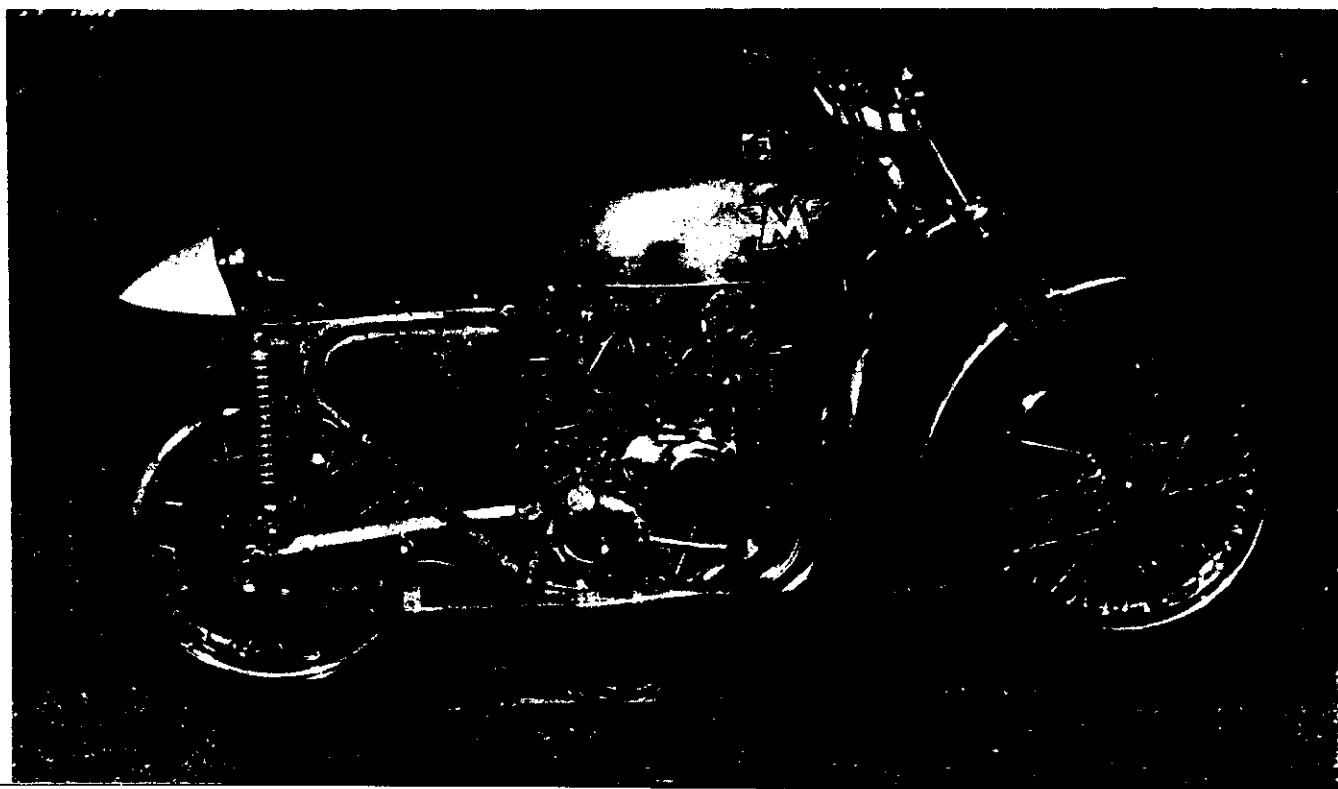


BY DAN HUNT

EVERYONE WHO HAS been around the racing game has probably come up with an idea of what his "perfect" machine for the job would be. Young California banking executive Clay Jacobson (some will remember him better by the #9 he held a few years back in District 37 sportsman scrambles racing) had such an idea and, by virtue of his expertise, a wonder-

ful bike to start with — a Matchless G-50 CSR, one of that batch of 50 imported to these shores before production stopped.

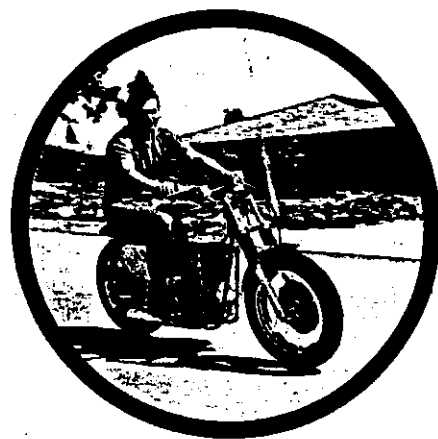
The Matchless has somewhat the flavor of a show machine, not because of wild paint job or extraneous doodads, but because of the great amount of detail work to be found on the old design. The functional changes were wrought out of a



6/66
cycle
world



BANKER'S BEAUTY



week-after-week season of racing, rather than an abstract idea.

In the engine department, the components are close to original. But there are a few important exceptions. Clay fashioned a titanium connecting rod, balanced similarly to the standard G-50 rod but having a 39% greater cross section. A Forged True piston raises the compression ratio

from 10.5 to 1 to 12.8. The aspirations of the 1-1/2 inch Amal GP carburetor are protected by an air filter box made by Paul Crowell. Crowell also redid the oil tank, the capacity of which was cut to two quarts for quicker warmups. A sectioned and rewelded Royal Enfield primary cover replaces the original item and allows the rider to get at the primary chain and clutch

assembly by unscrewing only one nut.

Clay was dissatisfied with the gearing spread which came with his G-50. It never seemed to work with the 1,600 rpm power range (5,600-7,200). So he fashioned a close gearing spread equivalent to that found in road racing machines.

Then came the frame, which was lightened and cadmium plated but left unbuffed. The standard G-50 forks were lightened also and shortened by 1-3/4". Both wheels were built by Howard Barnes, using sealed American bearings, alloy hubs and Borrani rims. Rear wheel holds a knock-off quick change sprocket.

The space-age touch is added by the 12" Airheart single-caliper (and self-adjusting) disc brakes, which are hydraulically actuated. Front fender and U-brace were borrowed from a Bultaco, the fender being painted in gold to match the characteristic G-50 valve gear tower and crankcases.

The detail work lavished on this machine shows up in such things as the use of light alloy brackets and nuts and bolts in all non-stressed locations.

Clay modestly says: "I didn't mean for it to be showy; it just turned out that way in the process of building a good machine."

Ah yes. But will it go? First indications say it will. Clay took it out to a recent meet at Lions Drag Strip. In spite of a protruding valve guide which kept the rpm down to 6,000, Clay arrived at the end of the standing start quarter doing 98 mph. More runs are in the offing, both at Lions and Prado Park. He'll be lucky if he can beat his way to the starting line through all the onlookers. ■

