

# IMPRESSIONS ON ROAD TEST OF THE MATCHLESS

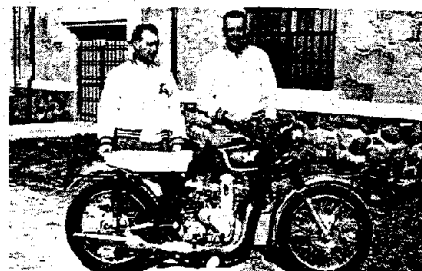


## G50CS

by Floyd Clymer

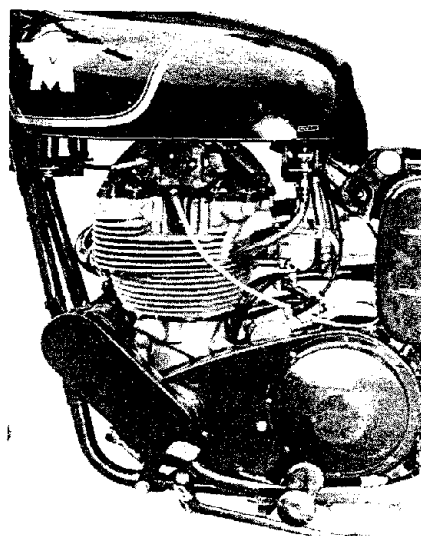
Although it was first known as the "Boy Racer," then as the G50, then the "Golden Commando," I'd call this G50CS "The Cyclone," following the name of a one-time famous and most spectacular American-made motor-cycle, the overhead-camshaft Cyclone built in St. Paul, Minn. in 1914-'15-'16. It was a sensation of its era.

I first saw the G50CS in competition in the recent 200-mile A.M.A. Championship at Daytona Beach, Florida, where G50-mounted Dick



Indian factory district managers, Armand P. Gaudreau and Bob Steiner of Milwaukee, Wis., alongside the G50CS

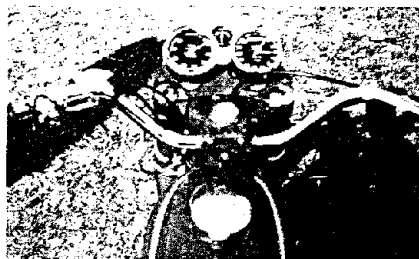
reporting is not the one Dick rode—it is one we selected at Daytona Beach with road equipment so as to comply with A.M.A. regulations—which, of course, included lights and generator. The A.M.A. requires that 25 of any one make and model be produced before it will be approved



The thin flat belt which operates from main shaft to generator, has a light metal protective shield, as shown in this photo — note the extremely large cylinder cooling fins.

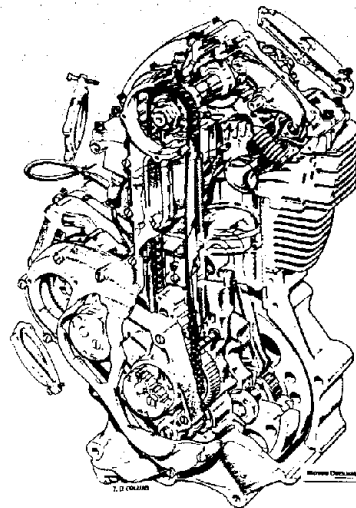
"MOTOR CYCLING" Photo

for competition racing in the United States. This, Associated Motor Cycles Ltd. did, in cooperation with the Indian Matchless Company of Chicopee Falls, Mass., who are the importers. Twenty-five of these high performance speedsters were built and were delivered in the United States prior to the Daytona program. The one machine that was available



A rider's eye view of the G50CS.

at Daytona could have been sold



The heart of the G50 is the chain driven, overhead camshaft engine.

"MOTOR CYCLING" Photo

many times, but the lucky one—and the one who loaded it on his trailer—was exclusive Indian Matchless dealer Carl Bagford, of Cedarville, Ohio.

The following is my report.  
ENGINE — The 496cc overhead



Frank Kunce, formerly Harley-Davidson dealer and competition rider of Loveland, Colo., now spends his winters in Florida. Frank, who was many times Midwest champion, a Pikes Peak champion and one of the best Midwest half-mile, one mile solo and sidecar riders, and dirt road riders of his day, poses on the Matchless. His only lament is that he didn't have a performing bike like this one in the days of his fantastic record of competition accomplishments. He might well have been called a Joe Leonard, Ed Kretz, or Carroll Resweber of his day.



Even though the G50 is a high performance bike, Clymer found it throttled down and handled well in turning short circles with feet up.

Mann finished a scant ten feet behind the winner, Don Burnett. Actually, Dick lost first position by a 16-second pit stop—but such is racing, and the fact is he didn't win first place. I talked with Dick and asked him many questions about his opinions of the G50CS, and all were most favorable. He said "the machine handled exceptionally well and was dependable." He turned lap after lap with utmost consistency.

But the machine on which I am

valve single is "over-square," with a 90mm bore and a 78mm stroke. The overhead camshaft is driven by a single, lightweight chain designed for high speed operation. Valve seats of light alloy, are shrunk in the head. Duplex hairpin valve springs are used. Rocker arm bearings are needle rollers. The cylinder is of light alloy with an iron liner and only two light alloy piston rings are used. Con rod bearings are  $\frac{1}{2}$ " x  $\frac{1}{4}$ " single roller. Flywheels are made of solid steel discs. A rotating magnet Lucas 2 MMT. magneto is used.

