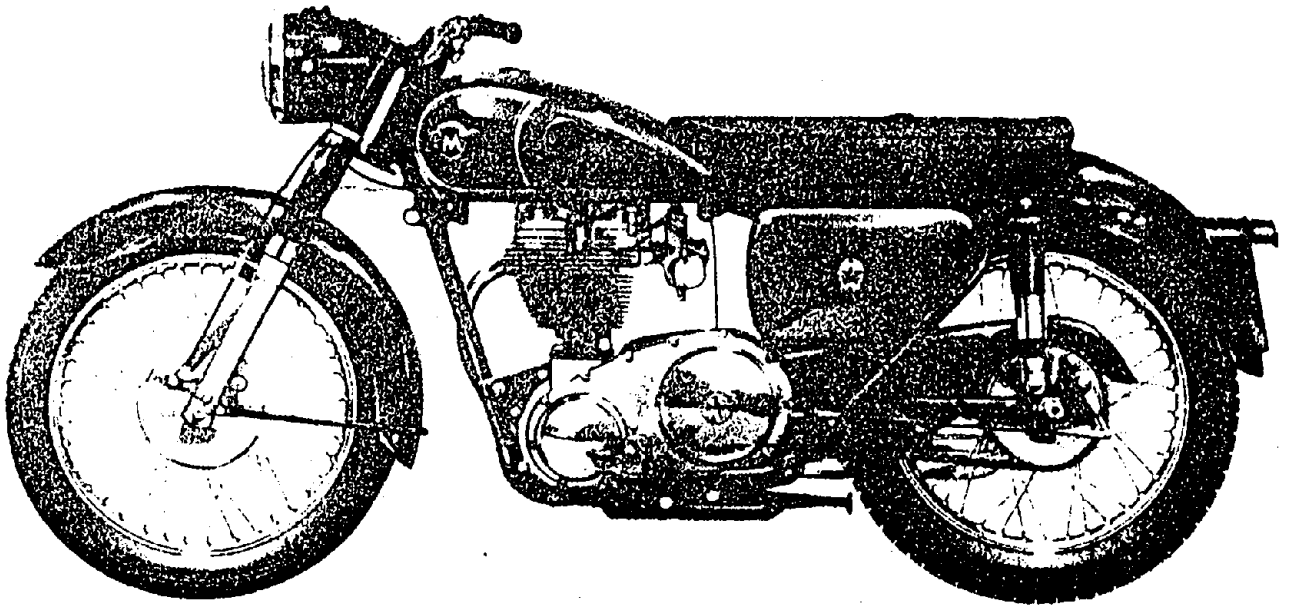
Quickly detachable wheels and chromium plated tank panels are available as optional extras on all standard models and are included in the specification of all de-luxe twin cylinder models.

The Sportstwins are the only Competition models fitted with electric lighting as standard. The CS. model is equipped with a quickly detachable headlamp and the CSR. model with the normal large headlamp.



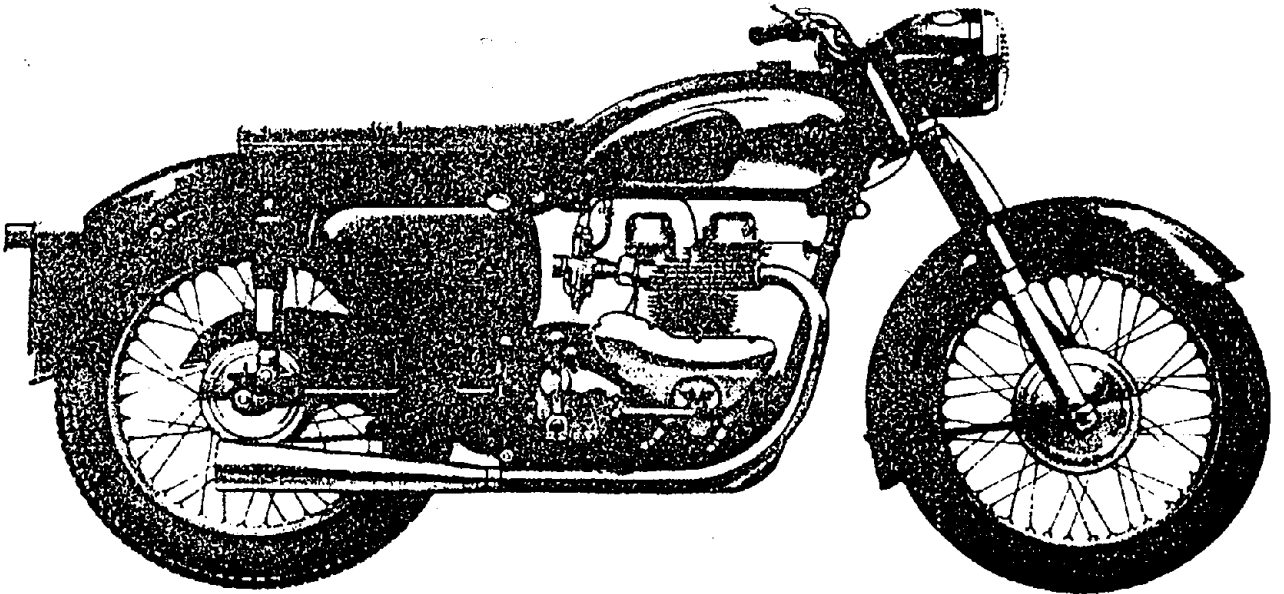
MODEL G3 347 c.c. O.H.V.

The ideal all purpose mount for the rider who requires a model that provides the performance of a large machine with the economy of a lightweight.



MODEL G80 498 c.c. O.H.V.

