

1956

Matchless



Et verdensberømt engelsk kvalitetsprodukt.

Matchless 1956 modeller

MATCHLESS modellerne vil utvivlsomt igen i 1956 begejstre og interessere motorcykle-entusiasterne med deres smukke form, smarte udseende og med en ydelse, der fuldt og helt er i overensstemmelse med deres verdensry.

I 1956 er samtlige MATCHLESS modeller affjedret efter teledraulicprincippet, og foruden de mange forbedringer på de kendte modeller, introduceres en fuldstændig ny 600 cc twin-model.

Lige siden krigen har MATCHLESS år for år forøget salget, ikke alene udenlands, men også i Danmark. Grundlaget herfor må være, at MATCHLESS-kørerne overalt er tilfredse med deres motorcykler, — tilfredse i ordets bogstaveligste betydning.

Vi glæder os til også at kunne tælle Dem blandt de tilfredse MATCHLESS-kørere.



IMPORTØR
FRED. RASMUSSEN
ODENSE

MATCHLESS MOTOR CYCLES

Proprietors: ASSOCIATED MOTOR CYCLES LTD.

PLUMSTEAD ROAD · LONDON S.E. 18 · ENGLAND

Telephone: WOOLWICH 1223

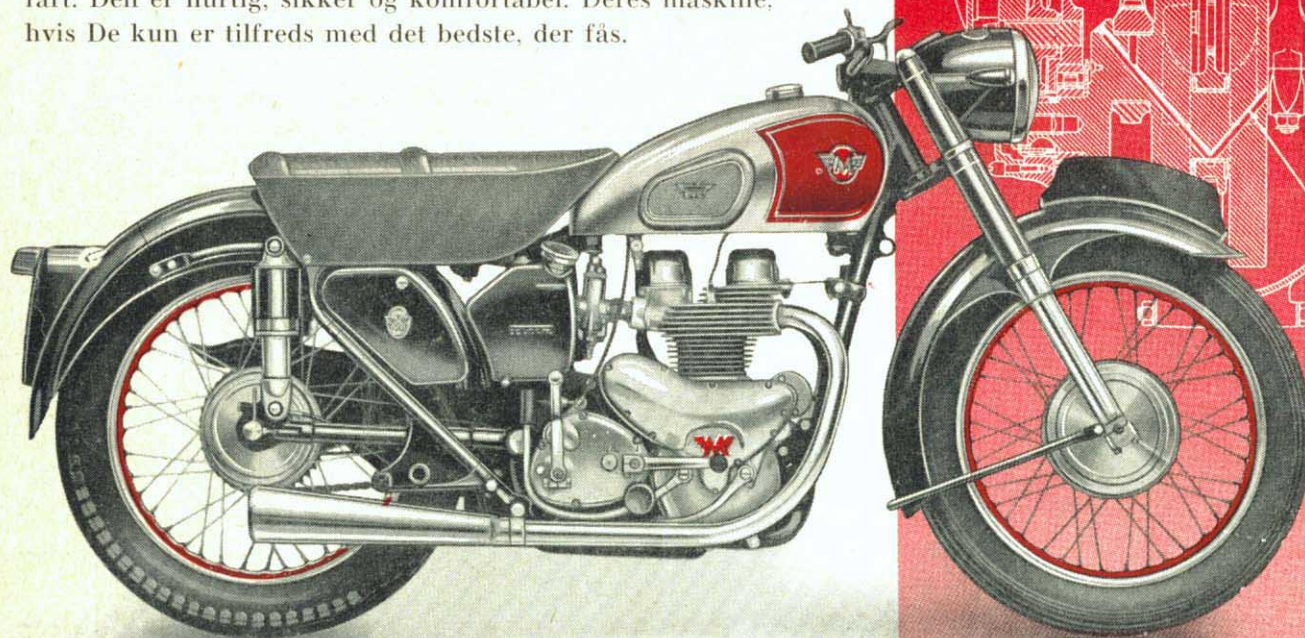
Telegrams: MATCHLESS WOL LONDON

Model **G9**

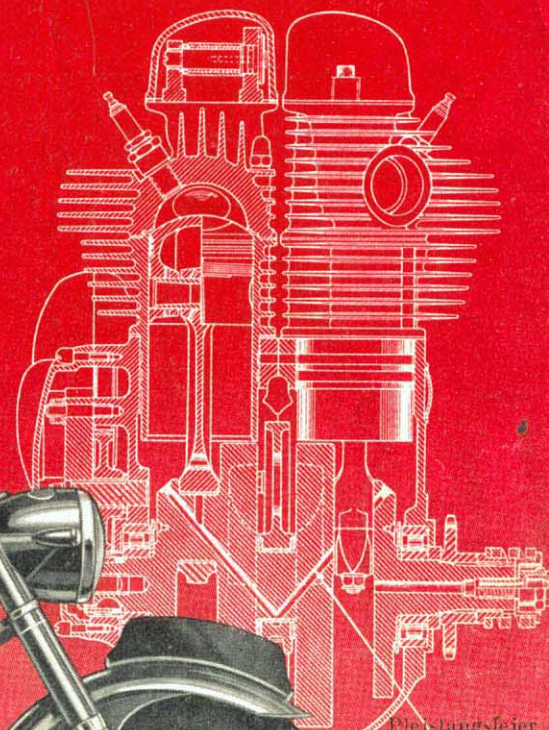
498 cc O. H. V.

Den to cylindrede Super Clubman

Super Clubman er specielt beregnet til lange ture med stor fart. Den er hurtig, sikker og komfortabel. Deres maskine, hvis De kun er tilfreds med det bedste, der fås.



»Grand Prix-Udstyr« leveres extra.



Plejstangslejer
og det midter-
ste leje er tryk-
smurt gennem
boringer i krum-
tappen.

SPECIFICATION



DEN 2-CYLINDREDE MOTOR

Super Clubman motoren er bygget op omkring en krumtap, der er støbt i eet med svinghjulene. Materialet er en speciel stållegering med særlig gode egenskaber som lejeoverflade. Krumtappen bæres af tre lejer; rullelejer i siderne og et Vandervell pandeleje som midterleje.

Plejlstængerne er smedet i prima letmetal, og plejlstangsejlerne er monteret med Vandervell pandelejer. Plejlstængerne udskiftes altså ikke, fordi et leje er slidt, — man behøver kun at montere et nyt sæt lejepander. Letmetalsstemplerne er den sædvanlige trådomvundne MATCHLESS konstruktion, og den øverste stempelring er hårdtforkromet.

