

Matchless News

THE AJS & MATCHLESS OWNERS CLUB
NORTH AMERICAN SECTION



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VOLUME 44 ISSUE 1

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John Posthuma

In this issue we have stories and photographs from Mark and Brandon Smith with their G85CS, Tom Dowling with his oil change story, and Stuart Forstrom with his 350cc 1948 AJS Bonneville racer!

Thank you all for contributing to the Matchless News. Please consider contacting us and share your story with the members of the Club!



Lyndon Taylor



Rick Taylor



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Details and full Spares List at ajsmoc.com

*New G80CS Battery box with cover and rubber Strap!
1963 on up. \$100.00 plus \$9.00 shipping...*



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THE AMERICAN INDIAN / MATCHLESS

By Rick Taylor

Continued From 4Q 2024



Upon their purchase of Indian, AMC kept many of the employees of The Indian Co. and the management who had run the American built motorcycles into bankruptcy and had not made any profit with RE kept AMC in the red ink.

A financial statement from August of 1960 proves the continued monetary bleeding of the Indian Company. Their financial statement posted a net loss of \$145,000 after the first 12 months of operation. Not good news for an already ailing AMC.

The Indian Company was marketing and selling through their dealer network Matchless cycles in 1960, '61 and '62 as all the US sales brochures contained the Indian name. This second iteration of Matchless/Indian also only lasted three years. The Berliner Motor Corporation then entered the picture as the North American distributor of AMC machines having purchased the Indian Motor Sales. The new company became J.B. Matchless Corp. (Joseph Berliner), Hasbrouck Heights, New Jersey. Hence, the 1963 Matchless ads do not mention Indian anymore, J.B.

Matchless. Berliner plucked the Indian Bonnet feathers as models were now marketed as G12CS, G12CSR and G15/45. For Indian it seemed to have been the end of the road with nothing to sell as of 1963, and since it was only a sales organization rather than a manufacturer it was worthless, except for the Intellectual Property (trade name and marks).

However, it wasn't the end of the trail for Indian as Floyd Clymer reportedly bought the trade name rights from AMC for a small sum around 1968. It evidently so frustrated Floyd Clymer that the Indian name had ended that tried to revive the marque with a combination of nostalgia and current technology that, not surprisingly, failed using Royal Enfield 750 and Velocette 500 engines in an Italian chassis. Very few of these models were produced and are quite collectible today!

To summarize, Indian had a "marriage" with Matchless twice in a ten year period (1952 and 1960). As a marketing strategy, it simply didn't work. Neither

Indian MATCHLESS Presents for 1960

THE Indian COMPANY

THE MAGNIFICENT MATCHLESS

A comprehensive line consisting of nine models from the super lightweight "250" to the red hot 650cc. Twin. Here then is a complete choice of the world's finest motorcycles.

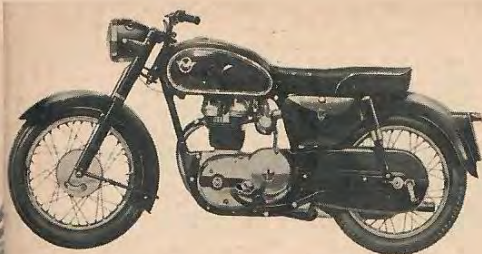
The INDIAN Company

Finest in American Motorcycling — 35 First Avenue, Chicago 90, ILL. MATCHLESS LTD. LY 3-7741 Cable Address: INSALECON

Matchless or Indian buyers were impressed. Imagine the disappointment of the loyal Indian V-twin buyers seeing the Matchless ads from 1960! Disappointment and possibly contempt! The only advantage would have been to Matchless buyers that had a much larger network to purchase motorcycles and parts. Albeit, it had to be confusing for everyone, especially for parts orders, as a customer with a 1961 or later Trailblazer owned a Matchless 650 whereas one with a 1960 or earlier Trailblazer owned a Royal Enfield 700. Likewise a Tomahawk was really a 500 cc. Matchless starting in 1961, but really a Royal Enfield 500 from 1955-60. Similarly an Apache was first a 700 cc Enfield; later a 650 cc Matchless!

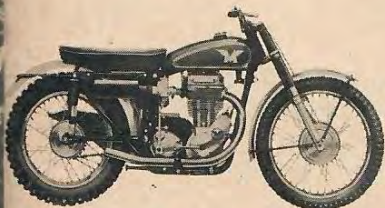
Fortunately, Indian did not try to dress the Matchless models up in Indian colors and rebadge as it had done with the Royal Enfields; nor did it bolt the Chief's head to the front fenders, but as mentioned they gave the Matchless bikes Indian names in the

Continued on page 7



MATCHLESS PATHFINDER

New, improved 250 c.c., loaded with power. Overhead valve. Over square engine. Cruises comfortably at 60 to 70 MPH. Red tank and fenders. Chrome trim. Roll-on stand. Completely customized for you.



MATCHLESS WESTERNER

Watch this new 500 c.c. single cylinder competition model go! No mufflers or lighting equipment. Three gallon tank and GP carburetor. 3.50 x 19 Trials Universal front tire and 4.00 x 19 knobby rear tire. Red enamel with chrome trim.

MATCHLESS ARROW

Newly improved 250 c.c. high performance scrambler in red with chrome trim and alloy sports fenders. Detachable headlight. Air cleaner. Close ratio gear box. Larger valves for peak performance. Newly designed top-strength gears, shafts, crankpin and brake anchor plate.

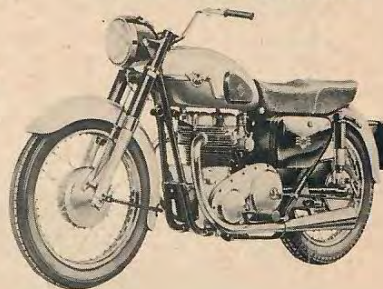


MATCHLESS APACHE

Built for speed plus easy handling. Fully equipped 650 c.c. with dual exhausts, megaphone muffler and detachable headlight. New heads, big valves. High performance and twin tube cradle frame. Bright red enamel with chrome trim.

Big-big-big! New 650, c.c. road twin in a choice of two-tone paint combinations or shiny black. Twin exhaust. Megaphone type muffler and twin tube cradle frame. Start blazing new trails with this exciting new model.

MATCHLESS TRAILBLAZER



MATCHLESS / Indian for '60

A new 600 c.c. single cylinder machine fully equipped with lights and muffler. The ideal sports machine for fun on or off the highway.

MATCHLESS TYPHOON



On The Way

MATCHLESS PINTO

Ready in January. A brand new road-equipped 150 c.c. machine, semi-enclosed. Equipped with high performance engine and heavy duty transmission. In red and gray.

MATCHLESS PAPOOSE

Coming this Spring. A 150 c.c. scooter. Fully enclosed. Handsome appearance. Three speed transmission plus top performance. Ideal machine for hundreds of jobs.

INDIAN CHIEF

Completely redesigned 700 c.c. engine with altered crank shaft, rods and pistons. New front brake. New improved clutch. New longer, wider handlebars. New large capacity generator. Many other exciting new features. At your dealer's soon!

INDIAN PATROL CAR

A completely new model of the hit of last season. Designed for multiple use. Ideal for police work, service stations, garages, pick-up and deliveries . . . for any job, big or small. Indian's PATROL CAR does the job fastest and at lowest cost.

