



MATCHLESS MOTOR CYCLES



1913

TELEGRAMS & CABLES "MATCHLESS WOOLWICH"
A.B.C. CODE 5TH EDITION & PRIVATE CODE

TEL. 232.
WOOLWICH.

"MATCHLESS"
THE WORLD'S BEST
MOTOR CYCLES
1913.

H. COLLIER & SONS LTD
MOTOR CYCLE MANUFACTURERS.

REGISTERED OFFICES & SHOWROOMS:

44, PLUMSTEAD RD, PLUMSTEAD, LONDON, S.E.
ENGLAND.

NEAREST STATION:-
WOOLWICH ARSENAL,
S.E. & C. RY.

WORKS:-
BURRAGE GROVE,
PLUMSTEAD.

INTRODUCTION.

WE have great pleasure in introducing our Catalogue of "Matchless" Motor Cycles for the year, 1913, and trust that you will find some interesting. The past year has been most satisfactory in every respect, and our Motor Cycles have greatly added to their reputation, both on road and track and have fully justified their name of "Matchless."

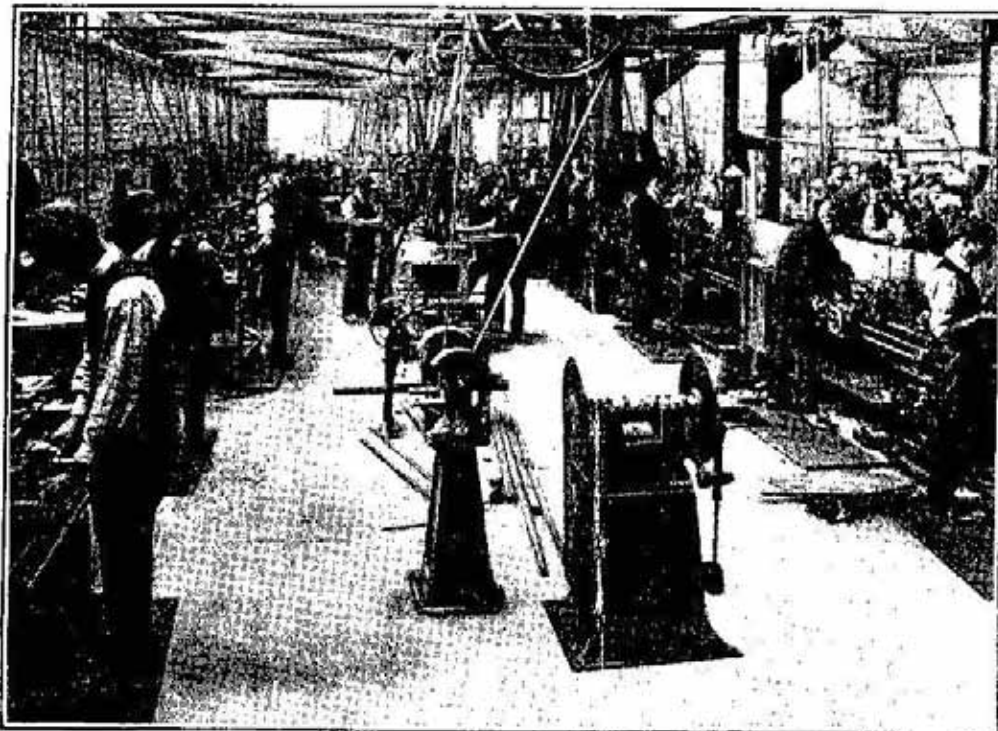
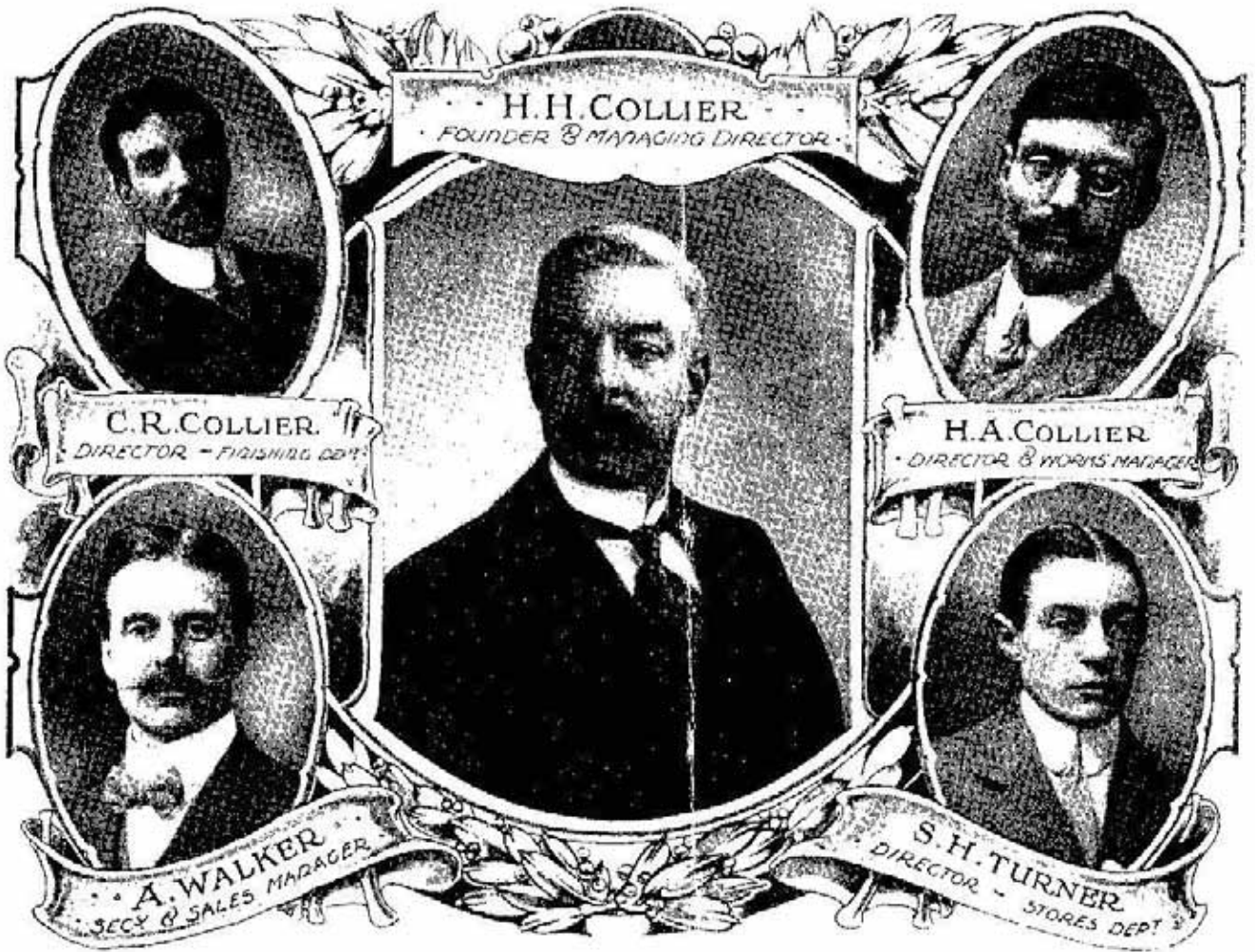
Our utmost thanks are due to our agents and private owners, for the whole hearted way in which they have supported us in the past, and for the personal interest they have taken in our various successes. This support has been the means of doubling our trade during the past year, and has encouraged us to continue our policy of supplying only the very highest class of Motor Cycle that can be produced.

For the year 1913, we are introducing a $3\frac{1}{2}$ h.p. twin, fitted with three-speed gear, which we are perfectly sure will prove a popular machine for solo riding. We are convinced that the twin-cylinder engine is far superior to the single-cylinder engine of the same power, and are discontinuing the manufacture of machines fitted with the latter.

We are also introducing a chain-driven model to meet the growing demand for this class of machine.

This machine has been fully tested by our experts, and we have every confidence in recommending this to those riders who prefer this type of machine. We are still continuing to supply our famous No. 7 Side-car model fitted with double-belt drive and two-speed gear. This machine has proved the most popular model during the past season, and with the various alterations and improvements for 1913, is undoubtedly the finest belt-driven machine on the market for Side-car work.

In conclusion, we wish particularly to point out that each model as illustrated and described will be the best possible combination for its purpose, and that deviations from standard cannot be entertained during the busy season.



View in Machine Shop, "Matchless" Works.

TERMS OF BUSINESS.

HOME TRADE.

PRICES—The prices of all machines in this Catalogue are Nett Cash, and no allowance of any kind can be made, whether orders are received direct at our Works or through any of our appointed Agents.

ORDERS.—A deposit of £10 is required upon all orders for Motor Cycles, except in cases where contracts have been arranged.

When machines are nearing completion, a statement will be sent showing balance due, and on receipt of cash to cover same, machines will be forwarded immediately.

PACKING AND FORWARDING.—Delivery is at our Works, all charges for carriage to be paid by purchaser.

CRATES are charged at 5/- each, and are not returnable.

Our responsibility ceases when goods leave our Works. Careful examination should be made of machines before signing for them, and claim should immediately be made on Carriers for any damage done.

FOREIGN AND COLONIAL.

All orders from abroad unless received through Established Agencies or Shipping Houses, must be accompanied by a deposit of not less than £10, and credit opened with English Bank or first-class firm, who will pay balance on receipt of Shipping Documents.

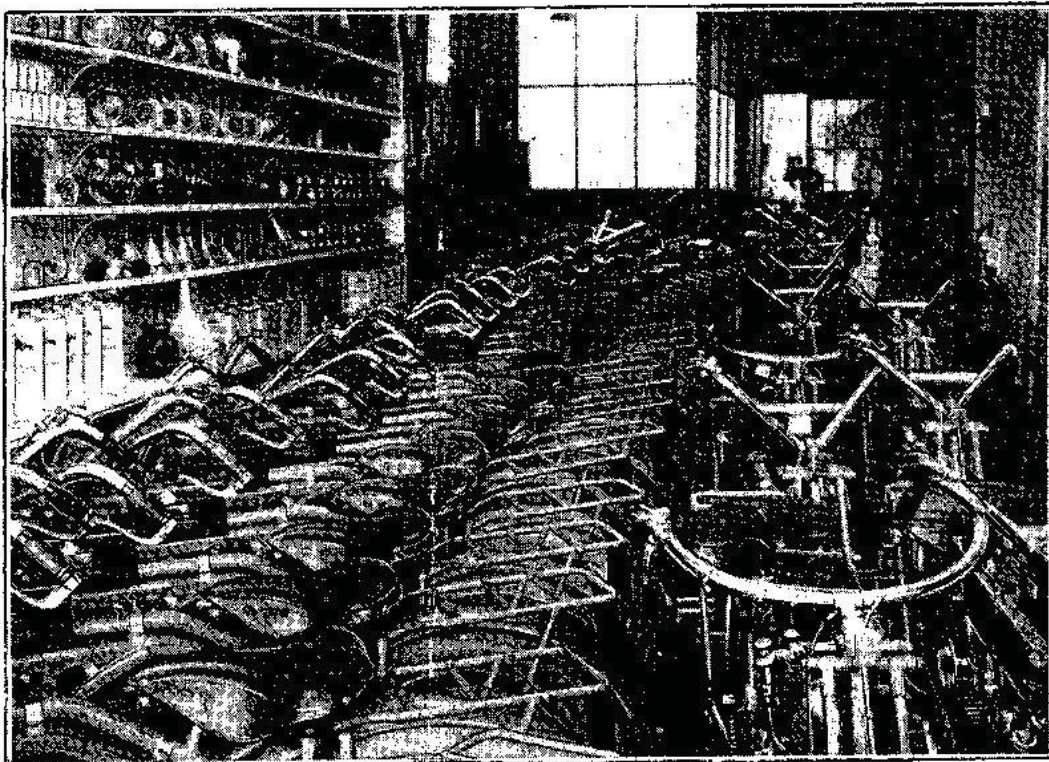
All Motor Cycles for abroad are built especially strong, and with engine clearance from ground of at least 5½ in. to suit rough roads. These machines are thoroughly tuned up to give best results before being despatched.

DELIVERY is at our Works and purchasers must bear cost of cartage to London Docks.

PACKING.—Cost of strong, pitch-paper lined case and packing for export is 25/- for one machine. If two machines are packed in one case, the cost will be £2 per case. Case for Side-cars, 20/-.

