

ENGINE of the MONTH ... G-50 MATCHLESS

A 500cc single cylinder engine of overhead cam design developed for competition use in the G-50 Matchless

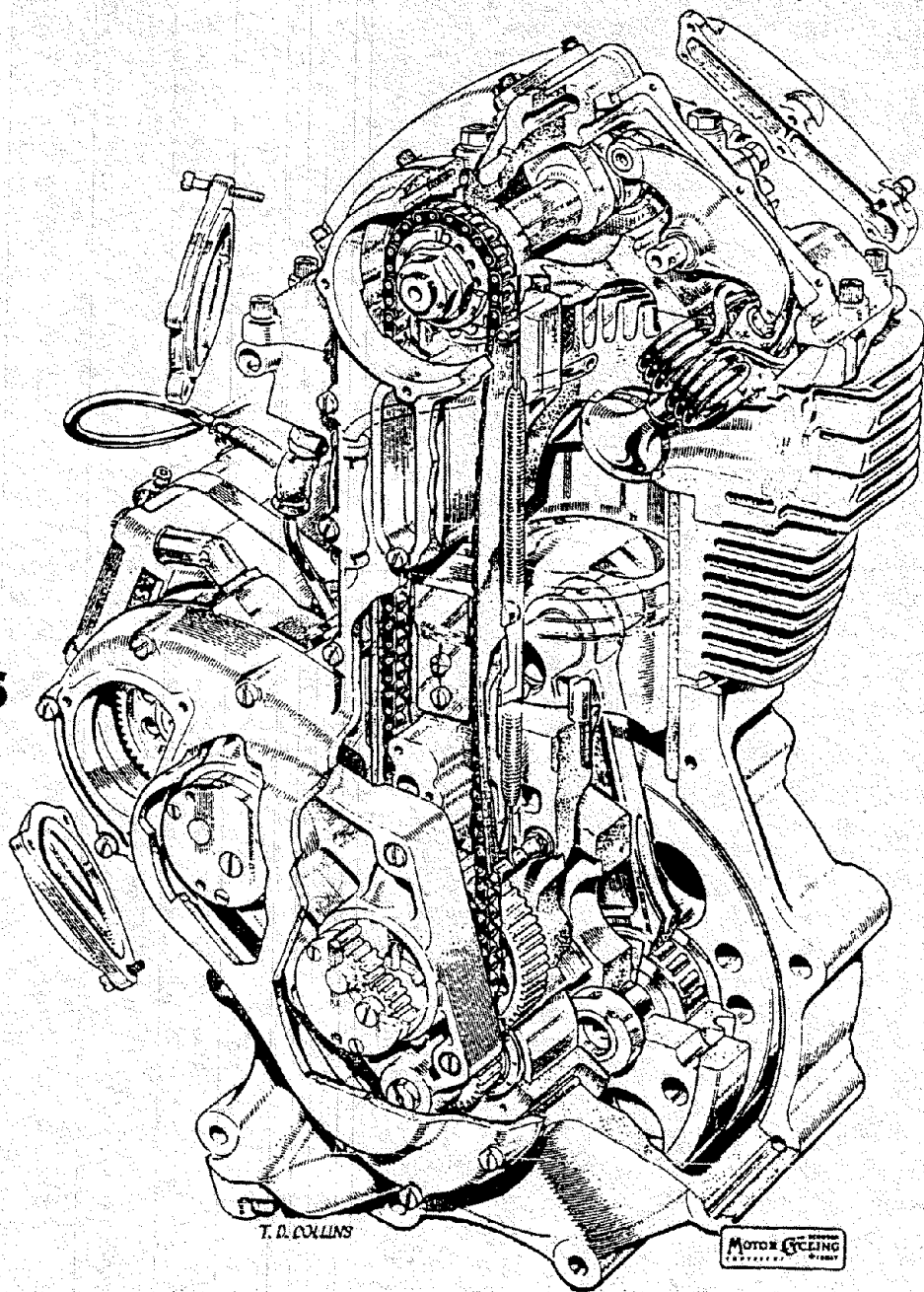


Illustration Courtesy of
"Motor Cycling" Magazine,
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SPECIFICATIONS

The limited number of G50's produced are individually built in the Works Racing Department. Each engine is run in on the bench and power tested to a predetermined figure before being accepted for installation. Supplied to the current F.I.M. racing specification and ready for immediate use in international events.

ENGINE

Bore and stroke: 90mm x 78 mm. 496cc capacity. Magnesium crankcase, timing cover, cam box castings, steel disc fly-

wheels, robust forged steel connecting rod, large diameter 2-piece crankpin, Duraluminum caged roller big end bearing, single chain-driven camshaft, forged steel roller cam followers on needle roller bearings, eccentric rocker spindle valve adjustment, duplex hairpin valve springs, light alloy cylinder and cylinder head, shrunk in valve seats, twin gear oil pumps.

G.P. Amal carburetor, Lucas racing magneto, manual ignition control. 4-speed racing gear box and multi plate clutch.

Lightweight duplex cradle frame of welded construction, one-piece welded swinging arm, journal bearing magnesium hubs with alloy iron brake liners, straight spokes, light alloy rims and 3.00" x 19" front and 3.50" x 19" rear racing tires. 5 gallon light alloy petrol tank, 7 pint oil tank, glass fibre racing seat shell with foam rubber and Vynide covering. Glass fibre number plate and rev counter mounting with Perspex screen.

Rev. counter, steering damper and racing number plates supplied.