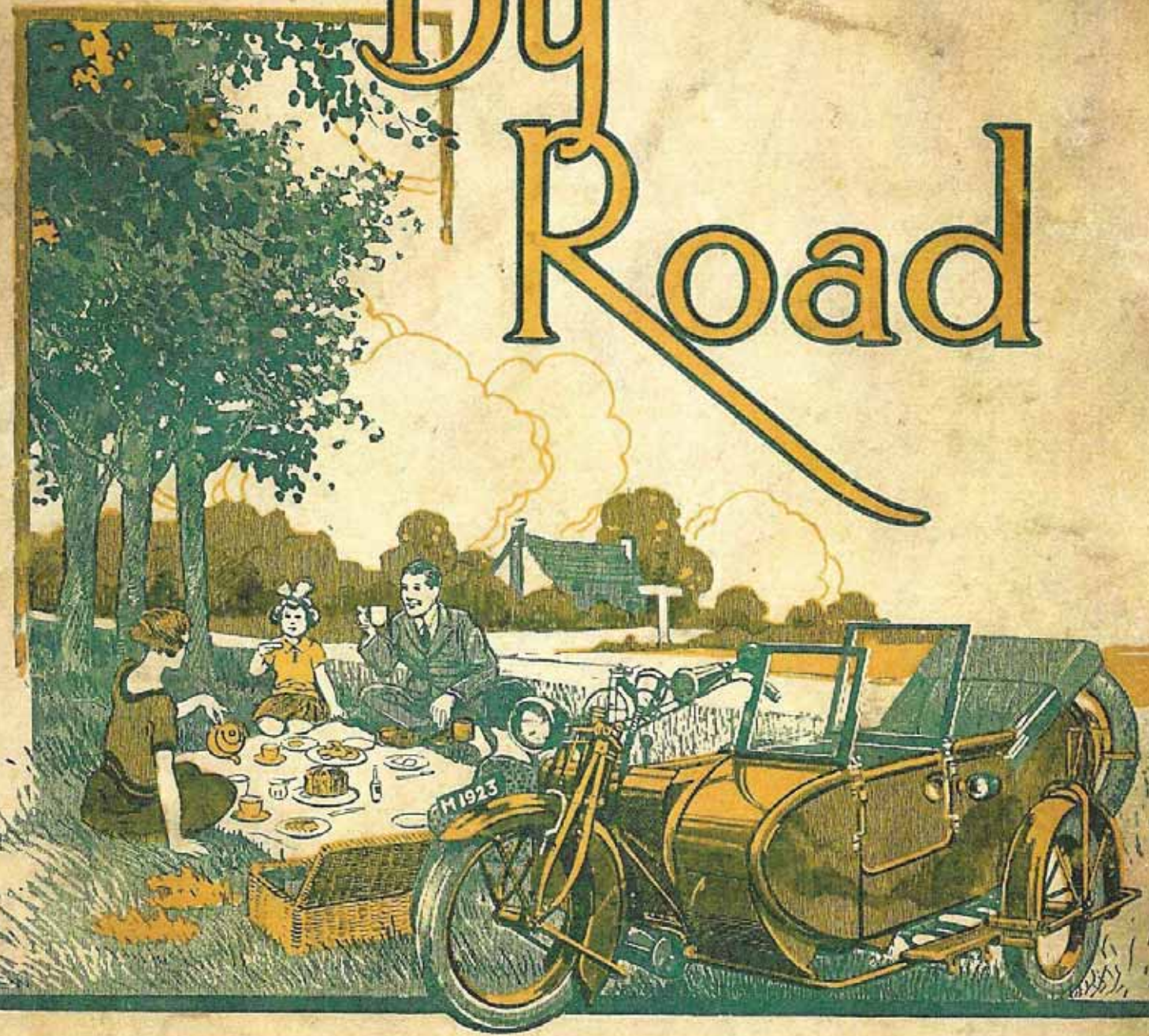


By Road



The "Matchless" Way - 1923

Matchless
THE PERFECT PASSENGER MOTORCYCLE



Matchless

MODELS

for

1923

Messrs. H. Collier & Sons Ltd

MOTORCYCLE MANUFACTURERS

CONTRACTORS to H.M. GOVERNMENT

Registered Offices and Showrooms:

44/55 PLUMSTEAD ROAD, PLUMSTEAD
LONDON, S.E.18., ENGLAND

Telephone: WOOLWICH 17 and 18

Telegrams & Cables: MATCHLESS, WOOLWICH

Code: A.B.C. 5th EDITION and BENTLEYS
also PRIVATE CODE

Nearest Station: WOOLWICH ARSENAL
S. E. & C. Ry.

Works: BURRAGE GROVE, and
MAXEY ROAD, PLUMSTEAD, S.E.18



Matchless

Introduction

THERE is an eloquent voice in all.
The sylvan pomp of woods, the golden sun,
The flowers, the leaves, the river on its way,
Blue skies, and silver clouds, and gentle winds.
The swelling upland, where the sidelong sun,
Aslant the wooded slope at evening goes,
Groves, through whose broken roof the sky looks in,
Mountain, and shattered cliff, and sunny vale,
The distant lake, fountains, and mighty trees,

LONGFELLOW.

The foregoing indicates more clearly than any words of ours the pleasure and happiness so easily obtained by those who own some means of motor transport. As a relaxation from the stress of business, a healthy and enjoyable sport, and a means of seeing for ourselves the magnificence of Nature's own handiwork in every phase of it's changing seasons there is nothing that makes these things so truly possible as the ownership of a "Matchless" machine. The imagination is stirred, the healthful benefits of the countryside are to hand, the mind is enlivened, our store of reminiscence becomes enriched, and who can resist the call of the "Open Road."

It is for the adequate realisation of such prospects that the "Matchless" has been built. The machine bearing this name has ever stood for something that is thoroughly and entirely reliable—a machine instantly to hand to carry you from your home to either the nearby Golf Course or the most distant parts of the country.

For 25 long years the "Matchless" has been recognised as a machine perfect in every detail and to-day we say without fear of contradiction that it is the most perfect Motorcycle in the world. Thousands of riders testify to the fact that it stands supreme in the five great essentials, *i.e.* comfort, reliability, ease of control, durability and speed.

Nor has the family man been forgotten and the same remarks are applicable to The Family Model as the Model H. Standard.

It is no unusual load for a Family "Matchless" to carry "Five up" on long tours and yet the running expenses are in proportion very low. It is a real luxury machine, having incorporated in its manufacture many refinements and improvements quite unobtainable elsewhere. The "Matchless" Family machine has provided many hundreds of family men with the utmost pleasure and satisfaction. It makes an irresistible appeal.

The Model 'H' spring frame is rightly termed "The Perfect Passenger Motorcycle" and, for sheer luxuriousness, it is unapproached by any other machine. The sacrifice of quality to cheapness is a fallacy, even now not sufficiently appreciated, but by the most strict attention

Matchless

Introduction (contd.)

to economy in production we are able to offer the highest quality in design, material, and workmanship at prices which compare favourably with any other production on the market.

After perusing the pages of this Catalogue, which displays our complete range of models from the super-efficient 3 H.P. Solo to the most luxurious Family Passenger machine, fortify the conviction you will inevitably arrive at by inspecting the models for yourself at our Agency and Service Depots. Furthermore, why not ask those who already own and drive "Matchless" machines?

You will find as they have found that the "Matchless" is a Motorcycle of unwavering dependability, comfortable to ride, good to look upon and economical to maintain.

We take this opportunity of thanking our Agents and all "Matchless" riders for the support extended to us in the past, and look forward with confidence to the continuance of their help in making the "Matchless" even more popular in the future.

H. COLLIER & SONS, LTD.

Terms of Business

Agencies have been arranged in all important Towns and all enquiries received are referred to our nearest Agents for attention. Where not represented—delivery can be effected through any bona fide Trader.

Dates for delivery are only approximate and whilst every effort is made to conform with promises, same cannot be guaranteed.

The prices as shewn in this list are strictly nett cash and no allowances can be made whether orders are placed direct at works or through any of our appointed Agents.

Catalogue prices cover the cost of delivery at Manufacturers discretion either by road or goods train to any Railway Station in the United Kingdom.

In the event of any additional costs being incurred by delivery to Agents' special instructions, same must be borne by Agent.

Crates and packing are charged up at cost price; full value being allowed when crates are returned in good condition carriage paid.

Our responsibility ceases when goods leave our works, careful examination should be made before signing carriers sheets and claims made upon carriers immediately in case of damage in transit.

A deposit is required with all orders for Motorcycles and Sidecars except from appointed Agents.

All prices and specifications in this catalogue are subject to alteration without previous notice.

All orders from abroad, unless received through established agencies or shipping houses, must be accompanied by a deposit of not less than half the value, balance can be paid against delivery if desired.

Every Motorcycle is thoroughly tested on the road before being despatched, and guaranteed (See guarantee on page 32).

GRADUAL PAYMENTS.

By arrangements with our Agents "Matchless" Motorcycles and Sidecars with any selected equipment can be purchased on the following terms.

A deposit of not less than 25% of the full value and balance at an extra charge of 5%, to be paid within 12 months.

Matchless

Service

One of the most important features in our Agency System is the establishing of special central Service Depots in various parts of the Country where Owners of " Matchless " machines can always be assured of attention should same become necessary at any time.

We have arranged with our Principal Agents to carry well selected stocks of spare parts so as to be able to supply any part which, through accident or other cause may require renewal and the address of nearest Agent will be sent upon request.

INSTRUCTION BOOK

A fully descriptive Instruction Book and Spare Parts List is issued free with every machine and riders will be well advised to give attention to the explanation given as the best way to handle any adjustment which may be necessary.

This book has been prepared very carefully for the rider's benefit and will undoubtedly save a considerable amount of trouble if instructions are followed.

SPARES

This Department is entirely separate from Sales Department and all " Matchless " owners are advised to open a Deposit Account for Spare Parts, either with their local agent, or direct with works, so that in case of emergency any article required can be despatched by quickest route upon receipt of order.

When opening Deposit Account it is advisable to quote engine and frame number of machine so that full particulars of type of machine can be noted in order to assure correct part being supplied. If in doubt regarding part required, send old one as pattern (catalogue part number should always be quoted).

REPAIRS

Our Repair Department is conducted by skilled mechanics who have for years specialised in this class of work.

We strongly advise all " Matchless " owners to send their machine to our works for attention, in the event of extensive structural repairs being required, it being obvious that we, as manufacturers have greater facilities for dealing with such repairs than even the very best general repairer.

ESTIMATES

We are always prepared to give an estimate for work required, but it must be distinctly understood that such estimates are only " approximate " as when re-assembling it is sometimes found that additional work is necessary to make machine satisfactory.

INSTRUCTIONS

All machines or parts sent for repair or replacement, must be delivered to our works carriage paid and instructions given regarding what is required.

In this Department all work is for strict nett cash and must be paid for before goods leave our works.

Matchless

Specification "Matchless" 1923 Model 'L' 3 h.p. Solo

FRAME	Giving low riding position, saddle height from ground 29".
FORKS	Reinforced girder type with double action and provision for lateral adjustment.
TANK	Capacity—Petrol 1½ gall. Oil 1 qt.
ENGINE	High efficiency, Side Valve, Single Cylinder 350 C.C. Bore 71, Stroke 88, Nominal H.P. 3, B.H.P. 9 minimum. (See note below).
MAGNETO	Waterproof British made.
SILENCER	Large and effective with tail pipe to rear.
GEAR & CLUTCH	Three speed with hand controlled clutch, shock absorber and kick-starter, gear ratios—Standard Top 5½ to 1, Middle 8½ to 1, Low 16 to 1.
TRANSMISSION	All chain with effective case for front chain and guard for rear.
WHEELS & TYRES	650 × 65 best quality tyres on flat base rims with nipple head sunk flush with bed of rim.
FOOTRESTS	Rubber footrests correctly located to give best possible riding position.
BRAKES	Internal expanding ferodo lined front and rear.
STANDS	Fitted to both wheels independent of wheel axles
MUDGUARDS	Specially wide, rigidly fixed with side valance to front guard.
FINISH	Standard "Matchless" Grey.
EQUIPMENT	Tyre pump and full kit of tools. Carried in special box built into rear carrier.
PRICE	To above specification £70 os. od.
DELIVERY	Carriage paid to any station in United Kingdom by goods train.
CODE WORDS	WYSSA. A Special Sports Model with O.H.V. engine is in course of production, further details on application.