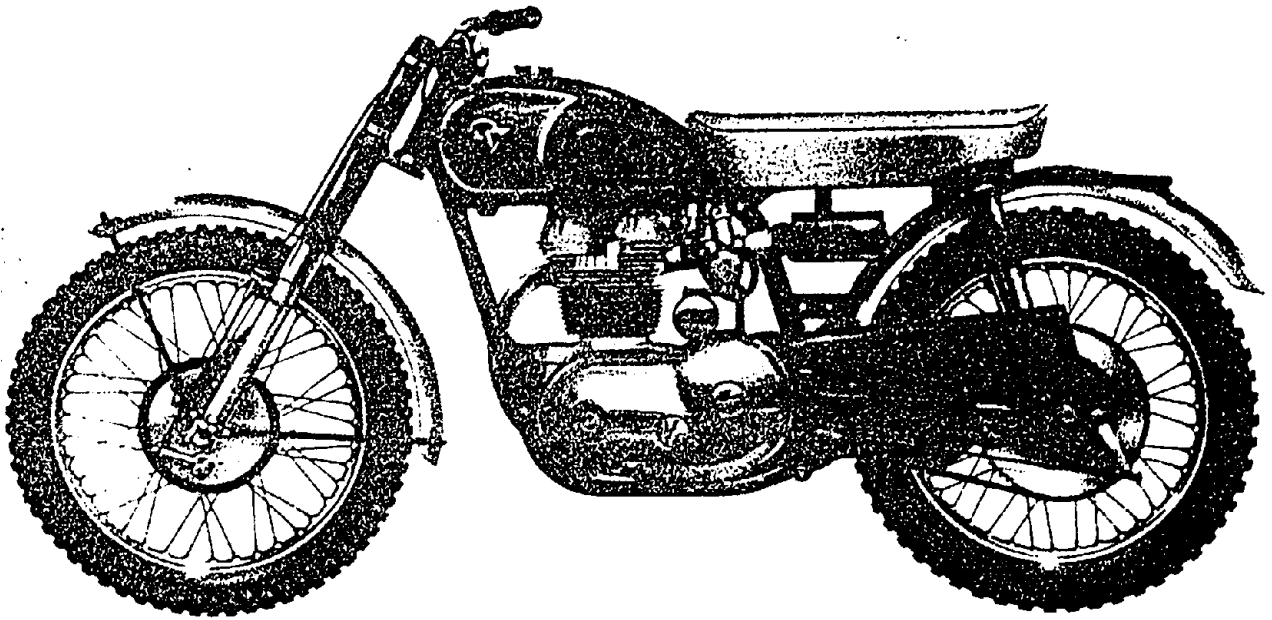
Robust, tireless and utterly dependable, the Model G80 is capable of a surprisingly high maximum and maintains its performance indefinitely with the minimum of attention.



MODEL G9 498 c.c. O.H.V. TWIN

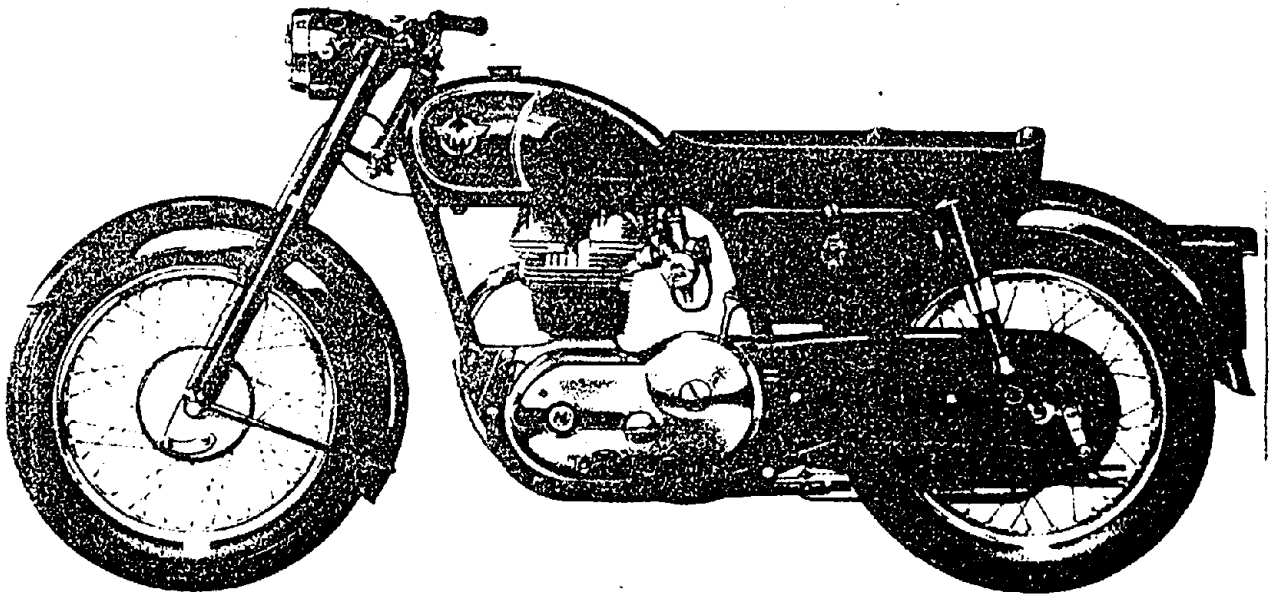
With the many improvements and modifications incorporated for the 1959 season, the superbly finished Model G9 maintains its position as the leader of the 500 c.c. twin-cylinder class.

Chrome Tank panels extra.



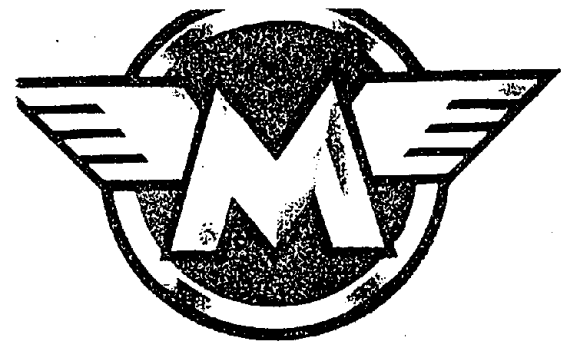
MODEL G2CS 249 c.c. O.H.V.

Strengthened and modified to cope with the abnormal stresses imposed by cross country racing and fitted with a specially tuned engine, the Scrambles version of the 250 c.c. Matchless Clubman has met with a tremendous reception from knowledgeable enthusiasts.