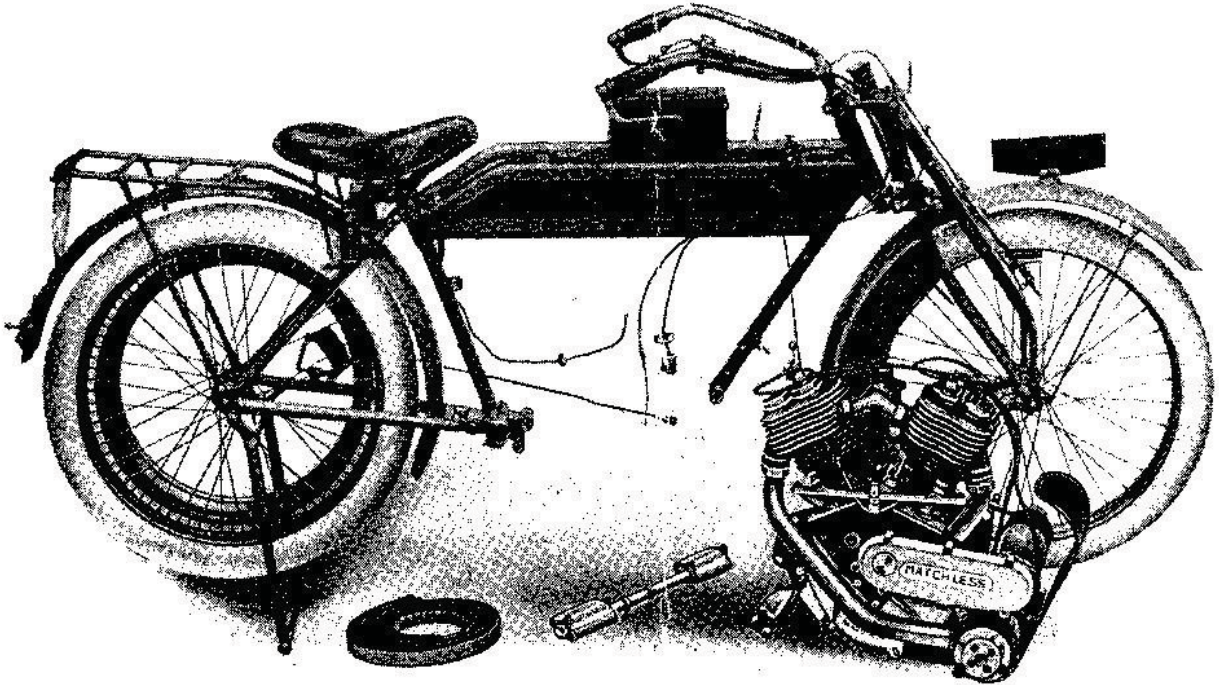
Every Motor Cycle is thoroughly tested on the road before being despatched.

N.B.—The Prices in this List are subject to alteration without notice.



View of finished Stores.

Important Points about the "Matchless."



The above illustration shews the entire power-unit removed from the frame. It is only necessary to remove three bolts to accomplish this.

The "Matchless" frame is designed both for strength and comfort, giving very low riding position, height of saddle from the ground being only 30 inches. Where possible flush joints are made to give the whole a smooth and neat appearance. In many parts such as back fork ends, top stay ends, etc., steel stampings are used. These are, of course, much more expensive than the malleable castings used almost universally for such parts, our object being to eliminate the possibility of fractures when machines are subjected to undue strains such as pulling side-cars, etc. Incorporated with the frame is a beautifully finished tubular carrier with cross tubes brazed into lugs turned from solid steel bar, sufficiently strong to carry any weight of luggage required.

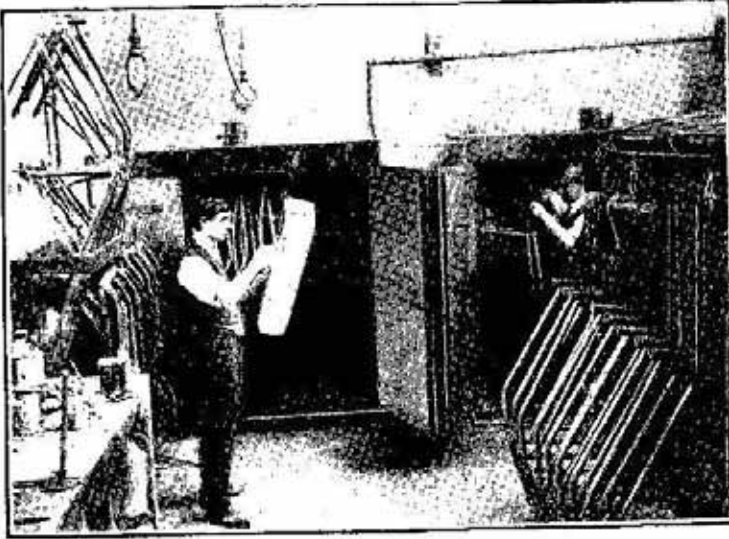
The mudguards afford ample protection to the rider, and are most rigidly fixed.

The tank holds two gallons of Petrol and 3 pints of oil and is fitted with petrol gauge, drain cock, large filler caps, and a combined drip sight feed force oil pumps.

Stands are fitted to both back and front fork ends in such a manner that both wheels can be removed from the frame without interfering with any other fitment.

The standard finish is "Matchless" grey enamel, fine lined green and gold, with all usual parts heavily nickel-plated.

REPAIRS, REPLACEMENTS, Etc.



Enamelling Shop.

We are pleased to undertake repairs or alterations to any of our machines at any time, and have made arrangements whereby this class of work can be dealt with immediately on receipt of same.

We always keep a large stock of parts on hand, and it is advisable when any special work is required, to send the machines to us.

Full details and particulars regarding repair work will be found in our spare parts list, which also contains full instructions regarding the care and upkeep of "Matchless" Motor Cycles.

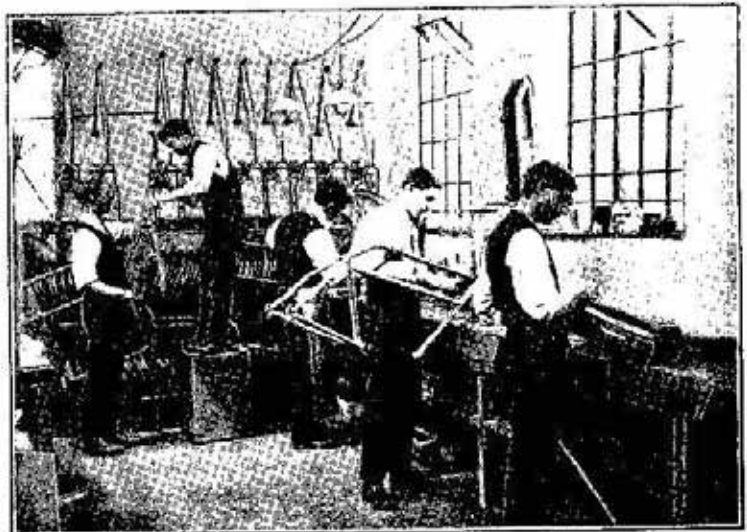
DEPOSIT ACCOUNT.

We strongly advise all riders of "Matchless" Motor Cycles to take advantage of our Deposit Account System, which we have found worked very satisfactorily during the past season.

It often occurs that parts may be required by return, but the customer being unknown to us and not having a ledger account, there is always the inevitable delay of proforma invoice being sent, and we have to wait receipt of his remittance before the goods can be despatched. This delay frequently causes considerable inconvenience to the party concerned and can easily be avoided by the Deposit Account System.

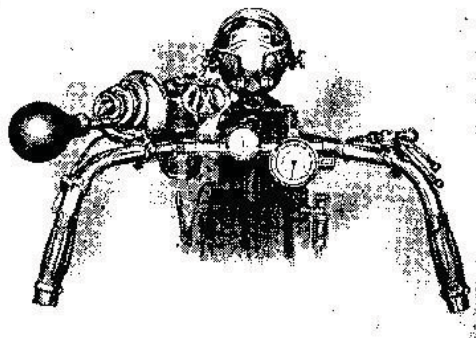
A remittance of £2 entitles a customer to this form of account, and purchasers of "Matchless" Motor Cycles will be well advised to send this on to us, so that when goods are ordered by telegram, 'phone or letter, they can be despatched immediately by the quickest possible route. When the deposit is exhausted it can be renewed, thus continuing the account.

We are at all times willing to return balance of deposit on request.



Enamelling Shop.

ACCESSORIES, Etc.



Handle-bar Accessories.

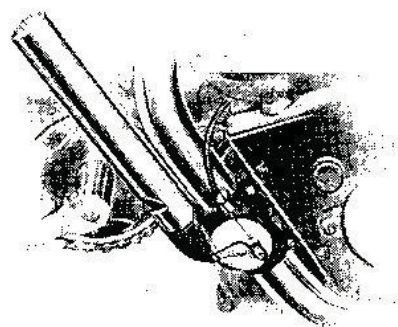
We keep a large stock of Accessories specially made to suit our machines, and are at all times prepared to supply and fit the following articles at the prices quoted:—

Lucas' 1913 Lamp Set, as illustrated	£3 3 6
"Matchless" Horn " " "	0 12 6
Cowey Speedometer, 10 to 60 miles per hour - - - - -	4 4 0
Cowey Speedometer, up to 80 miles per hour - - - - -	5 5 0
Chanteclair Whistle, handle-bar control, as illustrated - - - - -	1 1 0
Side bags for attaching on carrier each	0 10 0

EXTRAS.

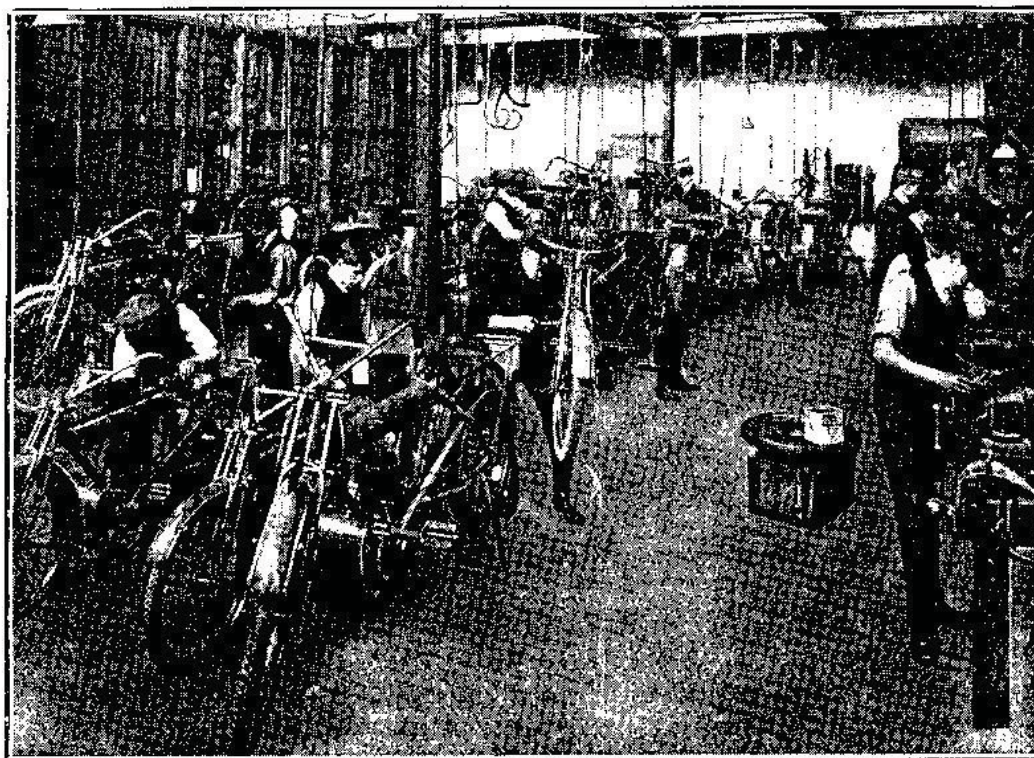
The following prices will be charged for Extras when fitted to new Machines only.

Whittle belts instead of rubber	
each, $\frac{7}{8}$ " 14/-; 1" 15/-; 1 $\frac{1}{8}$ "	£0 16 0
Butted tubes, ordinary - - - - - each	0 3 6
Riches, ordinary weight - - - - -	0 5 6
Riches, extra heavy - - - - -	0 10 6
Non-skid car tyre to rear wheel	
model No 5 - - - - -	1 1 0
Handle-bar magneto control - - - - -	0 10 6
Magneto cut-out switch - - - - -	0 5 0
Lettering number plates, three sides	0 3 6
Metal mud shield for belts - - - - -	0 15 0



TYRES. "Matchless" Exhaust Whistle.

We have again selected the "Hutchinson" for 1913. These tyres have been used exclusively by our Racing Staff during the past two seasons with every satisfaction, and purchasers will find that each of our various models is fitted with the most suitable type of tyre for the work required. For prices of tyres see spare parts list.



Erecting Shop, "Matchless."

FULL DESCRIPTION—MODEL 2B.

This is an entirely new model which has been most carefully designed with a view to providing the highest class Motor Cycle of medium power for solo riding. We are confident that the machine as illustrated will in the near future become the most popular type and will eventually entirely supercede the single-cylinder machine as a high-class mount. The advantages of the twin as regards smooth running are too obvious to need comment from us and the efficiency is rapidly becoming equally as phenomenal as the older single-cylinder.

The Engine fitted to this machine is a twin of 70 m/m Bore and 64.5 Stroke, giving a capacity of 496 c.c. and is designed throughout for smoothness of running at any speed. The inlet valves are placed directly over the exhaust, both being of exceptionally large diameter. The chief advantage of this system being that the cool incoming gases have the effect of keeping the exhaust valve always at a reasonably moderate temperature thus eliminating trouble with stretched or broken stems. Large size exhaust tubes are fitted, which, with the 1913 "Matchless" silencer, gives the utmost efficiency and yet is beautifully silent.

Fitted in the right side chain stay will be observed a neat and effective kick starting arrangement which is quite simple both in design and operation.