Extras at Option

	£	s.	d.		£	s.	d.
Lucas Bulb Horn		10	6	Lucas Electric with Electric Horn			
" Acetylene Lighting Set ...	3	0	6	" Lighting set only	1	5	6
" Magdynette Electric Lighting Set	9	0	0	Autokrat " set only	1	0	0
Legshields		12	6	Speedometer—front wheel drive (Special Cowey with trip)	5	0	0

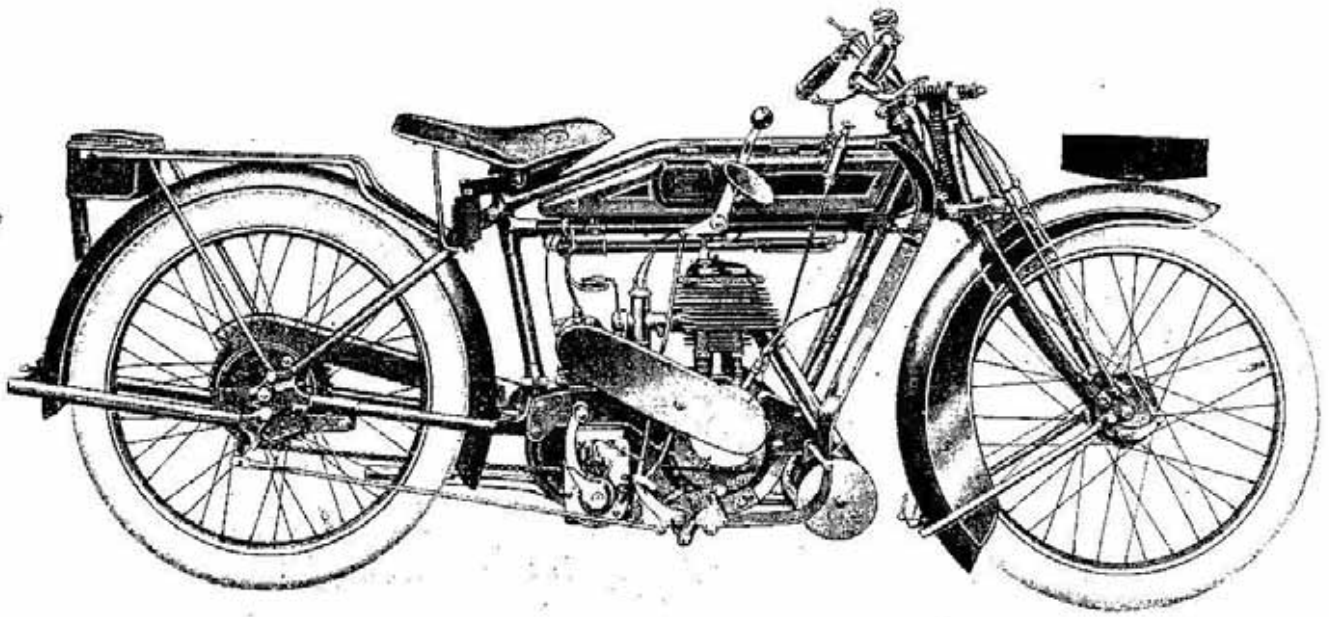
List of code words dealing with various types of equipment supplied upon request.

NOTE—The above prices of equipment only apply when supplied and fitted to this model.

A Special Light Sidecar can be supplied to suit this machine when required. This makes a most useful runabout for town use and easy country districts, etc.

Price £15 0 0

Matchless

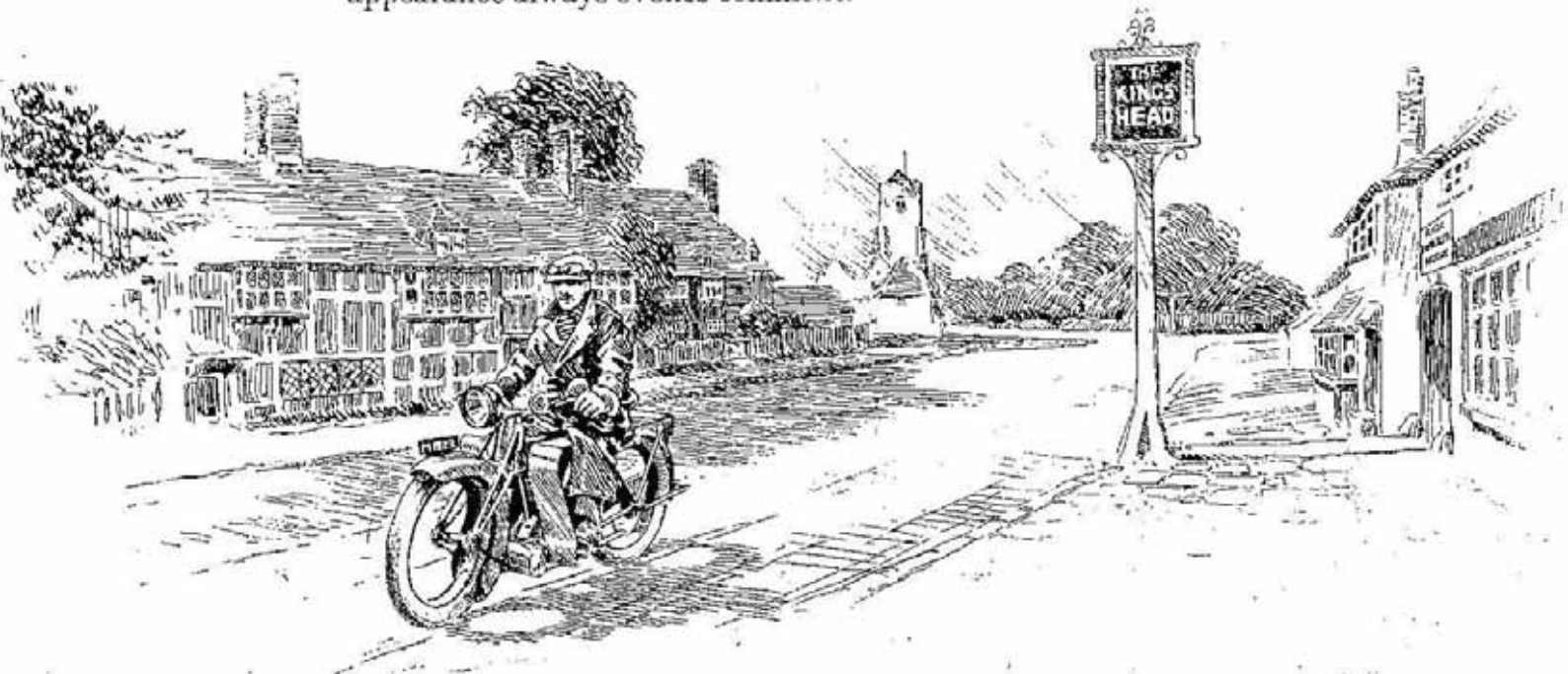


Price with Equipment as shewn, £70

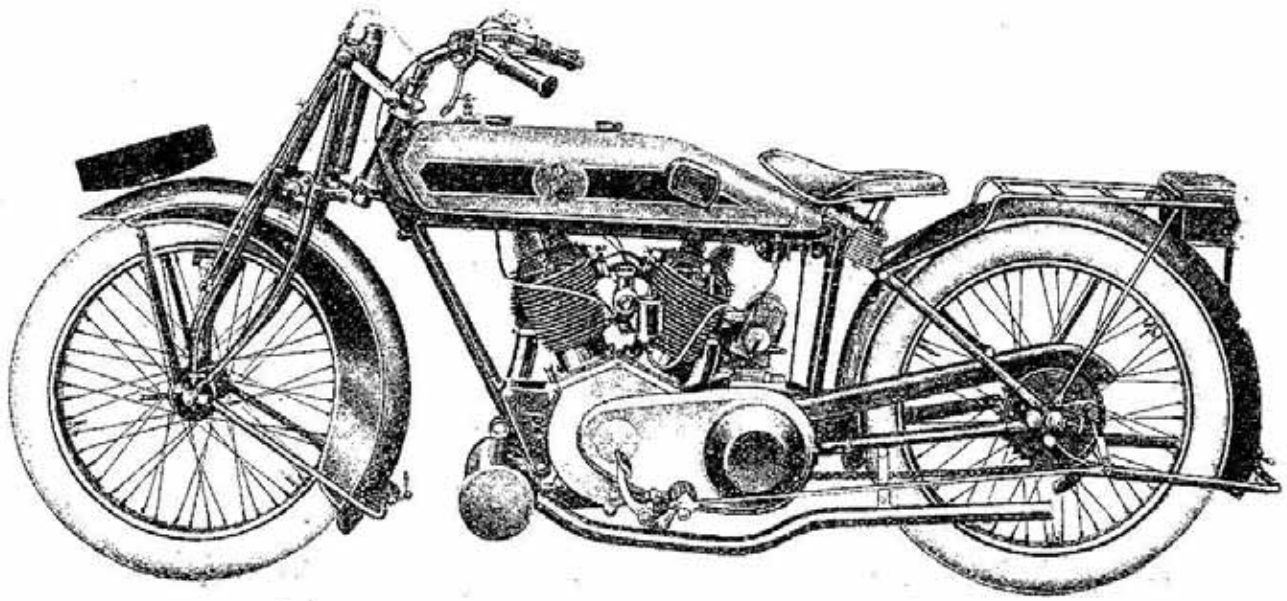
This Model is not an experiment, but is the result of experience gained over a long period of years spent in single-cylinder Motorcycle production.

As far back as the year 1902, the "Matchless" single-cylinder Solo machine was winning races on the track and competing in all kinds of competitions successfully, including winning the first Tourist Trophy race ever held (in 1907). Although for the past 8 years we have been specialising in the production of high powered twin-cylinder passenger machines, we decided that there was now sufficient call for a real high grade Super Touring Solo to warrant manufacturing this type of machine.

This machine is built for real hard work and is essentially a "go anywhere" mount. It is a speedy machine when on the open country road, really docile in traffic, and is equipped with the very latest refinements. Its gentlemanly and smart appearance always evokes comment.



Matchless

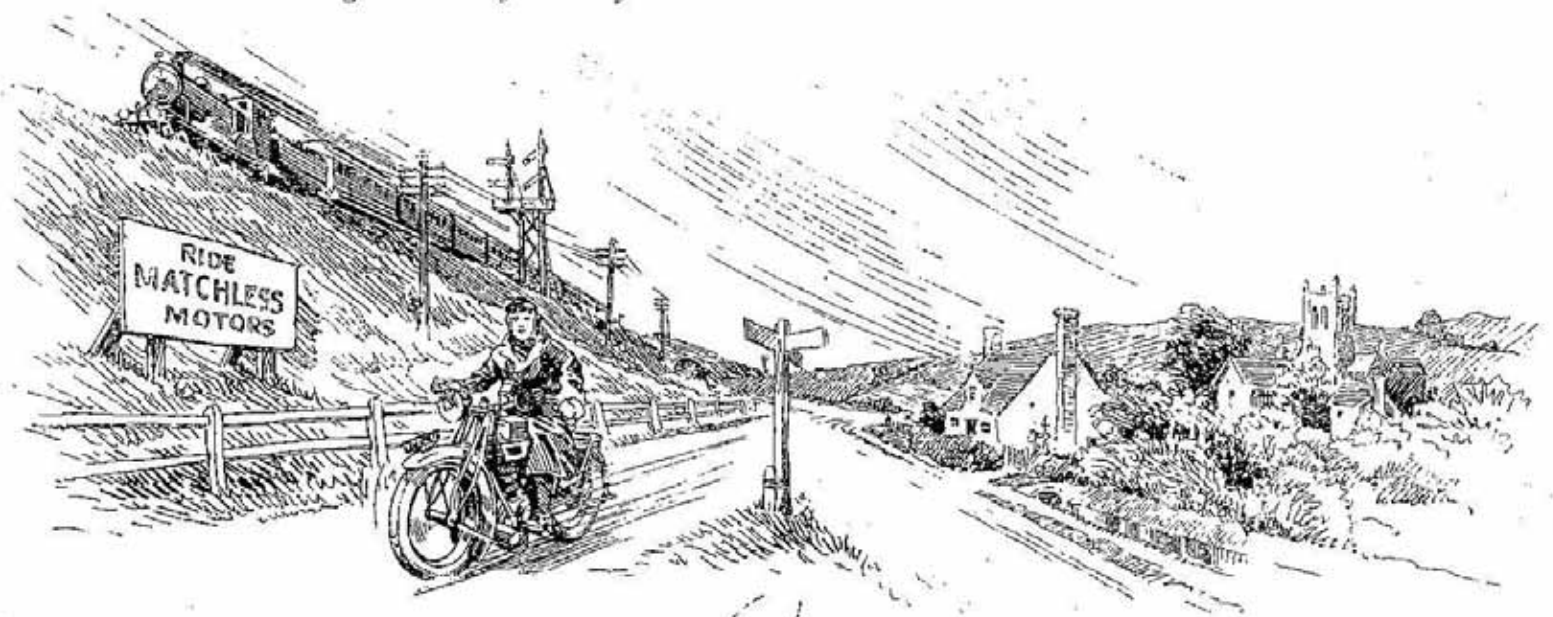


Price with Equipment as shewn, £115

Specially recommended for Overseas and Competition Riders who require absolutely the most perfect powerful Solo Motorcycle possible to produce. For speed, power and reliability this model cannot be surpassed.

The model J.S. Solo has an exceedingly powerful engine tuned for speed work which is, however, always quiet and extremely flexible. The low riding position and wide handlebars makes it most comfortable to drive, and even when travelling over the "mile-a-minute" mark the machine is under perfect control.

For those who desire a machine which is capable of high speeds, real flexibility, sturdy construction this model is in the very highest class. It is the perfect sporting Solo for the younger generation of Motorcyclists.



Matchless

Specification "Matchless" 1000 c.c. Model J/S Super Sports Solo 1923

Also Touring J/S Solo—see note below

FRAME	Giving low riding position—saddle height from ground 30".
FORKS	"Matchless" Patent double action with concealed springs.
TANK	Large saddle pattern—capacity 2½ galls. petrol, 6 pts. oil.
ENGINE	"Matchless M.A.G. 82 × 94 or J.A.P. 85.5 × 85 at option. Super efficient high speed twin cylinder.
SILENCER	Extra large with long tail pipe.
GEAR	Three speed, hand controlled free engine, clutch and kick-starter. Gear ratios—Top 4.4, Middle 6.6, Low 12.8 to 1.
TRANSMISSION	All chain drive with effective case for front and rear chain protected by efficient guard.
FOOTRESTS	Giving best riding position.
BRAKES	Rear internal expanding, ferodo lined, actuated by foot pedal. Hand controlled front brake.
MUDGUARDS	5" wide rigidly fixed—Valance to front guard.
STANDS	To both wheels independent of wheel axles.
WHEELS & TYRES	"Matchless" Patent detachable with 26 × 3 tyres of highest quality.
LUGGAGE CARRIER	Tubular—extra strong.
EQUIPMENT	Full kit of tools carried in metal box at rear of carrier, tyre inflater, etc.
FINISH	Standard "Matchless" Grey.
PRICE	£115 os. od.
CODE WORD	WYSSA or with M.A.G. engine WYDUJ.
	A special Touring Model J.S./Solo can be supplied, same specification, except that a standard touring engine is fitted.
PRICE	£110 os. od.
CODE WORD	WYCOG or with M.A.G. engine WYDHO.
SIDECAR	To suit either of above Models with special sporting body.
PRICE	£25 os. od.
CODE WORD	WYHAH.
	Carriage paid per Goods Train to any Station in United Kingdom.

