

MATCHLESS

“Super Clubman”

ENGINE

THIS sectional illustration shows clearly the construction of the unique “Matchless” Super Clubman engine, which is described on page 8 of this catalogue.

The drawing shows clearly the one-piece construction of the cylinder head and rocker box and the manner in which the hairpin valve springs are totally enclosed.

Other interesting features disclosed by this sectional and cut-away drawing are the “Lo-ex” piston with its large diameter fully floating gudgeon pin, the sturdy connecting rod with the webbed big-end and the multiple row roller big-end bearing, the double camshaft timing gear with mushroom tappets bearing direct on the cams, and the accessible valve clearance adjustment, access to which is obtained by removing the finned cover plate.

Note also the large fins provided on the cylinder barrel and on the cylinder head to ensure adequate cooling under the most strenuous conditions.

This engine is the very latest development in the design of single-cylinder overhead valve power units and is remarkable for its high performance, its mechanical silence, and the manner in which it maintains its tune for very long mileages without the necessity for any attention.

MOTORCYCLE
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MATCHLESS MOTOR CYCLES



MATCHLESS MOTOR CYCLES

PROPRIETORS: ASSOCIATED MOTOR CYCLES LIMITED,

44-45 PLUMSTEAD ROAD, LONDON, S.E.18

Phone: Woolwich 1223. Grams: "Matchless, Wol, London". Codes: A.B.C. 5th and 6th Editions and Bentleys

ALL PREVIOUS LISTS CANCELLED

All prices and specifications are subject to alteration without notice, and all motor cycles and/or sidecars, together with equipment, are sold subject to the limited guarantee printed on the inside back cover of this catalogue.

THE "Clubman" RANGE

THE "CLUBMAN" SERIES COMPRISES THE FOLLOWING MODELS:

250 "CLUBMAN" MODEL 38/G2
350 "CLUBMAN" MODEL 38/G3

250 "CLUBMAN" DE LUXE MODEL 38/G2M.
500 "CLUBMAN" MODEL 38/G80

These four models are basically similar in design, but as the titles indicate, the models 38/G2 and 38/G2M have engines of 250 c.c. capacity, the model 38/G3 has an engine of 350 c.c. capacity, and the model 38/G80 of 500 c.c. capacity.

The "Matchless" "Clubman" models have been outstandingly successful during the 1936 and 1937 seasons, and the 1938 models, the full specification of which is given below, incorporate numerous new features which make the machines even more attractive to keen motor cyclists. These models are illustrated on pages 4, 5, 6 and 7 of this catalogue:

Specification . . .

ENGINE.—The Matchless "Clubman" engines are designed and built throughout in the "Matchless" factory. They are of the high-efficiency overhead-valve type with single-port cylinder heads on the models 38/G2, 38/G2M, and 38/G3, and a two-port cylinder head on the model 38/G80.

On all models the overhead-valve rocker gear is totally enclosed and flood-lubricated by an oil supply from the main engine oil pump. Handsomely decorated rocker box cover plates are provided, which are readily detached to allow access to the valve clearance adjustment.

Models 38/G2 and 38/G2M are fitted with Duplex helical valve springs, while models 38/G3 and 38/G80 are fitted with hairpin valve springs.

All "Clubman" engines have cylinders and cylinder heads provided with exceptionally deep cooling fins ensuring perfect cooling under the most strenuous conditions. Other features of these engines include "Lo-ex" alloy pistons, multiple-row roller big-end bearings with Duralumin cages, exceptionally stiff crankshaft assembly with shouldered two-piece crankpin consisting of a case-hardened outer sleeve to resist wear and a toughened alloy steel centre to give maximum strength, double camshaft timing gear flood-lubricated, 14 mm. sparking plugs and down-draught inlet ports.

38/G2 and 38/G2M	Bore 62.5 mm.	Stroke 80 mm.	Capacity 246 c.c.
38/G3	Bore 69 mm.	Stroke 93 mm.	Capacity 347 c.c.
38/G80	Bore 82.5 mm.	Stroke 93 mm.	Capacity 498 c.c.

LUBRICATION.—Full dry sump system: oil pressure fed to all working parts, including cylinder wall, big-end bearing, mainshaft bearing and camshaft bearing, by Duplex horizontal reciprocating rotary plunger

pump. Surplus oil sucked from crankcase sump and returned to oil tank through fabric filter which entirely removes all impurities.

CARBURETTOR.—"Amal" two-lever, semi-automatic, with twist grip throttle control.

GEAR-BOX.—Models 38/G2 and 38/G2M fitted with medium weight 4-speed gear-box with pivot mounting. Models 38/G3 and 38/G80 fitted with heavyweight pivot mounted 4-speed gear-box.

All models fitted with handlebar control clutch, enclosed kick-starter, and enclosed positive stop foot gear-change; hand gear-change cannot be supplied.

GEAR RATIOS.

Model 38/G2	6.25, 8.74, 11.2 and 18.6 to 1.
Model 38/G2M	6.25, 8.74, 11.2 and 18.6 to 1.
Model 38/G3	5.83, 7.5, 10.3 and 15.6 to 1.
Model 38/G80	5.0, 6.4, 8.8 and 13.3 to 1.

TRANSMISSION.—Front chain enclosed in oil-bath chaincase. Rear chain protected by effective guard with deep panels on both sides of the chain, giving almost complete enclosure. Cam type shock absorber on engine shaft.

EXHAUST SYSTEM.—Large diameter chromium-plated exhaust pipe with tubular silencer. Double exhaust pipes and silencers on model 38/G80. Either low exhaust pipes or high exhaust pipes can be fitted as

required. Unless special instructions are given when ordering, exhaust pipes as shown on the illustration of that particular model will be supplied.

STANDS.—Easy-lift spring-up rear stand. Model G/2 has centre stand instead of rear stand. Tubular front stand on models 38/G3 and 38/G80.

TANKS.—Attractive new design petrol tank welded throughout. Petrol capacity, 3 gallons. Model 38/G2 finished in black, with gold lines. Models 38/G2M, 38/G3 and 38/G80 finished in chromium with black panels and gold lines. All models carry the winged "M" in chromium-plated finish on each side of the petrol tank. Separate oil tank, capacity 4 pints.

FRAME.—Duplex cradle design with triangulated straight twin down tubes, narrow angle. Forged rear fork-ends, self-centring head bearings; sidecar connection incorporated in head lug on models 38/G3 and 38/G80.

HANDLEBARS.—Semi-sports type adjustable for angle. On models G3 and G80 handlebars are mounted on adjustable extension links behind steering damper giving wide range of adjustment. All controls adjustable for position, with external type twist grip control for throttle.

SPRING FORKS.—Sturdy design tubular spring forks with double locked-link girder assembly. Duplex fork dampers adjustable by convenient control knob on left-hand side.

STEERING DAMPER.—Controlled by handsome knurled knob with decorated winged "M" medallion on models G2M, G3 and G80. Steering damper can be supplied on model G2 at 12/6 extra.

BRAKES.—Large diameter internal expanding brakes with high-friction linings on both wheels. Brake controls quickly detachable, with finger adjustment. On models G3 and G80 front brake drum heavily finned to ensure efficiency under most strenuous conditions. Rear wheel quickly detachable without disturbing chain or brake on models G3 and G80.

Special Note

All "Clubman" models can be fitted with high or low exhaust pipes at option. The type required should be specified when ordering. If not specified we reserve the right to supply as the illustration of the corresponding model. Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 16. The speedometer is mounted on top of the front forks and is driven by an almost straight cable from special gearing inside the front brake drum. The dial is provided with internal illumination which is switched on with the lamps.

SADDLE.—Large Lycett "Aero" spring seat with semi-roll back.

TYRES.—26 by 3.25 in. Cord.

LUGGAGE CARRIER.—Detachable luggage carrier can be supplied at 15/- extra.

MUDGUARDS.—New design with centre ribs and flared ends (models 38/G2M, 38/G3 and 38/G80), combining excellent protection with handsome appearance. Special deep-section guards on model 38/G2. Main portion of rear guard quickly detachable to facilitate wheel removal.

ELECTRICAL EQUIPMENT.—Model 38/G2, 6-volt electric lighting and coil ignition system. 30-watt dynamo rigidly mounted on engine plates and driven by roller chain enclosed in main oil-bath chaincase, with special provision for lubrication. Contact breaker running at half engine speed built into engine timing case. Large headlamp with parking light; dipping switch on handlebar. Large battery carried on special platform beneath saddle. Electric horn mounted in front of engine.

Models 38/G2M, 38/G3 and 38/G80, as described above but with ignition by separate magneto carried at the rear of the engine and driven by roller chain enclosed in cast-aluminium chaincase.

