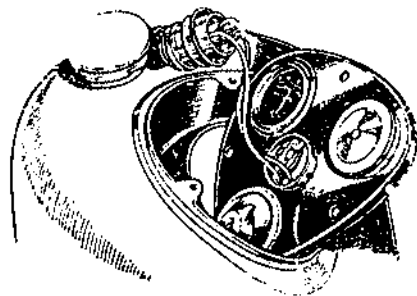


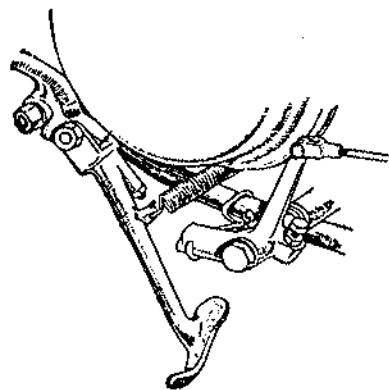


MATCHLESS

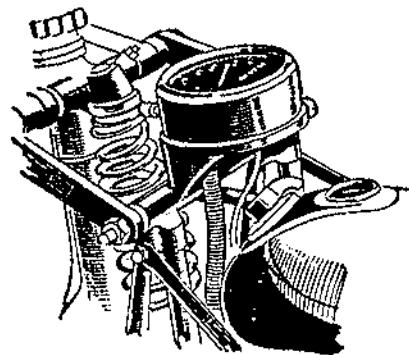
Mechanical Features



The instrument panel can be passed through the tank without disturbing the wiring.



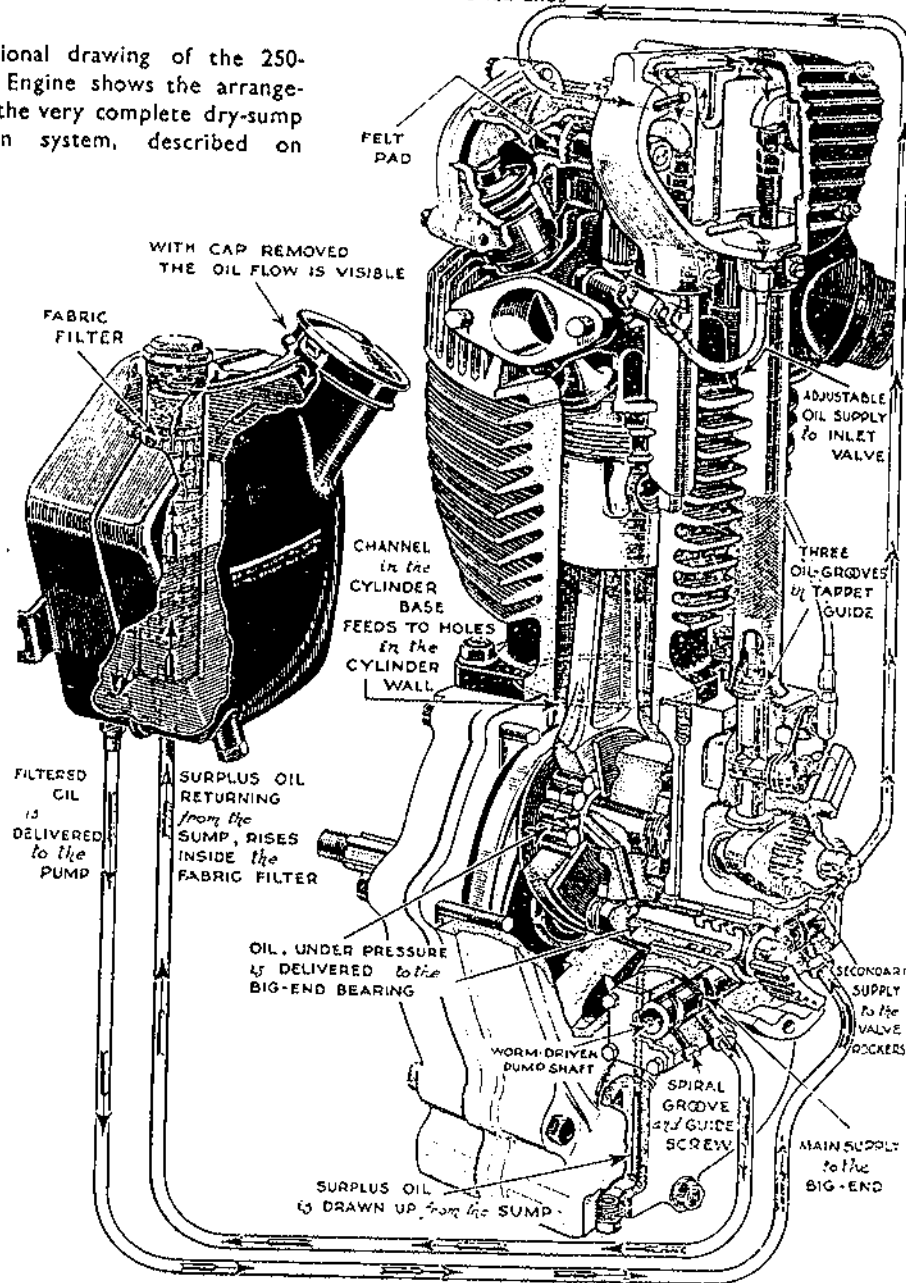
This single-arm side prop stand can be fitted to all 1939 models except the 39-G2 and 39-G7, at a small extra, and is strongly recommended to all MATCHLESS owners.



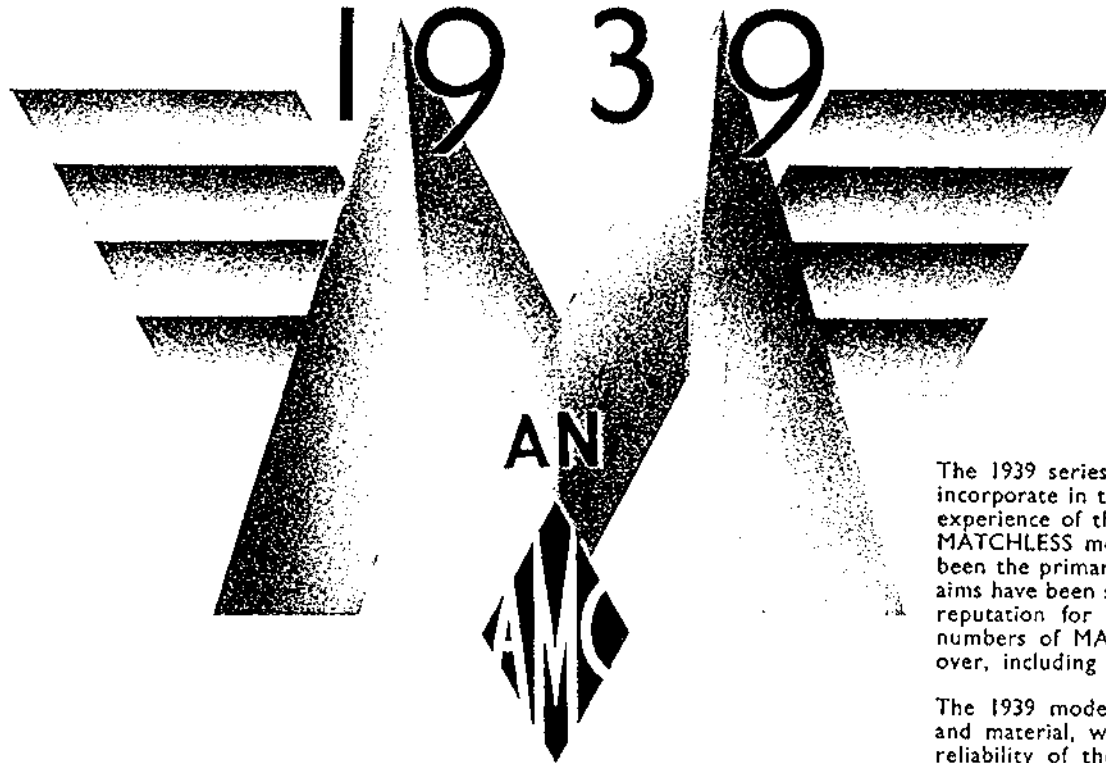
This neat and rigid speedometer mounting is a new feature for 1939 on most models. The dial is illuminated at night.

