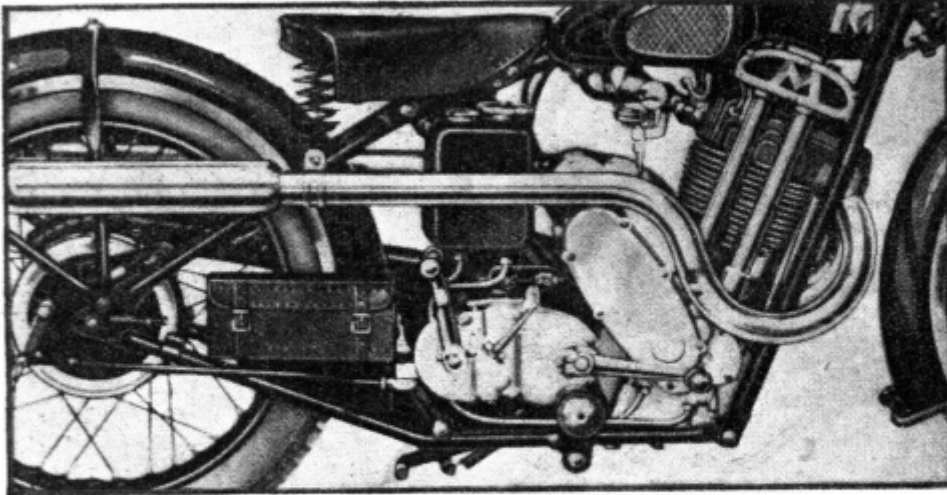


MATCHLESS

Four-cylinder Model, "Sports 500," Big Twin and New Two-fifties Among the Models Attracting Attention

STAND 28

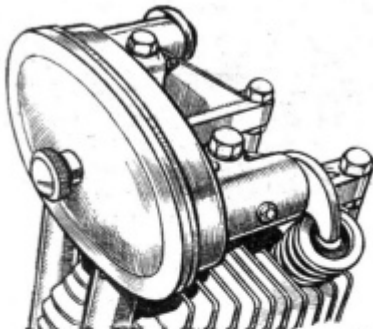


Power plant of the Matchless "Sports 500." Note the convenient position of the gear change pedal

MATCHLESS MOTOR CYCLES (COLLIERS), LTD.,
44, Plumstead Road, London, S.E.18.
"SPORTS 500" D.80 MODEL—498 c.c.;
single-cyl. o.h.v. Matchless; sump lubrication;
magneto ignition; oil-bath chain case;
4-speed gear with hand or foot control;
fuel, 2 gals.; 28x3.25in. tyres. Price with
electric lighting (solo), £51; sidecars from
£12.

IN the Matchless display will be found the popular "Sports 500" machine specified above. It was, of course, only introduced at the beginning of 1933, but, even so, the makers have found several ways of improving it.

Heavier section tubing is employed for the down tubes of the duplex cradle



A quickly detachable cover is provided for the rocker gear of the new 246 c.c. model

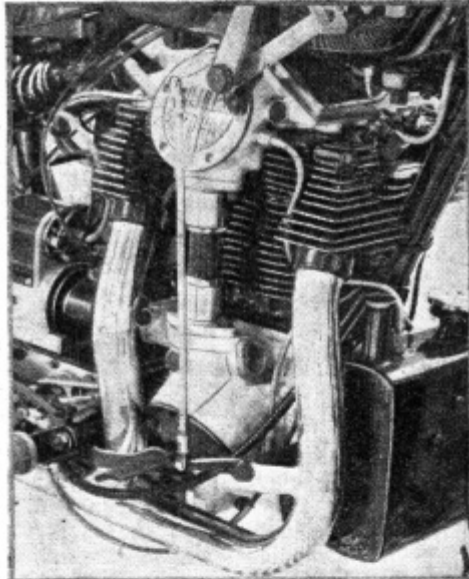
frame, and the two-port engine is inclined in a forward direction. Push-rods and rockers are completely enclosed, and the high-level exhaust pipes are fitted with tubular silencers.

