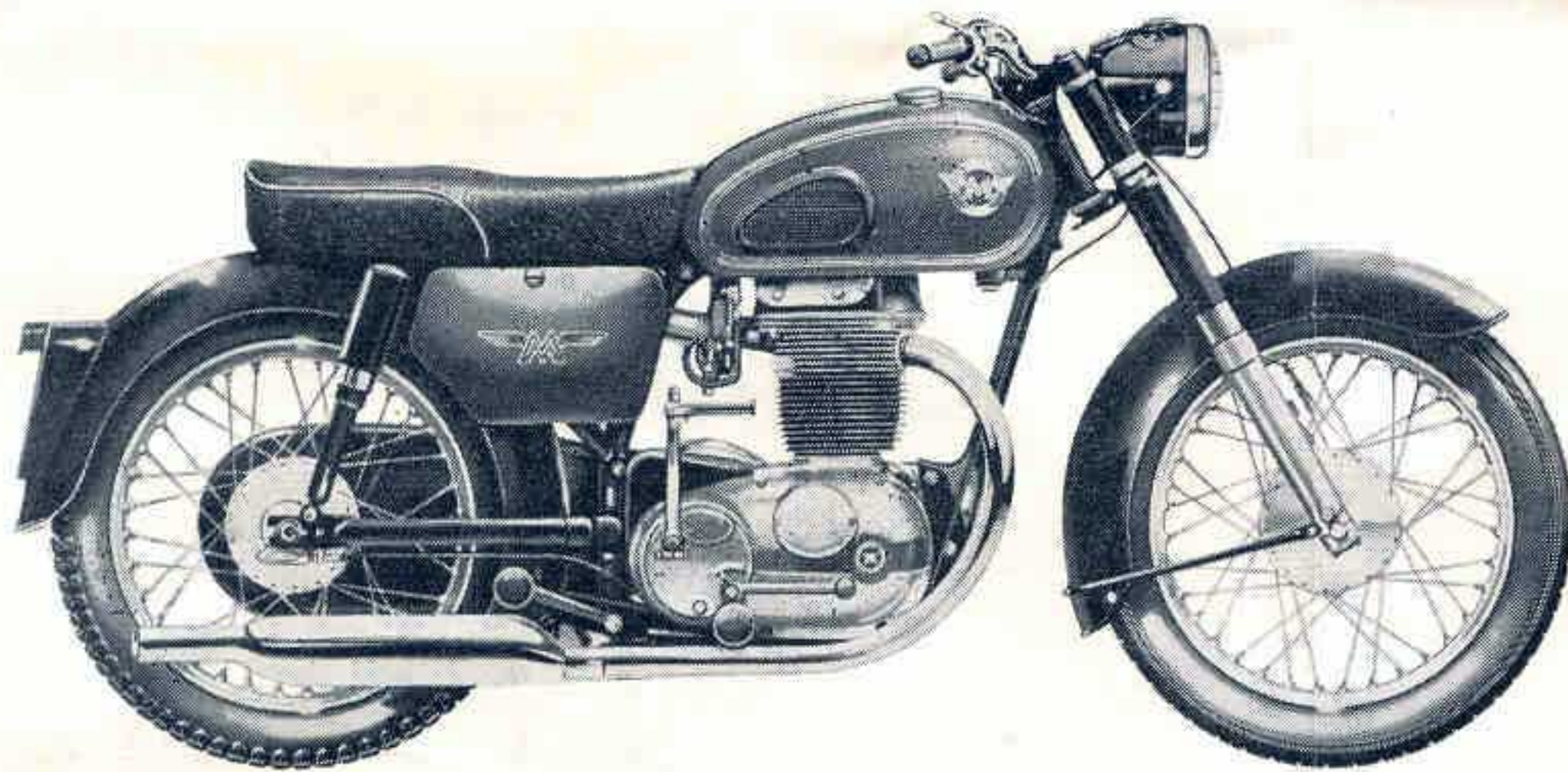


Incomparable

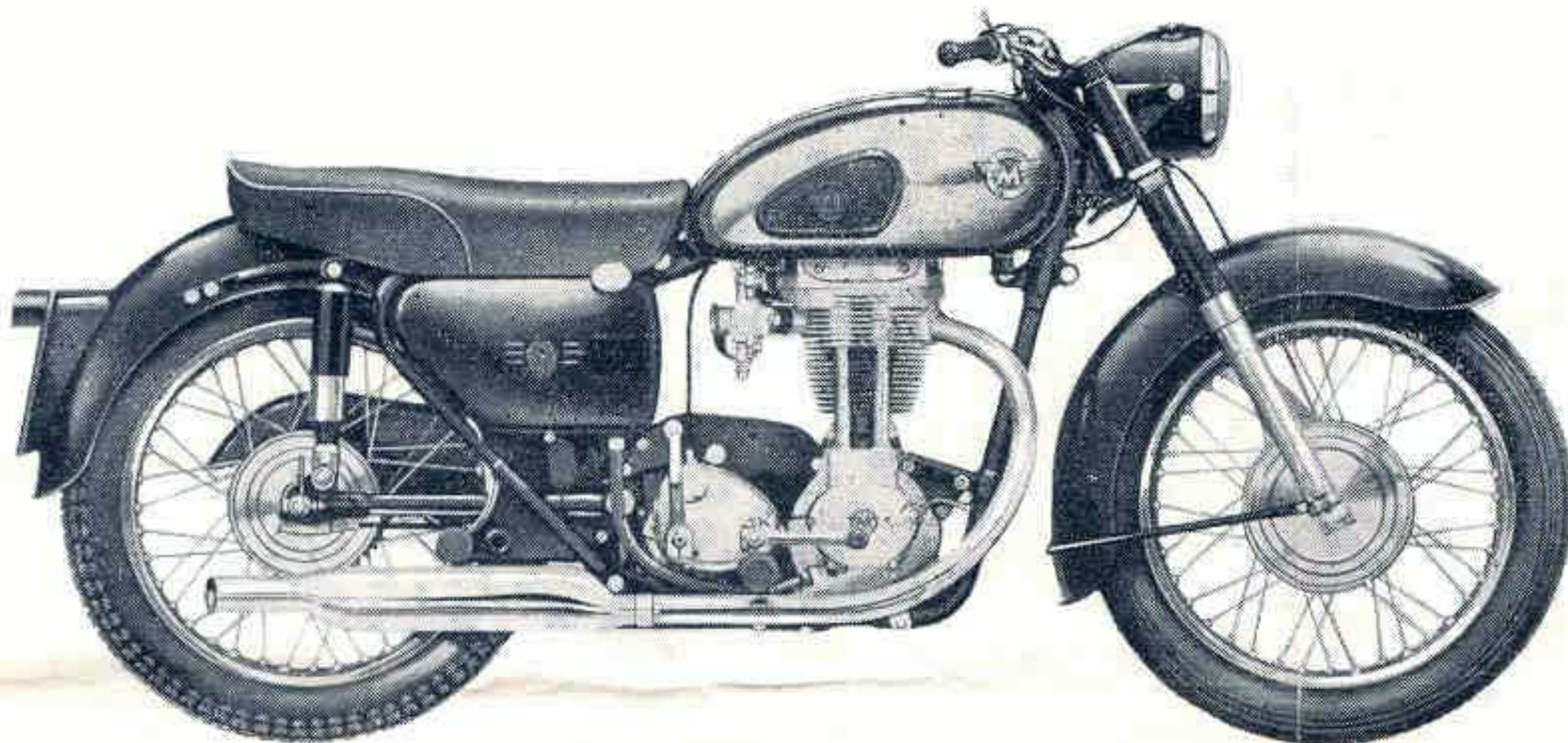
MATCHLESS

MOTOR CYCLES



The 350 c.c. MODEL G5

Introduced at the beginning of 1960, the "Light 350" Model G5 has proved so popular because of its snappy performance, excellent handling and good looks that demands have exceeded supply by a considerable margin.



350 c.c. MODEL G3 and 500 c.c. MODEL G80

These delightful singles are famous for their mechanical silence, sweet running, economy, reliability and highly satisfactory performance.



1961 PROGRAMME

G2 250c.c. O.H.V.
Single Cylinder

G2CS 250c.c. O.H.V.
Single Cylinder Scrambler

G5 350c.c. O.H.V.
Single Cylinder Light

G3 350c.c. O.H.V.
Single Cylinder

G3C 350c.c. O.H.V.
Single Cylinder Trial

G80 500c.c. O.H.V.
Single Cylinder

G80CS 500c.c. O.H.V.
Single Cylinder Scrambler

G9 500c.c. O.H.V.
Twin Cylinder

G12 650c.c. O.H.V.

SPECIFICATION

WARRANTY

When such new or repaired parts are necessary.