OIL-PRESSURE LUBRICATION to the ROCKER SPINDLES and PUSH-ROD BALL-ENDS

The sectional drawing of the 250-Clubman Engine shows the arrangement of the very complete dry-sump lubrication system, described on page 2.



MATCHLESS MOTOR CYCLES



PRODUCT

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 1939 series of MATCHLESS motor cycles described in this catalogue incorporate in their design the knowledge gained in forty years continuous experience of the manufacture of high grade motor-cycles. Since the first MATCHLESS motor cycle was built in 1899, reliability and durability have been the primary aims of "Matchless" designers and engineers. That their aims have been successfully realised is proved, not only by the MATCHLESS reputation for reliability throughout the world, but also by the large numbers of MATCHLESS motor cycles used by official bodies the world over, including the British Army and many Police Authorities.

The 1939 models include many important improvements both in design and material, which are of great service in adding to the durability and reliability of the machines, in which respect we say without hesitation, that the 1939 MATCHLESS motor cycles will be as their name implies—without equal.

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

THE "Clubman" RANGE

The "Clubman" series comprises the following models:

250 "CLUBMAN"	Model 39-G2
250 "CLUBMAN DE LUXE"	Model 39-G2M
350 "CLUBMAN"	Model 39-G3
500 "CLUBMAN"	Model 39-G80

These four models are generally similar in design but as the titles indicate, the Models 39-G2 and 39-G2M have engines of 250 c.c. capacity, the Model 39-G3 has an engine of 350 c.c. capacity, and the Model 39-G80 of 500 c.c. capacity.

The Models 39-G2, 39-G3 and 39-G80 are finished in black and chromium. On the Model 39-G2 the tank is black throughout with gold lines. On the Models 39-G3 and 39-G80 the tanks are chromium-plated with black panels and gold lines.

The Model 39-G2M has a chromium-plated tank with red panels and gold lines, while the chromium-plated wheel rims have red centres.

Specification...

ENGINE. All MATCHLESS "Clubman" models are fitted with high efficiency overhead valve engines, designed and built in the MATCHLESS Factory. Single-port cylinder heads and single exhaust systems are used on Models 39-G2 and 39-G3. Two-port cylinder heads with dual exhaust systems are used on Models 39-G2M and 39-G80. On all models the overhead valve gear is totally enclosed and positively lubricated. Models 39-G2 and 39-G2M have pedestal mounted Duplex helical valve springs.

The Models 39-G3 and 39-G80 have totally enclosed hairpin valve springs with one-piece cylinder head and rocker box as used on the "Super-Clubman" models, which became famous for their outstanding performance coupled with unusual mechanical silence when they were first introduced for the 1938 season. This type of engine is notable for the fact that it maintains its tune without the necessity for attention over very long mileages.

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 roller 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.

The Model 39-G80 has exceptionally large flywheels to provide improved slow running and increased smoothness of the engine.

39-G2 and 39-G2M	...	Bore, 62.5 mm.	Stroke, 80 mm.	Capacity, 246 c.c.
39-G3	...	" 69 mm.	" 93 mm.	" 347 c.c.
39-G80	...	" 82.5 mm.	" 93 mm.	" 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. Oil is also positively fed to the overhead valve gear where it lubricates the rocker spindles, and special jets direct a constant supply of oil on to the ball-ended push rods. On all models there is also a positive oil feed to the inlet valve guide, this being adjustable, while on the Models 39-G3 and 39-G80 there is a special oil feed to the exhaust valve guide—this is definitely the most comprehensive lubrication system which has ever been used on any type of motor-cycle engine, and ensures that all working parts are constantly bathed in a copious supply of clean cool oil, thus ensuring long life, maintenance of tune, absence of mechanical noise, and complete reliability. Surplus oil drains down into the crankcase sump from whence it is returned to the oil tank through a fabric type filter which entirely removes all impurities.

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

GEARBOX. Models 39-G2 and 39-G2M fitted with medium weight 4-speed gearbox with pivot mountings. Models 39-G3 and 39-G80 fitted with heavyweight pivot mounted 4-speed gearbox.

All models have handlebar control clutch, enclosed kickstarter and clutch operating lever, and totally enclosed positive stop foot gear-change. Hand gear-change cannot be supplied.

GEAR RATIOS. 39-G2 and 39-G2M, 6.25, 8.74, 11.2 and 18.6 to 1.
 39-G3 5.83, 7.5, 10.3 and 15.6 to 1.
 39-G80 5.0, 6.4, 8.8 and 13.3 to 1.

TRANSMISSION. Front chain enclosed in oilbath 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 pipes with tubular silencers, attached to machine by welded-on fittings. 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 on Models 39-G2M, 39-G3, and 39-G80. A centre stand on Model 39-G2. Tubular front stand on all models. A single-arm side prop stand can be supplied at an extra charge (see page 16) on all models except 39-G2.

TANKS. Three-gallon all-steel petrol tank welded throughout. The tank top carries a flush fitting instrument panel which can be passed through the tank without disturbing the electrical wiring when it is necessary to remove the petrol tank for decarbonising purposes.

All models carry the winged 'M' in chromium-plated finish on each side of the petrol tank.

Separate oil tank under saddle, 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 headlug on Models 39-G3 and 39-G80. Built-in pillion footrest lugs on all models except 39-G2.

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 39-G2M, 39-G3 and 39-G80.

BRAKES. Large diameter internal expanding brakes with high friction linings on both wheels.

Brake controls quickly detachable with finger adjustment.

On Models 39-G3 and 39-G80 front brake drum heavily finned to ensure efficiency under most strenuous conditions, and brake shoes fitted with adjustable hardened steel pads to reduce frequency of adjustment and enable maximum life to be obtained from the brake linings.

Rear wheel quickly detachable without disturbing chain or brake on Models 39-G3 and 39-G80.

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

TYRES. 26" x 3.25" Cord.

LUGGAGE CARRIER. Detachable fuggage carrier can be supplied at extra charge (see page 16).

MUDGUARDS. Special MATCHLESS design with centre ribs and flared ends, combining excellent protection with handsome appearance. The main portion of rear guard quickly detachable to facilitate wheel removal or attention to punctures.

ELECTRICAL EQUIPMENT. Model 39-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 39-G2M, 39-G3 and 39-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 eight-day clock if desired (for extra charge, see page 16). On Model 39-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 39-G2M and 39-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.

Special Note...

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 lamp.

Prices...