The mudguards are particularly well domed and are attractively finished with chromium-plated beading. A plated ring is also found on the ribbed brake drums.

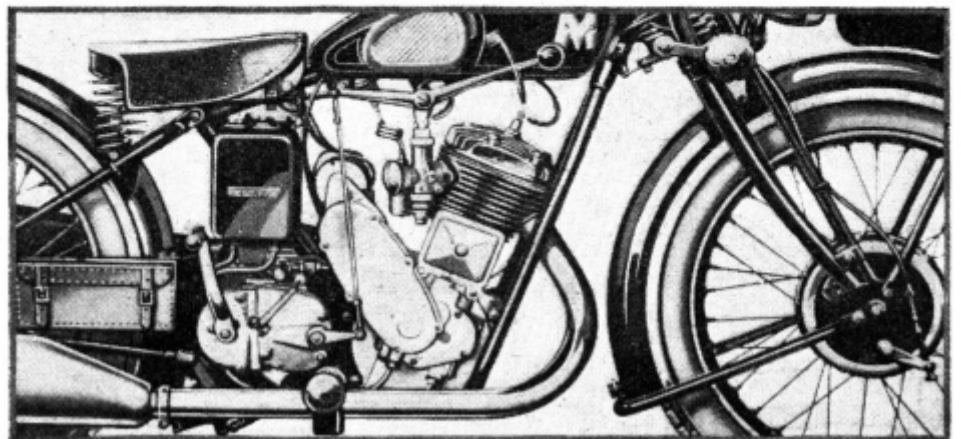
In its de luxe form this model has low exhaust pipes, chromium rims, and a handlebar-mounted instrument panel.

Similarly attractive new models, with 246 c.c. o.h.v. and s.v. engines, and others with side-valve units of 498 c.c. and 596 c.c., are included in the exhibit.

"SILVER HAWK" B MODEL—593 c.c.;
4-cyl. o.h.c. Matchless; sump lubrication;



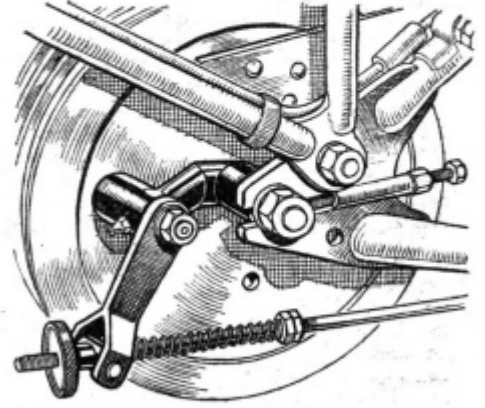
The whole of the valve gear is enclosed on the overhead-camshaft four-cylinder



The carburettor inlet of the 498 c.c. side-valve is at an angle to the cylinder to provide an easy entry for the gas

coil ignition; oil-bath chain case; 4-speed gear with hand or foot control; fuel, 2½ gals.; 26x3.25in. tyres. Price with electric lighting (solo), £73 10s.; sidecars from £12.

A worthy example of the four-cylinder type, the "Silver Hawk" displays its charms in a practically unaltered form. It will be noticed, however, that the mud-



In order to prevent distortion of the brake shoe plate, a stiffener is used between the cam spindle and rear wheel spindle on the larger models

guards are deeper and have the plated beading, and that the brakes and distributor are shielded.

The well-tried spring frame is retained and, while no carrier is fitted, there are two large-capacity tool cases, one on each side of the rear wheel. The pneumatic knee-grips are a small but useful addition.

MODEL X4.—990 c.c.; vee-twin s.v. Matchless; sump lubrication; magneto ignition; oil-bath chain case; 4-speed gear with optional control; fuel, 3½ gals.; 26x3.25in. tyres. Price with electric lighting (solo), £67 5s.; sidecars from £12.

The big-twin enthusiasts are finding this particular model of outstanding interest. The cylinders are heavily finned and plated and have easily detachable aluminium valve covers.

A semi-duplex cradle-type frame houses the engine and gear box very neatly and compactly, while two large-capacity silencers on the offside of the machine further add to the appearance. The brakes are 8in. in diameter.