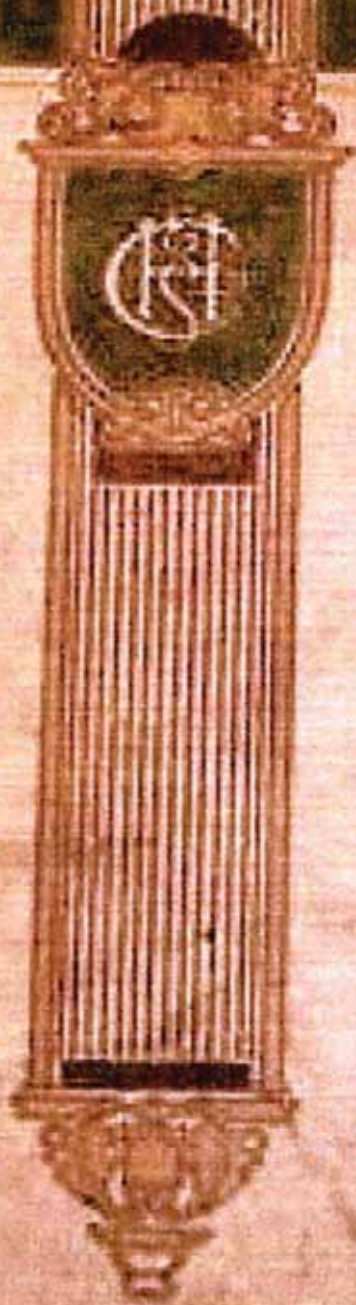




Matchless  
MOTOR  
CYCLES



1914

# “Matchless”

THE WORLD'S BEST

## Motor Cycles

1914.

H. COLLIER & SONS LTD

MANUFACTURERS.

REGISTERED OFFICES & SHOWROOMS:  
44 PLUMSTEAD RD., PLUMSTEAD, LONDON, S.E.  
ENGLAND.

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

WORKS:—  
BURRAGE GROVE,  
PLUMSTEAD.

TELEGRAMS & CABLES: “MATCHLESS WOOLWICH”  
CODE A.B.C. 5th EDITION & PRIVATE CODE  
Telephone: WOOLWICH 232

## **"MATCHLESS" MOTOR CYCLES, 1914.**

IN presenting our "MATCHLESS" Motor Cycle Catalogue for 1914, we wish once again to express our thanks to our agents and private owners alike for the way in which they have supported us during the past year.

We are more firmly convinced than ever that motor cyclists require the best motor cycle that can be produced; and our policy for 1914 has again been based upon these lines.

In view of the ever increasing demand for the high-powered passenger machine, and having regard to our unique record of successes in the past in this particular class, we have determined to specialize in this type of machine for the year 1914.

We have no hesitation in stating that our new passenger model marks the greatest advance that we have yet made in the manufacture of motor cycles.

The machines illustrated and described in this catalogue represent the highest class of workmanship and material that has ever been used in the manufacture of motor cycles, and we feel confident that at the present time there is nothing on the road superior to the "MATCHLESS" Motor Cycle and Sidecar Combination for speed, power, comfort and reliability.

In conclusion, we wish to state that in order to meet the demand for Passenger Combinations, we have been compelled to discontinue the manufacture of various other models, and it is our intention to build for 1914 three Models only as standard.

Machines for racing, and to suit special requirements, will be built to order only.

H. COLLIER & SONS, Ltd.

## **REPAIRS.**

To enable us to deal with this branch in a prompt and efficient manner, a separate shop has been fitted up away from the main works.

We only undertake work in connection with our own machines, and clients can rely upon their instructions being carried out in a practical manner.

In the case of complicated repairs, customers will be well advised to send their complete machines to us.

We are at all times prepared to give an estimate of cost for any class of repair we may undertake.

Charges in this department are based upon the actual cost of labour and material, and, as the margin of profit is so slight, we have been compelled to make our terms *strictly nett cash before delivery*.

To save delay invoices will be sent two days before completion of work, so that repairs can be forwarded immediately upon receipt of remittance.

## **INSTRUCTIONS.**

A copy of our Instruction Book is supplied free with every "MATCHLESS" Motor Cycle, and purchasers will be amply repaid for the time they spend in studying same.

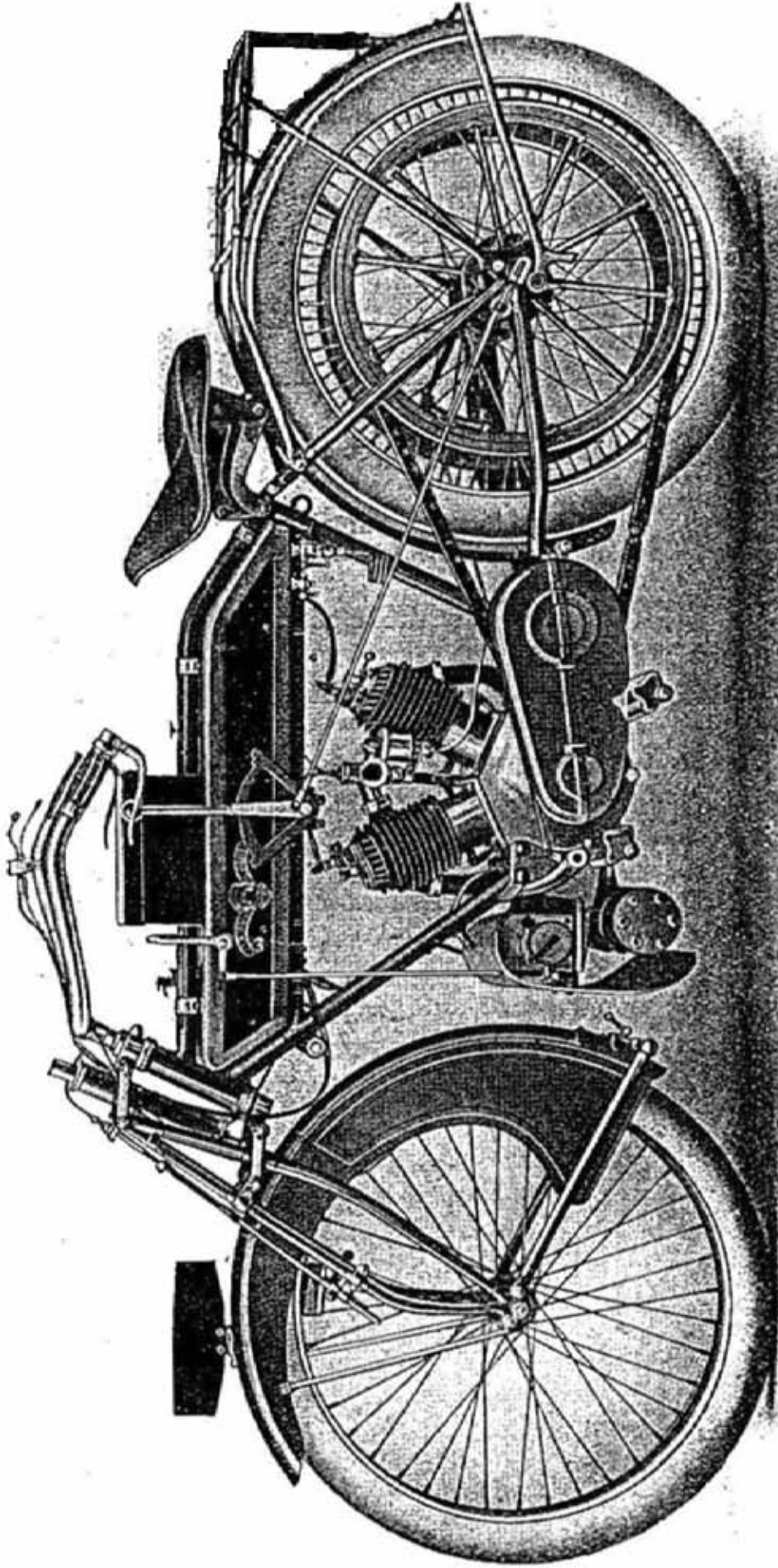
This book has been most carefully compiled, and contains many valuable hints on the care and upkeep of "MATCHLESS" Motor Cycles.

## **REPLACEMENTS.**

A Spare Parts List containing full details of all parts likely to be required as spares or replacements for "MATCHLESS" Motor Cycles manufactured during 1911, 1912, 1913 and 1914, will be sent post free upon request.

## **DEPOSIT ACCOUNTS.**

We strongly advise all purchasers to take advantage of our Deposit Account System, which is fully described in the Spare Parts List.



**MODEL 2B.**  
**Three-Speed Gear and Free Engine.**

Code Word: "ABDIC,"

## DESCRIPTION OF MODEL 2B.

This model was introduced in 1913 to provide the highest class Motor Cycle of medium power for solo riding, and has proved a most satisfactory mount. The twin-cylinder is rapidly becoming more popular than the older single-cylinder type, due principally to the advantages of the twin, both as regards smooth running and flexibility.

The machine has been considerably improved for the 1914 season, more flexible forks have been fitted, the frame greatly strengthened and built up with lugs for the purpose of attaching sidecar when required.

The engine fitted is a twin of 70 m/m bore, 64.5 stroke, giving a capacity of 486 c.c., and is designed throughout for smoothness of running at any speed. Inlet and exhaust valves are placed side by side and are mechanically operated. Large size exhaust pipes are fitted, which, with the 1914 "MATCHLESS" silencer, gives the utmost efficiency and yet is beautifully silent.

The drive is by chain running in an oil-tight gear case from engine to countershaft and thence by belt over a large pulley to back wheel.

The Armstrong three-speed gear with free engine is used, and in conjunction with kick starter makes the machine all that can be desired.

The standard gears for solo riding are 4½ to 1 high, 6½ to 1 medium, and 9 to 1 low. Low ratio gears are provided when machine is required for use with sidecar.

### SPECIFICATION.

**Frame.**—Low pattern, flush joints, selected steel tubing, special drop forged steel lugs, strong tubular carrier, girder spring forks. Stands to both wheels.  
**Engine.**—Latest pattern twin 70 × 64.5 M.O.V. 3½ h.p.  
**Carburetter.**—Semi-automatic multiple jet.  
**Ignition.**—Newest type ball-bearing waterproof magneto.  
**Tyres.**—26 × 2½ Hutchinson non-skid, guaranteed.  
**Silencer.**—"Matchless," specially designed to suit this engine.  
**Drive.**—Hans Renold chain from engine to countershaft, ½ in. rubber belt to back wheel.

**Brakes.**—Front rim rim brake operated

**Saddle.**—Large and comfortable  
**Control.**—Carburettor by ratchet lever on handlebar.

**Weight.**—About 160 lb

**Finish.**—"Matchless"

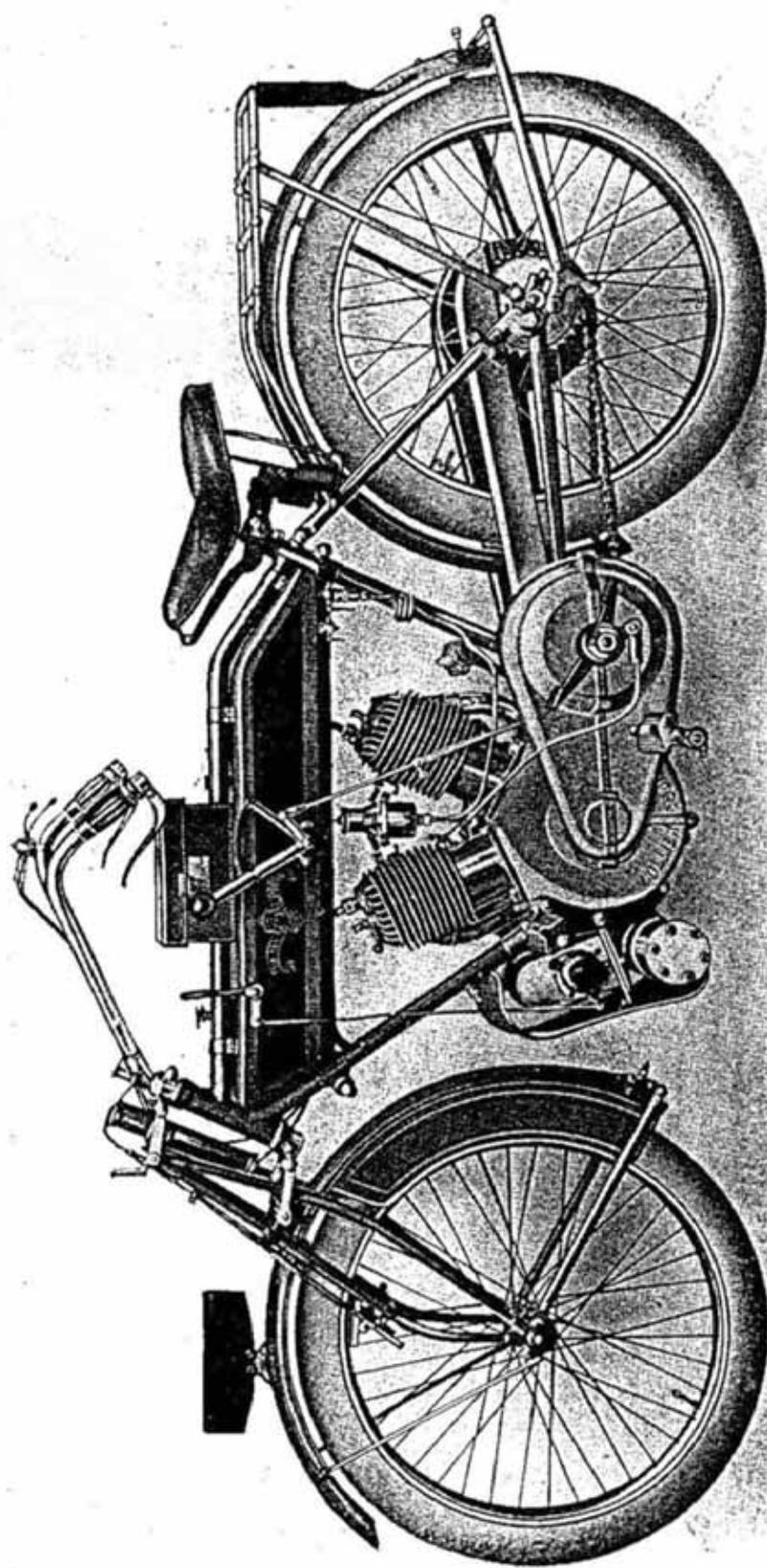
**Price.**—60 Guineas tools.