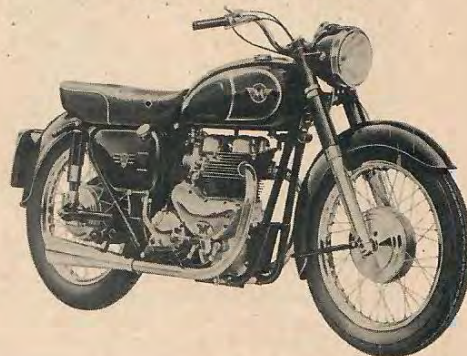


MATCHLESS WOODSMAN

Rough, tough and exciting. A brand new 500 c.c. universal machine for enduros, scrambles and the open road. New larger port racing type cylinder head plus new twin tube cradle frame. Equipped with Trials Universal tires for use on or off the road. A winner all the way.

Exciting new 500 c.c. overhead valve twin. Tuned for the road. In glistening black enamel and gleaming chrome. New twin tube cradle frame. Two level twin seat. Pillion footrest. Megaphone mufflers.

MATCHLESS TOMAHAWK



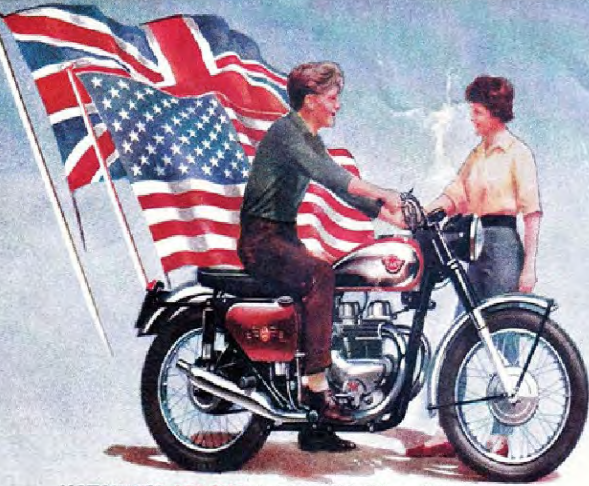
Indian

THE

CO.

SPRINGFIELD, MASSACHUSETTS

Division of Associated Motor Cycles LTD.

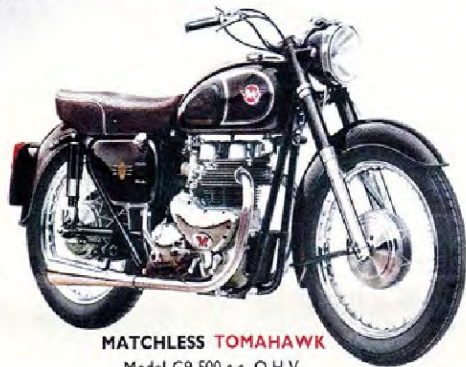


MATCHLESS APACHE Model G12CSR 650 c.c. O.H.V.

The New Team *Indian* **MATCHLESS** Presents for 1960

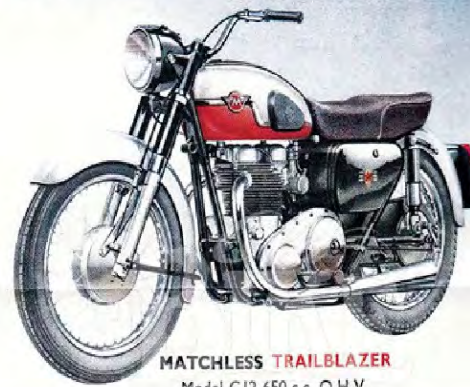
THE MAGNIFICENT MATCHLESS

A comprehensive line consisting of nine models from the super lightweight "250" to the red hot 650cc. Twin. Here then is a complete choice of the world's finest motorcycles.



MATCHLESS TOMAHAWK
Model G9 500 c.c. O.H.V.

500 c.c. O.H.V. twin . . . a clean, attractive machine especially designed for the enthusiastic road rider . . . reliability, smooth power coupled with easy starting and maximum economy.



MATCHLESS TRAILBLAZER
Model G12 650 c.c. O.H.V.

A superb road mount with ample power to meet any occasion, together with quick response, smoothness, good road manners, to suit the most discriminating rider.

Ride the Best Ride **MATCHLESS** / *Indian*

APACHE
650 c.c. OHV

Following its sweeping success in 1960, the Apache is back more rugged and dependable than ever this year in two fully equipped models — the G12-CS for cross-country competition and the G12-CSR in an unbeatable machine for both on and off the road.



TOMAHAWK
500 c.c. OHV

Famous for its tractability, silence and economical operation . . . quick to start . . . holds top or average speeds without effort.



CHIEF
700 c.c. OHV

The heavyweight from Matchless/Indian. A big machine for a big job . . . built exclusively for American riders. For fun and thrills, business and pleasure, the Chief is the machine for you.



TRAILBLAZER
650 c.c. OHV

The fastest and safest high-performance, fully equipped road model on the road today. Hairline steering, unsurpassed braking, terrific acceleration . . . capable of from 10 to better than 100 mph in top gear.

TWINS
for '61



The
Swing
this
Spring
is to the



Largest Factory in the World

DEVOTED EXCLUSIVELY TO THE MANUFACTURE OF Motorcycles

ASSOCIATED MOTOR CYCLES LTD., with headquarters in London, England, is more than an association of six of the best-known and respected motorcycle manufacturers. Their famous products are dependable masterpieces of engineering — the result of long experience, constant research, first class craftsmanship and the finest materials, plus unequaled facilities. Undoubtedly the finest machines of their kind in the world, they sweep the board at international trials and races and hold innumerable world speed records.

The INDIAN COMPANY, oldest and best-loved name in American motorcycling, will now exclusively sell and service both Matchless and Indian motorcycles in this country. Designed specifically for the American market, thousands of these British built machines are already owned and praised by motorcycle riders in the USA. The fact that the Indian Company has become a part of this great organization is important to American riders and dealers because the world's greatest motorcycle manufacturing facility is now teamed with a new and expanded Indian plant, under construction in Western Massachusetts, to provide unequaled showrooms, parts and service. Here's a combination that can't be beat!

Get rolling this spring with a thrilling new Matchless "45" — the smoothest and most powerful vertical twin on the road. Fly over turnpikes, glide through towns and have more fun everywhere with this rugged, power-packed beauty! See the Matchless "45" at your dealer's — we know it's great! Ride one and you'll agree!

MATCHLESS
"45"

MATCHLESS

Norton

Excelsior

VINCENT

Royal Enfield

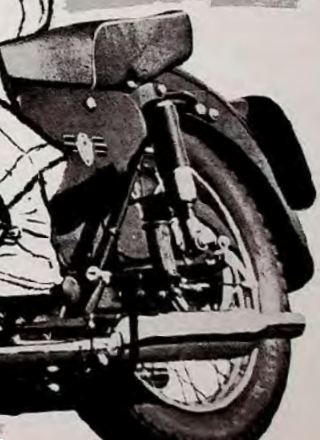
AJS

MATCHLESS

POPULAR! ...CHOOSE THE TYPE YOU LIKE
THE GIRL DESCRIBES THE BIKE

sales brochures. Was this to fool or at least appeal to the customers? Interestingly they used mostly the same names as it had applied to the Enfield series, just to make things confusing!

Was the Indian-Matchless relationship to be construed a failure? It's hard to say. The strategical plan was considered by some to be a brilliant idea; however many factors were roadblocks to the successful outcome. Would AMC have been better off to have pursued distribution instead through Cooper Motors, or possibly the Joseph Berliner Company? It makes for interesting speculation.