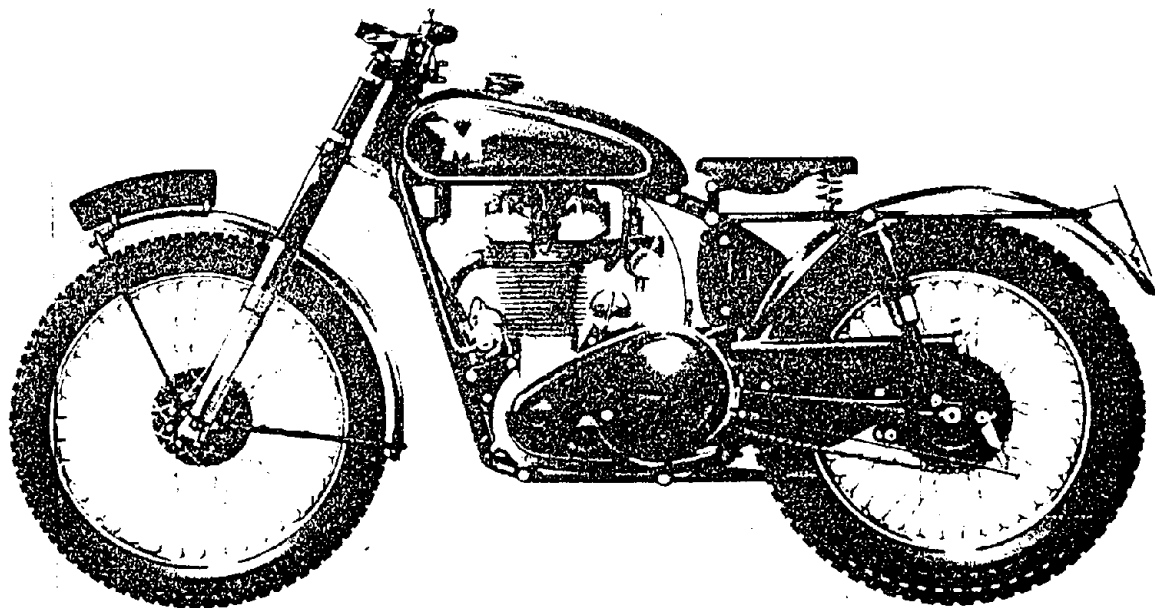
MODEL G2 249 c.c. O.H.V.

The magnificent new 250 c.c. Clubman — a superbly styled ultra modern design that provides an unprecedented performance and has rapidly established a new high standard in the 250 c.c. class.



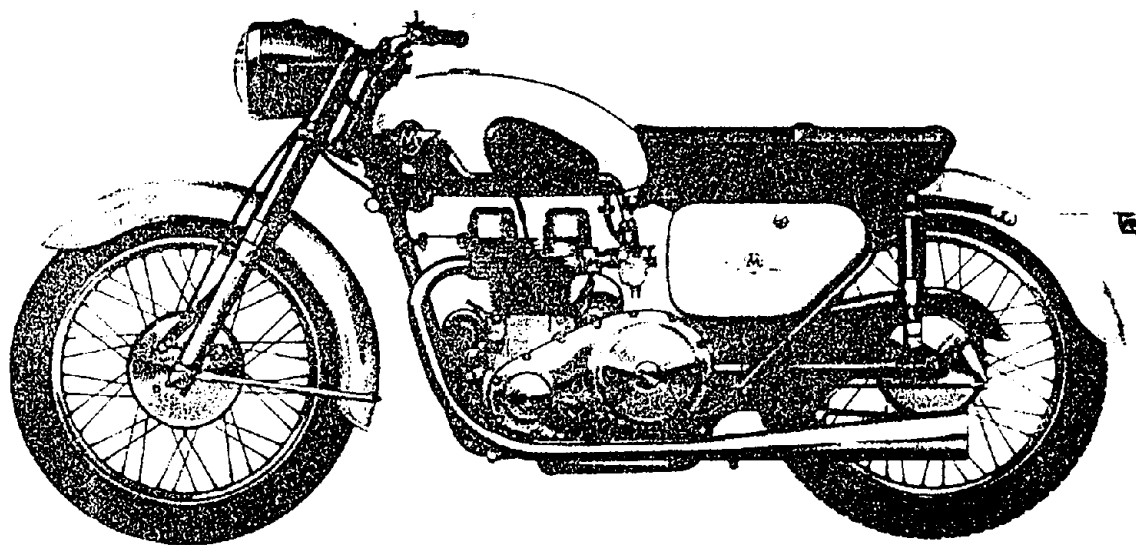
MATCHLESS MODELS

for 1959



MODEL G3C 347 c.c. O.H.V.

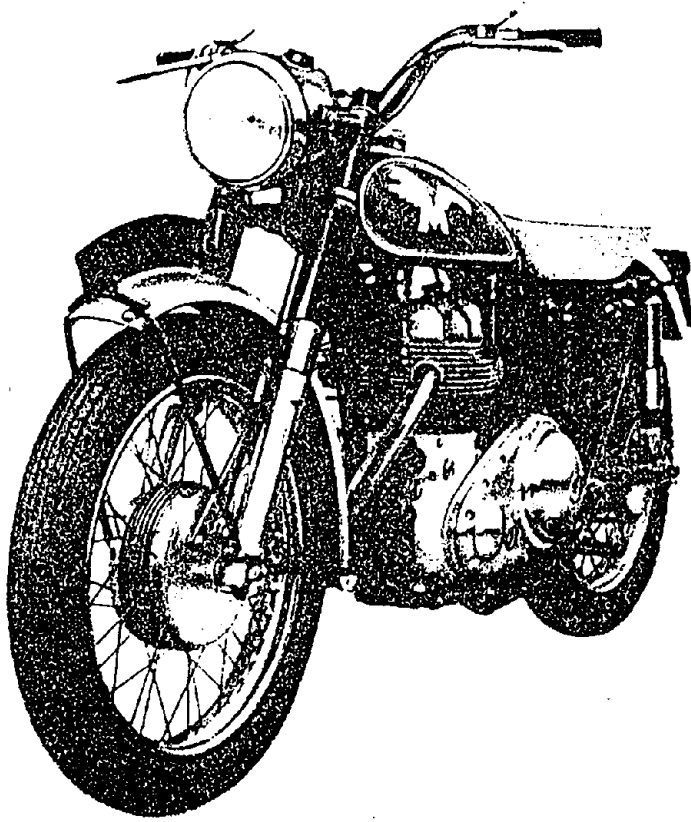
Much lighter and incorporating modifications tried experimentally and approved by works riders in open events, the 347 c.c. Trials Model should add to its glittering reputation and prove the first choice of the Expert in 1959.