Each part considered to be necessary must be sent to our works, London, accompanied by the following information:—

1. Name of purchaser and his address
2. Date of purchase of machine
3. Name of dealer from where purchased

4. Frame numbers of machine
5. The Guarantee shall not cover defects or damage appearing as a result of misuse, neglect, abnormal wear, rain, or the incorporation of unsuitable attachments
6. Details in particular:—

7. Details of any Competitions entered in or alteration of any part or accessories leaving our Works
8. Details of any fitting of a sidecar in a manner not approved by us or to an unsuitable machine
9. The Guarantee shall not extend to accessories whose trade mark, name

or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

ASSOCIATED MOTOR CYCLES

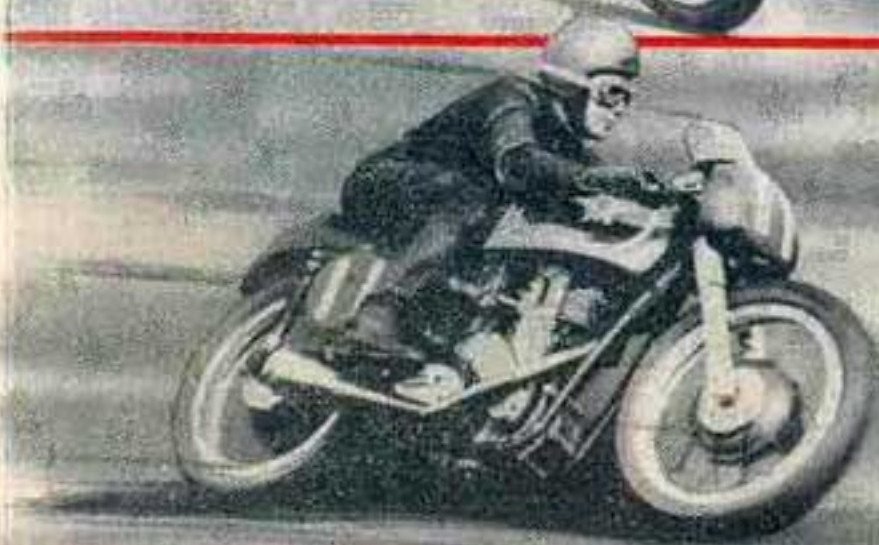
(Associated Motor Cycles Ltd.)
LONDON S.E.18 ENGLAND
TELEGRAMS: MATCHLESS LONDON TELEX

Telex: No. 2-2617

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Incomparable MATCHLESS

MOTOR CYCLES



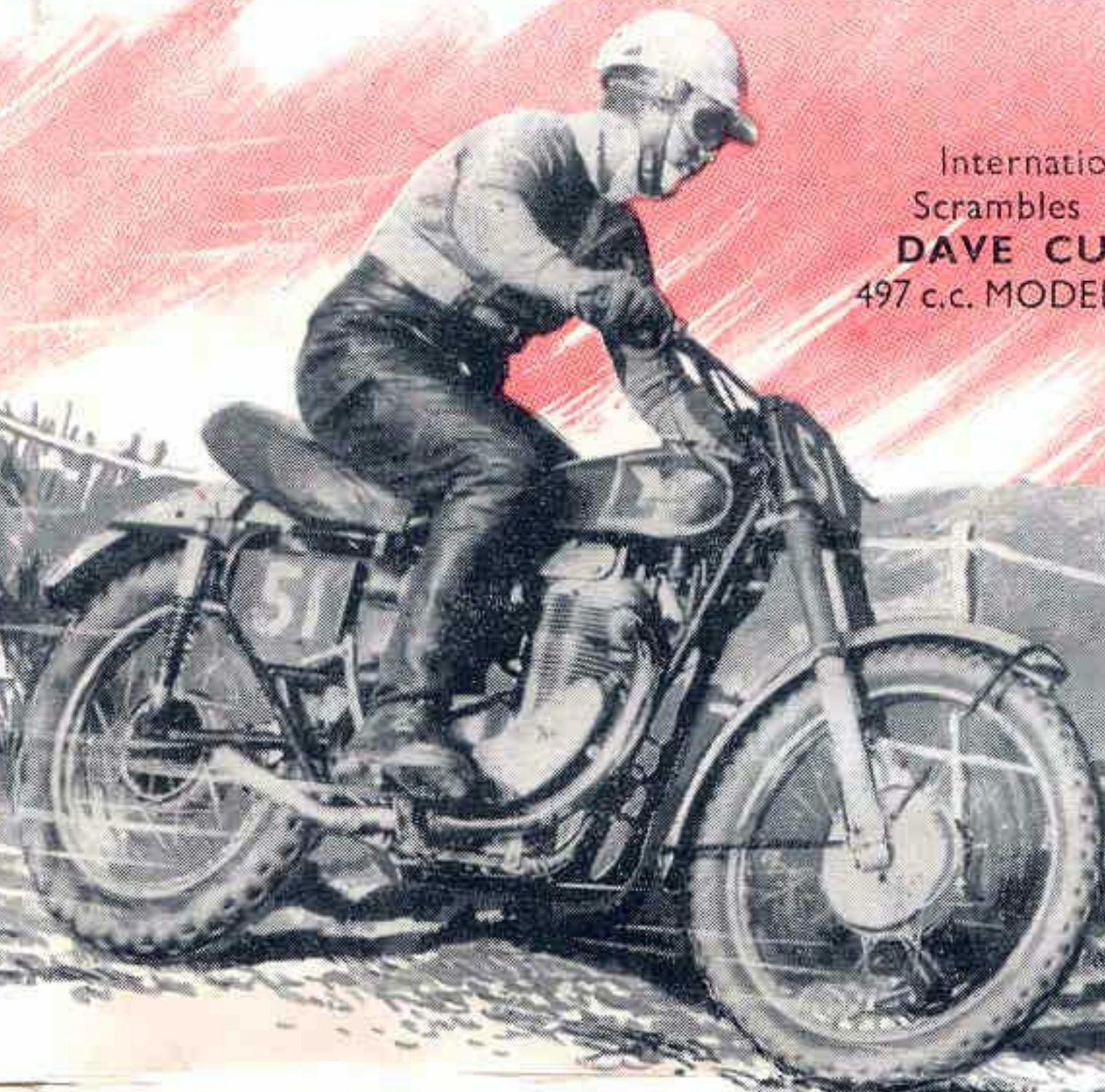
PRELIMINARY LIST

MODEL	ENGINE	Bore and Stroke	Valves	Valve adjustment	Rockers	Cams	Cam followers	Cylinder barrel	Piston	Compression ratio	Connecting rod	Big-end bearing	Crankpin	Crankshaft	Main bearings	Oil pump	Exhaust system	
G2	248cc. O.H.V. Singles	70 mm. x 65 mm.	2	Die-cast light alloy with cast-in valve seats	75° Chromium plated, stellite tipped, with duplex hairpin valve springs	Hyduminium pushrods with screwed hardened steel end cups	Built up steel and housed in detachable light alloy rocker box	Two cams on single gear driven camshaft	Forged steel lever type	Close grain iron with integral pushrod tunnels	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	7.8	10.5	7.0	7.5	7.3	6.5	8.7
G2CS	348cc. O.H.V. Single	72 mm. x 85.5 mm.	2	Die-cast light alloy with cast-in valve seats	82° angle; with remainder as Model G2: 78° angle	As for G3	As for G80	Hyduminium pushrods with screwed hardened steel end cups	Built up steel and housed in detachable light alloy rocker box	Two gear-driven camshafts with single cams	Hardened steel mushroom type	Deeply finned close grain cast iron	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	7.3	6.5	8.7		
G3	347cc. O.H.V. Singles	69 mm. x 93 mm.	2	Die-cast light alloy with cast-in valve seats	82° angle; with remainder as Model G2: 78° angle	As for G3	As for G80	Hyduminium pushrods with screwed hardened steel end cups	Built up steel and housed in detachable light alloy rocker box	Two gear-driven camshafts with single cams	Hardened steel mushroom type	Deeply finned close grain cast iron	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	7.3	6.5	8.7		
G80	498cc. O.H.V. Singles	82.5 mm. x 93 mm.	2	Die-cast light alloy with cast-in valve seats	82° angle; with remainder as Model G2: 78° angle	As for G3	As for G80	Hyduminium pushrods with screwed hardened steel end cups	Built up steel and housed in detachable light alloy rocker box	Two gear-driven camshafts with single cams	Hardened steel mushroom type	Deeply finned close grain cast iron	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	7.3	6.5	8.7		
G3C	347cc. O.H.V. Singles	69 mm. x 93 mm.	2	Die-cast light alloy with cast-in valve seats	82° angle; with remainder as Model G2: 78° angle	As for G3	As for G80	Hyduminium pushrods with screwed hardened steel end cups	Built up steel and housed in detachable light alloy rocker box	Two gear-driven camshafts with single cams	Hardened steel mushroom type	Deeply finned close grain cast iron	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	7.3	6.5	8.7		
G80CS	347cc. O.H.V. Singles	69 mm. x 93 mm.	2	Die-cast light alloy with cast-in valve seats	82° angle; with remainder as Model G2: 78° angle	As for G3	As for G80	Hyduminium pushrods with screwed hardened steel end cups	Built up steel and housed in detachable light alloy rocker box	Two gear-driven camshafts with single cams	Hardened steel mushroom type	Deeply finned close grain cast iron	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	7.3	6.5	8.7		