SUPERBOX! SON OF MATCHBOX

FROM MARK AND BRANDON SMITH...

Superbox, Son of Matchbox

ONE CANNOT APPLY the same set of standards to a competition machine that one applies to a street scrambler. In some areas, one is tougher. In other areas, one may be more forgiving. Thus, to clear up any misunderstanding, it should be known at the outset that the Matchless G8SCS 500cc single is "strictly for serious." Otherwise, at \$1,400, it would have to be considered the most expensive play bike in production... and one of the worst. Play bikes are for carefree fun, and a good one doesn't require much fiddling. By way of contrast, the G85 is somewhat of a thoroughbred and needs a lot of combing through to keep her happy.

For perspective, we should harken back to the previous Matchless dirt single, the G80CS, which, for the dashing (and not too particular) amateur-go-a-racing, was ready to romp off-the-floor. Take off the lights and away you'd go at the drop of a smokebomb. Or, if you were in Europe, it was at the twang of the starting gate. We know one American chap who used his G80CS for 6,000 miles of reliable continental touring before he stripped for a summer of international motocross, where he acquitted himself with honor if not with laurel. His only complaint about the bike was that it was "awfully heavy" (360 odd pounds stripped) and he theorized that it had acquired this rather anvil-like quality because the makers had a

habit of adding three more pounds of metal to whatever part of the frame broke, until finally it stopped breaking.

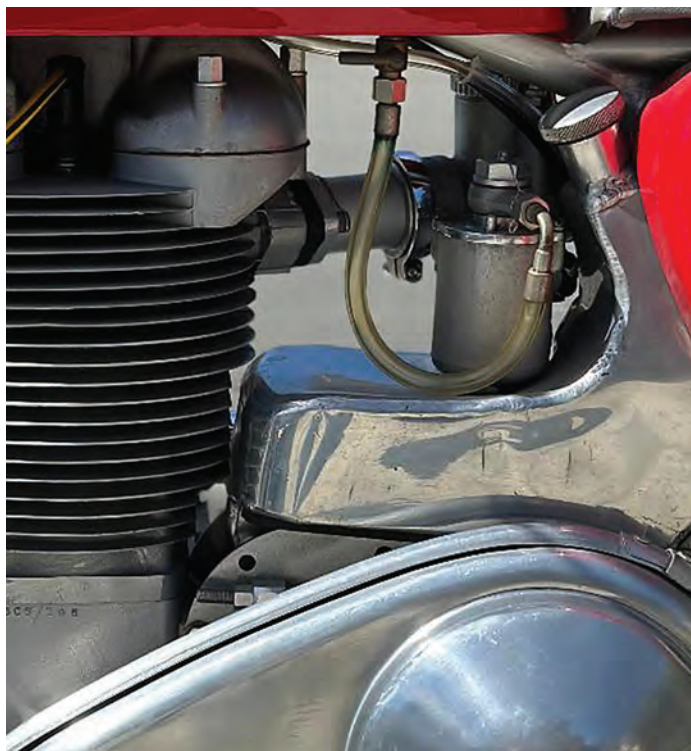
All this brings us back to the new 500, which weighs a relatively feather-like 318 pounds with about half a tank of gas. In other words, Matchless, in the face of the successful onslaught of lightweight 500cc class machinery, has decided to fight fire with fire.

It takes a lot of slenderizing to bring a long-stroke single like the Matchless down to such *svelte* dimensions and still have a structure that resists the destructive effects of dirt racing. To do so, the makers took what has become the standard route these days by beginning with a frame of lightweight chrome-moly. Of conventional design, this frame is an improvement over its predecessor in that the main unit, consisting of double down tubes and cradle and single top tube, is of all-weld construction rather than being bolted in several spots as was that of the G80CS. The robust-appearing rear section is pieced together in like fashion so there should be no question that the set-up offers a great deal of rigidity.

Also lighter are the new Matchless forks, which, unfortunately, are springy in a way they were never intended to be — laterally. While this will not be noticeable on improved tracks, it will be a problem in rough scrambles, where sideways tweaking forces are in considerable abun-



MATCHLESS G85CS 500CC



dance. A hefty U-brace is recommended to remedy this flexing.

The weight saving process has been extended to the fenders, where light alloy is used instead of steel; the air box, which is plastic; the handsomely styled polished aluminum oil tank; and the engine, where primary case covers are of much lighter construction than those of the G80 engine. While the lightness of these casings may cause a bit of worry, it should be noted that any mishap capable of punching levers or rocks through them would most likely do the same if they were of normal thickness. This chaincase, by the way, is quite oiltight, thanks to a clamp band seal.

As there is not the slightest pretense that the G85CS is for anything else but competition, the makers have also been able to cut weight by eliminating the flywheel alternator and battery that were on the G80. The reader may note that the rear brake is reminiscent of a road racer's; small wonder, for the brake is none other than from the famous AJS7R, lightweight magnesium hub, shoes and all! Combine that with the turned down G80CS front brake and there is more stopping power than this scrambler will ever need.

In the performance department, we found that the G85 is very competitive. It comes out of the hole fast and

CYCLE WORLD
ROAD TEST



will hit 71 mph after only 8.9 seconds and 1/8 mile. Some of this increased acceleration is due to the machine's lighter weight, but most of it comes from minor engine modification.

The power unit is basically G80, and, in fact, has been available as an option to G80 owners. The only differences are that the G85 has a 12:1 compression ratio instead of 8.7:1, and a 1-3/8-inch Amal GP carburetor is mounted instead of the 1-3/16-inch Monobloc. Cam timing, valve size and the longish stroke-to-bore ratio remain the same.

The raised compression — which one would suspect to be rather high for scrambles — proved to be no problem, save to one staffer who got "bit" by all 38 degrees of advance while trying to start the beastie. No harm done, both the limp and the hurt feelings will pass with time. Understandably, pinging occurs at low rpm under full load, but disappears quickly as the engine reaches middle range. As with many a single, it took a bit of time to find the correct procedure for starting, which was to flood the float chamber completely, grab three-quarter throttle and heave ho. Ah yes, don't forget to retard the spark.

The GP carb was perfect for high-speed running, but we question its use for anything else but TT scrambles, where speeds rarely drop below 35 miles per hour. In the rough — through extremely tight turns, up twisting climbs or in high-gear, low rpm sand sections — the GP carb will prove a nuisance, for it loads up and power drops off until the clutch is slipped and the revs return. For riders who don't want the responsibility of keeping this instrument buzzing and "cleaned out," we would suggest a switch back to the prosaic but tractable Monobloc.

The G85 is delivered in European motocross rigging, with thin 21-inch front tire and straight, bridged bars. This will please those riders hailing from the loamier states who stand up a lot when they ride, assuming they brace the forks as suggested. In deference to the rearward crowd, who like to sit back with a set of Cooper bends and steer their machines across the sand like motorboats, we also tried the G85 with Western bars, and 4.00x19 tire up front. We found this much to our liking, as the bike is a beautiful slider, steering exactly with very little

twitch or yaw, even when proceeding sideways over small ruts in a high-gear slide. No matter how the bike is set up, however, one should not expect a lightweight; even with its weight down to 318 pounds ready to go, it still feels heavy, although not uncomfortably so.

About halfway through the first day's testing, a small crack appeared in the rear fender around the front fixing bolt. Vibration. Then, after a half hour of fire road travel, the nut for the swing arm through-bolt fell off. This was followed by other bits and pieces in the next few days, which leads us to believe that a thorough safety wiring job would be good insurance before undertaking even the shortest race.