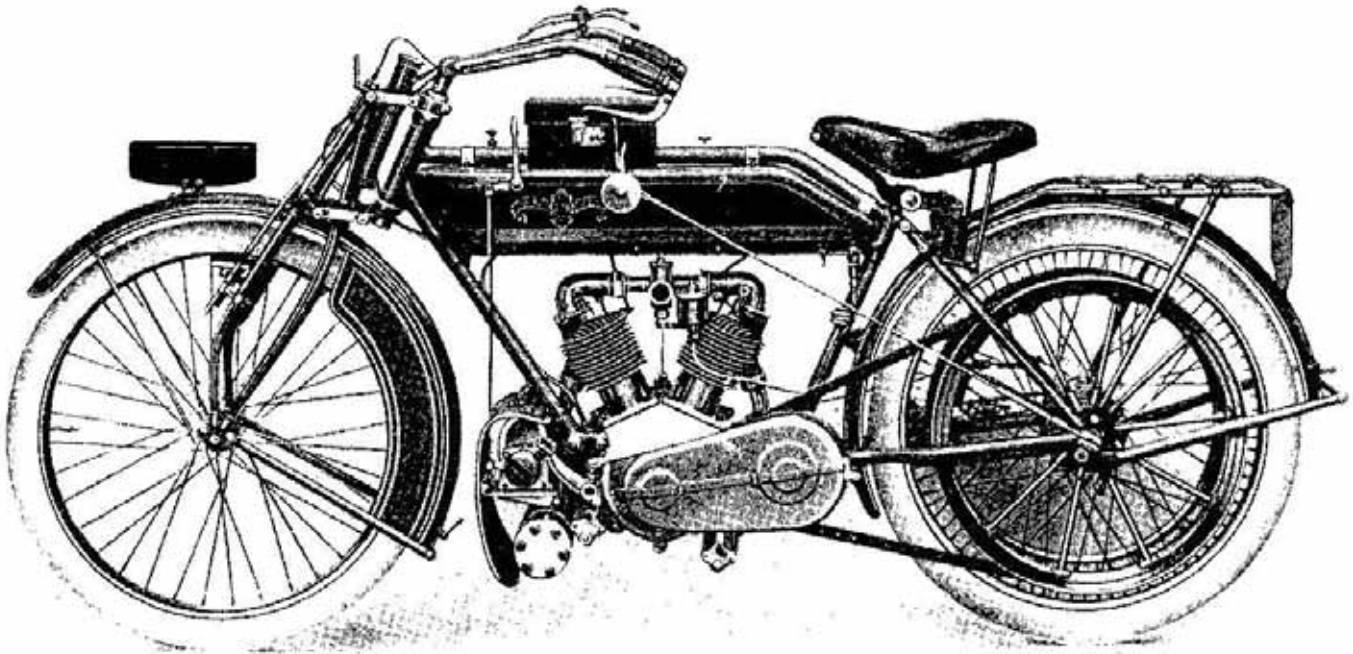
THREE-SPEED GEAR AND FREE-ENGINE.

The speed gear fitted gives three speeds with direct drive on top, the changes being effected by means of a neat and small lever fixed at the side of the tank. The transmission is by Hans Renold chain running in a rigidly fixed dust proof and oil retaining aluminium case, from engine to countershaft and from thence by belt to the back wheel. This double drive system is the latest and most approved type, the advantages being that large diameter belt pulleys may be used thereby greatly lessening the tendency to slip when wet or slack and moreover renders the belt almost everlasting.

The standard gears provided for solo riding are $4\frac{1}{2}$ to 1 high, $6\frac{1}{2}$ to 1 medium, and 9 to 1 low. As will be noted above, a free-engine is also provided, operated by a pedal on right foot-rest. This enables the engine to be started by means of the kick starter with back wheel stationary after which the clutch can be engaged gently and the machine glides away with the ease and silence of the most up-to-date luxurious car.

— THE —

“Matchless” Solo-Motorcycle.



Model 2B $3\frac{1}{2}$ h.p. Twin Three-Speed.

SPECIFICATION.

Engine.—Latest pattern Twin $3\frac{1}{2}$ h.p.
70 × 64.5.

Carburettor—Semi-automatic multiple jet.

Ignition—Newest type magneto.

Tyres—Standard 26 × 2 $\frac{1}{4}$ Hutchinson non-skid, guaranteed. Other tyres at extra cost.

Silencer—“MATCHLESS,” specially designed to suit this engine.

Belt— $\frac{7}{8}$ -in. rubber.

Brakes—Front rim brake, hand applied, and powerful driving rim brake operated by foot pedal on separate stud.

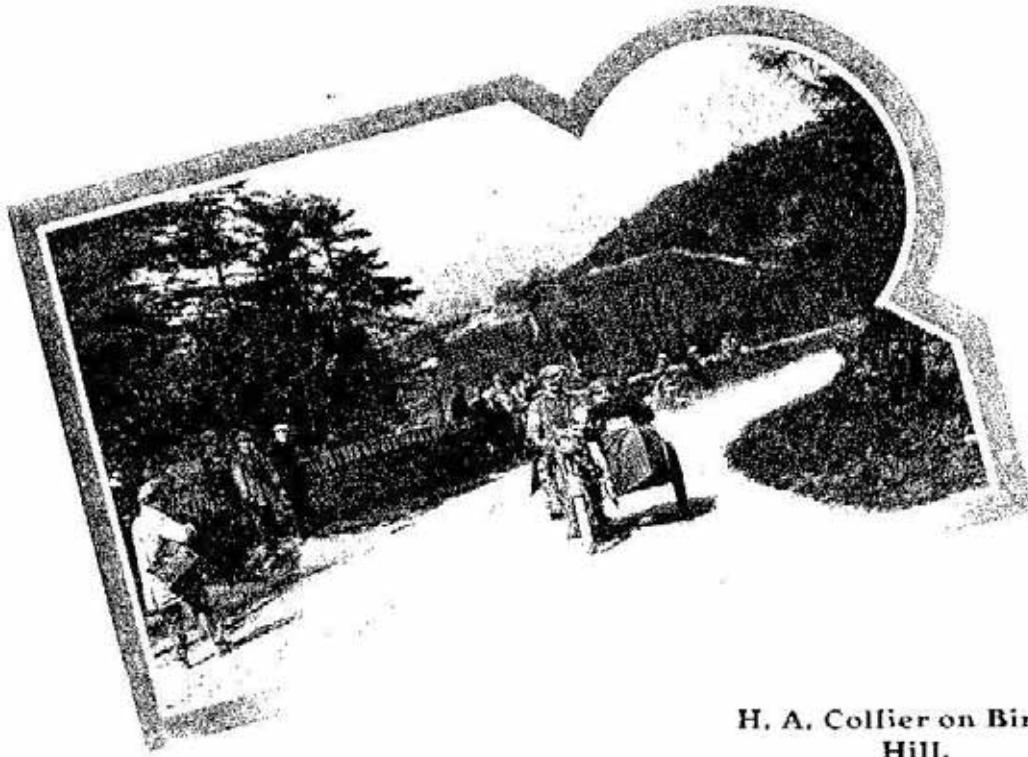
Saddle—Large and comfortable to suit weight of rider.

Control—Carburettor, by levers on handle-bar. Ignition by ratchet lever on side of tank. Valve lifter.

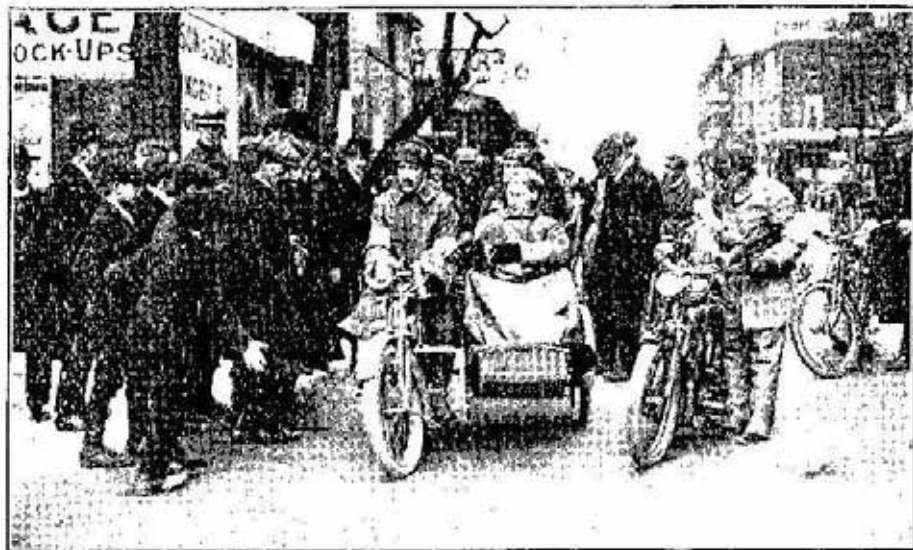
Weight—About 150 lbs.

Price—60 Guineas. This price includes toolbag, full kit of tools, and number plates.

“Matchless” in Trials.

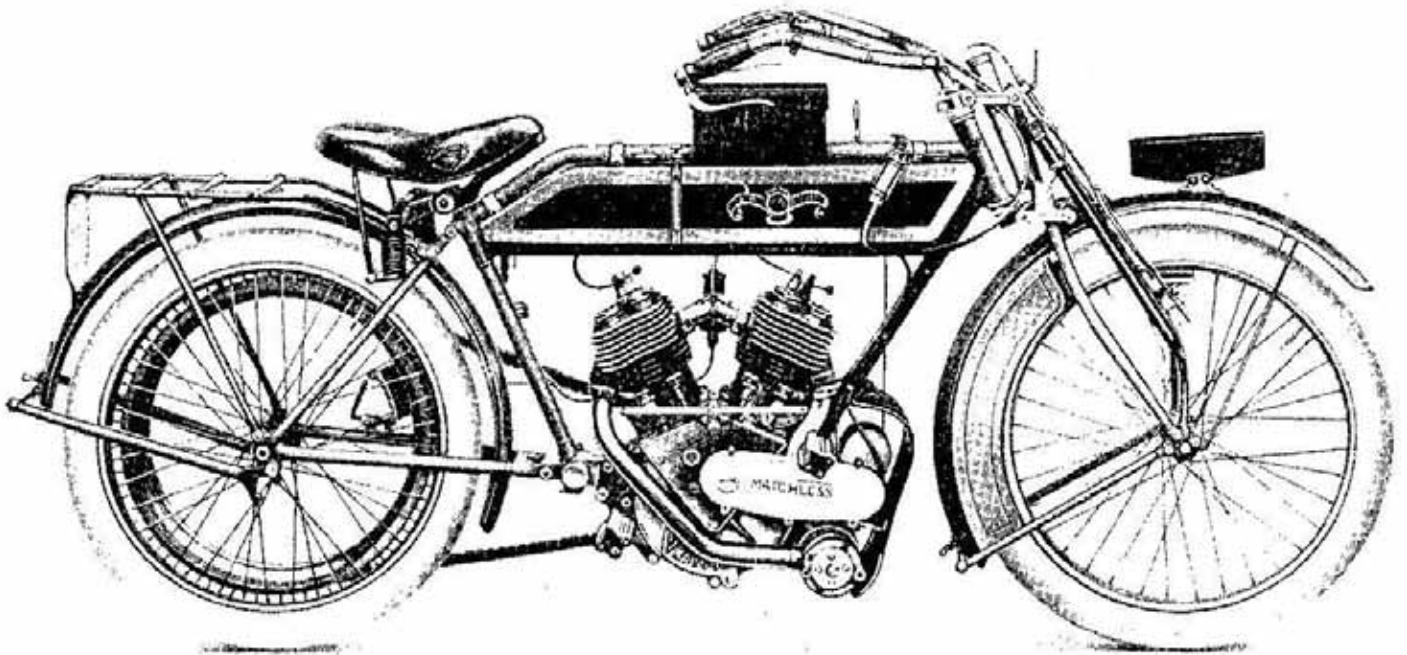


H. A. Collier on Birdlip Hill.
A.C.U. One day's Trial.



C. R. Collier and representative of "Motor Cycling"
at Maidstone during A.C.U. Trial.

The World's Best Motor Cycle,
 "MATCHLESS" in name and reputation



Model No. 5. Twin Cylinder.

Colonial model, as above, but with engine $5\frac{1}{2}$ in.
 from ground.

SPECIFICATION.

Engine—Specially made—
 6 h.p. twin, 76 × 85, M.O.I.V.
 8 h.p. twin, 85 × 85, M.O.I.V.

Carburetter—New semi-automatic
 multiple jet.

Ignition—Waterproof Magneto, ball
 bearing.

Tyres—Standard 26 × 2 $\frac{1}{2}$ in. Hut-
 chinson non-skid, guaranteed.
 Other tyres according to cost.

Silencer—"MATCHLESS," specially
 designed to suit this engine.

Belt—1 $\frac{1}{2}$ in. Rubber.

Pulley—"MATCHLESS," adjustable ;
 gears, 3 $\frac{1}{2}$ to 5 to 1.

Brakes—Front rim brake, hand
 applied, and driving rim brake
 operated by pedal on separate
 stud.

Control—Carburetter, by levers on
 handle-bar. Ignition by ratchet
 lever on side of tank. Valve
 lifter.

Gear—The standard gear is 4 to 1,
 with which we guarantee this
 machine to climb any hill in
 England with a rideable sur-
 face, and we are willing to make
 this a condition of purchase.
 At the same time, the flexibility
 of the engine is so great that it
 can be made to fire regularly at
 walking pace, and attain a speed
 of fifty miles an hour.

Price—6 h.p., M.O.I.V., **54 Guineas.**
 8 h.p., M.O.I.V., **55 ..**

These prices include toolbag, full
 kit of tools, and number plates.
 Free-engine clutch back hub,
 to 6 h.p. only, **6 Guineas** extra.