1961

LES LES

International
Scrambles Star
DAVE CURTIS
497 c.c. MODEL G80CS



1961 PROGRAMME

G2 250c.c. O.H.V.
Single Cylinder

G2CS 250c.c. O.H.V.
Single Cylinder Scrambles

G5 350c.c. O.H.V.
Single Cylinder Light

G3 350c.c. O.H.V.
Single Cylinder

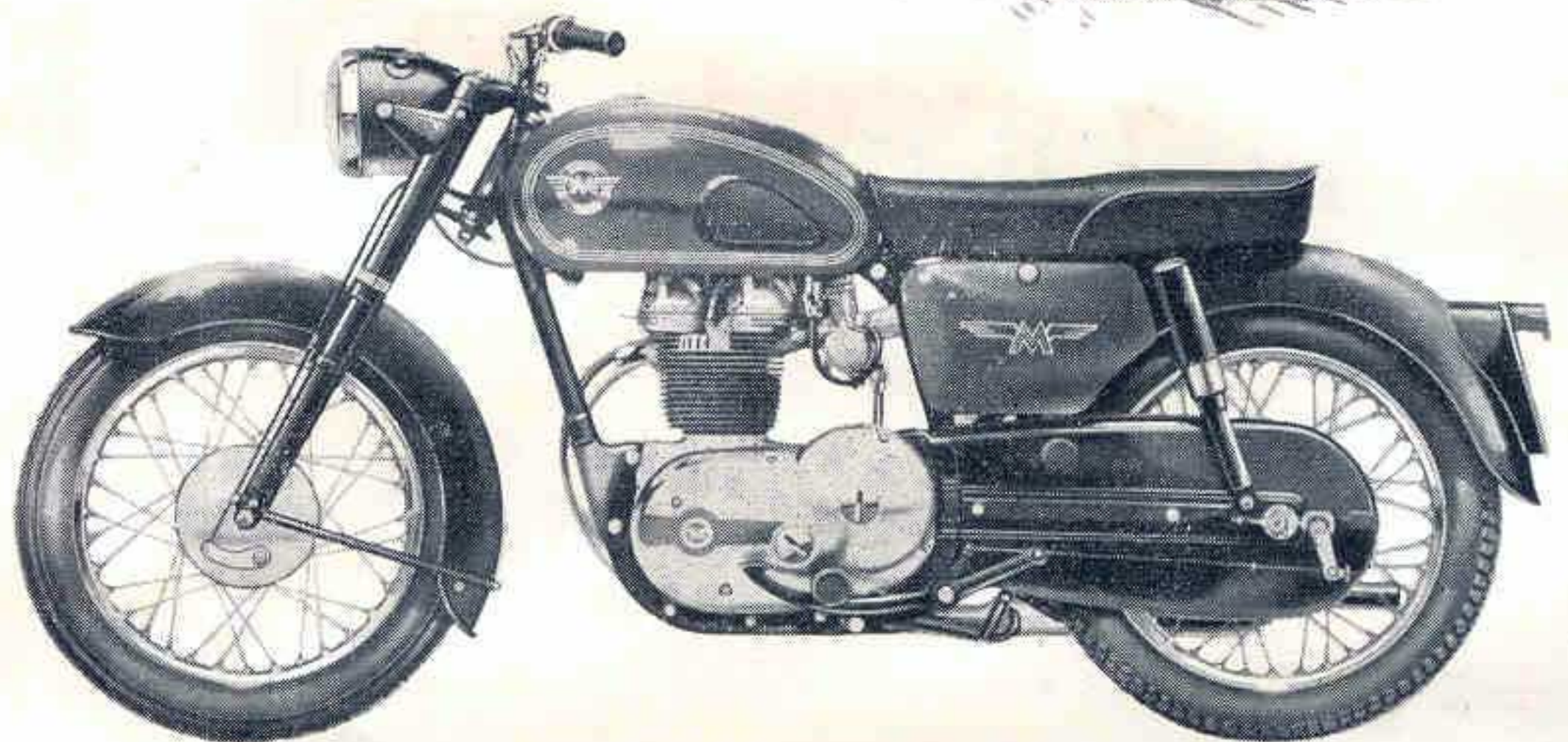
G3C 350c.c. O.H.V.
Single Cylinder Trials

G80 500c.c. O.H.V.
Single Cylinder

G80CS 500c.c. O.H.V.
Single Cylinder Scrambles

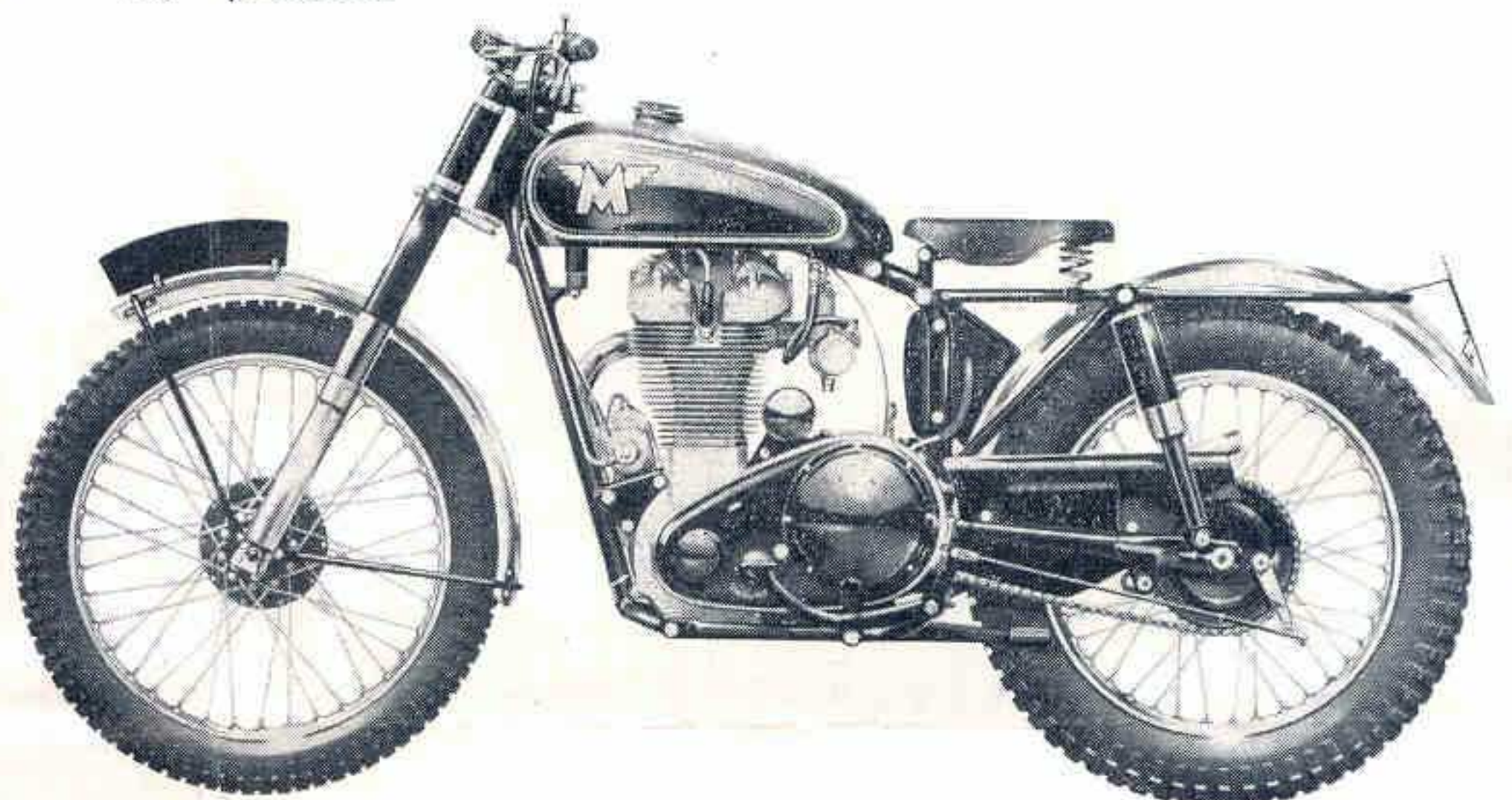
G9 500c.c. O.H.V.
Twin Cylinder

G12 650c.c. O.H.V.



The 250 c.c. MODEL G2

Designed to provide the performance of a heavyweight with the economy of a lightweight, the Model G2 is without doubt the fastest and most handsome road "250" produced.



