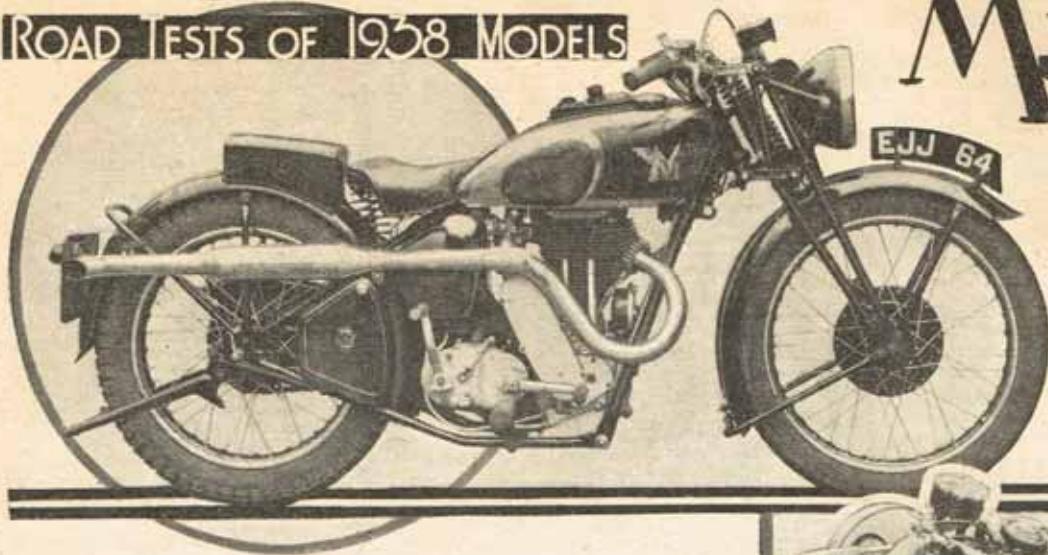


# The 347 c.c. Super Clubman Matchless

ROAD TESTS OF 1938 MODELS



(Left) Clean lines coupled with a quality finish are pointers to the excellent performance of the 347 c.c. "Super Clubman" Matchless

(Below) A rain-guard round the saddle recess in the tank protects the rider in wet weather. Note also the extended shield that is part of the rear chainguard

A "THREE-FIFTY" motor cycle can possess most of the charms of a two-fifty allied with solidity and performance that are usually synonymous with the average "five-hundred." This is one of several reasons why the latest 347 c.c. "Super Clubman" Matchless is a fascinating machine. A casual glance is sufficient to reveal its quality, finish and attractive lines, and after a brief ride one cannot help falling completely for its charming ways.

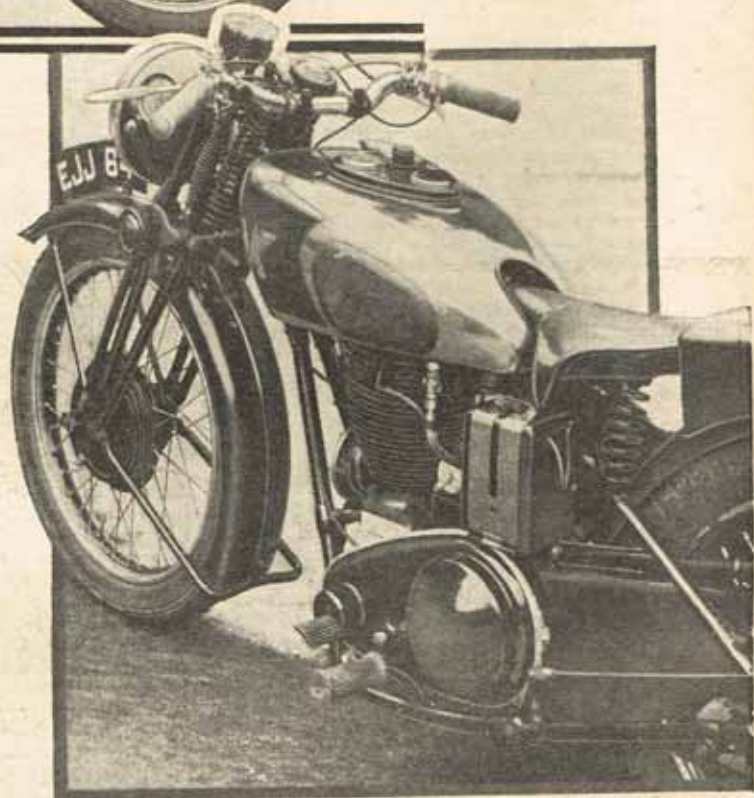
As its name implies, the machine (Model 38/G4) is a super version of the "Clubman" range that has become so popular in recent years. It is readily recognisable from other models in the Matchless range on account of its red-panelled and chromium-plated tank and red and gold-lined wheel rims.

