

In 1910 Charlie also lapped Brooklands on a 1000 cc J.A.P. engined model at 80.24 mph. The following year saw speed records of 91.37 mph with an all chain drive on this mighty Vee twin which developed all of 24 bhp.

After this, the Colliers decided to concentrate on bread-and-butter machines. They experimented with 3 and 6 speed units that had cycle type epicyclic hub gears and double pulleyed adjustable vee belt drives.

In 1912 the Matchless Cycle Co. produced their own engine that had an 85.5 mm bore and 85 mm stroke. The 500 cc $3\frac{1}{2}$ hp Model.

A Motosacoche Vee twin ohv power unit was tried in 1913, that had the first recorded use of an hemispherical combustion chamber. This was used on the model 8B that had a three speed gear, all chain drive., a kick starter and an internal expanding brake on the front wheel. The rear was the usual caliper rim brake.

A 350 cc sv single was produced after the '14 war, actually in 1923. It was a sturdy, reliable, workhorse. It was tried as an ohc version in 1926, but a conservative public preferred the proven sv version, so it was dropped.

The singles range in 1927 was a 250 side valver, 350 sv, 500 ohv (Model V) sports and a 600 ohv. The multies were the Model H 1000 cc ohv and sv Vee twins.

At this time Harry Collier Snr. died and the business was renamed the Matchless Motor Cycle Company. I believe it was at the time that the stylised 'M' began to be used on the fuel tanks instead of the fully spelt name.

1928 saw the introduction of the saddle tank (that went over the top tubes instead of between them, the end of the flat tank era) and twin exhaust pipes on the big singles.

1930 saw the beautiful 400 cc transverse narrow angle (26 degrees) Vee twin 'Silver Arrow' that was called the 'Whispering Wonder'. An ultra quiet side valver with a cream pannelled red tank; it also had cantilever rear suspension, and Druid front girder forks astride a deeply valanced mudguard.

An even more sophisticated model was launched for 1931; namely the ohc 600 cc narrow angle Vee four 'Silver Hawk'. Unfortunately in those days of economic depression, this superbly hand-crafted masterpiece of engineering was too costly for the public to buy, and so it was dropped, purely for this reason.

Slopers were the fashion in those days, and so, to please the fickle public the 500 cc model CS sloper that was utterly conventional

was made. It was a single, had a three-speed Sturmey Archer gearbox, (hand change), Druid girder forks, and a cream pannelled red tank, mag/dyno electrics, dry sump lubrication, rigid frame, twin exhaust ports which ended in fishtailed vortex silencers. This was what the public demanded, similar to many others, the Panther, BSA, the LF model Royal Enfield and the Calthorpe, for instance. The 1000 cc Vee twins were redesigned for 1929, and as the Model X continued up to 1939.

1931 was an historic year for another reason too. For then the Matchless Company bought out the magnificent AJS from the bankrupted A.J.Stevens Company of high quality motor cycles.

So many companies were in financial difficulties in those dark days of depression. Perhaps they were too single minded, and failed to diversify to other types of product as other, more successful companies did; as the motorcycling publics ever fickle tastes dictated the success of one company, the ruin of another.

1935 saw the first of the 'G' model range of machines. 350 and 500 cc singles, which became renowned all over the world as rugged dependable workhorses with superbe handling characteristics and utter reliability under all conditions, coupled with good, if not outstanding, performance.

The ordinary 'G' model had variations known as the Clubman and Clubman Special. These were trials and scramblers, respectively. They were generally 350 trials and 500 scramblers, and were fitted with 21" front wheels.

In 1938 the company was again renamed, this time to Associated Motor Cycles, as it was by now a consortium - the largest in the world solely devoted to the manufacture of high quality motor cycles (probably a mistake), and had taken over such marques as the Wonderful Sunbeam; the black hand finish of which was superior to all others, including even that of AJS and Matchless, and I am told it was achieved by the use of pure silk polishing cloths.

During the '39 war over 80,000 G3 and G3L models were produced for military use, and I can personally vouch for the reliability and smoothness coupled with fine handling of these delightful machines when they appeared.

After the '39 war the only models were the G3L and the G80. There were also some G3 Clubman trials models with alloy mudguards. These were very successful and a 500 cc G80 Clubman Special was very popular with Moto-cross riders, and very competitive, too!

Modifications Introduced on Post War Heavyweight Singles

- 1946 Single start worm oil pump
Right hand fly wheel shaft has full length main bearing bush instead of short bush and roller bearing
- 1947 Double start worm oil pump
- 1948 Double start worm oil pump with wider guide pin
Gearbox lubricated by oil (rubber oil seal on main drive gear bearing)
- 1949 No valve stem end caps
Hair pin valve springs
Nine bolts securing rocker box
- 1950 Alloy cylinder barrel and head on competition models
- 1951 Light alloy cylinder head introduced on touring models (previously all touring models had cast iron heads)
- 1952 Level plug fitted to gearbox
Matchless engines had magneto transferred to front of engine (AJS always had magneto in front)
Burman B52 gearbox
- 1953 No change?
- 1954 Rotating magnet magneto (Lucas SR1) on 500cc
High lift cams fitted
Detachable clutch cover fitted to primary chaincase
- 1954 Headlamp had small separate side bulbs in torpedo covers
Early type full width front hub introduced (straight type)
- 1955 Rotating magnet magneto on 350cc
Full width light alloy front and rear hubs
Quickly detachable rear wheel
Monobloc carburettor
Speedometer in headlamp
Single stay front mudguard
Welded sheet metal supports for pillion footrests
- 1956 Battery enclosed in tool box
Last year for Burman gearbox
Slim oil tank
- 1957 AMC gearbox and clutch
Girling rear suspension units
- 1958 Aluminium primary chaincase
Some models had coil ignition with timing side of engine changed to accommodate contact breaker assembly (some models still have magneto ignition)
- 1959 No change?
- 1960 Cradle frame with duplex front down tubes
- 1961 No change?
- 1962 Flexibly mounted petrol tank
- 1963 No change?
- 1964 Dual gear type oil pump (Norton type)
Norton type wheels and forks
- 1965 G3 and G80 also sold as 'Norton models'
350cc model 50 Mk.2 and 500cc model ES2 Mk.2
- 1966 Last year of manufacture

Note: The above details are substantially correct. Perhaps other

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