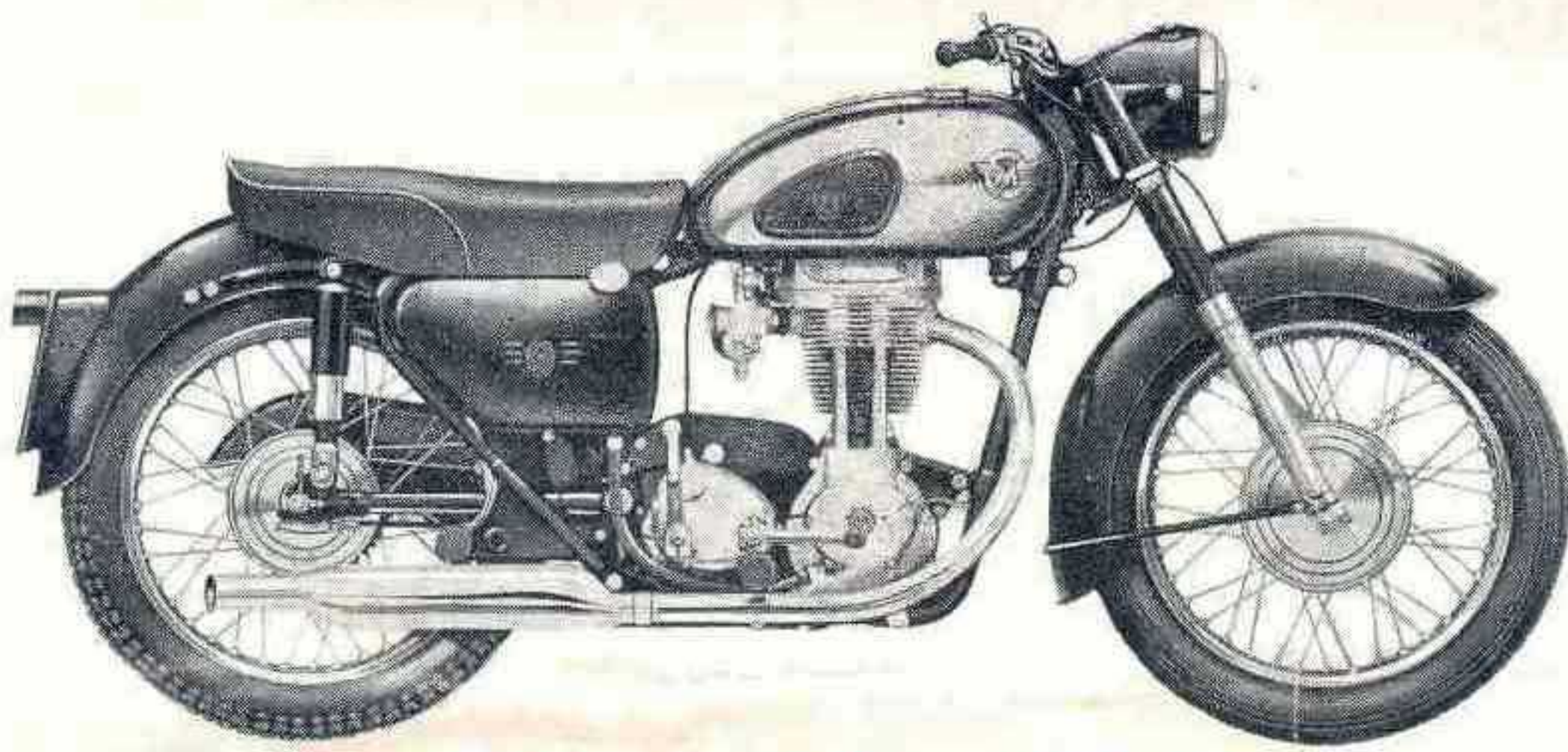
The 350 c.c. MODEL G3C

Designed and built for the specific purpose of enabling the Trials enthusiast to compete with success in observed cross country competitions, the Model G3C has brilliantly fulfilled this commitment. Lighting extra.