The valve gear, including the hairpin valve springs, is completely enclosed, and the rocker box, which is cast integrally with the cylinder head, is heavily finned. Although the engine has a compression ratio of 7.5 to 1, it will run as smoothly as the woolliest of side-valve engines. Throughout the test an ethylised No. 1 fuel was used. With this fuel there was no trace of pinking—even under extreme conditions—while the engine was extraordinarily flexible.

### Easy Starting

As a result of the care taken by the makers to set the throttle stop correctly, starting was delightfully simple and required the minimum amount of energy. To obtain a first-kick start from cold it was only necessary partially to flood the carburettor, close the air, and give one brisk dig on the kick-starter with the throttle closed. So easy was the engine to turn over that it was rarely necessary to use the valve lifter.

The idling was good and certain, particularly in traffic stops. This is just one of the many points which indicate that the "Super Clubman" is a really well turned out motor cycle.



The machine has a comfortable riding position which allows the rider's weight to be transferred from the saddle to the footrests without him having to pull on the handlebars. All controls—hand and foot—are conveniently placed, and there is a positive touch about them which inspires confidence.

Although the top gear ratio is 5.8 to 1, the engine is not in the least fussy, and this somewhat low ratio makes for remarkable smoothness and flexibility at low speeds. Provided the engine was accelerating very slightly the Matchless would pull sweetly away from a speed of about 8 m.p.h. The minimum non-scratch speed of

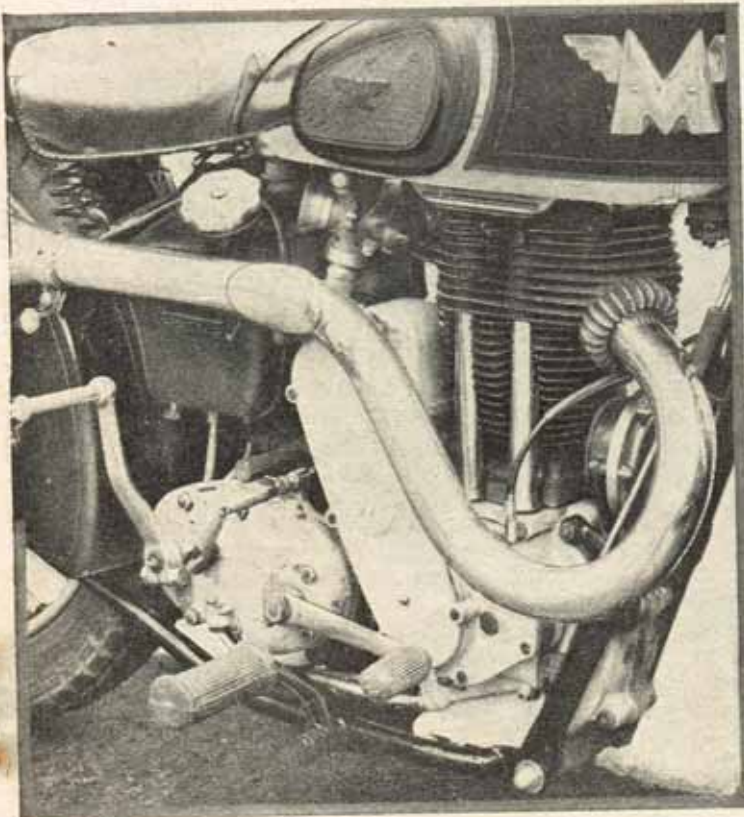
11 m.p.h. on a steady throttle opening was also unusually low for a single-cylinder machine. From this speed the Matchless could be accelerated up to its maximum without a trace of pinking or snatch. The surge of power, coupled with the flexibility and exceptional mechanical silence of this engine, is indeed fascinating.

On the road the Matchless handles very much like a "two-fifty." The steering is light, yet positive. The machine can be taken into fast bends at really high speeds with every confidence, but unlike most "two-fifties" it can be cruised at a steady 60-65 m.p.h. when conditions permit, without the rider feeling that the engine is over-revving.

