

# TROPHIES.



1. Tourist Trophy.
2. Auto-Car Challenge Cup.
3. New International Trophy.

4. Workington Trophy.
5. Motor Car Journal Cup.

## TROPHIES.

The Trophies shown on opposite page are a few of the most important in the Motor Cycling World, which have all been won on "Matchless" Motor Cycles.

In addition to these, the "Matchless" has won innumerable smaller Trophies, and hundreds of Gold, Silver and Bronze Medals.

**The Tourist Trophy** is by far the best known, and is considered the Blue Ribbon of Motor Cycle Racing.

This was presented by the Marquis St. Mars on the breakdown of International Continental Racing in 1907, and was promptly won by Mr. C. R. Collier.

In 1908, Mr. C. R. Collier finished second—three minutes after the winner.

1909, saw Mr. H. A. Collier the winner; whilst in 1910, the "Matchless" was double first: C. R. Collier winning, and H. A. Collier finishing second.

In 1911, "Matchless" was second.

In 1912, "Matchless" was third and fourth.

No other machine has a record anywhere approaching above, in what is certainly the hardest race of the year.

**The New International Trophy** was first competed for in the A.C.U. Six Days' Trials, 1913, and Mr. C. R. Collier was selected to represent Great Britain in the Sidecar Class. The successful British Team included Mr. Gibb on a "Douglas," Mr. Little on a "Premier," and Mr. C. R. Collier on a "Matchless."

**The Du Cros Challenge Trophy** was first won on a "Matchless" in 1906, since that date it was won by Mr. C. R. Collier in 1907, 1908, 1909, and 1910, when it became his sole property.

**The Auto-Car Challenge Trophy** has been won on a "Matchless" in 1906, 1907, 1908, 1909, 1911, after which the conditions were altered, and the "Matchless" did not compete again.

**The Motor Car Journal Cup** was won in 1908, 1910, 1911, 1912, and again in 1913, this is recognized as the Brooklands Championship.

**The Workington Trophy** was won outright at the Stadium.

**The Harry Smith Gold Cup** was presented in 1911, in 1912 it was won by Mr. R. E. Guest. Mr. H. A. Collier won this in 1913, Mr. R. E. Guest being second.

**The North Wales Championship Challenge Cup** was won July 5th by Mr. Jack H. Fox, 5 h.p. "Matchless."

**The "Penney" Silver Cup, The "Harrison" Silver Cup, and The "Mayor of Taunton's" Cup** were all won by the "Matchless" Team in 1912 A.C.U. Six Days' Trials.

**The North-West London Passenger Team Challenge Cup** and four other Silver Cups were all won by the "Matchless" Team in the twelve hours' Coventry and back Reliability Trial.

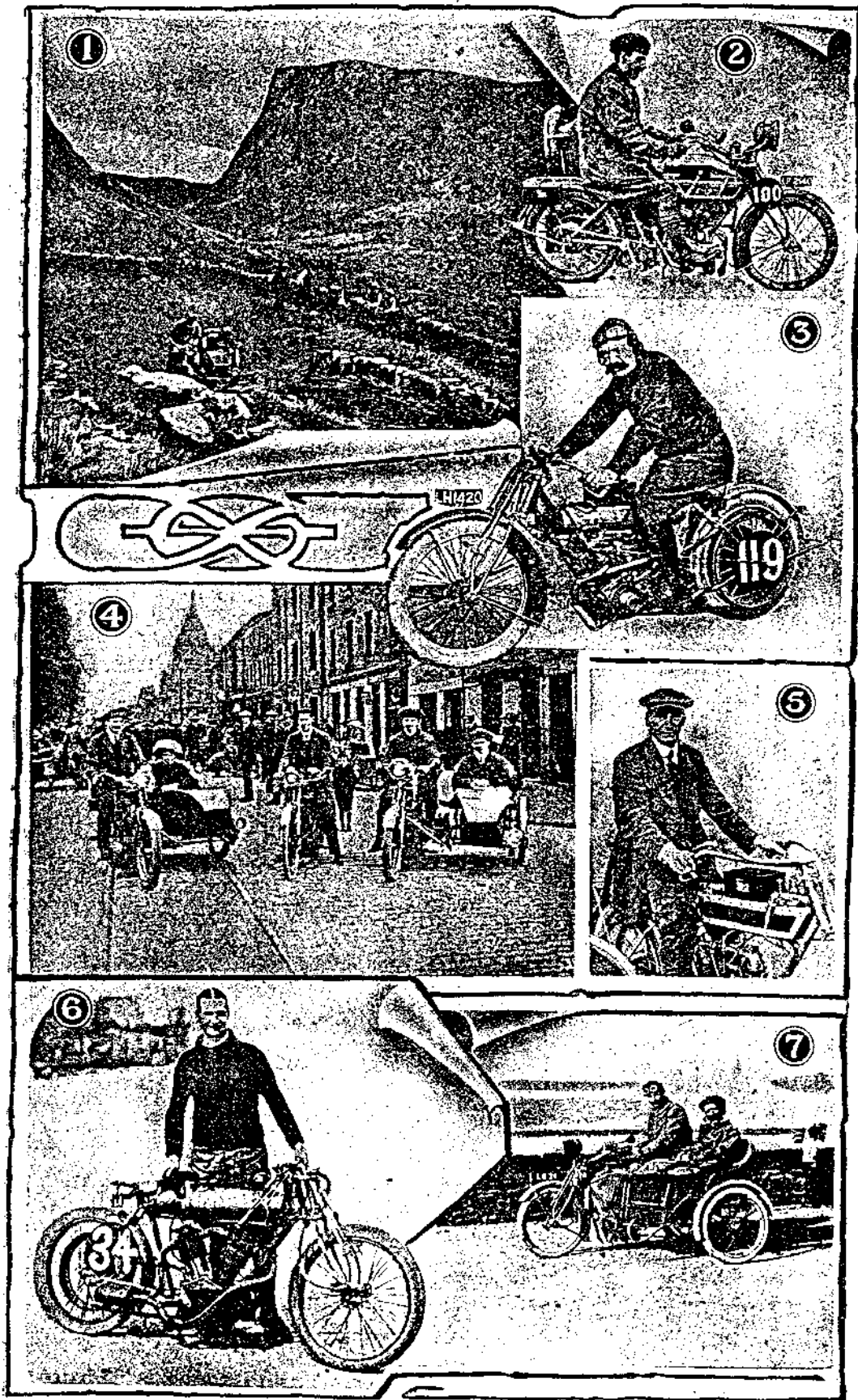
**The "Matchless" Cup** for best Team performance was won by Mr. R. E. Guest's Team in the Sutton Coldfield Reliability Trial.