THE "MATCHLESS" GRADUA GEAR

Made under License from ZENITH MOTORS, LTD.)

is an adaption of a well-known and well tested principle in a most simple, light and efficient form. It was originally designed for use on our T.T. machines, and was used with every satisfaction by all riders of "Matchless" Motor Cycles in the 1911 and 1912 T.T. Races. The gear in this form, and fitted to this type of machine, has been so successful, that in response to representations made by riders who have used the gear on racing machines, it was decided to introduce same on our Standard Touring Models for 1912. The gear has been subjected to the most severe tests during the past two years, and has given every satisfaction. The control has been greatly improved for the present year. The principal advantages over all other types of variable gears are as follows:—

Simplicity.—The only working part of the pulley subjected to wear are the ball thrust bearings, and as these are working under about one-tenth of their normal load, they last indefinitely. It is only necessary to see that these bearings are kept well lubricated.

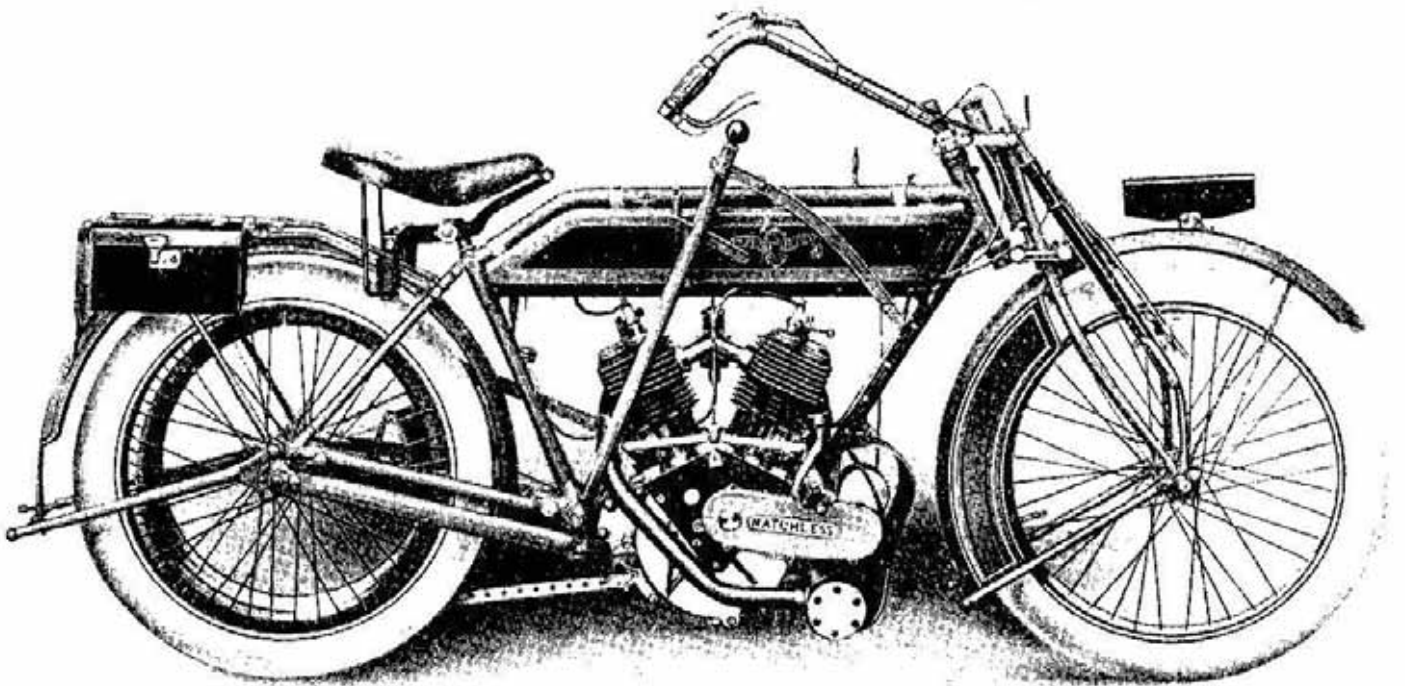
Ease of Control.—The gear is operated by a back and forward movement of a pair of levers which are connected on an arc. As will be seen by the accompanying illustration, it is only necessary to move one lever when alteration of gear is required. The short lever attached gives independent control of the expanding pulley and enables the tension of belt to be adjusted within very wide limits. It is thus possible to run the belt slack on the high gears and tighten it to any degree when required on the low gears.

Lightness.—The whole gear adds about 8 lbs. to the weight of the machine.

Rigidity of Back Wheel.—The control gear for the movement of the back wheel is so designed that it is impossible for play to develop in the wheel mounting, even after prolonged use.

Tension of Belt.—The angular motion of the pulley operating lever is converted by a circular motion to the expander sleeve of the pulley by means of a short length of chain working over a sprocket cut on the solid sleeve. This feature ensures that the movement of the pulley at all positions is proportional to the movement of the back wheel. This is a protected feature of this gear and is not found on any other. The gear ratio obtainable on the standard gears varies from 7 to 1 to $3\frac{1}{4}$ to 1. This variation will be found ample for ordinary use, owing to the fact that the drive is direct on all gears. There is practically no loss of power.

The World's Best Motor Cycle,
 "MATCHLESS" in name and reputation



Model No. 5G. Twin Cylinder.

Colonial model, as above, but with engine $5\frac{1}{2}$ in.
 from ground.

SPECIFICATION.

Engine—Specially made—

6 h p. twin, 76 × 85, M.O.I.V.

8 h p. twin, 85 × 85, M.O.I.V.

Carburettor—New semi-automatic multiple jet.

Ignition—Magneto, ball bearing, waterproof.

Tyres—Standard 26 × 2½ in. Hutchinson non-skid, guaranteed. Other tyres according to cost.

Silencer—"MATCHLESS," specially designed to suit this engine.

Belt—1½ in. Rubber.

Brakes—Front rim brake, hand applied, and driving rim brake operated by pedal on separate stud.

Saddle—Large and comfortable to suit weight of rider.

Control—Carburettor, by levers on handle-bar. Ignition by ratchet lever on side of tank. Valve lifter.

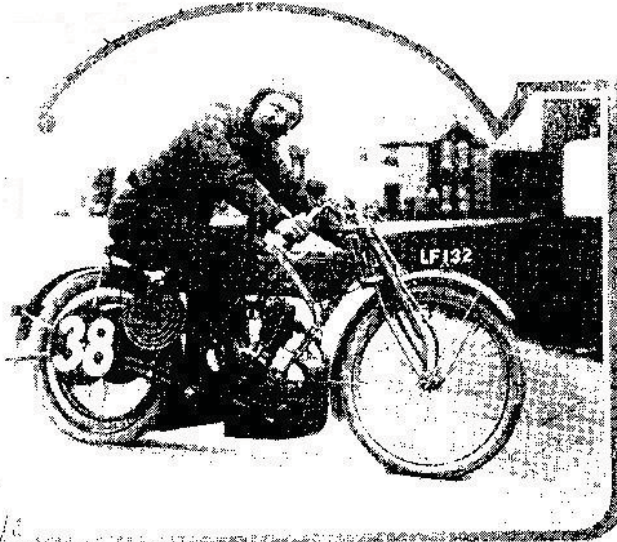
Gear—"MATCHLESS" Gradua as described on opposite page.

Price—6 h.p., M.O.I.V., 64 Guineas.

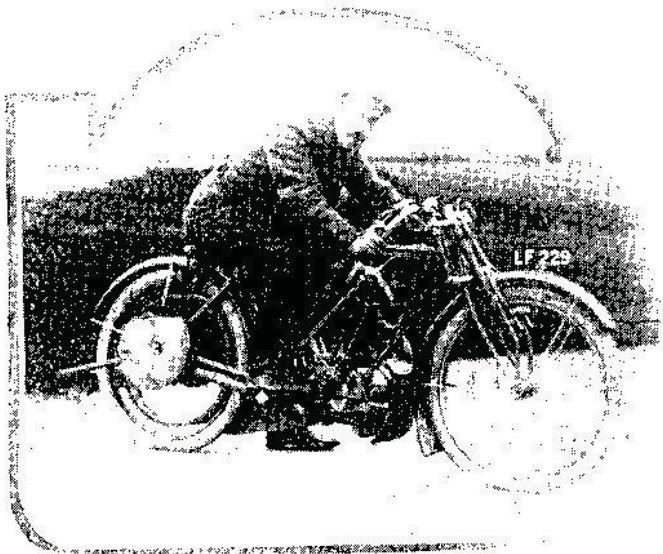
8 h.p., M.I.O.V., 65 ..

These prices include toolbag, full kit of tools, and number plates.

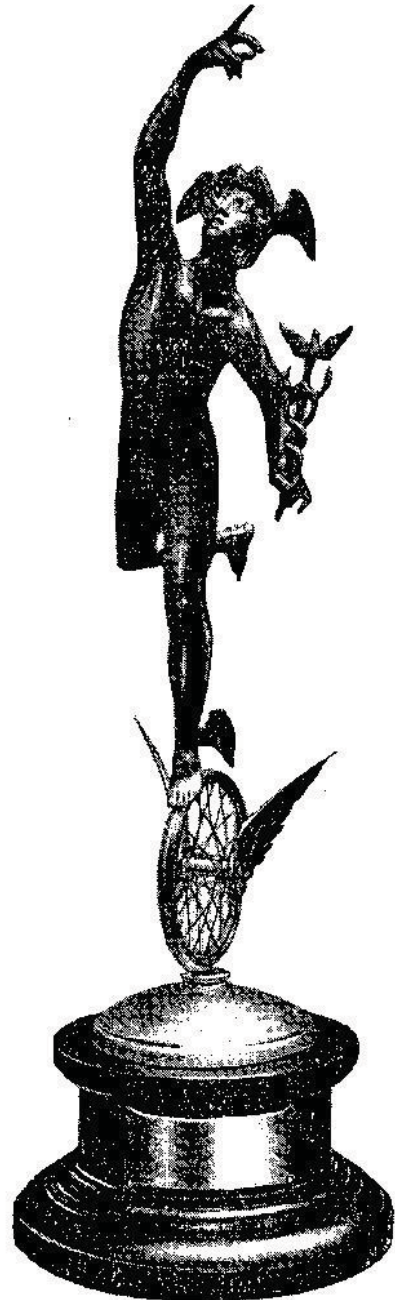
"MATCHLESS" IN THE T.T. RACES.



H. A. Collier on his 1912 T.T. Twin.



C. R. Collier on his 1912 T.T. Twin.



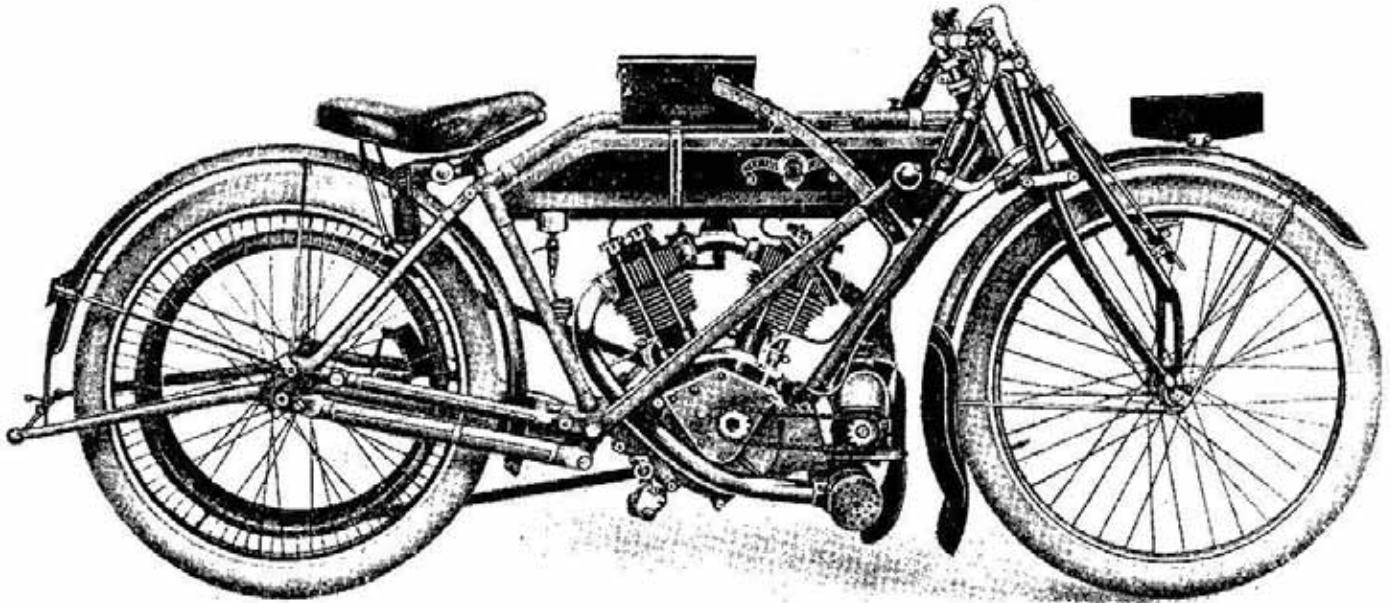
The Tourist Trophy.

THE TOURIST TROPHY RACES.

1907—C. R. Collier	First.	1910—H. A. Collier	Second.
1908—C. R. Collier	Second.	1911—H. A. Collier	Second.
1909—H. A. Collier	First.	1912—H. A. Collier	Third.
1910—C. R. Collier	First.	C. R. Collier	Fourth.