Extras at Option

	£	s.	d.		£	s.	d.
Lucas Magdyno Electric Lighting	14	0	0	Lucas Acetylene Lighting	4	8	0
Lucas Electric Horn, (with Electric Lighting only)	1	5	0	„ Bulb Horn	15	6	
Autokrat Electric Horn, with Electric Lighting only	1	0	0	Rear Drive Speedometer (special type with trip recorder)	5	10	0

NOTE—The above prices for equipment only apply when supplied and fitted to this model.
For description of Folding Sidecar to suit this model, see page 24.

Matchless

Chains.—Front 72 pitches $1\frac{1}{2}$ " \times 1" wide, Coventry Silent.
 Rear 100 " $\frac{5}{8}$ " \times $\frac{3}{8}$ " " Renolds Roller
 Magneto 57 " $1\frac{1}{2}$ " \times $\frac{3}{16}$ " " " "

Weight for registration purposes.

Motorcycle 3 cwt., 0 qrs. 14 lbs. Sidecar 2 cwt.

Sidecar Dimensions

	Outside		Inside		Height from seat to top of back.	Depth of Seat.
	Length.	Width.	Length.	Width.		
Single Seater	5' 4"	2'	4' 3"	1' 6"	1' 8"	1' 2"
Two Seater	6' 9"	2' 2"	5' 4"	1' 7"	1' 11"	1' 3"
Sports Body	5' 9"	1' 11"	4' 5"	1' 8"	1' 8"	11"

MODELS J and J2 DIMENSIONS TABLE

Model 'J' with J.A.P. Engine, $85\frac{1}{2} \times 85=980\frac{c}{c}$

Model 'J/2' with M.A.G. Engine, $82 \times 94=996\frac{c}{c}$

Overall length 7' 6"; width 5'; wheel base 5' 1".

Height to top of saddle 2' 6"

Height to top of Sidecar body 3' 4"

Ground clearance $4\frac{1}{2}$ "

Gear ratios—Touring. Top 4.6., Middle 7.7., Low 13 to 1.

Petrol consumption. Over 50 M.P.G. Oil 1,000 M.P.G.

Chains—Front 72 pitches $1\frac{1}{2}$ " \times 1" Coventry Silent

" Rear 94 " $\frac{5}{8}$ " \times $\frac{3}{8}$ " Renold's Roller.

" Magneto 57 " $1\frac{1}{2}$ " \times $\frac{3}{16}$ " Renold's.

Weight for registration purposes, 2cwt. 3qrs. 14 lbs.

MODEL L DIMENSIONS TABLE

Overall length 6' 11 $\frac{1}{2}$ "; width 33"; wheel base 4' 7";

Height to top of saddle 29"; ground clearance $4\frac{1}{4}$ ".

Gear ratios, standard 5.4, 8.1, 15.8.

Petrol consumption 100—110 M.P.G. Oil 2,000 M.P.G.

Chains countershaft— $\frac{1}{2} \times .315$ Renold's, rear— $\frac{1}{2} \times .315$ Renold's.

Weight for registration purposes—220 lbs.

Annual Tax £3 os. od.

MODEL J.S. SUPER SPORTS SOLO DIMENSIONS TABLE

Overall length 7' 6"; width 34"; wheel base 4' 11 $\frac{1}{2}$ ";

Height to top of saddle 30"; ground clearance 4".

J.A.P. Engine, $85\frac{1}{2} \times 85=980\frac{c}{c}$

M.A.G. Engine, $82 \times 94=996\frac{c}{c}$

Gear ratios 4.1, 6.2, 12.0, as standard.

Petrol consumption 75 M.P.G. Oil 1,250 M.P.G.

Chains—see Model 'J'

Weight for registration purposes 2cwt. 3 qrs. 14 lbs.

Matchless

Specification Model J with Sidecar

FRAME	Giving low riding position. Height to top of saddle 30".
FORKS	Standard "Matchless" double action with concealed springs
TANK	Capacity—petrol 2 galls., oil 6 pts.
ENGINE	Standard J.A.P. 8 H.P. Twin $85\frac{1}{2} \times 85$ with roller bearings to big end, ball bearing driving side—or "Matchless M.A.G. 82×94 ."
SILENCER	Large size with long exhaust pipe.
GEAR	Standard "Matchless" 3 speed with gate change.
CLUTCH	All metal double V cone, foot control.
MAGNETO	Latest type waterproof British made.
CARBURETTER	Two lever specially manufactured to give easy starting and economical running.
KICKSTARTER	"Matchless" Patent combined with valve lifter
TRANSMISSION	From engine to gear box by Coventry Silent Chain, in oil tight chain case—from gear box to rear wheel by Renolds' Roller Chain protected by metal chain guard.
WHEELS	"Matchless" Patent quick detachable and interchangeable wheels with highest grade tyres 26×3 .
FOOTBOARDS	Pressed sheet steel with corrugated top.
BRAKES	Internal expanding rear brake operated by foot pedals either side. Hand controlled front brake.
LUGGAGE CARRIER	Strong enough to carry heavy luggage.
MUDGUARDS	Metal 5" wide with side valance to front guard rigidly fixed.
STANDS	To support machine and sidecar when wheels are removed.
SIDECAR	Standard Model J. with "Matchless" registered design touring body or sports body at option, provision at back for petrol, oil, tools, etc. For folding sidecars, etc., see page 24.
LUGGAGE GRID	With provision for carrying spare wheel at rear of body, on touring model only.
EQUIPMENT	Full kit of tools, tyre pump, and instruction book.
FINISH	"Matchless" grey—usual parts heavily nickel plated.
PRICE	£130 os. od. Carriage paid per Goods Train to any Station in United Kingdom.

Supplied to meet the requirements of those who desire the Matchless Standard of excellence and on account of price must dispense with the luxury of Spring Frame.

Matchless

Specification Super Sports Model 'J' with Sidecar

FRAME	Giving very low comfortable riding position for competition work and fast riding.
FORKS	"Matchless patent, double action, with concealed springs."
HANDLEBAR	Semi-sports type designed to give perfect control under all conditions.
TANK	Capacity petrol 2 galls., oil 6 pts. Semi-automatic lubricator, large filler caps, petrol strainer, and drain tap.
ENGINE	Latest pattern, super efficient, high speed super sports J.A.P. Twin cylinder, aluminium pistons, aluminium bee-hive valve cap covers, extra large exhaust. (Or "Matchless M.A.G. engine, see note below).
SILENCER	Specially large, with long tail pipe to rear, giving free exhaust without undue noise.
GEAR	"Matchless" standard three speed gear box with spring control, gate change.
CLUTCH	All metal double V cone, smooth action with foot control.
KICKSTARTER	Combined with valve lifter.
TRANSMISSION	From engine to gear box by Coventry silent chain, in oil tight chain case—from gear box to rear wheel by Renolds' roller chain protected by metal chain guard.
WHEELS	"Matchless" Patent, quick detachable and interchangeable, large hubs, 26 x 3 car type rims with highest grade tyres.
FOOTBOARDS]	Pressed sheet steel, with corrugated top.
BRAKES	Internal expanding ferodo lined rear brake, operated by foot pedal on either side. Hand lever front rim brake or band brake at extra cost.
LUGGAGE CARRIER	Strong enough for heavy luggage.
MUDGUARDS	5" wide with valance to front guard very rigidly fixed.
STANDS	To support machine and sidecar when wheels are removed.
SIDECAR	Registered design sporting type, low, roomy and comfortable. Provision at rear for petrol, oil and spares.
EQUIPMENT	Full kit of tools, tyre pump and instruction book.
FINISH	"Matchless" Grey, usual parts heavily plated.
PRICE	£135 os. od.
NOTE	This model can also be supplied fitted with super-sports "Matchless" M.A.G. engine and when so equipped is described as Model J/2 super sports.

Extras at Option

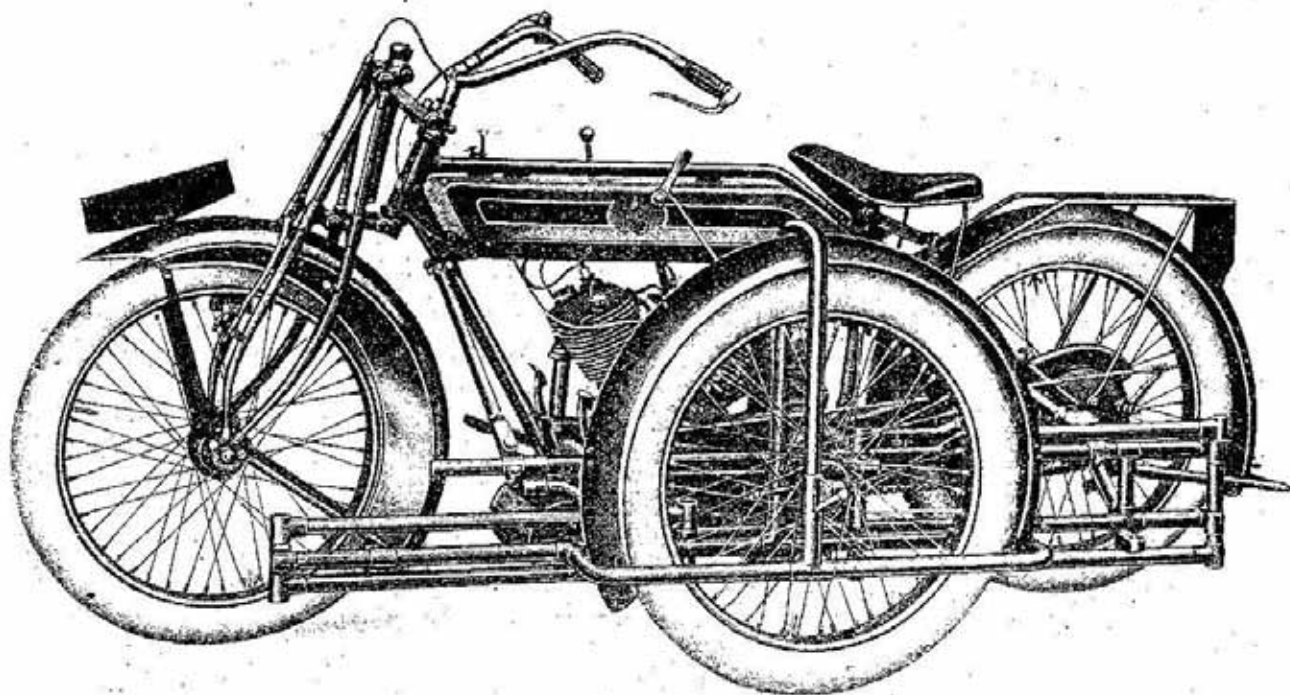
	£	s.	d.		£	s.	d.		
*Lucas Electric Lighting	...	15	0	0	*Sidecar Step	...	10	0	
Spare Wheel and Tyre	...	6	0	0	*Bulb Horn	...	15	6	
Easting Sports Screen with apron	...	3	5	0	Front Band Brake	...	2	10	0
Lucas Acetylene Lighting	...	6	6	0	Luggage Grid for Sports Model	...	1	0	0
Speedometer	...	5	10	0	Other items same as page 15.				

NOTE—The above prices for equipment only apply when supplied and fitted to this model. Delivery, carriage paid by goods train to any station in the United Kingdom.

For Folding Sidecar to suit this model see page 24.

CODE WORDS.—Model 'J' J.A.P. Super Sports ... WYEWY
Model 'J/2' M.A.G. Super Sports ... WYVIX

Matchless



Price of Machine and Sidecar, complete with body, £133

Model J with Folding Sidecar

Manufactured under Licence—Patent No. 13027.

In cases where it is difficult to arrange the usual garage accommodation, the value of this type is at once apparent.

The above illustration shows the new improved folding sidecar with body removed and side wheel folded so that machine can be wheeled through a gateway 36" wide.

This is the latest development of folding chassis built so that the body can be fitted with springs and undercarriage giving the same comfort and security associated with present day high class sidecars.

Sidecar cannot possibly fold up when in use as the undercarriage when in position, converts sidecar chassis into a standard type of sidecar which looks and acts exactly like the usual sidecar which to-day is the most popular type of passenger carrying motor vehicle.

SPECIFICATION

FRAME
BODY

Patent folding sidecar chassis, with detachable undercarriage.
Latest design touring sidecar body or sports body at option,
complete with bearer bars and springs as used on model 'J.'
(Luggage grid inclusive with touring body.)