One should expect special touches which show a certain cognizance of the problems encountered in racing, and they are present in the G85. For instance, the front brake operating lever is mounted on the top half of the backing plate and therefore is given some protection by the fork leg. While Matchless' separate gearbox unit is "old hat," at least the makers had the grace to put the adjusters in easy reach just above the primary chaincase; we have absolutely no complaints about either the smoothness of the changes or the choice of ratios. While the front fender is rather short, an aluminum mud stopper is mounted on the down tubes and will help keep engine fins unclogged.

The foot rests are a picture of strength and simplicity and should work out well in motocross. However, AMA riders, depending on how their district competition committee feels, may have to switch to the folding variety.

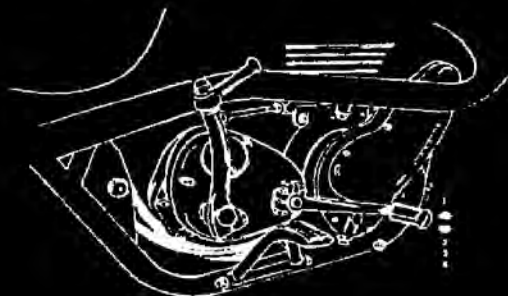
It is hard to make an overall pronouncement on a motorcycle like the G85CS, because the needs of the American racing crowd are so diverse. We feel, however, that in as-delivered form, it is more ready for closed-circuit rough scrambles than for any other type of competition. Both desert riding and TT scrambles will require changing the front wheel, not to mention a host of other modifications unique to these sports, which grow more specialized each day.

The bike has much potential but, no matter the sport, there is need of much refinement by the owner-rider before he may circulate with great aplomb.

MATCHLESS G85CS SCRAMBLER

SPECIFICATIONS

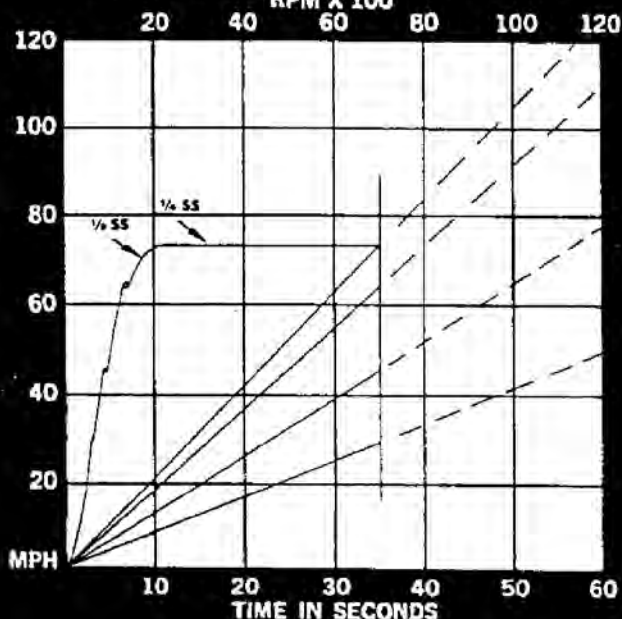
List Price	\$1,400
Suspension, front	telescopic
Suspension, rear	swing arm
Tire, front	3.25-21 (4.00-19)
Tire, rear	4.00-18
Brake, front	7.0 x .88
Brake, rear	8.0 x 1.2
Total brake swept area, sq.-in.	50.5
Brake loading (test weight/swept area)	
lb/sq.-in.	9.4
Engine type	single-cyl., 4-stroke
Bore and stroke	
(inches-millimeters)	3.39 x 3.36, 87 x 86
Displacement (inches ³ -centimeters ³)	30.4,
Compression ratio	12:1
Carburetion	1 3/8" Amal GP
Ignition	Lucas magneto
Bhp @ rpm	42
Oil system	dry sump
Oil capacity, pts.	12
Fuel capacity, gal.	1.7
Starting system	kick, folding crank
Lighting system	none
Air filtration	paper element
Clutch	multi-disc, wet-plate
Primary drive	single-row chain
Final drive	single-row chain
Gear ratios, overall:1	
5th	none
4th	7.4
3rd	8.5
2nd	11.9
1st	18.0
Wheelbase	57.0
Seat height	32.6
Seat width	9.7
Foot-peg height	13.0
Ground clearance	8.6
Curb weight (w/half-tank fuel)	318
Test weight (fuel and rider)	478



PERFORMANCE

Top speed	73
Maximum speed in gears (@ 7000 rpm)	
5th	none
4th	73
3rd	64
2nd	45
1st	29
Speedometer error	
30 mph indicated, actually	No speedo
50	
70	
Acceleration, zero to —	
30 mph, sec.	2.8
40	3.8
50	5.0
60	5.9
70	8.5
Standing 1/4-mile, sec.	16.2
terminal speed	73
Standing 1/8-mile	8.9
terminal speed	71

ACCELERATION AND ENGINE / ROAD SPEED
RPM X 100



Matchless

for performance

The most outstanding Matchless features are blended powerfully with the potent Atlas engine, resulting in exciting performance coupled with superb roadholding and braking.

Engine. 498cc (86mm x 85.5mm). All alloy o.h.v. single developed solely for scrambling. $1\frac{3}{8}$ Amal Grad Prix carburettor; alloy cylinder head with shrunk in valve seats and central plug. Racing hairpin valve springs; special high lift cams. Built up steel crankshaft assembly supported on two ball and one roller bearings. C.R. 12.5:1. High capacity gear type oil pump; competition magneto high level open exhaust pipe.

Gearbox. Four speed with wide tooth heavy duty pinions.

Frame. Brazed and Sil Bronze Welded using chrome-Molybdenum steel tubing throughout. Twin down and seat tubes braced with malleable iron head lug.

Rear Suspension. Constructed with chrome-Molybdenum steel tubing supported on silent block bushes heavy duty chain adjusters; fully adjustable oil damped units.

Forks. Special design for scrambling, long movement two way damping; rubber gaiters, heat treated tubes.

Mudguards. Polished alloy.

Wheels. Front 3.00 x 21 — Rear 4.00 x 18 competition tyres.

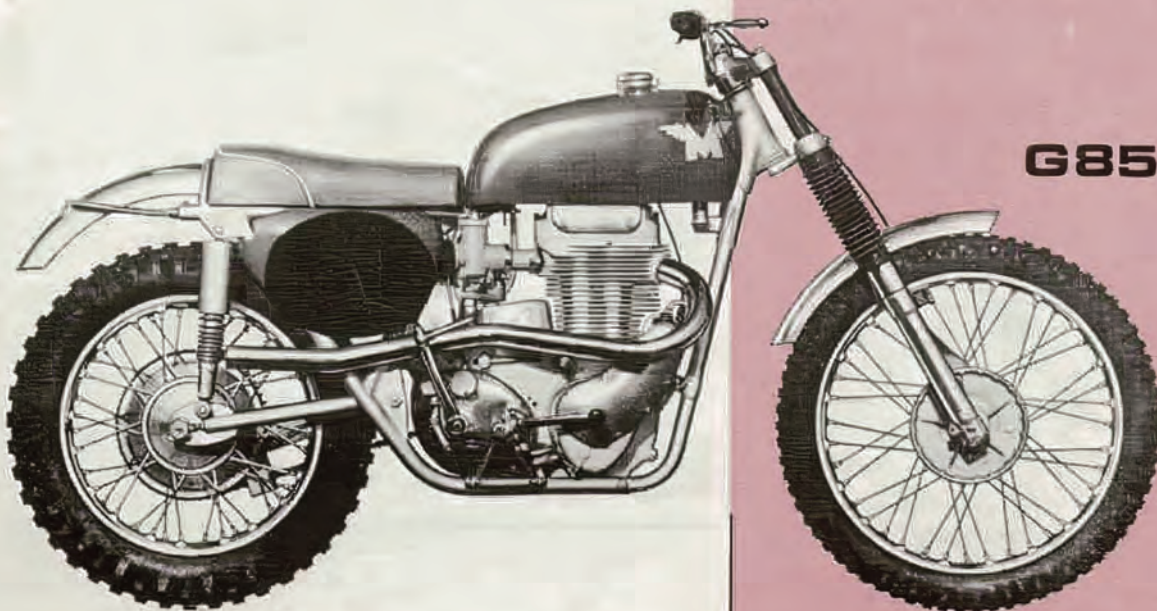
Hubs and Brakes. Alloy front hub 7" brake supported on 2 ball bearings. Elektron rear hub 8 $\frac{1}{2}$ " brake supported on roller and ball bearings.