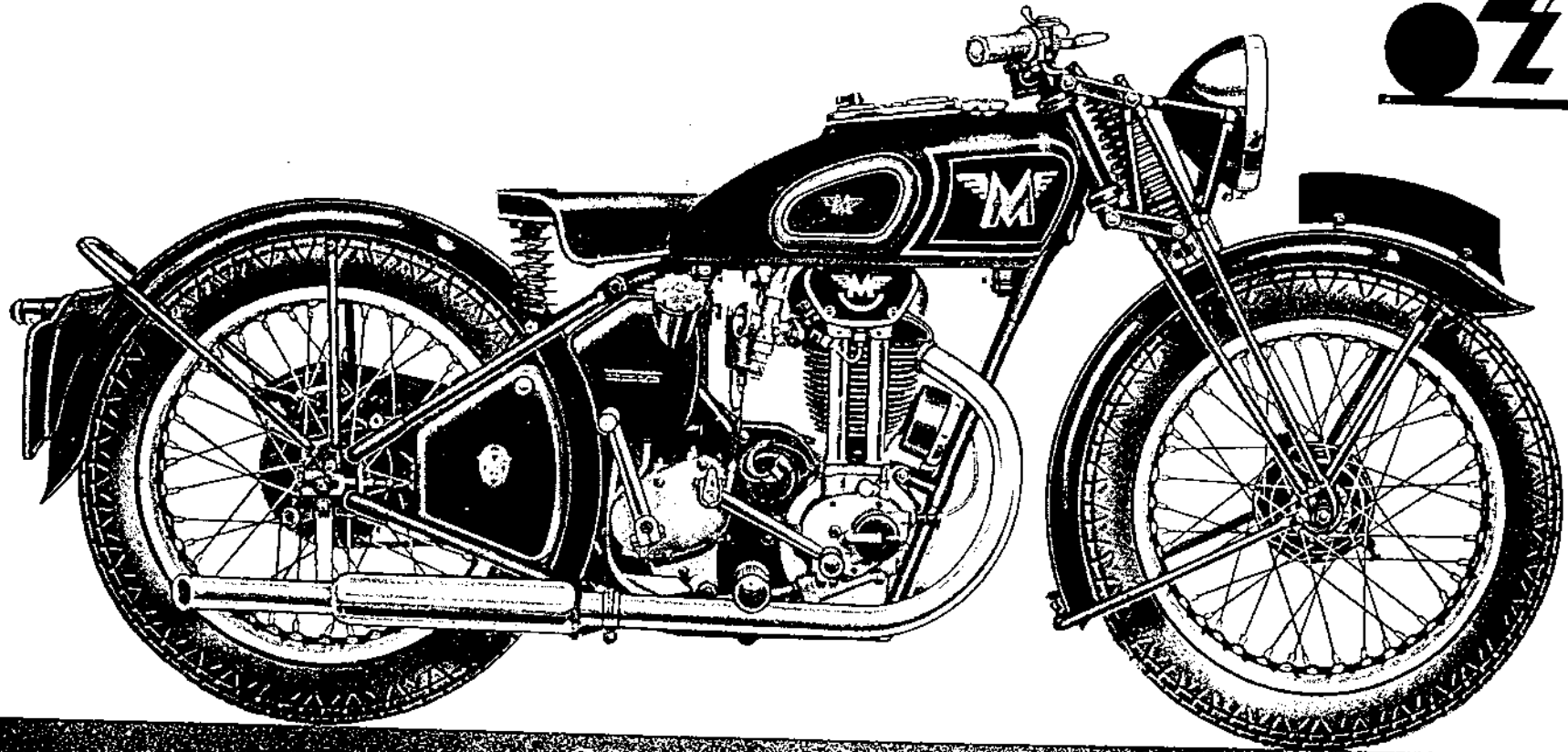
Including electric lighting and electric horn.

250 "CLUBMAN," Model 39-G2	£45 10 0
250 "CLUBMAN DE LUXE," Model 39-G2M	£50 0 0
350 "CLUBMAN," Model 39-G3	£56 10 0
500 "CLUBMAN," Model 39-G80	£61 10 0

250 'CLUBMAN'



MODEL 39-G2

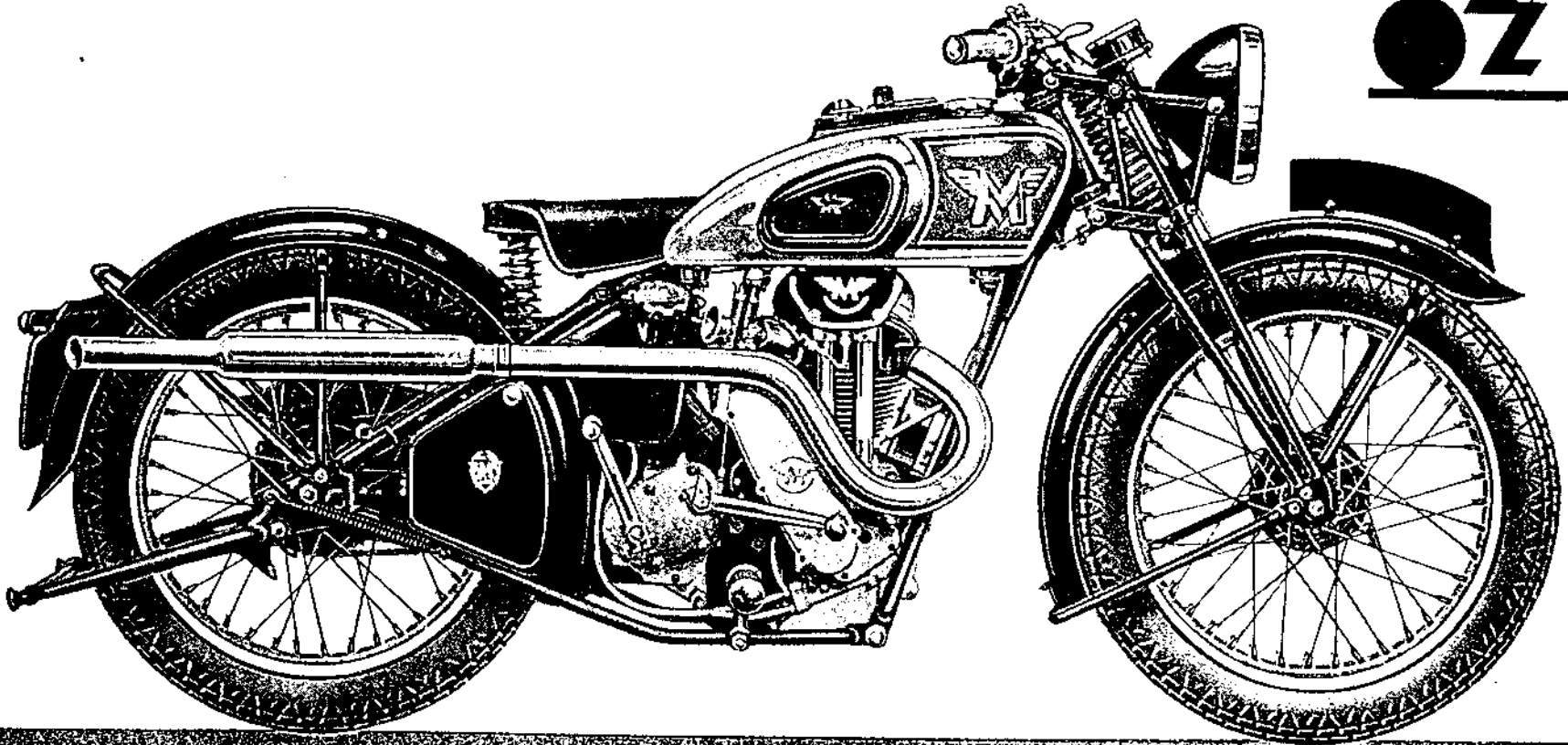


246 c.c. O.H.V. SINGLE PORT, COIL IGNITION
FOR FULL SPECIFICATION SEE PAGES 2 and 3

£45.10

250 'CLUBMAN DE LUXE'

