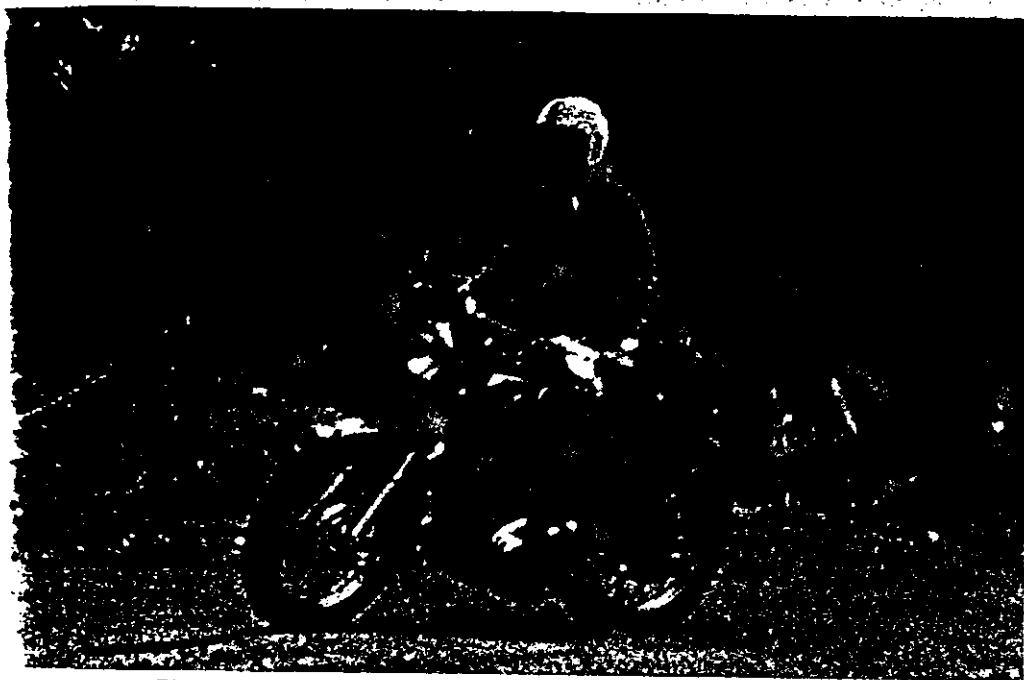


The G-80CS may not be a Derby winner, but this workhorse will still be running long after the fleet thoroughbreds have been put out to pasture.



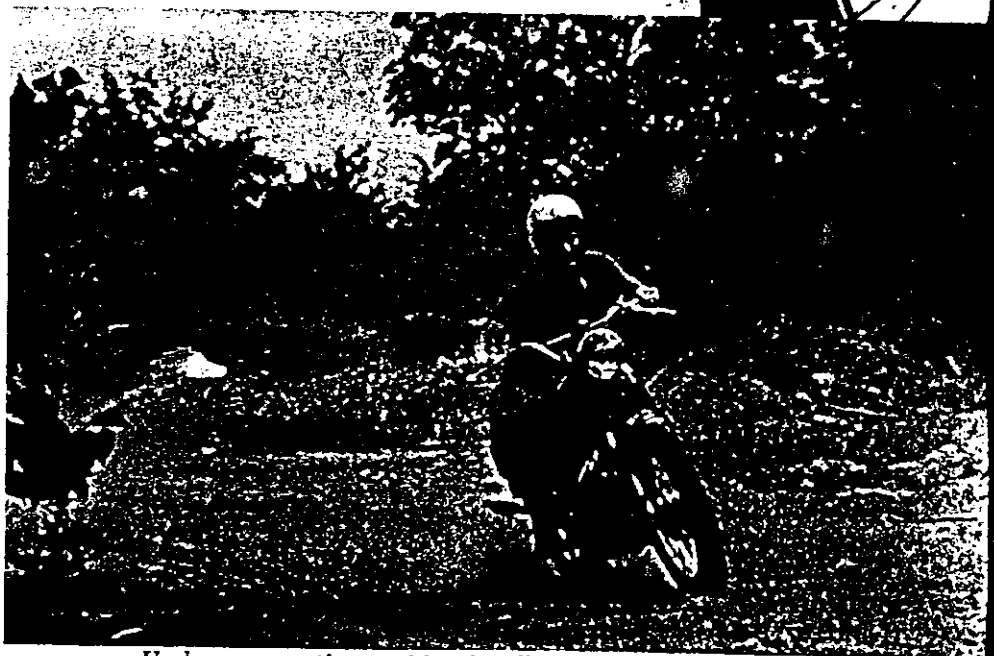
*The weight of the G-80CS is noticeable at lower speeds.*

■ The old adage "Don't put all your eggs in one basket" surely can't apply to the Matchless G-80CS for its 500cc displacement is housed in a single cylinder and the reliability of its design has become a legend in its own time.

