



MATCHLESS MOTORCYCLES

FOR

★ 1929 ★

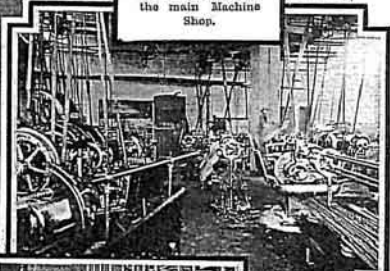
MATCHLESS

At work in the "Tin-smith's" Shop at the "Matchless" Factory at Mast Pond Wharf, Woolwich.



A corner of the main "Matchless" Factory in Burrage Grove.

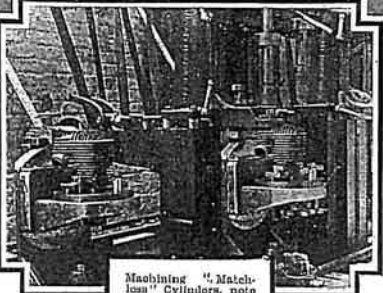
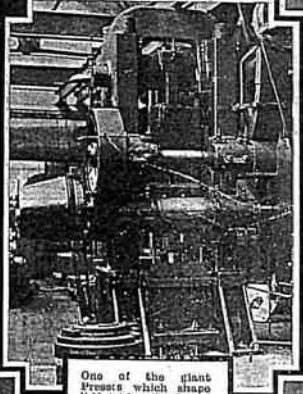
A few of the automatic machines in the main Machine Shop.



How "Matchless" Motorcycles are made.

Illustrating a few of the processes used in the "Matchless" Factories.

One of the giant Presses which shape "Matchless" Petrol Tanks from a flat piece of steel.



Machining "Matchless" Cylinders, note the special jig on which the cylinders are mounted.

Multiple spindle drilling machines used for some of the machining processes on "Matchless" Crankshafts.



Catalogue of **MATCHLESS** **MOTORCYCLES** *for* **1929**

MATCHLESS MOTORCYCLES (COLLIERS) LTD

Successors to:-

H. COLLIER & SONS., LTD

44-45, Plumstead Road, Plumstead, London, S.E.18

Phone:-WOOLWICH 1010 (4 Lines)

Grams:-MATCHLESS.WOOLWICH.

Codes:-A.B.C. 5th & 6th Editions, & BENTLEYS

The Machine that sets the fashion to the world.



FOREWORD

MMOTORCYCLISTS throughout the world know that the name "MATCHLESS" stands for supreme performance, coupled with unfailing reliability. To those who are new to the pastime, however, it should be explained that the 1929 "MATCHLESS" motorcycles described in this book are the result of thirty years continuous experience of the manufacture of high grade motorcycles, and that they are the product of the most up-to-date motorcycle factory in the world.

A glance at the illustrations of the wide range of models which are offered for 1929 will show that the latest "MATCHLESS" machines are undoubtedly the most handsome motorcycles ever produced. The distinctive and graceful outline provided by the Black & White saddle tank now standardised on all models has already produced a host of imitations, but the "MATCHLESS" still

remains a year ahead in design, earning for itself once again the slogan "*The machine that sets the fashion to the World.*"

The leading position which "MATCHLESS" motorcycles hold throughout the world is not based on appearance alone, since in the design of each model is incorporated every feature which has been proved by thorough test to be of benefit to the rider. Every model boasts an absolutely complete specification. Mechanical oil pump, internal expanding brakes with finger adjustment on both wheels, instantly adjustable front fork shock absorbers, adjustable handlebars, petrol filters, spring-up rear stands, and a host of other refinements are to be found in even the smallest "MATCHLESS." Designed by practical motorcyclists and built by enthusiasts, "MATCHLESS" motorcycles are the choice of the discriminating the world over.

Delivery free to the nearest dealer's premises anywhere in Great Britain or Northern Ireland.

We reserve the right to vary our specifications and prices without notice, and all goods are sold subject to the terms of the Guarantee printed on page 32 of this catalogue.

The Machine that sets the fashion to the world.

LIST OF MODELS

Described in the following pages is a wide range of "MATCHLESS" Models, each one possessing characteristics which make it appeal to a particular type of motorcyclist. For the convenience of readers we give below a brief list of the principal Models, with their prices.

PAGE	MODEL		PRICE
4	"R/S" 2.46 h.p.	The finest lightweight machine ever produced, suitable for runabout work or serious touring, with or without a pillion passenger	£36 0 0
6	"R/3" 2.46 h.p.	A lightweight Sports machine, with a two-port o.h.v. engine, capable of 60 m.p.h.	£39 10 0
8	"T/3" 4.08 h.p.	The ideal dual-purpose machine, with ample power for sidecar work, yet light enough for every-day solo use	£44 0 0
8	"T/4" 3.47 h.p.	The ideal machine for all-round solo use	£43 0 0
10	"T/S" 3.47 h.p.	A Sports machine with a highly efficient two-port o.h.v. engine	£46 10 0
10	"T/R" 3.47 h.p.	A specially tuned edition of the Model "T/S," for the competition rider	£51 10 0
12	"V/2" 4.05 h.p.	The last word in Super-sports machines	£53 10 0
12	"V/2" Special 4.05 h.p.	A special edition of the "V/2," with a guaranteed speed of 85 m.p.h.	£58 10 0
12	"L/R2" 3.47 h.p.	Similar to the "V/2," but fitted with the famous "MATCHLESS" overhead camshaft engine	£53 10 0
14	"V/5" 5.86 h.p.	A powerful heavyweight single-cylinder machine, capable of the heaviest sidecar work, for either pleasure or commercial purposes	£49 10 0
16	"X" 9.9 h.p.	The latest example of the famous "MATCHLESS" big-twin	£60 0 0
16	"X/R" 9.9 h.p.	A Sports edition of the Model "X"	£62 0 0

SIDE CARS

Full particulars of the various types of sidecars which are available for pleasure and commercial purposes will be found in pages 18 to 23 inclusive. These sidecars are manufactured throughout in the "MATCHLESS" Factories, and are designed especially to fit "MATCHLESS" Motorcycles.

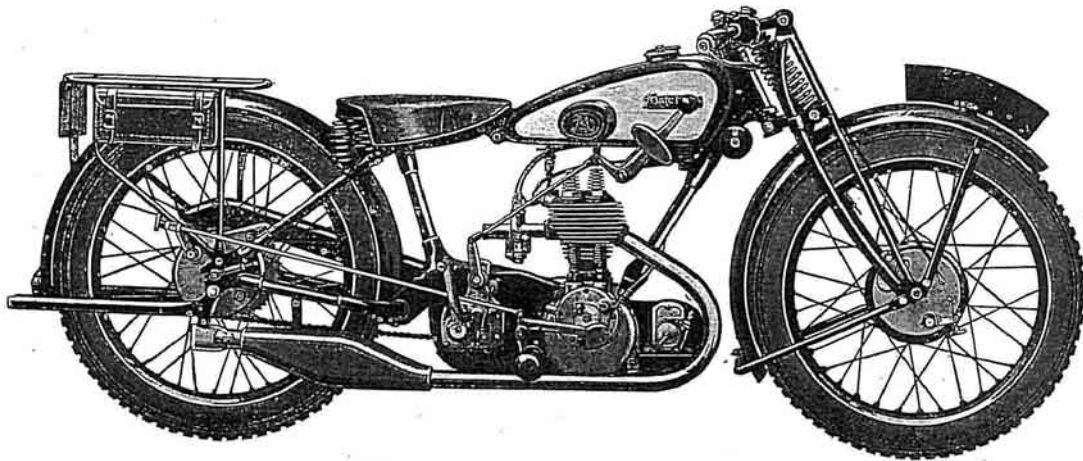
EQUIPMENT AND ACCESSORIES

For the convenience of purchasers, each Model is listed with alternative specifications of standardised equipment. On page 26, however, will be found details of the price at which each separate accessory or item of equipment, such as lamps, horns, windscreens, etc., can be supplied for each particular Model.

HIRE PURCHASE TERMS

If desired, any "MATCHLESS" Motorcycle may be obtained on payment of approximately one-quarter of the total cost, the balance, plus a small charge for interest, being payable in twelve equal monthly instalments. How these terms work out for the principal Models is shown on pages 30 and 31. For further details please write to us, or apply to your local "MATCHLESS" dealer. This scheme applies only to persons resident in Great Britain and Northern Ireland.

The Machine that sets the fashion to the world.



MODEL R/S 2.46 H.P.

Although the smallest of the "MATCHLESS" range, the Model "R/S" has ample power for solo or pillion riding on any roads, is graceful and attractive in appearance, steers perfectly, and, above all, possesses in full measure "MATCHLESS" reliability. Improvements for the 1929 season include improved spring fork shock absorbers, instantly adjustable while the machine is in motion, and powerful brakes, which can be adjusted by a turn of the fingers without the use of tools.

	Price.	Code Word.
Model "R/S" to Standard Specification, with full kit of Tools, Tyre Pump, Licence Holder, and Instruction Book	£36 0 0	YOYQJ
With Acetylene Head and Tail Lamps and Bulb Horn	£37 19 0	YOYUK
With Lucas Magdyno Electric Lighting Set, Electric Horn, and Legshields	£42 15 0	YOYZM

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SPECIFICATION

ENGINE. The engine is of the four-stroke type, designed and manufactured throughout in the "MATCHLESS" Factories, and incorporates every modern feature, including an aluminium piston, roller bearings to big end and driving side of crankshaft, and large diameter floating gudgeon pin. The cylinder is very heavily finned, particularly round the exhaust port, to ensure perfect cooling under all conditions, and is provided with ribbed aluminium valve caps. Bore, 62.5 m.m.; stroke, 80 m.m.; capacity, 246 c.c. A.C.U. rating, 2.46 h.p. Maximum power over 8 B.H.P. at 4,200 r.p.m.

GEAR-BOX. Three-speed Sturmey-Archer countershaft gear-box, with all gears constantly in mesh. An efficient kickstarter is incorporated.

CLUTCH. Latest type dry-plate clutch, with friction inserts, giving very smooth engagement, and needing no lubrication. Controlled by light pressure on a straight-pull lever fitted to the left handlebar.

TRANSMISSION. By chain throughout, both chains being efficiently protected from mud and dust by adequate guards. A special adjusting screw is provided for adjustment of the tension of the front chain, this chain also being continually lubricated by the engine.

LUBRICATION. A mechanical pump carried on the offside of the engine takes oil from the tank and forces it through a passage-way or port into the engine. A plunger indicator is provided, which shows when the pump is supplying oil. The only external pipe is that from the tank to the pump. The quantity of oil supplied by the pump can be adjusted, if necessary, in a few moments.

CARBURETTER. Two-lever semi-automatic carburetter, with pilot jet to give easy starting and slow running.

IGNITION. Lucas magneto, driven by totally enclosed and automatically lubricated chain, and protected by quickly detachable shield.

FRAME. Special "MATCHLESS" design, giving a saddle position only 25 1/2" from the ground, and a remarkably comfortable riding position.

TANK. Large and handsome pressed steel saddle tank, with welded seams throughout, and fitted with large quick action filler caps. Stove enamelled black, with white cellulose enamel panel and gold "MATCHLESS" transfer

on each side, and nickel-plated centre strip on top. Three-point suspended on rubber buffers.

SPRING FORKS. Latest type "MATCHLESS," with progressive action spring and improved frictional shock absorbers, instantly adjustable by neat ebony hand wheel in front of handlebar.

HANDLEBARS. Adjustable for angle and fitted with rubber grips. Three shapes available at option, as shown on Page 25.

FOOTRESTS. Covered with thick rubber to absorb vibration. Footboards to special order, at extra charge of £1.

WHEELS. Built with heavy gauge spokes, mounted on steel hubs carried on taper roller bearings, which are almost everlasting in use.

TYRES. Latest type Palmer Flexicord, 25" x 2.75".

BRAKES. Powerful internal expanding car type brakes, operating in 6 1/2" drums on both wheels. Finger adjustment provided.

SADDLE. Lycett "Aero" spring-seat saddle. Height from ground, only 25 1/2".

STANDS. "MATCHLESS" patent spring-up stand to rear wheel. Strong stand to front wheel.

MUDGUARDS. Efficient protection from mud is provided by large domed mudguards front and rear.

CARRIER. Large tubular luggage carrier, with two capacious pannier tool bags.

SILENCER. Long straight-through exhaust pipe, with handsome and effective nickel-plated silencer at rear.

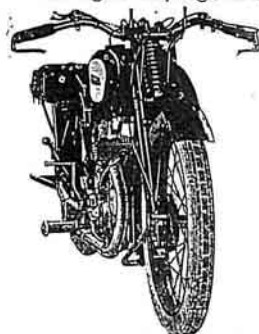
KNEE-GRIPS. Rubber knee-grips included in standard specification.

FINISH. Enamelled black, with usual parts heavily nickel-plated. Black and White tank, as described above.

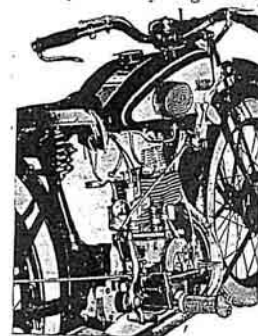
WEIGHT. With acetylene lighting set and bulb horn, 199 lbs. With electric lighting set, 218 lbs.

PETROL CONSUMPTION. 125 miles per gallon. Oil, 2,000 miles per gallon.

ANNUAL TAX. With acetylene lighting set, £1 10s. With electric lighting set, £3.

