



MATCHLESS? AND HOW!

The G15-CS Mark Two.

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Handlebars didn't suit all members of our staff but most liked them. The seating position of the big Matchless is comfortable for all over 5'6"

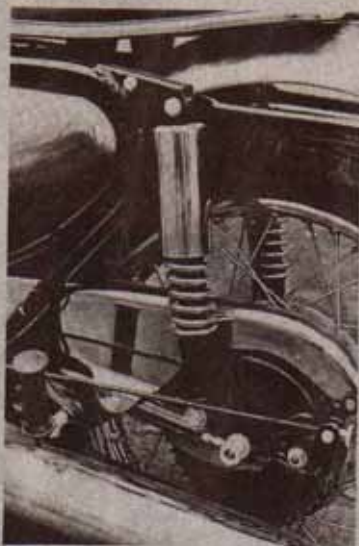
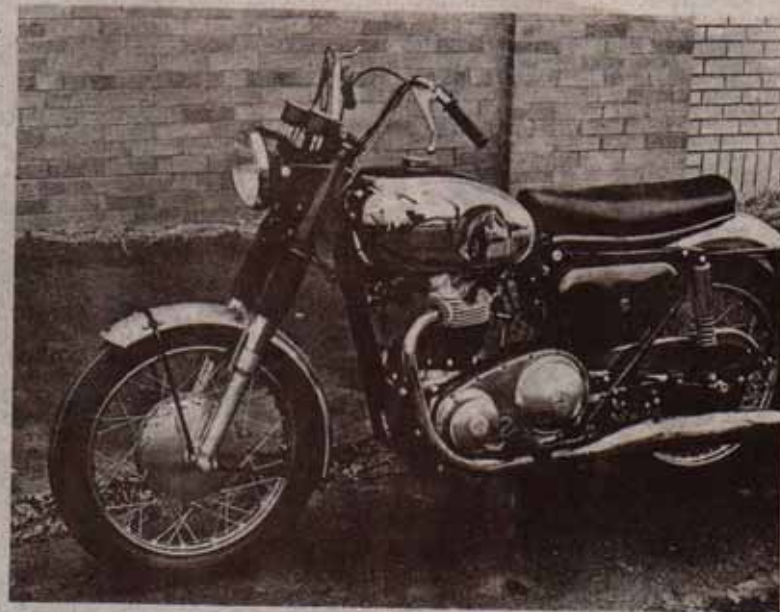
WE SOMETIMES WONDER if many of our readers can harken back to the gut rumbling days of motorcycling. In those days, the cyclist had to keep one eye peeled for the non-believing public while the other eye was kept on a road filled with a never ending collection of pot holes, grease slicks, puddles, stray dogs and unconscious pedestrians. Remember also the need to keep one hand free to manipulate the spark advance while the other worked the throttle, hand shift, and front brake. Add to this, the need for three feet; one to operate the clutch and flick on the choke lever, while the other two were made ready to drag along the ground because the brakes didn't work worth a damn. Ah yes, those were the days everyone refers to as, "the good old days of motorcycling!"

Today the cycle scene is a bit different. Now we have the high revving two strokes that have to be kept on the boil by dexterous use of the shift lever. Exotic single and double overhead cam four-strokes that require the skill of a brain surgeon before the points can be set.

In between these extremes was an era of 40-inch on up machines that could be put into fourth gear at 15 mph and just ridden by a simple turn of the wrist? They're still around but you really have to look for them. Cycle Guide, on a recent trip to the East coast did just that and came up with our test bike, the Matchless G15-CSR Mark Two.

Here is one of the traditional overhead valve motorcycles that introduced the post war rider to the wonderful world of two wheels. High revs it does not have, because torque is its bag. Just plunk the four speed transmission into top gear at 20 mph and it is possible to go all day without making another shift, just don't let the speed drop below 20. Any time the rider wants to speed up, open the tap and the big twin takes over.

The Mark Two's torque is understandable when one looks at the bore



Chrome is everywhere and of good quality. The three-way adjustable Girling shocks are the best and can be found on many brands of motorcycles.



Removing the screw at the bottom of the forks allows the owner to change weight of the suspension oil. Single leading shoe brake works well.