MODEL 39-G2M

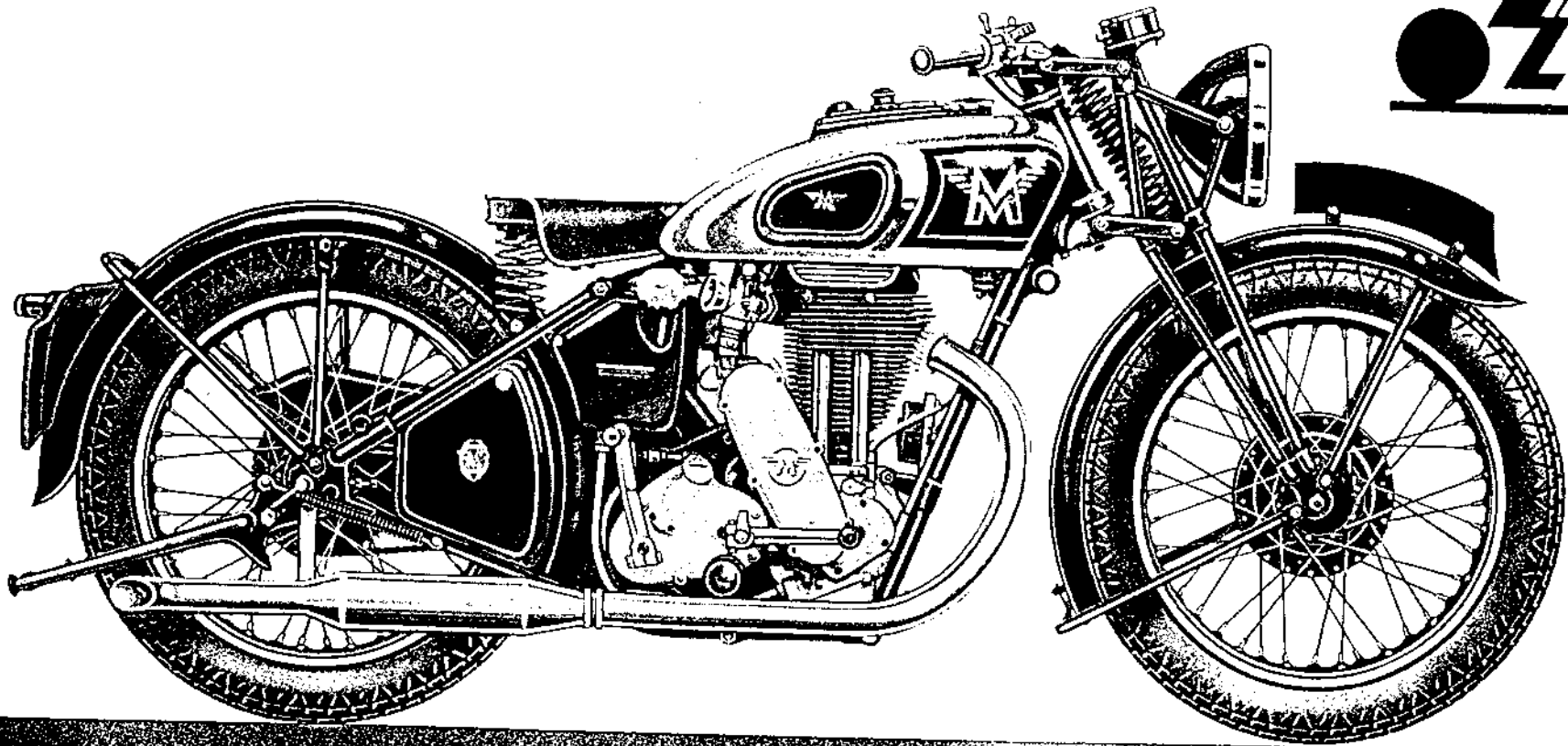


246 c.c. O.H.V. TWO PORT ; MAGNETO IGNITION
FOR FULL SPECIFICATION SEE PAGES 2 and 3 **£50**

350 'CLUBMAN'



MODEL 39-G3

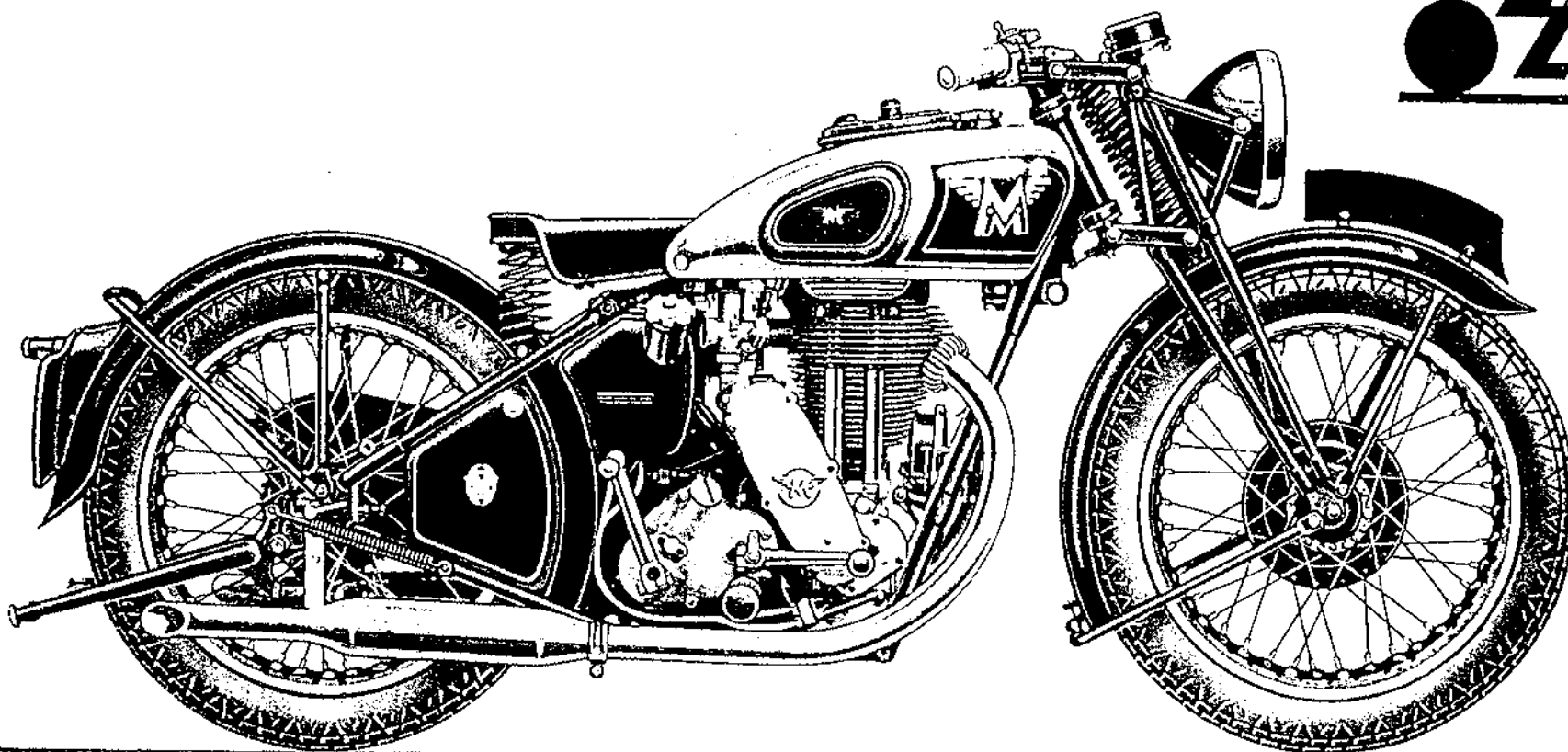


347 c.c. O.H.V., SINGLE-PORT; MAGNETO IGNITION
FOR FULL SPECIFICATION SEE PAGES 2 and 3

£56.10

500 'CLUBMAN'

MODEL 39-G80



498 C.C. O.H.V. TWO-PART; MAGNETO IGNITION
FOR FULL SPECIFICATION SEE PAGES 2 and 3

£61.10

THE Super-Clubman MODELS

350 "SUPER-CLUBMAN,"

Model 39-G4

500 "SUPER-CLUBMAN,"

Model 39-G90

Special Note

As the result of a prolonged road-test, *Motor Cycling* said of the 500 "Super-Clubman": "Everything—engine, gear-box, ignition, lighting, tyres, wheels, frame—everything behaved splendidly. The riders were full of praise for a mount the virtues of which would be difficult to exaggerate."

