



TECHNICAL CHARACTERISTICS



MODEL	G3/LCS	G80CS
Engine capacity	348 c.c.	497 c.c.
Bore and stroke	72 mm. x 85.5 mm. 86 mm. x 85.5 mm.	
Compression ratio	9.9 to 1	8.7 to 1
Carburettor: Choke size	1-1/16"	1-3/16"
Main jet size	240	440
Valve Timing: Inlet opens	59°	before t.d.c.
Inlet closes	69°	after b.d.c.
Exhaust opens	74°	before b.d.c.
Exhaust closes	48°	after t.d.c.
Ignition timing	41° before t.d.c.	39° before t.d.c.
Gear ratios 1st, 2nd, 3rd, Top	17.4, 11.2, 8.6, 6.6	15.4, 9.9, 7.6, 5.8
Brakes	7" diameter x 7/8" width	
Tyres: Front	3.00" x 21"	
Rear	4.00" x 19"	
Rear chain	1/2" pitch x 0.380" width	
Primary chain	1/2" pitch x 0.305" width	
Dynamo and Magneto chain	1/2" pitch x 0.225" width	
Wheelbase	55-1/4"	
Seat height	32-1/2"	
Ground clearance	6-1/2"	
Overall length	85-1/4"	
Overall height	43"	
Overall width	28"	
Weight	321 lb.	324 lb.

SPECIFICATION

ENGINE 348 c.c. capacity Bore 72 mm. Stroke 85.5 mm.

497 c.c. capacity Bore 86 mm. Stroke 85.5 mm.

A specially designed high-efficiency engine with push rod operated overhead valves and fully enclosed rockers, Duralumin push rods and twin camshafts, racing cams, steel flywheels, roller main bearing on the timing side, large crankpin, high-tensile steel connecting rod, high compression racing piston, light-alloy cylinder head and barrel. A dry sump lubricating system is employed, operated by a double acting reciprocating oil pump. There is a direct feed to the big-end bearing and valve gear.

CARBURETTOR Amal Monobloc.

IGNITION Lucas waterproof magneto with manual control.

FRAME Duplex cradle with malleable lugs, brazed joints and Teledraulic suspension.

FORKS Of Teledraulic design with extra strong springs.

WHEELS Fitted with wide rims, full-width light-alloy hubs, straight and extra heavy spokes, and adjustable taper roller bearings.

BRAKES Internal expanding 7" diameter and 7/8" width.

TYRES Dunlop "Knobby" and security bolts.

GEARBOX Heavyweight 4 speed with multi-plate clutch, folding kick-starter and foot operated gear change. The ratios are specially selected for cross-country racing.

TRANSMISSION The primary chain is enclosed within an oil bath. The rear chain is protected by a deep steel guard.

MUDGUARDS Polished light alloy, front and rear.

EXHAUST SYSTEM Upswept chromium plated exhaust pipe and silencer.

HANDLEBARS Adjustable for height and angle.

SEAT Comfortable Twinseat of Vynide covered Dunlopillo.

FOOTRESTS Forged steel of exceptional strength.

TANKS 2-gallon light-alloy petrol tank; 1/2-gallon steel oil tank.

EQUIPMENT Light-alloy number plates, steel crankcase shield, spring-up central stand, speedometer.

OPTIONAL EQUIPMENT Standard or wide ratio gears, standard rear wheel, 3 1/2-gallon petrol tank. Dunlop "Trials" tyres. Standard cams.

OPTIONAL EXTRAS Quickly detachable electric lamps, exhaust pipe extension.

*Fast-Functional-
and Entirely New!*



Model **G3/LCS** 348 c.c. O.H.V.

Without a doubt the most efficient and up to date 350 cc. Model available for cross-country racing.

MATCHLESS
Clubman

Model **G8OCS** 497 c.c. O.H.V.

A new and extremely robust short-stroke "500" that has been designed and developed to compete with success in cross-country speed events.