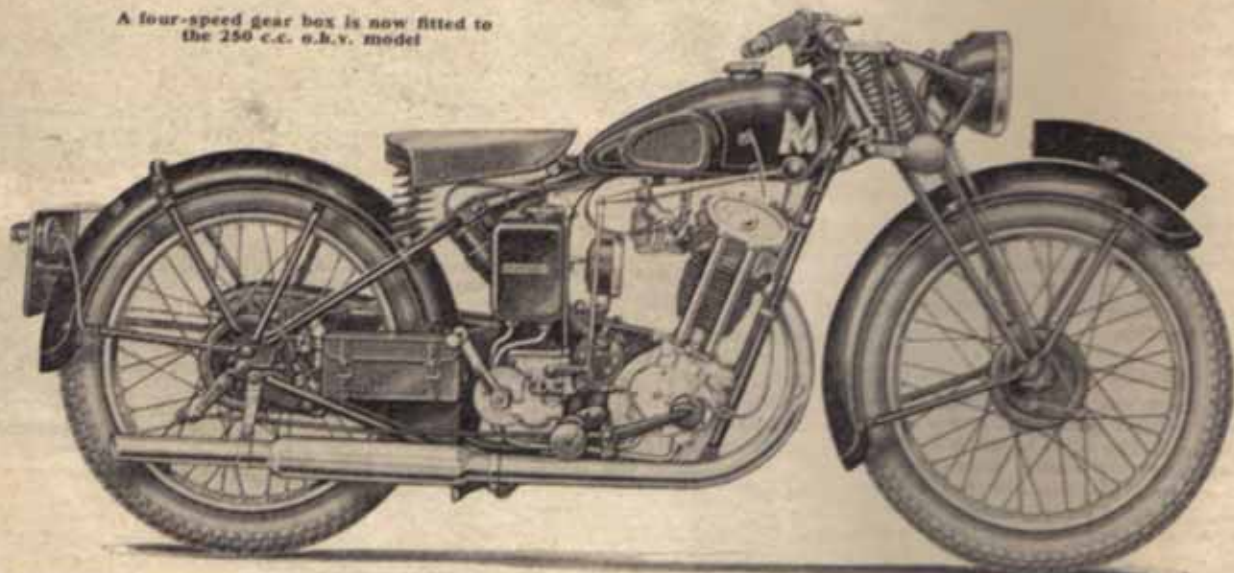


Matchless Modifications

Improvements in Mechanical Details and Appearance : All Prices Include Electric Equipment

A four-speed gear box is now fitted to the 250 c.c. o.h.v. model



THE Matchless programme for 1935 shows no startling innovations or experiments, but this does not infer that the manufacturers have been idle, since the policy of the firm gradually to perfect existing models has been continued. As a result several important mechanical alterations have been made, while the general appearance of the machines has been considerably improved.

There are ten separate models in the range, from a 250 c.c. side-valve to the famous "Silver Hawk" four-cylinder, and all are available in de luxe as well as standard form.

Perhaps the most noticeable alterations that have been made are the adoption of chromium-plated wheel rims and the substitution of an enamelled gold line in place of the familiar chromium edging for the mudguards—an arrangement, incidentally, that gives a definite air of refine-

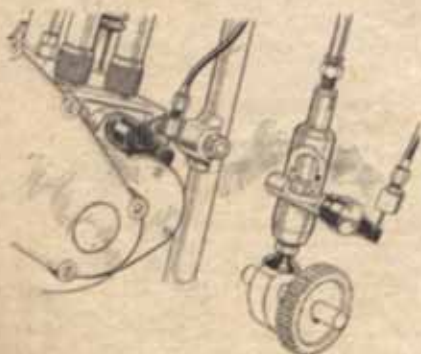
ment. The chromium edge is, however, still employed on de luxe models, and can be fitted to standard models for £1 extra (or 25s. for the two-fifties, in which case a front stand is included).

Another point of importance is that all machines are now sold equipped with electric lighting. Except in the case of 250 c.c. models, a handsome handlebar instrument panel is incorporated in the de luxe equipment, and this equipment also includes a speedometer and electric horn.