The *Motor Cycle* said of the 350 "Super-Clubman": "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 speedometer at the extra charge shown on page 16.

Prices...

Including electric lighting and electric horn.

350 "SUPER-CLUBMAN,"

Model 39-G4 £61 10 0

500 "SUPER-CLUBMAN,"

Model 39-G90 £65 10 0

Immediately upon their first introduction at the beginning of the 1938 Season, the MATCHLESS "Super-Clubman" models earned for themselves an enviable reputation for the combination which they provided of high performance with extreme mechanical silence, and long maintenance of tune without the necessity for any attention. The 1939 "Super-Clubman" models carry on that reputation in an enhanced form.

These models have all the features described in the specification of the "Clubman" models, the 350 "Super-Clubman" Model 39-G4 being generally similar to the 350 "Clubman" Model 39-G3, and the 500 "Super-Clubman" Model 39-G90 being generally similar to the 39-G80.

The "Super-Clubman" models, however, have specially tuned Engines with polished cylinder head and ports and single-port exhaust system. The engines are designed and built to give the highest possible power output, consistent with smoothness in operation, and absolute reliability. They will be found capable of meeting the competition of any motor-cycles of similar engine capacity for high-speed road work under all conditions.

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 fuel. Pistons suitable for use with alcohol fuel can also be supplied, but these of course are not suitable for ordinary road-work.

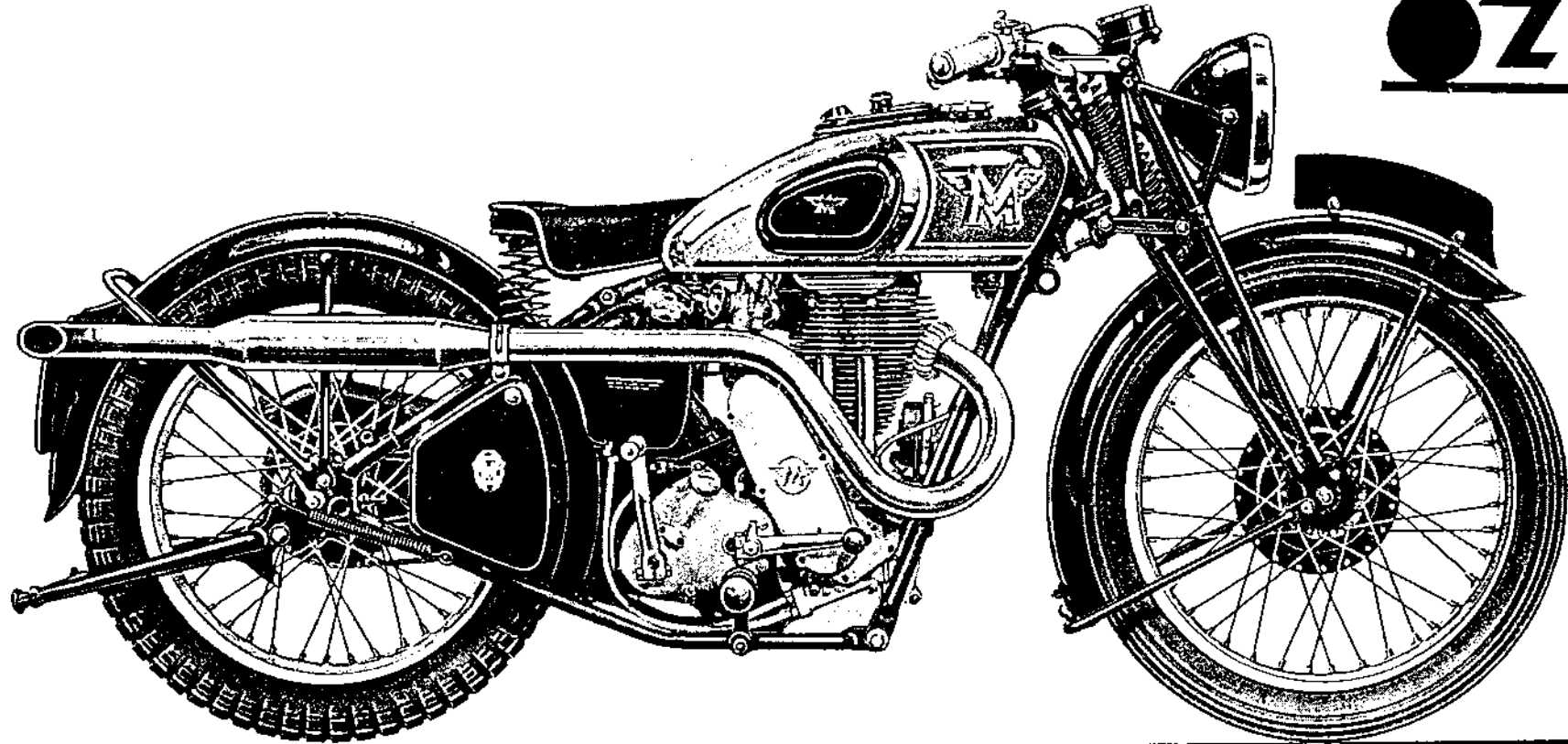
A 26"×3" ribbed tyre is fitted on the front wheel and a 26"×3.50" studded tyre on the rear wheel of both models.

The "Super-Clubman" models are distinguished in appearance by reason of the red panel tanks and red-centred wheels.

Both models have check spring front forks.

350 SUPER-CLUBMAN

MODEL 39-G4



347 c.c. O.H.V. SINGLE-PORT

The 500 SUPER-CLUBMAN, Model 39-G90 is identical in appearance with the Model shown above, except for the larger engine.

£61.10

THE *Clubman-Special* RANGE

250 "CLUBMAN-SPECIAL,"
Model 39-G2MC

350 "CLUBMAN-SPECIAL,"
Model 39-G3C

500 "CLUBMAN-SPECIAL,"
Model 39-G90C

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 39-G2MC £55 0 0

350 "CLUBMAN-SPECIAL,"
Model 39-G3C £61 10 0

500 "CLUBMAN-SPECIAL,"
Model 39-G90C £66 10 0

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 ; built-in positive stop foot gear-change.

Gear Ratios : Model 39-G2MC ... 6.5, 10.0, 13.7, 20.8 to 1.
" 39-G3C ... 6.2, 9.4, 12.9, 19.5 to 1.
" 39-G90C ... 5.5, 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 39-G3C, 39-G90C.

Engines specially tuned with single-port polished cylinder heads.

27" x 4" rear tyre on all models ; 26" x 3" front tyre on Model 39-G2MC ; and 27" x 2.75" front on Models 39-G3C and 39-G90C.

These machines can be supplied either with Dunlop Universal tyres or with Dunlop Sports tyres ("Knobbles") as instructed. It is important that the type of tyres required is specified when ordering.

Adjustable saddle spring mounting.

Quickly detachable rear wheel.

Quickly detachable head lamp leads.

Special small petrol tank without instrument panel, switches being carried on back of lamp.