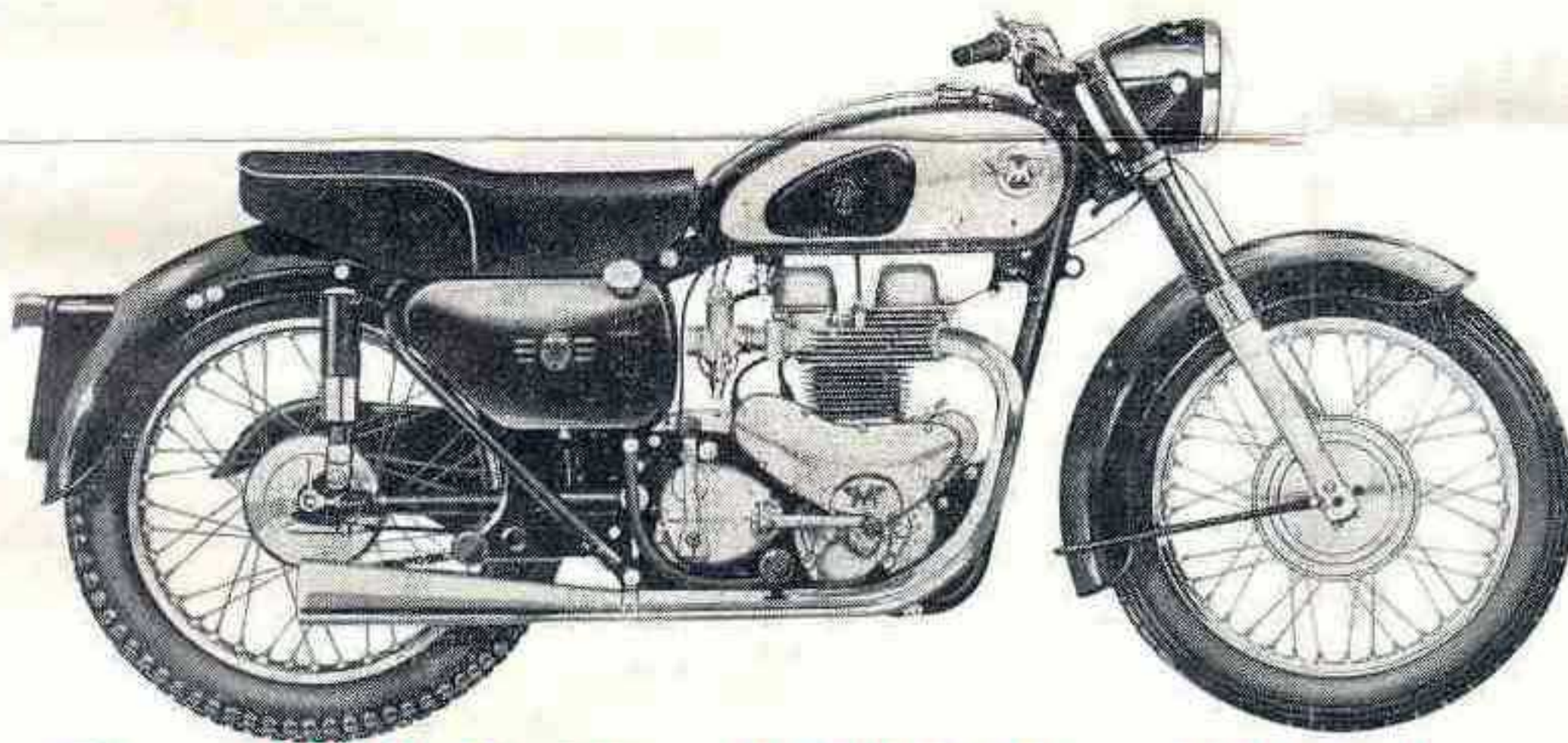
	248cc. O.H.V. Singles 70 mm. x 65 mm.	348cc. O.H.V. Single 72 mm. x 85.5 mm.	347cc. O.H.V. Singles 69 mm. x 93 mm.	498cc. 82.5 mm. x 93 mm.	347cc. O.H.V. Singles 69 mm. x 93 mm.	497cc. 86 mm. x 85.5 mm.
ENGINE	Die-cast light alloy with cast-in valve seats		Die-cast light alloy with cast-in valve seats		Die-cast light alloy with cast-in valve seats	
Bore and Stroke	75° Chromium plated, stellite tipped, with duplex hairpin valve springs		82° angle: with remainder as Model G2: 78° angle		As for G3	
Cylinder head	Aluminium pushrods with screwed hardened steel end cups		Aluminium pushrods with screwed hardened steel end cups		Aluminium pushrods with screwed hardened steel end cups	
Valves	Built up steel and housed in detachable light alloy rocker box		Built up steel and housed in detachable light alloy rocker box		Built up steel and housed in detachable light alloy rocker box	
Valve adjustment	Two cams on single gear driven camshaft		Two gear-driven camwheels with single cams		Two gear-driven camwheels with single cams	
Rockers	Forged steel lever type		Hardened steel mushroom type		Hardened steel mushroom type	
Cams	Close grain iron with integral pushrod tunnels		Deeply finned close grain cast iron		Light alloy with iron liner	
Cam followers	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated		Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated		Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	
Cylinder barrel	7.8	10.5	7.5	7.3	6.5	8.7
Piston	Forged steel with pressed-in hardened liner		Forged steel with pressed-in hardened liner		Forged steel with pressed-in hardened liner	
Compression ratio	Double row roller with Duralumin cage		Triple row roller with Duralumin cage		Triple row roller with Duralumin cage	
Connecting rod	Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin		Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin		Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin	
Big-end bearing	Built up with individually balanced flywheels		Built up with individually balanced flywheels		Built up with individually balanced flywheels	
Crankpin	Twin caged ball journal drive side, plain bronze oil-distributor timing side		Twin caged ball journal drive side, plain bronze oil distributor timing side		Twin caged ball journal drive side, plain bronze oil distributor timing side	
Crankshaft	Duplex plunger, rotary reciprocating. Pressure feed to all moving parts		Duplex plunger, rotary reciprocating. Pressure feed to all moving parts		Duplex plunger, rotary reciprocating. Pressure feed to all moving parts	
Main bearings	1 1/2" dia. pipe, cylindrical silencer	1 1/2" dia. straight through pipe	1 1/2" dia. pipe, cylindrical silencer	1 1/2" dia. straight through pipe	1 1/2" dia. pipe, cylindrical silencer	1 1/2" dia. straight through pipe
Oil pump	1 1/8" Monobloc 376/99	1 1/8" Monobloc	1 1/8" Monobloc 376/5	1 1/8" Monobloc 389/1	1 1/8" Monobloc 376/59T	1 1/8" Monobloc 376/59T
Exhaust system	Wipac 06500 coil with independent direct start switch		Lucas MA6 Coil with independent direct start switch		Manually controlled waterproof NCI magnetos	
CARBURETTOR	Wipac 05413 coil		Wipac 05413 coil		Wipac 05413 coil	
Amal	Wipac S114 alternator		Wipac S114 alternator		Wipac S114 alternator	
IGNITION	Exide 3ETS 12 amp/hr.		Exide 3ETS 12 amp/hr.		Exide 3ETS 12 amp/hr.	
Spark Plug—KLG	*Wipac S114 alternator		*Wipac S114 alternator		*Wipac S114 alternator	
ELECTRICAL	Varley MCS/9 13 amp/hr.		Varley MCS/9 13 amp/hr.		Varley MCS/9 13 amp/hr.	
Battery	*6" dia. Q.D.		*6" dia. Q.D.		*6" dia. Q.D.	
Headlight	*As G2		*As G2		*As G2	
Rear and Stoplight	*3w.		*3w.		*3w.	
Pilot and Speedo Lights	3w.		3w.		3w.	
TRANSMISSION	Adjustable 4 speed Matchless Gear Box		Adjustable 4 speed Matchless Gear Box		Adjustable 4 speed Matchless Gear Box	
Internal ratios	2.92, 1.85, 1.30, 1.00	2.42, 1.85, 1.30, 1.00	2.92, 1.85, 1.30, 1.00	2.56, 1.70, 1.22, 1.00	3.24, 2.44, 1.56, 1.00	2.56, 1.70, 1.22, 1.00
Gear change	Enclosed positive stop. Adjustable foot operation		Enclosed positive stop. Adjustable foot operation		Enclosed positive stop. Adjustable foot operation	
Kickstarter	One piece	Folding	One piece	One piece	Folding	Folding
Clutch	Multi-plate incorporating rubber vane type shock absorber		Multi-plate incorporating rubber vane type shock absorber		Multi-plate incorporating rubber vane type shock absorber	
Primary chain	.375" x .225" in oil bath	.5" x .205" in oil bath	.375" x .225" Duplex in oil bath	.5" x .305" in light alloy oil bath	.5" x .305" oil bath	.5" x .305" oil bath
Rear chain	.5" x .305" enclosed	.5" x .305" chainguard	.5" x .305" enclosed	.625" x .380" deep section steel chainguard	.625" x .380" deep section steel chainguard	.625" x .380" deep section steel chainguard
Gear ratios	20.12, 12.75, 8.95, 6.89	21.62, 16.55, 11.63, 8.95	18.66, 11.82, 8.30, 6.39	14.85, 9.85, 7.08, 5.80	12.80, 8.53, 6.13, 5.02	21.00, 15.80, 10.10, 6.48
PETROL TANK	3.25 gals. (14.75 litres) pressed steel		3.25 gals. (14.75 litres) pressed steel		3.25 gals. (14.75 litres) pressed steel	
OIL	2.5 pt. (1.4 litres) light alloy casting bolted to crankcase		2.5 pt. (1.4 litres) light alloy casting bolted to crankcase		2.5 pt. (1.4 litres) light alloy casting bolted to crankcase	
FRAME	Single tube, pressed steel under-channel		Single tube, pressed steel under-channel		Single tube, pressed steel under-channel	
Construction	Brazed and bolted: Malleable lugs		Brazed and bolted: Malleable lugs		Brazed and bolted: Malleable lugs	
Stands and lugs	Centre stand	Centre stand	Centre stand	Centre stand, prop stand, sidcar lugs	Centre and prop stand	Centre and prop stand
Suspension	2 piece swinging arm. Oil damped adjustable spring units		2 piece swinging arm. Oil damped adjustable spring units		2 piece swinging arm. Oil damped adjustable spring units	
SEAT HEIGHT	29"	32"	29.5"	31"	32.5"	32.5"
WHEELBASE	53"	53.75"	53.75"	55.25"	53.75"	55.25"
GROUND CLEARANCE	5.5"	7.25"	6"	5.5"	10"	6.5"
FORKS	Oil damped telescopic		Teledraulic 2-way oil damped, self lubricating. Alloy sliders		Teledraulic 2-way oil damped, self lubricating. Alloy sliders	
TWINSEAT	Deep 2 level, foam rubber		Deep 2 level, foam rubber		Deep 2 level, foam rubber	
MUDGUARDS	Deep catenary section		Polished light alloy		Polished light alloy	
WHEELS	3.25" x 17"		F. 3.00" x 19" R. 3.50" x 19"		F. 2.75" x 21" R. 4.00" x 19"	
Tyres—Dunlop	F. Ribbed R. Studded		Knobbles		Trials Universals	
Hubs and bearings	Full width. Ball journal		Competition type. Taper roller		Special lightweight. Taper rollers	
Brakes	6" x 1"		F. 7" x .875" R. 5.5" x .75"		5.5" x .75"	
WEIGHT	325-lb.	321-lb.	340-lb.	382-lb.	306-lb.	336-lb.
FINISH	Black, silver lined Cardinal red tank, red toolbox (except G2CS) Chrome rims, exhaust system, etc., 3D plastic badge, polished alloy engine covers, primary chaincase.		Black with silver lined tank, chrome rims, exhaust, etc. 3D plastic badge, polished timing cover, chaincase, fork sliders, etc.		As G3 and G80 but with winged "M" tank transfer, enamelled chaincase.	
EQUIPMENT	Pillion footrests, stoplight, speedometer, toolkit, pump, instruction Book, etc.		Pillion footrests, stoplight, speedometer, toolkit, tyre pump, instruction Book, etc.		Speedometer, toolkit, tyre pump, instruction book, etc.	
OPTIONAL	Black tank, silver lining.		Black tank, silver lining.		Standard tyres, wheels, H.C. piston, standard cams.	
OPTIONAL EXTRAS	Red tank, chrome panels, silver lining. Two tone red and Arctic white.		As G2		Q.D. electric lighting set.	
ACCESSORIES	Air cleaner, safety bars, luggage carrier, luggage panniers, side-stand, etc.		Air cleaner, safety bars, luggage carrier, luggage panniers, side-stand, etc.		Q.D. lighting, Q.D. reg. plates, silencer, rests, stoplight, rev.	

*Lighting extra—supplied only when specified.



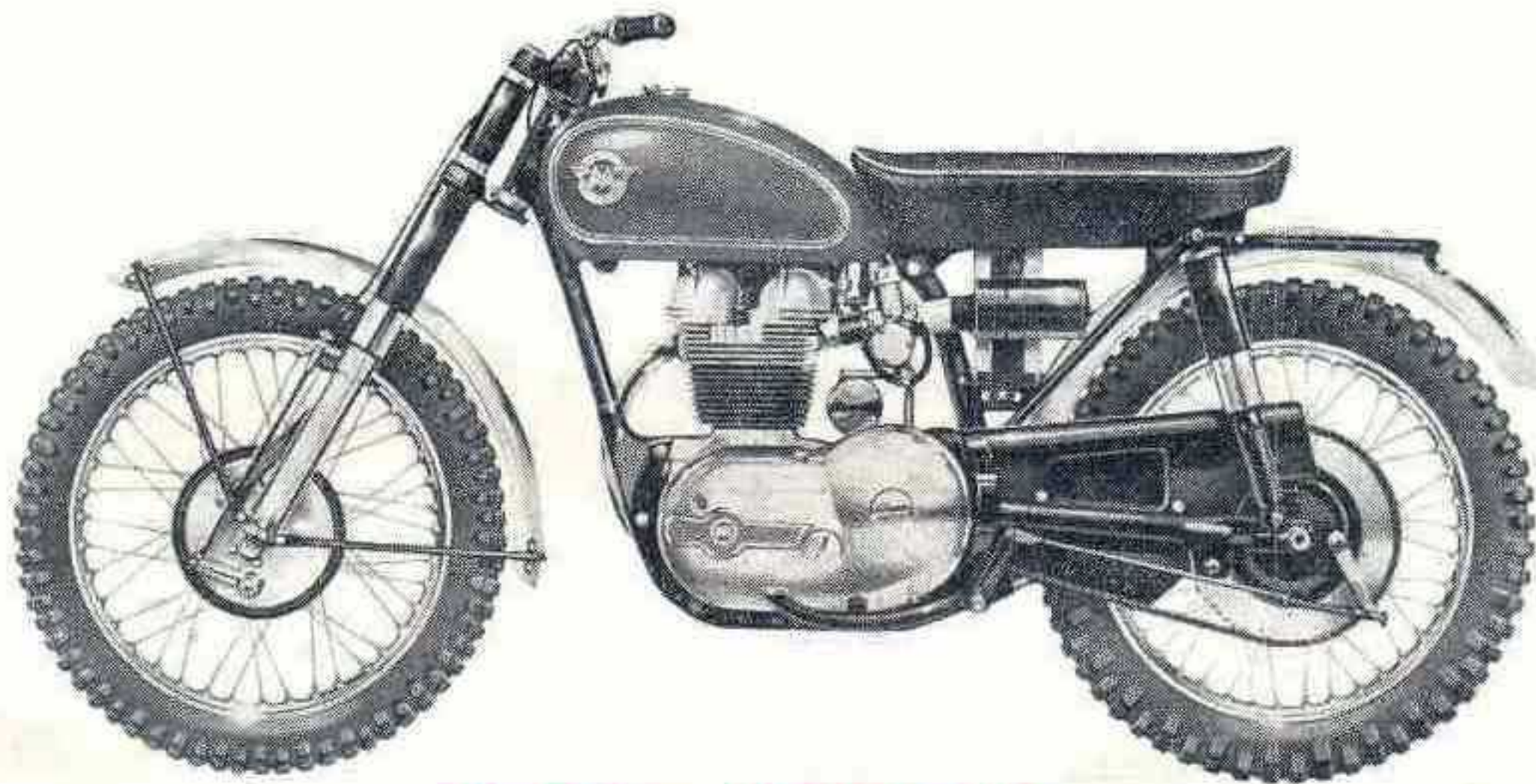
350 c.c. MODEL G3 and 500 c.c. MODEL G80

These delightful singles are famous for their mechanical silence, sweet running, economy, reliability and highly satisfactory performance.



