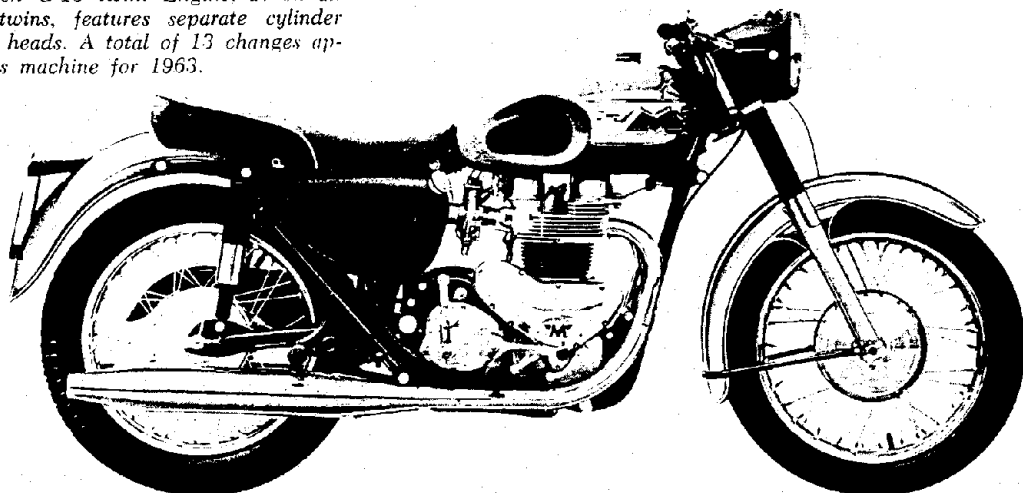


LARGEST of the Matchless models is this 45 cubic-inch G-15 twin. Engine, as on all Matchless twins, features separate cylinder barrels and heads. A total of 13 changes appear on this machine for 1963.



MATCHLESS for 1963

A Four-Model Range Offered for the Coming Season

A FOUR-MODEL RANGE of Matchless Motorcycles—three twins and a single—have been announced for 1963 by the J B Matchless Corporation—sole U.S. distributors, headquartered in Hasbrouck Heights, New Jersey.

The three twins make up the larger capacity models—the 750cc G-15, the 650cc G-12 CS and the 650cc G-12 CSR. The remaining model is the G-80 CS—a 500cc OHV single cylinder job.

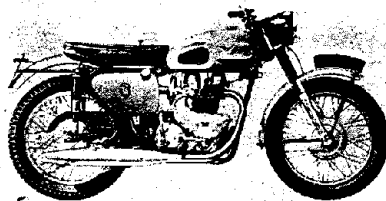
The big 45 cubic inch G-15, as on all Matchless twins, features light alloy cylinder heads and separate cast-iron cylinder barrels, a three-bearing crankshaft and two oil pumps. Ignition on the G-15 is by battery and coil, while via manually controlled magneto on the other two twins and the single. Bore and stroke on the big twin is 77 by 79.3mm. The other two twins check out at 72 by 79.3mm. Bore and stroke of the 500cc single is 86 by 85.5mm.

The G-15 twin features 13 modifications and changes for 1963. The rear frame section has been redesigned, with shock absorbers now slanted slightly forward. Both gas tank and oil tank have been restyled (as has the match-

ing toolbox). The mufflers and dual seat are new and hubs and brakes have been redesigned for greater braking area. This robust 45-inch twin has a rubber-mounted 4-gallon gas tank, finished in red, and chrome-plated fenders. Frame, forks and other components are in glossy black enamel.

The 650cc G-12 twin is available in two basic models—the road/sports G-12 CSR and the off-the-road counterpart: G-12 CS. The former is fitted with the 4-gallon gas tank, twin exhaust systems, dual carburetors and tachometer.

ROAD-SPORTS twin is this 650cc G-12 CSR with dual carburetors and tach.



The G-12 CS has a cross-over exhaust system, a 2-gallon tank and knobby tires. Both of the 650cc twins have a red and chrome gas tank and chrome fenders. Compression ratio on these 650s is 8.5 to 1 and at 7.3 to 1 on the larger G-15 twin.

In common on all four Matchless models is a dual seat, a Matchless-made 4-speed gearbox, front and rear suspension and identical lighting equipment—6 volt, 60 watt crankshaft-mounted alternator supplying current to an 11 amp/hour battery by way of a rectifier. The headlight is quickly detachable on all but the G-15.

The 500cc G-80 CS single cylinder model comes in full scrambles trim and is tailored for all types of off-the-road sports competition. Compression ratio on this perennial favorite is 8.7 to 1. For the owner who might prefer such a model for road use, optional extras include standard road tires, road ratio sprockets, 4-gallon gas tank, steering damper and pillion footpegs. Gas tank is finished in a tartan red. Western-style handlebars are optional on all models.

SMALLEST of the Matchless range is this 500cc overhead valve single cylinder model—the G-80 CS.

OFF-THE-ROAD sports twin—the G-12 CS with cross-over pipes, knobby tires and 2-gallon gas tank.