WHEEL
MUDGUARD
PRICE

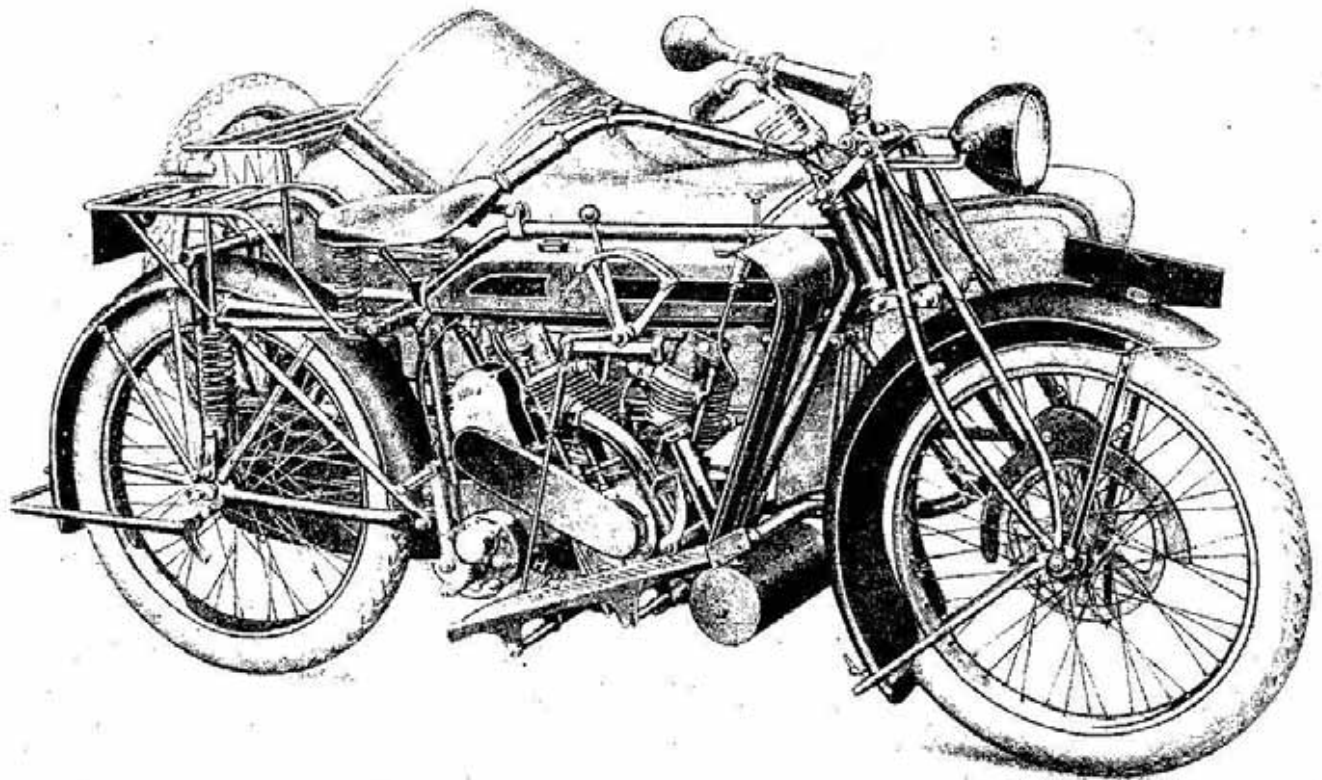
Patent detachable 26 × 3 as model 'J.'
5" wide rigidly fixed.
Complete ready to fit model 'J.' £28 os. od.

CODE WORD

Two seater body £5 os od. extra.
With touring body, WYOLP.
With 2 seater body WYORV
With sports body WYOPS.

NOTE—This sidecar can only be supplied to suit various J. and J.S. models previously described.

Matchless



Price to standard specification £145
or with Equipment as shewn, £180 6s. 6d.

As in the previous model the engine and other features are exactly the same with the exception that in this case the added comfort of the Spring Frame is available.

The comfort of the Spring Frame is undeniable and little or no fatigue is felt even after the strain of a 24 hour run.

Equipment at Option

	£	s.	d.		£	s.	d.
*Lucas Magdyno Lighting ...	15	0	0	*Sports Easting Screen with waterproof apron ...	3	5	0
Lucas Acetylene Lighting ...	6	6	0	*Speedometer (rear drive) ...	5	10	0
Lucas Electric Horn (with Electric Lighting set only) ...	1	5	6	*Luggage Grid ...	1	0	0
*Lucas Bulb Horn ...	15	6		*Legshields ...	12	6	
Autokrat Electric Horn (with Electric Lighting set only) ...	1	0	0	Sidecar Step ...	10	0	
*Spare Wheel and Tyre 28x3" ...	6	6	0	*Front Band Brake with special guard ...	2	17	6
				Lettering Number Plates ...	4	6	

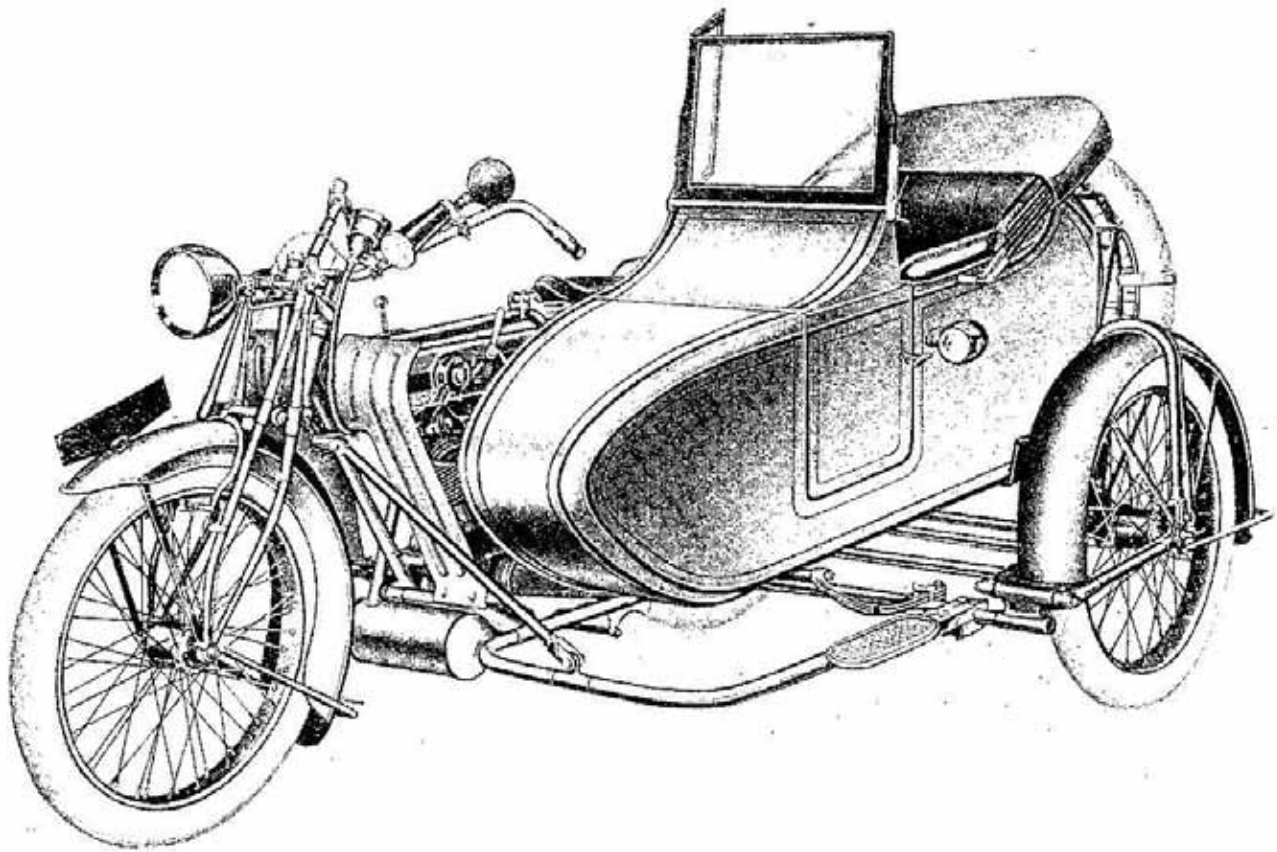
*As Illustrated above

NOTE—The above prices only apply for equipment supplied and fitted to this model.

CODE WORDS

Model H. J.A.P. with Sports Sidecar ...	WYTAT
Model H/2 M.A.G. with Sports Sidecar ...	WYTOY
Model H. J.A.P. Super Sports with Sports Sidecar ...	WYVTE
Model H/2 M.A.G. Super Sports with Sports Sidecar ...	WYUHC

Matchless



Price to standard specification, £140
or with Equipment as shown, £175 10s.

The "Matchless" model "H" is to-day known as the most popular Sidecar Outfit on the road—a title of which we are justly proud. For many years past it has been called The Perfect Passenger Motorcycle and has always represented a high and sane conception of economical and reliable transport.

The model "H" Spring Frame machine holds a world-wide reputation for power, speed, durability, economy and comfort. To this is added a design of exceptionally pleasing appearance and is the most reasonably priced and properly equipped outfit on the road to-day.

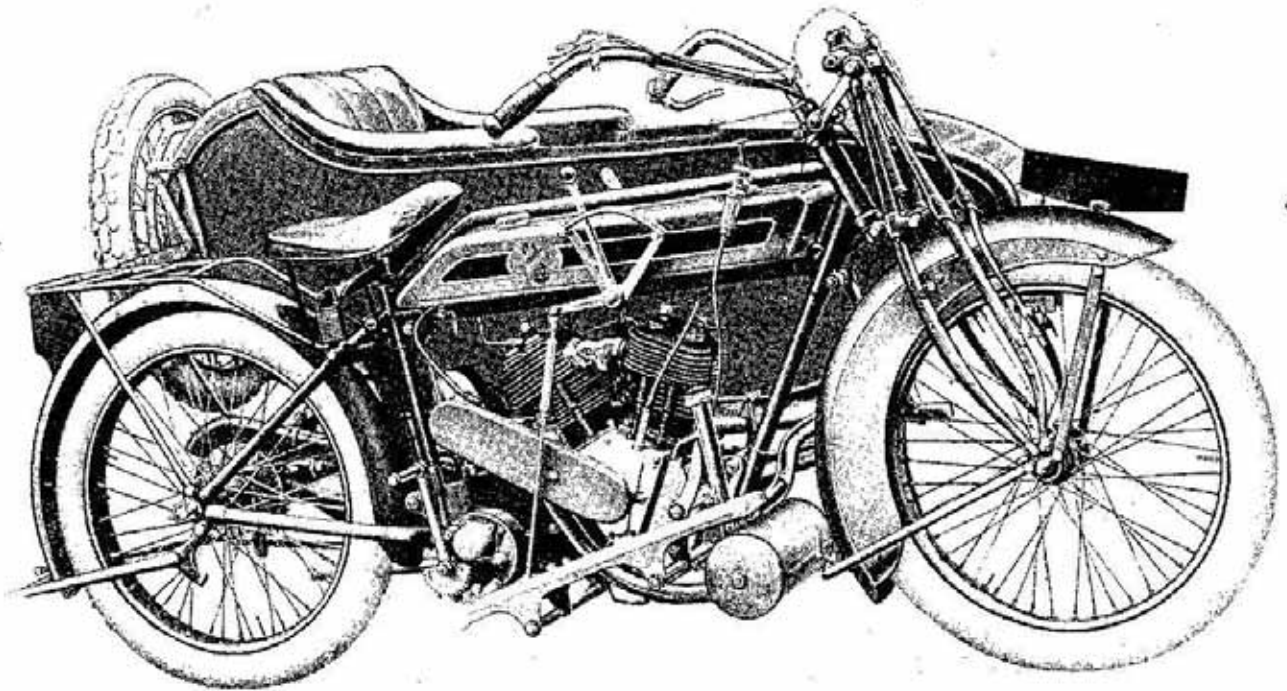
Equipment at Option

	£	s.	d.		£	s.	d.
*Lucas Magdyno Lighting ...	15	0	0	*Waterproof Folding Hood with side curtains ...	3	18	6
Lucas Acetylene Lighting ...	6	6	0	*Hood Cover ...		7	6
Lucas Electric Horn (with Electric Lighting only) ...	1	5	6	*Wind Screen with raised dash and side wing ...	2	10	0
*Lucas Bulb Horn ...		15	6	Easting Screen at Manufacturer's Price ...			
Autokrat Electric Horn (with Electric Lighting only) ...	1	0	0	*Legshields ...		12	6
*Spare Wheel and Tyre 28×3" ...	6	6	0	*Sidecar Step ...		10	0
*Speedometer (rear drive) ...	5	10	0	Lettering Number Plates ...		4	6

*As Illustrated above

NOTE—The above prices for equipment only apply when supplied and fitted to this model.

Matchless

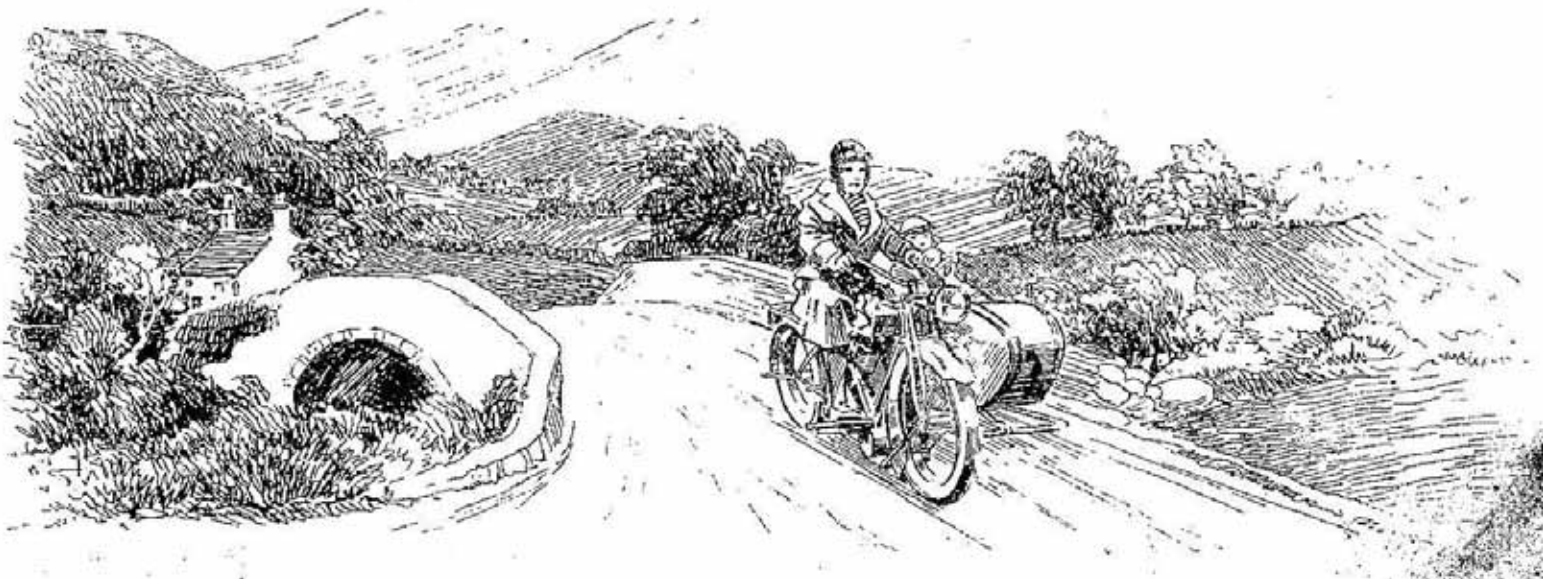


Price to standard specification, £130
or with Equipment as shewn, £136

	£	s.	d.		£	s.	d.
Lucas Magdyno Lighting ...	15	0	0	Folding waterproof hood with			
Lucas Acetylene Lighting ...	6	6	0	side curtains	3	18	6
Lucas Electric Horn (with Elec- tric Lighting only) ...	1	5	6	Hood Cover		7	6
Lucas Bull Horn		15	6	Sidecar Step		10	0
Autokrat Electric Horn (with Electric Lighting only) ...	1	0	0	Legshields		12	6
*Spare wheel and tyre, 26 + 3"	6	0	0	Lettering Number Plates ...		4	6
Screen with raised dash and side wing	2	10	0	Luggage Grid to Sports body only	1	0	0
				Sports Easting Screen with apron	3	5	0
				Speedometer (rear drive) (special type with trip recorder) ...	5	10	0

*As Illustrated above

NOTE—The above prices for equipment only apply when supplied and fitted to this model.