plied, and powerful belt seat.

handlebar. Ignition Valve lifter lever on

green and gold.

bag and full kit of



**MODEL 8.**

**Chain Drive Two-Speed Gear and Free Engine.**

**Code Word: "ACUT."**

## DESCRIPTION OF MODEL 8.

This model proved such a success during the past season, that at the request of a number of agents we have decided to continue building this machine during 1914.

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

A sliding double dog is fitted to the countershaft, by means of which either of the back chains can be clutched to give the desired speed; this sliding dog is controlled by a lever working in a quadrant fixed to the side of 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-shape discs upon which is mounted the countershaft sprocket. These bronze discs are gripped between two V-shaped steel discs by the pressure of six springs, thus providing a very simple form of clutch, with very large contact surfaces. It is well known that to obtain the best results from a metal-to-metal clutch it is necessary that the contact 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 thence to the front driving chain. This chain runs in an aluminium case. The back chains are provided with efficient guards, which we have found give all the protection necessary for comparatively slow-running chains, with the desired accessibility.

A neat and efficient form of kick starter is provided, consisting of a toothed segment, which, when pedal is pressed down, gears into a small 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. A foot-operated internal expanding brake is provided in the rear hub. This brake gives a very powerful retarding effect, which is perfectly smooth and progressive.

## SPECIFICATION.

**Engine.**—Special 8 h.p. 85 x 85 M.O.I.V.

**Carburettor.**—New semi-automatic multiple jet.

**Ignition.**—Ball-bearing waterproof magneto.

**Frame.**—Latest low pattern with flush joints, special drop forged steel lugs, girder spring forks, tubular carrier, stands to both wheels.

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

**Mudguards.**—4 in. wide, fixed in a very rigid manner.

**Silencer.**—"MATCHLESS," specially designed for this model.

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

**Saddle.**—Large and comfortable, latest pattern.

*For Sidecar to suit this model see pages 16 and 17.*

**Control.**—Carburettor, by levers on handlebar. Ignition by ratchet lever on tank. Valve lifter lever on handlebar.

**Tank.**—Capacity, two gallons petrol, three pints oil; fitted with gauge, drain cock, force pump with drip sight feed combined. Large filler caps.

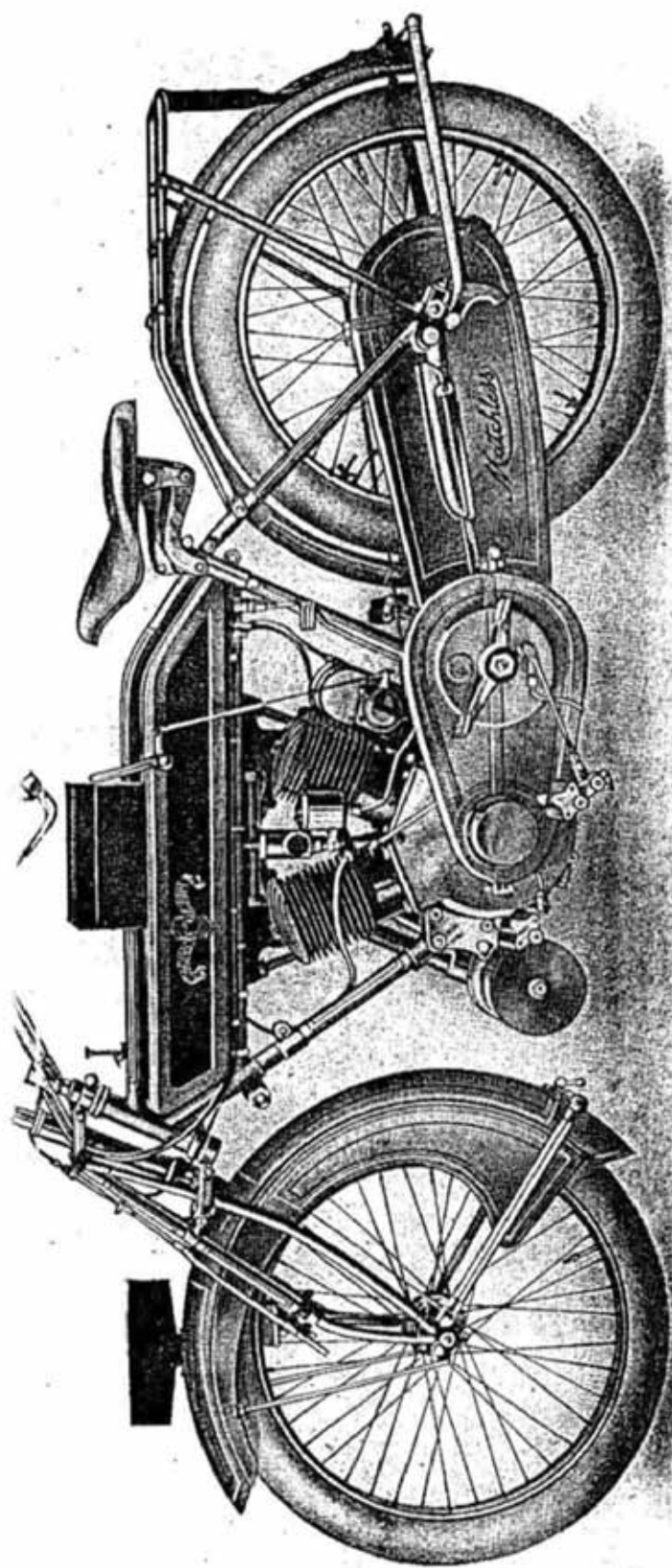
**Gear.**—Two-speed and free-engine, as illustrated.

**Drive.**—By chain from engine to countershaft, thence two chains running one on each side of back wheel through dog clutch direct on both high and low gear.

**Finish.**—Enamelled "MATCHLESS" grey, fine lined gold and green.

**Price.**—65 Guineas, including strong leather self-locking toolbag and tools.



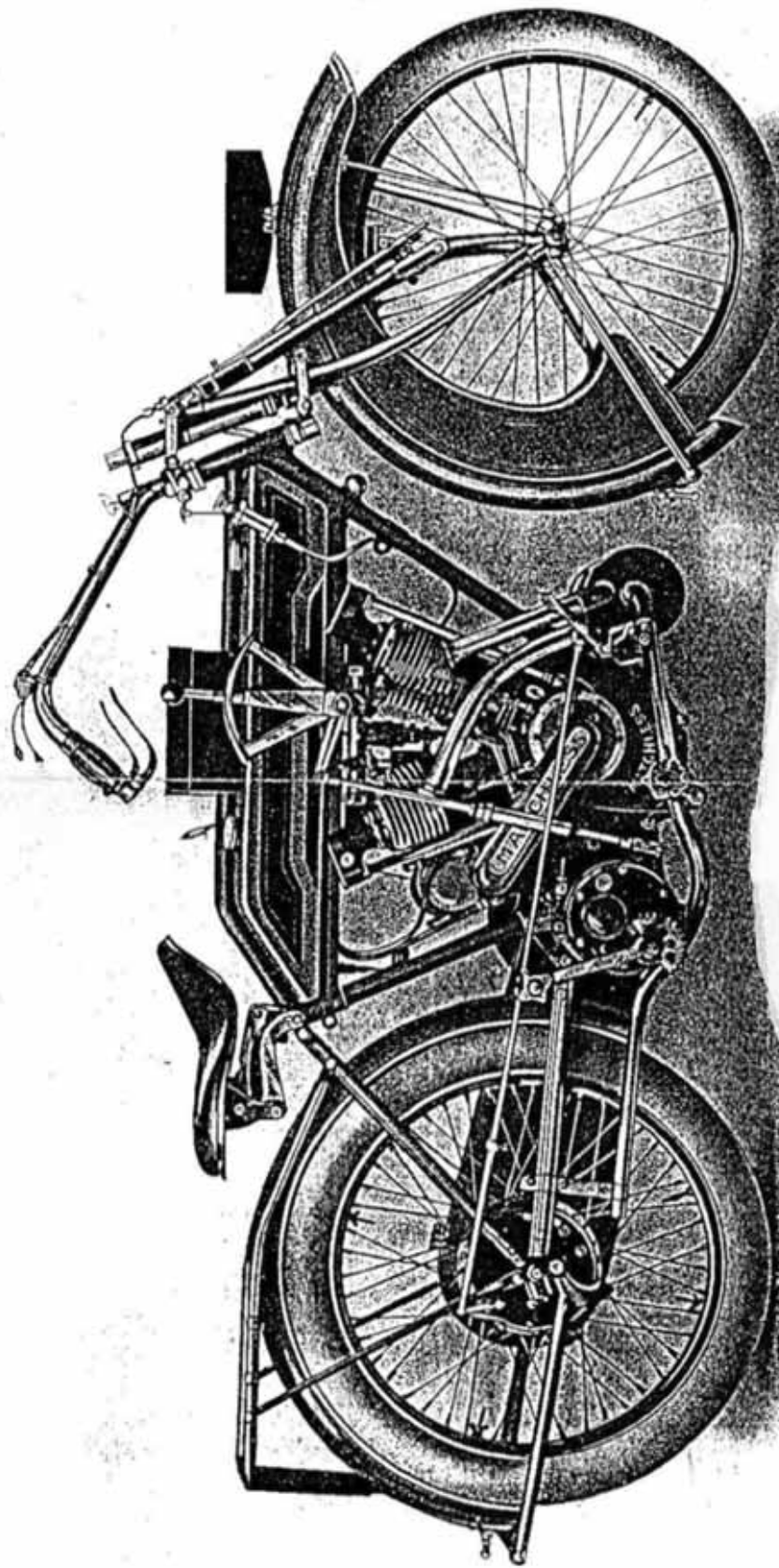


**MODEL 8 B,  
Three-Speed Gear and Free Engine,**

**Code Word: "APUT,"**

**"MATCHLESS."**

**THE WORLD'S BEST MOTOR CYCLE.**



**MODERN.**

**Specially Designed and Built for Sidecar Work.**

**PRICE £75.**

## DESCRIPTION OF MODEL 8B.

The machine illustrated on opposite page is an entirely new production which we have designed to meet the demand for a powerful chain-driven passenger machine. Many months were spent in experimenting and testing before the gear was finally adopted, and, in our opinion, the three-speed countershaft gear operated by a gate change and fitted with shock absorber overcomes all the defects which have been found on chain-driven machines in the past.

The drive is by silent chain from engine to countershaft, and thence by large roller chain to the rear wheel. On the engine shaft a simple and most efficient shock absorber is fitted, which makes the drive as silent, smooth and silky as the belt, with greatly increased reliability. The silent chain has never before been used on motor cycles.

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 is mounted the countershaft sprocket. These bronze discs are gripped between two V-shaped steel discs by the pressure of six springs, thus providing a very simple form of clutch, with very large contact surfaces. It is well known that to obtain the best results from a metal-to-metal clutch it is necessary that the contact 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 thence to the front driving chain. Both chains run in an oil-tight and dust-proof case, on the front of which is the oil connection for the clutch lubrication, described fully and illustrated in instruction book.