**The Newcastle and District Challenge Shield** was won by Mr. Hugh Mason.

The Special Prize for best performance by private owners in the A.C.U. Six Days' Trials was won five years in succession on a "Matchless."

The "Matchless" Collection of Trophies is by far the largest and most important in connection with motor cycling, being a proof that for years past the "Matchless" has always been the Leading Motor Cycle in every class of Competition.

## WELL-KNOWN RIDERS.



1. R. E. GUEST in the Scottish Trials.
2. C. R. COLLIER, English Representative in the International Trials.
3. H. A. COLLIER in the I. O. M.
4. "MATCHLESS" TEAM in Six Days' Trials.

5. J. A. HOULT.
6. E. REMINGTON, Esq. at Brooklands (fastest amateur of the year).
7. E. W. ASHWORTH, Esq., in the I. O. M.

# READERS' OPINIONS.

NOTICE.—The Editor is not responsible for the views taken by correspondents. All letters must bear the name and address of the

sender. A pen name or initials can be given for publication. Letters should be written on one side of the paper only.

## The 3½ h.p. Machine and Side-car Work.

I have read in MOTOR CYCLING several times that a 3½ h.p. machine is not powerful enough for side-car work, and I cannot understand it at all. I have now been running a 3½ h.p. free-engine combination for five months, and I have not had the slightest difficulty in getting up anything like a hill, within a radius of 40 or 50 miles round Leeds.

Leeds.