All models fitted with constant voltage control for the dynamo.

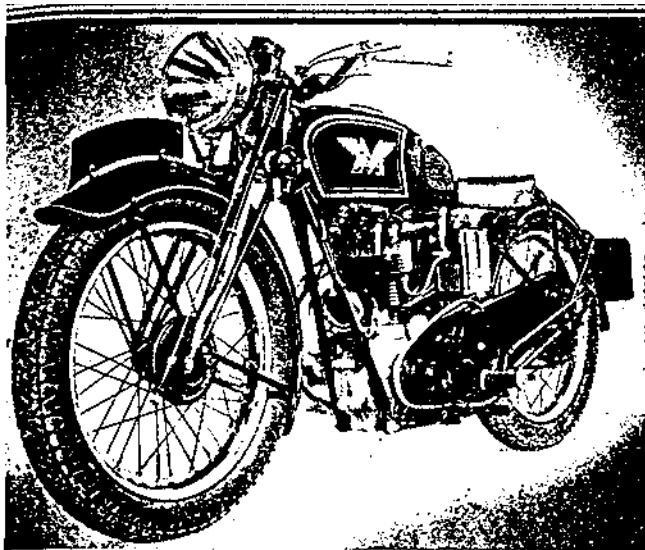
All models carry handsome flush-fitting instrument panel on the top of the petrol tank, incorporating the switch and amperemeter, and with provision for fitting an 8-day clock if desired (30/- extra).

On model 38/G2 the centre of the panel is occupied by a warning light which glows red if the ignition is left switched on with the engine stationary. On models 38/G2M, G3 and G80, the warning light mentioned is replaced by a detachable inspection lamp fitted with a long length of flex. When in position this lamp illuminates the amperemeter.

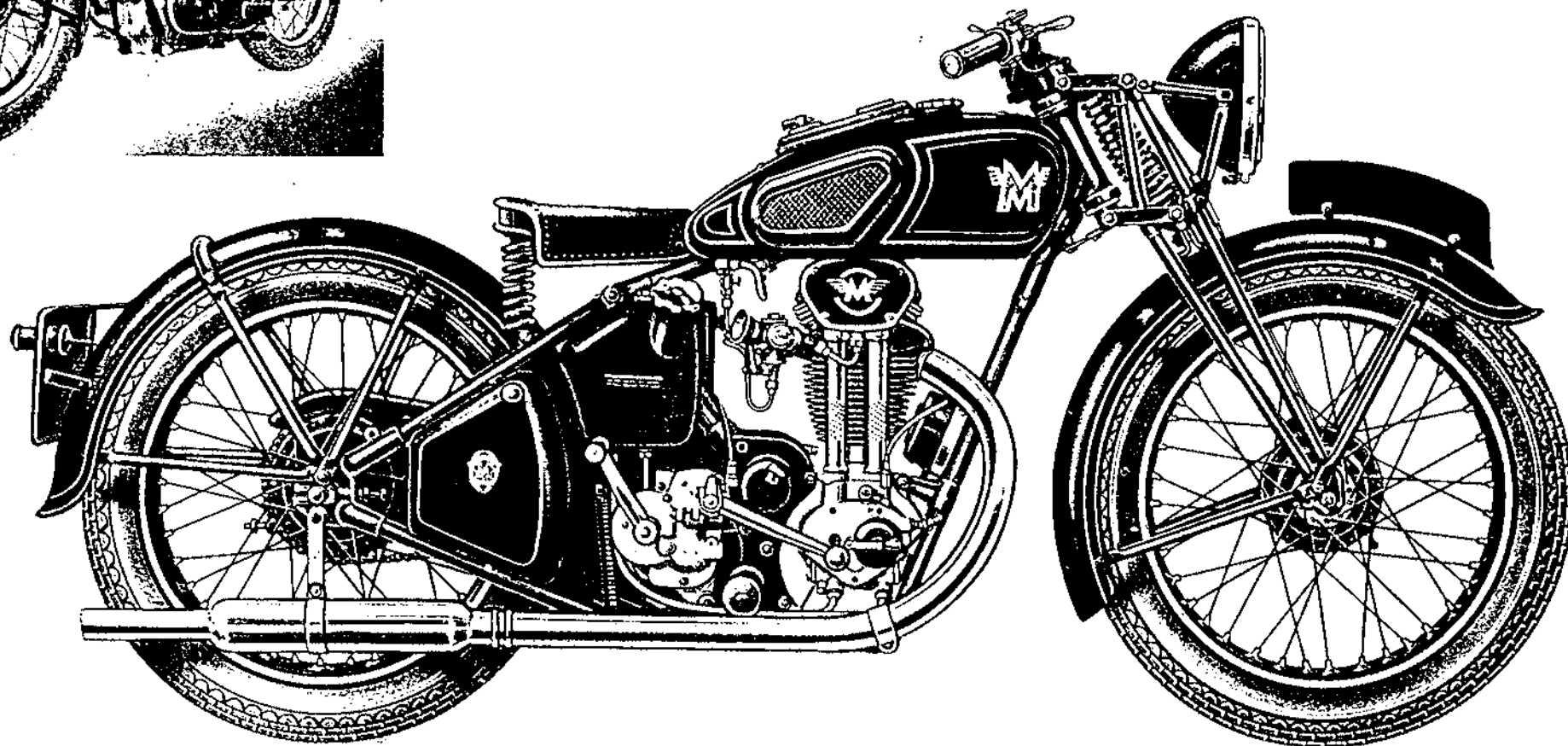
EQUIPMENT.—Full kit of tools, grease-gun and tyre inflator.

Prices including electric lighting and electric horn.

250	" CLUBMAN " MODEL 38/G2	£45 10s.
250	" CLUBMAN " de luxe MODEL 38/G2M	£50 0s.
350	" CLUBMAN " MODEL 38/G3	£58 10s.
500	" CLUBMAN " MODEL 38/G80	£61 10s.