A neat and efficient form of kick starter is provided, consisting of a toothed segment, which, when pedal is pressed down, gears into a small pinion on the countershaft. The method of operating the gear is similar to that of the latest motor car, it being most essential to declutch when changing gear. A foot-operated internal expanding brake is provided in the rear hub. This brake gives a very powerful retarding effect, which is perfectly smooth and progressive.

## SPECIFICATION.

**Frame.**—Latest low pattern, flush joints, special drop forged steel lugs, girder spring forks, tubular carrier, and stands to both wheels.

**Engine.**—Special 7 h.p. M.O.I.V. twin-cylinder.

**Carburetter.**—New semi-automatic.

**Ignition.**—Ball-bearing waterproof magneto.

**Tyres.**—Heavy Hutchinson non-skid 650 x 65 on front wheel; non-skid car tyre 650 x 75 on back.

**Mudguards.**—4½ in. wide, fixed in a very rigid manner.

**Silencer.**—"MATCHLESS," specially designed for this model, with long tube outlet.

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

**Saddle.**—Large and comfortable latest pattern XL'ALL pan seat.

**Control.**—Carburetter, by levers on handlebar. Ignition by ratchet lever on tank. Valve lifter lever on handlebar.

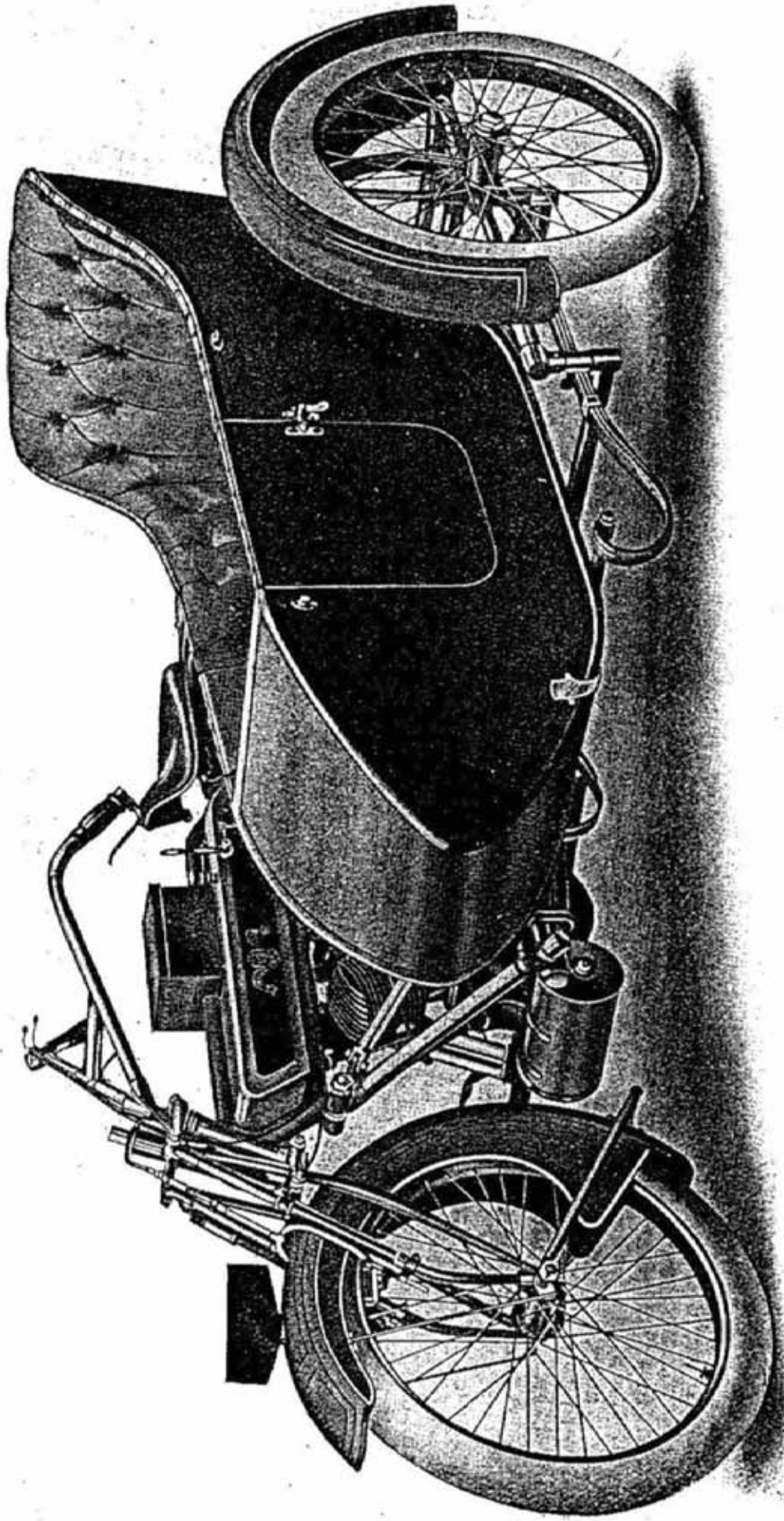
**Tank.**—Capacity, 2½ gallons petrol, three pints oil; fitted with drain cock, force pump with drip sight feed combined, large filler caps, glass tops.

**Gear.**—Three-speed and free-engine, as illustrated.

**Drive.**—By silent chain from engine to countershaft, thence by ¾ x 7/16 to back wheel, both totally enclosed in oil-tight case.

**Finish.**—Enamelled "MATCHLESS" grey, fine lined gold and green.

**Price.**—£75, including strong leather self-locking toolbag and tools.



**MODEL 8 B SIDECAR COMBINATION.**

Code Word: "APUTAPPIT."

### DESCRIPTION OF MODEL 8 B COMBINATION.

The Combination illustrated on opposite page is the outcome of the most extensive experience possible in this class of motoring. The "Matchless" has for years past been the most popular on the road for use under all conditions, as a Sidecar machine, and the unparalleled success which has accompanied our productions in every class of competition is a guarantee that you are not buying any string of untried ideas assembled with the hope of catching the eye, but a machine which shows that every point has been most carefully studied and developed by the steady cultivation of approved principles.

By introducing the above Motor Cycle and Sidecar as one unit, we have been able to meet every requirement of the novice and expert alike, and the various refinements incorporated must appeal to all riders.

The kick starter and valve lifter allows the engine to be started in the easiest possible manner without undue effort.

The three-speed gear and foot-operated clutch makes the control as perfect as the most expensive car, and combined with the gate change, the machine can be driven in the most congested traffic with delightful ease, the sidecar entirely eliminating all possibility of sideslip.

The 7 h.p. engine provides ample power for all requirements, being capable of climbing practically any hill on top gear. The second speed enables the rider to take any unusual gradient without unduly racing the engine, and the low speed provides an emergency gear which enables the machine to be driven up any hill having a rideable surface regardless of adverse conditions.

The range of speed is so great that the entire combination can be driven on top gear from five to fifty miles per hour with perfect ease and safety, whilst by using the free engine clutch, the rider can crawl through the slowest traffic without stopping engine.

The "Matchless" Silencer is designed to give the utmost silence without back pressure, and this model is by far the quietest motor cycle on the road regardless of power.

Comfort has been studied for both rider and passenger. XL'ALL saddle, adjustable footrests, and position of handlebar, fully meeting all requirements of the rider, whilst the design, cushion, trimming and springing of sidecar leave nothing to be desired.

First cost is not the only factor to consider regarding real economy; length of service, freedom from breakdown and low petrol consumption all count; whilst the high price which can always be obtained for a second-hand "Matchless" reduces running expenses considerably and goes far towards making our machines the most economical in use.

The appearance of the "Matchless" is always distinctive, the neat design, absence of superfluous rods and wires, and the high-class grey finish entirely eliminate the untidy appearance usually associated with motor cycles.

We feel confident that the care and attention we have bestowed upon the above will be fully appreciated by all riders, and we have no hesitation in stating that the purchaser of this model will have the best motor cycle outfit that money can purchase

### SPECIFICATION.

**Motor Cycle Model 8 B.**—7 h.p. twin, as described on page 15 and illustrated on pages 14, 20 and 21.  
**Sidecar.**—Illustrated and described on pages 16 and 17.

**Price.**—Complete Combination, as illustrated, £92 17s.

## IMPORTANT MODEL B

The engine, as illustrated on opposite page, has received the most careful consideration. No effort or expense was spared in its production, and, before placing it before the public, the most exhaustive tests were carried out. The bore is 82 m/m, and the total cubic capacity of 996. Nominal h.p. 7.

Every engine is most rigorously tested, and runs for 12 h.p. on brake.

The inlet valves are worked on the overhead cam mechanism operating them is entirely enclosed.

The tappet rods are enclosed in tubes, and rockers are enclosed in. The lubrication is carried to every part of engine.

With this system air leaks are practically impossible, and this enables engine to run at very slow speeds. Every wearing part is most carefully hardened and ground dead to size, whilst all bearings are of ample size and properly grooved for oil. The exhaust valves are made of highest grade steel and practically unbreakable, whilst their large diameter ensures a quick and clean exhaust, rendering overheating almost impossible. All four tappets are adjustable, and the timing gear is so carefully designed that there is an entire absence of the objectionable valve clatter so usual in all other engines.

A special release valve is fitted direct into timing gear case, which, coupled with the utmost care in grinding all faces, keeps the entire outside of engine perfectly free from all traces of oil.

The exhaust pipes are both carried forward into a spacious silencer, and the final outlet is through a long pipe carried to rear of machine.

The magneto is the latest pattern waterproof type, carried on platform at rear of cylinders, well out of the way of the elements, thus preventing any possibility of misfiring in wet weather or when passing through water splashes.

The carburetter is of the two-lever type, semi-automatic, giving a great range of speed and extreme flexibility.

The three-speed countershaft gear follows the practice as now universally used on high-class motor cars, dog clutches give direct drive on top gear.

The gears slide on a castellated shaft which is most accurately machined and hardened, thus ensuring a perfect fit, absolute truth, and preventing any noise on the intermediate gears.

The gear box is cylindrical in shape, and can readily be detached from machine.

The kick starter is of ample proportions, and is fitted direct to gear box.

A neat and substantial form of gate change operating lever is provided in a most convenient position at right side of tank.

The operating clutch is carried on countershaft with suitable foot pedal attached.

This is a most important feature, and enables the rider to control the machine in traffic in a manner altogether unknown before.

There is no possibility of damaging this clutch, and same can be used to any extent without showing any appreciable wear.

The rear brake is of the internal expanding type, particularly smooth and powerful in action.

The transmission is by Renold's silent chain from engine to countershaft, and thence by Renold's heavy roller chain to rear wheel; a simple and efficient shock absorber is fitted on engine shaft, and the entire transmission is enclosed in a metal oil-tight case.

An overflow pipe from engine provides a constant supply of oil to both chains and clutch.

## IMPORTANT POINTS

### MODEL 3

The entire frame is built to withstand the most severe conditions to which it is subjected to. All the important lugs and joints are made of solid steel drop forgings, designed to give the highest class weldless steel tubing is used throughout, making it practically impossible for any breakage to occur.

The rider need have no fear whatever in the most severe conditions, as the frames are now infinitely stronger than any other at present.

Our well-known girder spring forks have been improved, giving the utmost flexibility and sideplay. Grease cups are now provided for the bearings, so that lubrication is assured.

Mudguards have been increased in width, and are now fitted to both wheels.

Stands are fitted to both wheels, and these also are fitted with rubber feet when running.

The tubular carrier is quite strong enough to carry a passenger when necessary.

The tank has a capacity of 2½ gallons for petrol and 3 pints of oil, it is fitted with extra large filler caps and semi-automatic drip lubricator with sight feed.

When riding, it is only necessary to push the pump plunger down about every four or five miles.

The tank is carried on cross arms which are built on the middle tube of frame, this prevents any possibility of tank working loose.

The petrol tap is fitted with gauze strainer, so that trouble with choked jet in carburetter is a thing of the past.

Our well-known V-type handlebar is retained, the stem being greatly strengthened by a cross girder running through the entire length. The cross member greatly strengthens the bars and provides ample space for carrying generator, speedometer and watch.

Inverted levers are used for brake and valve lifter, which leaves only the carburetter control wires exposed, and gives a very neat appearance.

On the passenger machines, car section rims are fitted to all three wheels, thus allowing for tyres being changed when desired.

The standard tyres are car section 650×65, with an exceptionally strong heavy tyre 650×75 on back wheel.

This back tyre has been expressly manufactured for use on our machines by the Hutchinson Tyre Company, and we are confident this will give every satisfaction in use.

The Pan seats as fitted on all models are the acme of comfort.

Two pairs of footrests allow ample change in position for driver on a long journey.