Beginning with the popular 250 c.c. side-valve and o.h.v. models (35/F7 and 35/F4), these are not substantially changed from last year. However, the o.h.v. machine now has a four-speed Borsman gear box; a hand change is standard, but a foot change can be supplied for 12s. 6d. extra. Both models have a neat oil-bath case that completely encloses the dynamo chain as well as the primary chain, while a clever arrangement of troughs ensures that the former obtains its full share of lubricant.

The D/3 347 c.c. o.h.v. two-port is also unchanged in major details, and can be supplied with either high- or low-level exhaust pipes, and, for an extra 12s. 6d., a foot gear change.

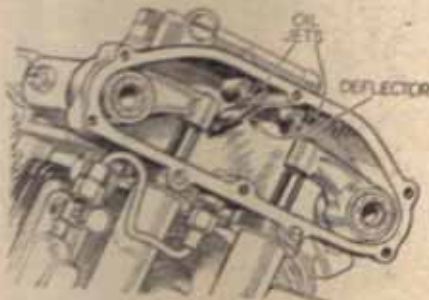
It is undoubtedly in the famous "D" range, which includes a 498 c.c. side-valve model and a 496 c.c. o.h.v. two-port machine in "Sports" and "Supersports" forms, that most alterations are to be found.



The new exhaust-valve lifter used on the 498 c.c. side-valve and o.h.v. models. A cam device operates directly on a collar formed on the tappet rod



As a result of modifications the front forks fitted to machines in the "D" series now have a greater range of movement. Note the round-section tubing of which the fork girders are built, the heavier links and the rear-positioned shock-dampers



Direct oil feeds to the push-rod ends are provided on both the standard and "Supersports" editions of the "Sports 500" o.h.v. model. Note the oil lead to the inlet valve guide

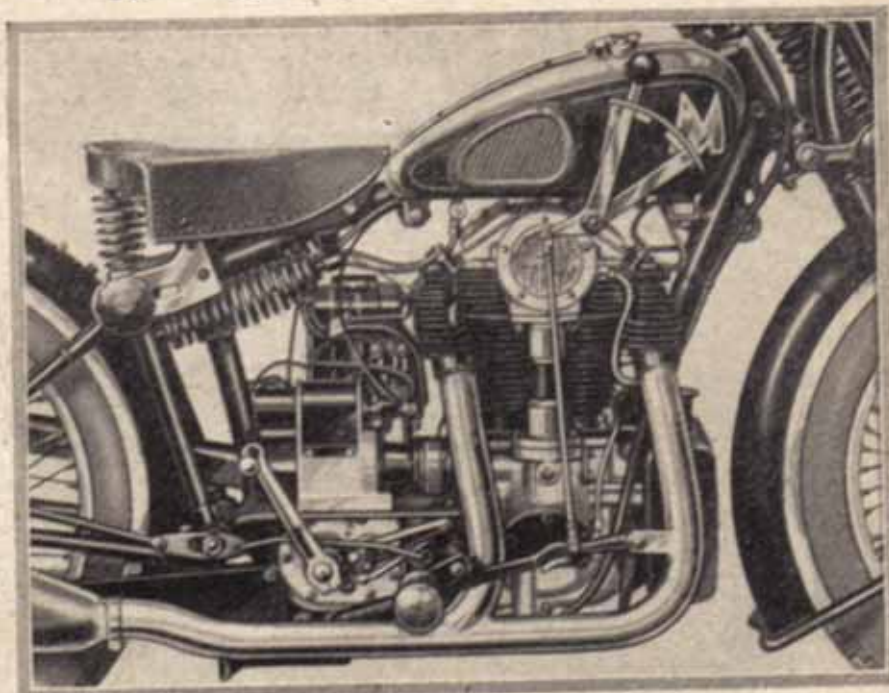
In the first place these models show a complete breakaway from usual Matchless practice in that the front fork girders are built from round-section tubing. In addition the forks now have a considerably greater range of movement; the spring has been increased in length and the tubes strengthened, while the hand-operated shock dampers are now incorporated in the lower rear fork links. These alterations are said to have improved the steering to a marked extent. The front brake has also received attention and now has a tangential anchorage.

On both the side-valve and o.h.v. engines the decompressor has been improved in favour of an exhaust-valve lifter. The construction of the latter is unusual, inasmuch as the cam operating the valve engages with a collar pressed on to the actual tappet rod, a slot being cut in the tappet guide for the purpose.