MODEL G9 DE LUXE 498 c.c. O.H.V. TWIN

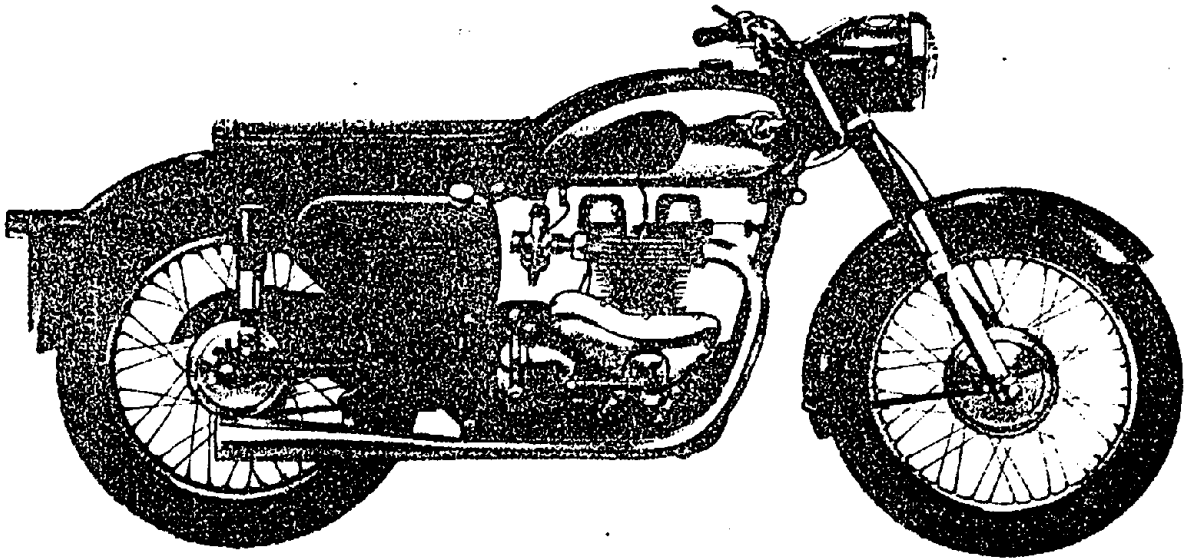
For the fastidious rider who demands a luxury specification to complement a dazzling performance, the Model G9 DE LUXE is the obvious answer.

Two-tone finish extra.



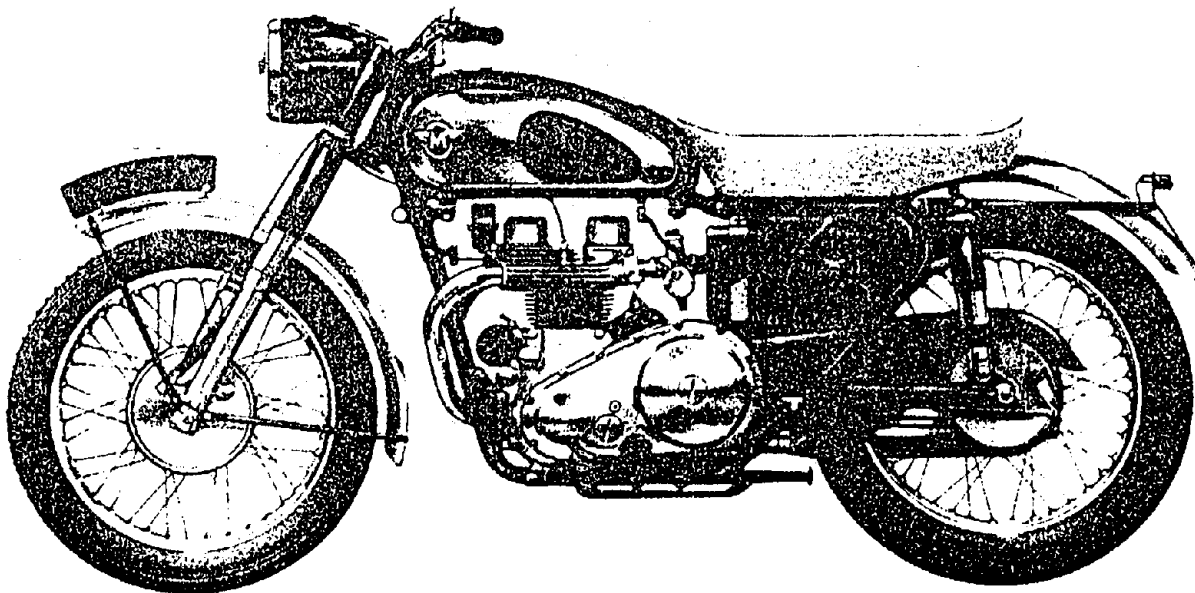
MODEL G12CS 650 c.c. O.H.V. TWIN

The Scramble version of the 650 c.c. Twin. A model that has enjoyed an unprecedented run of success during an experimental season in cross country speed events in the U.S.A.



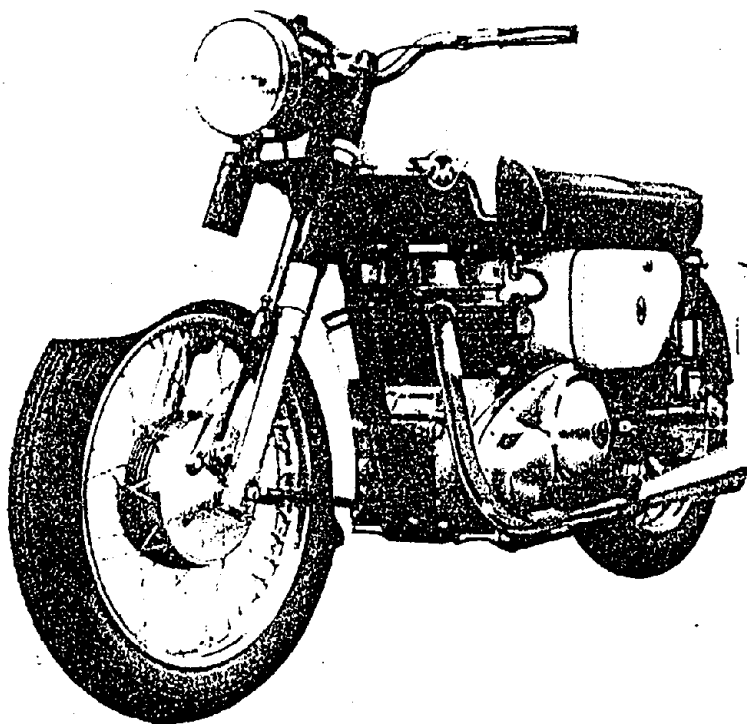
MODEL G12 DE LUXE 650 c.c. O.H.V. TWIN

An unsurpassed performance and the thrill of road supremacy is even more enhanced when riding the high performance yet extremely tractable Model G12 DE LUXE.



MODEL G12CSR 650 c.c. O.H.V. TWIN

The new 650 c.c. version of the Sportstwin which made history by covering 103 miles in one hour with full equipment. Capable of a performance that even blasé pressmen have described as breathtaking, and probably the fastest standard motor cycle in current production.