500 c.c. MODEL G9, 650 c.c. MODELS G12 and G12 De Luxe

Of outstanding mechanical interest, these Twins are extremely tractable, yet provide an unsurpassed performance with impeccable steering and perfect braking.



The 250 c.c. MODEL G2CS

Now fitted with an entirely new ignition system, a larger crankpin and strengthened gearbox plus increased power output, the lightweight Scrambler is assured of a brilliant 1961 Competition season. Lighting and road equipment extra.



The 500 c.c. MODEL G50

Production of the Racing Model G50 is limited to the capacity of the Works Racing Department where they are individually built and fully tested to a predetermined power output. G50 conforms to the current F.I.M. requirements and is supplied for immediate racing.

- G5** 350c.c. O.H.V.
Single Cylinder Light
- G3** 350c.c. O.H.V.
Single Cylinder
- G3C** 350c.c. O.H.V.
Single Cylinder Trial
- G80** 500c.c. O.H.V.
Single Cylinder
- G80CS** 500c.c. O.H.V.
Single Cylinder Scramble
- G9** 500c.c. O.H.V.
Twin Cylinder
- G12** 650c.c. O.H.V.
Twin Cylinder
- G12 De Luxe** 650c.c. O.H.V.
Twin Cylinder
- G12CSR** 650c.c. O.H.V.
" Sportstwin
- G50** 498c.c. O.H.C.
Single Cylinder Racing

Famous for over Ho

O.H.V. Singles	498cc.	O.H.V. Singles	497cc.	498 cc. O.H.V. Twin	646cc. O.H.V. Twins
82.5 mm. x 93 mm.	69 mm. x 93 mm.	86 mm. x 85.5 mm.	66 mm. x 72.5 mm.	72 mm. x 79.3 mm.	
Die-cast light alloy with cast-in valve seats	As for G3	As for G80		Separate die-cast light alloy with cast-in valve seats	
Remainder as Model G2: 78° angle				80° Stellite tipped, chromium plated with double helical valve springs	
Aluminium pushrods with screwed hardened steel end cups				Eccentric rocker spindles	
Built up steel and housed in detachable light alloy rocker box				One piece steel stampings. Detachable light alloy rocker covers	
Two gear-driven camshafts with single cams				Separate inlet and exhaust gear-driven camshafts	
Hardened steel mushroom type				Hardened alloy iron levers operating Aluminium push rods	
Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated				Separate close grain cast-iron with integral push rod tunnels	
7.3	6.5	8.7	8.0	7.5	7.5
Forged steel with pressed in hardened liner				Light alloy with 3 rings: 2 compression, 1 oil control. Top ring chromium plated	8.5
Triple row roller with Duralumin cage				Two piece forged light alloy	
Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin				Vandervell Indium flashed lead bronze	
Built up with individually balanced flywheels				Integral with crankshaft	
Caged ball journal drive side, plain bronze oil distributor timing side				Three bearing one piece alloy iron, statically and dynamically balanced	
Duplex plunger, rotary reciprocating.				Two large diameter roller. Plain oil distribution centre bearing	
1 1/2" dia. pipe—heavyweight silencer	1 1/2" dia. pipe. Upswept silencer	1 1/2" dia. straight through pipe		Twin gear pumps driven by camshafts. Pressure feed to all moving parts	
1 3/8" Monobloc 389/1	1 1/8" Monobloc 376/59T	1 1/2" Grand Prix TSGP	1" Monobloc 376/209	1 1/2" dia. (G9), 1 1/2" dia. (G12) separate pipes Matchless megaphone type silencers	1 1/4" dia. Siamesed exhaust system
Oil with independent direct start switch				Lucas MA6 coil with independent direct start switch	Manually controlled Lucas K2F magneto
FE.80 L.R.	FE.80 L.R.	FE.220 L.R.	FE.80 L.R.	Lucas RM.15 alternator	FE.80 L.R.
Lucas R.M.15 alternator	*Lucas E3N 6v. Dynamo	*Lucas RM15 alternator		Lucas MLZ9E. 13 amp/hr.	Lucas E3L 6v. Dynamo
Lucas MLZ9E 13 amp/hr.	*Lucas PUZ 7E/11. 11 amp/hr.	*Lucas MLZ9E. 13 amp/hr.		7" dia. 30w. and 24w. double filament bulb	
30w. and 24w. double filament bulb	*Q.D. 7" diameter, 30w. and 24w. double filament bulb			Double filament 3w. and 18w. bulb	
Double filament 3w. and 18w. bulb	*Double filament 3w. and 18w. bulb			3w. and 1.8w.	
3w. and 1.8w.				Pivot mounted heavy duty four speed Matchless gearbox	
Pivot mounted H.W. Matchless 4 speed gear box				2.56, 1.70, 1.22, 1.00	
2.56, 1.70, 1.22, 1.00	3.24, 2.44, 1.56, 1.00	2.56, 1.70, 1.22, 1.00		Enclosed positive stop, Adjustable foot operation	
Enclosed positive stop.	Adjustable foot operation			One piece	Folding
One piece				Multi-plate incorporating rubber vane type shock absorber	
Multi-plate incorporating rubber vane type shock absorber				5" x .305" in light alloy oil bath	5" x .305" in light alloy oil bath
5" x .305" in light alloy oil bath	.625" x .380" deep section steel chainguard			.625" x .380" deep section steel chainguard	.625" x .380" deep section steel chainguard
5.80	21.00, 15.80, 10.10, 6.48	13.42, 8.93, 6.40, 5.25	11.42, 8.93, 6.40, 5.25	4.25 galls. (19.3 litres) pressed steel	12.23, 8.13, 5.83, 4.78
5 galls. (19.3 litres) pressed steel	2 galls. (9 litres) light alloy	2 galls. (8 litres) pressed steel		4 pt. (2.25 litres) pressed steel tank	
(2.25 litres) pressed steel tank	2.75 pt. (1.6 litres) pressed steel tank	4.5 pt. (2.5 litres) pressed steel tank		Twin tube Duplex cradle	4.5 (2.5 litres) pressed steel tank
Twin tube Duplex cradle	Single tube Duplex cradle			Brazed and bolted. Malleable lugs	Twin tube Duplex cradle
Welded				Centre stand, Prop stand, Sidecar lugs	As Twins. No rear s/c lug
Prop stand, sidecar lugs	Centre and prop stand			Robust swinging arm self lubricating pivot bush, adjustable oil-damped spring units	
Prop stand for twin cylinder models	Long Competition spring units			31"	31"
31"	32.5"	32.5"	31"	55.25"	55.25"
55.25"	53.75"	55.25"	55.25"	5.5"	5.5"
5.5"	10"	6.5"	5.5"	5.5"	5.5"
Prop stand for twin cylinder models	Teledraulic oil damped			Heavy duty Teledraulic, 2 way oil damped, self lubricating. Alloy sliders	
Covered 2 level foam rubber moulding	Competition Dunlop Saddle	Long deep Competition type		Two level foam rubber moulding, black Vynide covering with white piping on steel base	Long deep Competition type
One piece of deep catenary section	Polished light alloy			Steel. One piece of deep catenary section	Polished light alloy
F. 3.25" x 19" R. 3.50" x 19"	F. 2.75" x 21" R. 4.00" x 19"	F. 3.00" x 21" R. 4.00" x 19"	F. 3.25" x 19" R. 3.50" x 19"	F. 3.25" x 19" R. 3.50" x 19"	F. 3.25" x 19" R. 3.50" x 19"
Trials Universals	Trials Universals	Knobbles	F. Ribbed R. Studded	F. Ribbed R. Studded	F. Ribbed R. Studded
Special lightweight. Taper rollers	Special lightweight. Taper rollers	Full width light alloy. Taper rollers. Straight spokes	As G12 but quickly detachable rear	As G12 but quickly detachable rear	As G12
5.5" x .75"	5.5" x .75"	7" x .875"	7" x .875"	7" x .875"	7" x .875"
394-lb.	306-lb.	336-lb.	398 lb.	403 lb.	405 lb.
As G3 and G80 but with winged "M" tank transfer, enamelled chaincase.	As G3 and G80 but with winged "M" tank transfer, enamelled chaincase.	As G3 and G80 but with winged "M" tank transfer on red tank.	Black with silver lined tank, chrome rims, exhaust, etc., polished triming cover, primary chaincase, fork sliders, etc.	As for G9 & G12 but with chromium plated tank panels.	As for G9 & G12 but with red and chrome panelled tank.
Speedometer, toolkit, tyre pump, Instruction book, etc.	Speedometer, toolkit, tyre pump, Instruction book, etc.	Toolkit, tyre pump, Instruction Book, air cleaner, speedometer.	Pillion footrests, stoplight, speedometer, toolkit, tyre pump, Instruction Book, etc.		
Standard tyres, wheels, H.C. piston, standard cams.	Standard tyres, wheels, H.C. piston, standard cams.	Standard tyres, wheels, petrol tank, engine sprocket, suspension.	Sidecar gears and suspension. High or low compression pistons		
Q.D. electric lighting set.	Q.D. electric lighting set.	Q.D. lighting. Q.D. rear wheel, reg. plates, silencer, pillion footrests, stoplight, rev. counter.	Patrol tank, mudguards in Cardinal red with chrome plated tank panels and black beading. As above but two tone tank in Cardinal red and Arctic white. Standard black tank with chrome plated panels with red beading (except G12 de Luxe), Q.D. rear wheel (except G12 de Luxe), H.C. pistons, Siamesed pipes.		Q.D. rear wheel, 2 gall. or 3 gall. Competition Tank, Rev. Counter.
Air cleaner, safety bars, steering lock, luggage carrier.			Air cleaner, safety bars, steering lock, steering damper, luggage carrier, luggage panniers, etc.		

