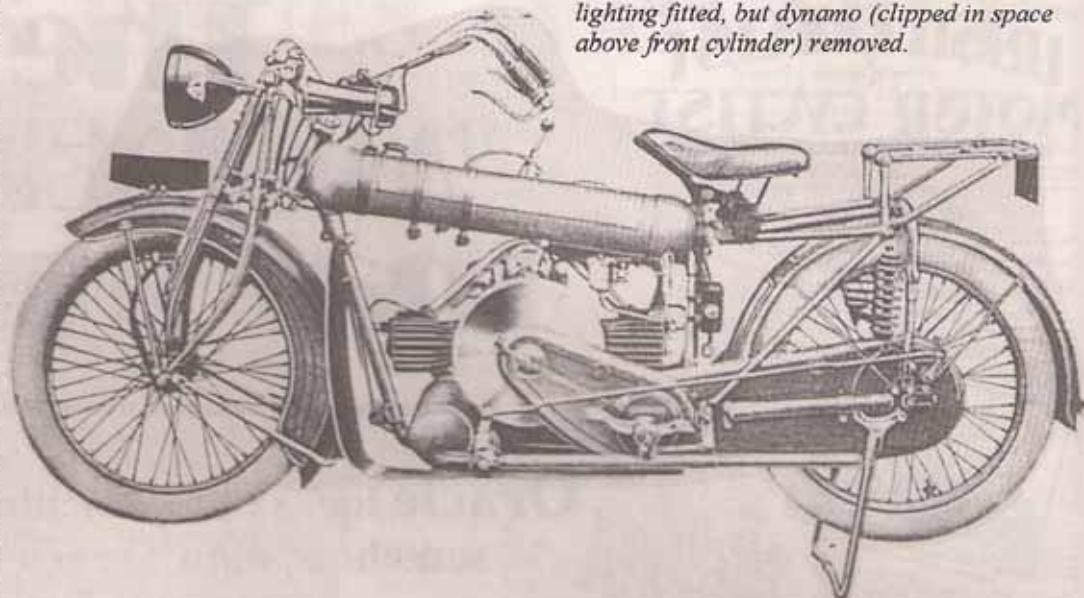


the crankcase provided the ignition source, with breathing through a single lever A.M.A.C. carburettor on the end of a somewhat lengthy inlet tract. To our mind, this whole engine layout might well have been influenced by the well known Williamson machine; but then, it is only our opinion.

Lubrication was handled by a mechanical plunger pump, driven from the engine camshaft and mounted externally by the timing chest. This pump drew oil from a half gallon capacity container within the crankcase casting and distributed it through drillways in the crankshaft to the mains and big ends, with separate piped feeds going to the clutch housing and the primary drive chain. It was all automatic, took away the primitive hand pumping arrangements normal on British machines of the time and ensured a steady supply of clean oil to the vital working surfaces of the engine; a sight glass built into the oil chamber wall allowed an eye to be kept on lubricant levels.

Drive to the three-speed gear was via a silent chain, the inverted tooth type, it being enclosed in a case. The gearbox itself was mounted together with the engine thus forming a unit and as its shell was of circular outline, it could be rotated within its mountings to keep the primary chain correctly tensioned. All neat and innovational. A further conventional roller chain took the drive to the rear wheel, again fully enclosed and arranged so that it need never be disturbed when wheel changing was necessary. The Matchless patent system of q.d. wheels being adopted on all three wheels by means of a simple knock-out spindle secured by a single nut.

The frame was



Nearside view of the machine, with electric lighting fitted, but dynamo (clipped in space above front cylinder) removed.

something entirely new, although it incorporated some details from pre-war Matchless efforts in all major respects it was radical to say the least. For a start, the top tube had been so increased in diameter that it could double as an integral fuel tank, thus dispensing with the usual soldered tinplate tank, all its necessary clips and its weaknesses. Behind the saddle tube, a structure of tubes held the rear wheel in correct

A swinging arm frame...as it would be known to a generation 40 years later...