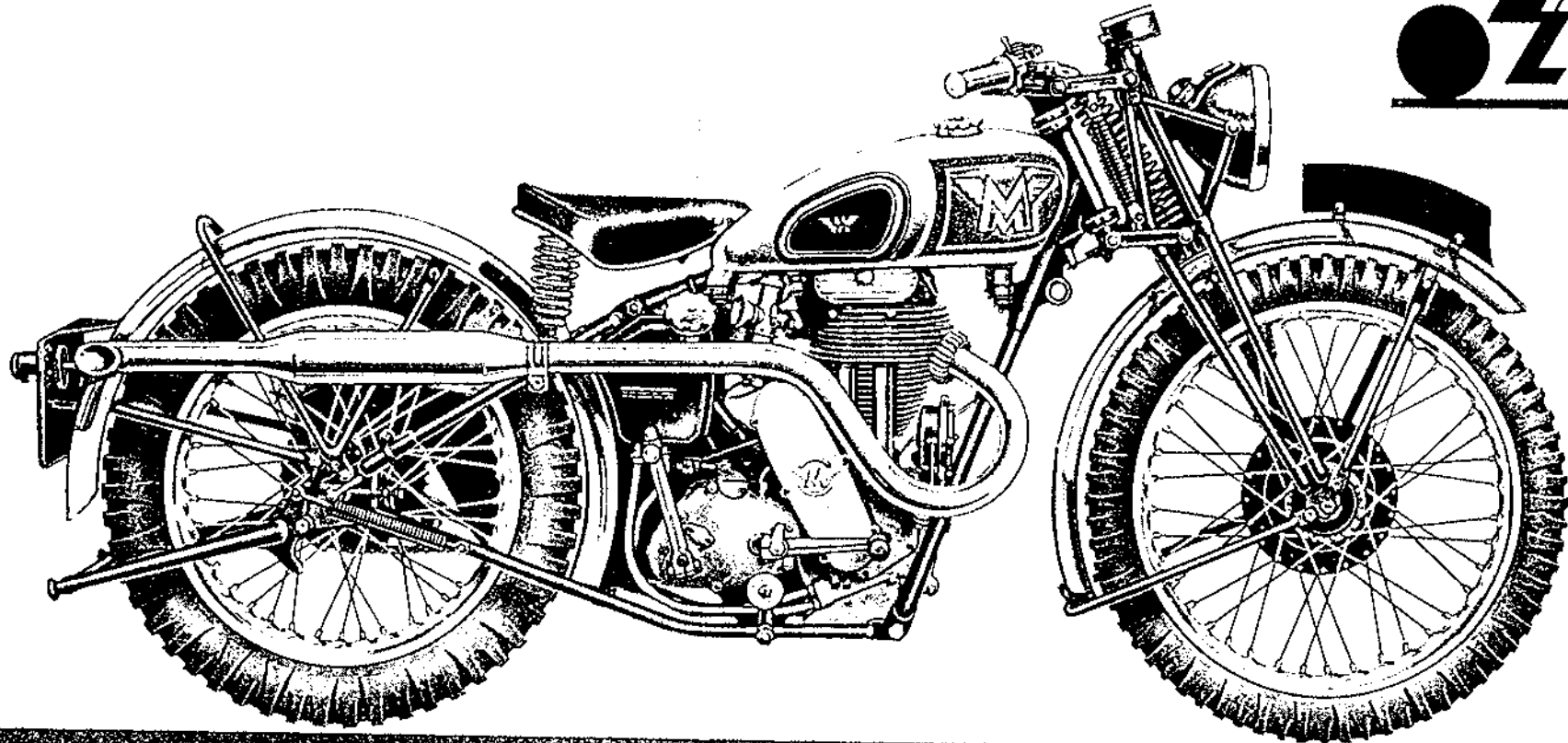
Dunlop competition saddle.

Note : For a few 1938 successes, see inside back cover of this catalogue.

350 "GLUBMAN-SPECIAL"



MODEL 39-G3C



347 c.c. O.H.V. SINGLE-PORT

The models 39-G2MC and 39-G90C are identical in appearance with the model shown above, except for the engine sizes and the front forks on the model 39-G2MC which are not of the check spring type

£61.10

THE "Tourist" RANGE

The "Tourist Range" consists of the following models:
250 "TOURIST" Model 39-G7.

500 "TOURIST" Model 39-G5.

990 "SPORTS TWIN" Model 39-X.

Specifications

250 "TOURIST" Model 39-G7. This model is identical with the 250 "Clubman" Model 39-G2, except 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, the valve springs being mounted in steel thimbles insulated from the heat of the engine. Cylinder and cylinder head are provided with exceptionally large cooling fins. All other features as specified for the model 39-G2 on pages 2 and 3.

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 39-G5. This model is identical with the 500 "Clubman" Model 39-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 on 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.

990 "SPORTS TWIN" Model 39-X. This model is famous as the ideal machine for really high speed touring, having a maximum speed of over 80 m.p.h. with colossal acceleration powers (from 20 to 50 m.p.h. in $7\frac{1}{2}$ 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. It has been designed primarily as a high speed solo mount, but it can also be used with a single-seater sidecar.

It should be noted that the wheelbase is shorter than that of some 500 c.c. single-cylinder machines, and consequently the machine handles and steers perfectly when ridden solo.

ENGINE. Latest type 990 c.c. 50° twin engine with detachable cylinder heads and dwarf tappet chests. Valve springs carried in steel thimbles which are entirely insulated from heat from the cylinders. Bore, 85.5 mm. Stroke, 85.5 mm. Capacity, 990 c.c.

LUBRICATION. Full dry sump system as described on page 2.

GEARBOX. Heavyweight 4-speed gearbox with positive stop foot gear change, enclosed clutch operating gear, etc. Large diameter clutch carried in separate oil-free compartment in front chaincase, with detachable cover.

Gear Ratios: 4.2, 5.4, 6.7, and 11.4 to 1.

TRANSMISSION. Handsome and efficient oil bath front chaincase with detachable clutch cover plate; full deep section rear chainguard as described on single-cylinder models.

Cam-type shock-absorber on engine shaft.

WHEELS AND BRAKES. Quickly detachable rear wheel, tyre size, 27" x 4".

Front tyre, 26" x 3.25".

Large diameter internal expanding brakes, with improved rear brake operating mechanism and finger adjustment.

FRAME. Heavyweight Duplex cradle frame—special short wheelbase type ($56\frac{1}{2}$ ").

TANKS. Large capacity Petrol Tank (4 gallons 3 pints), chromium-plated, with Aldwych Red panels and gold lines. Separate oil tank (capacity 4 pints).

STANDS. Spring-up rear stand, tubular front stand, and single-arm side prop stand.

FORKS. Heavyweight taper-tube girders with double-locked spindle and link assembly, with check springs. Duplex fork dampers on each side of front forks with separate adjusting knobs.

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

ELECTRICAL EQUIPMENT. 30-watt Lucas dynamo with voltage control, conveniently mounted behind engine and driven by roller chain in main oil-bath chaincase. Ignition by separate magneto. Flush fitting instrument panel on tank, carrying switches, amperemeter, detachable inspection lamp, and with provision for fitting a clock if desired.

Prices . . .

Including electric lighting and electric horn.