Matchless

Constructional Details.—Model 'H' & 'H/2'

There are still many thousands of riders who have yet to realise the enormous advantage of the spring frame for sidecar work, those who are the fortunate owners of a model H. are most emphatic regarding the comfort obtained and freedom from fatigue after a long ride.

The "Matchless" spring frame combined with our spring forks and sidecar chassis entirely eliminates all unpleasant road shocks, and makes even the most strenuous ride a pleasure instead of an endurance. Try following a spring frame "Matchless" at a decent speed over a rough section of road and you will at once realise that the man in front has solved the problem of how to ride in comfort.

The models illustrated and described on the following pages are the result of careful study and years of experience in the production of Motorcycles. The following details merit careful consideration.

FRAMES

- (1) The "Matchless" spring frame is the result of a five years test and so successful has it proved that no alteration of any importance has been required since it was first marketed.
- (2) All hinged portions move on phosphor-bronze or hardened steel bushes provided with oil grooves and lubricators to each joint.
- (3) The sidecar frame is connected to main frame at six points, which, combined with the rear truss arrangement linking rear and side wheels, prevents sidecar running out of alignment, even when cornering or driving on a highly cambered road.
- (4) The springing is balanced between the three road wheels so that all shock is immediately absorbed by the springing. (The subject of a "Matchless" Patent).

FORKS

The "Matchless" spring forks are the girder type, large, strong and neat, with concealed springs, all moving parts being provided with efficient lubricators, and provided with adjustment for side wear. The tension of the spring is adjusted so finely that even when travelling at high speeds there is a complete absence of handlebar "dither" (The subject of a "Matchless" Patent).

WHEELS

No passenger machine is complete without interchangeable and detachable wheels.

All three road wheels can be removed without interfering with driving mechanism by means of draw spindles, which are all machined out of one piece; therefore, there are no loose parts to get lost when changing wheels.

Furthermore, all wheels are interchangeable so that the rear driving wheel may be changed with the front wheel or sidecar wheel and vice versa—a valuable feature when tyre "wear and tear" is taken into consideration. (The subject of a "Matchless" Patent).

Hubs are of exceptionally large size, entirely waterproof, and the rims of the flat base section with depressions for spoke heads.

Car section tyres of the highest class only are fitted.

The spare wheel is conveniently carried on rear luggage grid.

BRAKES

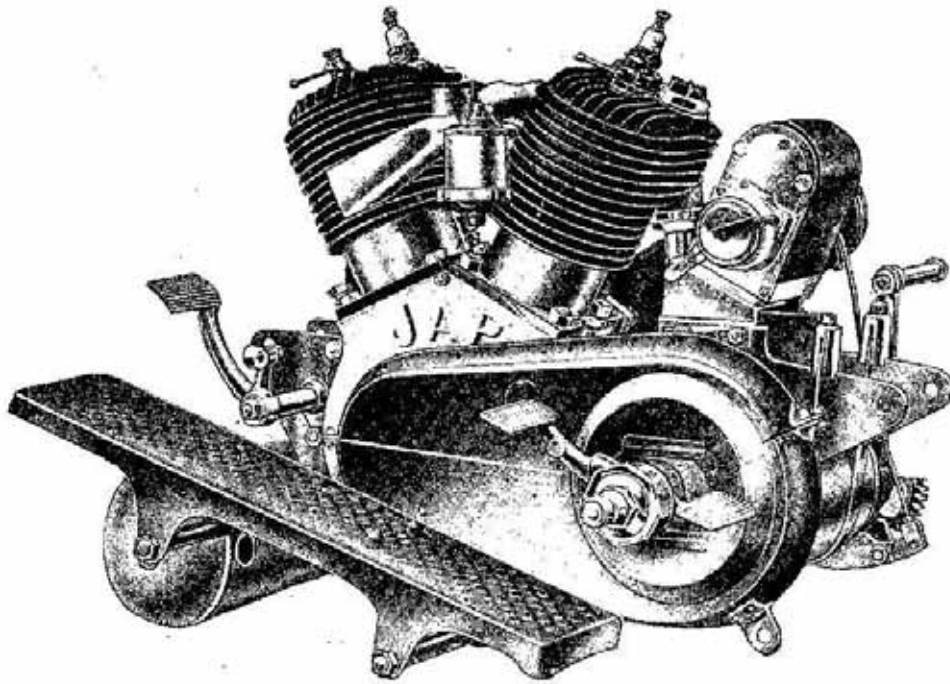
The rear expanding brake is of large proportions, with Ferodo friction surface, sufficiently powerful to hold machine on any rideable hill.

Foot pedals are fitted on both sides in a convenient position so that either foot can be used. The left pedal enables the rider to hold machine when starting up on any gradient.

The front brake is operated by hand lever fitted on handlebar.

A front band brake can be supplied as an extra fitment on passenger machines for use in exceptionally hilly districts or for competition purposes.

Matchless



Model 'H' Power Unit

POWER UNIT

To facilitate erecting and dismantling, the engine is built up into plates carrying gear box, clutch, footrests, magneto and silencer, the whole being completed as one unit by addition of carburetter, and attached to main frame by two half inch steel bolts. Every engine is subjected to a careful bench and brake test before being erected and no doubtful part can possibly pass the testers scrutiny.

The whole power unit, including engine, magneto, carburetter, clutch, gear box, etc., as seen by illustration, can be detached by the removal of two bolts only.

There is ample room to remove cylinders for decarbonising without taking engine out of frame.

GEARS

The "Matchless" three-speed gear box is mounted in a special manner under back engine plates, and is operated by our own type of gate change and spring control, which time has proved so effective. The top and bottom gears are operated by a dog clutch, with sliding teeth for the middle gear. The driving shaft runs on large ballbearings, fitted with felt gland washers to retain oil.

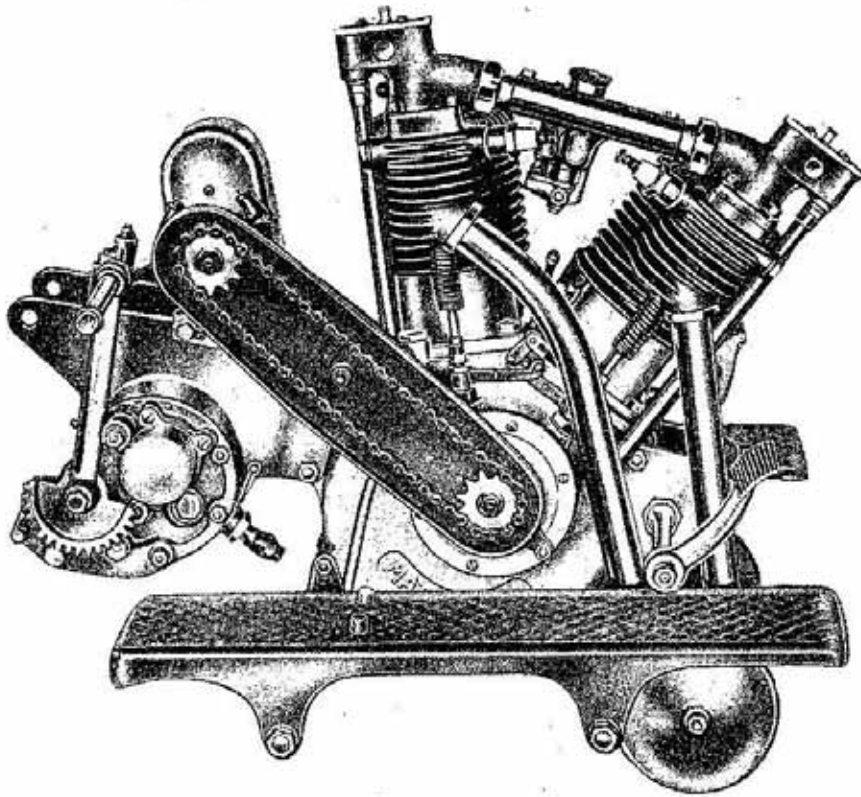
CLUTCH

The improved pattern "Matchless" metal to metal clutch is fitted with a conveniently situated rocking-foot pedal operating same. Simple means of lubrication is provided. The smooth engagement of clutch forms an excellent shock-absorbing device for the transmission.

KICKSTARTER *and* AUTOMATIC VALVE LIFTER

An extremely convenient feature is the automatic method of valve lifting, the free movement of kickstarter raising the valves, which are released at the most effective position of the kickstarter by means of a trip pawl. This method of raising the valves when starting engine makes the operation particularly easy.

Matchless



Model 'H|2' Power Unit

TRANSMISSION

In the case of Model H. and J. passenger machines, the transmission from engine to gear box is by means of the silent chain, entirely enclosed in separate oil tight chain case, easily detachable, and from gear box to rear wheel, by heavy roller chain also on Model H. entirely enclosed in detachable oil tight case. Solo models are chain driven throughout, chain guards and open cases being used.

SILENCER

The silencer is of exceptionally large dimensions, and is fitted with long tapering tail pipe extending to rear of machine, rendering the exhaust practically noiseless. The old saying "Seen but not heard" is particularly applicable to all "Matchless" machines, and this silence has been repeatedly commented upon by Press and public alike.

The Power Unit is either the well-known "Matchless" M.A.G. or "Matchless" J.A.P. either of which may be selected by the purchaser. Both engines are built to our own designs, the result of 25 years experience with all types of engines, both racing and touring.

During the past season, thousands of riders selected low-powered machines with sidecars in order to obtain what appeared to be economical running expense. That this is entirely erroneous needs only a moment's thought.

The difficulties of driving low-powered sidecar outfits over rough roads are very unpleasant and the machine has to be kept constantly in tune in order to obtain even fair results. Again when negotiating difficult hills, very special skill is necessary. The economy of insufficient power is a fallacy—that is why engines of ample H.P. are always fitted in "Matchless" machines.

Matchless

TANK

All Tanks are made of the best quality sheet steel fitted with baffle plates, and are of a capacity and style in keeping with type of machine. The saddle pattern tank used with Model J.S. holds $2\frac{1}{2}$ gallons petrol, the standard pattern 2 gallons and the Model L Solo $1\frac{1}{2}$ gallons.

Semi automatic sight feed lubricator is used throughout and fitted conveniently for operation on right hand side in front of tank. Filler caps are of large dimensions and gauze strainers are used in tank and petrol tap to prevent dirt reaching the carburetter. Petrol tap fitted under rear end of tank on left side and convenient drain tap on right.

MUDGUARDS

The mudguards fitted on all models are of heavy gauge material strongly bridged and most rigidly stayed, side valances being fitted to front guards, and the width is ample to ensure protection to driver under the worst weather conditions.

NOTE—The efficiency of the "Matchless" mudguarding was specially commented upon by the Judges of the A.C.U. six days' trial.

LUGGAGE CARRIER

An exceptionally strong luggage carrier is fitted on sprung portion of rear frame, in addition to which a neat folding luggage grid is attached to rear of touring sidecar body.

Provision is made for carrying spare wheel on sidecar luggage grid.

SIDECAR BODY

The Standard Touring sidecar body fitted is in keeping with the machine—stylish, roomy, and comfortable. It is built up with metal panels on stout frame, and always keeps in shape and retains its smart appearance.

The sports body was designed originally to give competition riders a low carrying position for fast cornering in trials. This type has become so popular, however, that same is now supplied to suit all models. As with the standard sidecar body, passengers have the utmost comfort and protection. Luggage grid can be supplied on this type when required at extra cost.

Accommodation for petrol, oil, tools, and spares provided in the back and under seat on the touring body, and in the back only of the sports body.