KRUMTAPHUSET

Kokillestøbt i letmetalslegering. Krumtaphuset består af to halvkugler og kan skilles ad på midten. Hver halvdel omslutter sin cylinder, og for at modvirke vibrationer, er der indstøbt en bro i krumtaphuset.

CYLINDRENE

Cylindrene er støbt i prima stållegering. Der bruges separate cylindre, og afkølingen er derfor perfekt i enhver henseende. Cylindrene er dybt nedsænkede i krumtaphuset og fastholdes af lange gennemgående bolte. Med denne konstruktion opnår man, at motoren bliver fuldstændig vibrationsfri.

TOPSTYKKERNE

Der anvendes separate topstykker. De er kokillestøbt i letmetal. Man opnår med letmetaltopstykkerne, at afkølingen bliver fremragende, hvilket igen resulterer i større ydelse. Ventilsejlerne er indstøbt i topstykkerne. Ventilmekanismen er totalt indkapslet og tryksmurt med olie.

VENTILMEKANISMEN

Indsugningsventilerne er fremstillet i Silchrome stål og udstødningsventilerne af det berømte KE965 ma-

teriale. Ventilenderne er hærdede for at modvirke slid. Vippearmene er støbt i eet og monteret på eksentriske aksler, hvilket i høj grad letter justeringen af ventilerne.

KNASTAKSLERNE

Disse er støbt i eet med knasterne, og der bruges en-armede knastfølgere. Løftestængerne bæres direkte på knastfølgere, der er monteret en knastaksel for udstødnings- og en knastaksel for indsugningsventilerne.

SMØRINGEN

Motoren smøres med tørsump-system. Der er monteret to separate tandhjulpumper; en tilførsels- og en returpumpe. Oliepumperne arbejder uafhængigt, og trækkes af knastakslerne. Olien tryksmøres hovedlejet i krumtappen, og gennem borerer bliver plejlstangsejlerne tryksmurt. Ventilmekanismen og cylindrenes indvendige sider bliver ligeledes smurt under tryk, og returpumpen sørger for at krumtaphuset til stadighed bliver tomt for overflødig olie.