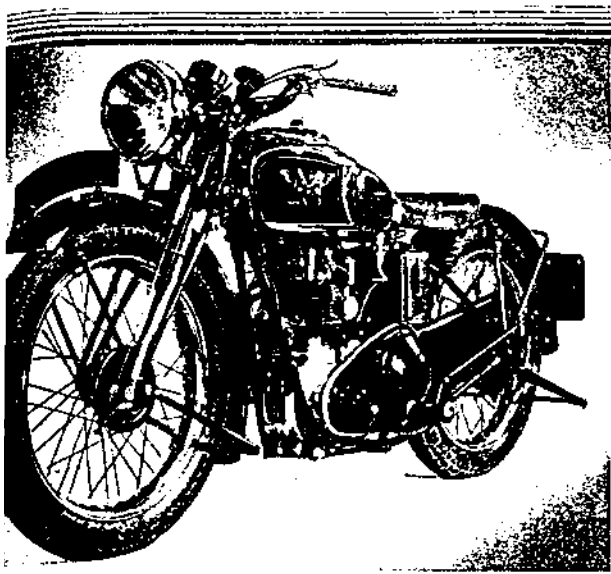


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M O D E L 3 8 / G 2

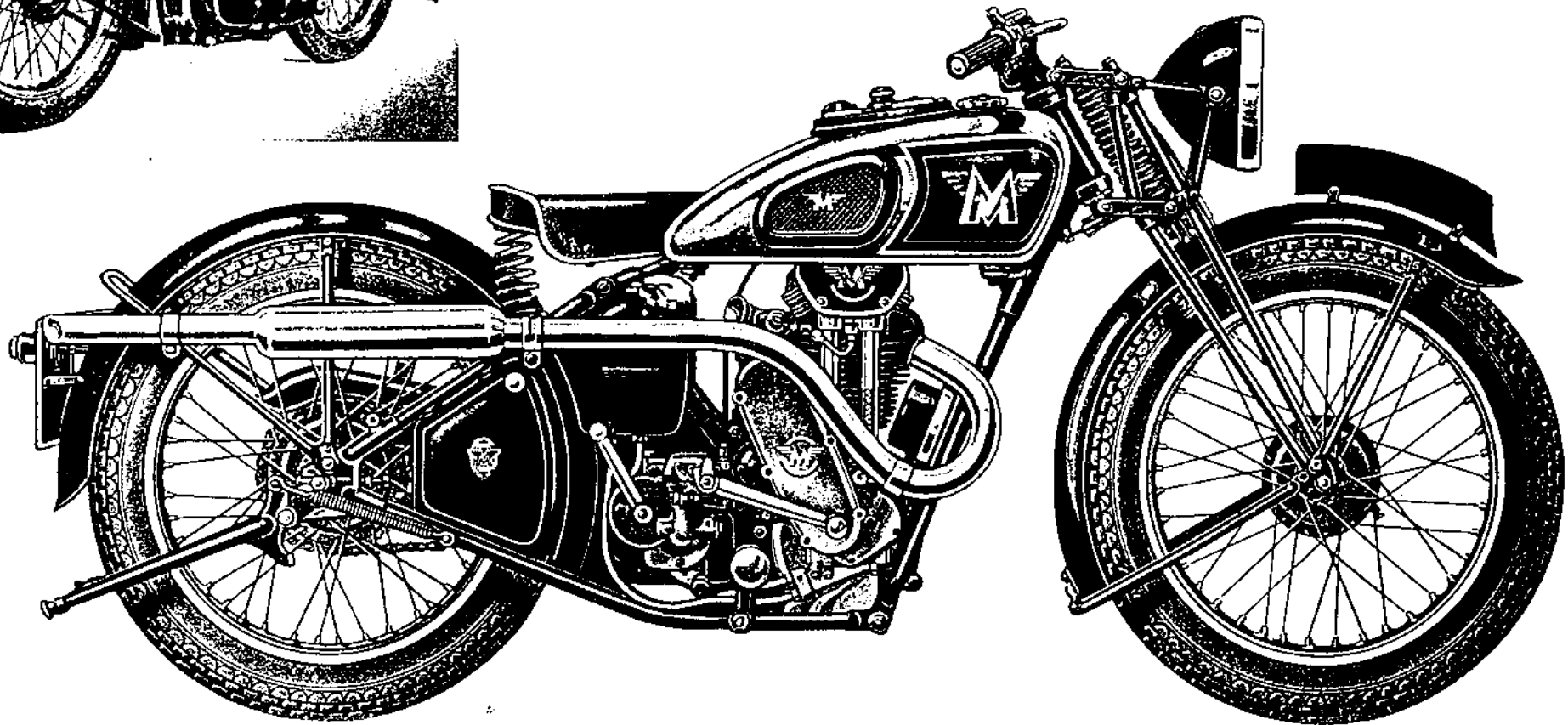


246 c.c. O.H.V. (Including Electric Lighting Set
and Electric Horn, Coil Ignition.)
(FOR FULL SPECIFICATION SEE PAGES 2 & 3)

£45.10.



250 'CLUBMAN DE LUXE'
MODEL 38/G2M

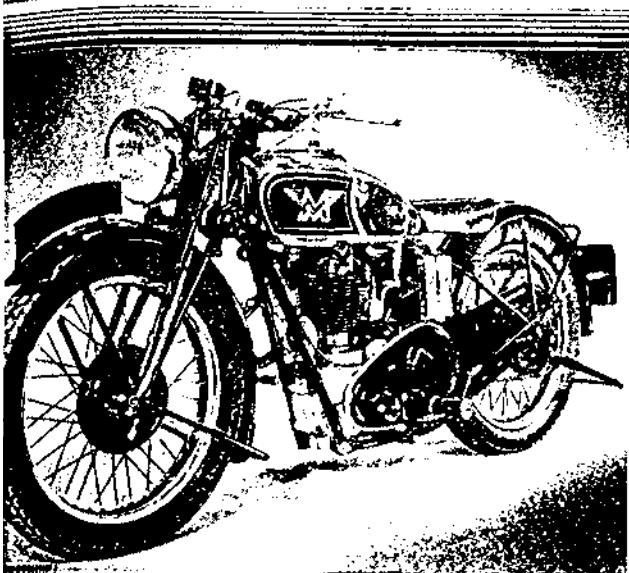


246 c.c. O.H.V. (Including Electric Lighting,
Sec and Electric Horn,
(FOR FULL SPECIFICATION

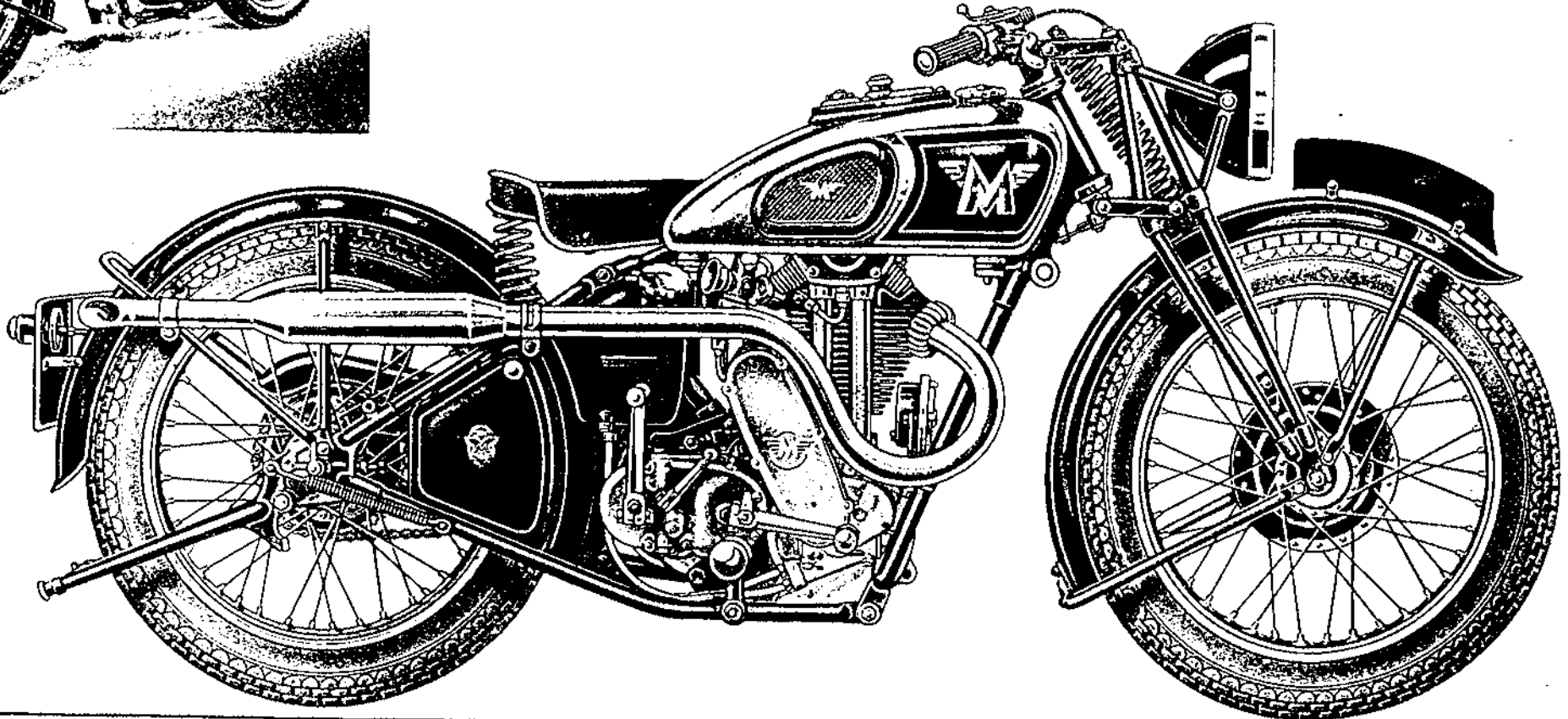
SEE PAGES 2 & 3)

£50.0.