G5 350c.c. O.H.V.
Single Cylinder Light

G3 350c.c. O.H.V.
Single Cylinder

G3C 350c.c. O.H.V.
Single Cylinder Trials

G80 500c.c. O.H.V.
Single Cylinder

G80CS 500c.c. O.H.V.
Single Cylinder Scrambles

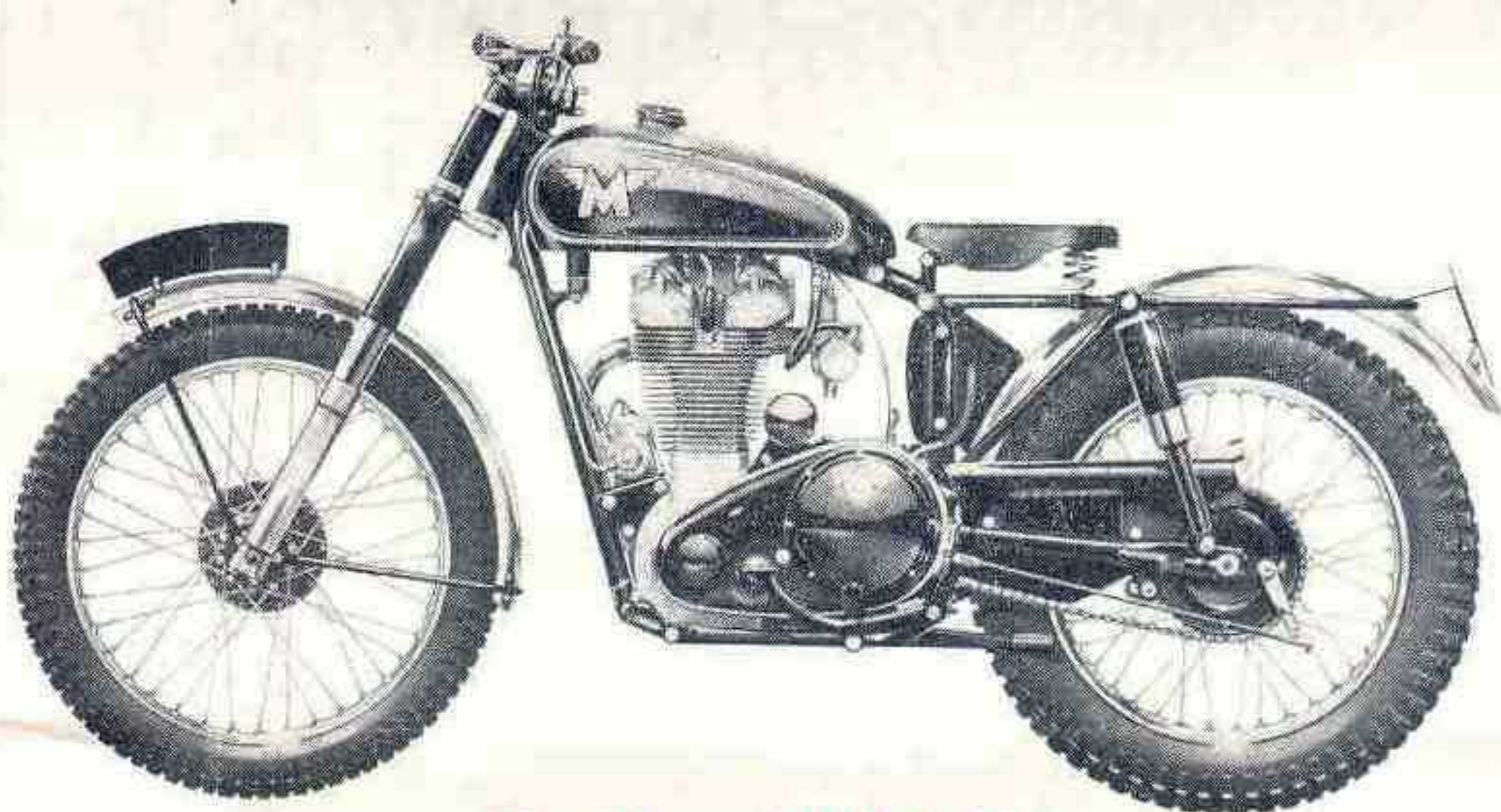
G9 500c.c. O.H.V.
Twin Cylinder

G12 650c.c. O.H.V.
Twin Cylinder

G12 De Luxe 650c.c. O.H.V.
Twin Cylinder

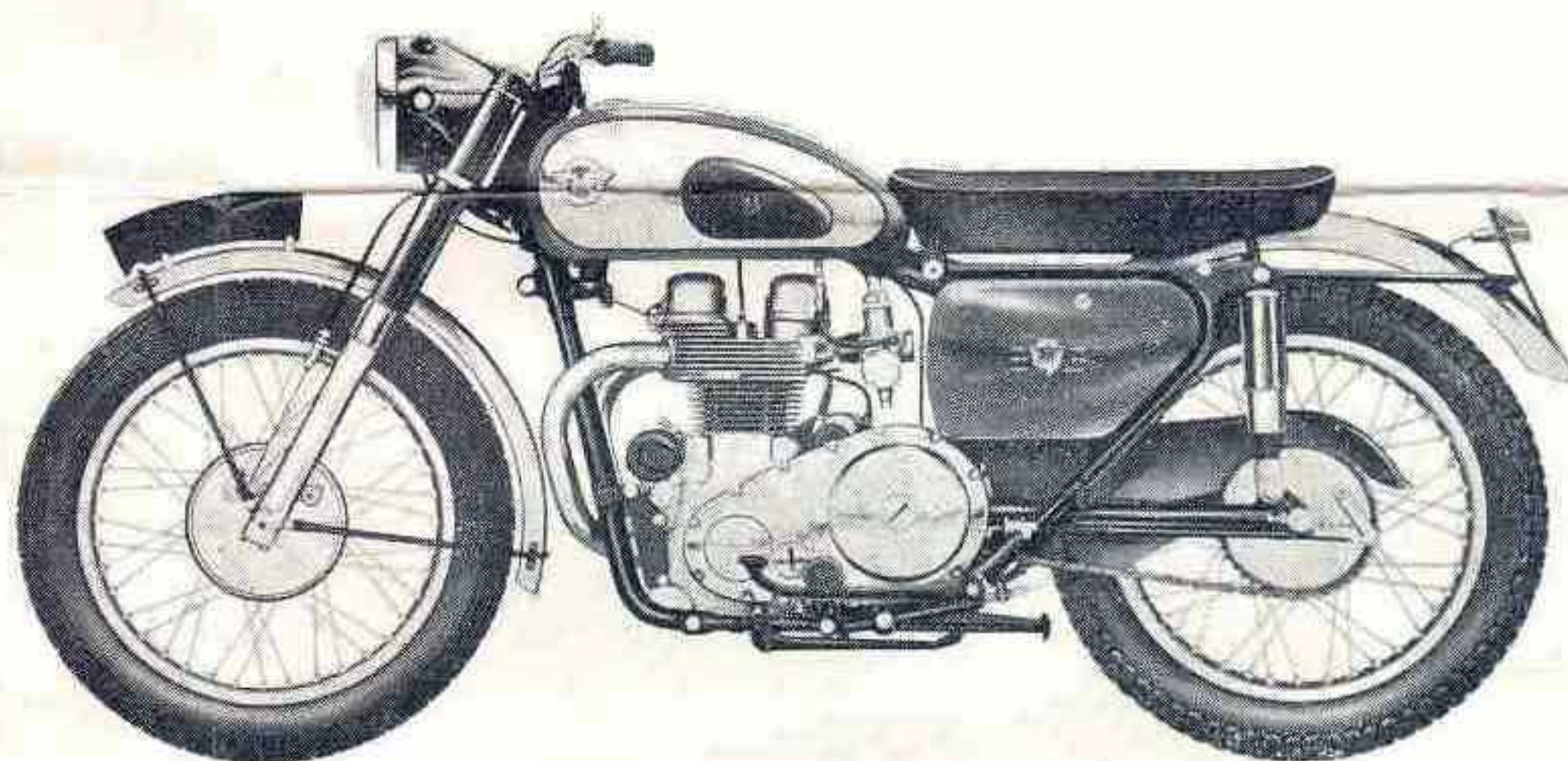
G12CSR 650c.c. O.H.V.
"Sportstwin"

G50 498c.c. O.H.C.
Single Cylinder Racing



The 350 c.c. MODEL G3C

Designed and built for the specific purpose of enabling the Trials enthusiast to compete with success in observed cross country competitions, the Model G3C has brilliantly fulfilled this commitment. Lighting extra.