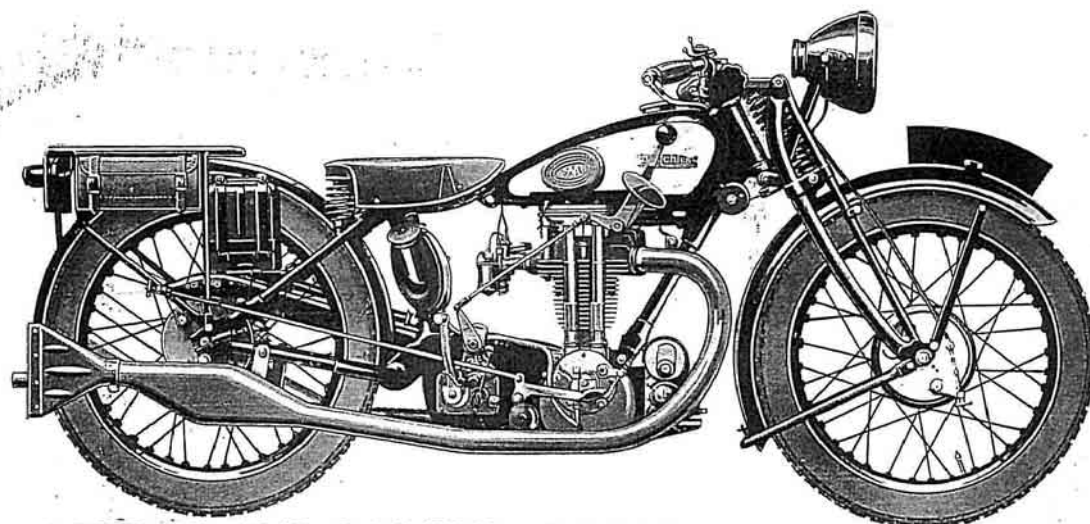


The graceful lines of the Model "R/S" are clearly shown in the photograph. Note the finger adjusting knob for the front brake.



Showing the compact yet accessible power unit, the spring seat saddle, and the black and white tank with its plated centre strip.

The Machine that sets the fashion to the world.



MODEL R/3 2.46 H.P. 2-PORT O.H.V. SPORTS

In this new "MATCHLESS" Model there is offered for the first time a real two-port Sports machine at a price within the range of the most modest pocket. It will be seen that the two-port Sports engine is of the most up-to-date design, with enclosed overhead roller-bearing rockers and push rods totally enclosed in telescopic tubes. This machine combines the tractability and low riding position of the side valve Model "R/S," with an astonishingly good road performance, which makes it suitable for all sporting purposes.

Model "R/3" to Standard Specification, complete with full kit of Tools, Tyre Pump, Licence Holder, and Instruction Book	Price.	Code Word.
With Acetylene Head and Tail Lamps and Bulb Horn	£39 10 0	ZONSO
With Lucas Magdyno Electric Lighting Set, Electric Horn, and Legshields ...	£41 9 0	ZONUT
White Wheels, 7s. 6d. per wheel extra.	£46 5 0	ZONYV

Delivery free to any part of the United Kingdom and Northern Ireland. Sold subject to Guarantee on Page 32.

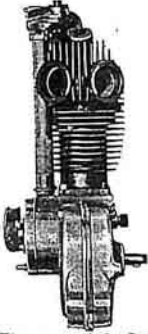
The Machine that sets the fashion to the world.

SPECIFICATION

ENGINE. "MATCHLESS" 2.16 h.p. o.h.v. two-port Sports engine, designed and built in the "MATCHLESS" Factories. Large inclined overhead valves, operated by push rods, and overhead rockers. The rockers are carried on large diameter roller bearings in an aluminium rocker case, while the push rods are enclosed in telescopic tubes held in position by internal springs, so that when tappet adjustment is necessary the bottom portion of either tube can be pushed up with one motion of the hand, so that the tappet adjustment is immediately accessible. Heavily finned two-port cylinder head of latest design. Aluminium piston, with floating gudgeon pin, roller-big end bearing, and all latest features. Bore, 62.5 m.m.; stroke, 80 m.m.; capacity, 246 c.c.; maximum power, approximately 11 B.H.P.

EXHAUST SYSTEM.—Two large diameter exhaust pipes, terminating in large silencers of graceful appearance, with large detachable fish-tails.

GEAR-BOX. Three-speed Sturmey-Archer countershaft gear-box, with kick-starter.



This view of the R/3 engine shows the two large exhaust ports, the deep cylinder fins, and the tubes which enclose the tappet rods

CLUTCH. Latest type dry-plate.

TRANSMISSION. By chain throughout, as on Model "R/S."

LUBRICATION. Engine, by "Pilgrim" mechanical pump, with incorporated sight feed glass. Oil supply instantly adjustable while riding, and one oil pipe only. Cycle parts lubricated by grease gun.

CARBURETTOR. Two-lever semi-automatic, with pilot jet.

IGNITION. Lucas magneto, driven by totally enclosed and automatically lubricated chain, and protected by quickly detachable shield.

FRAME. Special "MATCHLESS" design, giving a saddle position only 25 1/2" from the ground, and a remarkably comfortable riding position.

TANKS. Large and handsome pressed steel saddle tank for petrol only, welded

throughout, and fitted with large quick action filler cap. Stove enamelled black with white cellulose enamel panel and gold "MATCHLESS" transfer on each side, and nickel-plated centre strip on top. Three-point suspended on rubber buffers. Separate oil tank under saddle. Tank capacity: Petrol, 15 pints; Oil, 3 pints.

SPRING FORKS. Latest type "MATCHLESS," with progressive action spring and improved frictional shock absorbers, instantly adjustable by neat ebonite hand wheel in front of handlebar.

STEERING DAMPER. A "MATCHLESS" steering damper, adjustable by means of a neat ebonite knob above the handlebar, is included in the specification.

HANDLEBARS. Adjustable for angle, and fitted with rubber grips Sports or Semi-sports types at option, as shown on Page 25.

FOOTRESTS. Covered with thick rubber to absorb vibration.

WHEELS. Built with heavy gauge spokes, and carried on taper roller bearings. White cellulose enamelled wheels can be supplied, if desired, at an extra charge of 7s. 6d. per wheel.

TYRES. Latest type Palmer Flex'cord, 25" x 2.75"

BRAKES. Internal expanding brakes, acting in 6 1/2" drums on both wheels. Finger adjustment provided.

SADDLE. Lycett "Aero" spring-seat saddle. Height from ground, only 25 1/2".

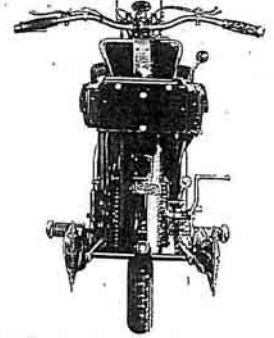
STANDS. "MATCHLESS" patent spring-up stand to rear wheel. Strong stand to front wheel.

CARRIER. Large tubular luggage carrier, with two capacious pannier tool bags.

FINISH. Enamelled black, with usual parts heavily nickel-plated. Black and White tank, as described above.

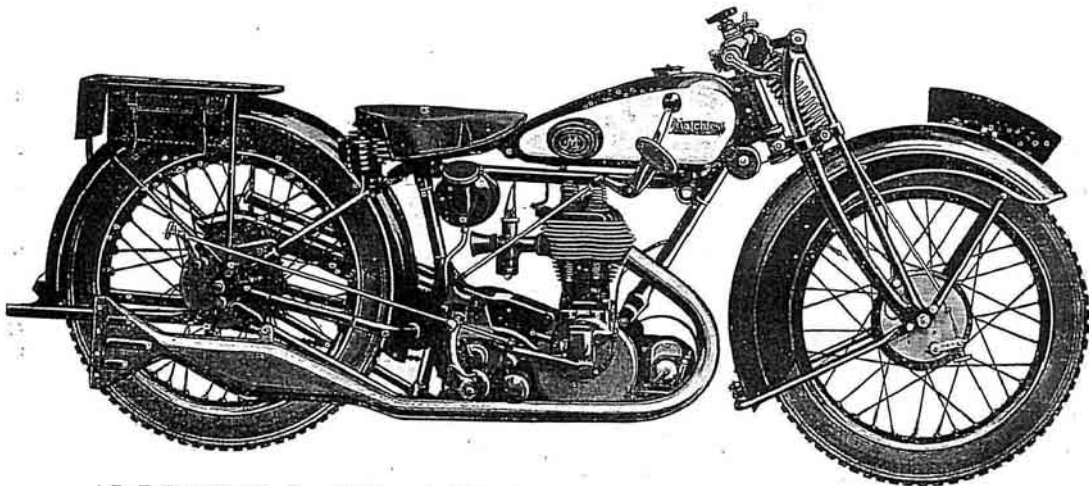
KNEEGRIPS. Rubber kneegrrips included in standard specification.

WEIGHT. 220 lbs.
ANNUAL TAX. £3.



This is the view of your machine which other riders will see if you ride a Model R/3. Note the two large fish-tails.

The Machine that sets the fashion to the world.



MODELS T/3 4.98 H.P. and T/4 3.47 H.P.

These two Models proved themselves during 1928 to be the most popular side-valve machines in the world, and were so entirely satisfactory that the general design remains unchanged for the 1929 season. Numerous detail improvements and additions to the specification have, however, been made, among which may be mentioned increased ground clearance, stronger fork girders giving greater stiffness for sidecar work, larger steering head bearings, improved shock absorbers instantly adjustable while the machine is in motion, and finger-adjusted brakes. A steering damper is also part of the standard equipment. One specification is given for both Models, as they differ only in the size of the engine.

	MODEL "T/3"		MODEL "T/4"	
	Price.	Code Word.	Price.	Code Word.
To Standard Specification, complete with full kit of Tools, Tyre Pump, Licence Holder and Instruction Book	£44 0 0	ZOCAD	£43 0 0	ZOCIG
With Acetylene Head and Tail Lamps and Bulb Horn	£45 19 0	ZOCEF	£44 19 0	ZICKY
With Lucas Magdyno Electric Lighting Set, Electric Horn and Legshields	£50 15 0	ZOCHO	£49 15 0	ZOCUJ

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SPECIFICATION

ENGINE. "MATCHLESS" high efficiency side-valve engine, built throughout in the "MATCHLESS" Factories, fitted with aluminium piston, floating gudgeon pin, roller bearings to big end and drive side main shaft, and detachable valve guides. Scientifically designed cylinder with large gas passages, and heavily finned to ensure adequate cooling. Aluminium ribbed valve caps, internal exhaust valve lifter Model "T/3": Bore, 82.5 m.m.; stroke, 93 m.m.; capacity, 498 c.c. A.C.U. rating, 4.98 h.p. Power output, 12½ B.H.P. at 4,200 r.p.m. Model "T/4": Bore, 69 m.m.; stroke, 93 m.m.; capacity, 347 c.c. A.C.U. rating, 3.47 h.p. Power output over 10 B.H.P. at 4,000 r.p.m.

GEAR-BOX. Three-speed Sturmey-Archer countershaft gear-box, with kickstarter.

CLUTCH. Latest type friction insert clutch, operated by straight-pull lever on left handlebar. Clutch incorporates the "MATCHLESS" patented friction controlled shock absorber, which automatically damps out all transmission shocks.

TRANSMISSION. By chain throughout, both chains being efficiently protected from mud and dust by adequate guards. A special adjusting screw is provided for adjustment of the tension of the front chain, this chain also being continually lubricated by the engine.

LUBRICATION. A mechanical pump attached direct to the timing case on the offside of the engine draws oil from the tank and forces it through a passage-way or port into the engine. A sight feed indicator is provided on the top of the pump, in which the quantity of oil passing can readily

be seen. An accessible adjusting device is also provided, by which the flow of oil can be regulated, while the engine is running, without the use of tools. The only external oil pump is that from the tank to the pump. Cycle parts lubricated by grease gun.

CARBURETTOR. Two-lever semi-automatic carburettor, with pilot jet to give easy starting and slow running.

IGNITION. Lucas high-tension magneto, driven by chain direct from the engine crankshaft without intermediate gear wheels. The chain is completely

enclosed and automatically lubricated by the engine. Magneto protected by large and quickly detachable shield.

FRAME. "MATCHLESS" trussed frame with duplex torque stays and duplex detachable tank rails.

TANK. Large and handsome pressed steel saddle tank for petrol only, welded throughout, and fitted with large quick action filler cap. Stove enamelled black with white cellulose enamel panel and gold "MATCHLESS" transfer on each side, and nickel-plated centre strip on top. Three-point suspended on rubber buffers. Separate oil tank under saddle. Tank capacity: Petrol, 2 gallons; oil, 3 pints.

SPRING FORKS. Heavyweight "MATCHLESS" spring forks with progressive action spring and improved frictional shock absorbers, instantly adjustable by means of a finger-grooved ebonite knob in front of handlebar.

STEERING DAMPER. A "MATCHLESS" steering damper, adjustable by means of a neat ebonite knob above the handlebar, is included in the specification.

HANDLEBARS. Adjustable for angle and fitted with rubber grips. Three shapes available at option, as shown on Page 25.

FOOTRESTS. Covered with thick rubber to absorb vibration. Footboards available to special order, at an extra charge of £1.

WHEELS. Built up with heavy gauge spokes, on steel hubs with Timken roller bearings.

TYRES. Latest type Palmer Flexicord, 26" x 3.25".

BRAKES. Powerful internal expanding car type brakes, operating in 6½" drums on both wheels. Finger adjustment provided.

SADDLE. Lycett "Aero" spring-seat saddle, giving extreme comfort.

STANDS. To both wheels, rear stand being "MATCHLESS" patent spring-up type.

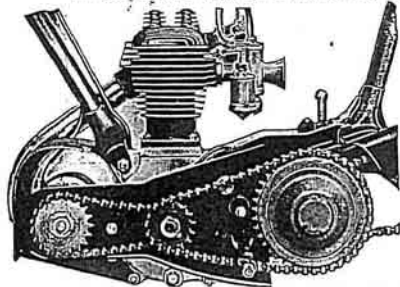
MUDGUARDS. Efficient protection from mud is provided by large domed mudguards front and rear, the front guard being equipped with side valances.

