

Simple, resilient mounting employed for the light-alloy fuel tanks of the latest competition machines

SINGLES and twins, tourers, racers and competition models, machines for the home and oversea buyer, for the law-abiding citizen and for the law enforcer—all these are to be found beneath the massive, brightly-lit winged "M" which is the familiar hallmark of the Matchless stand.

A 498 c.c. G9 twin is shown equipped for police duty, as used in many parts of the world. The special equipment includes Pye radio transmitting and receiving gear. A true-to-life touch is given to this exhibit by an effigy of a policeman mounted on the twin-seat; at first sight the effigy has quite a sobering effect on most visitors!

It is remarkable what a strong degree of magnetism is invariably exerted by a battle-scarred machine when it stands amid the almost universal brilliance of the Show exhibits. Certainly this is true of the actual Super Clubman twin ridden by S. B. Manns as a member of the victorious British I.S.D.T. Trophy team. Still bear-

ing its competition numbers and a certain amount of grime, it holds many lessons for the would-be six-days' trial rider. Duplicated control cables, Siamesed exhaust pipes and integral spindle-nut tommy bars are but a few of its special detail features.

Most elevated of the Matchless exhibits is the cobby G45 racing twin. Its position on a 3ft-high dais makes for a considerable reduction in backache among the thousands of visitors who flock to study its finer points. Its heavily-finned engine with twin carburettors and megaphoned exhausts, its large-capacity, light-alloy tanks and its two-leading-shoe front brake have real significance for the racing aspirant.

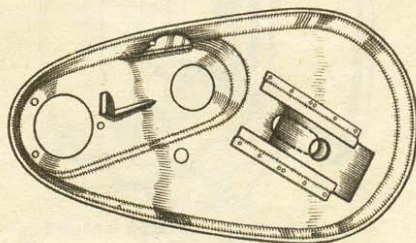
Other examples of the twin-cylinder concept are to be seen in the form of standard G9 roadsters. The fuel tanks of these machines are distinctively finished in Aldwych red and chromium. On one model is seen the capacious, quickly-detachable rear pannier set. These roadsters, like their single-cylinder brethren, exemplify up-to-date trends with twin pilot lights and full-width, ribbed, light-alloy front hubs.

The popular single-cylinder roadsters are present in both 347 and 498 c.c. engine capacities; each size is shown in solid-frame and rear-sprung form, the latter having comfortably upholstered twin-seats. The cast-iron cylinder barrels and

aluminium heads of these models blend well with their general finish of black and silver. The five-hundreds have a noticeable bulge at the upper end of the magneto chain case; this encloses the automatic timing mechanism for the Lucas rotating-magnet magneto.

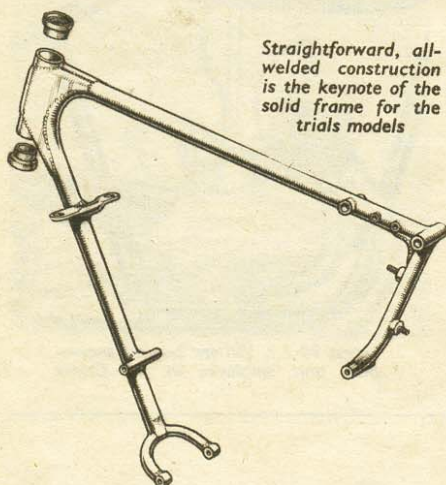
In view of the notable successes achieved by riders of Matchless singles in trials and scrambles, no surprise is occasioned by the keen interest shown in the competition models exhibited. Again, these are seen in both engine sizes and with solid frames for trials work and rear springing for scrambles.

Two attractive sidecar outfits displayed are a G80S coupled to a Swallow Jet 80 and a G80 in harness with a Watsonian Ascot.

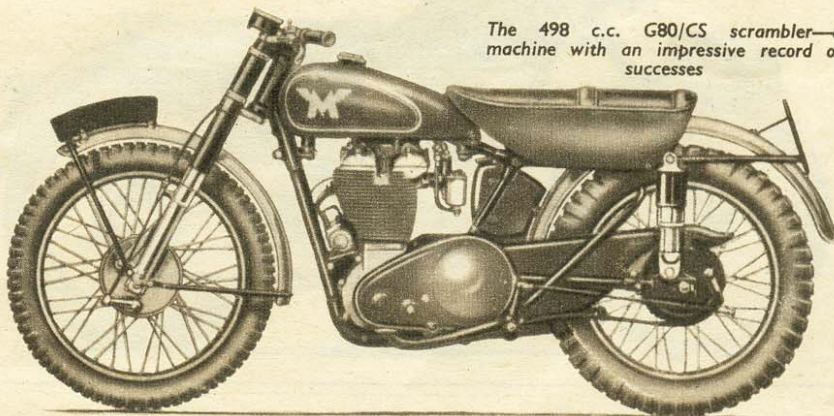


Another feature of the competition machines—sliding, gear-box mainshaft seal in the inner half of the primary chaincase

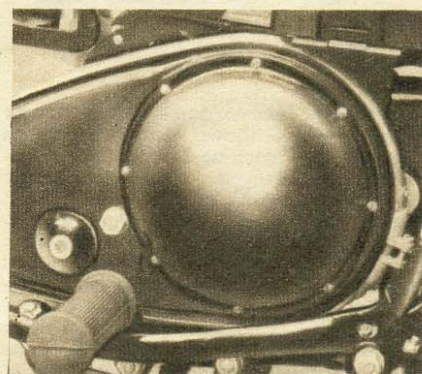
The 498 c.c. G80/CS scrambler—a machine with an impressive record of successes



Straightforward, all-welded construction is the keynote of the solid frame for the trials models



Famous for its mechanical quietness and high performance—the 347 c.c. Matchless G3/LS



To improve accessibility, the domed clutch cover on all models is now readily detachable