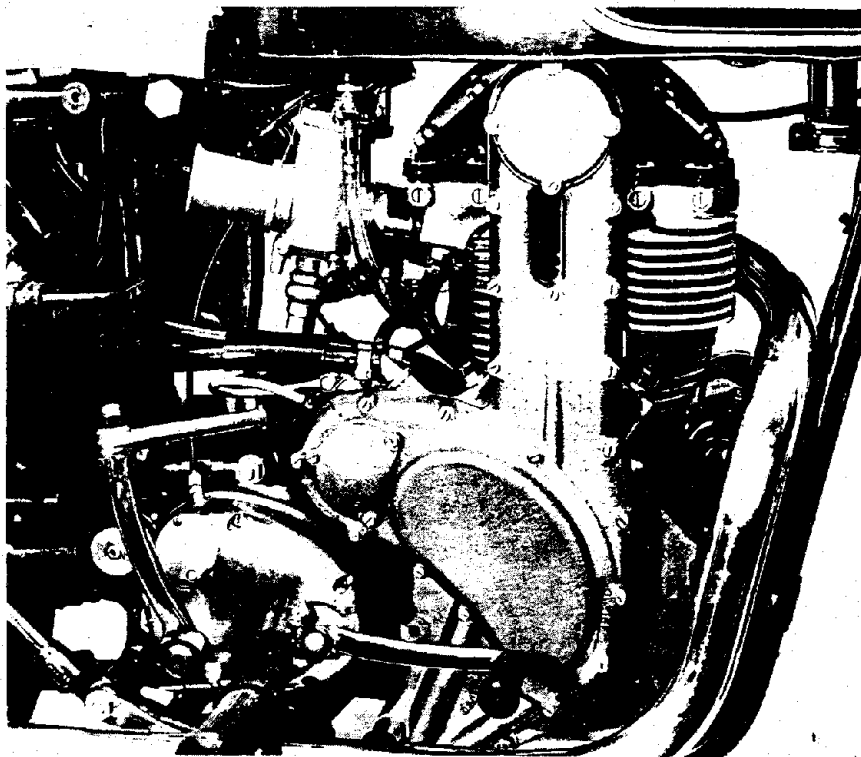
The generator, which the British call the dynamo, is a Lucas E3N 6-volt unit. It is driven by a rather flimsy flat belt with a light metal shield protector. The battery is very small. This equipment, is something one wouldn't write home about, but it meets A.M.A. regulations. I am sure even the Matchless people will agree with me that one wouldn't want to start on a long journey and expect dependable lighting over any long distance . . . suffice to say however that the average and interested buyer of the G50CS would strip the electric equipment as fast as he could find a set of tools to do the job. He would then indeed have a highly potent machine and one of the fastest motorcycles obtainable anywhere in the world.

**ROADABILITY AND SUSPENSION**—A lot of thought has gone into the design and construction of the frame in which this excellent performing engine is mounted. The suspension, both front and rear, is rather "hard" but understandable when one realizes that it is a high performance bike intended for high speeds and abuse . . . even over a rough road and around corners I found the suspension equal to that of any bike I have ever ridden. Although not designed for Sunday afternoon street riding, the 425 lb. weight is distributed well and I doubt if it could be improved. It is equipped with a well formed dual seat.

**GENERAL COMMENTS** — The four-speed transmission with kick starter was rather rough in shifting (probably because the machine was new) but shifting will smooth out as miles are accumulated.

The brakes are actually oversize for the weight of the machine and operate smooth as glass with light pedal and lever pressure.

With a quick opening throttle the acceleration is fantastic. Up to about 75 mph — which is about all anyone could legally expect to do on a highway—few machines can equal it. The tachometer, mounted alongside the speedometer, and in front of the bars



A view of the "cam side" of the G50CS.

"MOTOR CYCLING" Photo

was steady. It hit 7,000 rpms in a very short distance. Frankly, I don't know what the revs would be at extreme top engine speed.

One wants to be sure that the bike is in a nearly upright position before turning on the horsepower, even on pavement, and especially on a loose

throttle, and it is fun to go through these maneuvers on the G50CS.

Cornering was real fun, and I have certainly never ridden any bike that felt safer on a sharp city street corner at normal or above average speed.

The reputation of the G50 in years past apparently did restrict its use for competition in the United States but now, having complied with A.M.A. regulations as to electric equipment and number of machines produced, the performance of this world famous bike will be watched with interest in the coming months when it will be competing against other imported makes and Harley-Davidsons.

The Indian Company, and dealers handling Indian Matchless products, are in for some interesting months during the coming years, for here indeed is a competitor that must be reckoned with, whether on a cement track such as Daytona Beach, an improvised air strip, over smooth or rough dirt roads, or on half mile and one mile dirt tracks such as are popular for motorcycle competition throughout the United States.

If you are high-performance minded, then you should have a "go" on the G50. When you do, however, be sure you have a firm grip on the bars, your knees grip the tank firmly, your feet are on the footpegs—then, when you "give 'er the gun" and all heck breaks loose, you'll know what I mean. So try one sometime for fun and a real thrill!



Here is the lucky dealer who placed his order early enough to take delivery of the Daytona display G50. He is Carl Bagford an exclusive Indian Matchless dealer, of Cedarville, Ohio. With him is Frank Kuncu.

gravel road. In low and second, on dirt or sandy road corners, the bike goes into a beautiful slide, which can be well controlled by use of the