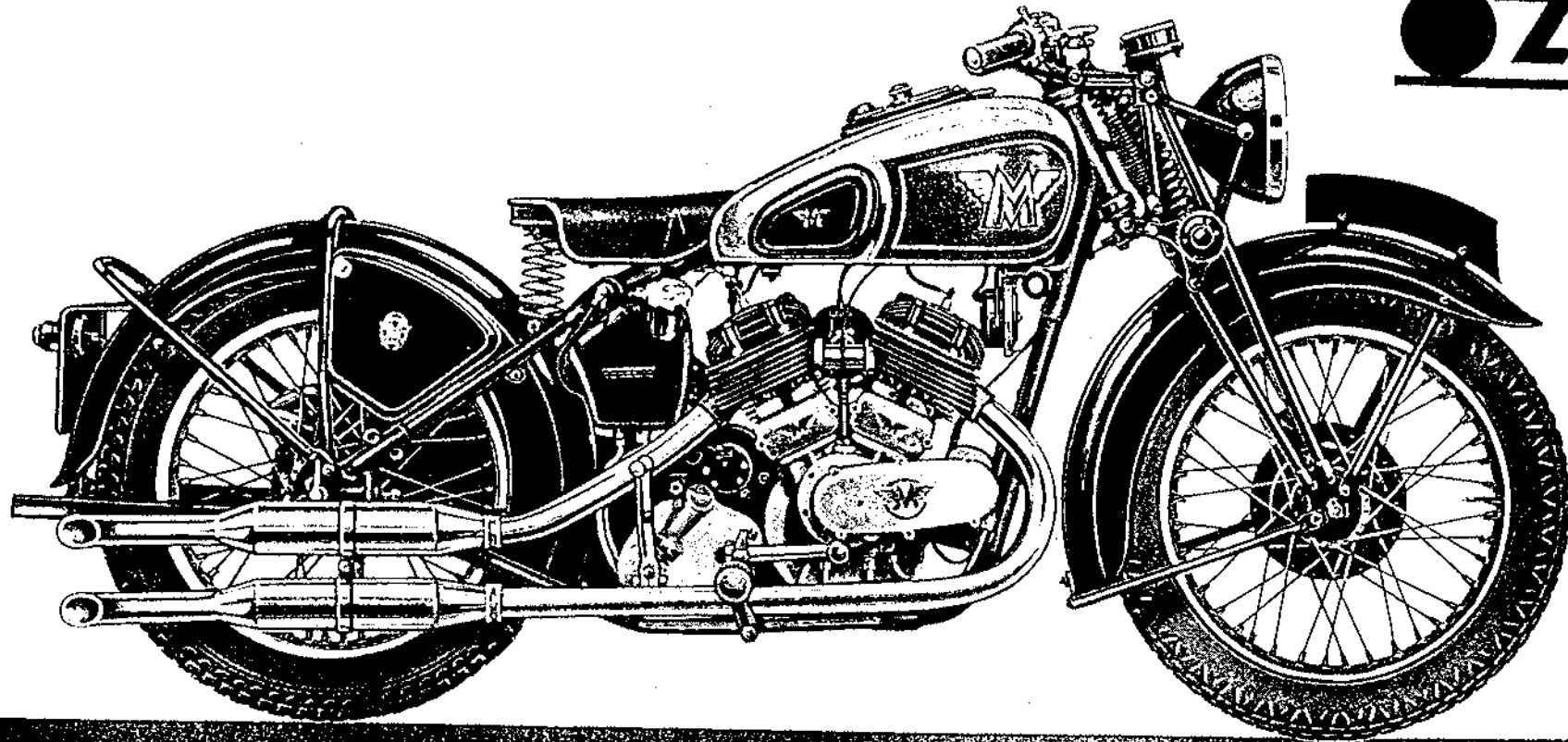
250 "TOURIST" Model 39-G7	... £43	15	0
500 "TOURIST" Model 39-G5	... £53	10	0
990 "SPORTS TWIN" Model 39-X	... £77	10	0

Special Note

Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 16. "Tourist" Models cannot be fitted with high exhaust pipes.

990 'SPORTS TWIN'

MODEL 39-X

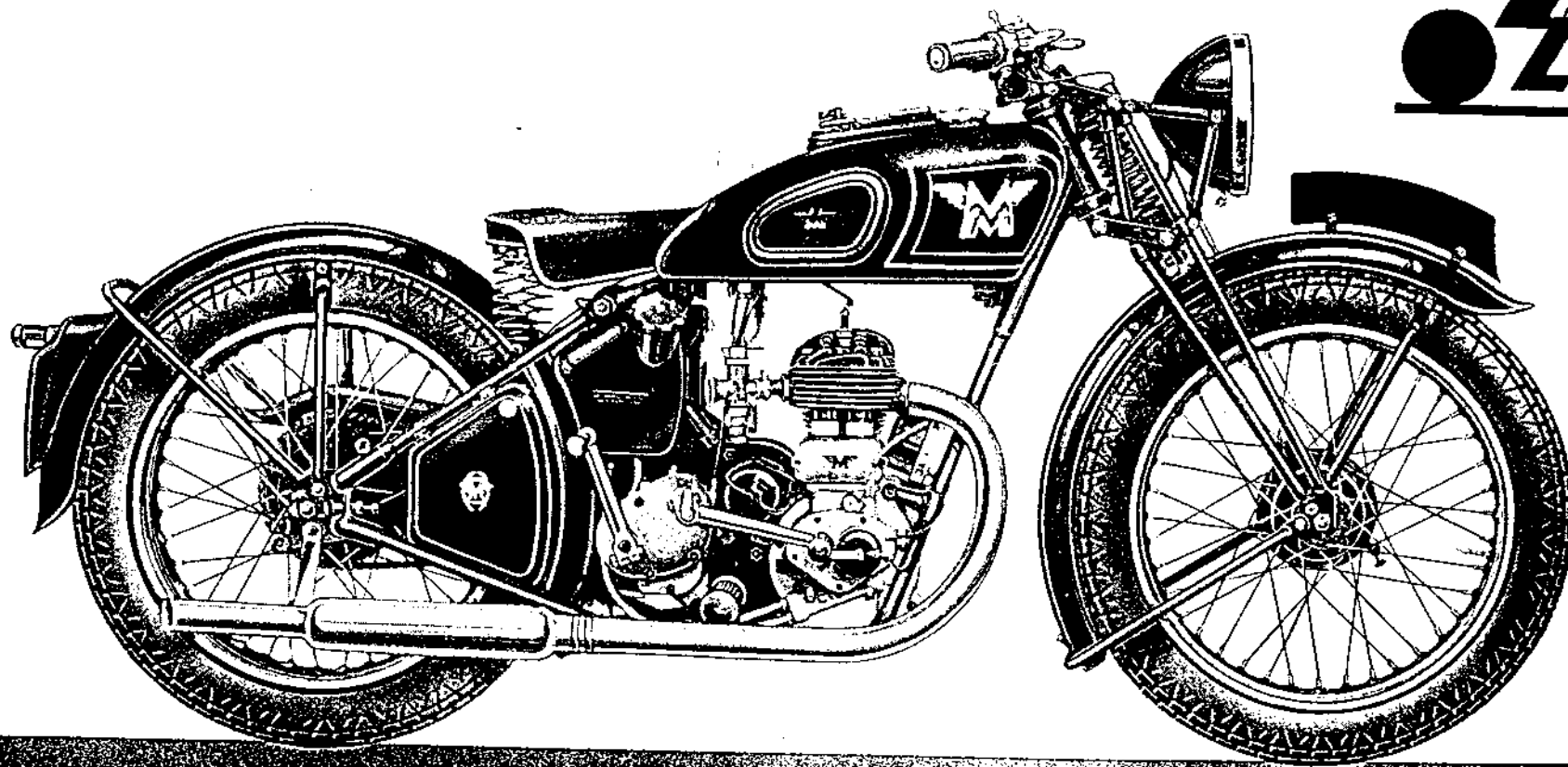


990 c.c. Side Valve twin £77.10

250 'TOURIST'