Petrol Tank. 2 gallon glass fibre rubber mounted.

Oil Tank. Light alloy mounted above gearbox. Cap. 5 pts.

Handlebars. Adjustable fitted with ball ends to controls.

G85 CS 500



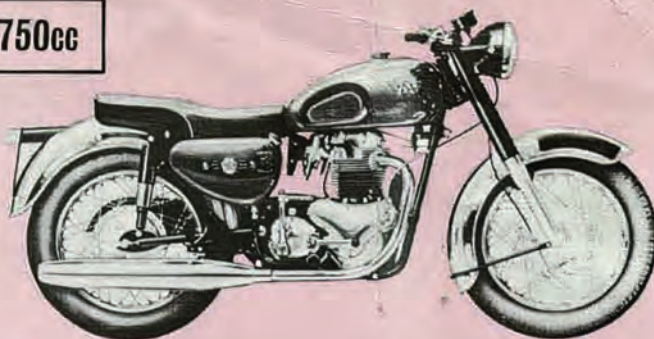
615**750cc**

The most outstanding Matchless qualities are blended powerfully with the potent Atlas engine, resulting in exciting performance, coupled with superb roadholding and braking.

ENGINE, 750cc o.h.v. vertical twin (73mm bore x 89mm stroke); alloy cylinder head; parallel induction tracts with large diameter inlet valves; forged steel rockers; alloy pushrods; iron alloy tappets; single high performance camshaft; built up forged steel crankshaft with large diameter central iron flywheel; plain big end bearings; two piece connecting rods; alloy pistons; cast iron cylinder; gear type oil pump; carburation by twin Amal Monoblocs; ignition by Magneto with automatic advance and retard.

FORKS, "Roadholder" with built-in thief proof lock; two way oil damping; large diameter heat treated tubular steel stanchions; alloy sliders with chromed steel extensions.

COLOUR: All black and chrome.

**G15CSR****750cc**

A super sports machine of very high performance designed to meet the special needs of the British

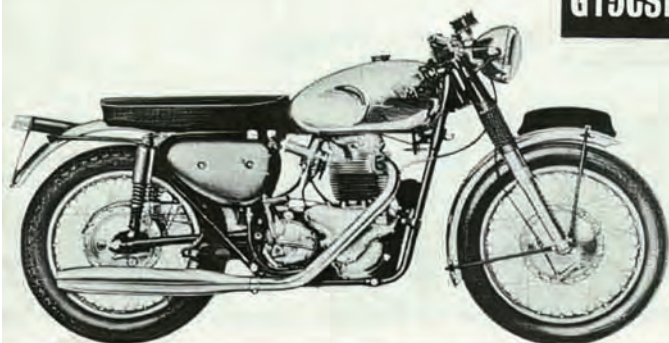
enthusiast.

ENGINE, Magneto Ignition with auto advance unit.

FRAME, Duplex type bolted and brazed construction, using malleable lugs where necessary for strength.

SUSPENSION, Teledraulic front fork. Light alloy fork sliders. Swinging arm rear suspension supported by two plain bearings, lubricated from a built-in reservoir of 1½ ounces capacity.

FINISH, Red oil tank, Toolbox, Red and Chrome Tank, Chrome chainguard, suspension unit covers and springs. Polished alloy mudguards. Chrome plated Headlamp and Speedo/Rev. counter plate. Frame parts Black Enamel.

**G85CS****500cc**

Rugged construction and reliable power unit . . . two important characteristics of the G85/CS specification, a specification tailored to the needs of the scrambles enthusiast.

ENGINE, 497cc (86mm x 85.5mm). All alloy o.h.v. single developed solely for scrambling. 1½" Amal Grand Prix carburettor; alloy cylinder head with shrunk in valve seats and central plug. Racing hairpin valve springs; special high lift cams. Built up steel crankshaft assembly supported on two ball and one roller bearings. C.R.12.5:1. Gear type oil pump; competition magneto; high level open exhaust pipe.

GEARBOX, Four speed with wide tooth heavy duty pinions.

FRAME, Brazed up using chrome-Molybdenum steel tubing throughout twin down and seat tubes braced with malleable iron head lug.

REAR SUSPENSION, Constructed with chrome-Molybdenum steel tubing supported on silent black bushes heavy duty chain adjusters; fully adjustable oil damped units.

FORKS, Special design for scrambling, long movement two way damping; rubber gaiters, heat treated tubes.

MUDGUARDS, Polished alloy.

WHEELS, Front 3.00 x 20—Rear 4.00 x 18 competition tyres.

HUBS AND BRAKES, Alloy front hub 7" brake supported on 2 ball bearings. Elektron rear hub 8½" brake supported on roller and ball bearings.

PETROL TANK, 2 gallon glass fibre rubber mounted.