Page Five

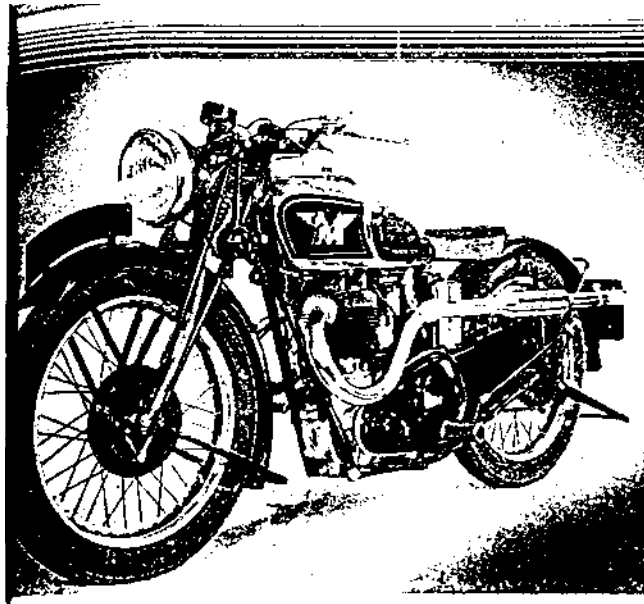


3 5 0 ' C L U B M A N '
M O D E L 3 8 / G 3

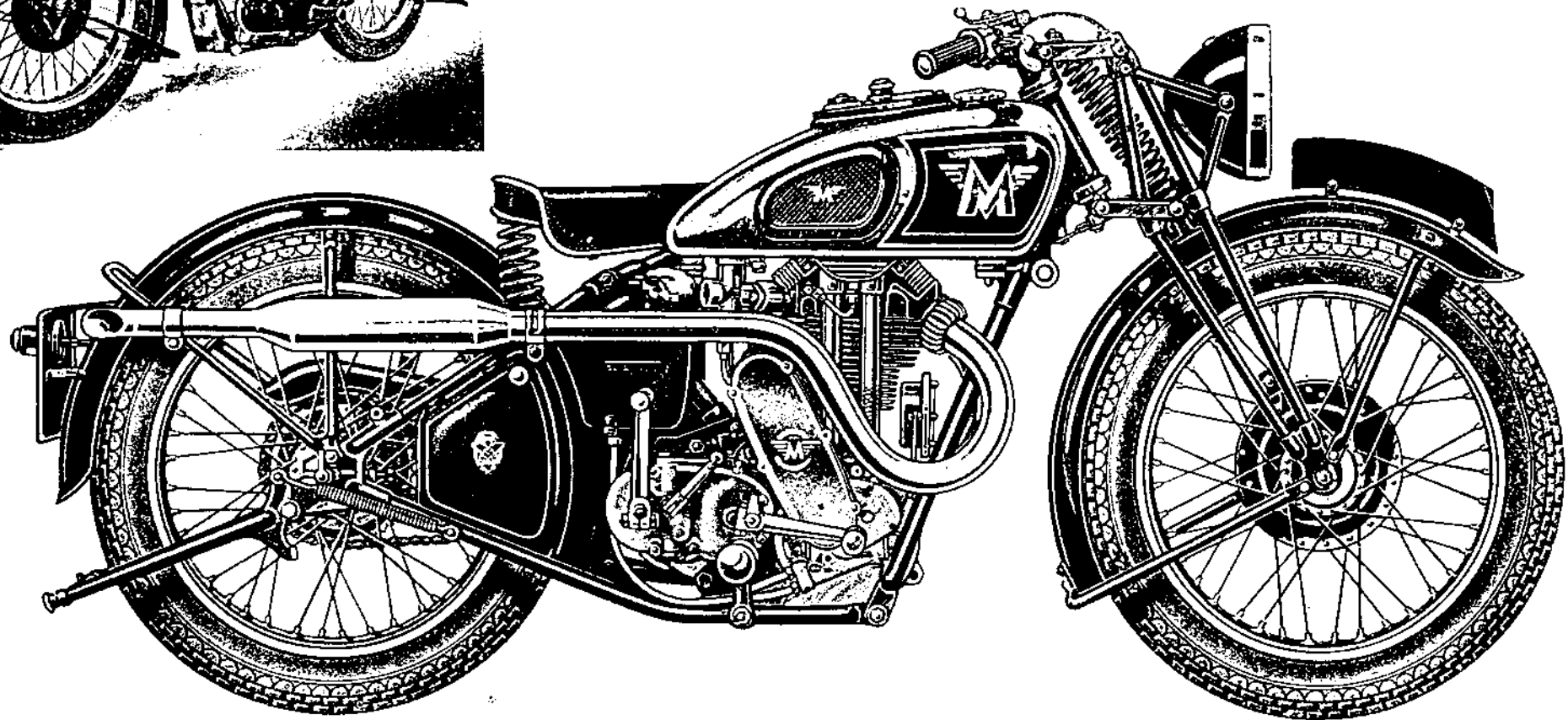


347 c.c. O.H.V. (Including Electric Lighting
Set and Electric Horn.)
(FOR FULL SPECIFICATION SEE PAGES 2 & 3)

£58.10.



5 0 0 ' C L U B M A N '
M O D E L 3 8 / G 8 0



498 c.c. O.H.V. (Including Electric Lighting
Set and Electric Horn.)
(FOR FULL SPECIFICATION SEE PAGES 2 & 3)

£61.10.

Page Seven

THE "Super Clubman" MODELS

350 SUPER CLUBMAN, Model 38/G4
500 SUPER CLUBMAN, Model 38/G90

These models have all the features described in the specification of the "Clubman" range given on pages 2 and 3, but they are fitted with engines of an entirely new and highly efficient design.

The outstanding feature of these new engines is the fact that completely enclosed hairpin valve springs are used. The cylinder head and rocker box together with the valve spring chambers are formed in one casting, thus ensuring an entire absence of oil leaks from the positively lubricated overhead rocker gear.

The cooling fin area is tremendous both on the cylinder head and on the cylinder barrel, ensuring the highest possible performance with cool running, while the complete enclosure of the hairpin valve springs ensures the entire absence of wear of all working parts and at the same time retains the outstanding reliability of the hairpin valve springs as used on the 350 and 500 "Clubman" models.

These engines are notable for the fact that they maintain their tune without the necessity for attention over very long mileages, while an outstanding and immediately noticeable feature is the absence of mechanical noise. The "Super-Clubman" engines are definitely the quietest motor cycle engines which have ever been produced and represent the most advanced single-cylinder overhead-valve power units which have ever been offered to the motor cycling public.

On the 350 c.c. engine a high-compression piston can be supplied to order, while the 500 c.c. engine is supplied as standard with a compression plate beneath the cylinder which, when removed, gives a high compression ratio suitable for use with petrol-benzol fuels.

The 350 c.c. engine has a single-port cylinder head, the 500 c.c. being of the two-port type. These models have check spring type front forks as fitted to the "Clubman-Special" models and are further distinguished by the fact that the petrol tanks are finished with Aldwych red panels on chromium-plated background, the wheel-rims also being centred with Aldwych red and gold lines.

A 26 in. by 3 in. ribbed tyre is fitted on the front wheel and a 26 in. by 3.50 in. studded tyre on the rear wheel of both models.

Special Note

In the issue of *Motor Cycling* dated December 22nd, 1937 appeared a description of a special road test of the 500 Super Clubman. In this strenuous test a Model 38/G90 ran for 1001 miles without stopping the engine, and afterwards was tested for speed against the stop watch. The non-stop 1001 miles were covered in just over 24 hours, at an average speed of 40.6 m.p.h., including all stoppages for re-fuelling, change of riders, etc.

Motor Cycling summed up the performance of the Super Clubman after 1001 miles without stopping as follows: "Everything—engine, gearbox, ignition, lighting, tyres, wheels, frame—everything behaved splendidly and the riders were full of praise for a mount the virtues of which would be difficult to exaggerate."

The 350 Super Clubman was reported on by *The Motor Cycle* in issue of January 6th, 1938.