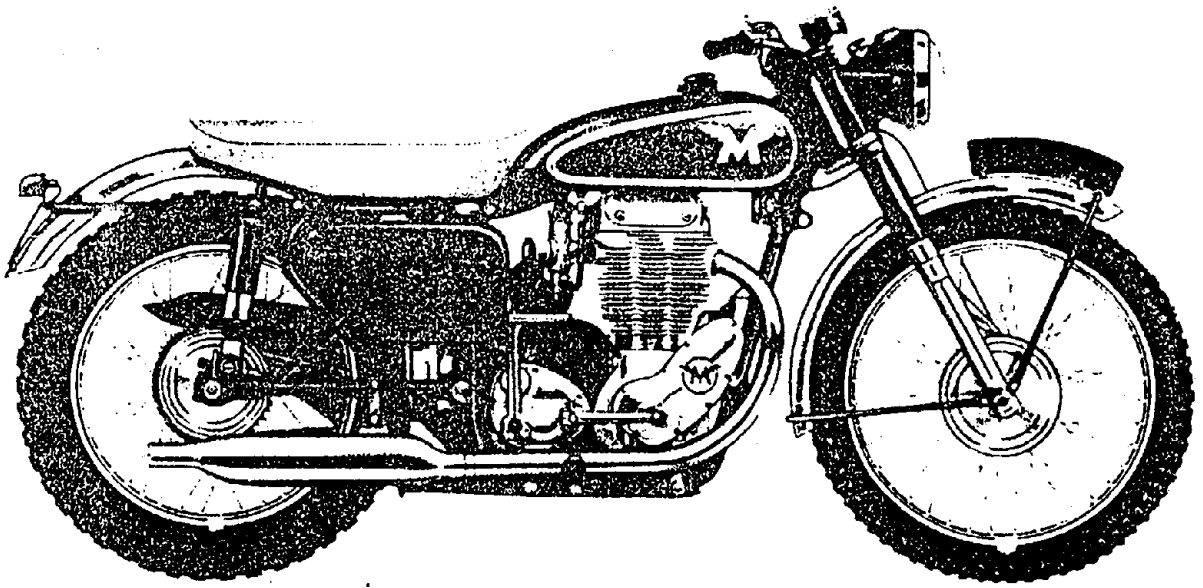


MODEL G12 650 c.c. O.H.V. TWIN

This new and exciting large capacity twin provides the ultimate in standard machine performance... that extra surging zestfulness and indefinable feeling of absolute confidence demanded by the connoisseur.

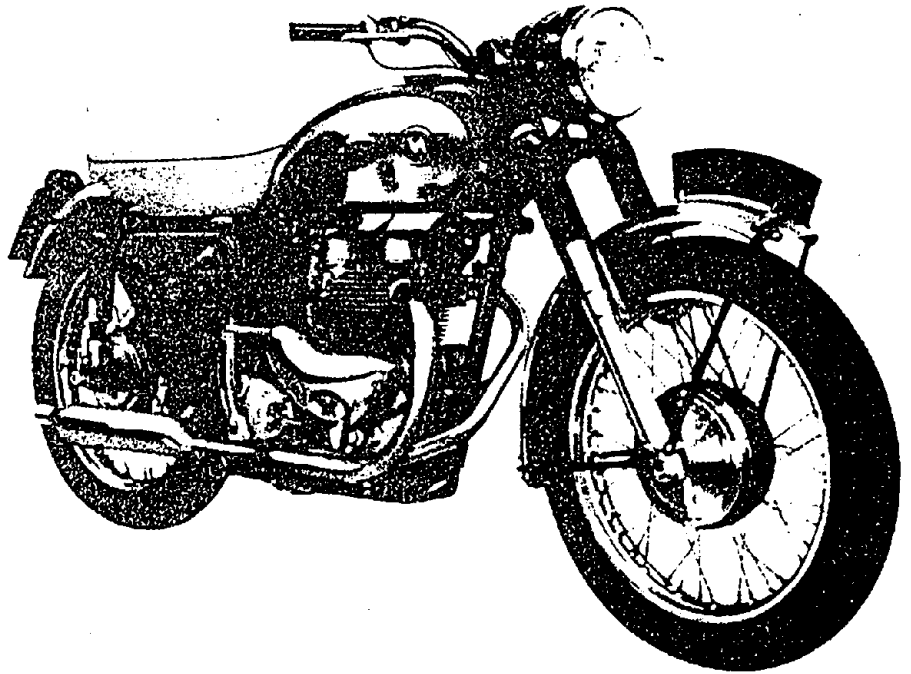
Two-tone finish extra.

RIDE FARTHER—FASTER



MODELS G80CS 497 c.c. O.H.V. and G3CS 348 c.c. O.H.V.

With the exception of the engine dimensions, these two models are almost identical in looks and specification. A greatly improved power output, as a result of internal modifications should result in these highly successful models adding to their enviable International reputation in 1959 Scrambles.



MODELS G9CS and G9CSR 498 c.c. O.H.V. TWINS

These are the 500 c.c. versions of the Sportstwin to road and scrambles specifications. Of special appeal to riders who wish to participate in events limited to machines not exceeding 500 c.c. capacity, these models provide an exceptional performance, perfect steering and outstanding reliability.