S. OXLEY.

## Sufficient Power for Side-car Work.

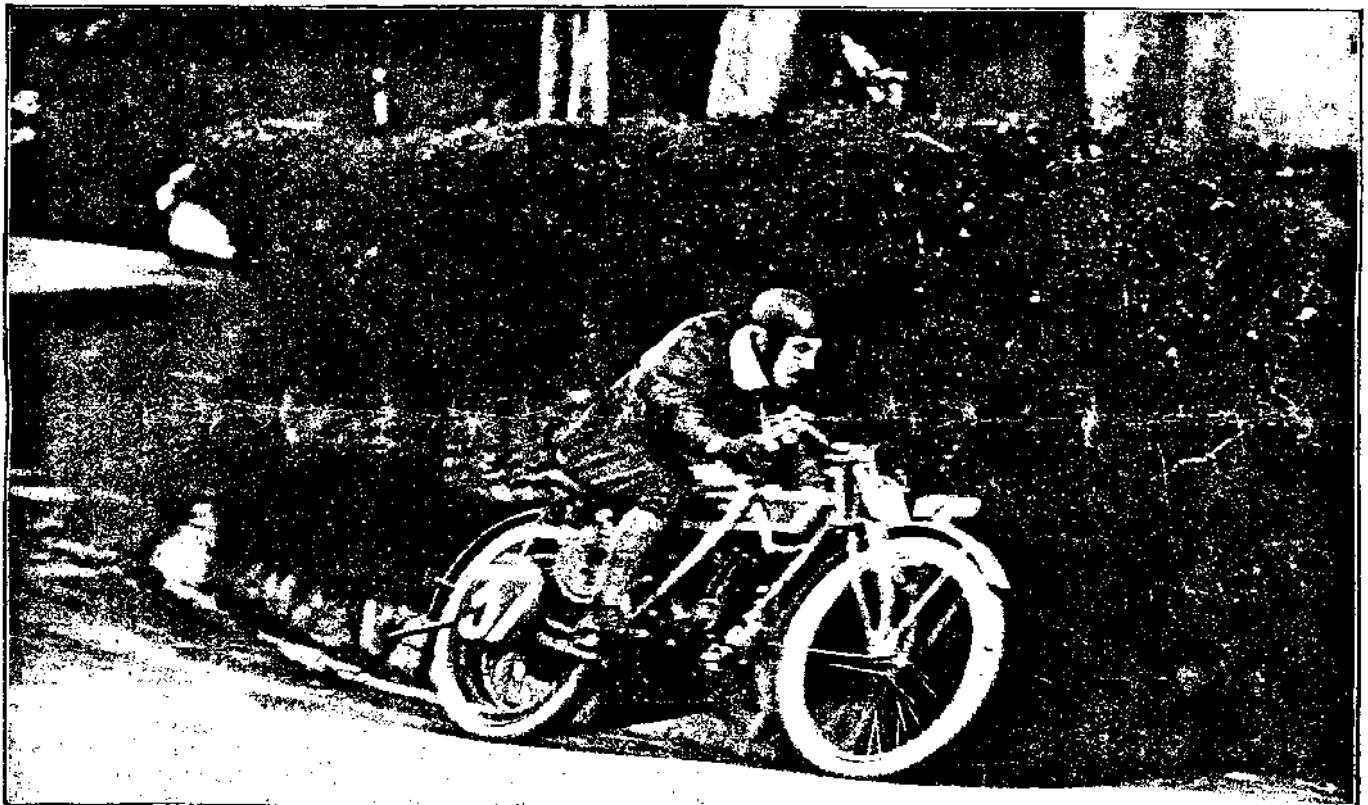
I notice that recently you have advanced the opinion that a 3½ h.p. motor-bicycle is not equal to taking a side-car with passenger about. I have now had my 1912 3½ h.p. James and Canoelet side-car five weeks, and, with passengers up to 14 stone, I cannot find any hills on the ordinary roads in Sussex, which is a pretty hilly county, which my James will not take, generally on high gear, or throttled down on low gear. I have not tried to take it up steep tracks on the Downs, and we have no Alps to climb, but who really wants such freakish tests?

Beckley.

(REV.) R. ARNOLD EDGELL

## Climbing in Boscastle.

I was surprised to learn that Mr. Wade is under the impression that the 11th June saw the first ascent by a 3½ h.p. machine of the old main street at Boscastle. I do not know when the first ascent by a 3½ h.p. machine was made, but I expect the machine that did it has by now expired of senile decay. I have a recollection that Mr. Saunders, of Exeter, climbed this hill in 1907, on a 1906 3½ h.p. Rex, and I know that in the early spring of last year Mr. Saunders and I, while spending a week-end at Boscastle, made several ascents of the hill in question—past the Wellington Hotel, and the post-office, cutting across the main road some half-mile farther on. Mr. Saunders was riding a 3½ h.p. Triumph and I was riding my old trials Rudge, whose mileage was at that time running well into its tenth thousand. The debate at the time was not whether we could ascend the hill, but an argument with a car owner staying at the hotel as to whether we could ascend at an average of 25 m.p.h. This we both accomplished without difficulty at the second attempt. Beyond the fact that this hill has a moderately difficult corner and a



The Senior T.T. Mr. C. R. Collier (six-speed Matchless) hugging Willaston Corner. He finished fourth, behind his brother, H. A. Collier.

**1912 MATCHLESS / J.A.P. Model "6G" FRAME NO :- A847 ENGINE NO :- 12396**

Owner :- Sharon Ellis, New South Wales, AUSTRALIA.

Brought new in late 1912 from SYDNEY Motorcycle DEALERSHIP "BIDEN and ROBERTS" still carries the dealers tag. Been in only two related families hands since new. A full restoration was undertaken between 1971 and 1973 and has been used regularly since. Well capable of some 70 to 80 MPH with ease on top gear. J.A.P. motor.

Over Head Valve, Twin Cam , all ball bearing 50 Degree V-Twin Short Stroke with a BORE of 86mm and a STROKE of 65mm , giving 754cc known as a 770.

Ignition :- BOSCH 50 Degree Magneto

Carburetor :- Brown and Barlow.

Transmission :- Variable Speed Gradua with Six Gear Positions.

It is classed as a six speed transmission because it has six holding grooves on the main gear change quadrant. You operate the gearing system by moving the whole rear sub frame and back wheel via the main gearlever the longer of the two ,when the rear wheel is right back the engine pulley is wide open giving the lowest gear as you bring the wheel forward through the six grooves you are also closing the engine pulley in and thus going to the higher gear, the belt can also be tighten or loosen a any time via the shorter lever that moves with the main lever and operates the movement of the engine pulley , very efficient in use. There is no neutral position the Matchless is constantly in drive once started.