COLOUR

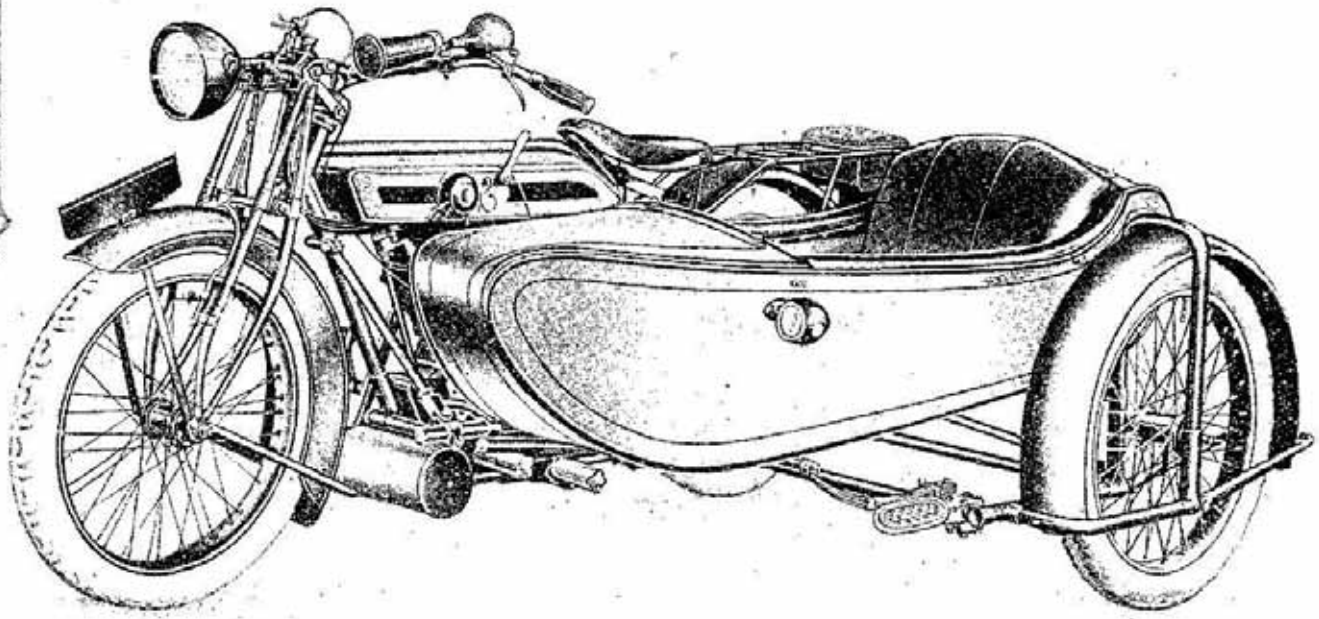
All "Matchless" Motorcycles and sidecars are enamelled the popular "Matchless" Grey, rendering machines most distinctive in appearance and also smart and clean under the worst possible conditions, as a coating of dust or mud is hardly noticeable (an advantage often commented upon).

The nickel plating is of the highest quality, and will resist the action of the weather far more effectively than the so called "all weather finish," which becomes dull and dirty in a very short time.

MODELS H and H/2 DIMENSIONS TABLE

Model 'H' with J.A.P. Engine, $85\frac{1}{2} \times 85=980\frac{1}{c}$
Model 'H/2' with M.A.G. Engine, $82 \times 94=996\frac{1}{c}$
Overall length, $7' 8''$; Width $5'$. wheel base $5' 2''$
Height to top of saddle $2' 9''$ Height to top of sidecar body $3' 5''$
Ground clearance $6''$
Gear ratios, $5\frac{1}{4} \times 8\frac{3}{4} \times 14\frac{1}{2}$ to 1 as standard.
Petrol consumption. Average 50 M.P.G. Oil consumption 1,000 M.P.G.
Springs (range of movement) rear wheel $3\frac{1}{2}''$, front $2\frac{3}{4}''$.

Matchless



Price to standard specification, £135
or with Equipment as shewn, £151 5s. 6d.

Sporting events are inseparable from such a universal hobby as the Motorcycle and year by year the number of entrants in the large reliability trials increases very considerably. Those who own real sporting machines which stand up to gruelling tests, such as hill climbs, speed events and big trials are all enthusiastic about the exceptional capabilities of this machine.

Since its conception this model has become a general favourite and is always in great demand by the younger section of sportsmen.

The engine is one of the very latest design and is capable of very high engine revs, it is fitted with the extra large exhaust ports and develops a H.P. well above that usually developed by 8 H.P. Engines.

This machine with its Sporting Sidecar forms the ideal outfit for those who are out for speedy road work, and the cups and medals of the competition field.



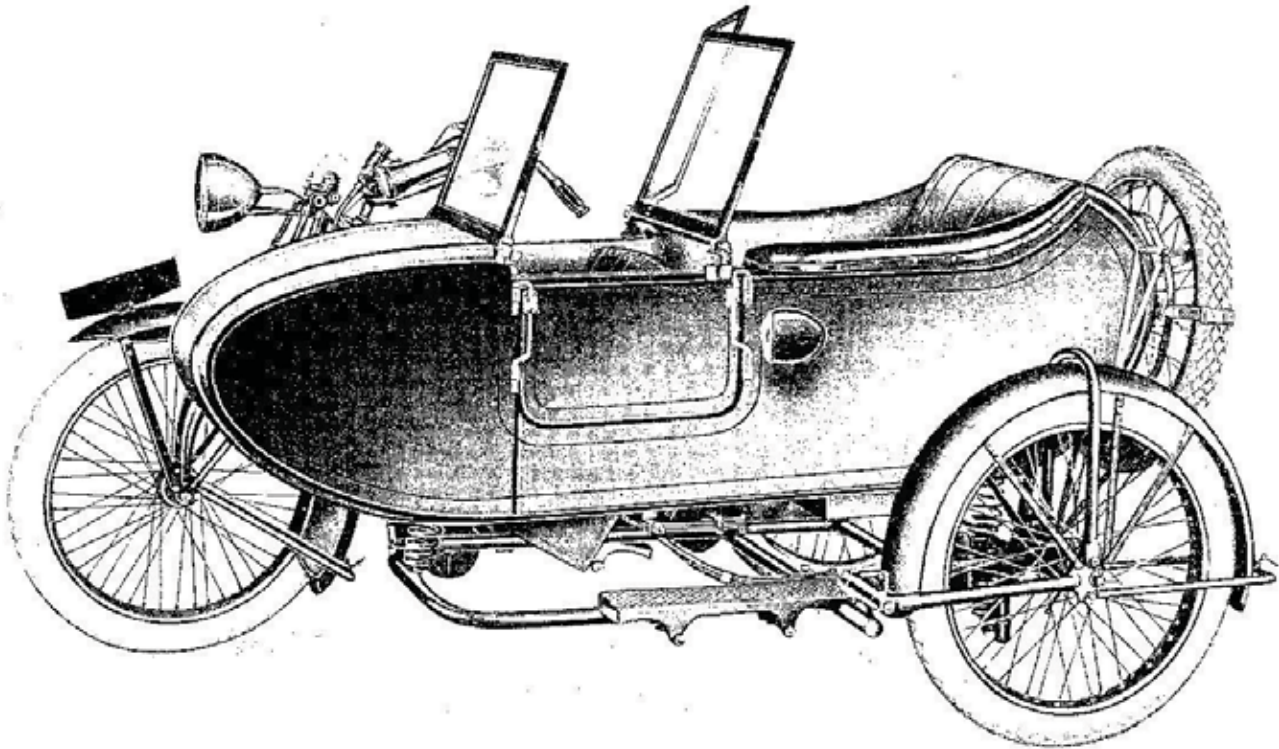
Matchless

Specification Model 'H' & 'H/2' Super Sports

with Sports Sidecar

FRAME	"Matchless" Patent spring frame—all moving joints fitted with hardened steel bearing and phosphor bronze bushes with lubricators.
FORKS	"Matchless" girder patent spring forks. Concealed springs with provision for lateral adjustment.
TANK	Capacity: petrol 2 galls., oil 6 pts. Large filler caps, semi-automatic lubricator, petrol tap with filter and drain tap.
POWER UNIT	Latest pattern, super efficient, high speed super sports J.A.P. twin cylinder engine, aluminium pistons, aluminium beehive valve cap covers, extra large exhausts (or "Matchless" M.A.G. engine, see note below).
SILENCER	Specially large, with long tail pipe to rear, giving free exhaust without undue noise.
GEAR	"Matchless" standard three speed gear box with spring control, gate change.
CLUTCH	All metal double V cone, smooth action with foot control.
KICKSTARTER	Combined with valve lifter
TRANSMISSION.	Coventry silent chain from engine to countershaft. Heavy Renold's roller chain to rear wheel, each enclosed in separate detachable oil retaining closed chain case.
WHEELS	"Matchless" Patent, quick detachable and interchangeable large hubs 28 x 3 car type rims with highest grade tyres.
FOOTBOARDS	Pressed sheet steel with corrugated top.
BRAKES	Internal expanding ferodo lined rear brake, operated by foot pedal on either side. Hand lever front rim brake or band brake at extra cost.
LUGGAGE CARRIER	Strong enough for heavy luggage.
MUDGUARDS	5" wide with valance to front guard very rigidly fixed.
STANDS	To support machine and sidecar when wheels are removed.
SIDECAR	Registered design sporting type, low, roomy and comfortable. Provision at rear for petrol oil and spares.
EQUIPMENT	Full kit of tools, tyre, pump and instruction book.
FINISH	"Matchless" Grey, usual parts heavily plated.
PRICE	£145 os. od.
NOTE	This model is also supplied fitted with the super sports "Matchless" M.A.G. engine at the same price and when so fitted is described as super sports model H/2.

Matchless



Price to standard specification, £145 10s.
or with Equipment as shewn, £177 11s. 6d.

This model has provided the utmost pleasure for many hundred family men, providing seating accommodation for two in the Sidecar with ample room for carrying a child also.

It is a regular occurrence to see these machines on the road with 5 up, the extra passenger being carried on rear carrier behind the driver.

As this part of the frame is sprung this seat is very comfortable for long journeys.

NOTE.—When required for exceptionally heavy work this model can be fitted with 10 H.P. M.A.G. Engine for £5 extra.

Equipment of Option

	£	s.	d.		£	s.	d.
*Lucas Magdyno Lighting ...	15	0	0	Double waterproof Hood with side curtains ...	4	7	6
Lucas Acetylene Lighting ...	6	6	0	Hood Cover ...	7	6	
Lucas Electric Horn (with Electric Lighting only) ...	1	5	6	*Two Windscreens with side wing to rear screen ...	4	0	0
*Lucas Bulb Horn ...	15	6		Lettering Number Plates ...	4	6	
Autokrat Electric Horn (with Electric Lighting only) ...	1	0	0	Legshields ...	12	6	
*Spare Wheel with Tyre 28 x 3" ...	6	6	0	*Sidecar Step ...	10	0	
*Speedometer (rear drive) ...	5	10	0	Front Band Brake ...	2	10	0

*As Illustrated above

NOTE—The prices of equipment shown above apply only when supplied and fitted to this model

CODE WORDS

Model H. J.A.P. two-seater Sidecar ... WYUTZ
Model H $\frac{1}{2}$ M.A.G. Two-seater Sidecar ... WYUXD

Matchless

Specification Model 'H' & 'H/2'

with Two-seater Sidecar

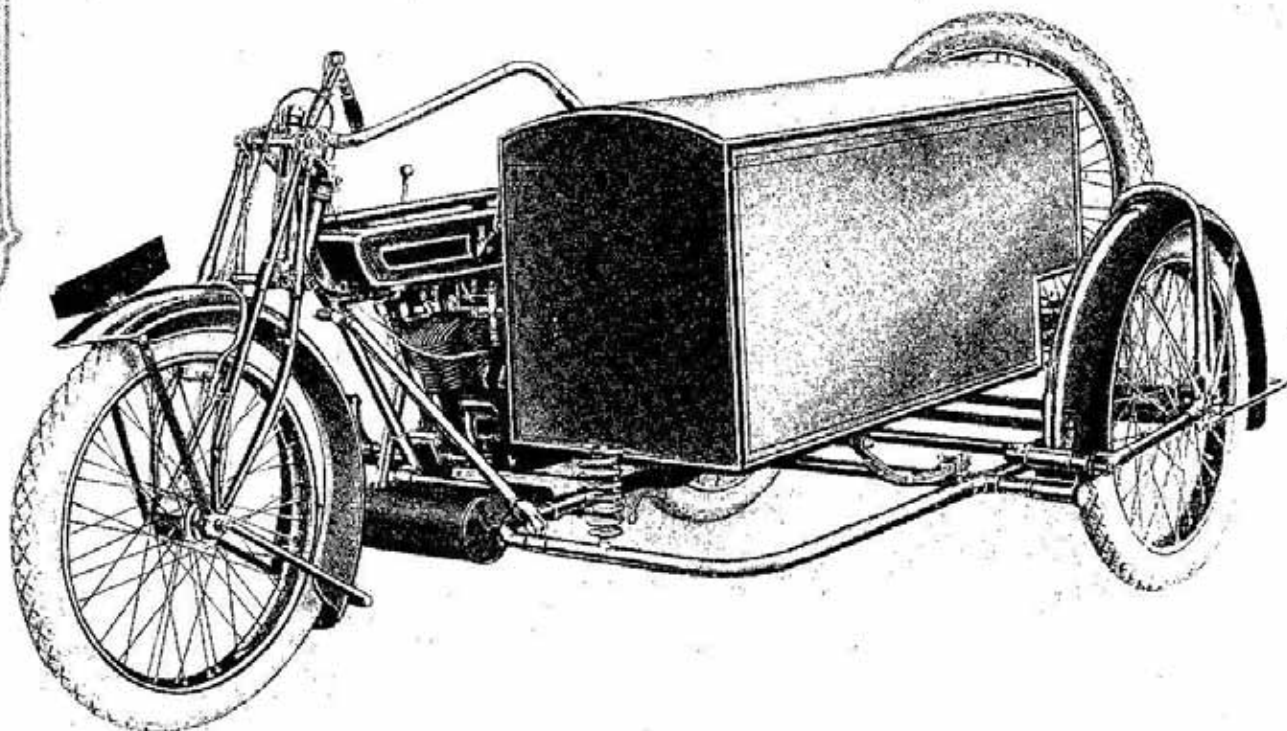
FRAME	"Matchless" Patent spring frame—all moving joints fitted with hardened steel bearing and phosphor bronze bushes with lubricators.
FORKS	"Matchless" girder patent spring forks. Concealed springs with provision for lateral adjustment.
TANK	Capacity: petrol 2 galls., oil 6 pts. Large filler caps, semi-automatic lubricator, petrol tap with filter and drain tap.
POWER UNIT	"Matchless" M.A.G. or J.A.P. 8 H.P. twin cylinder engine at option.
SILENCER	Specially large, with long tail pipe to rear, giving free exhaust with extraordinary silence.
GEAR	"Matchless" standard three speed gear box with spring control, gate change.
CLUTCH	All metal double V cone, smooth action with foot control.
KICKSTARTER	Combined with valve lifter.
TRANSMISSION	Coventry silent chain from engine to countershaft. Heavy Reynold's roller chain to rear wheel, each enclosed in separate detachable oil retaining closed chain case.
WHEELS	"Matchless" Patent, quick detachable and interchangeable, large hubs 28 x 3 car type rims with highest grade tyres.
FOOTBOARDS	Pressed sheet steel with corrugated top.
BRAKES	Internal expanding Ferodo lined rear brake, operated by foot pedal on either side. Hand lever front rim brake or band brake at extra cost.
MUDGUARDS	5" wide with valance to front guard very rigidly fixed.
LUGGAGE CARRIER	Strong enough for heavy luggage
STANDS	To support machine and sidecar when wheels are removed.
SIDECAR BODY	Specially designed to carry two passengers; folding recesses provided to give additional leg room. Strengthening spring in front to support extra weight. Wide side door with patent hinges to open either way greatly facilitating entrance of both passengers. Provision at back for petrol, oil, spares, etc. Locker under seat for tools or accumulators.
LUGGAGE GRID	Special folding luggage grid for carrying suit case or other luggage, with attachments for carrying spare wheel.
EQUIPMENT	Full kit of tools, tyre pump and instruction book.
FINISH	"Matchless" Grey, usual parts heavily plated.
PRICE	£145 10s. od. Model 'H' is fitted with J.A.P. engine. Model 'H/2' is fitted with M.A.G. engine.