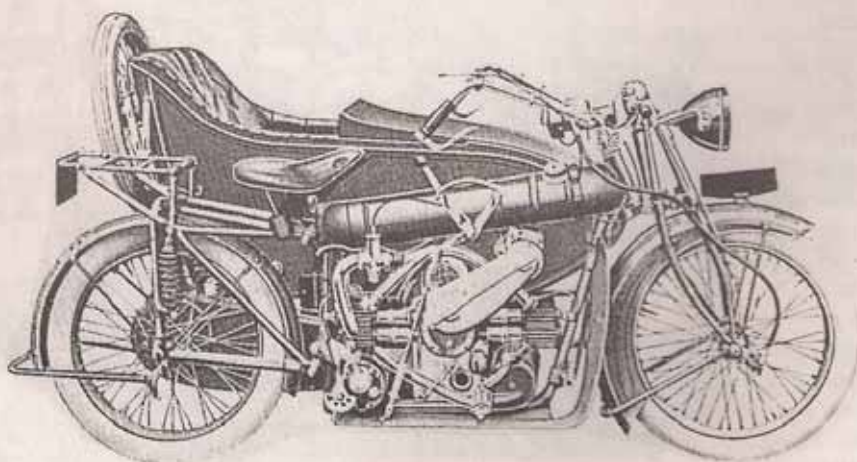
alignment while allowing it to move through a useful arc under the control of coil springs mounted either side. The pivot for this springing feature was at the base of the saddle tube and

immediately behind the final drive sprocket of the gearbox. It thus kept the final chain in almost constant tension throughout the range of suspension movement.

A swinging arm frame, as it would be known to and understood by a new generation of motorcyclists nearly 40 years later. The front forks were traditionally Matchless, effective if unwieldy to the eye. Front wheel braking was still by stirrup, a poor old do in relation to the remainder of the machine, the rear wheel being retarded by means of an internal expanding ring.

Also traditional was the paintwork, finished in a khaki shade of enamel, enhanced by gold and green lining, the usual bright parts being plated in nickel and with an optional electric lighting system and electric horn being available courtesy of a Lucas dynamo mounted

beneath the frame top tube/fuel tank. Tyres were 650 x 65 beaded edge, with a spare wheel fixed to the carrier on the rear of the coachbuilt sidecar body. Intended from the outset as a complete outfit, the sidecar was connected to the motorcycle frame by no fewer than six attachment points; the sidecar wheel and the rear



wheel of the machine being so designed that they moved in unison. Long swept back touring handlebars caused an upright but comfortable riding position and an engine undershield which turned upwards at the front gave weather protection to the riders legs.

All most admirable and the *Irish Cyclist & Motor Cyclist* concluded its favourable review with the words "...coming as it does from a house of such good repute it will find many purchasers when it is placed on the market." What they didn't give, was the model name/number of this exciting newcomer, the Matchless catalogue however, dated 1917 calls it the "Model H".

But that's not a Model H we hear you saying, we know that bike, it had a thumping great J.A.P. and later M.A.G. i.o.e v-twin, engine and a conventional fuel tank and it came out just after World War I. True, on all counts. The H models we see around in vintage events today also have a similar rear springing system and interchangeable wheels and