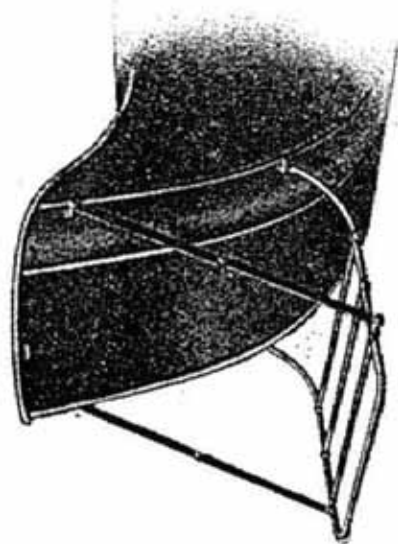
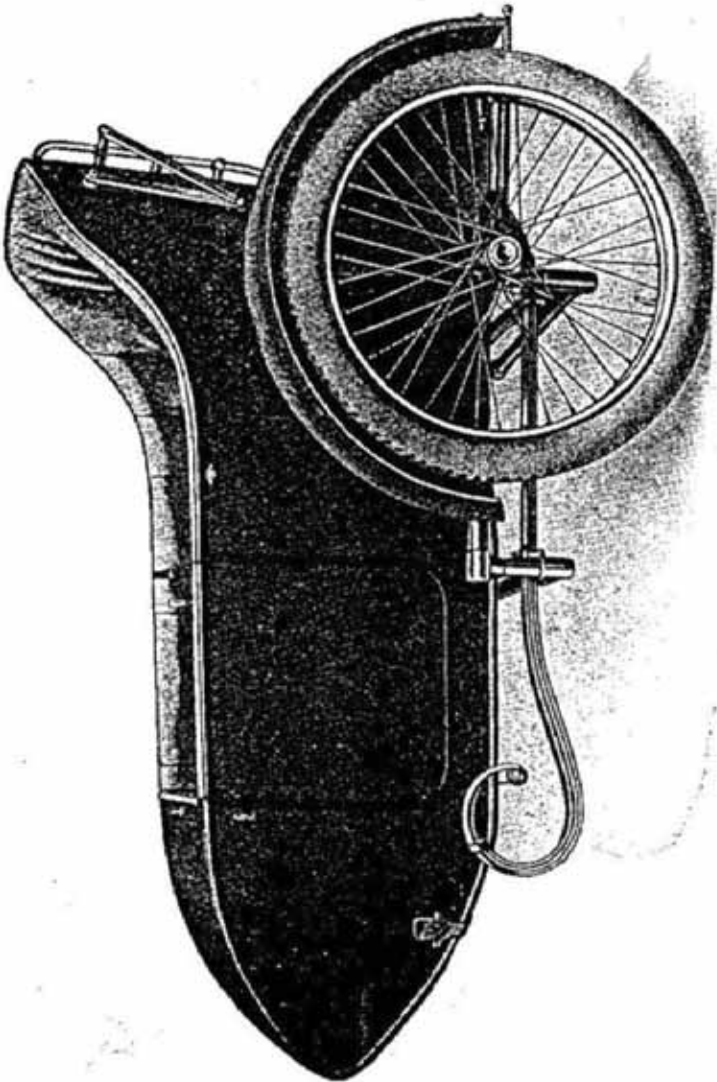
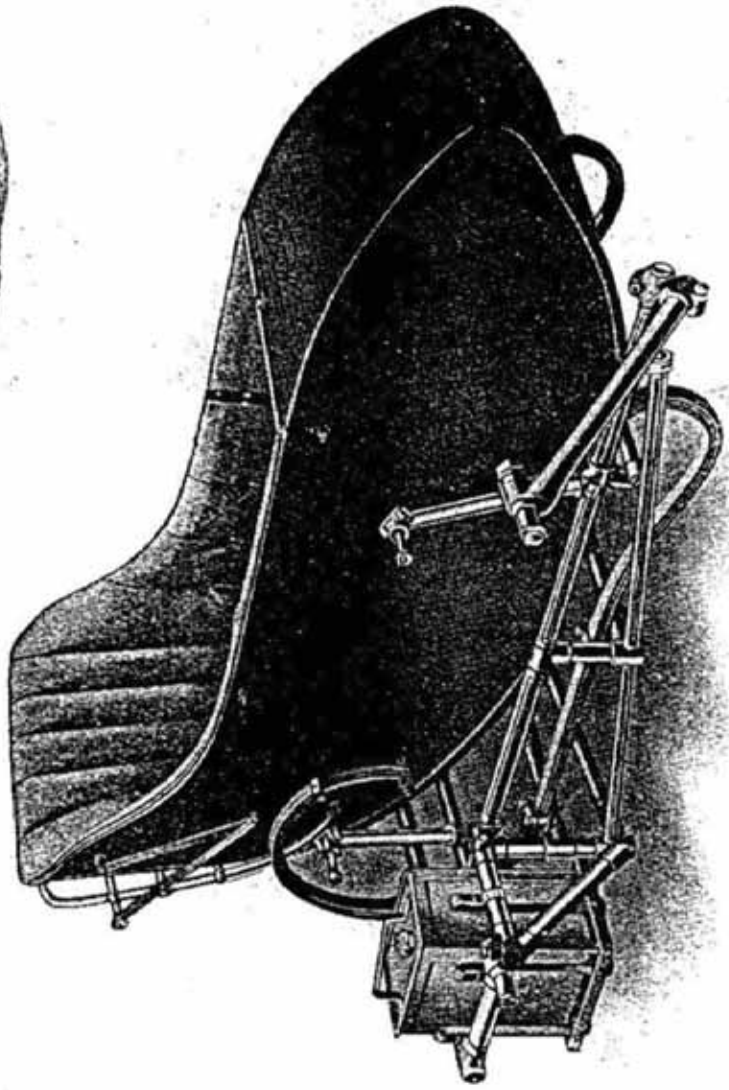
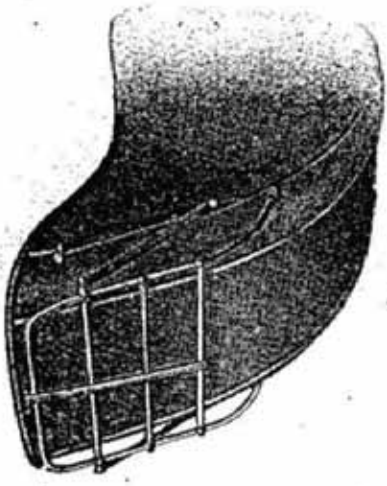
### DIMENSIONS.

Entire length of machine	- - - -	84 inches.
Height of saddle from ground	- - - -	30 "
Entire width over machine and sidecar	- - - -	56 "
Highest point of machine or sidecar	- - - -	42 "
Gear ratio	- - - -	4×7×11

Many further important points are described in detail in the instruction book which is presented gratis with every machine.

It is so built that it can be made up out of strength. The will be found

Our frames are made of steel.



**SIDECAR & FITMENTS.**

Code Word: "APPIT."



## DESCRIPTION OF SIDECAR.

The Sidecar illustrated on opposite page has been designed with a view to providing a passenger-carrying attachment in keeping with our powerful Motor Cycle.

The style of chassis is entirely new, being built up without the aid of bent tubes, which have always been a source of weakness. The frame is constructed on the girder principle, which gives the greatest strength without unnecessary weight.

Incorporated in the main frame is a petrol can-carrier provided with springs which holds can securely without any extra fixing. This design of frame allows the body to be mounted on long flexible C springs in a very low position. Four-point fixing enables Sidecar to be attached to Motor Cycle in a perfectly safe manner and entirely prevents the possibility of Sidecar running out of line when subjected to a severe strain in use.

A stand is provided to allow of Sidecar being jacked up same as Motor Cycle for cleaning or any other purpose.

The body is a fine sample of coachmakers' art and is far superior to the usual so-called coach-built body, being built up on a bent-wood frame with panels of 3-ply mahogany, treated in such a manner that it will withstand the action of any climate.

A small locker is fitted in top portion of the body for carrying light spares, and ample room is provided under the seat for tools and heavy spares. A substantial lamp bracket is fitted to the forward end.

Following motor car practice, the seat is properly sprung and the trimming is carried out in best quality leather-cloth very thickly padded to give the utmost comfort when riding.

A spacious folding luggage grid is attached directly on to the body, capable of carrying sufficient luggage for a lengthy tour and yet leaving sufficient space for carrying spare tyre.

A thick coconut footmat is supplied, and also strong brown waterproof apron for protecting the passenger.

The finish is carried out entirely in our well-known "Matchless" grey, which gives a particularly handsome appearance to the entire Sidecar.

For further particulars and illustration showing how body can be tipped up for allowing access to Motor Cycle, see Instruction Book.

## SPECIFICATION.

**Frame.**—Special "Matchless" girder underslung frame, straight tubes throughout, petrol can-carrier, stand, 4-point suspension and detachable connections.

**Springs.**—Three-leaf C pattern, very flexible.  
**Wheel.**—Latest design waterproof hub, heavy spokes, 650 x 65 Hutchinson non-skid car tyre, strong mudguard with sidewing.

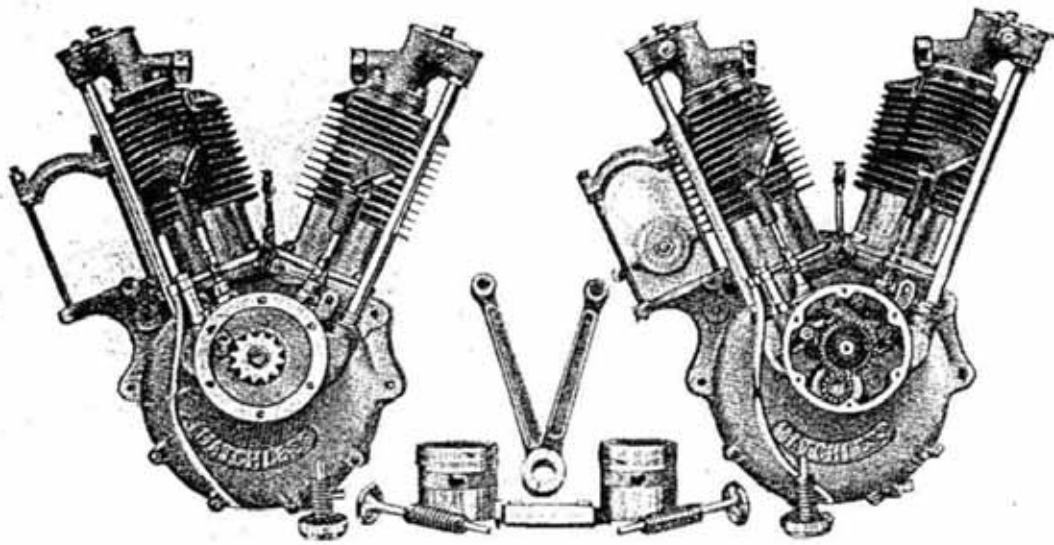
**Body.**—Registered design, coach built, provided with two spares lockers, trimmed best leather cloth, well padded.

**Luggage Carrier.**—A strong tubular folding luggage grid is fitted direct on rear of body.

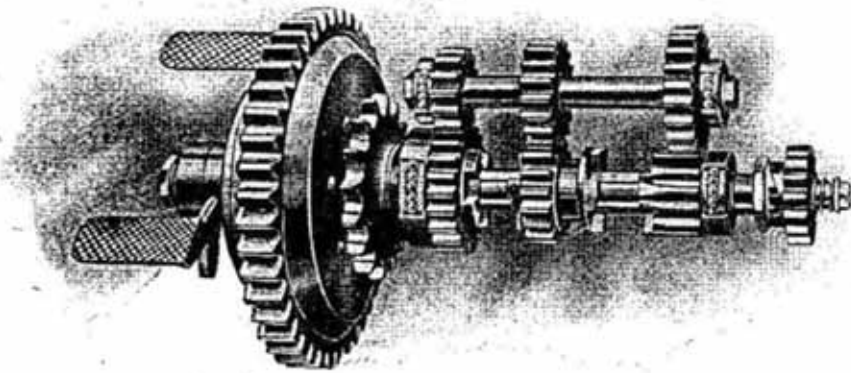
**Equipment.**—Spring cushion seat, thick coconut footmat, and brown waterproof overall apron.