The flywheel assembly has been stiffened up considerably, and a larger-diameter two-row roller big-end bearing with an aluminium cage is employed. Also the diameter of the mainshaft has been increased to 1 1/4 in. and now runs in three rows of caged rollers. An interesting result of this stiffening-up process is that the splines for the shock absorber are now formed direct on the end of the shaft.

As previously mentioned, the "Sports 500" o.h.v. which, incidentally, has a capacity of 498 c.c., is available in standard and "Super-sports" forms. The latter is different only in that the engine is specially tuned—the internals are highly polished, and the compression ratio is 7.2 to 1 instead of 6.2 to 1.

A useful innovation on both engines is a direct oil feed to the push-rods. Oil is forced under pressure from the rocker bar through jets that project it on to the sides of the rocker ends, whence it trickles down to the push-rod cups.



Though unaltered in general design, the "Silver Hawk" four-cylinder model has all the latest detail refinements

All the "D" series have the same general specification, consisting of a strong cradle frame, duplex spring central prop stand, and the new "easy-change" Burman four-speed gear box. However, whereas the side-valve model has a hand gear change as standard, a foot gear change is supplied (without option) on the o.h.v. machine.

In the Model "CS," the heavy-type 405 c.c. o.h.v., there has been very little alteration, and this also applies to the Model C 585 c.c. side-valve. The finger adjustment for the front brake is noteworthy. It consists of a milled wheel on the brake-operating rod. The latter is threaded at its upper end, and screwing up or down alters the adjustment, while a small cam formed on the lower end of the rod and working in a groove formed in the yoke end prevents the adjustment from slipping.

Another model that has received a certain amount of attention is the side-valve 990 c.c. twin. This has larger big-end bearings, while the diameter of the mainshaft has been increased to 1 1/4 in. A wider chain line has been provided to give greater clearance for oversize tyres, while minor details, such as saddle springing and battery mounting, have been improved.

This machine is also fitted with a four-speed Burman gear box, and to allow for the fitting of a foot change (if required) the brake pedal has been placed on the left, operation being by means of a cross-over shaft.

There remains the celebrated "Silver Hawk" narrow-angle vee four-cylinder. Unaltered in general design, it incorporates all the latest refinements and is, of course, available only with the de luxe specification. It is the only machine in the range that retains the fish-tailed

silencer in preference to the tubular pattern.

Matchless sidecars are again listed in designs suitable for all purposes and at prices ranging from £12 5s. to £23. At the latter price there is the "Donington Special," a semi-sports model that won the Premier Award for sidecars at the A.C.U. Rally. It has an aluminium



The mainshaft of the "D"-type engine has been increased in diameter and now runs in three rows of caged rollers, while splines for the shock-absorber are formed on the end of the shaft

body, and on the sloping back there is attached a strong chromium-plated luggage grid.

PRICES.

	£	s.	d.
35/F7 246 c.c. s.v.	35	14	0
35/F4 246 c.c. o.h.v.	35	17	0
35/F4 246 c.c. o.h.v. de luxe	42	0	0
35/D1 347 c.c. o.h.v. two-port	42	15	0
35/D5 347 c.c. o.h.v. de luxe	53	10	0
35/D5 498 c.c. s.v.	49	0	0
35/D5 498 c.c. s.v. de luxe	52	5	0
35/D80 Sports 500, 498 c.c. o.h.v.	54	0	0
35/D80 Sports 500, 498 c.c. o.h.v. de luxe	57	15	0
35/D90 Super-sports 500, 498 c.c. o.h.v.	59	0	0
35/D90 Super-sports 500, 498 c.c. o.h.v. de luxe	62	15	0
35/C8 495 c.c. o.h.v.	57	15	0
35/C8 495 c.c. o.h.v. de luxe	61	10	0
35/C 585 c.c. s.v.	55	15	0
35/C 585 c.c. s.v. de luxe	59	10	0
35/B Silver Hawk 495 c.c. o.h.v. four-cylinder	78	10	0
35/X4 990 c.c. s.v.	68	15	0
35/X4 990 c.c. s.v. de luxe	72	10	0



The engine of the 246 c.c. side-valve. Note the mounting of the dynamo