CARRIER. Large tubular luggage carrier, with two caoacious pannier tool bags.

SILENCER. Long straight-through exhaust pipe, with large and handsome nickel-plated silencer at rear, equipped with large fish-tail.

KNEEGRIPS. Included in standard specification.

FINISH. Enamelled in black with usual parts heavily nickel-plated, and with Black and White tank as described above.

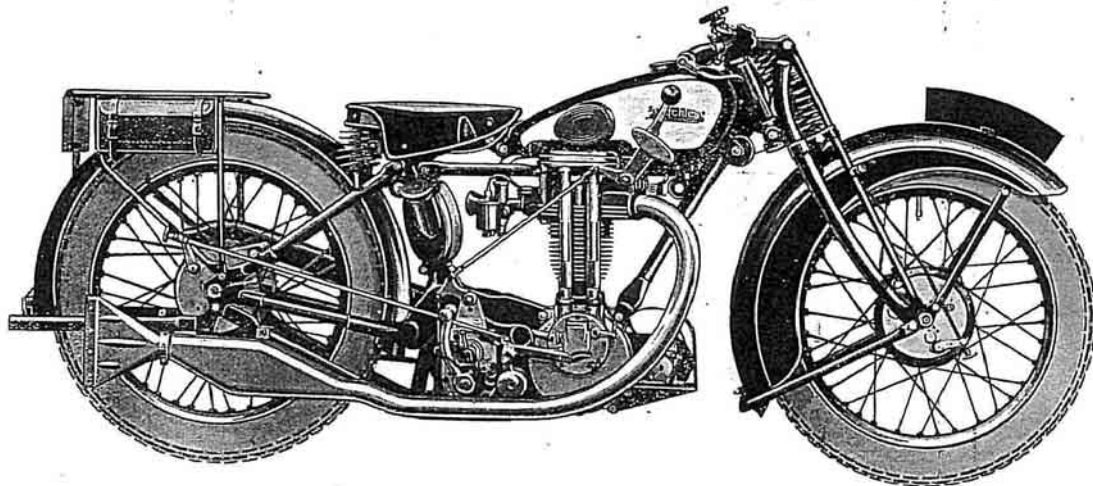


The transmission system showing the "excellent" protection provided for the chains and the remarkable accessibility when the chain-case cover is removed.



The famous "Black & White" all-steel welded "Matchless" tank combines strength and beauty to a remarkable degree.

The Machine that sets the fashion to the world.



MODEL T/S 3.47 H.P. 2-PORT O.H.V. SPORTS

This extremely popular Model, already holding front rank among Sports machines of its class, has been greatly improved for the 1929 season, the improvements which have been made in the specification placing it absolutely beyond competition. The improvements incorporated include increased ground clearance, stronger fork girders, larger steering head bearings, improved shock absorbers instantly adjustable while the machine is in motion, finger-adjusted brakes, and totally enclosed roller-bearing overhead valve gear.

A special edition of the Model "T/S," known as the Model "T/R," can be supplied at an extra charge of £5 on the prices shown below. This Model possesses certain modifications to the engine, including a direct oil feed to the big end bearing, and "V/2" type timing gear, which make it especially suitable for competition work.

Model "T/S" to Standard Specification, complete with full kit of Tools, Tyre Pump, Licence Holder, and Instruction Book	Price.	Code Word,
With Acetylene Head and Tail Lamps and Bulb Horn	£46 10 0	ZIYAT
With Lucas Magdyno Electric Lighting Set, Electric Horn, and Legshields ...	£48 9 0	ZIYBD
White Wheels, 7s. 6d. per wheel extra.	£53 5 0	ZIYCF

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SPECIFICATION

ENGINE. "MATCHLESS" 3.47 h.p. o.h.v. two-port Sports engine, designed and built in the "MATCHLESS" Factories. Large inclined overhead valves, operated by push rods, and overhead rockers, the rockers being enclosed and working on large diameter roller bearings in an aluminium rocker-box. The push rods are totally enclosed by spring-loaded tubes, so arranged that when tappet adjustment is required the bottom portion of either tube can be pushed up with one motion of the hand, so that the tappet adjustment is immediately accessible. Heavily finned two-port cylinder head of latest design, aluminium piston with floating gudgeon pin, roller big end bearing, and all latest features. Bore, 69 m.m.; stroke, 93 m.m.; capacity, 347 c.c.; maximum power, 16 B.H.P.

GEAR-BOX. Three-speed Sturmey-Archer countershaft gear-box, with kick-starter.

CLUTCH. Latest type dry-plate, with "MATCHLESS" shock absorber.

TRANSMISSION. By chain throughout, as on Model "T/3."

LUBRICATION. Engine, by "Pilgrim" mechanical pump, with incorporated sight feed glass. Oil supply instantly adjustable while riding, and one oil pipe only. Cycle parts lubricated by grease gun.

CARBURETTOR. Two-lever semi-automatic, with pilot jet.

IGNITION. Lucas magneto, driven by totally enclosed and automatically lubricated chain, and protected by quickly detachable shield.

FRAME. "MATCHLESS" trussed frame, with duplex torque stays and duplex detachable tank rails.

TANKS. Large and handsome pressed steel saddle tank for petrol only, welded throughout, and fitted with large quick action filler cap. Stove enamelled black with white cellulose enamel panel and gold "MATCHLESS" transfer on each side, and nickel-plated centre strip on top. Three-point suspended on rubber buffers. Separate oil tank under saddle. Tank capacity: Petrol, 15 pints; Oil, 3 pints.

SPRING FORKS. Heavyweight "MATCHLESS" spring forks, with progressive action spring and improved frictional shock absorbers instantly adjustable by means of a finger-grooved ebonite knob in front of handlebar.

STEERING DAMPER. A "MATCHLESS" steering damper, adjustable by means of a neat ebonite knob above the handlebar, is included in the specification.

HANDLEBARS. Adjustable for angle, and fitted with rubber grips. Sports or Semi-sports types available at option, as shown on Page 25.

FOOTRESTS. Covered with thick rubber to absorb vibration.

WHEELS. Built with heavy gauge spokes and carried on taper roller bearings. White cellulose enamelled wheels can be supplied, if desired, at an extra charge of 7s. 6d. per wheel.

TYRES. Latest type Palmér Flexicord, 26" x 3.25".

BRAKES. Powerful internal expanding car type brakes, operating in 6½" drums on both wheels. Finger adjustment provided.

SADDLE. Lycett "Aero" spring-seat saddle, giving extreme comfort.

STANDS. To both wheels, rear stand being "MATCHLESS" patent spring-up type.

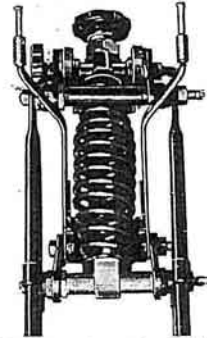
MUDGUARDS. Efficient protection from mud is provided by large domed mudguards front and rear, the front guard being equipped with side valances.

CARRIER. Large tubular luggage carrier, with two capacious pannier tool bags.

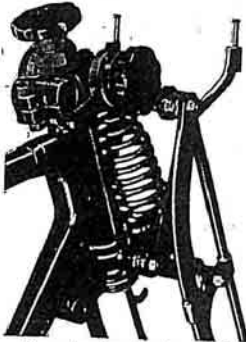
EXHAUST SYSTEM. Two large diameter exhaust pipes, symmetrically arranged, terminating in large silencers of graceful appearance, with large detachable fishtails.

KNEEGRIPS. Included in standard specification.

FINISH. Enamelled in black, with usual parts heavily nickel-plated, and with Black and White tank, as described above.

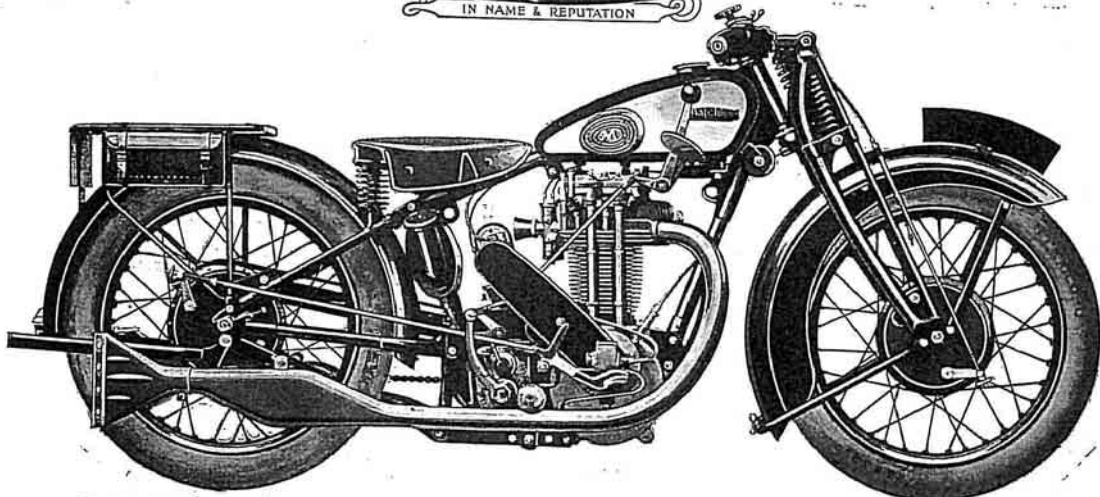


This view shows the sturdy progressive action compression spring for the spring forks, the lamp brackets, and the two adjusting knobs.



The steering head and fork assembly, showing clearly the two ebonite knobs for adjusting the steering damper and the shock absorbers.

The Machine that sets the fashion to the world.



MODELS V/2 4.95 H.P., and L/R2 3.47 H.P.

These two Models are identical except for the engine, the Model "L/R2" being fitted with the "MATCHLESS" overhead camshaft engine, and the Model "V/2" with the most efficient example existing of a two-port o.h.v. Super-sports engine. Numerous detail improvements are incorporated for the 1929 season, including increased ground clearance, larger saddle, and instantly adjustable shock absorbers. Innumerable successes have proved the Model "V/2" to be, without doubt, the finest Super-sports Motorcycle available. The special Racing Model "V/2," which has a guaranteed speed of 85 m.p.h., has shown its speed capabilities by such performances as the winning of the Hutchinson Hundred Race at Brooklands, at a speed averaging 93.52 m.p.h. for 100 miles, and the winning of the Brooklands Gold Star for a lap speed in excess of 100 m.p.h.

To Standard Specification, complete with full kit of Tools, Tyre Pump, Licence Holder and Instruction Book
With Acetylene Head and Tail Lamps and Bulb Horn
With Lucas Magdyno Electric Lighting Set and Electric Horn

MODEL "L/R2"		MODEL "V/2"	
Price.	Code Word.	Price.	Code Word.
£53 10 0	ZOJLE	£53 10 0	ZOKYR
£56 0 6	ZOJNO	£56 0 6	ZOLAM
		£59 10 0	ZOLEN

White Wheels, 7s. 6d. per wheel extra.
SPECIAL RACING MODEL "V/2."—A special Racing Model "V/2" is available, fitted with racing cams, valves, etc., and guaranteed to do 85 m.p.h., at £58 10s. (to standard specification).

Delivery free to any part of the United Kingdom and Northern Ireland. Sold subject to Guarantee on Page 32.

The Machine that sets the fashion to the world.

SPECIFICATION

ENGINE. Model "V/2."—"MATCHLESS" two-port Super-Sports engine, with large diameter overhead valves operated by push rods and overhead rockers. Roller-ended cam levers are used in the timing gear in conjunction with special Sports cams, while the overhead rockers are carried on roller bearings. All the rocker gear and the push rods are totally enclosed, and grease gun nipples are provided for lubrication purposes, in addition, of course, to the lubrication obtained by oil mist from the crankcase. The highly efficient two-port cylinder head is scientifically finned to ensure perfect cooling. Other features include an aluminium piston with floating gudgeon pin, stiff connecting rod, machined and polished all over, with roller big end bearing, polished valve ports heavy flywheels, etc. Bore, 85.5 m.m.; stroke, 85.5 m.m.; capacity, 495 c.c. A.C.U. rating, 4.95 h.p. Power output, 22½ B.H.P. at 4,800 r.p.m., with standard compression ratio of 6.6 to 1.

ENGINE. Model "L/R2."—"MATCHLESS" overhead camshaft Super-Sports engine. The camshaft is carried on roller bearings, in an aluminium casing, supported above the detachable cylinder head, and is driven through bevel gears by a vertical shaft at the rear of the cylinder. The whole of the mechanism is enclosed and automatically lubricated, and runs on roller bearings. Bore, 69 m.m.; stroke, 93 m.m.; capacity, 347 c.c. A.C.U. rating, 3.47 h.p. Power output, 16½ B.H.P. at 5,000 r.p.m., with standard compression ratio of 6.04 to 1.

GEAR-BOX. Three-speed close ratio gear-box, with kickstarter.

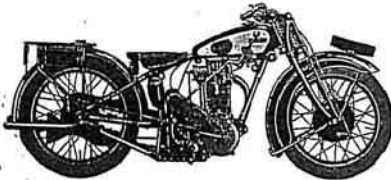
CLUTCH. Dry-plate type, incorporating "MATCHLESS" patented friction controlled shock absorber.

TRANSMISSION. By chain throughout, both chains being efficiently protected from mud and dust by adequate guards.

IGNITION. Lucas high tension magneto, mounted in a protected position behind the engine.