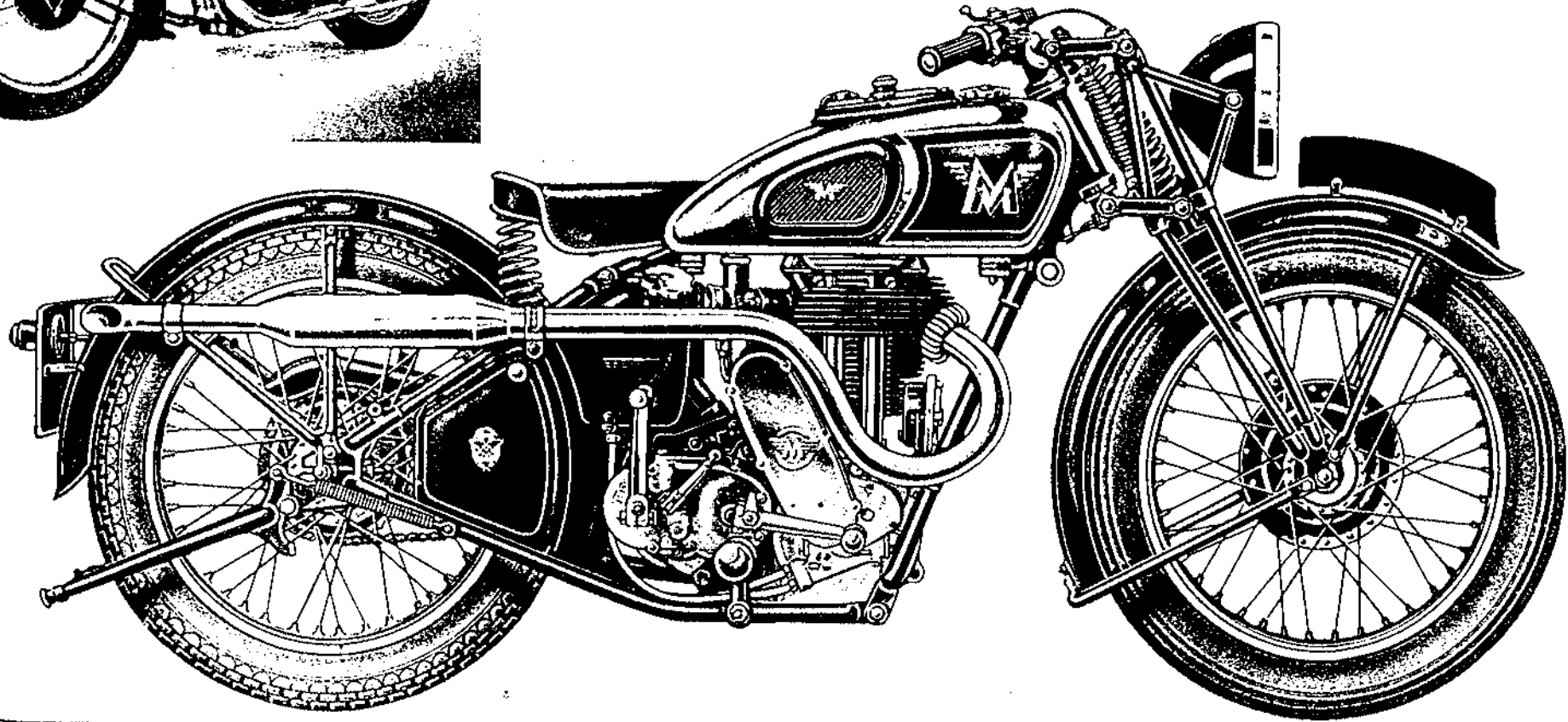
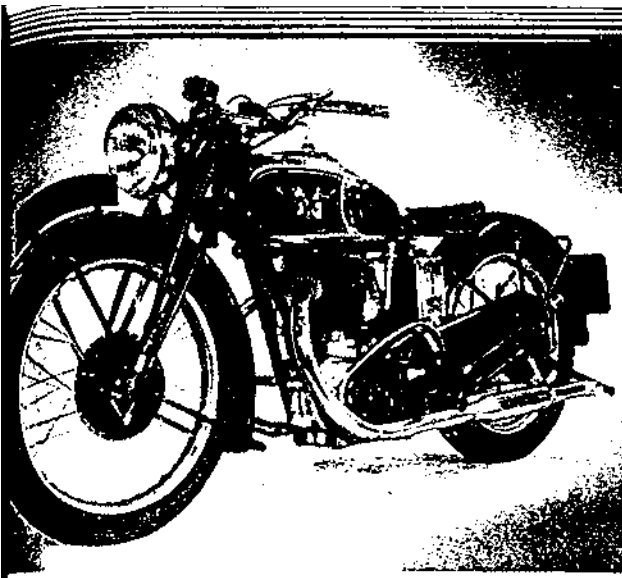
After a strenuous test the *Motor Cycle* said of the Model 38/G4: "One cannot help falling completely for its charming ways. The surge of power, coupled with the flexibility and exceptional mechanical silence of this engine is indeed fascinating."

Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 16.

Prices . . .

350 "SUPER CLUBMAN" Model 38/G4	...	£62 10 0
500 "SUPER CLUBMAN" Model 38/G90	...	£65 10 0

500 'SUPER CLUBMAN' MODEL 38/G90



The 350 'Super Clubman' Model 38 G4 is identical in appearance with the Model shown above except for the smaller engine.



498 c.c. O.H.V. (Including Electric Lighting
Sec and Electric Horn)

£65.10.

(FOR FULL SPECIFICATION SEE PAGE 8)

Page Nine

THE "Clubman Special" RANGE

Models: 38/G2MC, 38/G3C, 38/G80C

These Models are specially equipped editions of the 250, 350 and 500 "Clubman" Models, prepared specially for use in Reliability Trials, Scrambles and similar competitive events.

The special features include the following :

Heavyweight frame with exceptionally wide rear stays to give clearance for competition riding and prevent mud-clogging if the machine is used under exceptionally muddy conditions.

Heavyweight gearbox with special competition gear ratios and built-in positive stop foot gear-change.

GEAR RATIOS :

Model 38/G2MC	...	...	...	6.56	10.0	13.7	20.8	...	to 1
Model 38/G3C	...	...	...	6.17	9.4	12.9	19.5	...	to 1
Model 38/G80C	...	...	...	5.52	8.4	11.5	17.5	...	to 1

Single arm prop-stand on nearside of machine in addition to spring-up rear stand.

Special shallow section mudguards chromium plated all over. Exceptional mudguard clearance on both front and rear wheels.

Crankcase shield to protect crankcase from rocks if the machine is used for cross-country work.

Check-spring type front forks on Models 38/G3C and 38/G80C.

Engines specially tuned with single-port polished cylinder heads.

Dunlop competition tyres—27 in. x 4 in. rear on all models. 26 in. x 3 in. front on Model 38/G2MC and 27 in. x 2.75 in. front on Models 38/G3C and 38/G80C.

Adjustable saddle spring mounting.

Rear wheels quickly detachable.

These models are supplied only with upswept exhaust pipes.

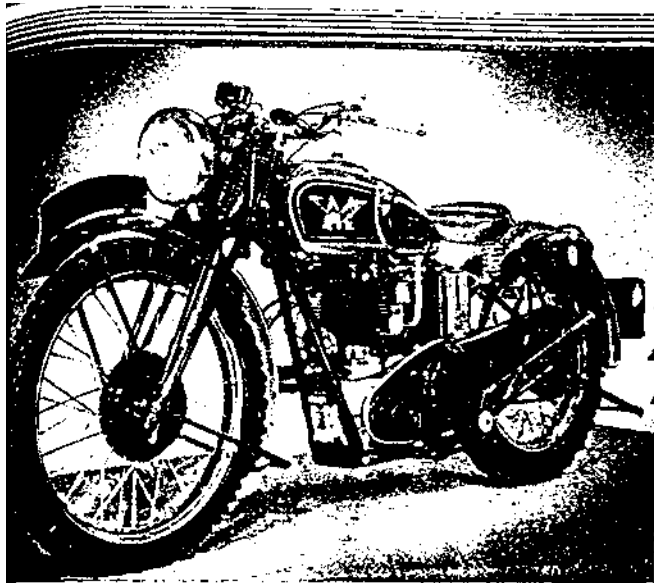
Special Note

Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 16.

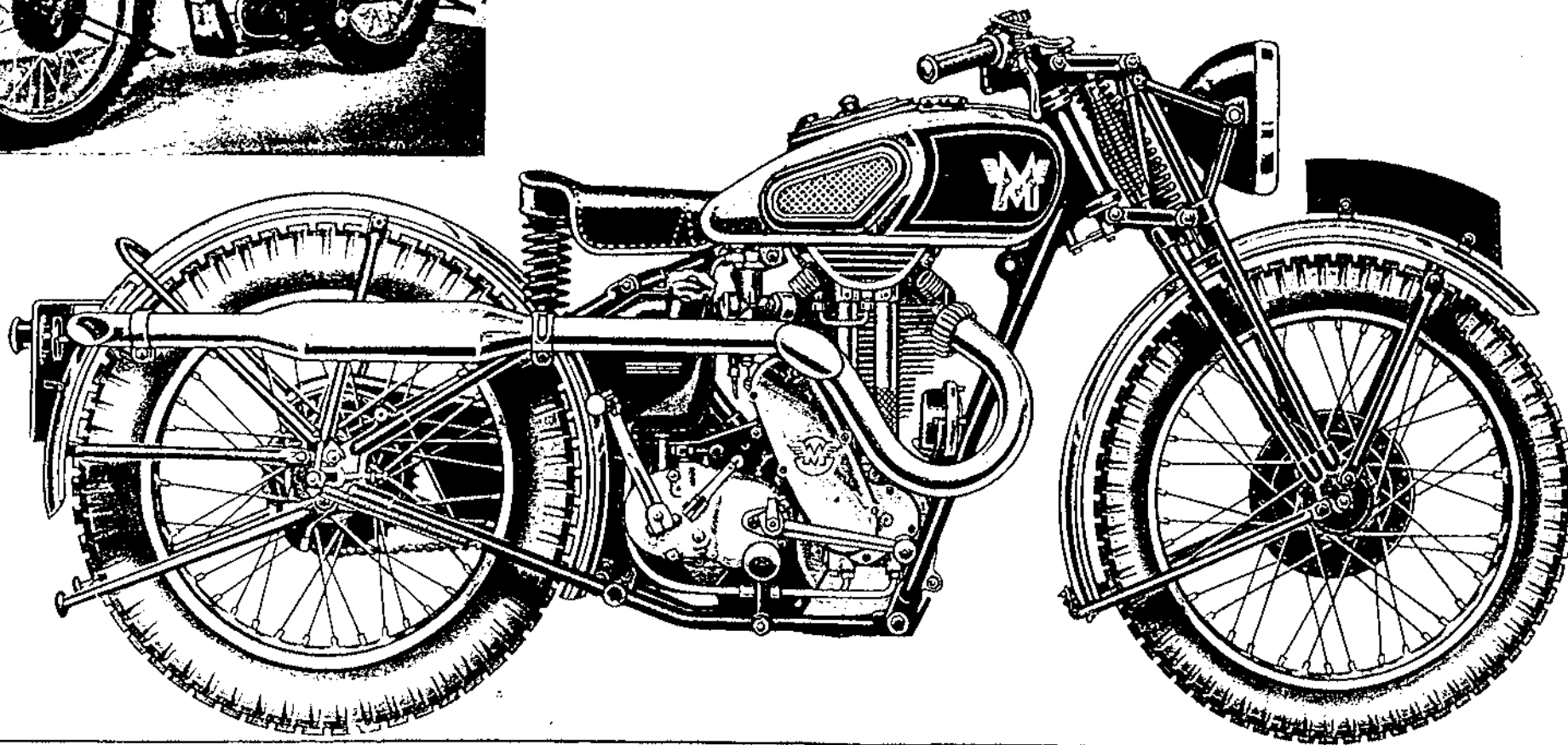
Prices . . .