A "Matchless" Record unequalled by any other machine.

The Ideal Machine for Fast Touring
and Competitions.



Model No. 6. 3½ h.p. T.T. Twin Cylinder.
The Tourist Trophy Winner, 1909 and 1910.

SPECIFICATION.

Engine—Ball bearing, 70 × 64½, M.O. overhead valves, 3½ h.p. Ball bearing, 85 × 65 M.O. overhead valves, 5 h.p.

Carburetter—New semi-automatic multiple jet.

Ignition—Ball bearing waterproof magneto.

Tyres—Standard 26 × 2¼ in. Hutchinson special guaranteed. Other tyres at extra cost.

Silencer—“MATCHLESS,” specially designed for this machine.

Belt—1 in. Rubber.

Pulley—“MATCHLESS,” adjustable; gears, 3¼ to 4¼ to 1.

Brakes—Front rim brake, hand applied, and powerful driving rim brake operated by foot pedal on separate stud.

Saddle—Large, giving low position.

Control—Carburetter, by levers on handle-bar. Valve lifter, by lever on left-side bar. Ignition, by lever on tank.

Gear—Standard gear is 3½ to 1.

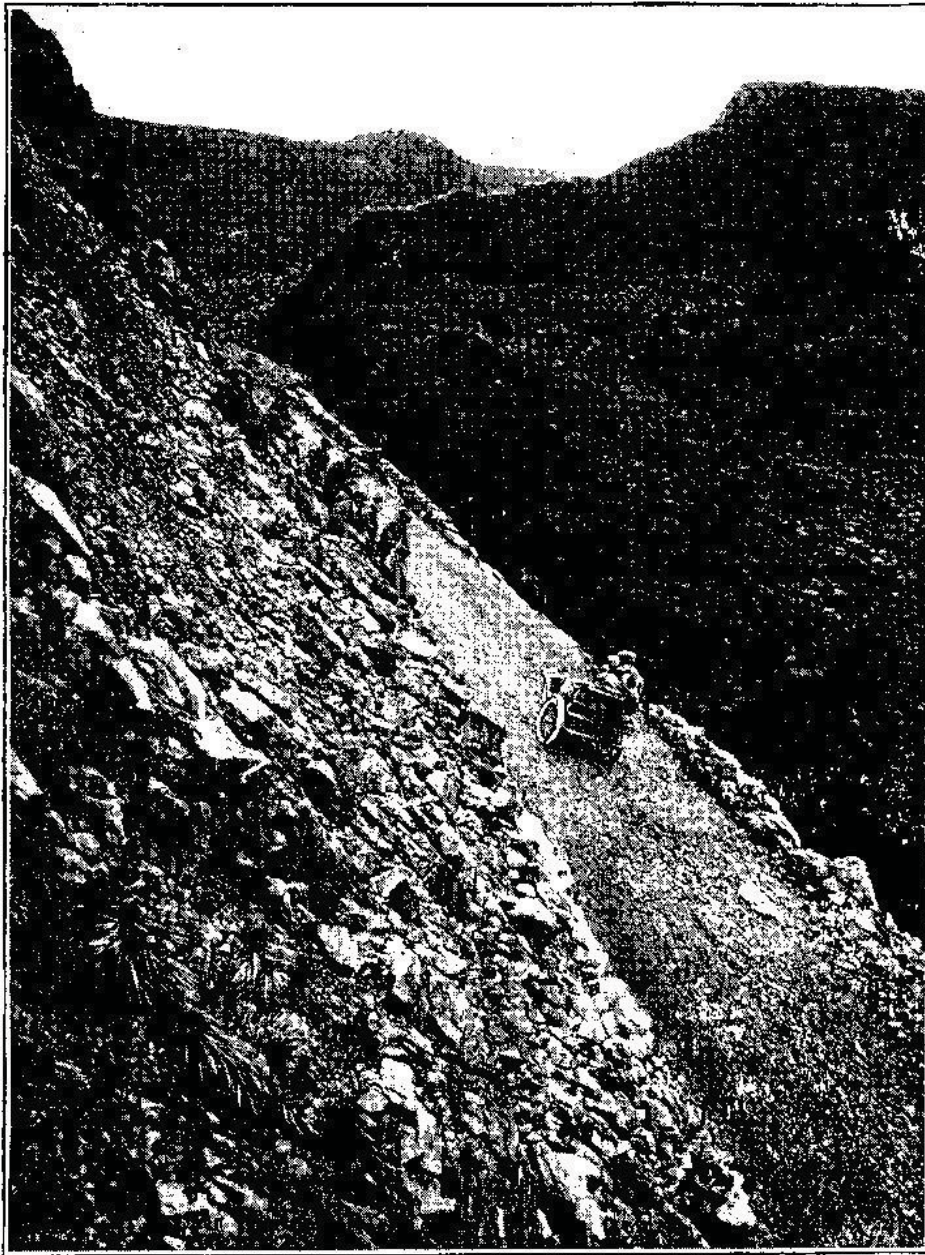
Weight—185 lbs.

Price—3½ or 5 h.p., 56 Guineas, including toolbag, full set of tools, and number plates.

7 h.p., 90 × 77½, Ball bearing overhead valves, 60 Guineas.

“MATCHLESS” Gradua gear, (made under license from ZENITH MOTORS, LTD.) 10 Guineas extra.

MOUNTAIN CLIMBING.



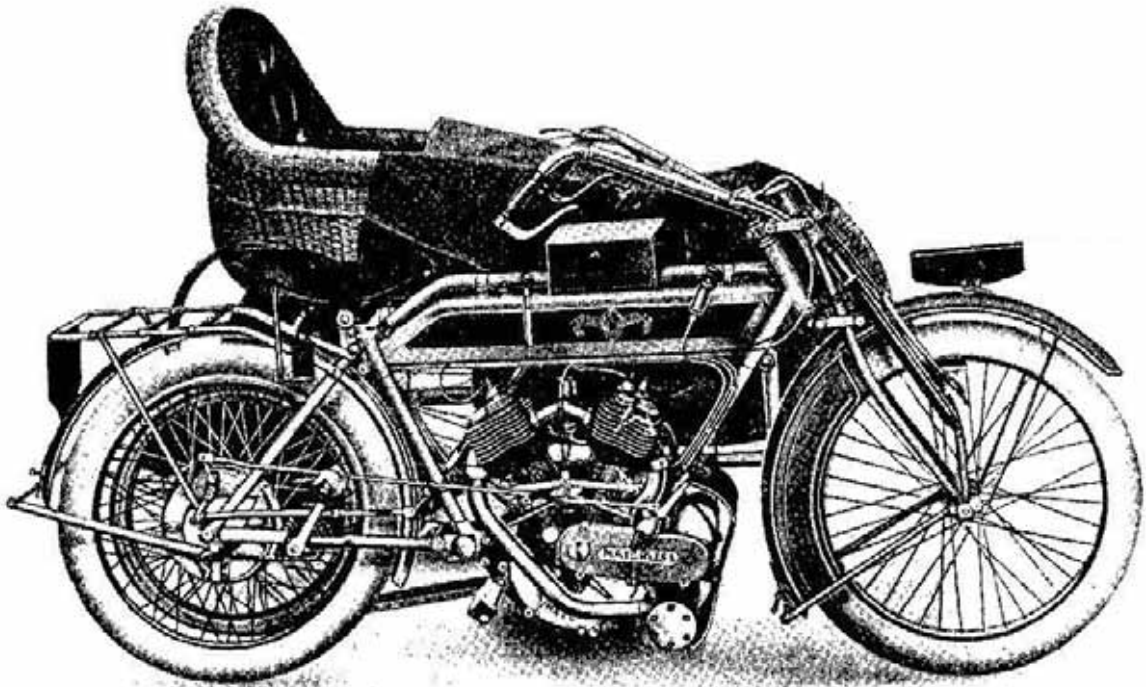
"Matchless" Hill Climbing.

C. R. COLLIER Climbing Honister Pass.

Extract from "Motor Cycle," March 21st, 1912.

"The members of the Cumberland and Westmorland Clubs waiting on hill step examined the state of the road, and the opinion was expressed that the machine would stick fast when it got its wheels into the loose shale. A speck appeared away down the valley and resolved itself into the 'Matchless' C. R. Collier and his 11 stone passenger (Mr. Frank Whitworth). They travelled up the Pass at a speed verging on 20 miles per hour, swerving from side to side with the front wheel often at an acute angle from the line of direction. Could the road possibly be held? was the question on everyone's lips. Nearer came the machine until the loose shale was encountered, through this it ploughed, and after a moment of tense excitement hill step was reached, round flew the driving wheel into the deep shale, showers of stones scattered in all directions, the speed alone carrying the machine alone over the awful surface. Once over the step, the machine leapt forward, a marvellous climb was accomplished, and the spectators yelled themselves hoarse. The machine used was a standard No. 7 Passenger Model borrowed from the stock of The Colmore Depot, Birmingham. The gears verified by the Cumberland Club were 5 to 1 and 9½ to 1. The conditions were most unfavourable, as it rained in real Lakeland fashion."

The World's Best Touring Model,
"MATCHLESS" in name and reputation.



Model No. 7B. With Two-Speed Gear.

Specially designed and built for Side Car Work.
 Speed from 5 to 50 miles per hour.

Colonial model, as above, but with engine $5\frac{1}{2}$ in. from ground.

SPECIFICATION.

Engine—Specially made—

8 h.p., 85 × 85, M.O.I.V.

6 h.p., 76 × 85, M.O.I.V.

Carburetter—New semi-automatic multiple jet.

Ignition—Ball bearing waterproof magneto.

Tyres—Heavy Hutchinson non-skid, 26 × 2½ in. on front wheel; non-skid 650 × 65 Car tyre on back.

Silencer—"MATCHLESS," specially designed for quietness of running.

Brakes—Front rim brake, hand applied, back, large diameter, internal expanding, foot-operated band.

Saddle—Latest pan shaped top.

Control—Carburetter, by levers on handle-bar. Ignition ratchet lever on tank. Valve lifter, on handle-bar.

Gear—Two-speed and free-engine, as illustrated.

Drive—Two $\frac{1}{8}$ in. belts running side by side on twin V rim and adjustable pulley. Absolute freedom from slipping. The only satisfactory drive for sidecar work.

Price—Motor Cycle only, **70 Guineas**, including strong leather self-locking tool bag, and tools.

Complete with Sidecar as illustrated, **85 Guineas**.

DESCRIPTION OF MODEL 8.

This machine is entirely a new production which we have brought out to meet the demand for a powerful chain-driven passenger machine. We spent many months in experimenting and testing before we finally decided what type of gear to adopt for this purpose, and, in our opinion, we have overcome all the defects which have been found on chain-driven models in the past.

The drive is by chain from main shaft on engine to countershaft, and thence by two separate chains to the rear wheel, the chain on the left side of the machine being the high speed drive, and the chain on the right side being brought into use when the low gear is required.

A sliding dog is fitted to the countershaft by means of which either of the back chains can be clutched to the countershaft to give the desired speed, this sliding dog is controlled by a lever working in a quadrant fixed to the side of the tank.

A friction clutch is provided on the countershaft controlled by foot, it is of the metal to metal type and consists of two phosphor bronze wedge shaped discs upon which are mounted the countershaft driven sprocket. These bronze discs are gripped between two similar shaped steel discs by the pressure of six springs, thus providing a very simple form of clutch with very large contact surfaces. To obtain the best result from a metal to metal clutch, it is necessary that the clutch surfaces be well lubricated, a bye-pass in the main oil supply to the engine is therefore provided which automatically delivers oil to the interior of the clutch and from there to the front driving chain.

The front driving chain runs in an aluminium case on the front of which is the oil connection for clutch lubrication.

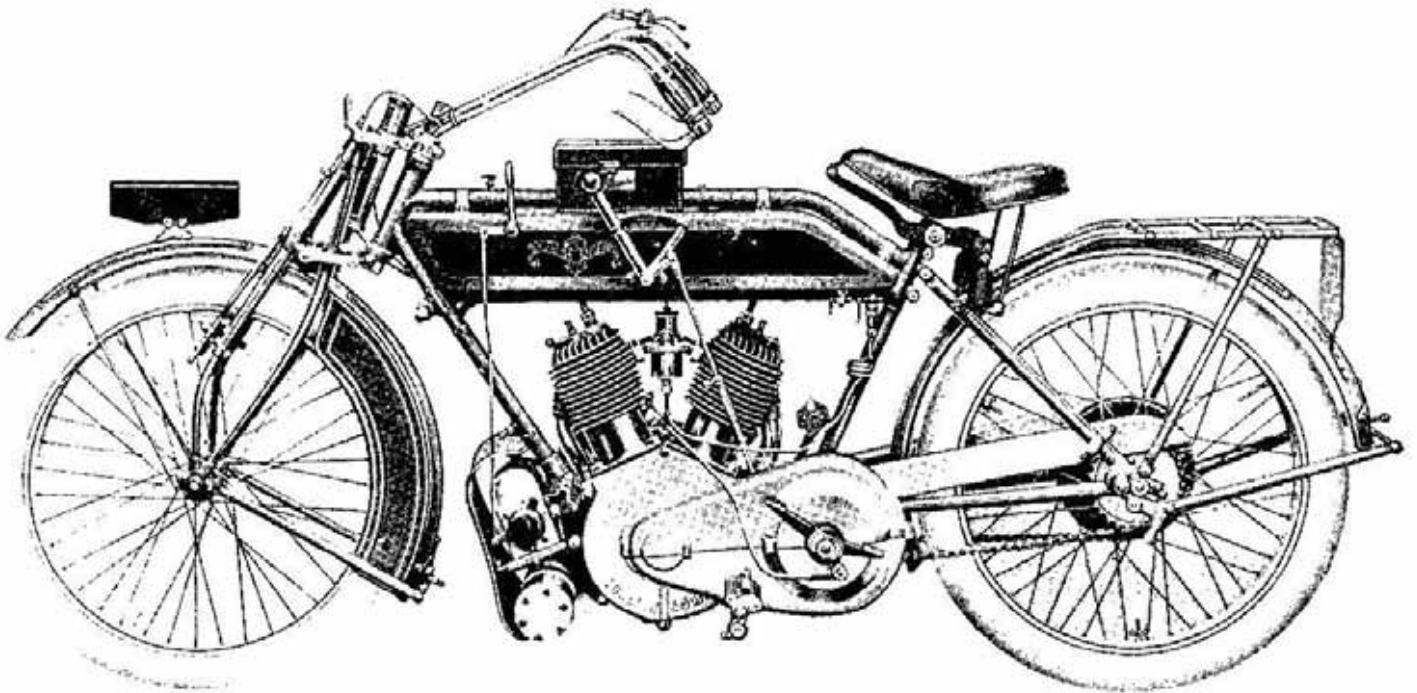
The back chains are provided with efficient guards which we have found give all the protection necessary for a comparatively slow running chain with the desired accessibility.