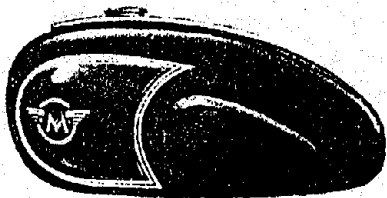
ON A MATCHLESS

Technical Data

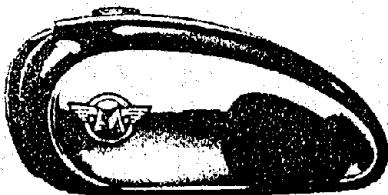
MODEL	G2	G1CS	G1C	G1 and G10	G1CS and G1CS	G1 and G1 De Luxe	G1CS and G1CSR	G11 and G1 De Luxe	G1CS and G1CS
No. of Cylinders	70, 445	70, 465	69, 493	69, 493	71, 485.5	64, 72.5	64, 72.5	71, 79.3	64, 72.5
Stroke	7.8	10	4.5	7.5 or 6.5	86 x 95.5	80 or 70	80 or 70	71 x 79.3	80 or 70
Capacity cc	7.8	10	4.5	7.5 or 6.5	86 x 95.5	80 or 70	80 or 70	71 x 79.3	80 or 70
Compression Ratio	16	16	16	16	16	16	16	16	16
Tappet Clearance Intake (cold)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Tappet Clearance Exhaust (cold)	35"	35"	36"	36"	35"	35"	35"	35"	35"
Valve Timing Intake opens b.t.d.c.	77"	77"	51"	51"	48"	48"	48"	48"	48"
Intake closes b.t.d.c.	77"	77"	51"	51"	48"	48"	48"	48"	48"
Exhaust opens a.t.d.c.	38"	38"	35"	35"	30"	30"	30"	30"	30"
Exhaust closes a.t.d.c.	38"	38"	35"	35"	30"	30"	30"	30"	30"
Carburettor	374/99	374/97	374/97	374/95	389/12	374/6	374/6	389/10	374/6
Choke diameter—inch	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Plan Jet No.	180	180	210	210	210	210	210	210	210
Slide Jet No.	35	35	30	35	30	30	30	35	30
Needle position	Centre	Centre	Centre	Centre	Centre	Centre	Centre	Centre	Centre
Magneto Chain—inch	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2
Dynamo Chain	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2
Primary Chain	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2	30 1/2 x 30 1/2
Sprockets Engine	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T
Clutch	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T
Gear-Box	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T
Rear Wheel	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T	30 T
Gear-Box Ratio First	2.92	2.92	3.34	3.34	3.34	3.34	3.34	3.34	3.34
Second	1.85	1.85	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Third	1.44	1.44	1.44	1.44	1.44	1.44	1.44	1.44	1.44
Fourth	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Top	0.896	0.896	0.896	0.896	0.896	0.896	0.896	0.896	0.896
Alternator or Magneto	36"	36"	36"	36"	36"	36"	36"	36"	36"
Ignition Advance b.t.d.c.	180	180	180	180	180	180	180	180	180
Plug Gap	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015
Contact Breaker Gap—inch	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015	0.012 to 0.015
Battery 6-volt	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE	3 ER 7L EXIDE
Reading lamp bulb, double filament	30 g 24 watts	30 g 24 watts	30 g 24 watts	30 g 24 watts	30 g 24 watts	30 g 24 watts	30 g 24 watts	30 g 24 watts	30 g 24 watts
Tail lamp bulb, double filament	3 g 3 watts	3 g 3 watts	3 g 3 watts	3 g 3 watts	3 g 3 watts	3 g 3 watts	3 g 3 watts	3 g 3 watts	3 g 3 watts
Speedometer bulb, single contact	3 watts	3 watts	3 watts	3 watts	3 watts	3 watts	3 watts	3 watts	3 watts
Engine Hot, above 50 F.	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50
Cold 32 F. to 50 F.	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30
Gear-Box Hot, above 50 F.	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50	SAE 50
Cold 32 F. to 50 F.	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30
Suspension oil, quantity per leg, Front	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30	185 cc—SAE 30
Brake, diameter x width, inches	6 x 7	6 x 7	5.5 x 7.5	5.5 x 7.5	5.5 x 7.5	5.5 x 7.5	5.5 x 7.5	5.5 x 7.5	5.5 x 7.5
Tyre, Front	3.00 x 18	3.00 x 18	3.00 x 18	3.00 x 18	3.00 x 18	3.00 x 18	3.00 x 18	3.00 x 18	3.00 x 18
Rims Front	3.35 x 17	3.35 x 17	3.35 x 17	3.35 x 17	3.35 x 17	3.35 x 17	3.35 x 17	3.35 x 17	3.35 x 17
Tyre, Rear	WM2 x 19	WM2 x 19	WM2 x 19	WM2 x 19	WM2 x 19	WM2 x 19	WM2 x 19	WM2 x 19	WM2 x 19
Tyre Pressures: lbs/inch	As required	As required	As required	As required	As required	As required	As required	As required	As required
Percol tank capacity—Imperial Gallons	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Oil tank capacity—Pints	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Gear-box capacity—Pints	3	3	3	3	3	3	3	3	3
Overall width—Inches	28	28	28	28	28	28	28	28	28
Overall height—Inches	41	41	44	44	44	44	44	44	44
Seat height—Inches	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Seat length—Inches	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Ground clearance—Inches	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Wheelbase—Inches	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Weight—lbs	317	317	306	315	326	312	319	316	319

* When Lighting Specified

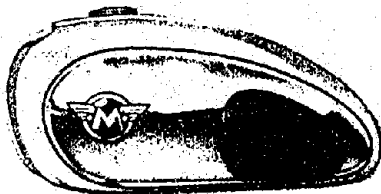
OPTIONAL FINISHES



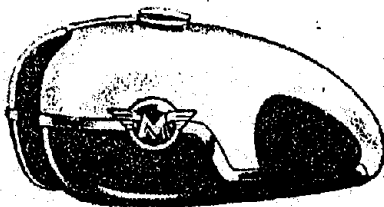
Black and silver lined standard finish for all road Models.



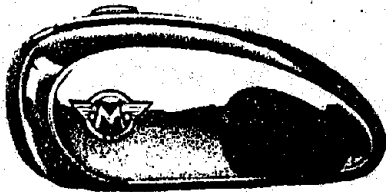
Optional extra chromium tank panel for 3½ and 4½ gall. tanks. Standard on de Luxe Twins.



Optional extra finish in Arctic White with chromium plated panel for all standard road Models, 1½ and 4½ gall.



Optional extra two-ton tank finish in Arctic White and red for all standard road Models, 3½ and 4 gall.



Red with chromium plated panel. Standard finish on CSR. Twins.

1959

PRICE



LIST

All goods are sold subject to the limited guarantee printed in our current catalogue.

Revised Issue:
8th APRIL, 1959

Prices and specifications are subject to variation without notice.



MODEL	BASIC PRICE			PURCHASE TAX			TOTAL PRICE		
	£	s.	d.	£	s.	d.	£	s.	d.
G2	157	10	0	32	9	9	189	19	9
G1	160	0	0	33	0	0	193	0	0
G7CS	168	0	0	34	13	0	202	13	0*
G3	185	10	0	38	5	3	223	15	3*
G3C	195	0	0	40	4	5	235	4	5*
G3CS	198	0	0	40	16	8	238	16	8*
G89	196	0	0	40	8	6	236	8	6
G89CS	215	0	0	44	6	11	259	6	11*
G9	216	10	0	44	13	1	261	3	1
G9 DeLUXE	225	0	0	46	8	2	271	8	2
G9CS	234	0	0	48	5	4	282	5	4
G9CSR	234	0	0	48	5	4	282	5	4
G12	220	10	0	45	9	7	265	19	7
G12 DeLUXE	229	0	0	47	4	8	276	4	8
G12CS	238	0	0	49	1	8	287	1	8
G12CSR	238	0	0	49	1	8	287	1	8
G50	345	0	0	71	3	2	416	3	2

*Lighting Extra

LIGHTING MODEL G2CS COMPETITION SINGLES

MATCHLESS MOTOR CYCLES, PLUMSTEAD RD., LONDON, S.E.18

SINGLE CYLINDER ENGINES

69 mm. bore x 93 mm. stroke 347 cc. capacity

82.5 mm. bore x 93 mm. stroke 498 cc. capacity

With the exception of the cylinder bore dimensions, these high efficiency single port O.H.V. engines are of identical design.

