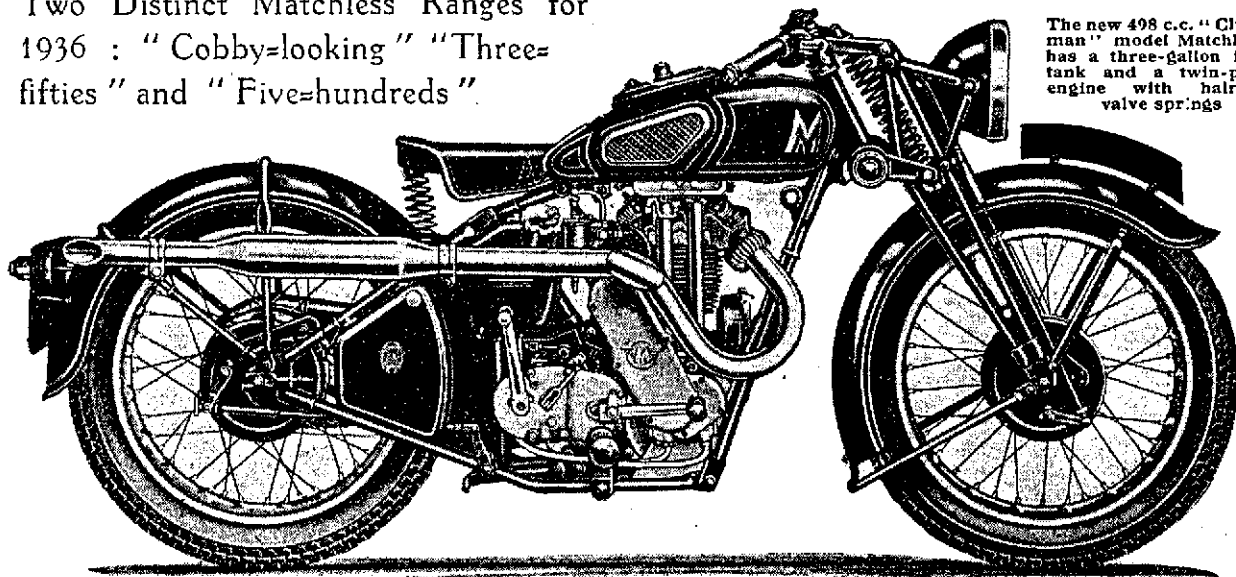


Advance Details of 1936 Models

"Clubman" and "Tourist" Models

Two Distinct Matchless Ranges for 1936 : "Cobby-looking" "Three-fifties" and "Five-hundreds"

The new 498 c.c. "Clubman" model Matchless has a three-gallon fuel tank and a twin-port engine with halprin valve springs



FOR 1936 there are two distinct ranges of Matchless machines—the "Clubman" and the "Tourist." The former consists of high-performance overhead-valve machines of 250, 350 and 500 c.c.—all with the engine set vertically in the frame—and the latter of 250, 500 and 990 c.c. side-valves. For the present, at least, the four-cylinder, which has remained almost unaltered for some five years, disappears from the range.

All models are equipped with electric lighting and electric horn as standard, and are fitted with chromium-plated wheel rims.

The "Clubman" range is new except for the "three-fifties," which were introduced a few months ago. At the lower end of the engine-capacity scale there is the 246 c.c. overhead-valve "Clubman," selling at £39 10s. complete. This is a good-looking full-sized "two-fifty," with a three-gallon fuel tank (standard on all "Clubman" models), a large saddle-tube oil tank, and Miller coil ignition and lighting. A flush-fitting instrument panel is carried in the top of the tank.

A new design of frame is fitted. This is of the duplex type, with twin, straight front down tubes.

The engine is of straightforward design, with enclosed push rods and rocker gear, coil-type valve springs, and the contact breaker for the coil ignition housed in the timing cover. It is similar to that of the 1935 o.h.v. two-fifty machine, but is set vertically in the frame. This,

coupled with the larger tanks and a new pressed-steel tool box that fits in the off-side rear triangle, makes the machine more compact in appearance and greatly improves the looks. The tyres are 26 x 3.25in.

A lightweight type of pivot-mounted four-speed Burman box is provided, with a hand gear change. A foot change is available at 12s. 6d. extra. If this is fitted, either a high-level or low-level exhaust system may be specified at option. An oil-bath primary chain case is, of course, standard on this and all other Matchless models.