Including electric lighting and electric horn.

250 "CLUBMAN SPECIAL" Model 38/G2MC	£55 0 0
350 "CLUBMAN SPECIAL" Model 38/G3C	£63 10 0
500 "CLUBMAN SPECIAL" Model 38/G80C	£66 10 0



500 'CLUBMAN SPECIAL' MODEL 38/G80C



The Models 38/C2MC and 38/G3C are identical in appearance with the Model shown above except for the engine sizes and the front forks on the Model 38/G2MC, which is shown in the small illustration.



498 c.c. O.H.V. (Including Electric Lighting
Set and Electric Horn.)

£66.10.

(FOR FULL SPECIFICATION SEE PAGE 10)

Page Eleven

THE "Tourist" RANGE

The Tourist range consists of the following models :

250 "TOURIST" Model 38/G7. 500 "TOURIST" Model 38/G5. "SPORTS TOURIST" BIG TWIN MODEL 38/X.

Specifications

250 "TOURIST" Model 38/G7. This model is identical with the 250 "Clubman", described on pages 2 and 3, with the exception that it is fitted with a high efficiency side-valve engine.

This engine, which is designed and made throughout in the Matchless factory, is fitted with a car-type detachable cylinder head, providing a semi-turbulent combustion space.

The cylinder is of specialised "Matchless" design with dwarf tappet chest with valve springs mounted in steel thimbles insulated from the heat of the engine. Cylinder and cylinder head are provided with exceptionally large cooling fins.

Other features, including a "Lo-Ex" piston, double camshaft timing gear running in oil bath, roller big-end bearing, etc., etc., all as specified for the Model 38/G2. Bore 62.5 mm. Stroke 80 mm. Capacity 246 c.c.

This model is fitted with 6-volt electric lighting and coil-ignition system.

500 "TOURIST" Model 38/G5. This Model is identical with the 500 "Clubman" Model 38/G80 described on pages 2 and 3 of this catalogue, with the exception that it is fitted with a high efficiency side-valve engine of the same design as that used in the 250 "Tourist" and described above. Bore 82.5 mm. Stroke 93 mm. Capacity 498 c.c.

This model is also fitted with a 6-volt electric lighting and coil-ignition system.

"SPORTS TOURIST" BIG TWIN MODEL 38/X. This Model has been designed to be suitable for solo riding or for use with a single-seater sidecar. It is notable for the fact that the wheelbase is shorter than many 500 c.c. single-cylinder machines and consequently the machine handles and steers perfectly when ridden solo. It has for long been recognised as the ideal machine for really high speed touring. It gives a genuine maximum speed of over 80 m.p.h. with a minimum non-snatch speed in top gear of 10 m.p.h. Colossal acceleration (from 20 to 50 m.p.h. in 7 1/5 seconds). It attains a speed of 70 m.p.h. in one-quarter mile from standing start, yet with all this performance the machine possesses the smoothness and silence which only a Big Twin can give.

ENGINE :—Latest type 990 c.c. 50° Twin engine with new design cylinders, dwarf tappet chests. Valve springs carried in steel thimbles which are entirely insulated from heat from the cylinders.

Full dry sump lubrication—oil pressure-fed to all working parts.

14 mm. sparking plugs. Bore 85.5 mm. Stroke 85.5 mm. Capacity 990 c.c.

GEAR-BOX :—Heavyweight four-speed gear-box with positive stop foot change. New design large diameter clutch carried in separate compartment in front chaincase with detachable cover.

GEAR RATIOS : 4.2, 5.4, 6.7, 11.4 to 1.

CHAINCASE :—Handsome and efficient oil-bath front chaincase with full deep-section rear chainguard as described on single-cylinder models.

WHEELS AND BRAKES :—Quickly detachable rear wheel, tyre size 27 in. x 4 in. Front tyre 26 in. x 3.25 in. Large diameter internal expanding brakes with improved rear brake operating mechanism affording smooth action and entire efficiency.

FRAME :—Heavyweight Duplex cradle frame—special short wheel base type (56.5/16 in.).

TANKS :—Large capacity petrol tank, chromium plated with black panels and gold lines. (Capacity 4 gallons, 3 pints.) Oil tank, capacity 4 pints.

STANDS :—Sturdy design stands to front and rear wheels, and single-arm side prop-stand.

FORKS :—Heavyweight taper tube girders with double-locked spindle and link assembly. Duplex fork dampers and steering damper.

MUDGUARDS :—Wide section guards with centre ribs and flared ends. Main portion of rear guard detachable to ensure easy wheel removal.

ELECTRIC EQUIPMENT :—30-watt Lucas dynamo with voltage control mounted behind the engine and driven by roller chain in main oil-bath chaincase. Ignition by separate magneto. Handsome flush fitting instrument panel on top of tank carrying switches, amperemeter, detachable inspection lamp, and with provision for fitting a clock if desired (30/- extra).

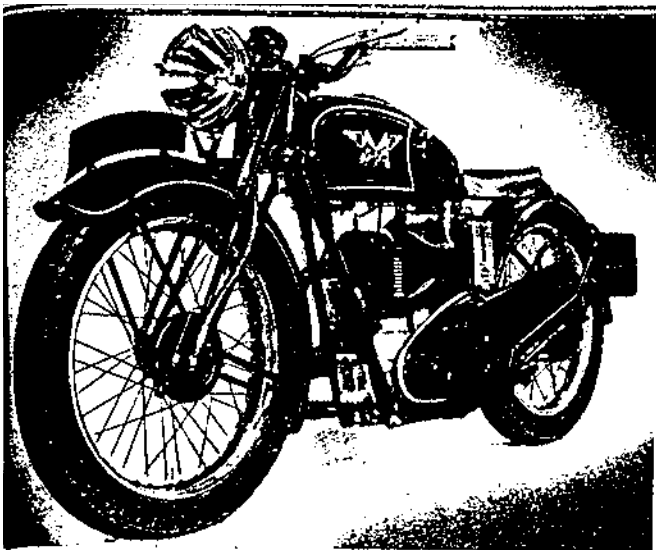
Prices . . .

Including electric lighting and electric horn.