LUBRICATION. By duplex mechanical oil pump, from which oil is forced

through separate leads to the back of the cylinder wall, where it lubricates the piston and through the drilled crankshaft to the big end bearing. The oil pump is readily adjustable while riding, and incorporates a sight feed glass. Grease gun lubrication for cycle parts.



The Model L/R2 Super-Sports machine with its overhead camshaft engine.

CARBURETTER. Two-lever Sports carburetter.

FRAME. New design "MATCHLESS" trussed frame, with duplex torque stays.

The engine is stayed at the top to the main head lug to resist torque reaction.

SPRING FORKS. Heavyweight "MATCHLESS" spring forks, with progressive action compression spring and special shock absorbers instantly adjustable while the machine is in motion.

STEERING DAMPER. Adjusted by black ebonite finger-grooved knob above handlebars.

FOOTRESTS. Adjustable in every direction, with three optional pivot points. Redesigned footrest mountings, to give greater ground clearance for fast cornering.

WHEELS. Built with heavy gauge spokes, and carried on taper roller bearing hubs.

TYPES. Latest type Palmer Flexicord, 26" x 3.25".

BRAKES. "MATCHLESS" internal expanding brakes, operating in 8" drums on both wheels. Both brakes foot-operated, but hand control for front brake can be had if desired without extra charge. Finger adjustment is provided for each brake.

SADDLE. Large type Lycett "Aero" spring-seat saddle.

TANK. Large and handsome pressed steel saddle tank for petrol only, welded throughout, and fitted with large quick action filler cap. Stove enamelled black with white cellulose enamel panel and gold "MATCHLESS" transfer on each side, and nickel-plated strip on top. Three point suspended on rubber buffers. Separate oil tank under saddle. Tank capacity: Petrol, 2 gallons; Oil, 3 pints. Kneegrips attached.

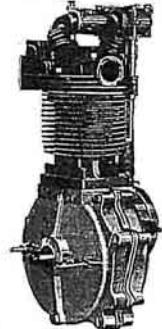
STANDS. To both wheels, rear stand being "MATCHLESS" patent spring-up type.

CARRIER. Large tubular luggage carrier, with two capacious pannier tool bags. If desired, can be supplied without carrier, but with hand-hold stay, without extra charge.

EXHAUST SYSTEM. On Model "V/2," two: 1½" plated exhaust pipes, with nickel-plated silencers and detachable fishtails at rear. On Model "L/R2," one pipe and silencer only.

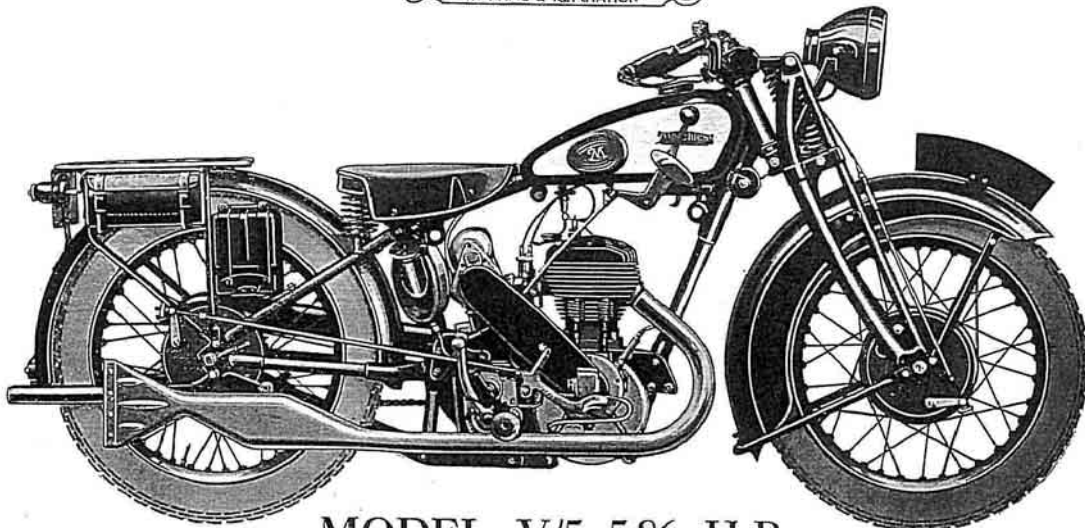
FINISH. Black, with usual parts nickel-plated and Black and White tank, as described above.

SPEED. Standard Model "V/2" approximately 73-78 m.p.h.; "L/R2" approximately 70-75 m.p.h.; Special Racing "V/2," guaranteed speed, 85 m.p.h.



This is the Model V/2 engine, renowned for its combination of reliability and speed. Note the webbed crankcase and the heavily finned exhaust port.

The Machine that sets the fashion to the world.



MODEL V/5 5.86 H.P.

This entirely new Model is a "Big Single," designed to meet the needs of those who require a machine of the very highest class, capable of the heaviest work, and who prefer the economy and sturdiness of a single-cylinder engine. In general specification, the Model "V/5" is similar to the Model "V/2" Super-Sports described on page 13, but the engine is of the side-valve type, with a detachable cylinder head, and is remarkable not only for its high maximum power, but for its pulling power at low engine speeds.

When fitted with a two-seater sidecar, for which it has ample power, the Model "V/5" represents the most economical family motoring possible, whilst still retaining a road performance which is unquestionably superior to that given by the average small car. To those to whom low first cost, combined with economy in operation, are of importance, this Model is specially recommended, as well as to overseas riders who require a particularly sturdy mount for use on bad roads.

	Price.	Code Word
Model "V/5," to Standard Specification, complete with full kit of Tools, Tyre Pump, Licence Holder, and Instruction Book	£49 10 0	ZUPIX
With Acetylene Head and Tail Lamps and Bulb Horn	£52 0 6	ZUPOZ
With Lucas Magdyno Electric Lighting Set, Electric Horn, and Legshields ...	£56 5 0	ZUPUB

Delivery free to any part of the United Kingdom and Northern Ireland. Sold subject to Guarantee on Page 32.

The Machine that sets the fashion to the world.

SPECIFICATION

ENGINE. Single-cylinder 5.86 h.p. 4-stroke engine, designed and built in the "MATCHLESS" Factories. A detachable cylinder head is fitted, so arranged that by the removal of seven accessible bolts the whole head can be detached and the engine decarbonized, valves ground in, etc. The joint between the cylinder head and cylinder is sealed by a special copper-asbestos gasket. The combustion space is designed in accordance with the latest scientific principles to promote stream line gas flow, and consequently the engine is notably free from any tendency to "pinking" or "knocking." Large valves are fitted, with valve passages of adequate size and stream line form. Other features include aluminium piston with full floating gudgeon pin, roller big end bearing, heavy flywheels to give good slow running, etc.

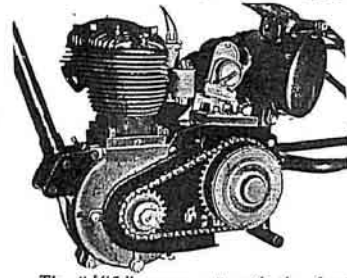
GEAR-BOX. Three-speed Sturmey-Archer countershaft gear-box, with kick-starter.

CLUTCH. Dry-plate type, incorporating "MATCHLESS" patented friction controlled shock absorber.

TRANSMISSION. By chain throughout, both chains being efficiently protected from mud and dust by adequate guards.

IGNITION. Lucas high tension magneto, mounted in a protected position behind the engine.

LUBRICATION. Engine, by "Pilgrim" mechanical oil pump, with incorporated sight feed glass. Oil supply instantly adjustable while riding; one oil pipe only. Cycle parts lubricated by grease gun.



The "V15" power unit with the front chain case removed to show the clutch. Note the magneto position and the separate oil tank.

CARBURETTER. Two-lever semi-automatic carburetter, with pilot jet.

FRAME. Latest design "MATCHLESS" trussed frame, with duplex torque stays. Exceptionally low saddle position.

SPRING FORKS. Heavyweight "MATCHLESS" spring forks, with progressive action compression spring and special shock absorbers instantly adjustable whilst the machine is in motion.

STEERING DAMPER. Adjusted by black ebonite finger-grooved knob above handlebars.

HANDLEBARS. Adjustable for angle and fitted with rubber-covered shock absorbing grips. Three types available at option, as shown on Page 25.

FOOTRESTS. Adjustable in every direction, with three optional pivot points. Footboards can be supplied to special order, at extra charge of £1.

WHEELS. Built with heavy gauge spokes and carried on taper roller bearing hubs.

TYRES. Latest type Palmer Flexicord, 26" x 3.25".

BRAKES. "MATCHLESS" internal expanding brakes, operating in 8" drums on both wheels. Rear brake foot operated, front brake hand operated. Finger adjustment is provided for both brakes.

SADDLE. Large type Lycett "Aero" spring-seat saddle.

TANK. Large and handsome pressed steel saddle tank for petrol only, welded throughout, and fitted with large quick action filler cap. Stove enamelled black, with white cellulose enamel panel and gold "MATCHLESS" transfer on each side, and nickel-plated strip on top. Three-point suspended on rubber buffers. Separate oil tank under saddle. Tank capacity: Petrol, 2 gallons; Oil, 3 pints.

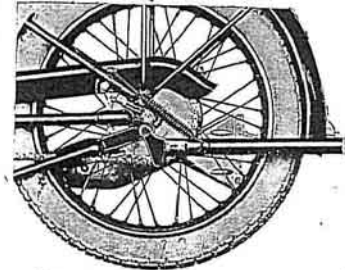
KNEEGRIPS. Included in standard specification.

STANDS. To both wheels, rear stand being "MATCHLESS" patent spring-up type.

CARRIER. Large tubular luggage carrier, with two capacious pannier tool bags.

EXHAUST SYSTEM. Large diameter nickel-plated exhaust pipe, with large and graceful silencer and fish-tail.

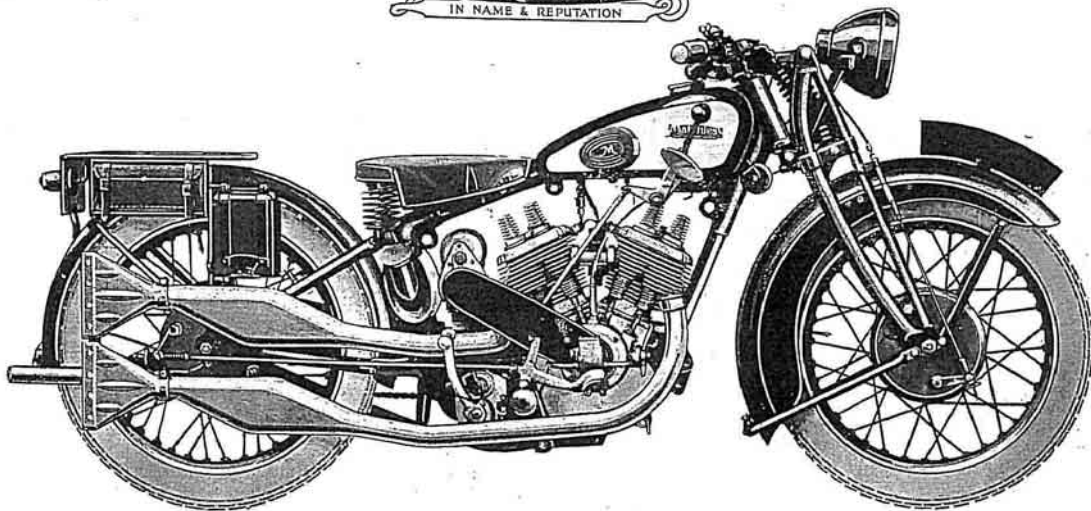
FINISH. Black, with usual parts nickel-plated, and black and white tank, as described above.



The illustration shows the sturdy spring-up rear stand and the adequate guard for the rear chain.

The machine that sets the fashion to the world.

15



MODELS X 9.9 H.P. and X/R 9.9 H.P. SPORTS

These entirely new Models are worthy successors to the famous "MATCHLESS" Big Twins of the past. The two Models are substantially identical, with the exception that the Model "X" has a standard touring engine and wide ratio gear-box, while the Model "X/R" has a high compression Sports engine, with nickel-plated cylinders, and a close ratio gear-box. The power unit is carried in a frame of the most modern type, giving an exceptionally low saddle position and perfect steering qualities, and made distinctive by the famous "Black and White" "MATCHLESS" tank.

Offered at an extremely reasonable price, and incorporating in its specification every feature which can possibly be considered as advantageous to the rider, the Model "X" must appeal with tremendous force to those experienced motorcyclists who know that, for solo or sidecar work, there is no better motto than "The big machine for the big job."

To Standard Specification, complete with full kit of Tools, Tyre Pump, Licence Holder and Instruction Book £60 0 0
With Acetylene Head and Tail Lamps and Bulb Horn £62 10 6
With Lucas Magdyno Electric Lighting Set, Electric Horn, and Legshields £66 15 0

MODEL "X"		MODEL "X/R"	
Price.	Code Word.	Price.	Code Word.
£60 0 0	ZURIB	£62 0 0	ZUFOD
£62 10 6	ZUROC	£64 10 6	ZUFUF
£66 15 0	ZURUD	£68 15 0	ZUFYG

(White Wheels on Model "X/R," 7s. 6d. per wheel extra.)

Delivery free to any part of the United Kingdom and Northern Ireland. Sold subject to Guarantee on Page 32.

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SPECIFICATION

ENGINE. "MATCHLESS" 50° V-twin engine, of high efficiency side valve type. Specification includes aluminium pistons with floating gudgeon pins of large diameter, roller big ends and driving side main shaft bearings, and three-cam timing gear with large wearing surfaces throughout. Bore, 85.5 m.m.; stroke, 85.5 m.m.; capacity, 990 c.c. A.C.U. rating, 9.9 h.p. Power output over 20 B.H.P. at 4,000 r.p.m. Model "X/R" engine has high compression ratio, special valve springs, etc., and the cylinders are nickel-plated. Power output over 26 B.H.P. at 4,200 r.p.m.