**Finish.**—"Matchless" grey throughout, fine lined green and gold.

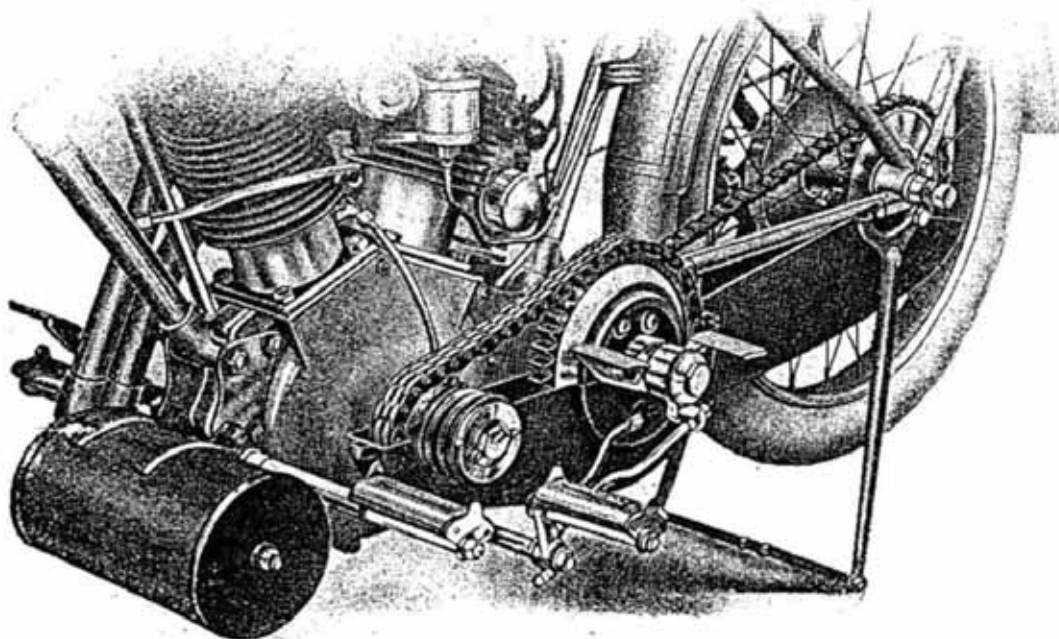
**Price.**—17 Guineas.



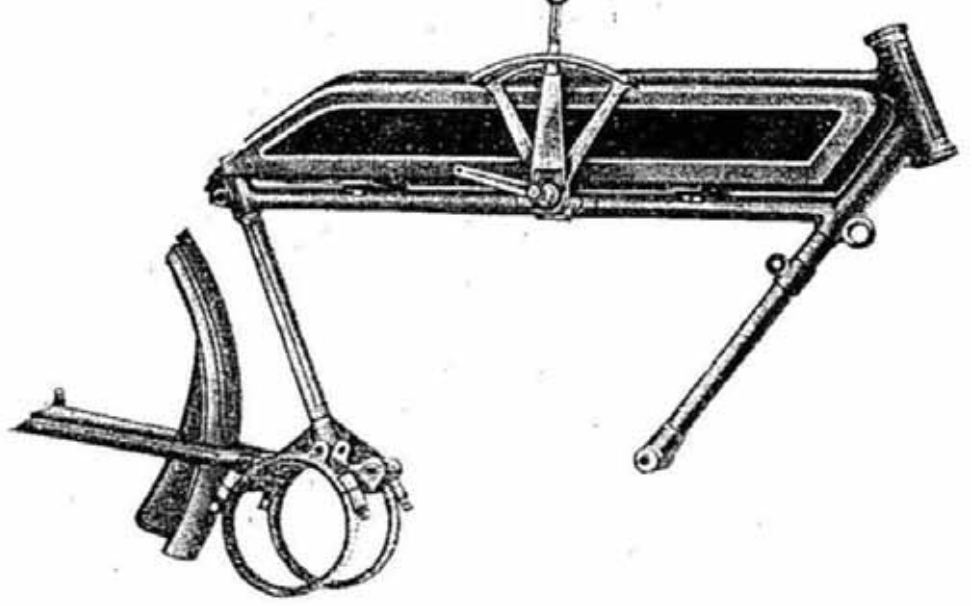
The "Matchless" 7 h.p. Engine.



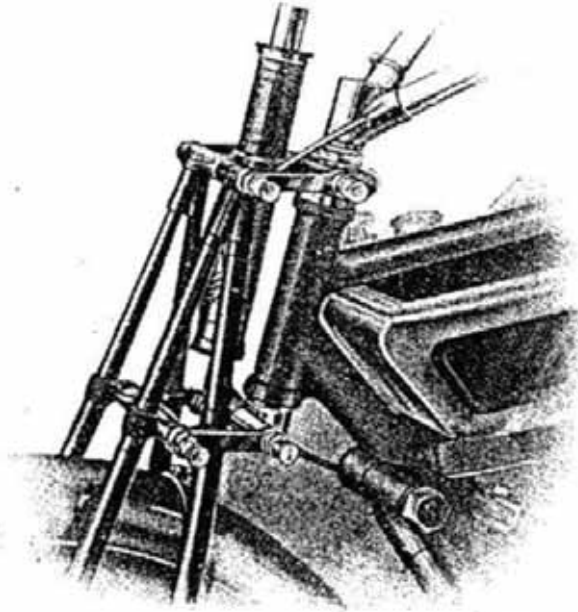
The Countershaft Gear.



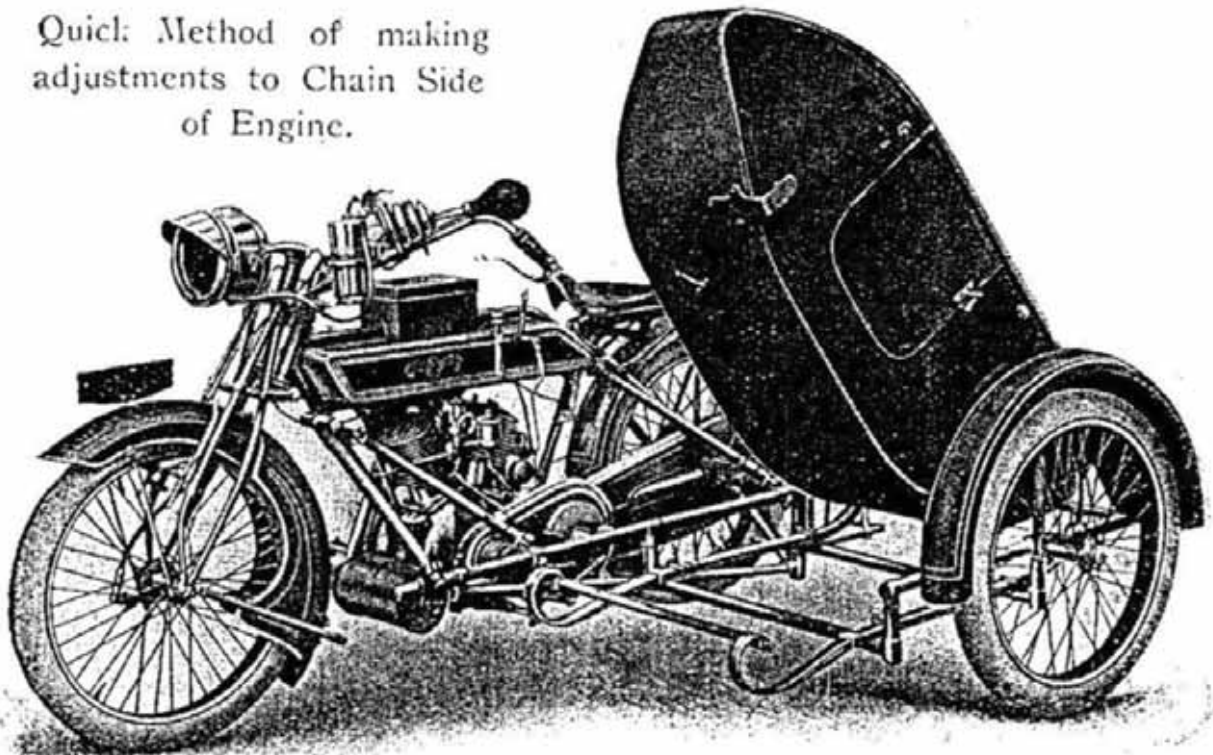
The Silent Chain Transmission.



Top part of  
Spring Forks  
showing grease  
cups.



Quick Method of making  
adjustments to Chain Side  
of Engine.