It has been a while between rides on one of these potent "lungers" and it took but one time of backing off the throttle to remind me of what it's like . . . the de-acceleration is enough to roll the eye balls 180 degrees to the back of your head. The other reminder was when I went to crank the son-of-a-gun over . . . better have your breakfast of Champions in your system if you expect results.

The big alloy single features a 3.39" bore and a 3.36" stroke, the fuel is supplied by a single Amal 1 3/16" carburetor and the spark is provided for through the use of a fine Lucas competition magneto.

This year, Matchless has added many refinements such as extended front teledraulic forks for better handling, a new gear type oil pump and a stronger lower-end to further enhance its reliability.



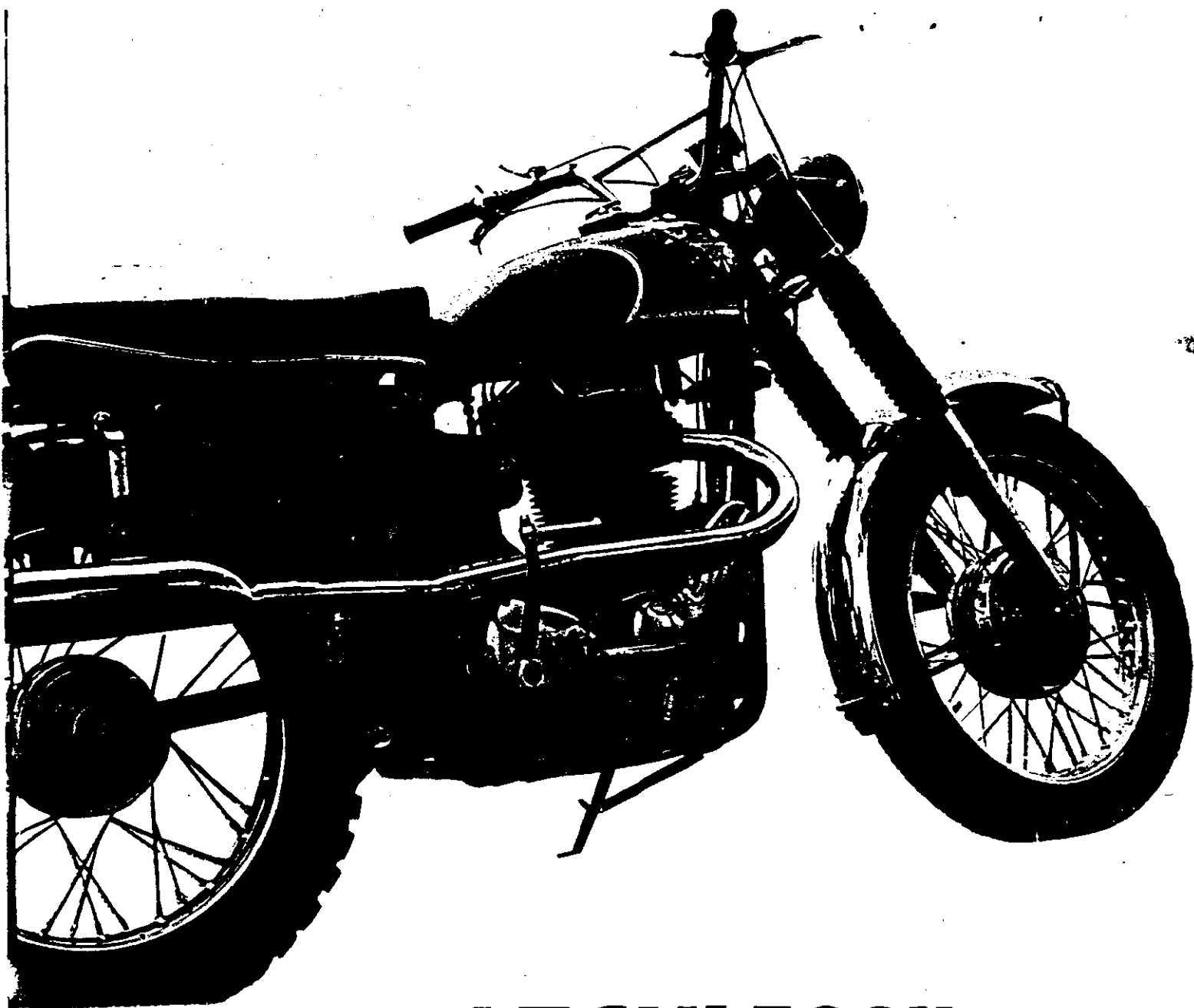
*Under power, the machine handles extremely well. Feet-up slides are well accepted by the G-80CS.*

One thing that hasn't changed is the fine 4-speed A.M.C. gear box . . . when you have a winner, stick with it.