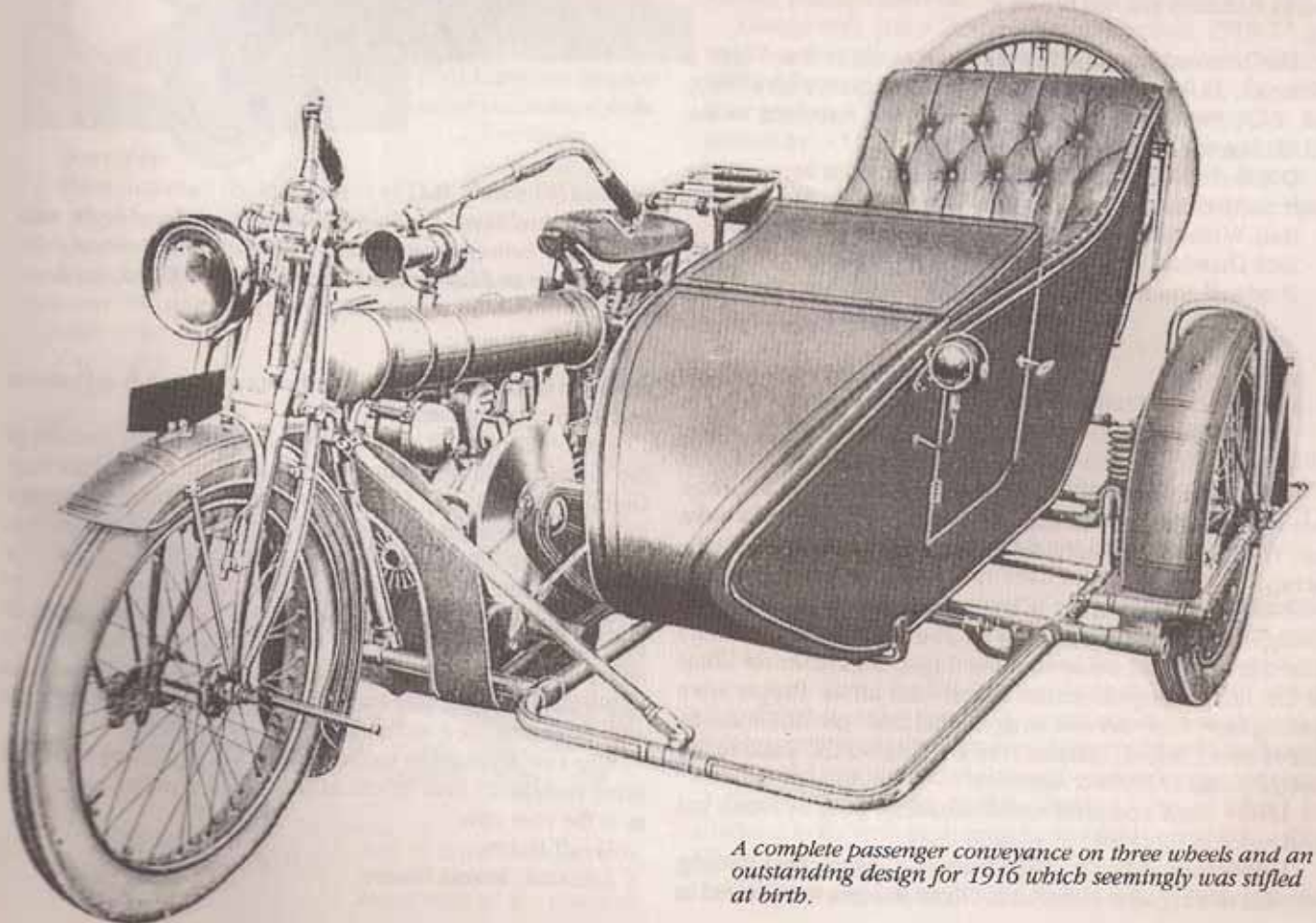
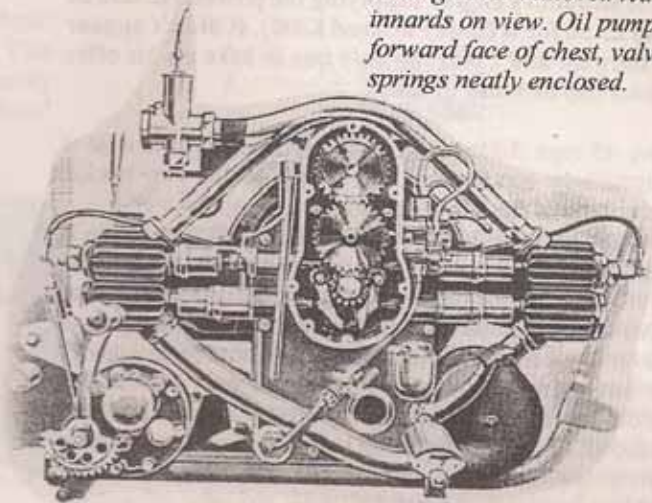
were sold as complete outfits; but they aren't like this particular Model H. Why?

We can't tell you that, nor how many of the flat-twin design were actually made. It could be that there was only the prototype, registered as LK 3496; which, if the case, would certainly have been subjected to the extensive testing claimed by the maker's in their catalogue. This catalogue is so impressive and well prepared that it must have been the intention to make and sell the flat-twin in huge quantities. If, as we are led to believe, it worked well, why wasn't it

proceeded with? Remember, Colliers were not in the habit of making their own power units at the time, it was some years more before they built everything in-house; perhaps they hit a production snag, a problem in getting hold of the machinery on which to build the engines?

Whatever the answers, Colliers never again used a flat-twin engine in any of their motorcycles.

Timing cover removed leaves the innards on view. Oil pump is on forward face of chest, valves and springs neatly enclosed.



A complete passenger conveyance on three wheels and an outstanding design for 1916 which seemingly was stifled at birth.