It is difficult to realise that the engine is not of greater capacity than 347 c.c., for at all times the accelerative properties are most marked, even on long tiring gradients. The actual speed attained over a quarter-mile from a standing start through the gears was 63 m.p.h.—a better figure than that attained by many larger-capacity machines. The mean speed of four runs in both directions over the quarter-mile in top gear was 70.3 m.p.h. The best timed speed attained over the "quarter" was 73 m.p.h., when a certain degree of valve-float set in.

In third gear the best speed was the useful one of 62 m.p.h. while the maximum in second gear was 47 m.p.h. In bottom gear the engine took the machine straight up to 31 m.p.h.

The engine seemed to enjoy revving, and during the test the fullest use was made of the gear box. This component is fitted with conveniently close ratios, which



The latest 347 c.c. "Super Cubman" Matchless is fitted with a high-efficiency o.h.v. engine, in which the rocker box, housing the hairpin valve springs, is cast integrally with the cylinder head

**PERFORMANCE DATA.**

Gear.	Maximum Speeds.	Acceleration.	
		15-30 m.p.h.	20-50 m.p.h.
First (15.6)	31 m.p.h.	3½ secs.	—
Second (10.3)	47 m.p.h.	3½ secs.	—
Third (7.3)	62 m.p.h.	5 secs.	9½ secs.
Top (5.8)	*70.3 m.p.h.	7 secs.	17½ secs.

\* Mean of four timed runs over the quarter-mile.

Maximum speed attained over ¼ mile through gears from standing start: 63 m.p.h.  
 Braking from 30 m.p.h. in top gear: 33 feet.  
 Fuel consumption at a maintained 40 m.p.h.: 85.5 m.p.g.  
 Minimum non-snatch speed in top gear: 11 m.p.h.

not only suit the characteristics of the engine, but also make gear changing a pleasure. Full throttle could be used for mile after mile on clear roads, while changing down for bends and hills, although not entirely necessary, became a pleasure that was eagerly anticipated.

The clutch is light and exceptionally smooth in operation. It runs in a readily accessible oil bath, yet there is no trace of dragging when it is first used after the machine has been left standing for a prolonged period.

An indication has already been made that the steering and handling are comparable with those of a "two-fifty." On greasy road surfaces the front wheel can actually be encouraged to skid and then be checked instantly. By sitting well back in the saddle, even slightly on the mudguard pad, a riding position akin to that of a road-racing machine can be adopted. In this position the road holding is excellent, and an extremely positive control over the handlebars is provided—the rider's arms fall straight from the shoulder to the handlebars.

Another outstanding feature of the Matchless is the braking. For the most part the test was conducted in wet weather, yet throughout the brakes were perfectly safe to use. Both are light to operate and both are extremely positive in action, but not too much so. They could be used with every confidence over poor surfaces at high or low speeds.

Fuel consumption worked out at 85.5 m.p.g. at a maintained speed of 40 m.p.h. Oil consumption was negligible, a point which was, no doubt, due in part to the oil-tight nature of the engine.

Another feature of this machine, one well in keeping with its high-class finish and performance, is the excellent mudguarding, which permitted only a minute amount of mud to settle on the engine.

**SPECIFICATION**

<b>TYPE:</b> Model 38/G4.	<b>IGNITION:</b> Lucas magneto.
<b>ENGINE:</b> 69 × 93 mm. (347 c.c.) single-cylinder o.h.v. single-port Matchless, with dry-sump lubrication, hairpin valve springs and fully enclosed valve gear (rocker box, valve spring chambers and cylinder head form one casting).	<b>LIGHTING:</b> Lucas 6-volt dynamo, with voltage control.
<b>CARBURETTOR:</b> Amal with twist-grip throttle.	<b>FUEL CAPACITY:</b> 3 gals.
<b>GEAR BOX:</b> Burman four-speed with foot change.	<b>TYRES:</b> Dunlop, 3.00-20 ribbed front, 3.50-19 studded rear.
<b>TRANSMISSION:</b> Chain, with primary oil-bath and deep-section rear chain guard.	<b>GROUND CLEARANCE:</b> 4½ in.
	<b>WEIGHT:</b> 375 lb.
	<b>PRICE:</b> £64 15s., complete with electric lighting, horn and speedometer (mudguard pad 12s. 6d. extra.)
	<b>MAKERS:</b> Matchless Motor Cycles, Plumstead Road, London, S.E.18.