The G-80CS comes complete with legal lighting, horn, muffler, etc. With very little effort, the battery, lights and muffler are de-

tached and the machine is ready to do battle as a scrambler . . . even the competition number plate is standard equipment.

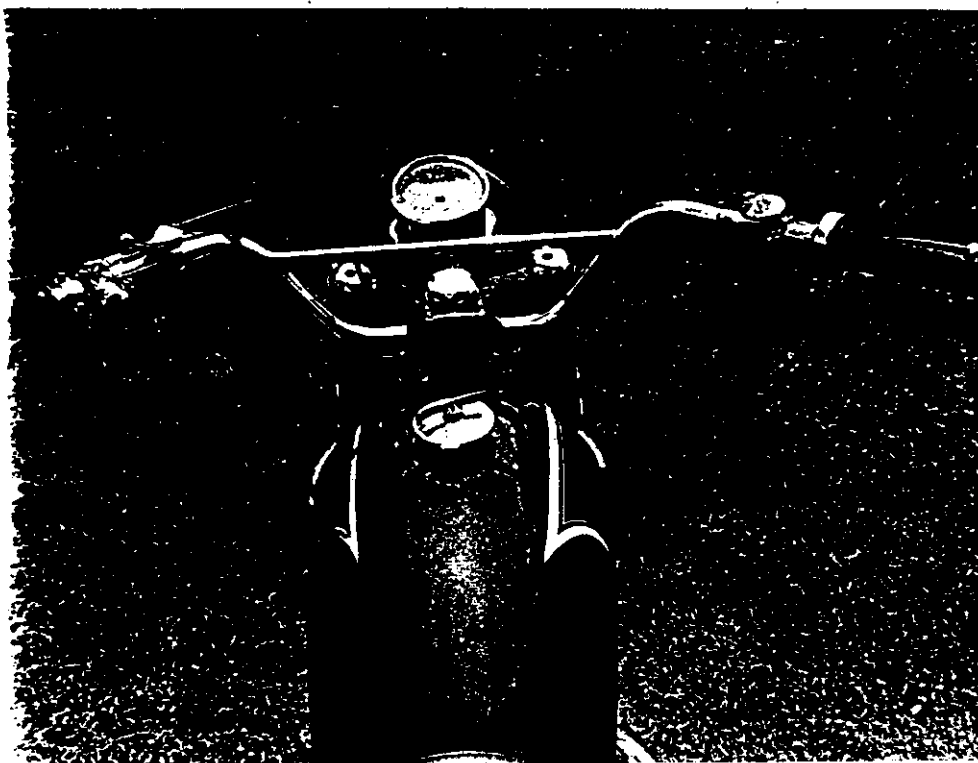
As a competitive scrambler, the G-80CS isn't going to be seen sporting the "number 1" plate because the big twins, and the ultra-



**"MATCHLESS"**  
**PERFORMANCE FROM**  
**THE 500cc**  
**G-80CS SCRAMBLER**



*ABOVE—Rugged skid plate is standard equipment. NOTE the straight-in spokes on front wheel. BELOW—Scrambler style bars are very good, speedometer easy to read.*

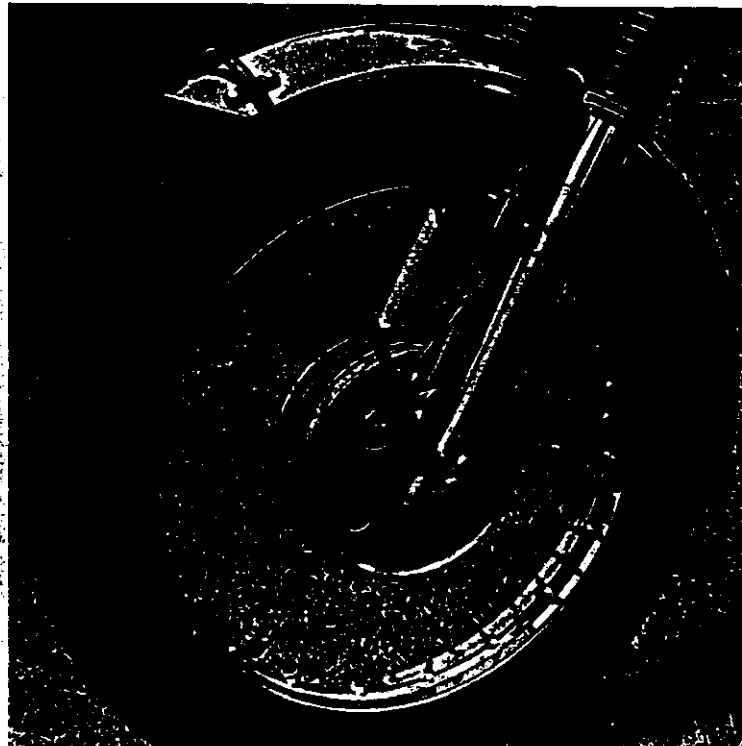


lightweights that have come on to the scene these last few years have proven to be more than the "bullet-proof" Matchless can handle . . . if you can hold out, I guarantee you the Matchless will bring you back to the finish line more often than most of the "hot shot" scramblers that are now enjoying the limelight. You will seldom find yourself listed as "DNF."