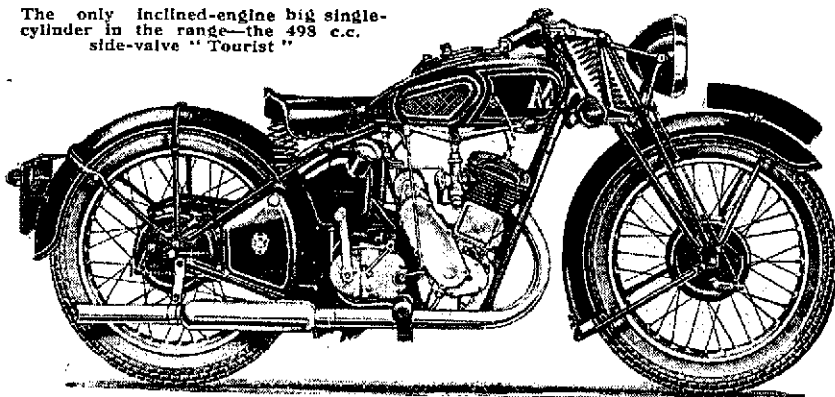
There is also a de luxe "Clubman" two-fifty at £42 10s. This is identical

with the machine just described except that it has a chain-driven magneto and Lucas dynamo lighting. The magneto is mounted behind the cylinder and the chain works in a cast-aluminium case.

A minor but interesting feature of the three-gallon fuel tanks on the "Clubman" range is a little metal rain gutter at the U into which the nose of the saddle fits.

The "three-fifty" "Clubman" models introduced in the middle of this year form the basis of the whole 1936 "Clubman" range. There are two models—the "Clubman" and the "Clubman Special," and, as might be expected in view of the few months they have been on the

The only inclined-engine big single-cylinder in the range—the 498 c.c. side-valve "Tourist"



market, neither has been altered to any great extent. In effect they are enlarged editions of the 246 c.c. models already described. There is a sturdier duplex frame and the heavyweight type of Burman four-speed gear box. A positive-stop foot gear change is standard, but on the "Clubman" the purchaser can, if he wishes, have a low-level exhaust system.

Like the 246 c.c. units, the engine has a single exhaust port, but in this case hairpin valve springs are employed; the compression ratio is 6.5 to 1. Magneto ignition and separate dynamo lighting—Lucas—are fitted. The brake drums are of Chromidium. Another interesting feature is that the handlebars are rubber-mounted, and both brake controls are of the quick-release type to facilitate wheel removal. The price of the standard "Clubman," with 26 x 3.25in. tyres and full electrical equipment, is £52 10s.

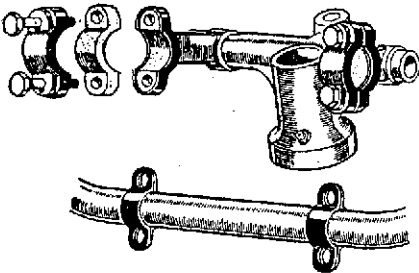
Effective Prop-stand

A number of differences are to be found in the 347 c.c. "Clubman Special." This costs £57 10s., and has been designed specifically to appeal to trials enthusiasts, who to a certain extent can indulge their own particular fancies in the way of equipment.

The most noticeable differences are in the mudguards, the tyre equipment and the front forks. These last have tension-spring snubbers running between the I-section fork links. Narrow chromium-plated mudguards are fitted, and the rear frame members are designed specially to allow ample clearance for a 4in. section competition rear tyre. The tyres fitted as standard are of the full competition type—Dunlops—a 27 x 4in. on the rear wheel and a 26 x 3in. on the front wheel. Other types of tyre will be fitted if desired.

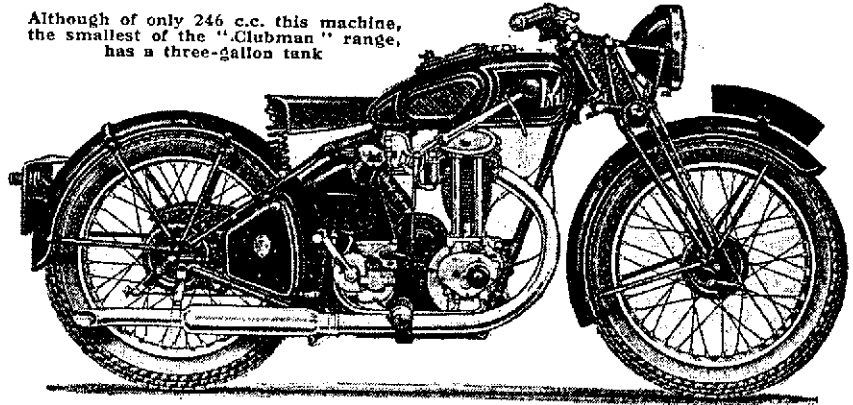
This machine has clip-on adjustable controls, twin tool bags instead of a single pressed-steel tool box, and a rear stand positively held by a bolt. A simple but extremely effective prop-stand is provided. This works even on soft grass-land, and is arranged so that it trails when in the "up" position, and damage is next to impossible. Rubber-mounted handlebars are not fitted to this model. The bars, however, have adjustable links.