## WELL-KNOWN RIDERS.

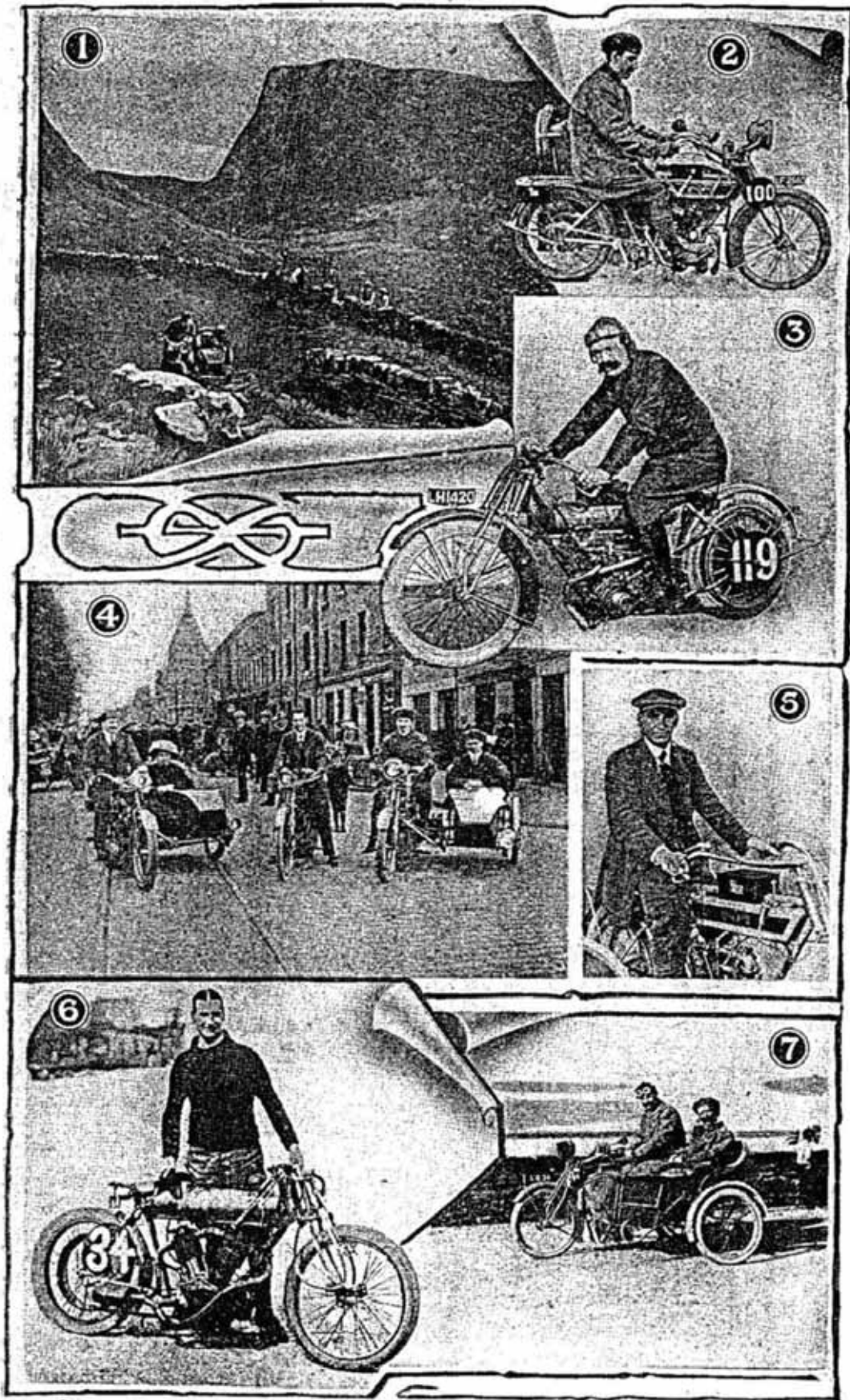


1. MISS ELLIS  
2. CECIL ROBERTS  
3. A. BOVILL

4. F. CROSTHWAITE  
5. ERIC J. WEBSTER  
6. JACK H. FOX

7. W. H. BROWN  
8. HENRY GREENHALGH  
9. H. MARSDEN

## 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.

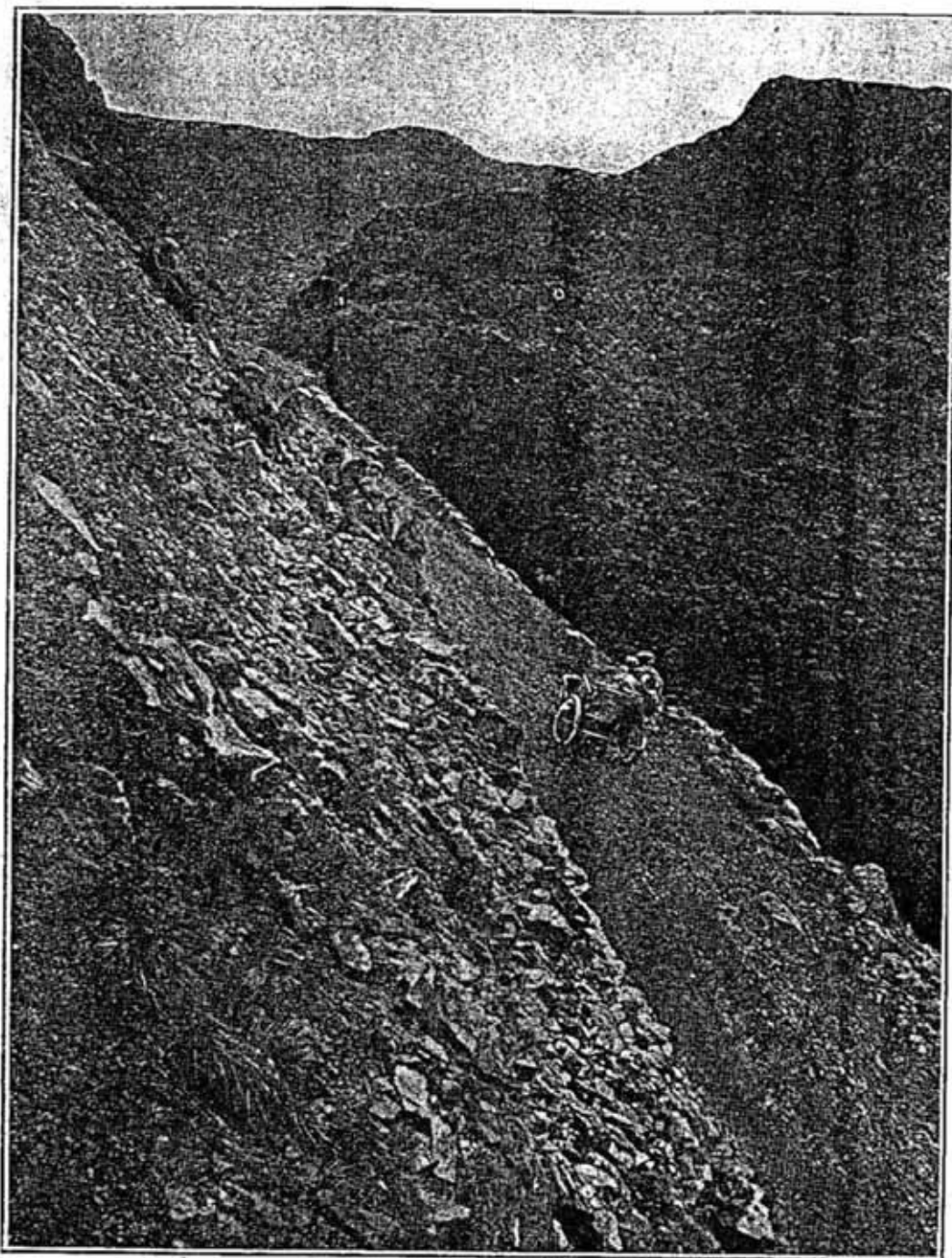
4. "MATCHLESS" TEAM in Six Days' Trials.

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.

## MOUNTAIN 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). . . . 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. . . . 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  $9\frac{1}{2}$  to 1. The conditions were most unfavourable, as it rained in real Lakeland fashion."

## IMPORTANT "MATCHLESS" SUCCESSES.

**London to Exeter, Christmas, 1912.** Five "Matchless" Sidecar Combinations started, and all finished the double journey, winning five gold medals.

The *Motor Cycle* said: "Only those who went through this Trial can fully appreciate its severity, but the number of failures speaks volumes to the outstanding merit of the successful machines."

The "Matchless" riders were, R. E. Guest, G. Nott, E. Cann, E. Vallis, and C. R. Collier.

**Ten Mile Scratch Race for 500 c.c. Motor Cycles, New Brighton Beach, Christchurch, New Zealand:—**

C. L. Black, 3½ h.p. Twin "Matchless." First.

A. F. Sellers, 3½ h.p. Single "Matchless." Second.

### JANUARY 1st, 1913.

**At Ashurst, Manawatu, New Zealand.** Mr. S. Morrison, "Matchless," first in the ten mile handicap, and second in five mile handicap from scratch.

**Open Hill Climb at Timaru, New Zealand.** T. H. Nicholas, fastest time of the day and record for hill, 60½ m.p.h.

*Translation of Cable received from Buenos Ayres.*

"Matchless" Motor Cycle ridden by amateur, Arnaldo Bernasconi, won easily 467 Kilos Race for Championship, South America, beating 32 competitors, on bad roads, only "Matchless" entered, time 10½ hours.

**A.C.U. Spring Trial.** Six "Matchless" started, six finished, winning highest awards.

*Motor Cycling* said: "The 'Matchless,' and Sidecar, piloted by C. R. Collier, made light work of the gradient. Amongst the passenger machines, C. R. Collier and R. E. Guest, 'Matchless' both made excellent climbs. G. Nott on a 'Matchless' and Sidecar made a very fast ascent."

### FEBRUARY 8th.

**Liverpool A.C.C. Open Reliability Trial,** over a course of the mountainous parts of North Wales, two "Matchless" Motor Cycles started, both completed the full course, Mr. Jack H. Fox winning the gold medal.

**A.C.U. Silencer Trials.** Standard "Matchless" Silencer awarded certificate of merit.

### MARCH.

**Oxford University M.C.C. Hill Climb, Irondown Hill.** Mr. J. M. McKenna (son of the Home Secretary), "Matchless." First.

**Westmorland Open Hill Climb.** "Matchless" first in Class 7, and fastest time of the day.

**Newcastle M.C. Speed Judging Test.** 8 h.p. "Matchless" and Sidecar. First.

**London and Land's End.** Two "Matchless" started, both finished, qualifying for awards.

**Pen Y Ball Hill Climb.**

Mr. J. J. Cookson, 7 h.p. "Matchless." First.

Mr. Jack H. Fox, 5 h.p. "Matchless." Third.

**Birmingham M.C.C. Open Passenger Machine Trial.** Three "Matchless" and Sidecars competed, all three finished the course, gaining two gold and one bronze medal.

## IMPORTANT "MATCHLESS" SUCCESSES—continued.

**Surrey M.C.C. Limited Gear Reliability Trial.** The best ascent was by the 3½ h.p. Twin "Matchless" Sidecar Outfit, driven by L. Flack.

**London to Edinburgh.** Four "Matchless" started, all finished, winning three gold and one bronze medal.

### Brooklands, Saturday, July 5th.

350 × 560 c.c. Handicap Race, "Matchless." First.

350 × 560 c.c. Scratch Race, " " "

750 × 1000 c.c. " " " "

Benzol Scratch Race, " " "

Club Championship Race for Harry Smith Gold Challenge Cup, "Matchless." First.

### July 5th, Speed Trial at Colwyn Bay.

Class 8, "Matchless." First. Flying Start ½-mile, "Matchless." First.

At the same meeting "Matchless" also gained six seconds, three thirds, and Mr. J. H. Fox won the Championship of North Wales.

**Woolwich and Plumstead and District Trial for the Mayor of Taunton's Challenge Cup.** F. J. Ellis, 3½ h.p. "Matchless." First.

### JULY. Scottish Six Days' Trial.

"Matchless" Team consisting of Mr. J. A. Hout, 3½ h.p. twin, Mr. R. E. Guest, 7 h.p. "Matchless" and Sidecar, Mr. C. R. Collier, 7 h.p. "Matchless" and Sidecar all finishing the entire course, winning highest awards.

### A.C.U. Six Days' Trial.

1909, Shrewsbury Circuit, private owners' special prize won by J. Tassell, "Matchless." 1910, Land's End to John O'Groats', private owners' special prize won by J. Tassell, "Matchless." 1911, Harrogate Circuit, private owners' special prize, J. Tassell, "Matchless." 1912, Taunton Circuit, private owners' special prize won on a "Matchless." The "Penney" Silver Cup, best performance of private owner on Observed Hills, R. E. Guest, "Matchless." The "Harrison" Silver Cup, best performance, private owner, slow Hill Climb; R. E. Guest, "Matchless." The "Mayor of Taunton's Prize," best performance by Club Team of private owners, won by four riders of the "Matchless." 1913, August, Carlisle Centre, owners' special prize for best performance, passenger-carrying vehicles, won by C. R. Collier, 7 h.p. "Matchless" Sidecar Combination.

### Flexibility Trial.

	Slow	Fast	Mens. of Flex.
R. C. Collier, "Matchless"	3'9 m.p.h.	19'73 m.p.h.	15'83 m.p.h.
R. E. Guest, "Matchless"	5'52 "	20'11 "	14'59 "
Next Best ... ..	4'63 "	18'36 "	13'73 "

### Speed Test.

	Time	Figure of Merit
C/R. Collier, "Matchless"	43'02 "	"Matchless" 141'11
R. E. Guest, "Matchless"	44'92 "	Best of any passenger machine in the Trial
Next Best ... ..	40'23 "	

Also winning two gold and two bronze medals.

**200 Guinea International Trophy,** won by the British Team. C. R. Collier, 7 h.p. "Matchless" and Sidecar forming the passenger unit.

### Brighton, 20th September.

1000 c.c. Event, Expert Class, C. R. Collier, "Matchless." First.

1000 c.c. General Event, E. Remington, "Matchless." First.

### Sutton Coldfield Reliability Trial.

*Copy of Telegram received October 10th, 1913.*

"Sutton Coldfield Committee's Award. 'Matchless' Team won team prize for best performance, seventeen teams entered.

ALEC ROSS, Chairman."

### Brooklands Speed Trials.

**A.C.U. Championship Meeting, October.** "Matchless," three firsts, including the 1000 c.c. Championship for the *Motor Car Journal* Challenge Cup, won by E. Remington; speed over 85 m.p.h.



# 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.

## TESTIMONIALS.

4 CARLISLE TERRACE,  
THE HOE, PLYMOUTH.  
October 1st, 1913.

Dear Sirs,

Possibly you noticed in last week's *Motor Cycle* that I won first prize in the Sidecar Class at the Plymouth and District Hill Climb held at Moorshop, riding the 6 h.p. "Matchless" I obtained from you through Messrs. Delafields in April, 1912.

As I also won the second prize in the Reliability Trial to Exeter and back held on Easter Monday, and second prize in the Reliability Trial to Penzance and back held on Whit Monday, and was third in a former Hill-Climbing Competition at Moorshop, I consequently win the three-guinea cup which is to be awarded for the best performance for the Season 1913.

This is the same machine on which I went with a passenger in the sidecar to John O'Groats last year, and it speaks well for the general reliability of the machine and the durability of the engine that I am able to do so well after so much use.

In all probability I shall be up to the Show, and hope to be able to place an order for a 1914 "Matchless," as I consider the sidecar combination more "sporty" for a young man than a cyclecar, and your reputation will suffice me to decide what make it should be.

Yours faithfully,  
CECIL R. ROBERTS.

35 PORTLAND PLACE, W.  
October 16th, 1913.

Dear Sirs,

I wish to congratulate you on your beautiful machines, which bear well the name of "Matchless." I am a lady, and a very keen motor cyclist. I have ridden several different makes, single-cylinder, twin-cylinder, and four-cylinder engines, but I have never come across one so flexible and easy to control as this, my present mount, the 8 h.p. "Matchless" and Sidecar, which I have possessed for the last year. This combination is so well balanced that she is remarkably easy to steer. The sweet smooth running of the engine is wonderful, and she will throttle down to the slowest possible speed in traffic, while on the flat high road I have easily reached 50 m.p.h. with passenger. She is a brilliant hill-climber. I have driven mine, including passenger, over the most awful roads with shocking surfaces, up gradients 1 in 4. I have been successful in trials and competitions, and even after these severe tests the engine has been in perfect running order. Last August I toured all over Dartmoor and never met a hill I could not climb, in fact I made many steep ascensions with two passengers, one seated in the sidecar and the other on the carrier. Before I conclude, I wish to add that I have tested my machine in the severest possible manner, and have never yet had a mechanical breakdown of any sort or kind.

I remain,

Yours faithfully,  
MARY ELLIS.

"GLENGYLE,"  
HALTON, NR. LEEDS.

Dear Sirs,

September 16th, 1913.

I thought it would perhaps interest you to know how delighted I have been with my 8 h.p. "Matchless" you supplied me with last year. I have done a fair amount of mileage on it up to the present, and hope to do a good deal more.

Last year I was successful in getting through the Leeds-London and back, and this year coming in second on a very stiff trial we had in connection with the Crossgates Club; and the Leeds-London again this year. Altogether I have had no trouble with machine, and have never had a motor cycle that I like better than the "Matchless."

Yours faithfully,  
FRED CROTHWAITE.