GEAR-BOX. Heavyweight "Sturmey-Archer" 3-speed gear-box, with kick-starter. Four sets of gear ratios are available at option:—

Set A. 3-7	4.9 and 8	to 1	} Close ratio.
Set B. 4.6	6.1 and 10	to 1	
Set C. 3-7	5.4 and 10.9	to 1	} Wide ratio.
Set D. 4.6	6.7 and 13.5	to 1	

Unless specially ordered otherwise, the Model "X" is fitted with Set D, and Model "X/R" with Set A.

CLUTCH. Dry-plate type, incorporating "MATCHLESS" patented friction controlled shock absorber.

TRANSMISSION. By chain throughout, both chains being efficiently protected from mud and dust by adequate guards.

IGNITION. Lucas high tension magneto, mounted in a protected position behind the engine.

LUBRICATION. Engine, by "Pilgrim" mechanical oil pump, with incorporated sight feed glass. Oil supply instantly adjustable while riding. Cycle parts lubricated by grease gun.

CARBURETTER. Two-lever semi-automatic carburetter, with pilot jet. Twist-grip control for throttle.

FRAME. "MATCHLESS" trussed frame, with duplex torque stays. Exceptionally low saddle position.

SPRING FORKS. Heavyweight "MATCHLESS" spring forks, with progressive action compression spring and special shock absorbers instantly adjustable while the machine is in motion.

STEERING DAMPER. Adjusted by black ebonite finger-grooved knob above handlebars.

FOOTRESTS. Covered with thick rubber to absorb vibration. Footboards available to special order without extra charge.

HANDLEBARS. Adjustable for angle and fitted with rubber grips. Three types available at option, as shown on Page 25.

WHEELS. Built with heavy gauge spokes and carried on taper roller bearing hubs.

TYRES. Latest type Palmer Flexicord, 26" x 3.50".

BRAKES. "MATCHLESS" internal expanding brakes, operating in 8" drums on both wheels. Rear brake foot operated, front brake hand operated on Model "X" and foot operated on Model "X/R." Finger adjustment.

SADDLE. Large type Lycett "Aero" spring-seat saddle. Height from ground, 26".

TANK. Large and handsome pressed steel saddle tank for petrol only, welded throughout, and fitted with large quick action filler cap. Stove enamelled black, with white cellulose enamel panel and gold "MATCHLESS" transfer on each side, and nickel-plated strip on top. Three-point suspended on rubber buffers. Separate oil tank under saddle. Tank capacity: Petrol, 2 gallons; Oil, 3 pints.

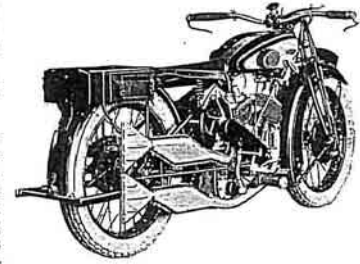
KNEEGRIPS. Included in standard specification.

STANDS. To both wheels, rear stand being "MATCHLESS" patent spring-up type.

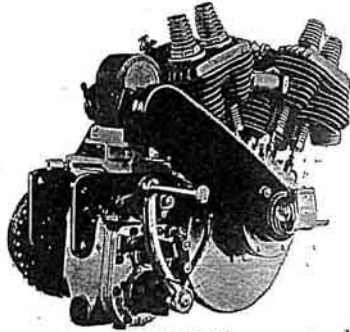
CARRIER. Large tubular luggage carrier, with two capacious pannier tool boxes.

EXHAUST SYSTEM. Two large diameter nickel-plated exhaust pipes, terminating in two nickel-plated silencers with large detachable fish-tails.

FINISH. Black, with usual parts nickel-plated, and Black and White tank, as described above.



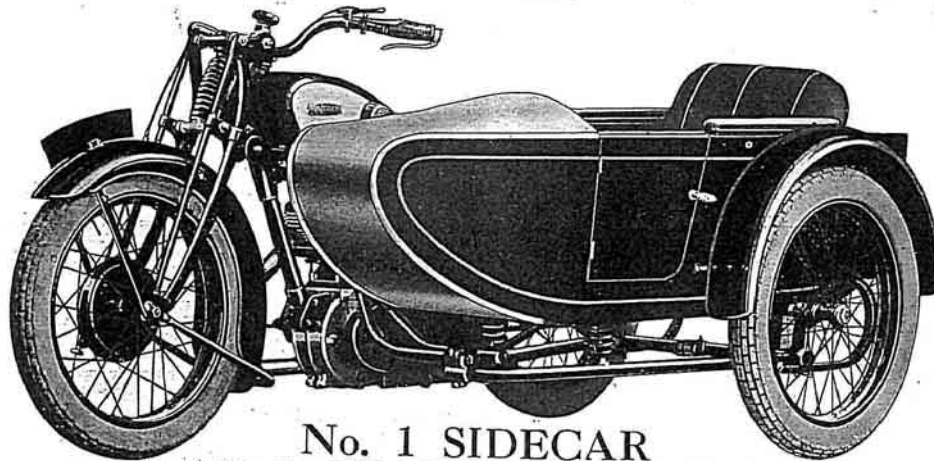
The most handsome motorcycle on the road is the Model "X/R" with its twin silencers and fish-tails, and graceful Black and White tank.



Here is the Model "X" power unit and gearbox. See the sensible magneto mounting and the micrometer screw for chain adjustment.

The Machine that sets the fashion to the world.

17



No. 1 SIDECAR (To fit all Models except R/S and R/3)

This is the standard "MATCHLESS" Touring Sidecar for the 1929 season. Like all the sidecars described in this Catalogue, it is manufactured throughout in the "MATCHLESS" Sidecar Factory of the same high grade of materials as is used for "MATCHLESS" motorcycles. The chassis is of simple design, and is built of special quality weldless steel tubing throughout, and is connected to the sidecar wheel by a heavy-duty hub, and is equipped with a Palmer Flexicord 26" x 3.25" tyre.

The Touring body combines remarkable comfort with those sporting lines that are preferred by most up-to-date motorcyclists. The roomy accommodation provided can be judged by the fact that the body is 19 inches wide inside, and the seat cushion is 18 inches deep, with a high back cushion, both seat and back being spring upholstered. There is a space for tools under the seat, and a large locker at the back, the lift-up lid of which is covered with aluminium matting and fitted with strap staples, so that it can be used as a luggage grid. We can supply suitable long leather straps at 3s. 6d. per pair.

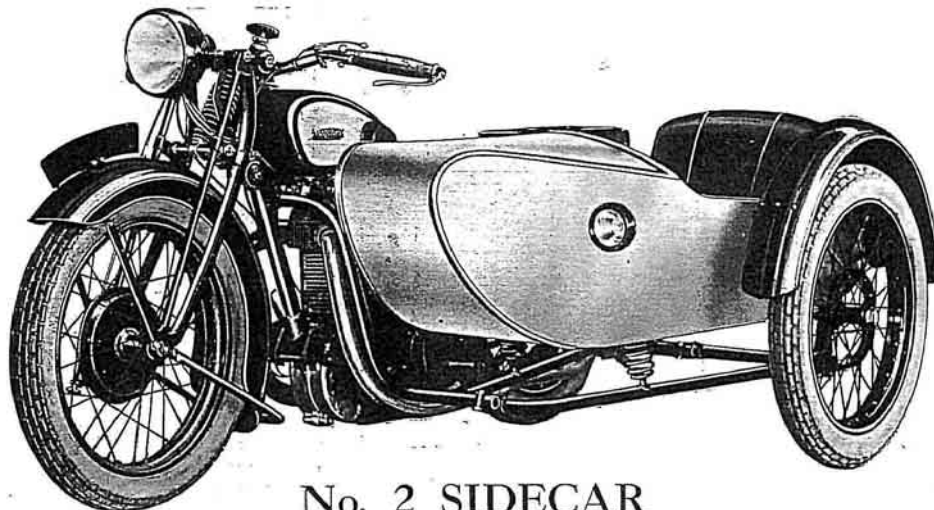
The interior upholstery is carried out in grained leather cloth of luxurious appearance, while the external finish is extremely attractive and remarkably durable. The nose panel is polished aluminium, but the side and back panels are black with white lines and aluminium corner beading. The black panels are not coach-painted, but are stove enamelled at high temperature, giving a finish which has the same glossy appearance and ability to resist wear and weather as the black enamel of the motorcycle frame and tank. Thus the sidecar body can be depended upon to retain its smart appearance indefinitely.

For an extra charge of £1, the sidecar can be supplied with the body in special black and white finish. In this case the nose panel is black, but the sides of the body have large white cellulose enamel panels, which match most effectively with the black and white petrol tank.

Price (with 26" x 3.25" tyre) £15 0
Price (with 26" x 3.50" tyre to suit Models "X" and "X/R") £15 10

Code Word.
WUZWY.

The Machine that sets the fashion to the world.



No. 2 SIDECAR

(To fit Models T/3, T/S, L/R2, V/2 or V/5)

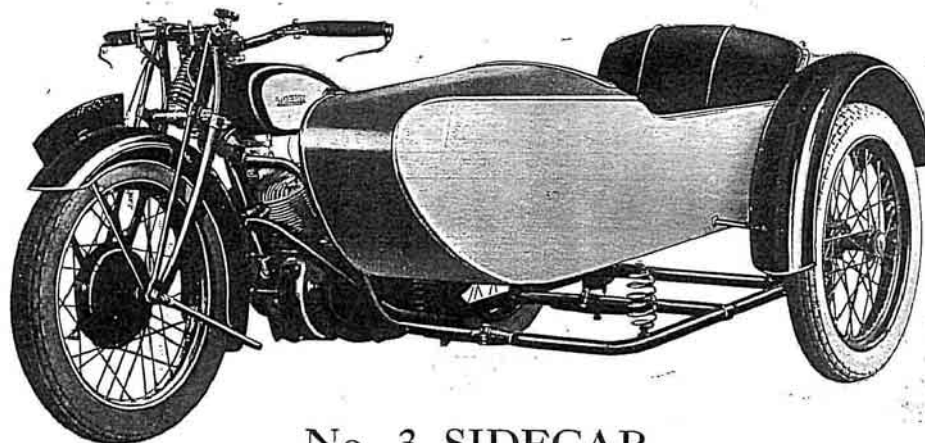
This is a lightweight Sports Sidecar, eminently suitable for the competition rider, since while providing a high degree of comfort, the sidecar is light, and by reason of its comparatively narrow track handles unusually well on rough surfaces and freak hills.

The chassis is identical with that used for the No. 1 Sidecar described on the opposite page. The body, however, is of the full Sports type, finished throughout in polished aluminium, and has extremely graceful outlines. In order to give a low seating position, the seat is of the hammock type with padded front roll, comfort being ensured by a spring-upholstered back cushion, which gives ample support for the passenger's shoulders. There is plenty of leg room and knee room for a passenger of normal size. Behind the back cushion is a capacious locker, which provides ample accommodation for spares and accessories. The body is slung very low to reduce wind resistance and to assist high speed cornering, while a large domed mudguard is carried on the body. Altogether this is a thoroughly sporting sidecar, providing just what the club man requires.

Price (with 26" x 3.25" tyre) £15 0 0

Code Word—WYBAB.

The Machine that sets the fashion to the world.



No. 3 SIDECAR

(To fit Models X and X/R)

This is the justifiably famous "MATCHLESS" heavyweight Sports Sidecar, which has for several years been a prominent feature of all the great long-distance Reliability Trials, and which may justifiably be claimed to be the forerunner of all modern Sports Sidecars. The chassis used is a heavyweight production of the square type, with four exceptionally strong and safe connections to the motorcycle. Body mounting is provided by two "C" springs at the rear and two helical springs at the front. The sidecar wheel is carried on a large diameter stub axle with a Timken roller bearing hub, and is fitted with a 26" x 3.50" Palmer Flexicord tyre.

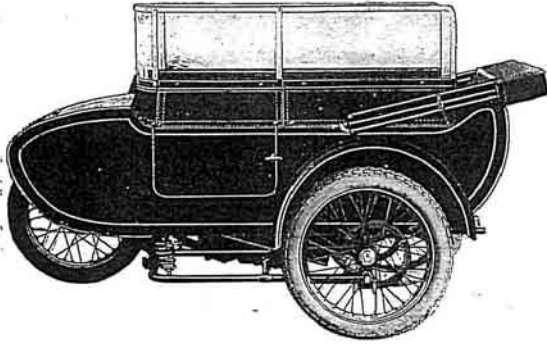
The Sports body has nothing in common with bodies of the "shoe-horn" type, which are designed purely for appearance without regard to the comfort of the passenger. The "MATCHLESS" Sports body is unrivalled in appearance, and also provides extraordinary comfort for the passenger.

The length from the back cushion to the toe-boards is 48", the back cushion is 21" high, and the seat is 18½" wide and 24" from front to back, while the body sides, being 13" high, give excellent weather protection. As on the No. 2 Sidecar, the seat is of the hammock type, with a spring-upholstered cushion, behind which is a large locker capable of carrying a 2-gallon can of petrol and a considerable amount of other material. Also a fixed luggage grid is included in the standard specification. The body is finished throughout in polished aluminium with aluminium beading, while it is upholstered in best leather cloth.

For long-distance competition work or high-speed touring, this sidecar is undoubtedly ideal.

Price £17 0 0 Code Word: WYBCE.