CYLINDER HEAD

Die cast in light alloy and heavily finned, cast in valve seats, chromium plated valve stems, lubricated valve guides, overlapping duplex hairpin valve springs.

CYLINDER AND PISTON

Cast in close grain and deeply finned to match cylinder head. Fitted with low clearance controlled expansion wire wound piston, top compression ring chromium plated for long life, scraper ring slotted for oil control.

VALVE GEAR

Twin cam wheels, with ramp for quiet operation, directly driven by timing side mainshaft; hollow mushroom cam followers, adjustable Duralumin pushrods and three piece splined rockers accommodated in detachable light alloy rocker box. Totally enclosed, positively lubricated and readily accessible for adjustment.

CRANKSHAFT ASSEMBLY

Large diameter two piece crankpin linking individually balanced flywheels. "H" section forged steel connecting rod, hardened and ground pressed in liner, three row roller big end bearing with Duralumin cage. Complete assembly supported by two heavy duty caged ball bearings on drive side and plain bronze oil distribution bearing on timing side.

CRANKCASE

Robust light alloy die casting, main bearing housings fine bored after initial assembly for absolute accuracy.

LUBRICATION

Full dry sump system operated by rotary reciprocating duplex plunger driven by mainshaft and housed in the crankcase casting. Positive and controlled feed to all moving parts. Separate oil tank, magnetic filter in crankcase, gauze filter in feed line.

ELECTRICAL EQUIPMENT

(Single Cylinder)

High output A.C. generator, Rotor mounted direct on drive side mainshaft and stator housed in primary chaincase casting. Contact breaker driven by inlet camshaft and enclosed by detachable extension of timing case. Automatic ignition control. Extra switch permits starting independent of battery.

7" diameter headlamp with integral ignition and lighting switches. Red plastic rear light incorporating regulation reflector, enclosed 6 volt 12 amp hour battery, high frequency horn, ammeter, handlebar dip switch and horn button.

TWIN CYLINDER ENGINES

66 mm. bore x 72.8 mm. stroke 498 cc. capacity

72 mm. bore x 79.3 mm. stroke 646 cc. capacity

Apart from the cylinder dimensions detailed, the basic design of the 500 cc. and the 650 cc. Twin Cylinder engines is the same.

CYLINDER HEAD

Separate single port heavily finned light alloy die castings with integral rocker posts. Retained by through studs from crankcase.

CYLINDERS AND PISTONS

Deeply spigotted into the crankcase, the individual cylinders are made from seasoned iron castings and are fitted with controlled expansion low clearance wire wound pistons. The top piston ring is chromium plated for long life.

VALVE GEAR

Inclined overhead valves are operated by twin gear driven camshafts through lever followers, Duralumin pushrods, forged steel rockers and double coil valve springs. The complete gear is pressure lubricated and each valve is provided with a detachable aluminium cover to permit checking and adjustment.

CRANKSHAFT

A three bearing alloy iron casting statically and dynamically balanced and supported by twin caged roller bearings and a plain Vandervell centre bearing. Forged light alloy connecting rods with three layer Vandervell big end bearings are fitted; these are paired for balance.

CRANKCASE

Die cast in light alloy and spherical in shape for maximum strength. Centre bearing mounted in separate casting sandwiched between two halves.

LUBRICATION

Full dry sump with separate oil tank and pressure feed to all moving parts via main centre main bearing for even distribution. Twin camshaft driven gear pumps; fabric, magnetic and gauze filters.

ELECTRICAL EQUIPMENT

(Twin Cylinder)

The Standard Models are fitted with a crankshaft mounted A.C. generator/ignition unit with a switch for starting independently of the battery. The distributor is gear driven.

The DE LUXE Models are fitted with magneto ignition and a 60 watt dynamo. Both units are gear driven.

Automatic ignition control applies to the standard Twins and the DE LUXE Models are fitted with handlebar control. The remaining electrical equipment as for Single Cylinder Models.

TRANSMISSION

By primary chain enclosed in polished aluminium case to heavy-weight four speed gear box. Multi plate clutch incorporating vane type rubber shock absorber, enclosed foot operated kickstarter and positive stop gear change. Final chain drive protected by deep section steel guard.

CARBURETTOR

Amal Monobloc carburettors with twist grip throttle and lever air controls are fitted to all Models.

FRAME

Heavyweight tubular steel duplex cradle of brazed construction and incorporating malleable lugs. Swinging arm pivots on large diameter self lubricating bronze bush. Fitted with prop and centre stands and sidecar and pillion footrest lugs.

MUDGUARDS

Deep section one piece guards of new and attractive design.

SUSPENSION

Self lubricating oil damped Matchless Teledraulic front forks. Rear units adjustable, oil damped and mounted on flexible bushes.

TANKS

Of welded sheet steel construction and fitted with quick action filler caps and twin petrol taps — one reserve.

WHEELS AND BRAKES

Full width light alloy die cast hubs, straight spokes, adjustable taper roller bearings, large diameter internal expanding brakes with finger and shim adjustment. Chromium plated rims fitted with tyres as follows:

3.25" x 19" ribbed front

3.25" x 19" studded rear (350 cc. Models)

3.50" x 19" studded rear (Models over 350 cc.)

TWINSEAT

Deep and comfortable foam rubber covered in grained waterproof Vynide.

FOOTRESTS

Robust steel forgings, adjustable and rubber covered.

HANDLEBAR AND CONTROLS

Chromium plated $\frac{1}{2}$ " steel tube, fully adjustable and fitted with detachable hand controls.

FINISH

The standard finish is three coats of high quality stoved black enamel on Bonderized base. Various engine, hub, fork and gearbox castings in aluminium are polished. The exhaust system, wheel rims, handlebars and various controls etc., are heavily chromium plated. Optional finishes on road models at a small extra cost are — Arctic White tank, mudguards etc., with chromium plated tank panels and black plastic beading.