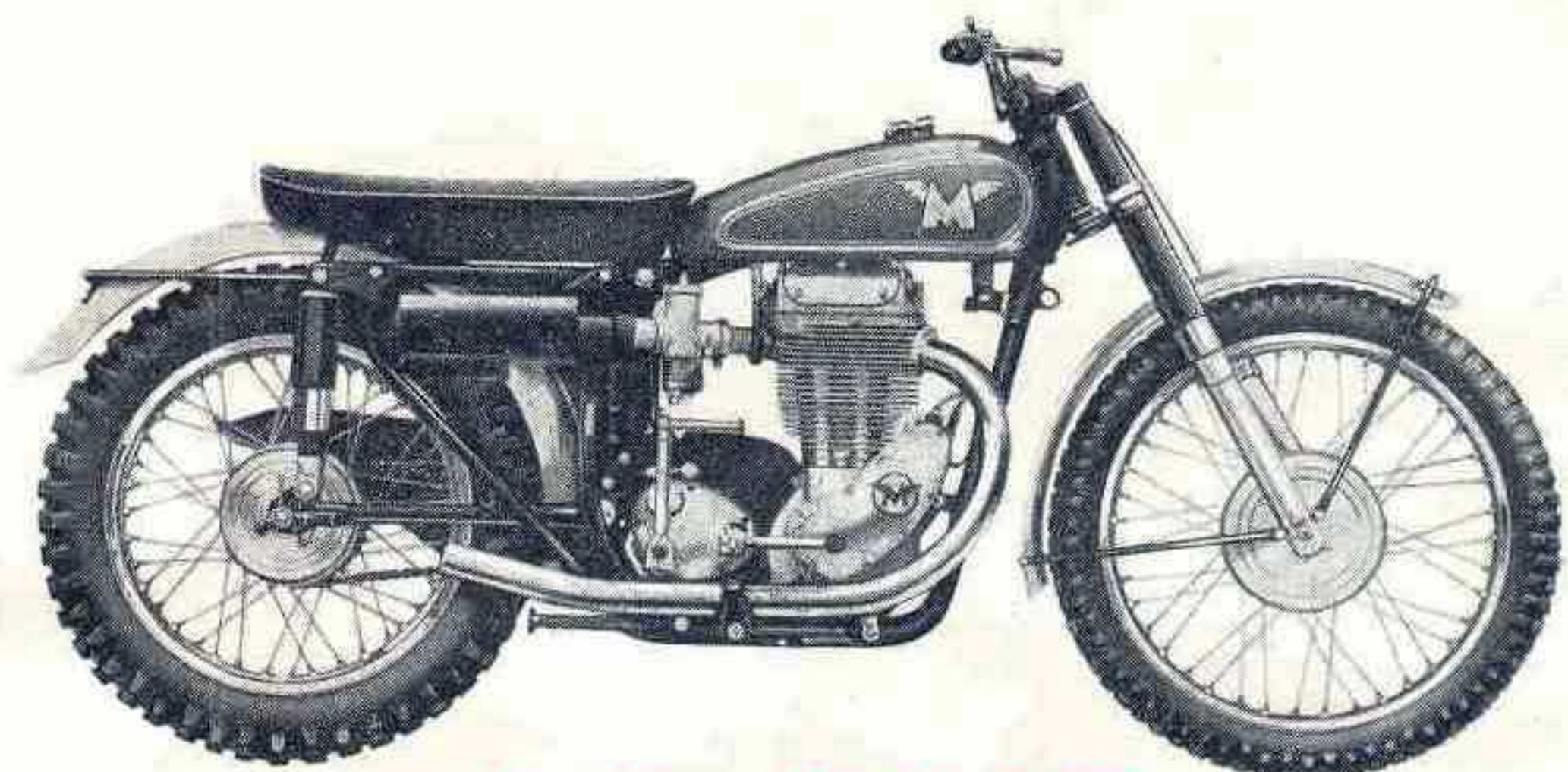
The 650 c.c. MODEL G12CSR

A model that has established an unassailable reputation among enthusiasts capable of using its unsurpassed performance. Still the only fully equipped standard motorcycle to have covered over 100 miles in one hour.



The 500 c.c. MODEL G50

Production of the Racing Model G50 is limited by the capacity of the Works Racing Department, where they are individually built and fully bench tested to a predetermined power output. The G50 conforms to the current F.I.M. requirements and is supplied for immediate racing.



The 500 c.c. MODEL G80CS

Redesigned for the 1960 season and still further improved for 1961, the Model G80CS with its oversquare racing engine, has been outstandingly successful in National, International and American competitions. Lighting and road equipment extra.

Over Half a Century

Incomparable

MATCHLESS

MOTOR CYCLES for 1961

WHEN the first Matchless motorcycle was built well over 60 years ago, it was impossible to foresee that the excellence of design and high standard of craftsmanship were in fact the foundations of an organisation which was to grow to vast proportions and which now enjoys the longest unbroken record of production in the motorcycle industry. Matchless motorcycles are now exported to no less than 100 overseas markets and from Norway to New Zealand or from Uruguay to the U.S.A., where the absorption of the Indian Motorcycle Company makes available a distribution network covering each of the 50 States, enthusiasts are able to appreciate the outstanding performance, superb finish and unfailing reliability that have all contributed to the worldwide popularity of the incomparable motorcycles built in London by Matchless craftsmen.

G12CSR	G12 De Luxe	G12	G9	G80CS	G3C	G80	
646cc. O.H.V. Twins 72 mm. x 79.3 mm.	498 cc. O.H.V. Twin 66 mm. x 72.5 mm.	80" Stellite tipped, chromium plated with double helical valve springs Eccentric rocker spindles One piece steel stampings. Detachable light alloy rocker covers Separate inlet and exhaust gear-driven camshafts Hardened alloy iron levers operating Midaluminium push rods Separate close grain cast-iron with integral push rod tunnels Light alloy with 3 rings: 2 compression, 1 oil control. Top ring chromium plated	Two piece forged light alloy Vanderwell indium flashed lead bronze Integral with crankshaft Three bearing one piece alloy iron, statically and dynamically balanced Two large diameter roller. Plain oil distribution centre bearing Twin gear pumps driven by camshafts. Pressure feed to all moving parts 1 1/2" dia. Stamped exhaust system 1 1/2" dia. Monobloc 389/49	Manually controlled waterproof NCI magneto Lucas M1A6 coil with independent direct start switch	497cc. 86 mm. x 85.5 mm. As for G3 As for G80	498cc. 82.5 mm. x 93 mm. Die-cast light alloy with cast-in valve seats 78° angle with remainder as Model G2: 78° angle Hyduminium pushrods with screwed hardened steel end cups Built up steel and housed in detachable light alloy rocker box Two gear-driven camshafts with single cams Hardened steel mushroom type Light alloy with iron liner Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	498cc. 82.5 mm. x 93 mm. Die-cast light alloy with cast-in valve seats 78° angle with remainder as Model G2: 78° angle Hyduminium pushrods with screwed hardened steel end cups Built up steel and housed in detachable light alloy rocker box Two gear-driven camshafts with single cams Hardened steel mushroom type Light alloy with iron liner Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated

SPECIFICATION

GUARANTEE

1. In this Guarantee the word "machine" refers to the motor cycle, scooter, motor cycle combination or sidecar as the case may be purchased by the purchaser.

2. In order to obtain the benefit of this Guarantee, the purchaser must correctly complete the registration form provided with each new Matchless motor cycle and return it to us within fourteen days of the purchase.

3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the

cost of fitting such new or repaired part or accessory.

4. Any part considered to be defective must be sent to our works, carriage paid, accompanied by the following information:—

- (a) Name of purchaser and his address
- (b) Date of purchase of machine
- (c) Name of dealer from where purchase was made
- (d) Engine and Frame numbers of machine

5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- (a) Hiring out
- (b) Racing and Competitions
- (c) Adaptation or alteration of any part or parts after leaving our Works
- (d) The attaching of a sidecar in a manner not approved by us or to an unsuitable motor cycle

This Guarantee shall not extend to machines whose trade mark, name

or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification. Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible. All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

MATCHLESS MOTOR CYCLES

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