The gear ratios are special. They are 6.09, 9.25, 12.5 and 19.5 to 1, as against 5.73, 7.4, 8.7 and 15.4 for the standard 347 c.c. "Clubman." In its characteristics the engine is specifically designed for the use of the trials enthusiast. It



Details of the new rubber-mounted handlebars

Although of only 246 c.c. this machine, the smallest of the "Clubman" range, has a three-gallon tank



is a slogger as well as capable of useful acceleration. Both the ports and the cylinder head are polished.

Finally, in this the sporting range, come the 498 c.c. "Clubman" models, of which there are four. All have two-port overhead-valve engines similar to those of the well-proved "80" of the past, but with a new cylinder head and hairpin valve springs. The alterations to the head consist of a new inlet-port angle and a wider angle between the exhaust ports. It is claimed that the modifications give "unusually smooth running as well as pep." In each case an adjustable oil feed runs from a well in the rocker box to the inlet valve guide.

The engines are set vertically in their duplex frames, and the net result is machines that can probably be best described as "thoroughly cobby-looking jobs."

Tuned Engines

There are two standard and two trials-type models. The differences between the two models in each pair are in regard to the tuning of the engines. The "Clubman" at £55 and the "Super Clubman" at £60 are identical, except that the latter has a specially tuned engine with a high-compression piston, 14 mm. sparking plug and polished ports, flywheels and connecting rod. Similar differences occur in the case of the "Clubman Special" at £60 and the "Super Clubman Special" at £65. These latter are, of course, the trials mounts and have the same differences in their specification as those between the standard and "Special" three-fifties. There are the same drops in the gear boxes as on the three-fifties, but the top gear ratios are, of course, higher. The standard models have a 4.8 to 1 top gear and the "Specials" a ratio of 5.1 to 1. Only the "Specials" have the prop-stand. These are fitted with high-level exhaust pipes, but low-level can be specified on the other two models if desired.

First in the "Tourist" range is a coil-ignition 246 c.c. side-valve at £35 14s. This is similar to the 1935 "two-fifty," but fitted with a four-speed Burman gear box. The engine is of the non-detachable-head type and has the valve springs enclosed and accessible by means of a bolted-on cover.

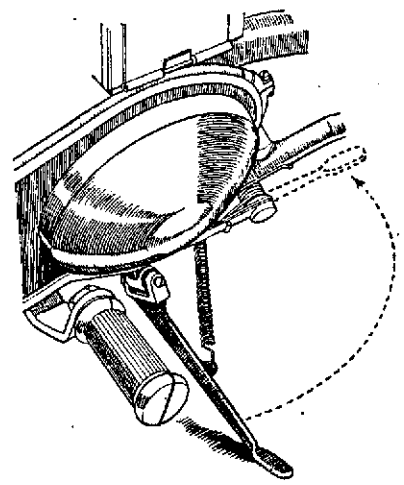
The 498 c.c. side-valve is very much on the lines of the "Clubman" series, but

has an inclined detachable-head engine in a sturdy duplex frame. The front down tubes of the frame are set at a wide angle to accommodate the engine. Rubber-mounted handlebars are employed, also the three-gallon fuel tank and the large oil tank of the "Clubman" models. This and the big-twins, which remain to be described, are fitted with Lucas Magdymo lighting. The price of the 498 c.c. side-valve with full equipment is £51.

Little difference is apparent between the new 990 c.c. side-valve twins and those of 1935. The main change is in the rear frame members, which are now heavier. The standard model costs £69 15s. and the de Luxe £73 10s. The latter has a handlebar-mounted instrument panel, chromium-edged mudguards and a speedometer as standard.

These machines are designed for the big-twin enthusiast and, of course, with a special eye for heavy-duty sidecar work. Seven-stud detachable cylinder heads are fitted and the valve stems and springs are enclosed. While 26 x 3.25in. tyres are standard, as on all the Matchless range other than the trials mounts, 26 x 3.50in. or 27 x 4in. are available at extra charge.

Except the 246 c.c. side-valve, any models in the 1936 range can be supplied to order with a red and chromium finish for an extra £2 10s.



A neat and very effective prop-stand is fitted to the "Clubman Special" models which are designed for trials work