Matchless

Specification Model 'H' & 'H/2' with Touring Sidecar

FRAME	" Matchless " Patent spring frame—all moving joints fitted with hardened steel bearing and phosphor bronze bushes with lubricators.
FORKS	" Matchless " girder patent spring forks. Concealed springs with provision for lateral adjustment.
TANK	Capacity : petrol 2 galls., oil 6 pts. Large filler caps, semi-automatic lubricator, petrol tap with filter and drain tap.
POWER UNIT	" Matchless " M.A.G. or J.A.P. 8 H.P. twin cylinder engine at option.
SILENCER	Specially large, with long tail pipe to rear, giving free exhaust with extraordinary silence.
GEAR	" Matchless " standard three speed gear box with spring control, gate change.
CLUTCH	All metal double V cone, smooth action with foot control.
KICKSTARTER	Combined with valve lifter.
TRANSMISSION	Coventry silent chain from engine to countershaft. Heavy Reynold's roller chain to rear wheel, each enclosed in separate detachable oil retaining closed chain case.
WHEELS	" Matchless " Patent, quick detachable and interchangeable, large hubs 28 × 3 car type rims with highest grade tyres.
FOOTBOARDS	Pressed sheet steel with corrugated top.
BRAKES	Internal expanding ferodo lined rear brake, operated by foot pedal on either side. Hand lever front rim brake or band brake at extra cost.
MUDGUARDS	5" wide with valance to front guard very rigidly fixed.
LUGGAGE CARRIER	Strong enough for heavy luggage.
STANDS	To support machine and sidecar when wheels are removed.
SIDECAR BODY	Stylish registered design giving utmost room and comfort spring seat and back support. Provision at back for petrol, oil, spares, tools, etc., and large locker under seat.
LUGGAGE GRID	Special folding luggage grid for carrying suit case or other luggage, with attachments for carrying spare wheel.
EQUIPMENT	Full kit of tools, tyre pump and instruction book.
FINISH	" Matchless " Grey, usual parts heavily plated.
PRICE	£140 os. od.
CODE WORDS	Model H. with J.A.P. Engine. WYUHM. Model H/2 with M.A.G. Engine. WYUPT.

Matchless



Model H, Spring Frame, to standard specification, £140
or with Equipment as shewn, £146 6s.

Parcels Delivery Vehicles

The Motorcycle with side-carrier is undoubtedly the cheapest vehicle for parcels delivery—low in first cost—low in running expenses, speedy in action and absolutely reliable. This class of delivery is becoming most popular, and as the same machine can be used for pleasure purposes when required, it appeals very decidedly to the small tradesmen. We can offer the following variation for quick delivery.

MODEL J. STANDARD COMMERCIAL.

Same Motorcycle and sidecar frame as model J. touring fitted with strong carrier box 4' 3" long, 2' deep, 1' 7" wide with hinged domed top—compartment inside at rear for carrying petrol, tools, etc., and support fixed for spare wheel. Price £130 os. od. Allowance if no box supplied. £11 os. od.

MODEL J. G.P.O.

Same machine as model J. touring but with exceptionally strong wide sidecar chassis and framed box as per illustration to carry larger load than above. Price £140 os. od. Allowance if no box supplied. £16 12s. od.

MODEL J. FOLDING.

Same machine as model J. touring fitted with patent folding sidecar chassis and standard box. Specially suitable when machine is required for business and pleasure purposes. Price £133 os. od. Allowance if no box supplied. £11 os. od.

MODEL H. COMMERCIAL.

Same as Model H touring fitted with standard carrier box. Price £140 os. od. Allowance if no box required. £11 os. od.

We shall be pleased to quote for any of the above models with special body to suit clients own particular needs at any time.

Satisfactory outfits have been supplied to Butchers, Bakers, Dairy-men, Market Gardeners, Grocers, Drapers, and other Tradesmen who required special carriers to suit their individual trades.

Matchless

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" Motorcycles.

In addition, the "Matchless" has won hundreds of smaller Cups and Trophies besides many hundreds of Gold, Silver and Bronze Medals.

THE TOURIST TROPHY is by far the best known, and is considered the Blue Ribbon of Motorcycle 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.

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, 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 recognised 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, and again won in 1914 by Mr. C. R. Collier.

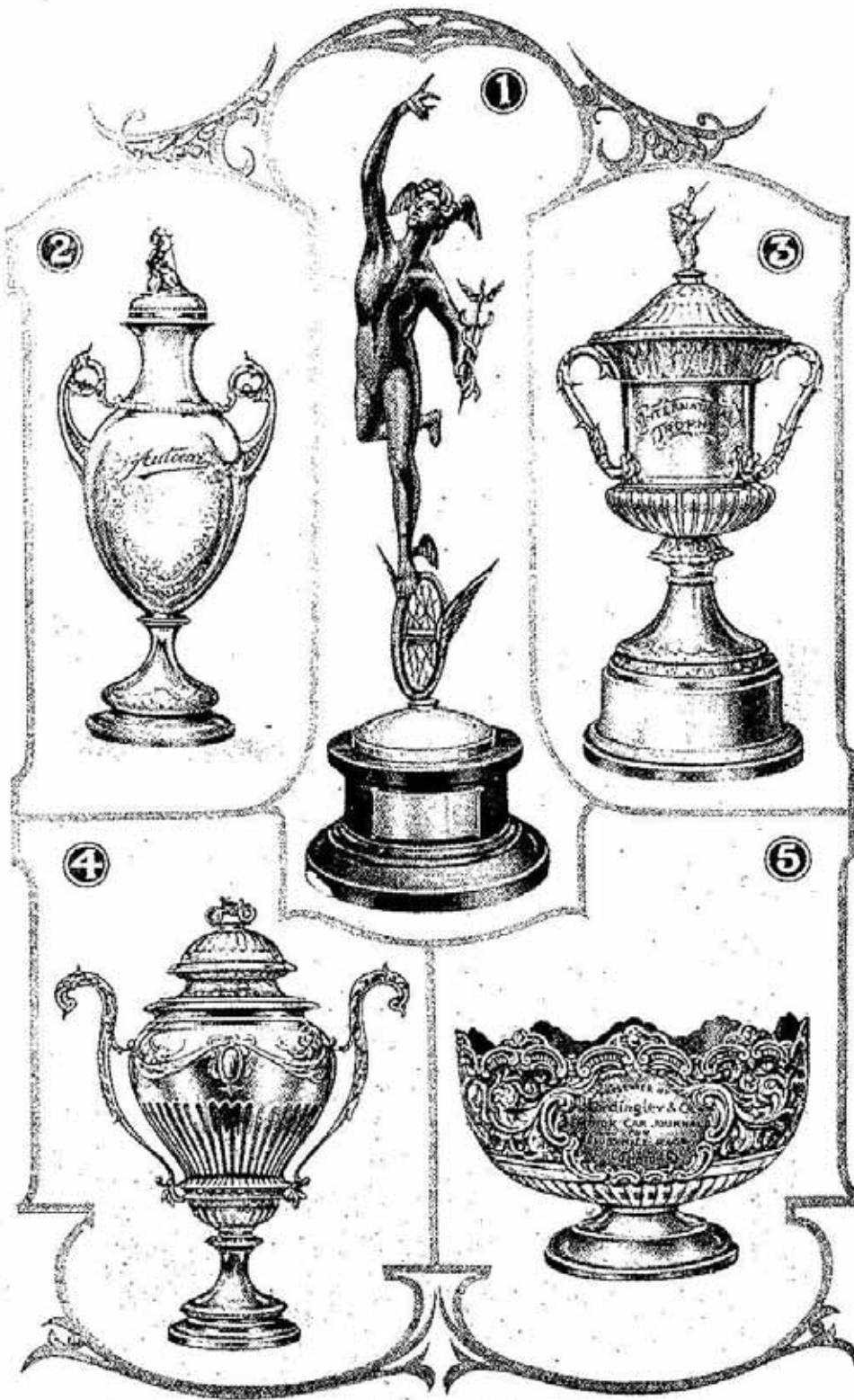
THE "PENNEY" SILVER CUP, THE "HARRISON" SILVER CUP and THE "MAYOR OF TAUNTON'S" CUP were all won by the "Matchless" Team in A.C.U. Six Days' Trials.

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 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 Motorcycle in every class of Competition.

Matchless



1. The Tourist Trophy.
2. Autocar Challenge Cup
3. International Trophy.
4. Workington Trophy.
5. Cordingley Trophy.

Matchless

Testimonials

The following letter appeared in the Show Report Number of "Motorcycle," issue Nov. 30th, 1922.

"Sir:—

In February, 1921, I entered the ranks of the motorists, and at that time I was doubtful whether or not to expend my money on a high-class sidecar outfit or invest in a small car. After a great deal of consideration which was obviously not backed by experience, I purchased a two-seater air cooled cycle-car, and although the price was in the neighbourhood of £240, at that time it was considered to be one of the cheapest four-wheeled vehicles of its class.

There was no doubt in my mind at the time and immediately after the first run that I had secured a machine which would give me every satisfaction, and further, would protect myself and my passenger from any rough weather we might perhaps have to encounter.

After 250 miles' running, I began to doubt the wisdom of my purchase, and after 500 miles the machine was to my mind, practically useless—very bad hill-climbing, tyre trouble, difficult starting, and serious overheating of the engine, to say nothing of magneto and transmission trouble, and although many expert people had the car in their hands, they were unable to do anything with it.

At a loss of over £80 I sold the machine and purchased a "Matchless" sidecar outfit.

A vast difference was noticed in every possible way, and during the whole time the outfit was in my possession—and this was over a year—I did not experience the slightest difficulty in any shape or form, I knew I could always take the machine out at any time and expect to do a journey anywhere I wished to go.

Again, in May this year, I thought I could obtain the same satisfaction from a well-known four-wheeled cycle car, and consequently disposed of my reliable sidecar outfit and with an extra amount of money took over my new acquisition.

I found everything in perfect order, and at last thought I had obtained a car which would enable me to go anywhere without the slightest trouble.

Unfortunately, my theory did not work out correctly, and up to the present the makers have seen the car no less than seven times. I will say that, with the exception of a main bearing seizure which occurred whilst in the hands of a relative) all the troubles I had to contend with were petty, but I do wish that I could enter the garage and know that the engine could be started without a hitch.

It is not surprising therefore, that I am getting a little "fed up" and begin to sigh for the reliable machine which I had on three wheels.

LONDON, E.C.2.

X.L. 754."



Some of the Trophies won on "Matchless"

Matchless

A Few of The "Matchless" Successes during 1922

Once again we give positive proof that the "Matchless" is the most reliable machine ever put on the market. Read them through, make comparison—then decide to have one of our 1923 models.

LONDON-EXETER.

Twenty-two "MATCHLESS" gained TWENTY GOLD and TWO SILVER MEDALS. (CHRISTMAS, 1921).

LONDON—GLOUCESTER.

Four "MATCHLESS" gained BEST GENERAL PERFORMANCE, FOUR CLUB SILVERCUPS and LADIES' SPECIAL SILVER CUP.

A.C.U. EAST MIDLANDS CENTRE OPEN TRIAL.

Two "MATCHLESS" gained SPECIAL AWARD and TWO GOLD MEDALS.

LONDON—LANDS END. EASTER.

TEN GOLDS, TEN SILVER, and CAPTAINS' CUP FOR BEST PERFORMANCE

M.C.C. LONDON—EDINBURGH RELIABILITY TRIAL.

"MATCHLESS" gained TWENTY GOLD MEDALS, TWO SILVER MEDALS & ONE BRONZE MEDAL.

SCOTTISH SIX DAYS' TRIAL

TEAM OF four "Matchless" machines with four Lady Passengers gained FOUR FIRST CLASS GOLD MEDALS and CO-WINNERS, MANUFACTURERS' TEAM PRIZE for SIDECAR MACHINES.

One Lady Driver gained SILVER MEDAL.

NORTHERN CENTRE A.C.U. OPEN ONE DAY TRIAL.

Two "MATCHLESS," TWO GOLD MEDALS AND SPECIAL AWARD FOR BEST PERFORMANCE IN LARGE SIDECAR CLASS.

SOUTH WESTERN CENTRE A.C.U. OPEN ONE DAY TRIAL.

SIX MACHINES—NINE AWARDS.