DEN 1-CYLINDREDE MOTOR

Krumtappen i den 1-cylindrede motor består af krumtapsolen, svinghjulene og de 2 sideakslers. Alle disse dele er boltet sammen. Svinghjulene er af prima stållegering og plejlstangen er smedet i stål. Hele krumtapplejet støttes i krumtaphuset, der er udført i aluminium, af to kuglelejer i træksiden og et bronzeleje i knastsiden. Stemplerne er MATCHLESS's trådomvundne konstruktion med to kompressionsringe og en oliering. Den øverste stempelring er hårdtforkromet. Cylindrene er af støbejern med store køleribber. Topstykkerne er kokillestøbte i letmetal. De er enportede og har indstøbte ventilsæder. Ventilerne aktiveres af løftestænger af Dur-aluminium fra separate knaster. Ventilfjedrene er hårnålefjedre, og ventilmekanismen er totalt indkapslet.

SMØRING

Motoren smøres efter tørsumpsystemet. Alle bevægelige dele er tryksmurt, og den overskydende olie trækkes af oliepumpen tilbage til olietanken. Der er monteret et oliefilter i olietanken. Oliepumpen er en dobbeltroterende akselpumpe, der kun har en bevægelig del. Den trækkes af den højre sideaksel. Olien føres direkte til krumtapplejet og cylindervæggen, ligesom den gennem borerer føres direkte til ventilmekanismen.

HJUL

Hjulene har forkromede fælg med lakerede midterstriber. Der er monteret lige eger og kraftige, indstillelige rullelejer i både for- og baghjul. Lejerne er monteret i letmetals-fuldnav, og forhjulsbremsen er fuldstændig indkapslet i navhylsteret. Navene har store køleribber. Modellerne med fjedrende bagstel har hurtigt aftagelige baghjul. Når man demonterer baghjulet, ændrer man ikke justeringen af bremsen og kæde, ligesom sporingen heller ikke ændres. Det tager ca. 1 minut at demontere baghjulet.

BREMSENERNE

For- og baghjulsbremsene er på 7" i diameter. De er indvendig expanderende. Forhjulsbremsen aktiveres af et Bowden-træk fra grebet på højre side af styret, og baghjulsbremsen betjenes med venstre fod.

DÆK

Der monteres Dunlop dæk. Det forreste er med langgrillet mønster, og det bageste er Dunlop Universal.

SKÆRMENE

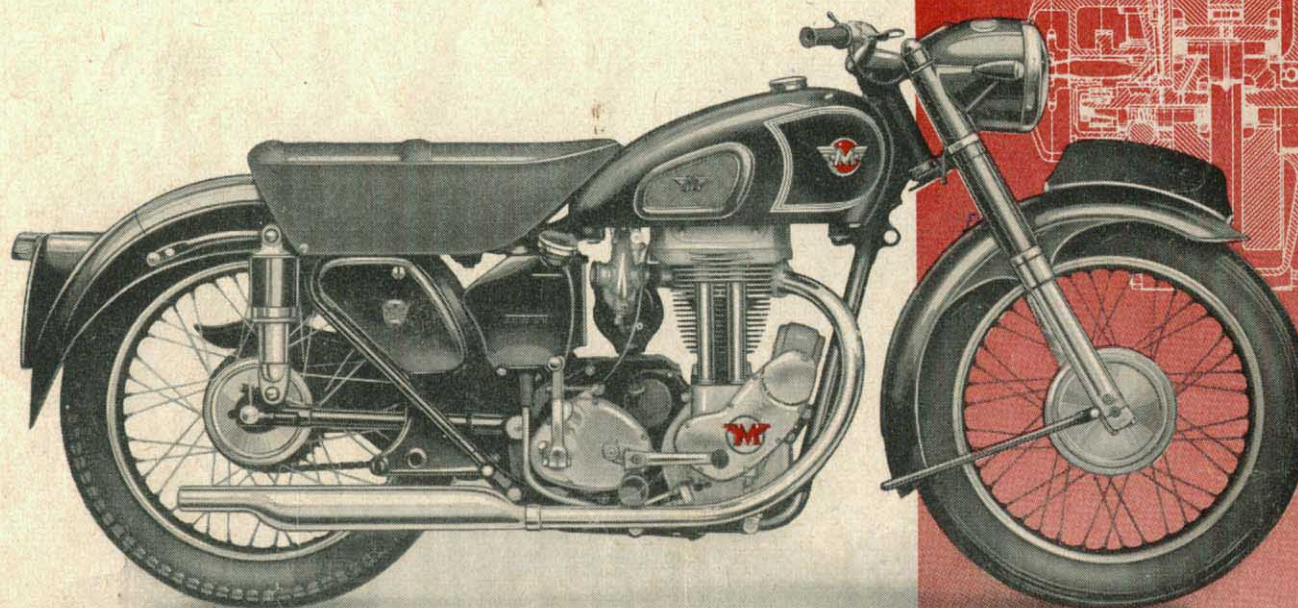
Kraftige stålskærme, rustbehandlede og sortlakerede. Bagskærmen har nedsænkede sider, og den bageste del er aftagelig. Forskærmen er en nykonstruktion, idet den er uden den forreste stiver. Skærmen holdes på plads af forstativet og en bro, der spændes fast på forgaften.