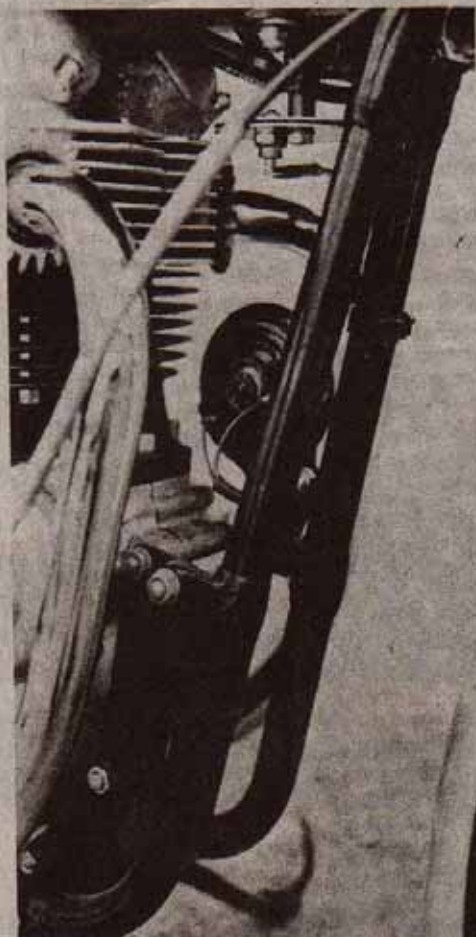
and stroke ratio, 73mm by 89mm. Translated this means horsepower without twisting the engine to astronomical proportions. Where this comes into play is on a freeway or high speed roadway. If the bike is being cruised at 60 mph it is not necessary to down shift for swift acceleration, twist the grip and the 750cc Matchless twin moves out, right now.

The gearbox is the same unit that both Matchless and Norton have used

for the past several years. It is not necessary to change every year if the original product is a good one to start with. Such is the case here. An engineer would be hard pressed to make improvements to this transmission. It shifts with light pressure on the lever and is as reliable as the day is long. In short, making changes would be superfluous.

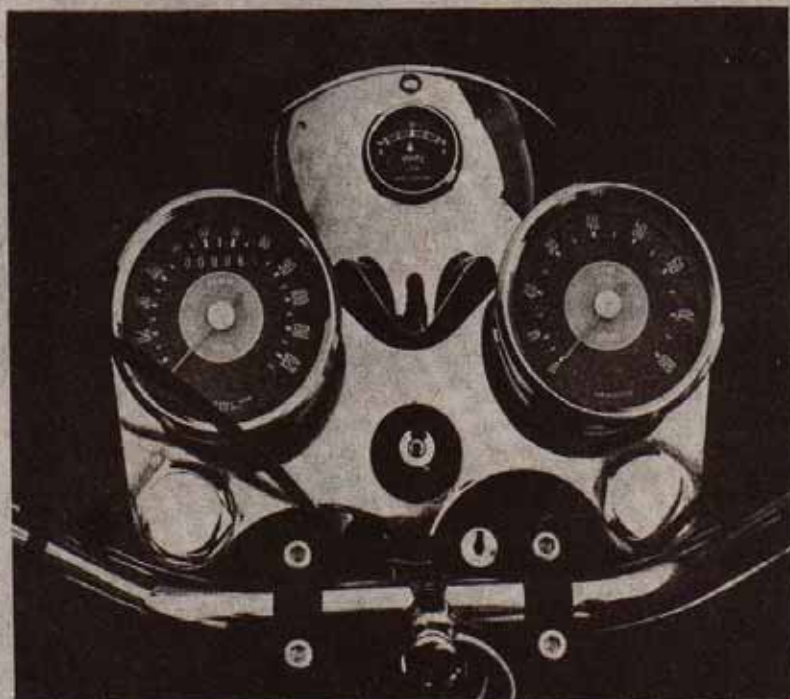
The same could be said of the frame. One of Cycle Guide's staff members

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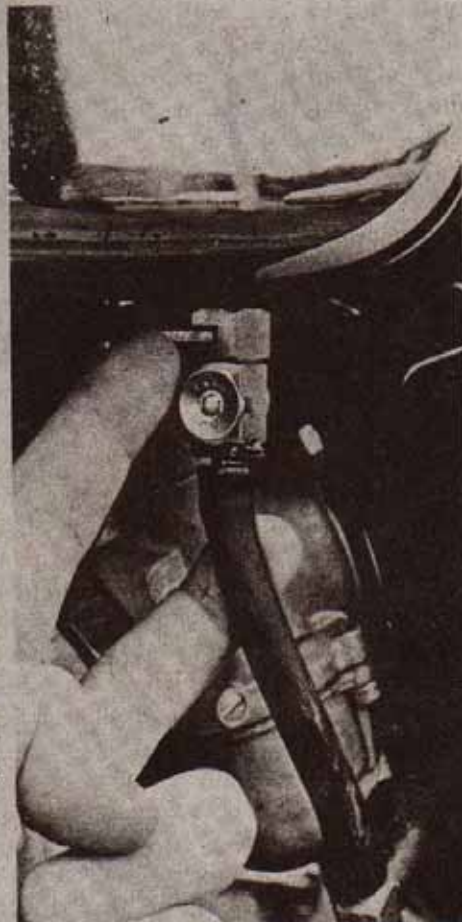
The double down tube frame is fairly light, very sturdy and gives good handling characteristics. Object bolted to frame is the horn.