**TESTIMONIALS—continued.**

Messrs. H. Collier & Sons, Ltd.

93 MANOR ROAD,  
LEE, S.E.

Dear Sirs,

August 2nd, 1913.

I should like to tell you how pleased I am with the  $3\frac{1}{2}$  h.p. twin three-speed gear "Matchless" Motor Cycle, which I rode in the Scottish Six Days' Trials. I have never ridden on such vile roads, which were altogether worse than anyone would ever select for touring on. With the aid of the three-speed gear, I was able to funny negotiate everything I came across.

I cannot imagine anything nicer for solo work than the little "Matchless," and the way it climbed the hills and stood up on the rough roads was a revelation to me.

Of course you are aware that I secured the highest possible number of marks, and was awarded a gold medal for my performance.

Considering the enormous number of failures in this trial, I consider that any machine which got through without loss of marks was a credit to the makers.

I can assure you that if a best machine for solo riding "Matchless."

Dear Sirs,

I am running over to-day with the "Matchless" to have a low speed band put in, and will deem it a special favour of you if you would kindly put a man on to do it while I wait, as it is not a long job, and Mr. C. R. Collier has always told me you will do any little job for me if I run over.

Let me here again say, this combination is a credit to your firm the way in which it was turned out; nothing came loose or anything wrong, and I am thoroughly pleased with it in every way. Please let Mr. C. R. Collier know this, as you know it was delivered on February 9th.

I am, dear Sirs, yours truly,  
WALTER SCOTT.

SHAKESPEARE HOTEL,  
POWES STREET, WOOLWICH.

Dear Sirs,

September 5th, 1913.

It gives me much pleasure to inform you that I was successful in the above Club's Reliability Trial last week-end, winning the Mayor of Taunton's cup and special gold medal for the best performance. Perhaps it may be of interest to you to know that this particular motor is a  $3\frac{1}{2}$  h.p. "Matchless" which I purchased from you over eight years ago, and I might say that it still commands the greatest respect amongst the members of the above Club, as they never know when it is going to turn the tables on some of their latest models of all makes. I estimate it has done nearly 40,000 miles, and still going strong.

Yours faithfully,  
F. J. ELLIS.

53 ALBION ROAD, WOOLWICH.

Gentlemen,

August 15th, 1913.

After two years grueling on my 8 h.p. "Matchless" and Sidecar, which was second-hand when I took delivery, I have just had a holiday tour of 1,000 miles in Somerset, Devon and Cornwall.

I found the hills very steep with bad corners, and I am more than pleased to say that I did not have a moment's trouble. I may mention I had sidecar and passenger, also luggage.

Yours faithfully,  
E. C. FRANKLIN.

**TESTIMONIALS**—*continued.*

Messrs. H. Collier & Sons, Ltd.

Dear Sirs,

October 9th, 1913.

Having sold during the last few years a considerable number of "Matchless" motor cycles, we have pleasure in testifying to the satisfaction we feel in handling your machines. The contented riders—and we have yet to find one otherwise—all endorse our unqualified opinion that for absolute reliability, flexibility, ease of control, and economy in upkeep, the "Matchless" has no equal for sidecar work.

We enclose a few extracts from some of the numerous testimonials received by us from "Matchless" owners.

Yours truly,

HITCHINGS, LIMITED,  
(Signed) R. S. BROOKE-HITCHING.

"CRAIGIELEA,"

WALTON BRECK ROAD, ANFIELD,  
LIVERPOOL,

Gentlemen,

Aug. 16th, 1913.

I feel it a duty I owe to you to write and offer my unsolicited testimony to the excellence of your 8 h.p. "Matchless" motor cycle which was supplied to me through Messrs. Hitchings, Ltd., Bold Street, Liverpool, at the beginning of February of this year.

I have nothing but the highest praise to bestow upon its behaviour for quietness in running, flexibility and power.

When I tell you that in this holiday tour I have not had occasion to open my tool bag, you must be assured that I gratefully appreciate the qualities of a machine which gives such thorough satisfaction and are responsible for a total absence of worry.

Always assuring you of my heartiest good wishes for the continued and increasing success you deserve.

Yours faithfully,

JAS. D. McLEAN.  
THE BIRCHES, SILVER LANE,  
PURLEY,

Nov. 4th, 1913,

Dear Sirs,

Just a line to tell you that on Saturday, October 25th, at York Hill, near Edenbridge, my brother won the Edge cup for best performance on any machine, and a medal for best time in the 1,000 c.c. class.

The climb was held by the Purley and District M.C.C.

Yours sincerely,

CYRIL M. WEBSTER.

NEW FERRY,

CHESHIRE.

Dear Sirs,

I am pleased to say that the "Matchless" motor cycle and sidecar supplied by you have proved satisfactory in every respect. I consider the workmanship to be the highest grade, showing that the builders thoroughly understand their business and pay attention to all the details in a practical manner. The two-speed gear has proved very reliable and enables the combination to go anywhere with absolute dependability. I find that the carburetter makes the engine very flexible and economical in petrol, and I am getting over 69 miles to the gallon.

Your methods of business have been entirely satisfactory.

Messrs. Hitchings, Ltd.,  
Liverpool.

Yours truly,  
(Signed) W. L. HARGREAVES.

## TESTIMONIALS—continued

Messrs. H. Collier & Sons.  
Dear Sirs,  
Enclosed find photo. Up to the present the mileage is well over 18,000 for 10 months, not bad considering the roads that have to be covered. Before the 12 months is completed I hope to exceed 24,000.  
Wishing "Matchless" 1914 every success,  
Yours faithfully,  
C. H. BOVILL,  
Representing Jury's Imperial Pictures, Ltd.

Messrs. H. Collier & Sons.  
Gentlemen,  
It gives me great pleasure to say I purchased one of your 6 h.p. "Matchless" fixed gear models last May from your agent, Mr. Powell, and I have ridden it practically every day since purchased, the total mileage being 5,500, chiefly with sidecar, and have never had a moment's trouble, the way it ticks along in traffic at seven miles an hour makes it a pleasure to ride, and then to be able to open out the throttle and do 60 miles an hour is not asking too much. But what surprised me most was the petrol consumption, I have no trouble whatever to get 100 miles to the gallon solo.  
Yours truly,  
H. HARRIS,

Messrs. H. Collier & Sons.  
Dear Sirs,  
I take this opportunity of writing my appreciation of my "Matchless" cycle, particularly of the twin belt drive, it is undoubtedly *matchless* in name and reliability. I did not cut anything out of the two belts till I had ridden 2,300 miles, in fact I never touched the belts except to put two tacks in each end near the belt fasteners to stop the rubber from wearing at these ends. The best part of this distance was with heavy sidecar and 34 stone of passengers.  
Yours faithfully,  
R. W. BILL.

*Reprinted from the "Cheshire Herald."*

### A PERSONAL EXPERIENCE.

Here Mr. Greenhalgh paused for breath, so we ventured to remind him that we had called principally to hear a little about himself. His enthusiasm for the Stockport Motor Club is splendid, but of his own doings he is inclined to be very modest. "It's the machine, not me," he said again; "I have nothing but praise for the 8 h.p. 'Matchless,' and am riding the same make again this year—I never touched it all the season, never even cleaned a plug, and it's better now than when it was new. I can throttle her down to 5 m.p.h. on high gear, and can do 50 m.p.h. very comfortably, with sidecar and passenger. As an instance of its flexibility, I won a slow and fast hill-climb on the same day with the same gear."—"Apart from the club runs, you will do a good bit of private riding, Mr. Greenhalgh?" "Oh, yes, I've toured pretty well all over England," he replied. "Mrs. Greenhalgh and I had a 10 days' tour in Cornwall and Devon last August, and hope to go again this year. We tackled all the big hills—Porlock, Countisbury, etc.—and the 'Matchless' ate them all up."—"Do you find motor-cycling expensive?" we queried. "Not at all," he answered. "It's cheaper to go out than to stay at home. When one knows the right places to stop at for refreshments, it costs less than providing Sunday's dinner and tea at home. Running costs? Well, get a good machine, and it should cost you nothing at all for a season's work, except, perhaps, about 25s. for a new cover."

## TESTIMONIALS—continued.

THE "MATCHLESS" MOTOR AGENCY,  
CHRISTCHURCH, NEW ZEALAND.

April 22nd, 1913.

Dear Sirs,

It gives us great pleasure to inform you that we have won the most important race yet held in New Zealand. On Saturday last, 19th April, the Wellington Motor Cycle Club ran an Inter-Island Championship Meeting, and put up a ten miles scratch race to decide the championship of New Zealand. The race resolved itself into a duel between an —— and a "Matchless," both being of the racing type of machine. However, the "Matchless" rider secured a lead of fifty yards in the first lap, which he held until the last lap, and then, slightly increasing his speed, ran home the winner by about seventy yards.

The machine was put together the morning of the race, and ridden 100 miles to the course. The rider's name is S. Morrison, a young mechanic of great promise in motor racing. The race was on grass track. Time 10.3.2/5.

Two days before the Wellington race, a sports' meeting was held at Fielding. In two races programmed, the results were as follows:—

A. Boag	...	...	1st.
S. Morrison	..	...	2nd.

The former had a 1912 T. T. racer "Matchless," and the latter the 1911 T. T. racer.

Yours faithfully,

W. H. PHIPPS BLACK,  
*Wholesale Agent and Importer.*

TORONTO, CANADA.

Sept. 11th, 1913.

Dear Sirs,

I now have the pleasure of writing you these few lines to let you know how well pleased I am with the way the "Matchless" Motors have stood the test over our very rough roads in Canada. I might say I have thoroughly tested the merits of the "Matchless," and I have come to the conclusion that it is second to none. I drove one of your machines with sidecar 12,000 miles in 1912, and it has been driven quite that amount this year, and is running as well as ever, so I think this is a great test for any machine. The way the frames stand the severe strain of the sidecar on our rough roads is marvellous—never seen a frame twist or break, which is a common thing in Canada.

Wishing you every success during the coming year,

I am,

Yours truly,

W. J. PORTER.

*Translation of Cablegram received from Rosario, Buenos Ayres.*

### GREAT CLASSICAL MOTOR CYCLE RACE, 267 KILOS.

The "Matchless" Motor Cycle, ridden by the amateur Arnaldo, once again proved the strength and steadiness of its motor, beating admirably thirty-two machines divided in sets of three, four, and five and more professional riders, in the commendable time of 10½ hours, without suffering the least damage on *very bad* and imperfect roads. The only "Matchless" entered.

Agents—MESSRS. PINTO LIETE & BRO.,

LONDON AND BUENOS AYRES.

**TESTIMONIALS—continued.**

32 HANOVER STREET,  
EDINBURGH.

Oct. 14th, 1913.

Dear Sirs,

After having had such a delightful season's motoring with the 8 h.p. "Matchless" and sidecar, which I purchased from your agents here, Messrs. Alexander & Co., at the end of April, I feel I must let you know how absolutely satisfied I am with the machine.

The "Matchless" has now covered 3,500 miles, practically all with the sidecar, including a run to London and back by the English lakes in September.

The "Matchless," on that, as on all other occasions, ran splendidly; the first day's run was of over 220 miles, mostly in the rain, but the "Matchless" never so much as misfired.

I consider the combination ideal for touring, as with such a powerful engine it is quite easy to keep up a high average speed; on one occasion on the way back from London, we covered twenty miles at an average speed of thirty-six miles per hour.

The clutch, gear box and chain drive transmission are splendid, never giving a moment's trouble, and the engine, though so powerful, is extremely flexible and economical on petrol.

Wishing you all success,

I am,

Yours faithfully,

THOMAS SAWERS.

PONTARDAWE,  
SOUTH WALES.

Dear Sirs,

We have pleasure in enclosing herewith a photograph of several members of our local club mounted on their "Matchless" Motor Cycles. This photograph speaks well for the popularity of your machines in our district.

We may add that we have been well satisfied with the sales of your machines during the present year, and are looking forward to still greater business for 1914 season.

Wishing you every success,

Yours truly,

(Signed) H. FRANCIS & SONS.

193 GT. BRUNSWICK STREET.

DUBLIN.

H. Collier & Sons, Ltd.

Dear Sirs,

Aug. 29th, 1913.

I have just returned to Dublin after a 760 mile tour in England and Wales on a 8 h.p. "Matchless" and sidecar. I was so pleased with the machine that I feel I must let you know. With my wife in sidecar, we had a delightful time during the six days we were driving. I consider this a good performance, as I carried my brother 390 miles on the carrier, back to Dublin. On the return journey we climbed the Snake Hill, near Glossop, on the high gear, as the low gear had been put out of action in a garage by a taxi backing into it and breaking the arm of the low gear. As I had such confidence in the machine and its capabilities, I did not stop to repair it.