A neat and efficient form of kick starter is provided consisting of a toothed segment gearing into a pinion on the countershaft, the method of operating the gear is similar to that of the ordinary motor car, except that it is not necessary to declutch when changing gear. To start the machine the clutch must be in and the gear lever in neutral, the engine is then started with the kick starter, the clutch taken out and the gear lever put forward into the low gear notch, the clutch is then gently let in and as soon as the machine is under way the high gear can be put in by pulling the gear lever back to high gear position.

When changing from low to high it is advisable to raise the valve lifter, to enable a quiet change of gear to be made; in changing from low to high and high to low the movements of the gear lever should not be made too quickly if the gear is to be changed without sound, the reason of course being that in changing from low to high sufficient time should be allowed to elapse in the movement of the gear lever to enable the

NEW MODEL "MATCHLESS."

The World's Best Touring Model, "MATCHLESS"
in name and reputation.



CHAIN-DRIVE MODEL.

Model No. 8. With Two-speed Gear and Free-engine.

Specially designed and built for Sidecar work.
Speed from 5 to 50 miles per hour.

Colonial model, as above, but with engine 5½ in. from ground.

Control—Carburetter, by levers on handle-bar. Ignition ratchet lever on tank. Valve lifter, on handle-bar.

Gear—Two-speed and free-engine, as illustrated.

Drive—Chain-drive through countershaft and clutch to rear wheel.

Price—70 Guineas, including strong leather self-locking tool-bag and tools.

DESCRIPTION OF MODEL 8.—continued.

engine to slow down to the correct speed for the high gear, and when changing from high to low sufficient time should be given for the engine to accelerate to the speed required for the low gear. The time required is a matter of seconds only which can be easily judged by the driver after a little experience. The method of gear changing described is given as being the best method of obtaining an absolutely soundless and smooth change. There are several other methods which are preferred by some drivers, but however badly the changes are made it is impossible to damage the gear as every part has been designed amply strong enough to stand the strains which could be imposed on them by bad gear changing.

A foot operated internal expanding brake of ample dimensions is provided in the rear hub the friction surfaces of which are lined with "Ferodo" brake lining. This brake gives a very powerful retarding effect which is perfectly smooth and progressive.

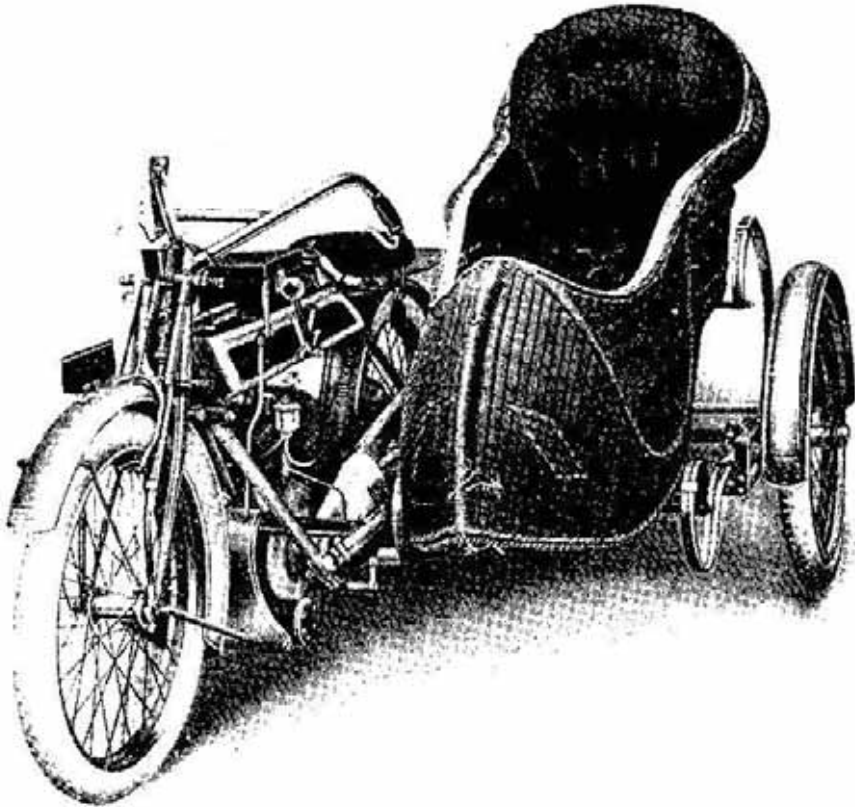
The "Matchless" List of Honours.

The following Riders have achieved distinction through their conspicuous success in competition during 1912:—

- MR. R. E. GUEST, Woolwich.
 MR. J. TASSEL, Woolwich.
 MR. R. BOWNESS, Windermere.
 MR. R. S. RUSSELL, Cork.
 MR. L. DOBBIN, JNR., Cork.
 MR. H. MARSDEN, Stockport.
 MR. A. ABRAM, JNR., Stockport
 MR. HUGH MASON, Newcastle.
 MR. F. S. WHITWORTH, Birmingham.
 MR. J. J. COOKSON, Chester.
 MR. C. F. HALSALL, London, S.W.
 MR. G. NOTT, London, S.W.
 MR. P. TOLFEE, Edinburgh.
 MR. A. J. C. LINDSEY, Edinburgh.
 MR. C. SMITH, BURNLEY.
 MR. S. P. CERRY, Belfast.
 MR. J. R. BAGSHAW, Sheffield.
 MR. F. S. CARTER, Harpenden.
 MR. A. MARSTON, Chester.
 MR. S. DALTON, Oxford.
 MR. A. BIDEN, Sydney, Australia.
 MR. E. J. WEBSTER, Purley.
 MR. H. GREENHALGH, Reddish, Lancs.

Why not add your name during 1913.

"MATCHLESS" in name and reputation.



Chain-drive Combination.

SPECIFICATION.

MOTOR CYCLE—Same as pages 18 and 19, with fittings incorporated in the frame for attaching special quick detachable joints for the Side-car.

SIDE-CAR—Latest pattern "MATCHLESS" frame, built expressly to suit this model.

Large flexible springs.

Special strong mudguard and stays.

Luggage board.

Lamp bracket.

Latest pattern waterproof hub.

"MATCHLESS" registered Torpedo art cane body, specially strong and comfortable, long seat incorporating partition for spares, trimmed with best leather cloth, fitted with inside foot-rests, thick foot mat, comfortable cushion and special waterproof cover-all storm apron.

Complete combination, as illustrated, **85 Guineas.**

SIDECARS.

The "Matchless" Sidecar as illustrated and described on this and following page is the result of years of experience and careful study.

In the past we found it was absolutely necessary to build a Sidecar ourselves in order to provide something strong enough to stand the rough usage to which Sidecars are subjected when fitted to our high-powered Twin-Cylinder "Matchless" Motor Cycles. Our first consideration was **strength**. For this we designed a special frame built up and strengthened where necessary, stayed in such a manner to prevent any possibility of breakage and provided with quick detachable joints and special lugs for attaching same to the connections which are built up into the frames of our No. 7B and No. 8 Models.

The accompanying illustration shows the exceptionally strong side wheel with mudguard and stays which are built to stand the enormous strain to which they are subjected when cornering at high speed.

The next point to consider was **comfort**. After trying practically every type of Sidecar body which was on the market we came to the conclusion that the ideal body had not yet been made, but that the most convenient was undoubtedly the Torpedo type.

To bring this body up to our ideal the present body was manufactured in finest cane throughout, on a strong steel frame lengthened to give sufficient seating accommodation and leg room and fitted with much better quality fittings than generally used.

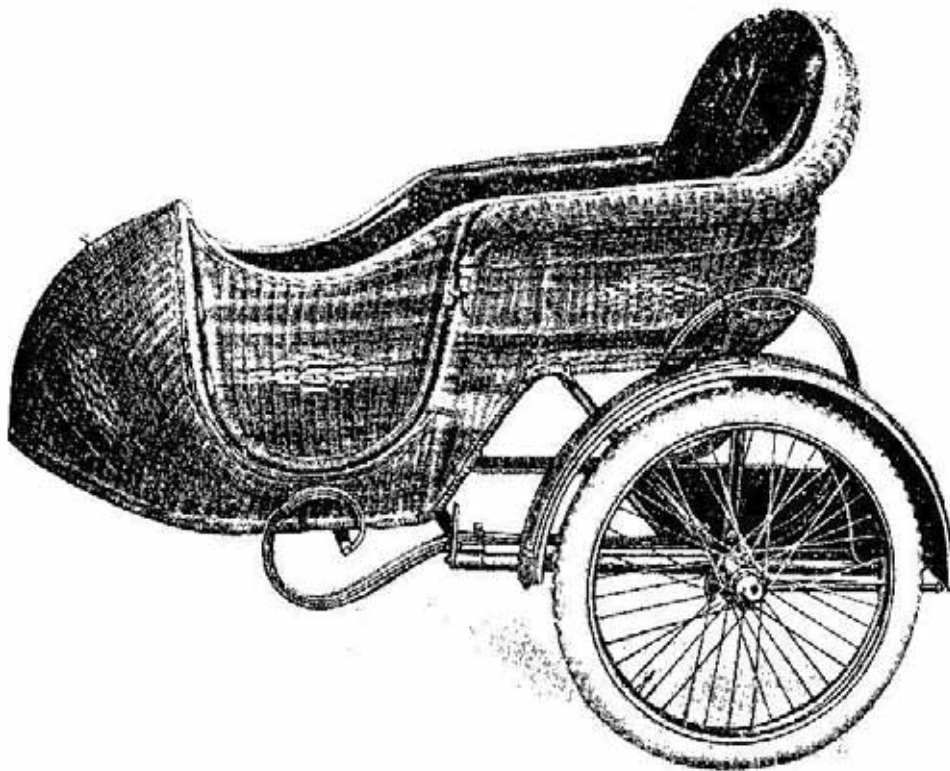
The long seat enables provision to be made under the cushion for spares which are necessary when touring and also enables the back to be sufficiently well padded to ensure comfort when long journeys are undertaken.

The trimming of these bodies is now carried out in best quality leather cloth, and same is securely fixed everywhere, a comfortable cushion seat is provided also footrest and thick coconut mat to keep feet warm.

When seated the passenger is entirely protected from wind and wet by a waterproof twill apron, which is provided with an extension to button round the neck in very severe weather, and an entire flap to cover the entire back portion of the Sidecar body when used without passenger.

The use of this class of body rendered the old fashioned type of springs useless and the extra long "Matchless" springs with coil both ends has enabled us to mount the body in such a manner as to fully protect the passenger from all road shocks and to ensure the utmost comfort and pleasure to be obtained.

We feel confident that the attention and care we have bestowed upon our Sidecar will be fully appreciated by our Agents and private owners alike and have no hesitation in stating that the purchaser of one of our 1913 Combinations, either No. 7B or No. 8, will have the best Motor Cycle outfits that money can purchase.



SPECIFICATION.

Special new "MATCHLESS" frame
with quick detachable fittings.

Large flexible springs.

Special strong mudguard.

Latest pattern waterproof hub.

26 × 2½ Hutchinson Tyre.

Luggage Board.

Lamp Bracket.

Registered torpedo art cane body,
specially strong and comfort-
able long seat incorporating
partition for spares, trimmed
with best quality leather cloth,
fitted with inside footrest,
thick coconut mat, large
comfortable cushion and
special waterproof coverall
storm apron.

Complete, as illustrated, **15 Guineas.**

P.S.—We can supply Side-cars fitted with other pattern bodies, from
11 Guineas.

A few "Matchless" Successes during 1912 Season.

London to Exeter and back. 24 hours.

R. E. Guest, private owner. Passenger Class. Gold medal.

A. C. U. Spring One Day's Trial.

Passenger Class.

H. A. Collier. First Class Certificate.

C. R. Collier. " " "

R. E. Guest. " " " and silver medal
for best performance (private owner).

Sutton Coldfield. 12 hours non-stop.

