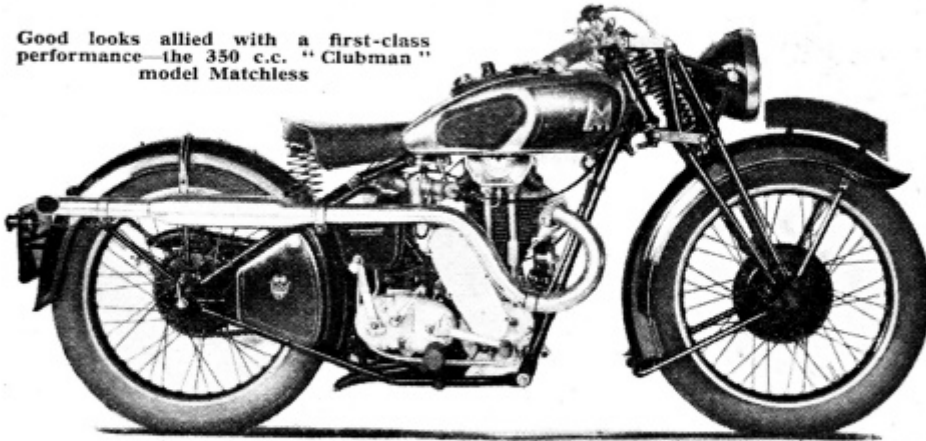


MATCHLESS

STAND 38 : Sporting Riders Flock Round the "Clubman" Models : Interesting Side-valve Range : Redesigned Big-twin for Solo or Sidecar Work

Good looks allied with a first-class performance—the 350 c.c. "Clubman" model Matchless



MATCHLESS MOTOR CYCLES (COLLIERS), LTD., Plumstead Road, London, S.E.18.

"37/G3C Clubman" Model.—347 c.c. single-cyl. o.h.v. Matchless; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; 4-speed gear, with foot control; fuel, 3 gals.; 3.00x20 (front), 4.00x19 (rear) tyres. Price with lighting, horn and licence holder (solo), £59.

AMONG machines that appeal to the sporting rider the Matchless "Clubman" range is prominent. These models are of an extremely practical type; the cylinder-head design has been improved for better cooling, and the overhead-valve rocker gear is fully enclosed and positively lubricated.

Braking is improved by the use of drums of special cast iron, while the brake pedal has been redesigned; the front brake cable passes down the girder tube of the forks and has its adjustment at the top.

Adjustable handlebars on long clamps are fitted, and all controls are of the clip-



Arrangement of the overhead-valve rocker gear and hairpin valve springs on the 350 and 500 c.c. "Clubman" models

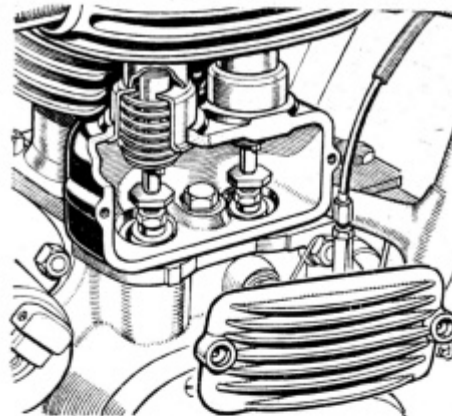
on type so that they can be arranged to suit the rider's requirements. This is a point frequently overlooked, and many "adjustable" handlebars cannot be adjusted because the controls are themselves non-adjustable.

A quickly detachable rear wheel is another useful feature; the sprocket and brake are left *in situ* when the wheel is dropped out of the forks.

The 246 c.c. "Clubman" models range in price from £41 10s. to £50 5s., and the 498 c.c. machines from £57 to £67, with

single- and twin-port and "competition" specifications. All "Clubman" models except the 250 c.c. have hairpin valve springs.

"37/G5 Tourist" Model.—498 c.c. single-cyl. side-valve Matchless; dry-sump lubrication; coil ignition; all-chain drive; oil-bath primary chain case; 4-speed gear, with foot control; fuel, 3 gals.; 3.25x19 tyres. Price with lighting, horn and licence holder (solo), £50.



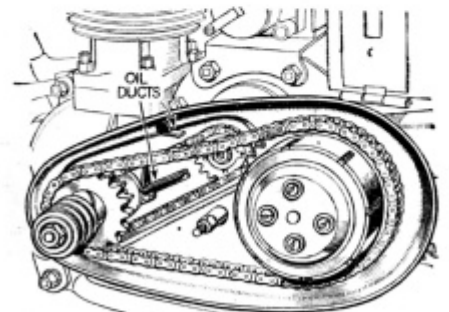
On the side-valve engines the valve gear is neatly enclosed with the springs insulated from the cylinder

The side-valve type of engine has much to commend it, and it reaches a high state of development in the "Tourist" range of Matchless models.

For 1937 the 990 c.c. twin-cylinder Matchless has been designed with a view to solo work. The machine has a wheel-base only slightly longer than the single-cylinder models

In the case of both the 246 c.c. and 498 c.c. engines the valve springs are held in thimbles in a valve chest which is fixed on the crank case and encloses the tappets; thus the springs make no contact with the cylinder, the valve guides only passing down into them.

The 498 c.c. model is a particularly robust machine, suitable for solo or sidecar work. It has, moreover, an attractive appearance, and it is particularly accessible and easy to maintain.



Special oil gutters are provided in the primary chain cases in order to ensure thorough lubrication of the chains. This sketch shows the oil-bath chain case on the 250 c.c. coil-ignition models

Model "37/X."—990 c.c. twin-cyl. side-valve Matchless; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; 4-speed gear, with foot control; fuel, 4 gals.; 3.25x19 (front), 4.00x19 (rear) tyres. Price with lighting, horn and licence holder (solo), £76 10s.

The 990 c.c. twin appears with a shorter frame, a redesigned tank, improved mudguards, and redesigned cylinders. It is suitable for either solo or sidecar work, and is laid out with these objects in view. The machine as a whole is neat and compact. A separate magneto is tucked in between the front down tube and the crank case, while the dynamo is housed in the rear engine plates above the gear box.

Several examples of this redesigned twin are staged, both solo and with sidecar, and from this it may be judged that the makers have faith in a revival of interest in this type—a revival, indeed, that many enthusiasts consider to be overdue.