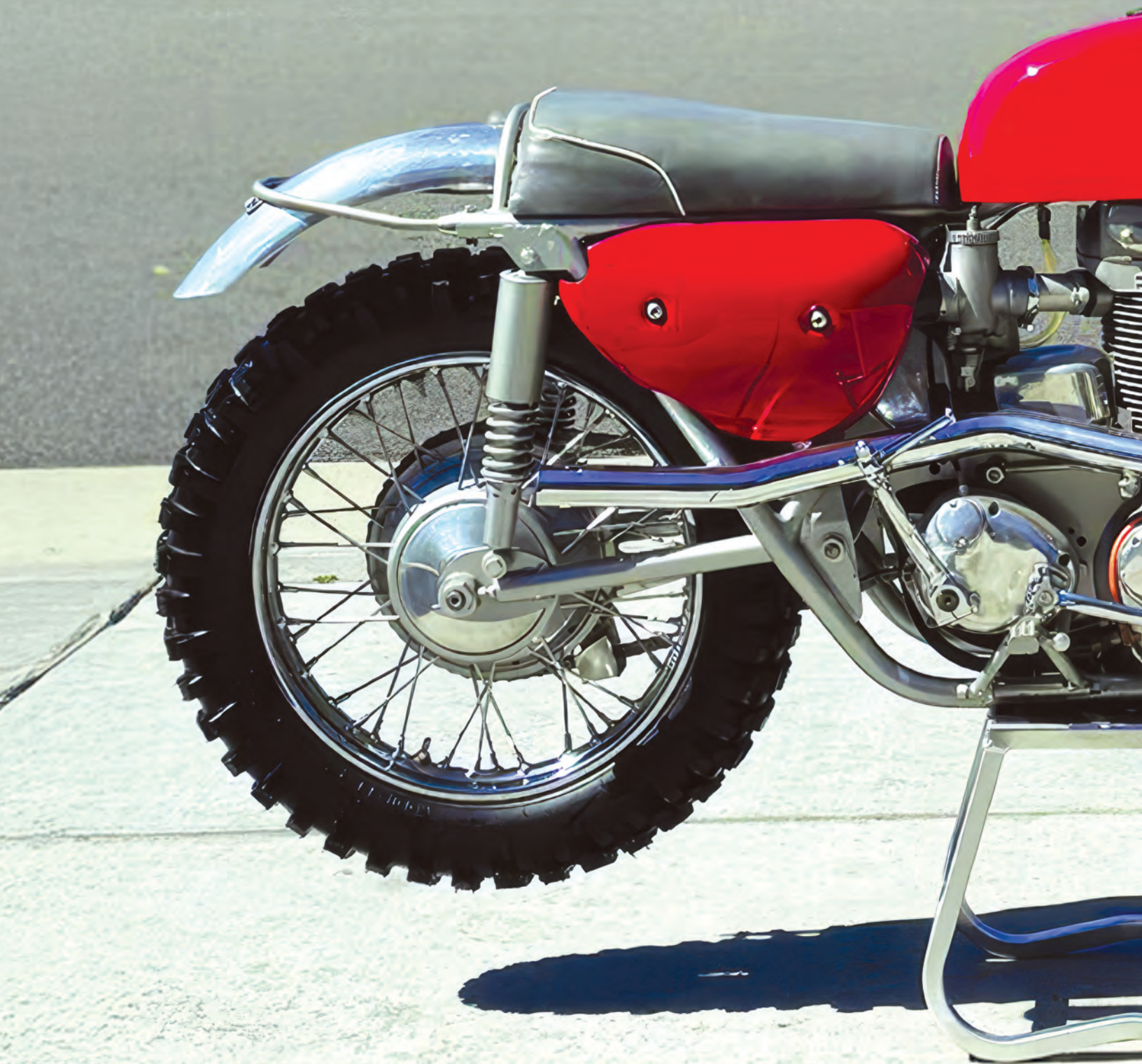
OIL TANK, Light alloy mounted above gearbox. Cap. 5 pts.

HANDLEBARS, Adjustable fitted with ball ends to controls.



Model	G2CSR	G3	G80	G12	G12CSR	G15	G15CSR	G85CS
Engine	OH.V	OH.V	OH.V	OH.V	OH.V	OH.V	OH.V	OH.V
	248	348	498	646	745	745	498	498
Bore and Stroke	70 x 65	72 x 85.5	86 x 85.5	72 x 79.3	72 x 79.3	73 x 89	73 x 89	86 x 85.5
CR	9.5	8.8	7.6	7.5	8.5	7.6	7.6	12.5
Carburettor	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal GP
Gear Ratios								
Top	6.5	5.5	4.79	4.6	4.3	4.5	4.2	7.5
Third	8.05	6.7	5.8	5.6	5.3	5.5	5.1	9.1
Second	11.7	9.4	8.1	7.8	7.3	7.7	7.2	12.7
First	17.9	14.1	12.3	11.8	11.1	11.5	10.8	19.1
Electrics	Wipac	Lucas	Lucas	Lucas	Lucas	Lucas	Lucas	—
	6V	6V	6V	12V	12V	12V	12V	—
Chain Front	½ x .305	½ x .305	½ x .305	½ x .305	½ x .305	½ x .305	½ x .305	½ x .305
Chains Rear	½ x .305	½ x .380	½ x .380	½ x .380	½ x .380	½ x .380	½ x .380	½ x .380
Tyres Front	3.25 x 17	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18	3.00 x 20
Tyres Rear	3.25 x 17	3.25 x 18	3.50 x 18	3.50 x 18	3.50 x 18	4.00 x 18	3.50 x 18	4.00 x 18
Brake Diameter Front	6" x 1½	8" x 1½	8" x 1½	8" x 1½	8" x 1½	8" x 1½	8" x 1½	7" x 1½
Brake Diameter Rear	6" x 1	7" x 1½	7" x 1½	7" x 1½	7" x 1½	7" x 1½	7" x 1½	8½ x 1½
Petrol Tank (Gallons)	3½	4½	4½	4½	4½	4½	4½	2
Oil Tank (Pints)	2½	4	4	4	4	4	4	5
Seat Height	29½"	29½"	29½"	29½"	29½"	32"	32"	33"
Wheel Base	53"	55 13/32"	55 13/32"	55 13/32"	55 13/32"	55 13/32"	55 13/32"	56½"
Ground Clearance	5½"	5½"	5½"	5½"	5½"	5½"	5½"	8½"
Weight (lbs.)	330	390	399	426	426	426	426	291

1966 MATCHLESS G85CS







Correct serial numbers. Matchless singles did not have matching numbers like many other makes.



Unique to the G85CS was alloy oil tank, massive magnesium rear brake from the G50/7R, and 18" rear rim.

SUPERBOX!

SON OF MATCHBOX FROM MARK AND BRANDON SMITH...



Hi Everyone, just thought I'd share some shots from today's Hopetown Reunion. My Father Mark Smith and I brought our 1966 G85CS that we acquired from Paul Hunt's estate sale. In memory of Paul we put together a magazine clipping of his race results from the first International Motocross race in the U.S at the 1966 Dirt Diggers Grand Prix where Paul came second to Torsten Hallman. We ended up nabbing 1st place best in show and I'm sure Paul would have been happy to hear his Matchless is still taking home trophies just like he did when he was racing them.

Cheers!

Brandon Smith



*Hello John,
Thank you for reaching out to me about writing an article on this special 1966 Matchless G85CS motorcycle. I'm including recent photos we took last week and other documents that certify it specifically from VMCC records. It was also noted by John Tinley at Jampot, who holds the Matchless records, that this motorcycle's engine number was the second to last built and the last to be sent to the USA in 1966. If sorted by frame number then it's 11th from last and this was because the engines and frames were not put together in numerical order. Please also mention that it is now being offered for sale at \$20,000.*

*Thank you, Mark Smith
(951)-317-0759*

smithmd54@yahoo.com

1966 DIRT DIGGER GRAND PRIX

PAUL HUNT TOOK 2ND PLACE ON HIS 66' MATCHLESS G85CS
IN THE 500 INTERNATIONAL CLASS



PAUL HUNT, MATCHLESS G85, BECAME INSPIRED IN SUNDAY'S DRIVING RAIN.

Be that as it may, all was not lost and Triumph-Metisse rider Bud Ekins, who is his own sponsor and an international rough terrain rider in his own right, managed to keep Hallman in sight briefly during the opening moments of the first two 500cc rounds. Malcolm Smith was having plug problems again and disappeared rather quickly. Then it started raining lightly, which gave Hallman an even greater advantage. Ekins again followed Hallman home, while third place went to mudrunner Paul Hunt and his well-prepared Matchless G85.

The final round was in pouring rain and Hallman again won, but was actually pressed on by inspired Hunt during the latter part of the race. At one point, Hallman bobbed on the slimy adverse camber at the end of the straight and Hunt closed the gap to about five seconds. But Hunt became overexuberant on the next turn and lost what he had gained. Bud Ekins' throttle slides jammed, which put him out. Brother Dave Ekins finished third, followed by Malcolm Smith.