R. E. Guest. Passenger Class. Silver medal and gold medal, best performance (private owner).

North West London to Coventry and back. 12 hours.

Sidecar Team Competition.

Woolwich and District M.C.C. Team. First.

Consisting of four "Matchless" Motor Cycles and Sidecars, driven by R. E. Guest, J. Tassell, C. R. Collier and H. A. Collier. All made non-stop runs to time, winning four silver cups, four silver medals, and Team prize silver cup. The only Team to finish.

London to Edinburgh and return.

Outward Journey.

R. E. Guest. "Matchless" and Sidecar. Gold medal.

C. F. Halsall. " " " "

G. Nott. " " " "

Return Journey.

R. E. Guest. "Matchless" and Sidecar. Gold Medal.

C. F. Halsall. " " " "

A. C. U. Six Day's Trial. Taunton Centre.

G. Nott, J. Tassell, R. E. Guest and C. R. Collier, four riders on "Matchless" and Sidecars secured—

The Mayor of Taunton's Prize, for best private owners
The Penny Silver Cup. [team.

The Harrison Silver Cup.

The Motor Cycle Silver Cup.

Two Gold Medals.

One Silver Medal.

One Bronze Medal.

Birmingham to Carlisle and back. 24 hours' Reliability Trial.

C. R. Collier. Highest Awards. Passenger Class,

R. E. Guest. " " Private owner.

Passenger class.

Irish End to End.

L. Dobbin. 8 h.p. Full marks. Gold medal.

R. S. Russell. 3½ h.p. " "

The "Matchless" successes in Racing, Hill Climbing and Club Trials are far too numerous to mention.

OUR CLIENTS' OPINIONS.

74, BOLD STREET,
LIVERPOOL.

October 28th, 1912.

Dear Sirs,

We have pleasure in enclosing copies of two of the many letters we have received testifying the excellence of your machines, and trust they will be of use to you.

Yours truly,

HITCHINGS, LIMITED.

(Signed) R.S.B.H.

Messrs Hitchings, Ltd.
Gentlemen,

9, MOORFIELDS.

LIVERPOOL.

October 22nd, 1912.

It gives me great pleasure to say that the 8 h.p. two-speed "Matchless" Motor Cycle and Sidecar, which I purchased in February, has given me every satisfaction.

I have ridden it practically every day in all weathers during the last eight months, the total mileage running to 5,000 miles.

The two-speed gear is very handy for dodging about in traffic the low speed enabling one to ride at a walking pace. For hill-climbing I have not found it necessary to fall back on to the low speed, the engine being quite powerful enough to take the whole outfit up anything I have come across on top speed. Taking the machine all round I could not wish for a more reliable mount.

I might venture to add, that the prompt and efficient manner in which the periodical engine cleaning has been carried out makes it a pleasure to deal with your firm.

I trust that my future purchases will all turn out as satisfactory as the last.

Yours faithfully,

(Signed) J. W. MANSELL.

Messrs Hitchings, Ltd.
Dear Sirs,

ELM BANK.

HIGHER BEBINGTON.

October 22nd, 1912.

I am thoroughly satisfied with the "Matchless" 8 h.p. bicycle I purchased from you in every respect. The workmanship seems to be excellent throughout, and the flexibility of the engine is wonderful. One expects an 8 horse engine to develop a good turn of speed, but what surprised me, after driving a $3\frac{1}{2}$ single cylinder (and that a very excellent one), is the way in which the "Matchless" can be made to crawl through traffic even on the top speed.

I recently drove it, with a Sidecar and passenger, from Birkenhead to Holyhead using top speed only throughout, and both up hills and through towns it did all I asked of it. I find the hand lever control and gear very much more convenient than a foot pedal, to which I have been accustomed before. The driving is simplicity itself, as it is possible to drive for hours on end without touching anything but the throttle.

You are at liberty to give my name as a reference to any intending purchaser, and I shall be glad to assure him that he will derive nothing but satisfaction from his dealings with you.

Yours truly,

(Signed) J. G. THOMPSON.

Messrs. H. Collier & Sons, Ltd.
Dear Sirs,

COLLINGHAM BRIDGE,

LEEDS.

May 12th, 1912.

I am glad to say that I find no difficulty whatever in starting my 6 h.p. standard "Matchless" when I have a passenger in sidecar. The machine starts very easily and without any injection of petrol or paraffin and picks up wonderfully after slowing down for corners or through traffic.

I have now done 2,000 miles and have not yet required any tools save for altering the gear when using sidecar.

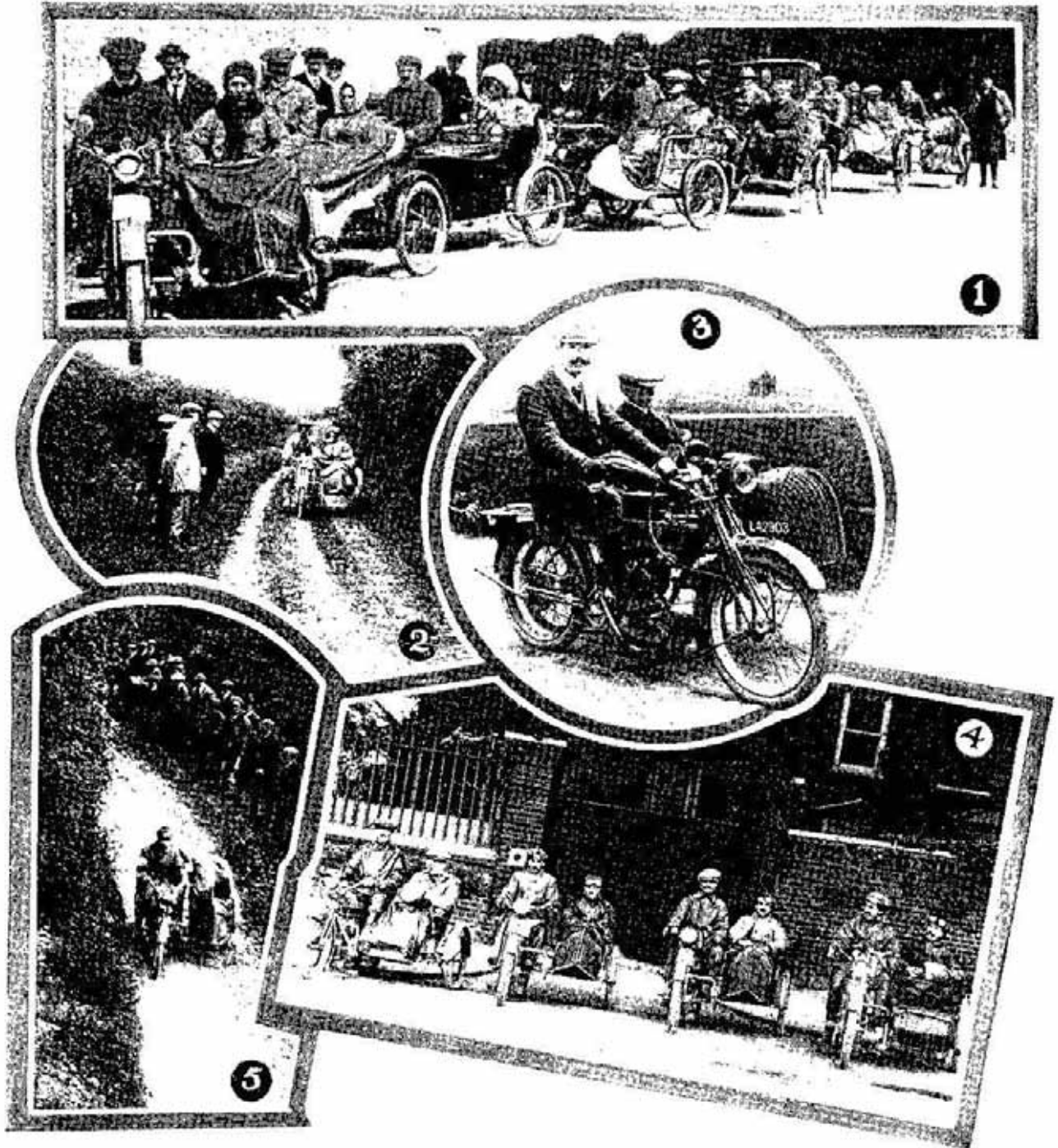
One thing I must compliment your machine upon and that is how wonderfully quick it picks up on hills.

I cannot speak too highly of the qualities of "Matchless" Motor Cycles and shall be glad if you care to use any extracts from this letter.

Yours truly,

(Signed) H. G. CHURCH

"Matchless" Sidecar Combinations in Trials.



- (1) Stockport M.C.C. Reliability Trial. "Matchless" Combinations are conspicuous.
- (2) A.C.U. Six Days' Trial. Notice condition of road.
- (3) H. A. Collier, A.C.U. Spring One Day's Trial.
- (4) The successful "Matchless" Team representing Woolwich and District Club in North West London Coventry and back trial.
- (5) A.C.U. Six Days' Trials. On Countisbury Hill.

Photos from "Motor Cycle" and "Motor Cycling," by permission.

"Matchless" in Trials.



- (1) H. A. Collier. Winning the Tourist Trophy.
 - (2) A.C.U. Six Days' Trials (On Monument Hill).
 - (3) A.C.U. Six Days' Trials J Tassell in wind and rain on Dartmoor.
 - (4) A.C.U. One Day's Trial (on Birdlip Hill).
 - (5) A.C.U. Six Days' Trials (Start)
 - (6) A.C.U. Six Days' Trials. Finish. (Observe the weather conditions)
- Photos from "Motor Cycling" and "Motor Cycle," by permission.*

OUR CLIENTS' OPINIONS.

39, BLOOMSBURY SQUARE,
LONDON, W.C.

Dear Sirs,

October 10th, 1912.

As a novice, with no experience whatever of motor cycling, I purchased one of your 8 h.p. No. 7 models in July of this year, and it gives me great pleasure to express my entire satisfaction with it.

Since July I have negotiated such hills as Lyme Regis, Telegraph, Parracombe, Countisbury and Portlock without trouble or effort. The merit of this performance to my mind, lies not so much in the distance covered as to the fact that the machine, in the hands of a novice, never once gave trouble or cause for anxiety.

One incident I must mention, we had descended Lynton Hill and stopped a few minutes before ascending Countisbury, soon we became the centre of a small crowd of boys, who evidently had the Six Days' Trial freshly in mind. One youngster endeavoured to strike a bargain for himself and friends to assist us up the hill, but was very quickly silenced by a chum who remarked, "can't you see its a 'Matchless,' they wont want pushing."

Yours faithfully,

(Signed) J. M. SHEPPARD.

THE GROVE, HIGHAM,
BURY ST. EDMUNDS,

Messrs. Collier & Sons, Ltd.
Gentlemen,

September 21st, 1912.

Have just returned from the Army Manœuvres, I thought you would like to know that my 1911 8 h.p. two-speed "Matchless" went clean through without a single involuntary stop, and bar getting my priming can out once or twice the tool bag was not touched nor was the pump used. What price this for reliability?

Yours truly,

(Signed) C. CECIL GATES.

Messrs. H. Collier & Sons,
Plumstead, London.

388, GREAT WESTERN ROAD,
ABERDEEN,

Dear Sirs,

November, 1912.

I should like to write you in appreciation of my 3½ h.p. "Matchless" which I purchased from Mr. George Cumming last June. Having now covered 6,570 miles I should say the machine has had a fairly good test, because beyond one or two punctures I have experienced no trouble whatever.

The valves have only been ground in once, having done over 4,000 miles without being looked at.

An astonishing feature is the fact that I can easily do anything from 100 to 130 miles per gallon.

Wishing your firm every success,

I remain, yours sincerely,

(Signed) JAMES MONRO, Jun.

8, ARMSTEAD ROAD, ATTERCLIFFE,
SHEFFIELD.

Gentlemen,

November 6th, 1912.

It may interest you to know that I have won the first prize in a Reliability Trial in connection with the Worksop Motor Cycle Club on October 27th, riding the No 7 "Matchless" Jap purchased in July last. There were 24 starters 14 days previously, and I did the run exactly on time throughout on the first attempt, five others did it within the minute allowed at each control; so six of us had to compete again. I did it exactly to time again, thus proving the reliability of your machine.

I only commenced riding in July this year.

Yours respectfully,

(Signed) J. R. BAGSHAW.

CORK & DISTRICT MOTOR CYCLE CLUB,
KING STREET, CORK.

Dear Sirs,

25th September, 1912.