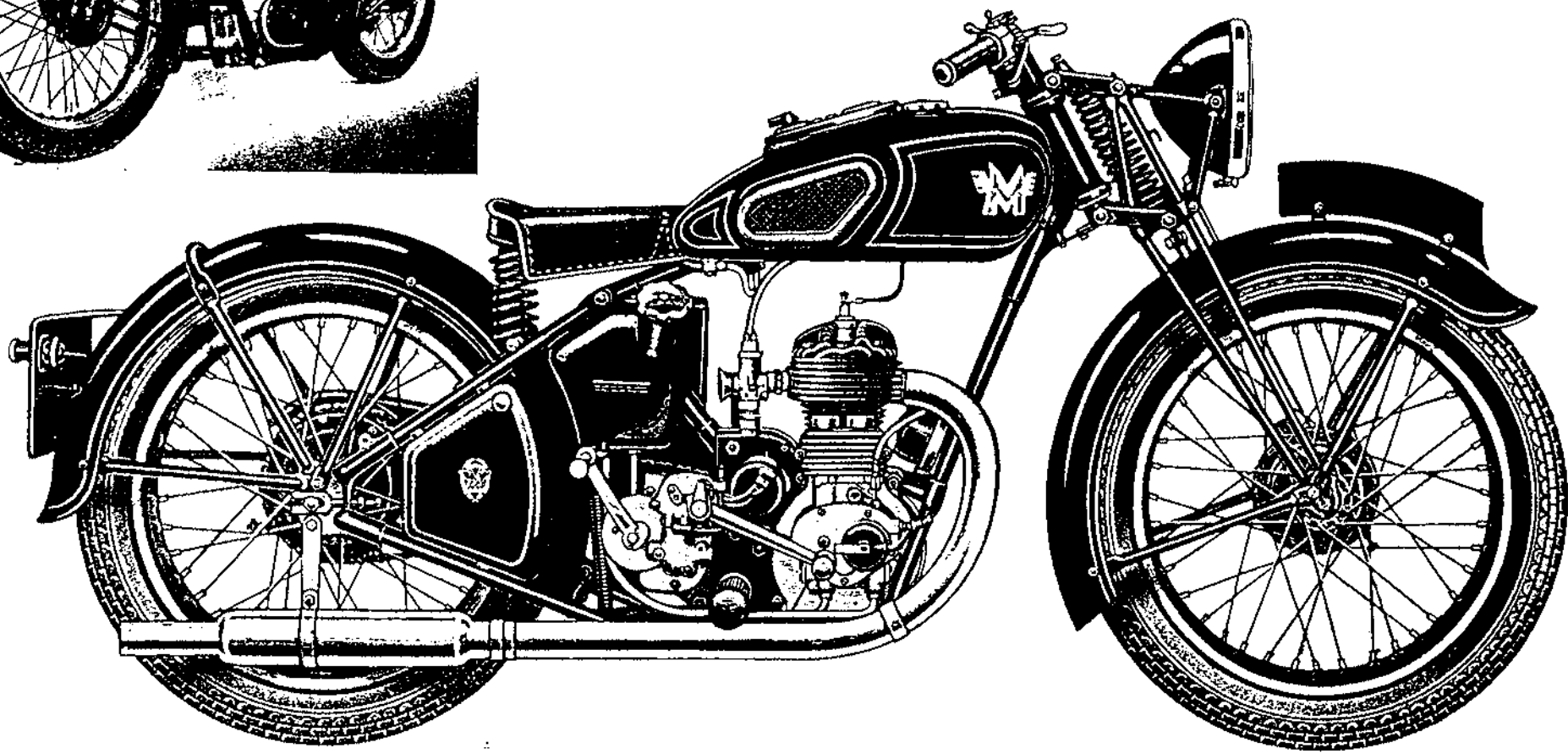
250 "TOURIST" Model 38/G7	...	£43	15	0
500 "TOURIST" Model 38/G5	...	£54	10	0
990 "SPORTS TOURIST" Model 38/X	...	£77	10	0

Special Note

Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 16.

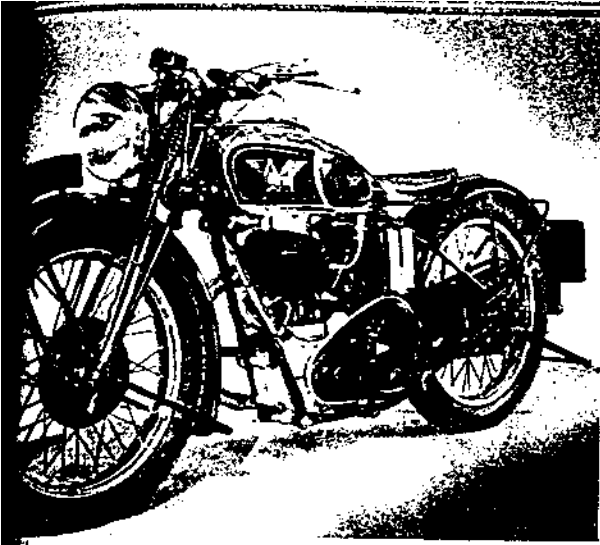


2 5 0 ' T O U R I S T '
M O D E L 3 8 / G 7

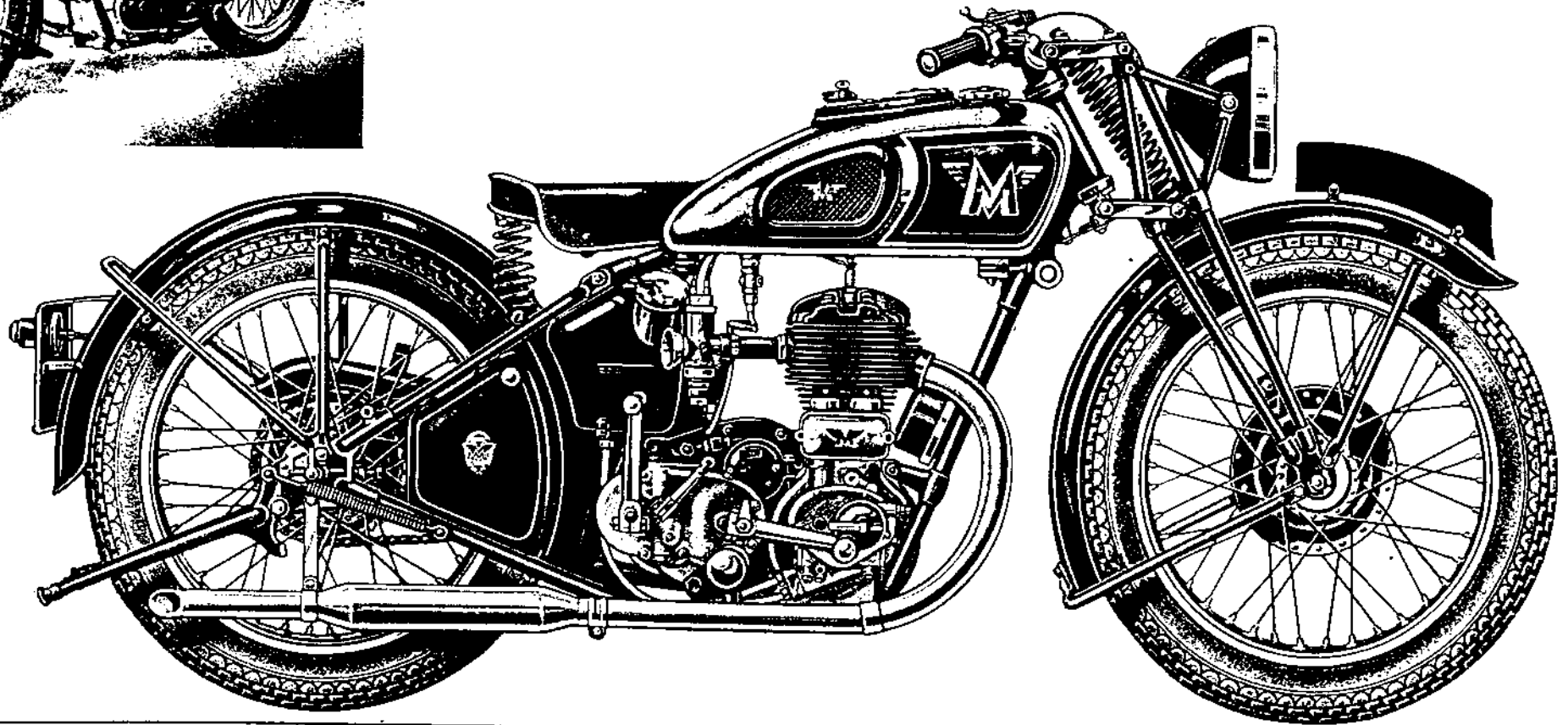


246 c.c. Side Valve (Including Electric Lighting Set and Electric Horn) **£43.15.**
(FOR FULL SPECIFICATION SEE PAGE 12)