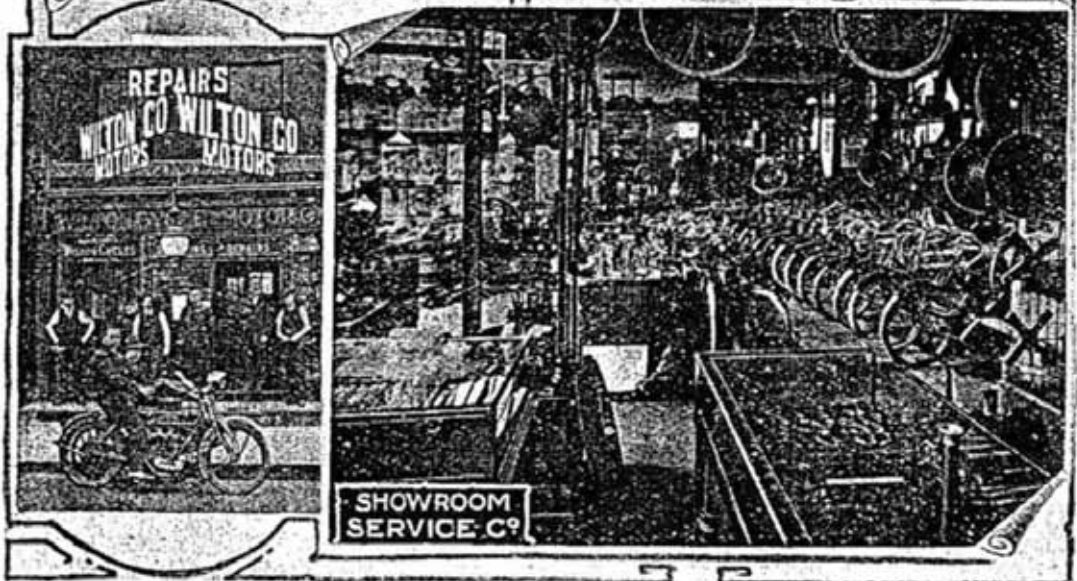
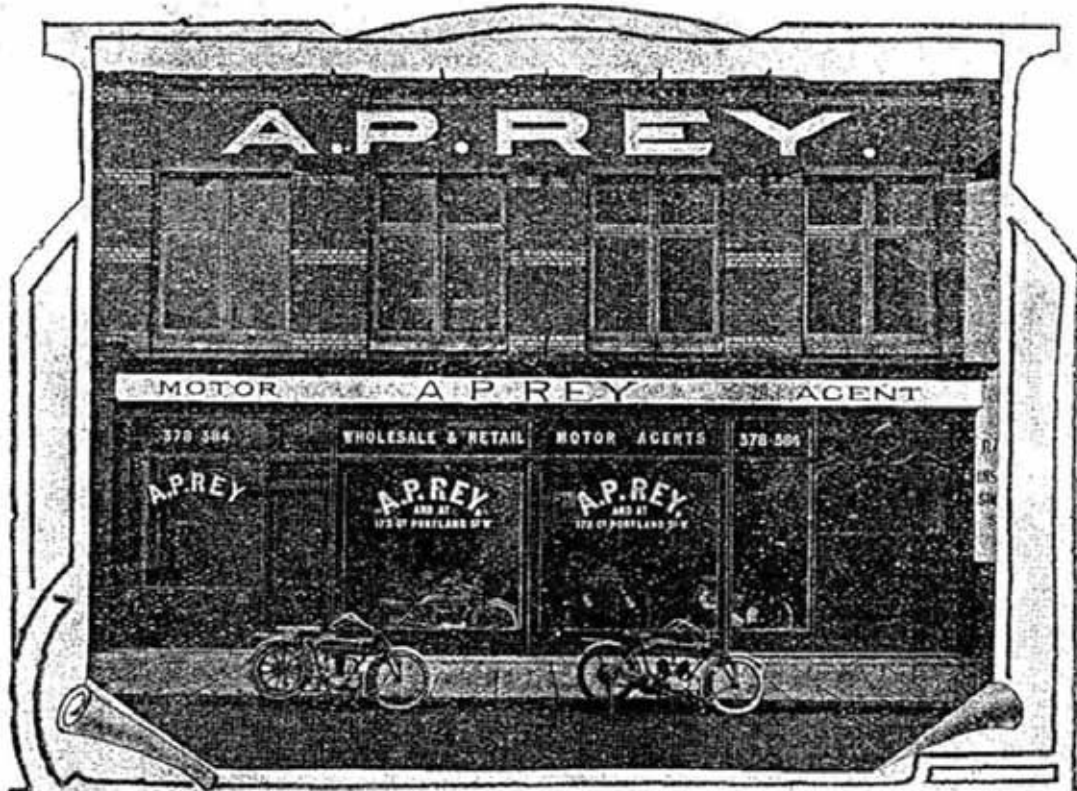
The tool bag was opened on one occasion only, to change a tyre badly cut with a glass bottle. You might not think this extraordinary, but I do. When you take into consideration the weight of the two passengers and driver, which total 33½ stone, with luggage for three persons, a full tin of petrol, a spare tyre, etc., you will agree with me that this is a thorough test for your machine, and speaks volumes for "Matchless" reliability and speed.

Yours faithfully,

STANLEY MANTHORPE.



LONDON AGENCIES.



MIDLAND AGENCIES.

**COLMORE DEPOT BIRMINGHAM**

MOTOR CYCLES    CYCLE CARS    LIGHT CARS

COLMORE DEPOT    COLMORE DEPOT    COLMORE DEPOT

**W. J. COOKSON, Matchless Ltd.**

**W. Powell, Northampton.**

**WILMOTT'S MOTORIES**

**MATCHLESS MOTORS**

NORWICH

**LEICESTER'S MOTOR CYCLE MART**

**COLMORE DEPOT**

MATCHLESS, ZEPHYRUS, SCOTT, DUNLOP, M.C. MOTOR  
NEW BULLOCK, MACHETT, BAY, CLYNO & SUGGARS

62 THE GREAT CYCLE DEALERS, 62

THE LEADING **MATCHLESS** AGENTS

MOTOR CYCLES

**COLMORE DEPOT LEICESTER**

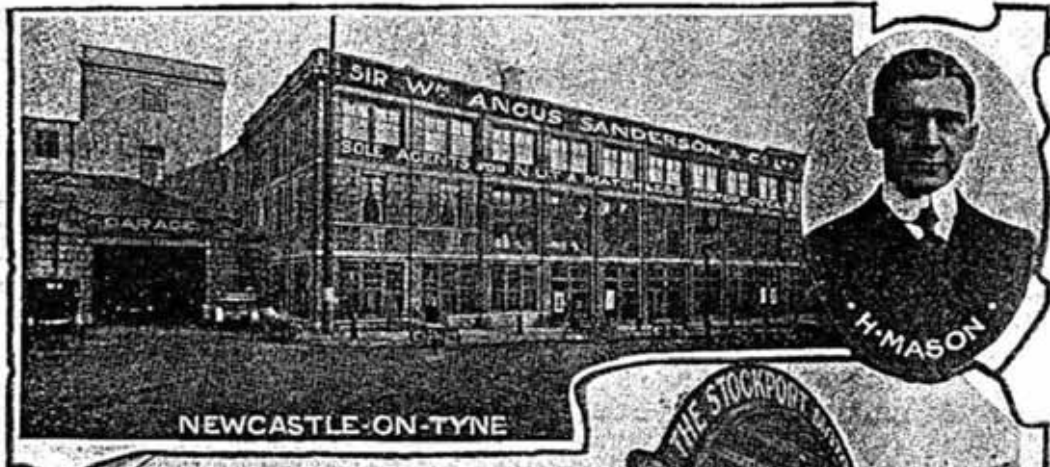
THE MIDLAND FAIR OF VEHICLES & MOTORISTS  
OFFICIAL ORGANIZER OF THE  
**I.C.A.C.**  
THE INTERNATIONAL CYCLOTRON

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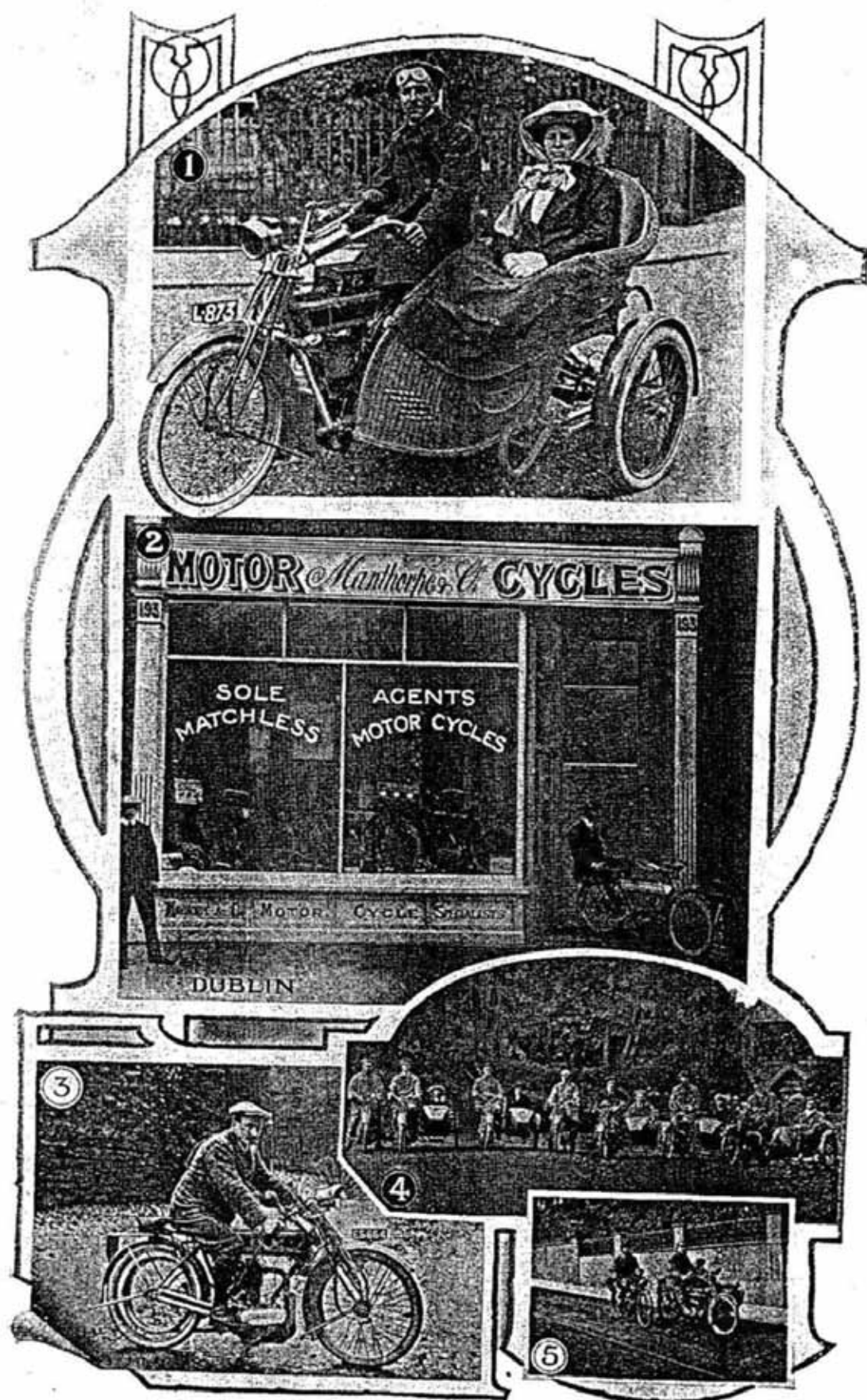
CAMBRIDGE

**NORTHERN AGENCIES.**



HITCHINGS' Ltd., 74 Bold Street, Liverpool. Our Sole Agents for Liverpool, B'irkenhead, and surrounding district. The Pioneers of motor-cycling in the North. Established in 1881, actively engaged in the motor-cycle business since 1901—twelve years' experience.

SCOTLAND—IRELAND—WALES.



1. STANLEY MANTHORPE, of Dublin.

2. "MATCHLESS" Dublin Agent.

3. W. ROBERTSON, of Pitlochry.

4. "MATCHLESS" RIDERS in Pontardawe Club.

5. F. SAWERS, of Edinburgh.

# COLONIAL AGENCIES.

**W.H. PHIPPS BLACK**  
**MATCHLESS MOTOR CYCLES**  
SOLE IMPORTER  
90 MANCHESTER ST. CHRISTCHURCH, N.Z.

**H.E.A. Smith and  
T. Denham**  
P.O. Box 2859  
Frenderson's Buildings  
Von Brandis Street  
JOHANNESBURG

**W.J. Porter**  
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**HARRINGTON ST. SYDNEY N.S.W. AUSTRALIA**

## **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.