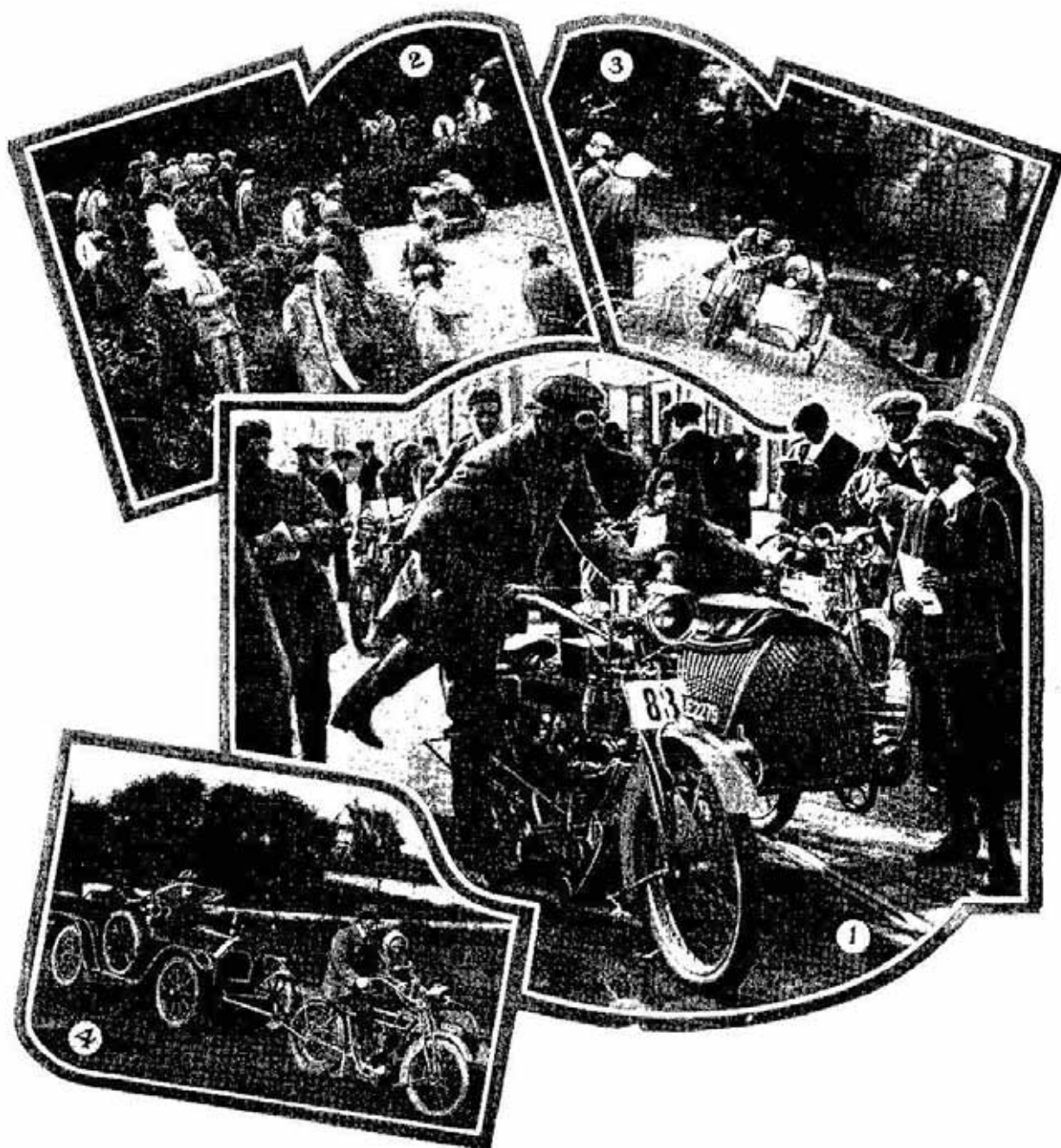
I have great pleasure in stating that my 8 h.p. "Matchless" has given me great satisfaction this year, and up to date I have won eight local prizes as well as a gold medal in Irish End to End Trial.

Although Mr Russell and I have each missed three local competitions, we together have won more club prizes than any other two machines of any make.

Yours sincerely,

(Signed) L. DOBBIN, Jun.

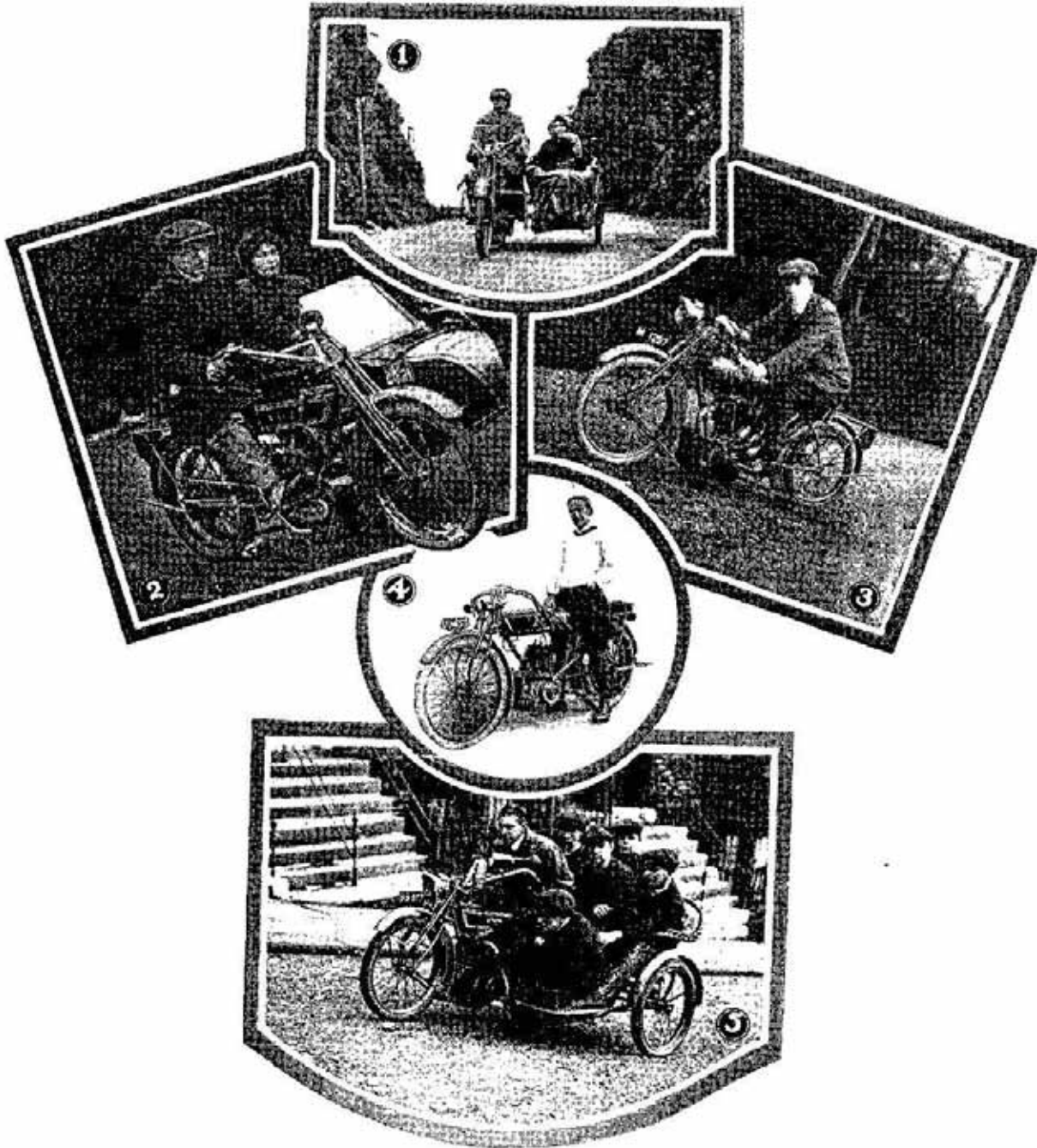
Mr. R. E. Guest, one of the most successful
Private Owners during 1912 Trials.



- (1) London to Edinburgh and return. First Sidecar to arrive at Doncaster check.
 (2) A.C.U. Six Days' Trials (Porlock Hill) Observe condition of road.
 (3) Sutton Coalfield One Day's Trial on Edge Hill (observe the road)
 (4) Towing home a disabled car.
 Mr. Guest also distinguished himself on Brooklands by winning the Harry Smith Gold Cup, and many other trials.

Photos reproduced from "Motor Cycle" and "Motor Cycling," by permission.

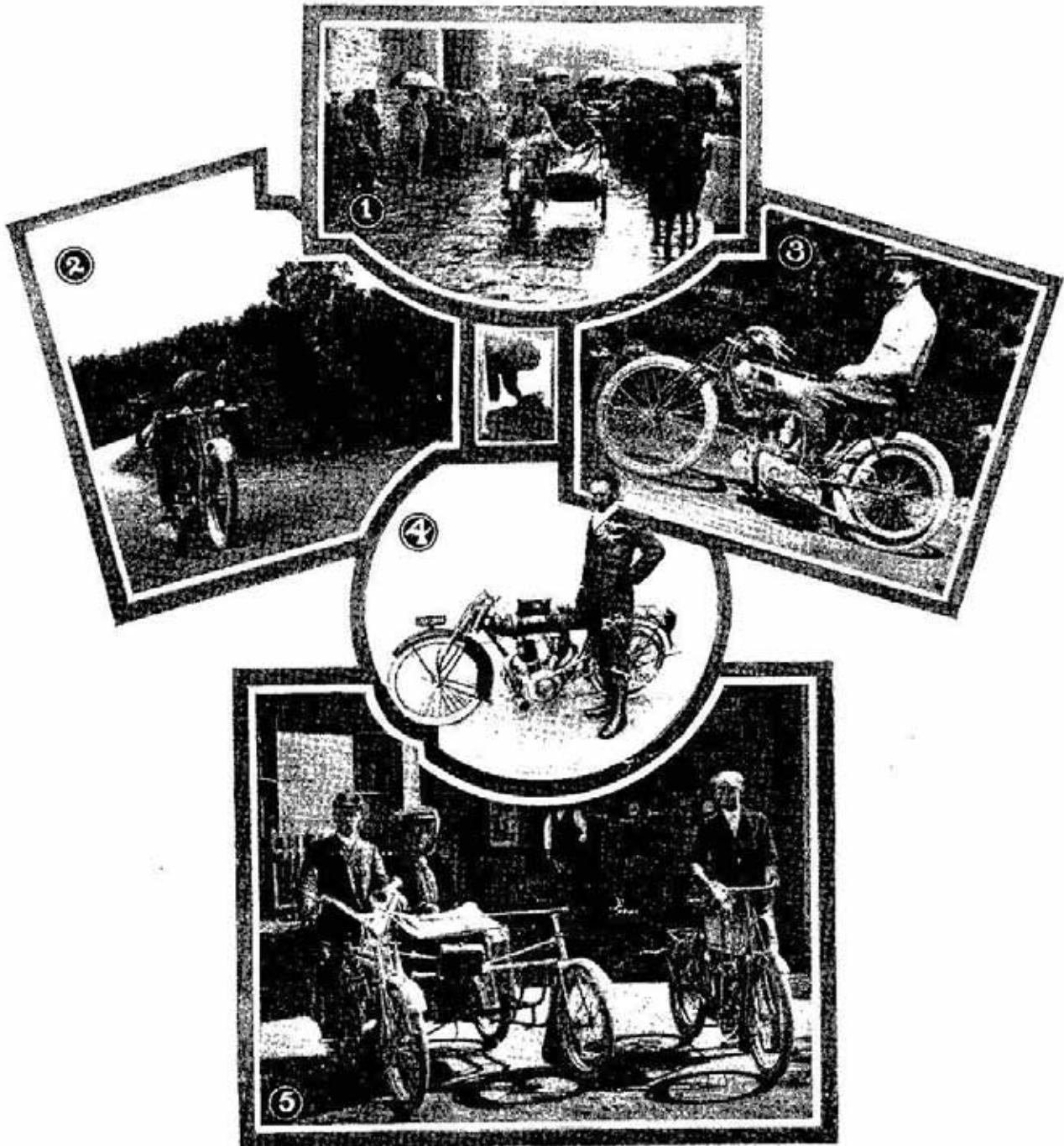
Well-known "Matchless" Riders.



- (1) Mr. Gordon F. Craig, Manager Grand Theatre, Birmingham, on Wych Cutting—Malvern Hills.
- (2) Mr. J. S. Whitworth, Manager Colmore Depot, Birmingham, Agents for "Matchless."
- (3) Mr. J. J. Cookson, Elworth, Chester. A famous Hill Climber.
- (4) Mr. R. S. Russell, Secretary, Cork M.C.C. End to End Gold Medallist.
- (5) Mr. Hugh Mason, climbing Clara Street, the steepest street in Newcastle. Gradient 1 in 39 over half-mile long.

Photos by "Motor Cycle" and "Northern Echo," by permission.

Well-known "Matchless" Riders.



- (1) T. W. Loughborough, Esq., Secretary A.C.U., Taunton, during Six Days' Trials. Notice the weather conditions
- (2) A. J. C. Lindsey, Edinburgh. A successful Scottish Competitor.
- (3) W. Reid, Johannesburg. Winner Pretoria and back race.
- (4) H. Marsden, Stockport. A well-known hill-climber.
- (5) J. Van Zweiten, Pretoria. Wholesale "Matchless" Agent for South Africa.

GUARANTEE.

WE give the following guarantee with our Motor Cycles instead of the guarantee implied by statute or otherwise as to the quality or fitness of such machines for the purpose of motor cycling, any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or in respect of which our trade mark 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 three months only from the date of purchase, and the damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective.

WE UNDERTAKE, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

Any motor cycle sent to us to be plated, enamelled, or repaired, will be repaired upon the same conditions as if it were a new motor cycle, *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, and this guarantee is in lieu and in exclusion of any common law or statute warranty, 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 Motor Cycles, it must be sent to us, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us the same time with the number of the machine, the name of the agent from whom he purchased, and the date of purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders; and this guarantee, or any implied guarantee, shall not be enforceable.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised Agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, belts, etc., or of any component part supplied to the order of the purchaser differing from our standard specification supplied with our Motor Cycles or otherwise.

THE TERM "AGENT"

is used in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may have purchased from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.