Page Thirteen



5 0 0 ' T O U R I S T '
M O D E L 3 8 / G 5

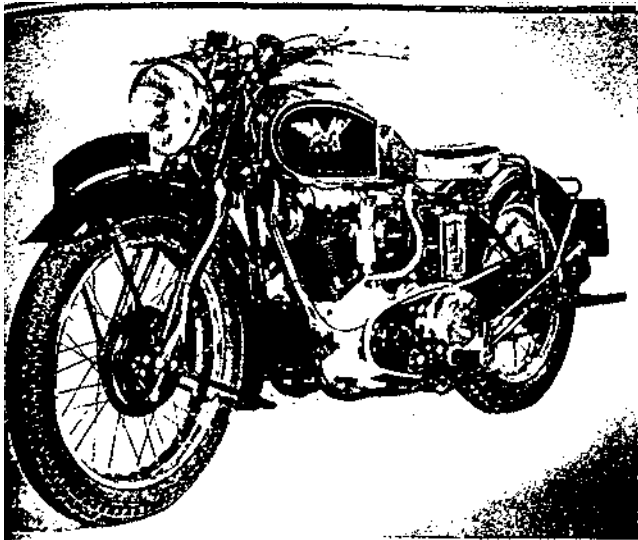


Page Fourteen

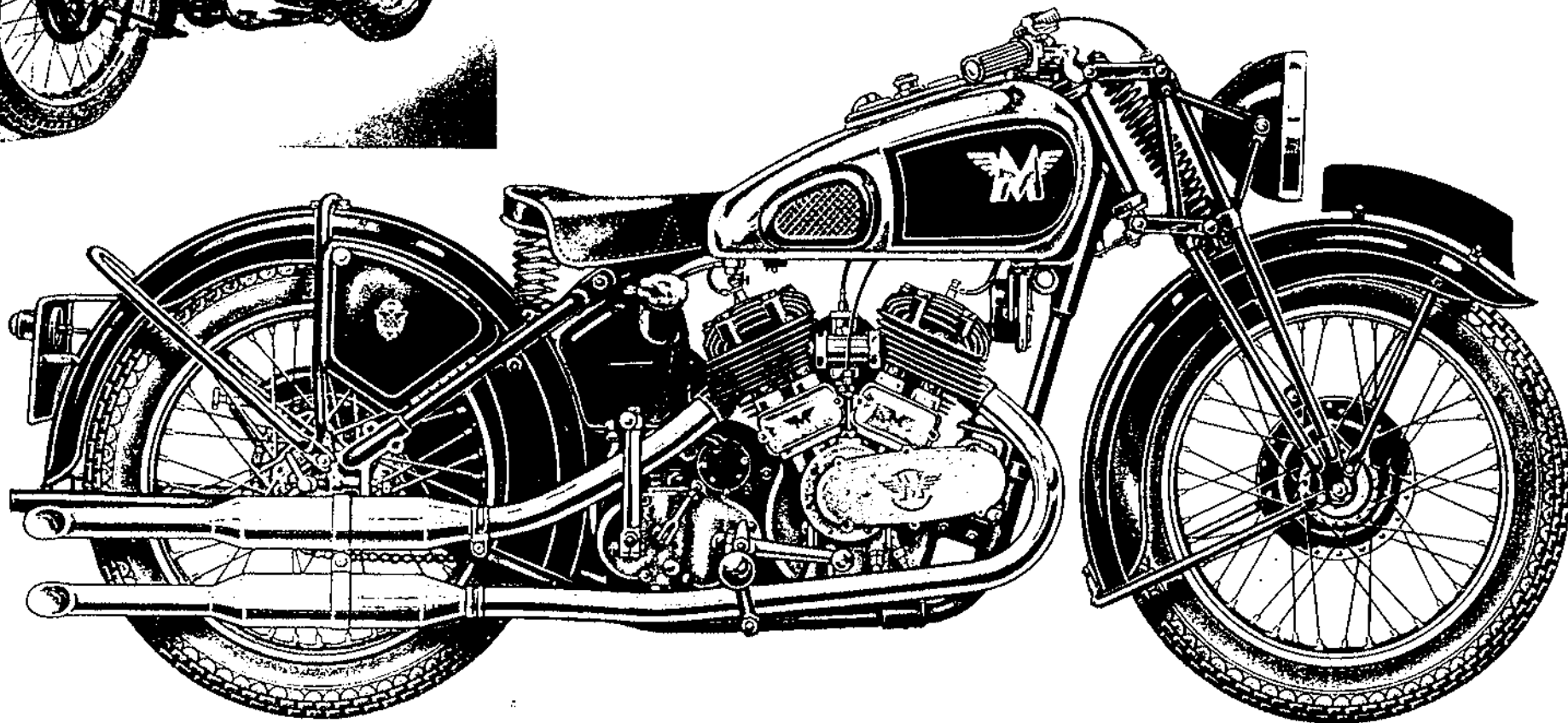
498 c.c. Side Valve (Including Electric Lighting
Soc and Electric Horn)

£54.10.

(FOR FULL SPECIFICATION SEE PAGE 12)



990 'SPORTS TOURIST'
MODEL 38/X



990 c.c. Side Valve Twin (Including Electric Lighting
Soc and Electric Horn.)

£77.10.

(FOR FULL SPECIFICATION SEE PAGE 12)

Page Fifteen

List of Optional Equipment

Detachable Luggage Carrier on all Models	£0 15 0	Pillion Footrests (per pair)	£0 7 6
8-day Clock (mounted in instrument panel)	£1 10 0	Mudguard type Pillion Seat	£0 12 6
80 m.p.h. Speedometer, non-trip	£2 5 0	De Luxe Pillion Seat (for fitting to Luggage Carrier, which must also be specified)	£0 13 6
80 m.p.h. Speedometer, Trip type	£2 10 0	Oversize Tyres 26 in. x 3.50 in. (any model except 38/X) per machine	£0 10 0
120 m.p.h. Speedometer, Trip type	£2 15 0		
Lucas Stop Light	£0 5 0		

Some Recent MATCHLESS Successes

Colmore Cup	3 Gold Medals	Northern Experts	Premier Award
Langmaid Trial	Premier Award	Sunbeam '200' Trial ... ..	...2—1st Class Awards
West Yorks Trial	Premier Award	March Hare Cup Trial	Red Lion Cup
Flint Super Sporting Trial	Premier Award	West of England Trial	Haskins Trophy (Best Solo)
Victory Cup Trial	Duke Cup (Best Unlimited) and 2 Golds	Lancashire Grand National	1938 Kestrel Cup
North-Hants Scramble	Fastest 350	Colmore Cup Trial	Bayliss Cup and 3—1st Class Awards
Ilkley Grand National	Premier Award	Brighton Real Riders Trial	Premier Award
Weighill Cup Trial	Premier Award	Three Musketeers Trial	Best 350 (Salmon Cup)
Travers Trophy	Best 500 c.c.	Thames Valley Combine Trial	Premier Award
Reliance Cup Trial	Buttsworth Trophy and Brand Cup (Best Unlimited)	Flintshire and District Trial	Premier Award
Ruby Mere Grand National	Premier Award	Kickham Memorial	Gloucester Cup Best 350
Jeans Gold Cup Trial	Premier Award	Bishop Waltham M.C.C. Trial	Best 350
Bayswater Cup Trial	Premier Award	Bemrose Cup Trial	2—1st Class Awards
North Manchester Scramble	Fastest Time of Day	Reliance Cup Trial	Buttsworth Trophy
Aldershot Spring Scramble	Fastest Time of Day	Ashford M.C.C. Trial	Best 350
Bradford Club Scramble	Fastest 500 c.c.	High Cliff Scramble	Fastest Time of Day

Service

We maintain at our Head Office properly equipped Spare Parts and Repairs Departments for the convenience of owners of "Matchless" Motorcycles, in which Departments every attention will be given to the requirements of any "Matchless" rider who needs even the smallest of Spare Parts or the most trifling adjustment of his machine. It should be noted that terms of payment for Spare Parts are nett cash with order. Remittances up to £1 in value should be made where possible by Postal Order, but over this amount a Cheque is preferable. We can, however, open a deposit account for any customer who will remit to us not less than £2 to remain to his credit in our account. This will then enable us to despatch Spare Parts ordered by phone, telegram, or letter immediately the order is received until the amount deposited is exhausted. Any balance will, of course, always be returned upon request. The C.O.D. System may be employed for orders over 5s. In value. For further details as to the best methods to be adopted when ordering Spare Parts, or when Repairs are required, reference should be made to the appropriate Instruction Book, which is supplied with every "Matchless" Motorcycle sold.

Notice

We do not appoint agents for the sale on our behalf of our Motorcycles or other goods, but we assign to Motorcycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation, or incur any liability on our behalf.

Guarantee

We give the following guarantee with our motorcycles, motorcycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines (a) which have been used for "hiring-out" purposes or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty 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 six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motorcycle, motorcycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motorcycle, motorcycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles, motorcycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
 2. The use of a motorcycle or of a motorcycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
 3. The attaching of a sidecar to a motorcycle by any form of attachment not provided, supplied or approved by us or to a motorcycle which is not designed for such use.
- Any motorcycle, motorcycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, 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 motorcycles, motorcycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part was exchanged as the case may be. Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, electrical equipment, lamps, etc., or any component parts supplied to the order of the Purchaser differing from standard specifications supplied with our motorcycles, motorcycle combinations, sidecars or otherwise.