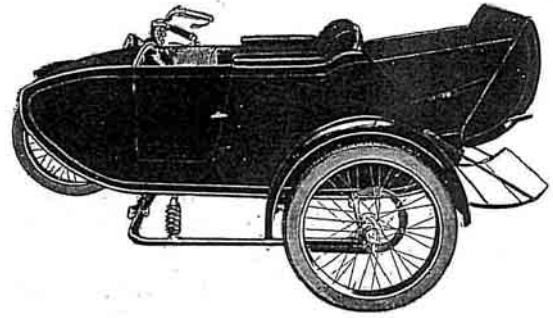
The Machine that sets the fashion to the world.



No. 4 SIDECAR
(To fit Models V/5, X and X/R)

This is the well-known "MATCHLESS" Empire type two-seater Sidecar. The chassis is a heavyweight production of the square type connected to the motorcycle by four exceptionally strong and stiff attachments, and, like all "MATCHLESS" sidecar chassis, it has been designed especially to suit the "MATCHLESS" motorcycle. The sidecar wheel is mounted on a Timken roller bearing hub, and carries either a 26" x 3.25" or 26" x 3.50" Palmer Flexicord tyre to suit the motorcycle to which it is fitted. A sidecar wheel stand is included in the specification. The body is capable of carrying in complete comfort two adult persons and is of the fixed two-seater type. The leg room in the back seat is exceptionally large, and this sidecar can be thoroughly recommended to those who always drive with two passengers in the sidecar. The body is finished in black with white lines, with an aluminium nose panel, and is upholstered in best quality leather cloth, with spring-upholstered seat and back cushions. Special all-weather equipment is available as illustrated, consisting of front screen and rigid side screens of car type, the front portion of the near side screen opening with the door exactly as in car practice. This equipment can be supplied complete for an extra charge of £3 17s. 6d., while the folding hood and cover also shown costs £4 4s. A luggage grid is not fitted to this sidecar.

Price (without equipment) £22 0 0
Code Word: WYBFO.



No. 5 SIDECAR
To fit Models V/5, X and X/R)

This Sidecar was previously known as the "MATCHLESS" dual-purpose sidecar, and has for long been a great favourite with motorcyclists who require a family machine. The chassis is identical with that fitted to the No. 4 Sidecar, but the body, which is capable of carrying two adults in comfort, is of special design. When only one passenger is to be carried the rear of the body folds up, so that the appearance is that of a handsome single-seater. When the back of the sidecar is opened an extra seat is disclosed, which is capable of seating an adult person. There is ample locker space, and a large folding luggage grid is supplied as standard. The body is finished in black with black upholstery, and is provided with spring-upholstered seat and back cushions for both seats. The equipment which is available at extra charge includes two windscreens and a dual-purpose hood, which can be used whether the rear seat is opened or closed, so that the passengers are always adequately protected. The two screens involve an extra charge of £2 15s., and the dual-purpose hood with cover of £4 4s.

Price (without equipment) £22 0 0
Code Word: WYBOF.

The Machine that sets the fashion to the world.

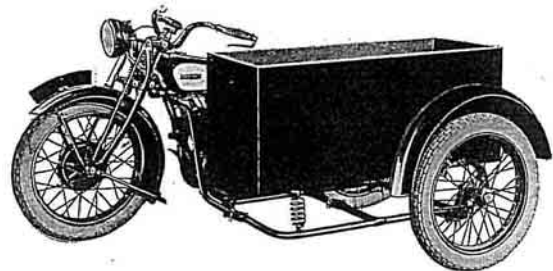
**"MATCHLESS"
COMMERCIAL SIDECARS**

For many years Sidecar Combinations for commercial purposes have been a prominent feature of the "MATCHLESS" programme. The "MATCHLESS" G.P.O. Mail Van is a common sight all over the country, and traders by the score can testify to the excellent and unfailingly reliable service given by "MATCHLESS" combinations on daily delivery work.

Thanks to the fact that the whole of the transport connected with the "MATCHLESS" Factories is carried out by "MATCHLESS" combinations, we have a wealth of first-hand and up-to-date experience, which is incorporated in every machine built.

Six standard Models are available, but, in addition, we are always glad to have an opportunity of quoting for special bodies to meet the requirements of any trade. The remarkably economical transport given by a Commercial Sidecar is now becoming realised by traders, particularly those who have had experience of the excessive cost involved when four-wheeled motor vans are used for light loads. A Commercial Sidecar can be operated at approximately one-third the cost of the lightest four-wheeled van, it is considerably faster, particularly in congested traffic, and can be handled by a boy instead of requiring the services of an adult driver.

We invite all traders interested in economical transport to communicate with us, giving us particulars of their transport problems, so that we may place our experience at their disposal.

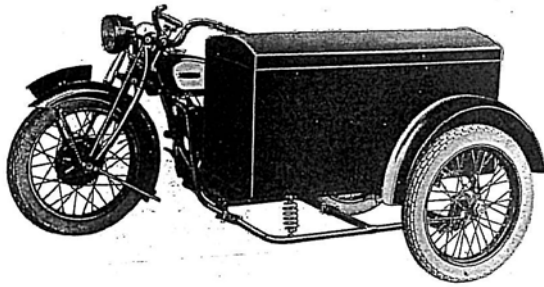


**Nos. 6 & 7
SIDECARS**

These two Commercial Sidecars are of the simplest type, the body consisting merely of an open box, which is especially suitable for the hardware trades or for the carriage of other goods where weather protection is not essential. The No. 6 Sidecar is suitable for fitment to the Model "T/3" or Model "V/5" "MATCHLESS" motorcycle, the body dimensions being 4'x1' 7"x2'. The No. 7 Sidecar is mounted on a heavyweight square chassis, complete with sidecar wheel stand, and is suitable for fitment to the Model "V/5" or "X" motorcycle. The body dimensions on this sidecar are 4'x1' 7"x2', giving a capacity of approximately 12 cubic feet.

Prices.—No. 6 Sidecar (normal load 2 cwt.)... £15 0 0
No. 7 Sidecar (normal load 3 cwt.)... £17 0 0

The Machine that sets the fashion to the world.

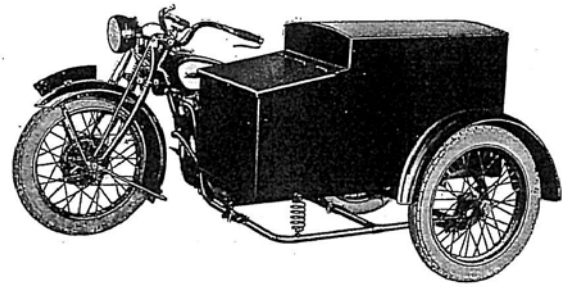


Nos. 8 & 9 SIDECARS

These two Commercial Sidecars are fitted with a box body with a domed type hinged lid, the hinge running along the side nearest to the driver, so that the body opens conveniently so that it can be unloaded from the pavement when the machine is drawn up alongside the curb. This type of body is suitable for grocery or provision trades, and is handsome in appearance, thus providing effective publicity. The No. 8 Sidecar is suitable for fitment to the Model "T/3" or "V/5" machines, and has a body measuring 4' x 1' 7" x 2'. The No. 9 Sidecar is suitable for fitment to the Model "V/5" or "X" machines, and has a heavyweight square chassis with sidecar stand, the body dimensions being 4' x 1' 7" x 2'.

Prices.—No. 8 Sidecar (normal load 2 cwt.) ... £16 0 0

No. 9 Sidecar (normal load 3 cwt.) ... £18 0 0



Nos. 10 & 11 SIDECARS

These two Sidecars are fitted with bodies of the well-known "MATCHLESS" "Air-Mail" type, first introduced for the carriage of Air Mails between the General Post Office and the Croydon Aerodrome. The "Air Mail" body is fitted with folding doors at the rear and a lift-up lid to the front extension. Shelves can be fitted to order in the rear portion of the body, and can very conveniently be reached through the folding back doors, while the front portion of the body, reached through the lift-up lid, is especially suitable for carrying a tradesman's basket. Thus this type of body is very convenient for the butchery or bakery trades. The No. 10 Sidecar is suitable for fitment to the Model "T/3" or "V/5" motorcycles, and has a body measuring 4' x 1' 10" x 2' 2". The No. 11 Sidecar is suitable for fitment to the Model "V/5" or "X" machines, and has a heavyweight square chassis with sidecar stand. The body dimensions on this sidecar are 4' x 2' 3" x 2' 3", giving a capacity of approximately 15 cubic feet.

Prices.—No. 10 Sidecar (normal load 2 cwt.)... £20 10 0

No. 11 Sidecar (normal load 3 cwt.)... £22 10 0

The Machine that sets the fashion to the world.

MATCHLESS EQUIPMENT (For Prices see Page 26.)

ACETYLENE LIGHTING



"Powell & Hanmer" Acetylene Lamps are standardized. Two sizes of head lamps are supplied, the smaller on Models "R/S," "R/3," "T/3," "T/4," and "T/5," and the larger on Models "L/R2," "V/2," "V/5," "X," and "X/R." The solo sets consist of head and tail lamps and one generator, but for sidecar combinations head, side, and tail lamps, and two generators are supplied.

ELECTRIC LIGHTING



The "Lucas" Magdyno Electric Lighting Set can be fitted to any 1929 "Matchless" Model (except the "L/R2") for the remarkably low price of £5 3s. for solo machines, or £5 13s. for sidecar combinations. The solo set includes head and tail lamps, while on combinations a sidecar lamp is also supplied. An illuminated ammeter is incorporated in the head lamp.

As an alternative, the B.T.H. Dynamo Lighting Set can be supplied at the same price as quoted above, but the B.T.H. Set is supplied to special order only.

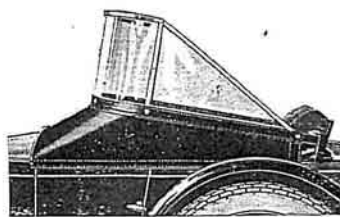
SILENCE CERTIFICATES

"MATCHLESS" Motorcycles are renowned for their exceptionally silent running, and have won more Special Silence Prizes than any other make.

In view of the Police campaign against noisy motorcycles, all 1929 "Matchless" Models (except the "T/R," "L/R2," and "V/5" Special) have been tested and examined by a panel of eminent engineers. Each machine sold in Great Britain is supplied with a reproduction of a Certificate issued by the Automobile Association, certifying that these engineers have tested a similar Model and found the silencing system to be efficient and in compliance with the law. On the back of the Silence Certificate is a drawing showing the construction of the silencer.

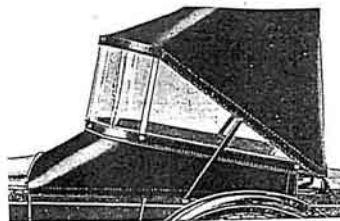
It should be noted that the detachable fishtails on the Sports Models are a necessary part of the silencing system, and they should always be fitted when the machine is in use on a public highway.

WINDSCREENS



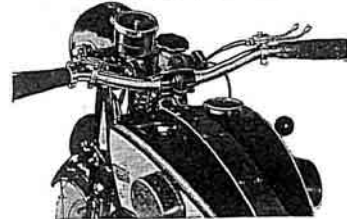
Windscreens can be supplied for all "Matchless" sidecars. The illustration shows a standard touring windscreen as supplied for the No. 1 Sidecar. This windscreen is designed so that it hinges forward and upward to allow the passenger to enter or leave the body without the necessity for any fastenings whatever being undone. A screen of similar design, but of more sporting outline, is supplied for the No. 2 and No. 3 Sidecars, while for the No. 4 and No. 5 two-seater Sidecars special equipment is available, as mentioned on page 21.

HOODS



A Saloon Hood can be supplied for the No. 1 Sidecar. As shown in the illustration, this hood fits snugly to the windscreen, and provides absolute complete weather protection. A cover is supplied to protect the hood when it is down. Two-seater bodies can be supplied with special hoods, as mentioned on page 21.

SPEEDOMETERS



Showing the neat mounting of the Speedometer in a position where it is in full view.

Any 1929 "Matchless" motorcycle can be fitted with either a front wheel drive "Bonniksen" Speedometer or a gear-box drive "Covey" Speedometer. For the "Bonniksen" the ordinary methods of attachment are used, but the "Covey" Speedometer is mounted on a special bracket just in front of the steering damper knob, and in such a position that it can safely be read at any speed. We cannot supply a speedometer mounted in the tank, as we consider such a position to be extremely dangerous owing to the fact that it is necessary for the rider to take his eyes off the road to read the instrument. A "Smith" Speedometer, also mounted in front of the steering damper, can be supplied in place of the "Covey" to special order.

HORNS

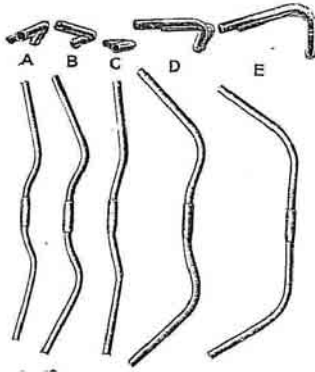


Two sizes of "Powell & Hanmer" Bulb Horns are standardized, the lightweight for "R" and "T" series machines, and the heavyweight for the bigger Models. On electrically-equipped machines the Lucas No. 3 Electric Horn can be fitted, or, to special order, the Lucas "Spartan" Electric Horn.

The Machine that sets the fashion to the world.

MATCHLESS EQUIPMENT—Continued

HANDLEBARS



On all Models, except the "V/2," there is a choice of handlebar shapes. The various Handlebars available are shown in the illustration.

Shape A. Sports Handlebar—for Models "R/S," "R/3," "T/3," "T/4," or "T/S."
Shape B. Semi-sports Handlebar—for Models "R/S," "R/3," "T/3," "T/4," or "T/S."
Shape C. Sports Handlebar—for Models "L/R2," "V/2," "V/5," "X," or "X/R."
Shape D. Semi-sports Handlebar—for Models "V/5," "X," or "X/R."
Shape E. "American" type upturned Handlebar—for Models "R/S," "T/3," "T/4," "V/5," or "X."