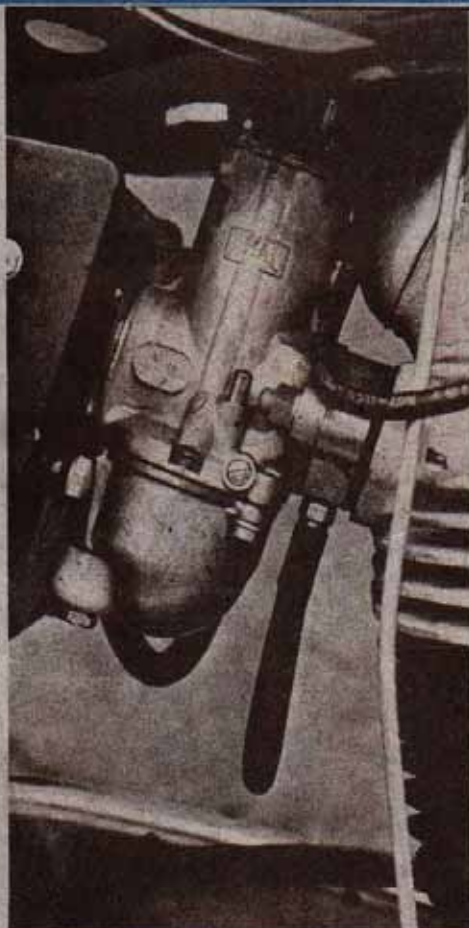
Both look the same but one is a year old. The newer machine, on the left, has a key ignition and the new Amal Concentric carburetors.



The instrument cluster is complete with mechanical tachometer, speedometer and ammeter. With the exception of ammeter, they are lit for night riding.

A unique feature is the method of turning on the gas reserve. Instead of combining the two in the same petcock, there is a separate valve for both.





One of the big changes between the '67 and 1968 is the use of the Amal Concentric carburetors. With the removal of the air horns, an air filter can be used.

has quite an extensive background in road racing. Because of this, or perhaps in spite of this, we listen to him when he speaks of the handling of road going motorcycles. After riding our test machine he feels that the Matchless frame is close enough to the original Manx Norton unit, geometry-wise, to claim credit for the fine road manners that the G15 puts forward. On the freeway or a high speed twisting road, the Matchbox comes into its own. Flicking it from side to side or groovin' the middle of a fast sweeper, the bike tracked straight and true with never a tendency to pogo or twitch the tail end. This is indeed the mark of a true handler. At one point during the test, one of our riders had the misfortune of having a car, whose driver was blithely unaware of the oncoming cyclist, pull out and block the roadway. Even though the machine was leaned over to the maximum, our fearless tester was able to bring the bike to a safe stop, thus speaking well for both the handling and brakes. The only aftermath

was the continuous string of oaths from our rider concerning the lineage of the automobile driver.

The Mark Two is obviously a road-going machine. This is evident from the first look at the police style handlebars, the extra large gas tank, and on to the full width brake hubs. As to the ability of the brakes, our tester in New Jersey would be more than happy to go on at great length about their stopping power. Add to the aforementioned, a comfortable seat, good lighting for riding at night and the reputation for reliability Matchless has enjoyed through the years and it is easy to see why so many of the post war cyclists

rode nothing but the winged 'M' brand.

One of the few points we could fault was the finish of the paint. It looked to be thin in some spots, not enough for the primer to show through, but we feel that a new paint job will be necessary after a few months in the sun. Most people today, however, change the stock color scheme so perhaps this won't raise a problem. The chrome was first quality and if treated properly should last the life of the machine.

For those of you that want to harken back to the carefree days of cycling, try this Matchless on for size, if you're a big man it will fit. ■



Matchless G15 CSR MK II

Suggested Price* \$1339.00

ENGINE

Type OHV, twin cylinder
 Displacement 745cc
 Bore and stroke 73mm x 89mm
 Compression ratio 7.6 to 1
 Horsepower N. A.
 Ignition coil and battery
 Lubrication dry sump

TRANSMISSION

Type four speed, foot operated
 Primary drive chain
 Clutch wet, multi-plate

FRAME

Type double down tube
 Front suspension telehydraulic work
 Rear suspension hydraulic shock
 Brakes Front single leading shoe
 Rear single leading shoe

DIMENSIONS

Overall length N. A.
 Overall width N. A.
 Seat height 33 inches
 Ground clearance 6.5 inches
 Wheelbase 55.5 inches
 Weight 400 pounds

Due to our testing of this motorcycle on the East Coast, a drag strip was not available during our stay.

4th .. 4.9:1
 3rd .. 6.0:1
 2nd .. 8.4:1 All ratios
 Neutral final drive
 1st .. 12.6:1



*Retail (P.O.E. East Coast)