MODEL 39-G7

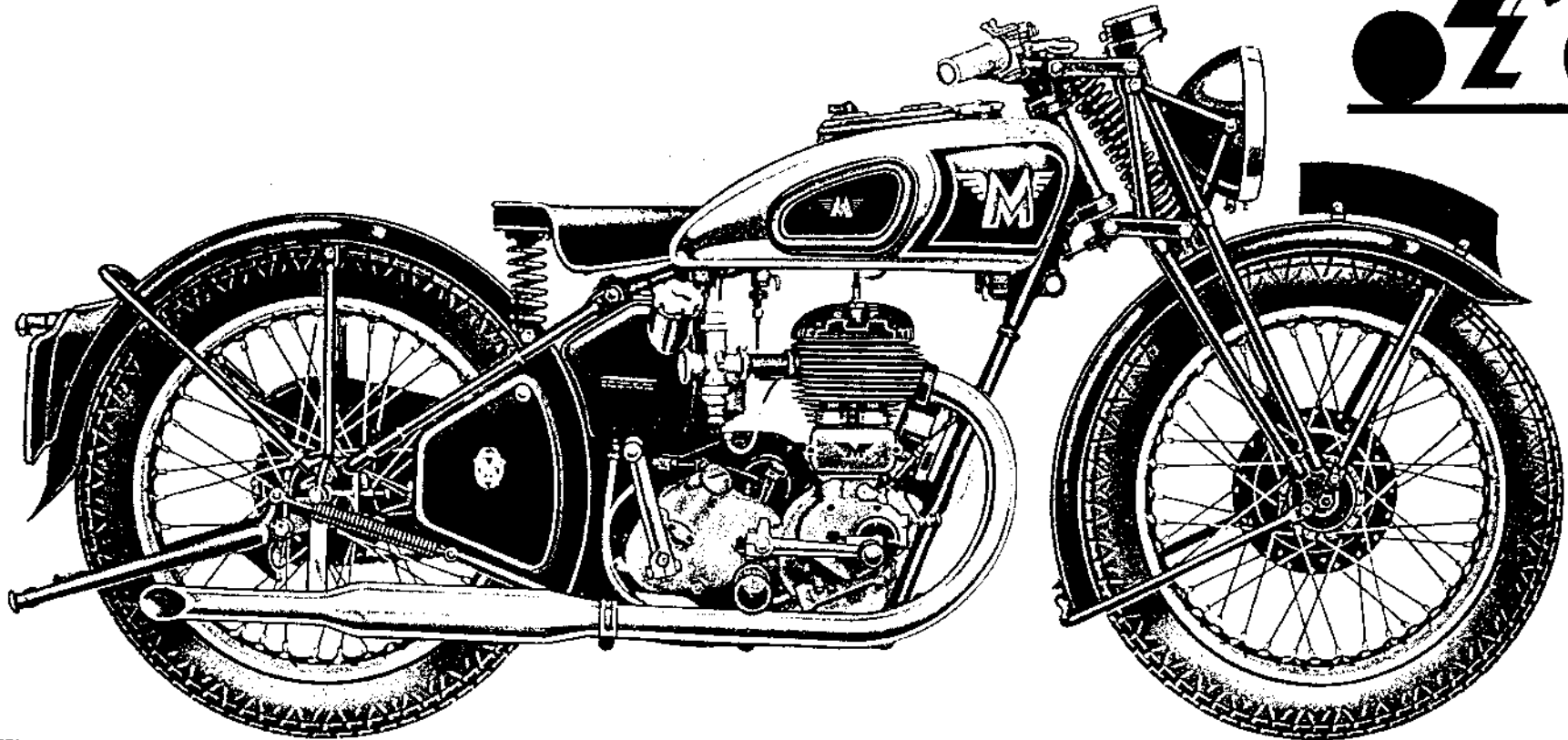


246 c.c. Side Valve, COIL IGNITION
FOR SPECIFICATION SEE PAGE 12

£43.15

500 'TOURIST'

MODEL 39-G5



498 c.c. Side Valve, COIL IGNITION
FOR SPECIFICATION SEE PAGE 12

£53.10

List of Optional Equipment

	£	s.	d.		£	s.	d.
Detachable Luggage Carrier, all models		15	0	Mudguard type Pillion Seat	12	6	
Eight-day Clock, mounted in instrument panel	1	10	0	De Luxe Pillion Seat (for fitting to luggage carrier, which must also be specified)	13	6	
80 m.p.h. Speedometer — Non-trip	2	5	0	Oversize Tyres, 26" x 3.50" (any model except 39/G4, 39/G90 and 39-X), per machine	10	0	
80 m.p.h. Speedometer — Trip type	2	10	0	Steering Damper, Models 39-G2 and 39-G7	12	6	
120 m.p.h. Speedometer — Trip type	2	15	0	Single-arm Side Prop Stand (included on "Clubman-Special" models and Sports Twins)	12	6	
Pillion Footrests (folding type). All models except 39-G2 and 39-G7		12	6				
Pillion Footrests (fixed type). Models 39-G2 and 39-G7		7	6				

Notice

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle 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 motor cycles, motor cycle 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 motor cycle 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 motor cycle, motor cycle 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 motor cycle, motor cycle 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 motor cycles, motor cycle 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 motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
 2. The use of a motor cycle or of a motor cycle 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 motor cycle by any form of attachment not provided, supplied or approved by us or to a motor cycle which is not designed for such use.
- Any motor cycle, motor cycle 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 motor cycles, motor cycle 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 specification supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

Printed in England.

A FEW OF THE

MATCHLESS SUCCESSES

1938

COLMORE CUP TRIAL
Bayless Cup and three First Class Awards

VICTORY CUP TRIAL
Two First Class awards

BEMROSE CUP TRIAL
Two First Class awards

RELIANCE CUP TRIAL
Butterworth Challenge Trophy

MITCHEL MEMORIAL
Three First Class awards

COTSWOLD CUP TRIAL
Best 350 and Best 500 Performance

TRAVERS TROPHY TRIAL
Best 350 Performance

SCOTT TRIAL
Three First Class awards

KICKHAM MEMORIAL TRIAL
Best 350 Performance

SCOTTISH SIX DAY'S
Two entered — Two Silver Cups

WEST OF ENGLAND TRIAL
Hosking Trophy and two First Class Awards

SOUTHERN TRIAL
Two First Class awards

REAL RIDERS TRIAL
Best Performance of Day

RAVENSBURY TRIAL
Best Performance of Day

DOJOBEAU TRIAL
Best Performance of Day

HELBY GRAND NATIONAL
Best 350 and 500 Performance

JOHN BULL TRIAL
Best 350 Performance

FLINT M.C.C. TRIAL
Best Performance of Day

ALDRSHOT TRIAL
Best Performance of Day

HIGH CLIFF SCRAMBLE
Best Performance of Day

THREE MUSKETEERS
Best 350 Performance

SOUTH LIVERPOOL CUP TRIAL
Best Performance of Day

SOUTH LYME HANLEY SCRAMBLE
Best Performance of Day

BRISTOL INTER-CLUB TRIAL
Best Solo Performance

ILKLEY GRAND NATIONAL
Premier award for the Second Year

DIBBINSDALE SCRAMBLE
Premier award

WESSEX CENTRE TRIAL
Premier award

KNOWLE CHALLENGE SHIELD TRIAL
Premier award

SOUTH READING SCRAMBLE
Best Performance of Day

NORTHERN EXPERTS TRIAL
Best Performance of Day

CHESHIRE GRAND NATIONAL
Best Performance of Day

BERMONDSEY CUP TRIAL
Best Performance

CHESHIRE CHAMPIONSHIP TRIAL
Best Performance

CLAYTON TROPHY TRIAL
Centre Plaque and two First Class Awards

NEATH INTER-CLUB SCRAMBLE
Best Performance

WELLER CUP TRIAL
Best Sidecar Performance

FREBECCA CUP TRIAL
Best Performance

LANGMAID CUP TRIAL
Committee Cup

NORTH HANTS SCRAMBLE
Best 350 Performance

JOHN DOUGLAS MEMORIAL TRIAL
Best 500 and Bristol Cup

NORTHERN EXPERTS TRIAL
Best 350 and 500 Performance