As above but with the petrol tank in Arctic White and black with a chromium plated separating strip.

The standard black finish but with chromium plated tank panels and red beading instead of hand lining. Chromium plated tank panels are fitted as standard to the De Luxe Twins.

OPTIONAL EQUIPMENT

Quickly detachable rear wheel, pillion footrests, air cleaner, stop light, carrier, luggage panniers, steering damper, safety bars, steering lock, chromium plated tank panels (See FINISH Para.)

COMPETITION MODELS:

The specifications of the Trials, Moto-Cross and Sports Twin Models are covered separately under the appropriate heading.

TRIALS MOTO-CROSS AND SPORTSTWIN SPECIFICATIONS

MODEL G3LC TRIALS

347 cc. O.H.V. low compression engine fitted with slow running cams, light alloy cylinder and cylinder head, waterproof magneto with manual control and heat insulated carburettor. Entirely new high ground clearance short wheelbase frame of welded construction, redesigned swinging arm and low weight hubs, brakes and forks. Light alloy two gallon petrol tank and mudguards, upswept exhaust system, small competition saddle, wide handlebars, forged steel footrests, wide ratio gears, Trials Universal tyres 4.00" x 19" rear, 2.75" x 21" front, security bolts, heavy gauge spokes, steel undershield.

Optional Equipment

High or low compression ratio, standard wheels, tyres and gear ratios.

Optional Extras

Electric lighting with quickly detachable headlamp.

MODELS G9CS and CSR MOTO-CROSS AND MODELS G11CS and CSR ROAD SPORTSTWINS

The basic specifications of the 500cc. and 650 cc. Scrambles and Road Sportstwins are identical to the single cylinder Scrambles except that they are fitted with high output versions of the twin cylinder engines and a crossover exhaust system.

The CS models are intended for cross-country speed events and the CSR models for Sports class racing and high speed road work.

Magneto ignition applies and electric lighting is fitted as standard. The headlamp on the CS models is quickly detachable.

MODELS G80CS and G3LC5 — MOTO-CROSS ENGINES — SINGLE CYLINDER

72 mm. bore x 85.5 mm. stroke 348 cc. capacity

86 mm. bore x 85.5 mm. stroke 497 cc. capacity

High output single port racing type engines fitted with light alloy cylinder and cylinder head and retained by long through studs from crankcase, steel disc flywheels, large diameter caged roller big end bearings, short high tensile steel connecting rod, special cams and valve gear, large bore carburettor, waterproof magneto.

FRAME AND FORKS

Duplex cradle of heavy gauge steel tube of robust design. Long action suspension units and rigid swinging arm. Heavyweight Teledraulic Forks with special springs and damping.

TRANSMISSION

Heavyweight four speed Matchless gear box with special steel Internals, multi plate clutch incorporating rubber shock absorber. Folding kickstarter, positive stop foot and gear change, Primary chain enclosed in oil bath case, rear chain protected by efficient guard.

WHEELS, BRAKES AND TYRES

Wide rims, heavy gauge spokes, full width L.A. hubs, large diameter brakes.

Dunlop Sports tyres: 3.00" x 21" front
4.00" x 19" rear

The CSR Sportstwins are fitted with standard 19" wheels and tyres front and rear.

MUDGUARDS

Polished aluminium with tubular steel stays.

TANKS

2-gallon competition, new large capacity tank with chromium plated panels on road Sportstwins.

½-gallon oil tank with vertical filler cap.

FOOTRESTS

Steel forgings of immense strength.

SEAT

Long racing type with upswept rear. Foam rubber on strengthened steel pan and covered in waterproof Vynide.

HANDLEBARS

Semi-Western or wide Scramble type.

FINISH

All cycle parts black, chromium or polished aluminium. Small competition tanks in black or Cardinal red with hand-lining. Large tanks, oil tank and tool box on CSR Sportstwins in Cardinal red. Chromium plated tank panels fitted as standard on these two models.

EQUIPMENT

High lift centre stand, side stand, crankcase shield.

OPTIONAL EQUIPMENT

Standard engine sprocket, large petrol tank, standard wheels and tyres.

OPTIONAL EXTRAS

Electric lighting, air cleaner, quickly detachable rear wheel, chromium plated fork covers, lamp brackets etc.

MODEL G2CS SCRAMBLER

The specification of the 250 cc. Scrambler is similar to the standard model but it is fitted with a high compression specially tuned engine, heavy-duty front forks, hubs and suspension units; a strengthened frame, polished aluminium mudguards, 3.00" x 19"

front and 3.50" x 19" rear wheels and Sports Dunlop tyres, racing ignition system and detachable lighting as an optional extra when specified.

MODEL G2 250 c.c.

ENGINE

High efficiency O.H.V. single cylinder. Die cast aluminium cylinder head. Stellite tipped valves operated by twin cams, lever followers. Duralumin pushrods and hairpin valve springs. Dry sump lubrication from 2½ pint reservoir and positive feed by duplex plunger pump to all moving parts including caged roller big end bearing and wire wound piston. 7.8:1 compression ratio. 70 mm. bore. 65 mm. stroke. 248 c.c. capacity.

GEAR BOX

Mounted direct on the rear of the crankcase and incorporating primary chain adjustment. Positive stop gearchange, folding kickstarter. Gear ratios 6.89, 8.96, 12.75 and 20.12. Multi plate clutch with vane type shock absorber.

ELECTRICAL EQUIPMENT

High output A.C. generator, accessible contact breaker and automatic ignition control, 6" headlamp with lighting, ignition and emergency ignition switches. Enclosed battery, rectifier etc. Combined dipper switch and horn button.

CARBURETTOR

1½" Amal Monobloc (Enclosed air cleaner extra).

FRAME

1½" dia. single tube from head lug to rear of gearbox. Pressed steel under channel enclosing centre stand operating mechanism. Swinging arm rear frame with large pivot bearing. Oil damped telescopic forks and rear suspension units.

WHEELS

Journal ball bearings, full width hubs, 3.25" x 17" tyres front and rear.

TRANSMISSION GUARD

A normal deep section chainguard is standard equipment but full rear chain enclosure is an optional extra.

BRAKES

6" internal expanding with cast drums.

TWINSEAT

Foam rubber, Vynide covered and piped in red.

FINISH

Frame and deep section mudguards, etc., black stoved enamel, petrol tank Cardinal red with silver lines. Attractive plastic badge and rubber kneegrips. Rims, adjustable handlebars, exhaust systems etc., heavily chromium plated.