The G-80CS is a beautiful handling piece of machinery, it allows you to take the roughest terrain into your stride and brings you back with undying devotion. The problem is the fact that the machine is far too overbuilt to be a front runner these days. Weight is the major hold back. When it comes to torque, I would match the Matchless (no pun intended) with any machine



*ABOVE—Seat height is excellent, as is the new extended suspension. BELOW LEFT—Large capacity oil tank, swing-arm assembly and well thought out chain guard are shown. RIGHT—The full width alloy brake is an excellent weather proof unit.*





*Competition Lucas magneto is tucked neatly in front of engine.*



*The sturdy double loop frame, heavily finned engine and polished*

*Huge air filter and competition number plate are excellent standard features.*

*NOTE the "M" emblem on tank . . . half of it broken away.*



of the same displacement . . . and against some with larger engines. When you grab a hand full of throttle on this sweetheart, you had better be prepared for results.

The frame is made of light weight chrome moly tubing in a double loop design for ultra-strength. The rugged swinging rear arm is built to the same rugged specifications. The brakes are full width finned alloy units featuring increased lining area this year and they will give you braking that you can depend on every time, regardless of how much you abuse them. Another fine feature is the idea of having straight-in spokes on the rims . . . this helps greatly in preventing wheel damage in the rough going. The air filtration unit on the G-80CS is as large a unit as will be seen on a production motorcycle . . . no worries about foreign particles entering this unit. The general fin-



ished cases reflect the quality construction

ish work on the Matchless is excellent however the idea of using plastic "M" monograms on the fuel tank was a gross error . . . if they last through the set-up stage you're lucky.

The bright "candy apple" tank, the black frame and a tasteful touch of chrome and polished alloy make a very handsome, yet rugged, appearance.

The chrome plated tuckaway exhaust system is another new addition to the G-80CS this year and it too presents a very sporty appearance.

For the competitive rider with average, to better than average, riding ability, the G-80CS would prove to be a delightful handfull. For those lucky few who possess so much expert riding talent, the G-80CS wouldn't be up to the winning standards . . . as a weekend warrior, it would prove to be one of the better bikes on today's market.

## MOTORCYCLE WORLD ROAD TEST SUMMARY

MAKE **MATCHLESS** MODEL **G-80CS** CC. **500** CYLINDERS **1** 2-cycle 4-cycle

SUITABLE FOR: Street  Racing  Scrambles  Trails  Other

**COMFORT EVALUATION**

Seat <b>GOOD</b>	Instruments <b>GOOD</b>
Kickstand <b>FAIR</b>	Start mech. <b>MECHANICAL - GOOD</b>
Pegs <b>FAIR</b>	Shift mech. <b>4-SPEED - EXCELLENT</b>
Grips <b>POOR</b>	Throttle <b>QUICK - EXCELLENT</b>
Front brake <b>EXCELLENT</b>	Choke <b>EXCELLENT</b>
Rear brake <b>EXCELLENT</b>	Clutch <b>FAIR</b>
Switches <b>FAIR</b>	Bars <b>VERY GOOD</b>

**PERFORMANCE EVALUATION**

Suspension (on flats and bumps) **EXCELLENT**

Handling (straightaway, banks and turns) **EXCELLENT**

Gear ratios (all speeds) **WELL SPACED - EXCELLENT**

Shifting **POSITIVE - EXCELLENT**

Braking **NO FADE - STRAIGHT - EXCELLENT**

Acceleration **GOOD FROM ALL R.P.M.'S**

Starting **TYPICAL SINGLE - DIFFICULT**

Lighting **EXCELLENT**

Noise levels **EXCESSIVE AT HIGH R.P.M.'S**

Overall Impressions **GOOD WEEKEND WARRIOR - DEPENDABLE - AT \$1,149.00 (FOR N.J.) THERE ARE BETTER STREET SCRAMBLERS AVAILABLE.**

Evaluates Your Own Motorcycle

The seat isn't the most comfortable, but its lines; and the lines of the fuel tank, are as handsome as any on the market.