250 INTERNATIONAL

1. TORSTEN HALLMAN, Sweden
2. STEVE SCOTT
3. PRESTON PETTY
4. DAVE EKINS
5. JOHN RICE

500 INTERNATIONAL

1. TORSTEN HALLMAN
2. PAUL HUNT
3. BUD EKINS
4. MALCOLM SMITH
5. DAVE EKINS
6. B. BAILEY



SALT FEVER



by Stuart Forstrom

I grew up in New England around race cars and motorcycles and I began racing motocross in New York and New England back in 1970 when I was 15. My love of motorcycles has not wavered and to this day I love working on and restoring vintage bikes. My collection is quite weird with no rhyme or reason why I have the bikes I currently own, but each one has its own unique story behind it.

This is a great segway into where my AJS's came from and the journey that my 1948 has taken thus far... Brief history of the bikes...I imported 6 bikes from India back in 1999 and for some unknown reason I thought owning the AJS' would be unique not knowing anything about them. All the bikes were quite crude to say the least (see below) and it seemed like in India they did

what ever it took to keep them running.... Below is what the two bikes looked like after being removed from the crates.

The 1948 caught my eye to do something different with and in doing some research I stumbled on a shop up in Boston to help me get it operational. This was back in 2021 and ironically I was out at Bonneville doing some photography work at the BMST (Bonneville Motorcycle Speed Trials) While I was at Bonniville I met many local racers with one in particular named Kit Axelson who took the time to explain things to me regarding the BMST's and what it takes to race motorcycles there.... Being an X motocrosser and flat tracker I found this type of racing very interesting along with the folks that raced it. So, in my conversations with Kit over the days there I got the bug to race there and fulfill a childhood dream of racing the Bonneville salt flats. Kit would go on to tell me I've now have "Salt Fever".

Upon returning back to Cape Cod I did some research within the



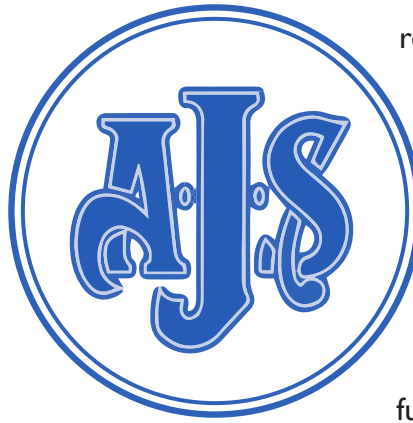
AMA Land Speed racing rules and decided that I would turn my 48 modified vintage racing bike and get it ready for the 2022 BMST,. Unfortunately for me both the 2022 and 2023 race

48/16M CHASSIS #31235 MOTOR #88698 350CC

events were canceled due to rain, so I had to wait until 2024 event to test out my bike. I did run into some starting problems last August, but with some help from a friend Morto from Montana, we were able to get the timing adjusted properly.

Regarding my bike....I took a more practical approach to modifying my 1948 seeing this was my first time building a salt racer. Rules state that in the class I was signing up for that the motor and the frame had to be original. Those were the classification rules and I will say that the safety rules to pass scrutineering was my biggest challenge. Note: my simple changes to the bike included the removal of all the electrical and wiring systems, the original oil tank, seat, and the replacement of the Amal carburetor to a Mikuni along with adding a Uni flow air filter. This may get some of the AJS purist upset, but to be honest I do like the look of the bike as it is today....I would also like to note that being an older vintage bike at Bonneville it was one of the most photographed

I'm attaching some photos from 2024 BMST where this bike made 3 runs... Starting with 50.852 MPH, then a 59.278 MPH and my last run of 62.119 MPH. I'm planning on heading back in 2025 with hopes to improve on my overall speed and possibly an AMA



record for its class. I'm a race team of one person with support of others called Brewster Flats racing.

While I was growing up in New England racing motorcycles, I also had the dream to see and possibly race a bike out on the Bonneville Salt Flats. In 2024 this dream became reality. I took a modified 1948 AJS M16 and fulfilled my childhood dream.

This original motorcycle which was built in England came to me via India in 1999. I had no idea at that time that I would be modifying this bike to land speed race it, my initial thoughts was that it was a cool looking bike and I thought to just get it operational, but that plan changed dramatically after I visited the BMST (Bonneville Motorcycle Speed Trials) in 2021. I was at these speed trials doing some photography work that week that changed the way I looked at this form of racing and I caught what a good friend of mine calls "Salt Fever".

Salt Fever is hard to define, but if you are a true motorcycle enthusiast once you attend a land speed like the BMST you'll probably also catch it. Since I was driving 2500 miles from Cape Cod to Bonneville I thought I better bring two motorcycles, because I was a bit apprehensive about how my 48 was going to run there, since my 48 was a somewhat stripped



56/16MS CHASSIS A37772 MOTOR #27818 350CC



48/16M. 8869B

[illegible]

100



Cheers from the cape....
Stu Forstrom
10 Barberry Lane
Brewster Ma. 02631

CHRISTIAN GYDE FROM DENMARK - THE ARCHIVES -

<http://archives.jampot.dk>



<http://archives.jampot.dk>1950 AJS Twins Instruction Manual:

[http://archives.jampot.dk/book/Owners_manuals/1950 AJS Instruction Manual Twins.pdf](http://archives.jampot.dk/book/Owners_manuals/1950_AJS_Instruction_Manual_Twins.pdf)

1953 =M= Twins Instruction Manual:

[http://archives.jampot.dk/book/Owners_manuals/1953 =M= Instruction Manual G9.pdf](http://archives.jampot.dk/book/Owners_manuals/1953_ =M= Instruction Manual G9.pdf)

1954 =M= Twins Instruction Manual:

[http://archives.jampot.dk/book/Owners_manuals/1954 =M= Instruction Manual G9.pdf](http://archives.jampot.dk/book/Owners_manuals/1954_ =M= Instruction Manual G9.pdf)

1954 AJS Twins Instruction Manual:

[http://archives.jampot.dk/book/Owners_manuals/1954 AJS Instruction Manual Twins.pdf](http://archives.jampot.dk/book/Owners_manuals/1954_AJS_Instruction_Manual_Twins.pdf)

1955 AJS Singles Instruction Manual:

[http://archives.jampot.dk/book/Owners_manuals/1955 AJS Instruction Manual Singles.pdf](http://archives.jampot.dk/book/Owners_manuals/1955_AJS_Instruction_Manual_Singles.pdf)

1955 AJS Twins Instruction Manual:

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1962-63 =M= Instruction Manual G3 G80 G12:

[http://archives.jampot.dk/book/Owners_manuals/1962-63 =M= Instruction Manual G3 G80 G12.pdf](http://archives.jampot.dk/book/Owners_manuals/1962-63_ =M= Instruction Manual G3 G80 G12.pdf)

1961 =M= HW Models Supplementary Spares List to 1960:

[http://archives.jampot.dk/book/Spares_lists/1961 =M= HW Models Supplementary Spares List to 1960.pdf](http://archives.jampot.dk/book/Spares_lists/1961_ =M= HW Models Supplementary Spares List to 1960.pdf)

1961 =M= LW Models Supplementary Spares List to 1960:

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1962 =M= LW Models Supplementary Spares List to 1960:

[http://archives.jampot.dk/book/Spares_lists/1962 =M= LW Models Supplementary Spares List to 1960.pdf](http://archives.jampot.dk/book/Spares_lists/1962_ =M= LW Models Supplementary Spares List to 1960.pdf)

Henry Collier, IoM Junior TT 1911:

http://archives.jampot.dk/general/IoM_1911_Junior_TT_Henry_Collier.jpg

Henry Collier crossing finishing line, IoM Junior TT 1911:

http://archives.jampot.dk/general/IoM_1911_Junior%20TT_Henry_%20Collier_%20crossing_finishing_line.jpg

From Rick Taylor:

1956 Matchless Cooper Sport Special Ad:

[http://archives.jampot.dk/promotional/Advertisements/1956 Matchless Cooper Sport Special Ad.jpg](http://archives.jampot.dk/promotional/Advertisements/1956_Matchless_Cooper_Sport_Special_Ad.jpg)

1958 Cooper Ad:

[http://archives.jampot.dk/promotional/Advertisements/1958 Cooper Ad.jpg](http://archives.jampot.dk/promotional/Advertisements/1958_Cooper_Ad.jpg)

Picked up here and there:

1961 Matchless Papoose Ad:

[http://archives.jampot.dk/promotional/Advertisements/1961 Matchless Papoose.JPG](http://archives.jampot.dk/promotional/Advertisements/1961_Matchless_Papoose.JPG)

Bud Ekins and Tim Gibbes with his Twin Scrambler:

[http://archives.jampot.dk/general/Pictures_of_models/1960 Bud Ekins with Tim Gibbes AMC Twin
scrambler.jpg](http://archives.jampot.dk/general/Pictures_of_models/1960_Bud_Ekins_with_Tim_Gibbes_AMC_Twin_scrambler.jpg)



Enjoyable Activities

from Tom Dowling

Yesterday I decided to change the engine oil on my G80S.

I think I'm getting less oil (from the engine breather) spraying onto my rear tyre now (not that the amount was ever really enough to worry about). I'm guessing the new oil I put in 4 months ago has done a good job of freeing up my piston rings during my recent rides. The drained oil certainly looks rather dark in colour to me for such a brief running period. What do you think?

BTW - Before getting it going last September, this bike hadn't run since the late 1980s or perhaps very early 1990s.

I use inexpensive readily-available oil rather than a more expensive specialist product that's specifically marketed towards owners of classic motorcycles. This means I am not tempted at all to delay oil changes. In fact, as is the case here, when I feel I need to do so, I change my oil well

ahead of normal oil-change schedules.

I had been having trouble with my gear-box moving so I often find myself checking the tightness of those clamping studs/bolts now.

I got a shock when it came to draining my oil tank. The drain plug felt barely finger-tight!

At present my LH footrest has an annoying habit of revolving forwards too. This puts it too close to my brake pedal and makes it hard for me to find that pedal when I need to stop in a hurry.

My spark plug colour looks OK to me. (I like to remove it when checking my chain whips because it makes it easier for me to turn over my engine to find the point where my primary chain becomes tightest.)

There are so many little things to keep working on to get this bike the way I want it to be But it's all enjoyable activity to me.





Retightened my footrest nuts because this LH footrest had rotated forward again



Gearbox oil topped up to the level hole



Fresh oil added up to the level of the inspection hole



\$9,000

1963 Matchless G3C : VIN C10464 229 miles

- Restored in 2003.
- There's a certificate of authenticity from the AJS & Matchless Owners Club
- The side covers are good condition with no significant scratches or gouges.
- No significant leaks were seen.
- The rubber on the foot controls is in good condition.
- The wheels and tires are in good condition.
- The handlebars, gauges, and handlebar controls are in good condition.
- The exhaust, chain, and sprocket is in good condition.
- The chrome trim and paint is in good condition.
- The alloy fenders are in good condition.
- The lights are in good condition.
- The Chrome plated wheels and spokes are in good condition with no significant gouges or rust.



\$12,000

1968 Norton P11A : VIN 125995 001 mile

- The motorcycle was restored by Ed Coppens in 2005.
- The engine is quite clean.
- No modifications were seen.
- The chain and sprocket are in good condition.
- The Chrome wheels are in good condition.
- The vinyl seat is in good condition.
- The paint is in like new condition.
- There are no dents in the fenders, tank, side covers.
- The Chrome is in good condition.
- The gauges are in good condition.



\$8,000

1963 BSA A10 Super Rocket : VIN GA724266 11,878 mile

- The engine side covers are in good condition with.
 - No modifications were seen.
 - The wheels and tires are in good condition.
 - The documentation includes engine maintenance bulletins.
 - The Chrome trim is in good condition.
 - Overall, the paint is in good condition for an unrestored bike.
 - The vinyl seat is in good condition with no rips cracks or scratches.
 - The handlebars, handlebar controls, and throttles are in good condition.
 - The gauges are in good condition.
 - The lights are in good condition.
- The key imperfections are (in priority order):
- The front forks are leaking hydraulic fluid.
 - The paint on the front forks is scratched.



\$30,000

1973 Triumph X75 Hurricane : VIN TRX75XH02590 7,197 mile

- The engine side covers are in good condition with no significant scratches.
- Documentation includes owner's manual and replacement part list.
- The tires are in good condition.
- The paint is in good condition.
- The Chrome is in good condition.
- The vinyl seat is in good condition.
- The handlebars, handlebar controls and gauges are in good condition.
- The lights are in good condition.
- There are no perfect vehicles. The key imperfections are:
- The alloy wheel rims have some gouges.

**Contact Diana Dietrich for more information
(704) 663-2555 or Diana46@twc.com**

Matchless

WANTED: Post 1964 G80 head as pictured.
Spark plug area is flat across.

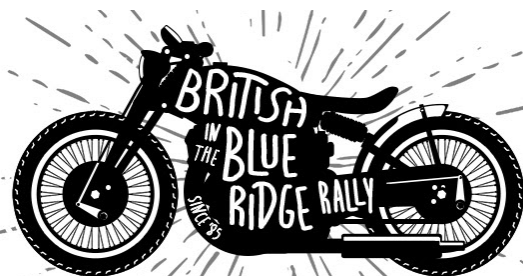
Rick Taylor
P O Box 14,
Red Oak IA 51566

hemirick@yahoo.com
(712) 621-4813



FORSALE: 1960 G80CS is mostly original even with center and side stands, decent chrome on Dunlop rims with ancient Dunlop tires. Had matching dents in tank (from forks) so new professional paint. Serious foam decay under upholstery so new RK Leighton cover on original pan. N1 magneto, no chain guard, speedo, lights or title. Many new cables and fasteners. By history it is a never-registered never-raced California bike, and it looks the part. \$5K ONO
Call / Text (510) 406-8310 *John Anton*

SHOWS - RALLY - SWAP MEETS
- EVENTS -



British in the Blue Ridge ("BIBR") Rally
at the Georgia Mountain Fairgrounds in Hiawassee Georgia!
Friday & Saturday June 13 & 14, 2025

2025 35th Annual Vintage Motorcycle Rally
Rally will be held at the Boone County Fairgrounds Burlington, KY
on Sept 5-6th, 2025.

44th Annual Great Midwest British Motorcycle Rally and Show
July 18 @ 11:00 am - July 20 @ 12:00 pm
Blue River, Wisconsin 53518



Matchless News

THE AJS & MATCHLESS OWNERS CLUB
NORTH AMERICAN SECTION



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TRIUMPH

ROYAL ENFIELD

1966 MATCHLESS G85CS