For the Model "R" and "T" series machines we strongly recommend the Semi-sports Handlebar (Shape B), which gives a very comfortable riding position and excellent steering. For Models "V/5," "X," and "X/R," we recommend the Sports Handlebar (Shape C), Shape D being useful for those who require a fairly upright riding position. The upturned "American" type handlebar (Shape E) is only intended for use with folding footboards for riders who prefer the "American" type riding position. Either of the Semi-sports Handlebars (Shapes B or D) can be used with folding footboards if desired, according to the Model concerned.

LEGSIELDS



Large and effective Legshields can be supplied for any Model except the "L/R2" and "V/2" machines. Being designed especially to suit each Model, they combine effectiveness with handsome appearance, and are strongly recommended to all-weather riders.

PILLION SEATS

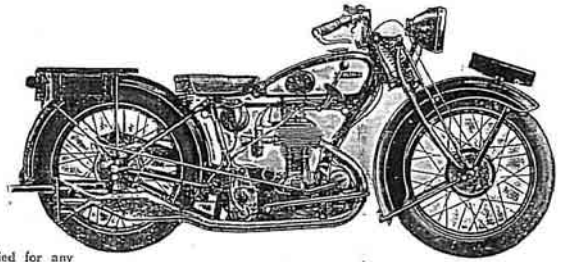
We can supply Pillion Seats and Pillion Footrests made throughout in our own Factory and specially designed to suit "Matchless" motorcycles. The Pillion Seat is of the pneumatic type, which gives comfort without danger of side sway, and provides a low and safe seating position. It is covered with leather cloth except for the top, which is covered with black fabric so that the passenger will not slide about. Price, £1 15.

The Pillion Footrests are of very sturdy construction, the attachments being designed to prevent damage to the chain stays should the machine fall. They carry our standard large footrest rubbers, and thus ensure for the passenger comfort equal to that provided for the driver. Price, 12s. 6d. per pair.

INSTRUCTION BOOKS

A comprehensive Instruction Book and Spare Parts List is supplied with every "Matchless" motorcycle. Riders are recommended, in their own interests, to study the instructions given therein with the utmost care if they wish to obtain the best results from their machines. Spare copies can be obtained, if required, for 1s. each. Purchasers are also strongly recommended to fill in and post to us the card asking for our official Guarantee, which is included in the tool-kit of every machine. If we do not receive the card, we can accept no responsibility under our Guarantee.

FOOTBOARDS



Folding Footboards can be supplied in place of the usual footrests for Models "R/S," "T/3," "T/4," "V/5," or "X." As will be seen from the illustration, the footboards are very sturdily constructed, and are carried by a girder unit on each side of the crankcase. The Footboards themselves are covered with rubber matting. The design is such that the boards can fold up to practically a vertical position without fouling anything. They are supplied without extra charge on the Model "X," but on other Models there is an extra charge of £1.

FLAGS AND BADGES

We can supply attractive Flags bearing the "Matchless" name design in white on a black ground, complete with staff and clip for attachment to the handlebar, at 1s. each.

We can also supply "Matchless" Coat Badges, with either buttonhole stud, or brooch fitting. These are finished in black and white and gold, and are available in two sizes. The smaller size costs 3d. each, and the larger size 6d. each.

WHITE WHEELS

Any Sports Model "Matchless," including Models "R/3," "T/3," "T/4," "L/R2," "V/2," and "X/R" can be fitted to special order with White Wheels at an extra charge of 7s. 6d. per wheel. These wheels are finished in white cellulose enamel and give the machine an extremely attractive appearance, which must appeal very strongly to sporting riders.

The machine that sets the fashion to the world.

NOTES.	VARIABLES	PRICES OF MATCHLESS EQUIPMENT—											
		SIDE-CAR EQUIPMENT										MODELS	
		EQUIPMENT				SPEEDOMETERS				HORNS		LAMPS	
PARTICULARS													
OF													
EQUIPMENT													
MODEL—													
		R/S	R/3	T/4	T/3	T/S	L/R2	V/2	V/5	X	X/R		
SCREEN AND SIDE-SCREENS FOR EMPIRE TWO SEATER SIDE-CAR													
TWO SCREENS FOR PAUL-PURPOSE TWO SEATER SIDE-CAR													
HOOD FOR TWO SEATER SIDE-CAR													
SCREEN TOURING													
HOOD TOURING													
SCREEN SPORTS													
BOMBIKER (NON-TRIP) FRONT WHEEL DRIVE													
COWEY (NON-TRIP) GEAR BOX DRIVE													
SMITH (NON-TRIP) GEAR BOX DRIVE													
ELECTRIC (LUCAS SPARTON)													
ELECTRIC (LUCAS)													
BULB													
ELECTRIC (LUCAS)													
ELECTRIC DYNAMO SET (LUCAS HEAD-TAIL-SIDE (COMB))													
ELECTRIC DYNAMO SET (LUCAS HEAD-TAIL-SIDE (COMB))													
ACETYLENE HEAD-TAIL LAMPS AND GENERATOR													
ACETYLENE HEAD-TAIL-SIDE LAMPS AND TWO GENERATORS													
ELECTRIC DYNAMO SET (LUCAS HEAD-TAIL (SOLO))													

THESE PRICES ONLY APPLY WHEN EQUIPMENT IS ORDERED WITH A NEW MACHINE

- ① NI-FE BATTERY £1. EXTRA
- ② ONLY FOR DYNAMO LIGHTING
- ③ TRIP TYPE .10/. EXTRA
- ④ TRIP TYPE 5/. EXTRA
- ⑤ INCLUDES HOOD ENVELOPE
- ⑥ NO EXTRA COST ON X OR X/R

STD. INDICATES THAT THE ITEM IS A STANDARD FITMENT ON THAT MODEL.

ITEM	MODEL								
	R/3	R/S	T/4	T/S	L/R2	V/2	V/S	X	X/R
LENGTH (SOLO)	67"	67"	69"	69"	61"	61"	61"	71"	71"
LENGTH (COMB)	—	—	—	6'10"	7'0"	7'0"	7'0"	7'2"	7'2"
WIDTH (SOLO)	27½"	27½"	27½"	27½"	21'10"	21'10"	21'10"	21'10"	21'10"
WIDTH (COMB)	—	—	—	4'8½"	4'9½"	4'9½"	4'9½"	4'9½"	4'9½"
WHEELBASE	4'4½"	4'4½"	4'5"	4'5"	4'6"	4'6"	4'6"	4'8"	4'8"
GROUND CLEARANCE	4½"	4½"	5½"	5½"	4"	5"	5"	5"	5"
SADDLE HEIGHT FROM GROUND	21½"	21½"	22½"	22½"	22½"	22½"	22½"	22½"	22½"
TANK CAPACITY PETROL	14	3	3	3	15	16	16	16	16
TANK CAPACITY OIL	3	3	3	3	3	3	3	3	3
PETROL CONSUMPTION (SOLO) (4)	110-120	110-120	95-115	90-105	95-115	85-100	85-95	70-80	70-80
PETROL CONSUMPTION (COMB) (4)	—	—	—	75-95	85-100	75-90	65-75	55-65	55-65
OIL CONSUMPTION (SOLO) (4)	1,800	1,800	1,500	1,400	1,500	1,500	1,200	1,200	1,200
OIL CONSUMPTION (COMB) (4)	2,000	2,000	1,800	1,700	1,800	1,800	1,500	1,500	1,500
CARBURETTOR JET	32	33	30	180	90	180	180	110	110
FRONT CHAIN SIZE	½"x20½"	½"x20½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"
FRONT CHAIN LINKS	60	60	64	65	64	64	64	66	66
REAR CHAIN SIZE	½"x20½"	½"x20½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"	½"x30½"
REAR CHAIN LINKS	116	116	114	114	120	95	95	98	98
MAGNETO CHAIN SIZE	½"x ½"	½"x ½"	½"x ½"	½"x ½"	½"x ½"	½"x ½"	½"x ½"	½"x ½"	½"x ½"
MAGNETO CHAIN LINKS	39	39	40	40	44	39	58	58	58
GEAR RATIO TOP	6-1	5-7	5-4	4-9	5-4	4-9	4-9	4-6	3-7
GEAR RATIO MIDDLE	9-4	8-8	7-9	7-2	7-2	6-5	7-2	6-7	4-9
GEAR RATIO BOTTOM	16-8	15-7	15-9	14-4	15-9	11-8	10-7	14-4	13-5
SIZES OF TYRES	25x2½"	25x2½"	26x3½"	26x3½"	26x3½"	26x3½"	26x3½"	26x3½"	26x3½"
PRESSURE FRONT	16	18	18	18	20	20	20	20	20
PRESSURE REAR(SOLO)	20	22	22	22	24	24	24	25	25
PRESSURE REAR(COMB)	—	—	—	25	25	26	26	28	28
PRESSURE SIDE (COMB)	—	—	—	18	18	18	18	20	20
SOLO HILES PER HOUR	45-48	55-60	50-55	55-60	60-65	70-75	73-78	55-60	65-70
COMB HILES PER HOUR	—	—	—	45-48	50-55	55-60	60-65	50-55	58-63
SOLO ANNUAL CONB	£1-10/0	£3	£3	£4	£4	£4	£4	£4	£4
COMB ANNUAL	—	—	—	£4	£4	£4	£4	£4	£4
SOLO IN LBS	199	220	240	245	250	287	324	340	340
COMB IN LBS	—	—	—	365	370	407	440	406	520
BORE IN ¼"	62.5	62.5	69	82.5	69	93	85.5	85.5	85.5
STROKE IN ¼"	80	80	83	93	93	93	85.5	101.6	85.5
CUBIC CAPACITY IN CC	246	246	347	498	347	347	495	586	590
NUMBER OF CYLINDERS	1	1	1	1	1	1	1	2	2
ANGLE OF CYLINDERS	—	—	—	—	—	—	—	—	50°
COMPRESSION RATIO	4-4.3	5-5	4-7	4-18	5-16	6-0-4	6-6-3	4-8	4-4

NOTE 1 OVERALL LENGTH OF 2 SEATER. 7'11½"

NOTE 2 OVERALL WIDTH OF 2 SEATER 5'2½"

NOTE 3 IN PINTS

NOTE 4 IN MILES PER GALLON

NOTE 5 WITH ELEC MODEL OVER 200 LBS

NOTE 6 SIDECAR GEARS 6-0 8-8 17-8

NOTE 7 WITH ELEC LIGHTING £3

NOTE 8 SIDECAR GEARS 6-6 8-8 14-4

NOTE 9 SIDECAR GEARS 5-4 7-1 11-7

NOTE 10 ALTERNATIVE GEARS: 3/7. 5/4 10-9. SETC 4-6. 6-1 100 SET B 4-6. 6-7. 13-5. SET C

NOTE 11 CLOSE RATIO GEAR BOX FITTED AS STD

NOTE 12 IN LBS PER SQUARE INCH

NOTE 13 AS STANDARD

NOTE 14 HIGH COMPRESSION RATIO 9-7

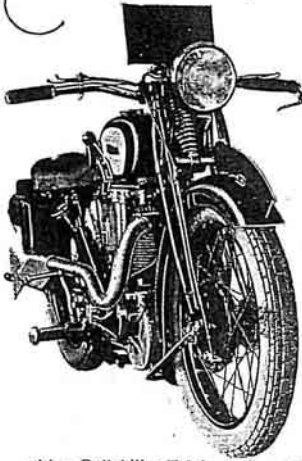
NOTE 15 HIGH COMPRESSION RATIO 11-5

NOTE 16 SIDECAR GEARS 5-4 7-9 15-9

Matchless

IN NAME & REPUTATION

FOR COMPETITION RIDERS



Since the earliest days of the sport, "MATCHLESS" Motorcycles have been pre-eminently successful in competitions of all kinds, and to-day they continue their thirty years' record of successes, as will be seen from the brief list of some of the principal awards which they have won during the past twelve months, which is given on the opposite page.

With three Tourist Trophy Races to their credit, including the winning of the first Tourist Trophy Race ever held in the Isle of Man in 1907, besides innumerable speed records and special trophies for Reliability Trials, Messrs. H. A. Collier and C. R. Collier, the Joint Managing Directors of "MATCHLESS" Motor Cycles (Colliers) Ltd., can justifiably claim to have an unrivalled experience of the requirements of the competition rider. Consequently it is not surprising to find that the 1929 "MATCHLESS" programme includes several Models which are specially suitable for

either Reliability Trials or Speed Competitions. Some notes on these Models are given below:

MODEL R/3

For those riders who prefer a machine of the 250 c.c. class for Reliability Trial work, there is nothing to touch the 1929 "MATCHLESS" Model "R/3." Capable of 60 m.p.h. and with a power output which is really tremendous for so small a machine, the Model "R/3" will go anywhere under the worst conditions, and has the great advantage of light weight, giving easy handling on frenk surfaces. On its first appearance in open competition, in the London-Gloucester-London Trial, held at the end of December, 1928, the Model "R/3" gained a first-class award and made fastest time in its class in the acceleration test.

MODEL T/S

This machine is just as suitable for Reliability Trial work in the 350 c.c. Class as is the Model "R/3" in the smaller class. The 1928 Model "T/S" received many awards in the hands of private competition riders. The 1929 Model has the advantage of an increased ground clearance, which is, of course, important for Reliability Trials.

MODEL T/R

This is a special edition of the Model "T/S," which is recommended to those riders who propose to use their machines first and foremost for competition work, and particularly for speed events, since the engine has a "V/2" type timing gear and a separate oil feed to the big end.