SIX "MATCHLESS" MACHINES gained SPECIAL TROPHY and GOLD MEDAL FOR BEST PERFORMANCE IN THE TRIAL.

SILVER CUP FOR BEST PERFORMANCE IN SIDECAR CLASS.

FOUR GOLD MEDALS AND TWO SILVER MEDALS.

Giving a total of TWO SILVER CUPS, FIVE GOLD MEDALS AND TWO SILVER MEDALS.

A.C.U. SIX DAYS' TRIAL.

Six "MATCHLESS" entered and SIX "MATCHLESS" FINISHED GAINING FOUR GOLD MEDALS, ONE SILVER MEDAL and ONE BRONZE MEDAL.

SOUTH EASTERN COUNTIES A.C.U. OPEN TRIAL.

"MATCHLESS" 1st for 3rd time winning Trophy outright.

PASKELL CUP TRIAL (LEICESTER).

"MATCHLESS" 1st winning Trophy 2nd time.

LONDON—EXETER. DECEMBER 26th and 27th, 1922.

Twenty-one "MATCHLESS" consisting of 19 Sidecar Models 1 Lightweight Solo and 1 Family Car, competed and all completed the double journey, securing a large proportion of awards.

Matchless

EXTRACT FROM "MOTORCYCLE" DECEMBER 14th, 1922. OCCASIONAL COMMENTS BY IXION.

From all I had been told, I went to the Car Olympia prepared to purchase crape bows wherewith to decorate the superseded sidecar at the Motorcycle Olympia. I returned much refreshed in spirits. So far as new cars go, there is nothing to threaten even the 1,000 c.c. outfit de luxe as yet. Our 1923 prices are putting the biggest sidecars out of the danger zone in which serious competition need be feared from any brand new car. Certain second-hand small cars will unquestionably be available at less than new sidecar prices in due course. But a very cheap car is a dubious second-hand bargain. It was generally somebody's first car. He bought his experience on it, and I shouldn't like to buy the fruits. Moreover, the performance of these little miseries is not comparable to motorcycle performance. I do indeed know a man who set out in cold blood to drive from Brighton to Liverpool on one of the cheap small cars which are alleged to be formidable rivals of such superb monsters as the big "Matchless." He survived to tell the tale, and he made the return journey as well. Sixteen m.p.h. average, and half an hour's wait to cool the engine at the top of several hills. Any 500 c.c. outfit would have done better. So long as there is red blood in English youth, the sidecar will sell freely against the cheap car, and if we lose a few old gentlemen to the car trade their grandsons will re-fill the ranks.

EXTRACT FROM EDITORIAL IN "MOTOR CYCLING" DEC. 20th, 1922. THE MOTORCYCLE FOR WARMTH.

"CARBON" DISCOURSING ON "EVERYBODY'S BUSINESS" says

Last week I lent a "Matchless" combination to a friend, who has been driving a well-known make of light car for the last 12 months. This particular combination is fitted with an I.O.M. windshield for the driver, in addition to the usual legshields. Now, I have often envied my friend, his car, when the weather was cold and clammy, so, judge of my surprise when he declared with emphasis that he was much warmer driving the combination than he was in the car, in spite of the fact that he was wearing the same clothes. There is no doubt, too, that he was right, as I proved by trying the car.

The explanation is, I suppose, that the windscreen on the "Matchless" is so close to the driver that back draught is non-existent, while the warmth from the engine keeps the driver's legs at a comfortable temperature, shielded as they are, by the "Matchless" legshields. Anyway, the fact is rather a nasty pill for those who claim that the four-wheeler will one day oust the combination from its present pre-eminent position.

EXTRACT FROM CORRESPONDENCE "MOTOR CYCLING" AUG. 3rd, 1921.

My wife and I . . . leaving London one evening, travelled without rest on my part to Aberdeen, on a "Matchless" spring framed combination, in 30 hours inclusive of all stops, which totalled 7 hours. The route chosen measures 528 miles, giving a net average of 23 M.P.H.

As we have several times done this trip during daylight on rigid-framed outfits at lower speed, but not without acute discomfort, I think the conclusion is irresistible that the spring-frame was responsible for the very great saving in fatigue.

Parts of the road which formally seemed to us to be rough were simply not noticed and did not cause reduction of speed as on other occasions. The roads have not been repaired since our last trip.

As a matter of interest the petrol consumption worked out at 48 M.P.G. and only two gallons of oil were used for the whole tour of 1,310 miles, although the Cairnwell Pass (2,200 ft.) was crossed on a very hot day.

Lest it be thought that the comfort of this machine is attained at the expense of average speed, on the return journey we travelled during daylight from Penrith, over the Pennines, and via Scotch Corner down the Great North Road to Stevenage, observing all speed limit, 250 Miles, in 8 hours 52 minutes, exclusive of stops, *i.e.* 28.2 M.P.H. net average speed.

MESSRS. COLLIER & SONS.
Dear Sirs,

Oct. 16th, 1922.

No doubt you will be pleased to hear that on Saturday at the Luton and South Beds. Hill Climb, my brother Victor Baragwanath won, Sidecar Class 1st, also fastest time of the day.

Yours faithfully,
(Sgd.) E. C. E. BARAGWANATH.

MESSRS. COLLIER.
Dear Sirs,

Oct. 10th, 1922.

No doubt you will be pleased to hear that in the South Midland Centre Hill Climb at Kop Hill on Saturday. I broke the record for the Hill with my "Matchless" M.A.G. and Sidecar, 33 1/5 seconds making the fastest time of the day with sidecar.

Yours faithfully,
(Sgd.) E. C. E. BARAGWANATH.
524 ALEXANDRA PARK ROAD,
LONDON, N.22.

Matchless

COLLIER & Co.

20th May, 1922.

Dear Sir,

I should like to express to you my entire satisfaction with the machine which I purchased from your Company last June. It has given me absolutely no trouble whatever, no punctures or breakdowns of any description. This I think speaks very highly for the workmanship and excellent construction particularly when one has to consider the state of the roads in and around Bombay.

I remain,

Yours, etc.

(Sgd.) W. FRANCIS.

MESSRS. H. COLLIER & SONS, LTD.,
44/45 Plumstead Road,
WOOLWICH, S.E.18.

Dear Sirs,

I think you will be interested to know that my Model 'H' "Matchless" has now completed 25,000 miles. It is only fair for me to state that my Model 'H' has not only saved me pounds in railway fares, but has given me every satisfaction with its wonderful springing and smooth running.

I have ridden my machine through the bad seasons as well as the good every day, and it has never once failed me.

When I say failed, I do not mean I have never had sooty plugs or punctures, etc., I mean by failed, broken bearings, or broken frame parts, etc.

In conclusion it is undoubtedly the finest investment I have ever made, and has given me entire satisfaction and pleasure.

You are at liberty to do with this letter as you may think fit.

Wishing you every success.

Yours faithfully,

(Sgd.) L. F. BRADLEY.

Dear Sirs,

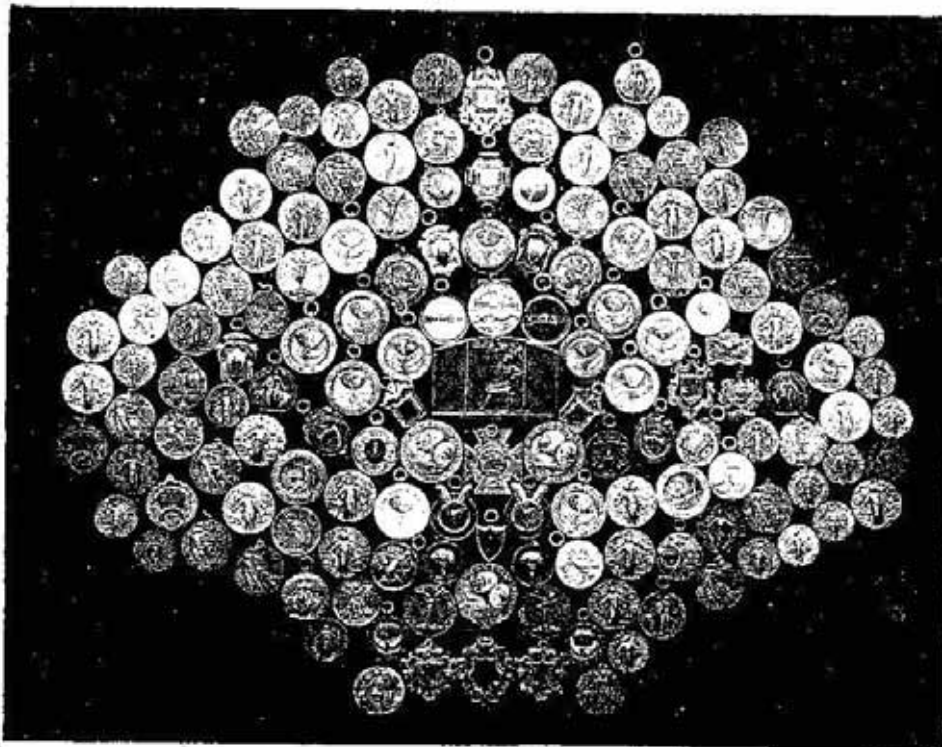
28th Nov., 1921.

Will you please forward the following articles for "Matchless" Combination.

I have had the machine for 3,000 miles and have not had the slightest trouble. I think it is the best combination for India. I have done several one day journeys of over 250 miles which in this country would be almost impossible on any other machine.

Yours truly,

(Sgd.) H.W.R.



A few Medals won by "Matchless" Owners.

Matchless

Conditions of Guarantee

We give the following guarantee with our Motorcycles instead of the guarantee implied by statute or otherwise as to the quality or fitness of such machines for the purpose of motorcycling, 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 motorcycles 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 motorcycle sent to us to be plated, enamelled or repaired, will be repaired, upon the same conditions as if it were a new motorcycle, *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.

Copy 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.

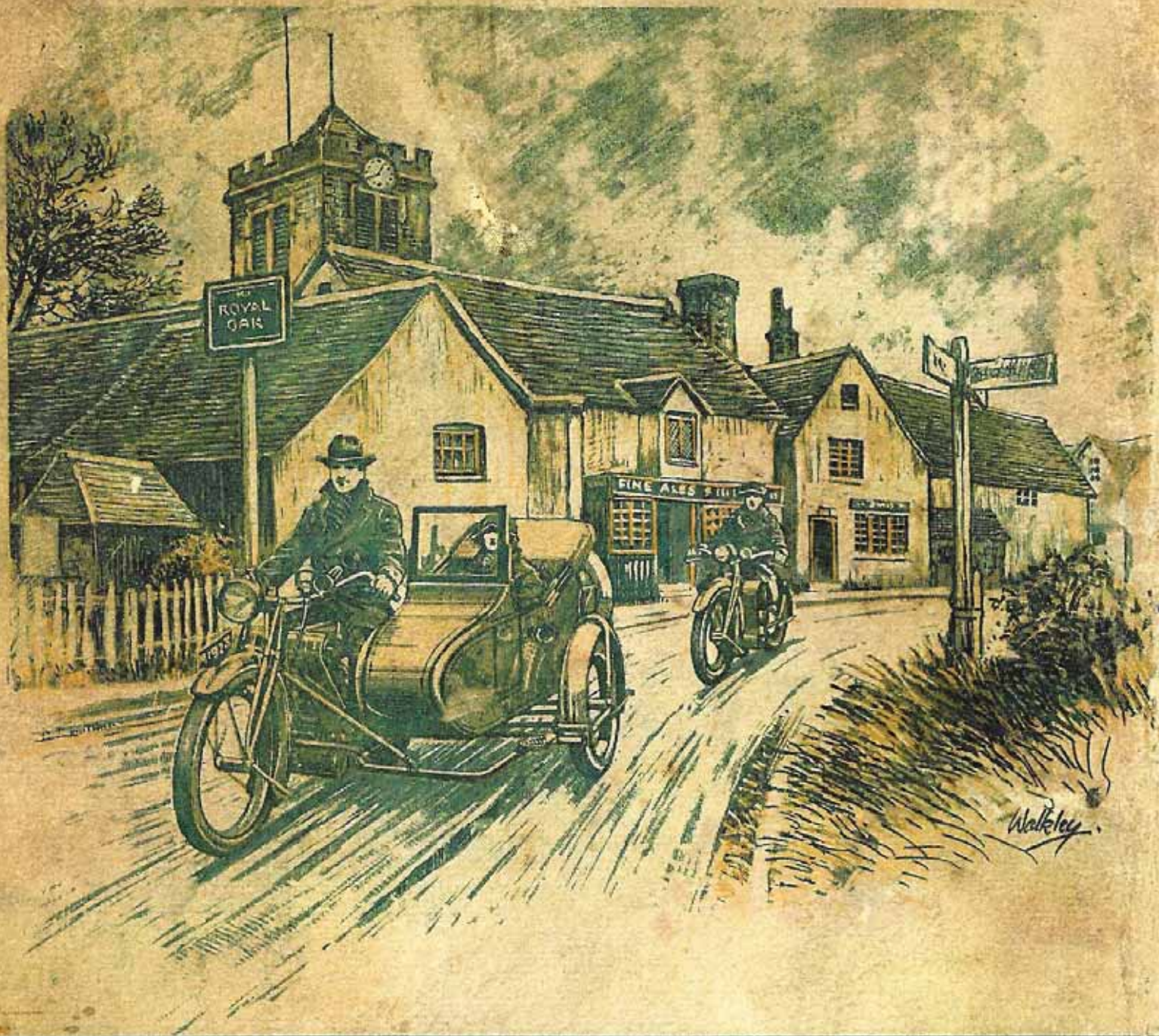
Failing compliance with the above, no notice will be taken of anything which may arrive but such articles will lie here at the risk of the senders ; and this guarantee, or any implied guarantee, shall not be enforceable.

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 any component part supplied to the order of the purchaser differing from our standard specification supplied with our motorcycles 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.



“Matchless” in every sense of the Word