MODEL L/R2

The overhead camshaft "MATCHLESS" is so well known among sporting riders that it is unnecessary to say anything as to its capabilities. The "MATCHLESS" overhead camshaft engine was the pioneer of its type, the latest edition being the result of five years' experience of this type of power unit in the hands of the public.

MODEL V/2

This is the most popular "MATCHLESS" Model for competition work, and is the Model which is usually used by such world famous "MATCHLESS" riders as F. W. Neill, who has been a member of the British International Team for the past four years. The standard Model "V/2" is capable of 75 m.p.h. in standard condition, and is recommended for its extraordinarily good steering properties on bad surfaces.

MODEL V/2 SPECIAL

This is the speed machine of the "MATCHLESS" range, since it is sold with a guarantee that it is capable of 85 m.p.h. This Model was the first 500 c.c. machine ever to exceed a speed of 100 m.p.h. in Australia, was the winner of the 1928 Hutchinson Hundred Race at Brooklands, at an average speed of 93.52 m.p.h. for 100 miles, and has been awarded the Brooklands Gold Star for lapping Brooklands at a speed in excess of 100 m.p.h. These three performances are in themselves sufficient to prove its pre-eminence.

MODEL X/R

The "MATCHLESS" Model "X/R" is unique among big twin machines, the large and powerful engine being housed in a frame so compact that the machine steers and handles as easily as a 500 c.c. Model. On their first appearance in open competition in the Cardiff-Leicester-Cardiff 24 Hours' Trial in January, 1929, the Model "X/R" "MATCHLESS" machines succeeded in carrying off the premier awards in both the 1,000 c.c. Solo and Sidecar classes.

SPECIAL COMPETITION FITTINGS

Great interest was aroused at the Olympia Exhibition last autumn by the Model "V/2" Special, which was exhibited on the "MATCHLESS" Stand equipped with special fittings for the use of competition riders. These special fittings, with the extra charges involved, are listed below. They can be fitted to any of the Models mentioned above, with the exception, of course, that the high exhaust pipes are not needed on the Model "X/R."

- | | |
|---|---------|
| High Exhaust Pipes | 5 s. d. |
| Competition Number Plates, complete with brackets | 1 0 0 |
| Waterproof Plug Cover | 13 0 |
| Competition Rear Tyre | 2 6 |

The illustration, which shows a Model "V/2" so equipped, clearly indicates the extraordinary ground clearance given by the high exhaust pipes and the practical nature of the competition number plate fittings.

The machine that sets the fashion to the world.

A FEW MATCHLESS SUCCESSES

London-Exeter-London 24 Hours Reliability Trial, Xmas, 1927

Nine "MATCHLESS" started, gaining:—
6 Gold Medals,
1 Silver Medal,
2 Bronze Medals.

A.C.U. Six Days Stock Machine Trial, 1928

Three "MATCHLESS" machines, chosen from stock by the A.C.U., gained:—
3 Gold Medals,
Special Team Prize.

Record Breaking in Australia

On March 30th, 1928, Messrs. Harris and Weatherby, on a "MATCHLESS" 9.9 h.p. Sidecar Combination, broke all previous records, both solo and sidecar, for the 565 miles' run between Melbourne and Sydney, beating the previous sidecar record by no less than 2 hours 24 minutes.

Cookstown 70 Mile Road Race, May, 1928

Mr. Corry ("MATCHLESS" "V/2"), First on time and handicap, and Record Lap.

London-Edinburgh 24 Hours Reliability Trial, 1928

"MATCHLESS" gained 11 Gold Medals, 1 Silver Medal, and 2 Special Silence Prizes.

Sunbeam M.C.C. 200 Mile Trial, 1928

Four Model "V/2" "MATCHLESS" Motorcycles won 4 Silver Cups, 4 Silver Medals, 3 Gold Medals, and Manufacturers' Team Prize.

Cambrian Trial, 1928

"MATCHLESS" awarded 3 Gold Medals and Manufacturers' Team Prize.

HUTCHINSON HUNDRED RACE, Brooklands, 1928

"MATCHLESS" Model "V/2" Special—First, at average speed of 93.52 m.p.h. for 100 miles.

International Six Days Trial, 1928

"MATCHLESS" gained 4 Gold Medals.

All-Comers Handicap, Brooklands, October, 1928

"MATCHLESS" Model "V/2" Special—First, at 96 m.p.h., and awarded *Brooklands Gold Star* for lap speed of over 100 m.p.h.

Crystal Palace Sidecar Championship Race, November, 1928

"MATCHLESS" 1st and 2nd.

London-Gloucester-London Trial, 1928

"MATCHLESS" machines gained 16 awards, including:—
8 Silver Cups,
4 Silver Spoons,
3 Third Class Awards, and
Special Silence Cup.

Cardiff-Leicester-Cardiff Trial, January, 1929

Nine "MATCHLESS" Motorcycles gained 12 awards, including Manufacturers' Team Prize.

The Machine that sets the fashion to the world.

29

"MATCHLESS" HIRE PURCHASE SYSTEM

Many prospective motorcyclists do not desire to pay the whole cost of their machine at once, preferring rather to pay for the machine as they use it. Their requirements can be met in the most effective manner possible by our associated Company—"MATCHLESS" Hire Purchase Sales, Ltd.—through whom we can supply any "MATCHLESS" Model on attractive Hire Purchase terms.

Delivery is given upon payment of approximately one-quarter of the total cash price of the machine, the balance, which includes also the cost of a comprehensive Insurance Policy, being spread over twelve monthly payments.

Full particulars, together with the necessary application form, can be obtained in reply to a postcard addressed to "MATCHLESS" Hire Purchase Sales, Ltd., 44-45, Plumstead Road, Plumstead, London, S.E.18.

Every "MATCHLESS" Agent also has particulars and forms, which he will be pleased to show to any interested person on request.

It should be remembered that if a machine is purchased through us on the Hire Purchase System, the whole transaction is confined to the one concern, with consequent privacy and with the "MATCHLESS" reputation to ensure an equitable transaction. This scheme is applicable only to persons resident in the United Kingdom or Northern Ireland.

SCHEDULE OF HIRE PURCHASE TERMS FOR "MATCHLESS" MOTOR CYCLES. 1929.

SOLO MACHINES

Model.	H.P.	Code Word.	Cash Price.	Terms for Hire Purchase including Insurance.		
				Cash Deposit.	12 monthly payments of	
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
R/S	2.46	YOYOJ	36 0 0	9 0 0	2 15 5	
R/S	2.46	YOYUK	37 19 0	9 10 0	2 18 0	
R/S	2.46	YOYZM	42 15 0	10 14 0	3 4 6	
R/3	2.46	ZONSO	39 10 0	9 17 6	3 0 1	
R/3	2.46	ZONUT	41 9 0	10 8 0	3 2 8	
R/3	2.46	ZONYV	46 5 0	11 12 0	3 9 2	
T/3	4.98	ZOCAD	44 0 0	11 0 0	3 10 3	
T/3	4.98	ZOCEF	45 19 0	11 10 0	3 12 10	
T/3	4.98	ZOCHO	50 15 0	12 14 0	3 19 4	
T/4	3.47	ZOCIG	43 0 0	10 15 0	3 4 10	
T/4	3.47	ZICKY	44 19 0	11 5 0	3 7 5	
T/4	3.47	ZOCUJ	49 15 0	12 9 0	3 13 11	
T/S	3.47	ZIYAT	46 10 0	11 12 6	3 9 7	
T/S	3.47	ZIYBD	48 9 0	12 2 6	3 12 2	
T/S	3.47	ZIYCF	53 5 0	13 6 6	3 18 8	
L/R 2	3.47	ZOJLE	53 10 0	13 8 0	3 19 0	

The Machine that sets the fashion to the world.

SOLO MACHINES—Continued.

Model.	H.P.	Code Word.	Cash Price.			Cash Deposit.			12 monthly payments of		
			£	s.	d.	£	s.	d.	£	s.	d.
L/R 2	3.47	ZOJNO	56	0	6	14	0	0	4	2	7
V/2	4.95	ZOKYR	53	10	0	13	8	0	4	3	1
V/2	4.95	ZOLAM	56	0	6	14	0	0	4	6	7
V/2	4.95	ZOLEN	59	10	0	15	0	0	4	11	1
V/2 Special	4.95	—	58	10	0	14	12	6	4	10	0
V/5	5.86	ZUPIX	49	10	0	12	8	0	3	17	7
V/5	5.86	ZUPOZ	52	0	6	13	0	6	4	1	1
V/5	5.86	ZUPUB	56	5	0	14	2	0	4	6	9
X	9.9	ZURIB	60	0	0	15	0	0	4	14	9
X	9.9	ZUROC	62	10	6	15	12	6	4	18	2
X	9.9	ZURUD	66	15	0	16	14	0	5	3	11
X/R	9.9	ZUFOD	62	0	0	15	10	0	4	17	6
X/R	9.9	ZUFUF	64	10	6	16	3	0	5	0	11
X/R	9.9	ZUFYG	68	15	0	17	4	0	5	6	8

SIDECAR COMBINATIONS

Model	H.P.	Sidecar.	Cash Selling Price.			Deposit.			Instalments.		
			£	s.	d.	£	s.	d.	£	s.	d.
T/3	4.98	No. 1 or 2	59	0	0	14	15	0	4	10	8
T/3	3.47	No. 2	61	10	0	15	8	0	4	10	0
V/2	4.95	No. 1 or 2	68	10	0	17	2	6	5	3	8
V/5	5.86	No. 1 or 2	64	10	0	16	2	6	4	18	2
V/5	5.86	No. 4 or 5	71	10	0	17	17	6	5	7	9
X	9.9	No. 1	75	10	0	18	17	6	5	15	11
X	9.9	No. 3	77	0	0	19	5	0	5	18	0
X	9.9	No. 4 or 5	82	0	0	20	10	0	6	4	8
X/R	9.9	No. 1	77	10	0	19	7	6	5	18	8
X/R	9.9	No. 3	79	0	0	19	15	0	6	0	9

When Sidecar Combinations are required equipped with accessories, the specifications vary so much that it is impossible to quote figures here to cover every variation. Terms will be quoted by return on receipt of a postcard giving full specification of Combination required.

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SERVICE

We maintain at our Head Office properly equipped Spare Parts and Repairs Departments for the convenience of owners of "MATCHLESS" Motorcycles, in which Departments every attention will be given to the requirements of any "MATCHLESS" rider who needs even the smallest of Spare Parts or the most trifling adjustment to his machine.

It should be noted that terms of payment for Spare Parts are nett cash with order. Remittances up to £1 in value should be made where possible by Postal Order, but over this amount a cheque is preferable. We can, however, open a deposit account for any customer who will remit to us not less than £2, to remain to his credit in our account. This will then enable us to despatch Spare Parts ordered by phone, telegram, or letter immediately the order is received until the amount deposited is exhausted. Any balance will, of course, always be returned upon request. The C.O.D. System may be employed for orders over 5/- in value.

For further details as to the best methods to be adopted when ordering Spare Parts, or when Repairs are required, reference should be made to the appropriate Instruction Book, which is supplied with every "MATCHLESS" Motorcycle sold.

NOTICE

We do not appoint agents for the sale on our behalf of our Motorcycles or other goods, but we assign to Motorcycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation, or incur any liability on our behalf.

GUARANTEE

We give the following guarantee with our Motorcycles, Motorcycle Combinations and Sidecars, which is given in place of any implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet, or other publication shall not be construed as enlarging, varying, or overriding this guarantee. In the case of machines which have been used for "hiring-out" or "racing" purposes, or from which the trade-mark, name, or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motorcycle, motorcycle combination, or sidecar which may have proved defective. We do not undertake to replace or refit, or bear the cost of replacing or refixing such new part in the motorcycle, motorcycle combination, and sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months in these respects. As the motorcycles, motorcycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include, amongst others, the following acts:—

1. The attaching of a sidecar to the motorcycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
2. The use of a motorcycle, or of a motorcycle and sidecar combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motorcycle by any form of attachment not provided or supplied by the manufacturers, or to a motorcycle which is not designed for such use.

Any motorcycle, motorcycle combination, or sidecar sent to us to be plated, enamelled, or repaired, will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty, or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motorcycles, motorcycle combinations, or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty, or condition shall not be enforceable.

We do not guarantee specialities, such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the Purchaser differing from our standard specifications supplied with our motorcycles, motorcycle combinations, sidecars, or otherwise.

The Machine that sets the fashion to the world.

Testing the surface hardness of a Piston in the "Matchless" Laboratory.

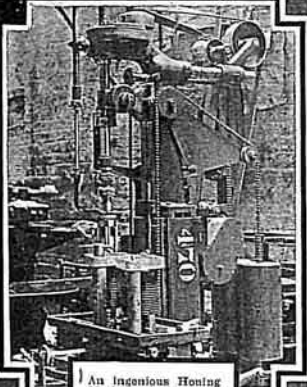


Another peep at the main "Matchless" Factory in Burrage Grove, Plumstead.

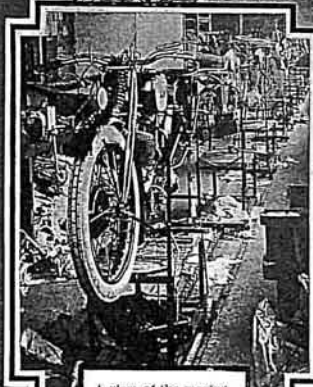
A corner of the main Assembly Shop, showing Machines waiting to be road tested.



How "Matchless" Motorcycles are made.
Illustrating a few of the processes used in the "Matchless" Factories.



An ingenious Honing Machine which imparts a glass-like finish to the bores of "Matchless" Cylinders.



A view of the moving Chain Track on which the machines are assembled.



Spenging on a White Cellulose Panel on the famous Black & White "Matchless" Tank.



**make it a
matchless
for 1929.**