Model

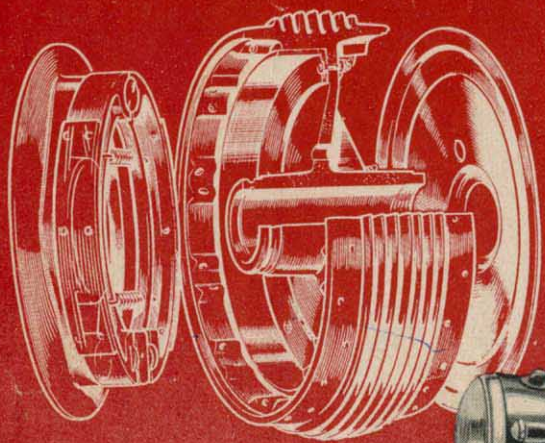
G3/LS

347 cc O. H. V. med fjedrende bagstel

Hvis Deres krav til motorcyklen er komfort, pålidelighed og styrke forenet med god økonomi — så vælg G3/LS.



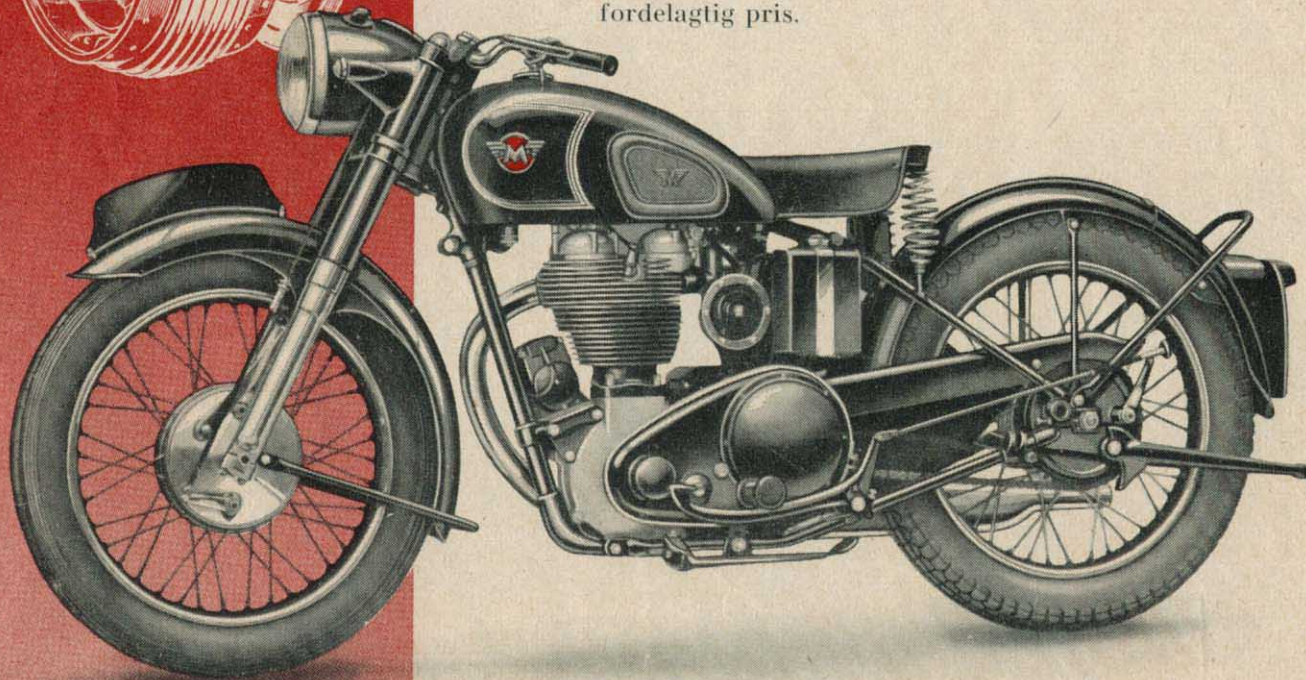
Leveres med forchromet tank som standardudstyr.



Model G80

498 cc O. H. V.

G 80 er en robust, ydedygtig maskine med et overskud af kraft — den helt rigtige sidevognsmaskine. Model G 80, »Black Pilot«, leveres med sortlakeret tank til en særdeles fordelagtig pris.



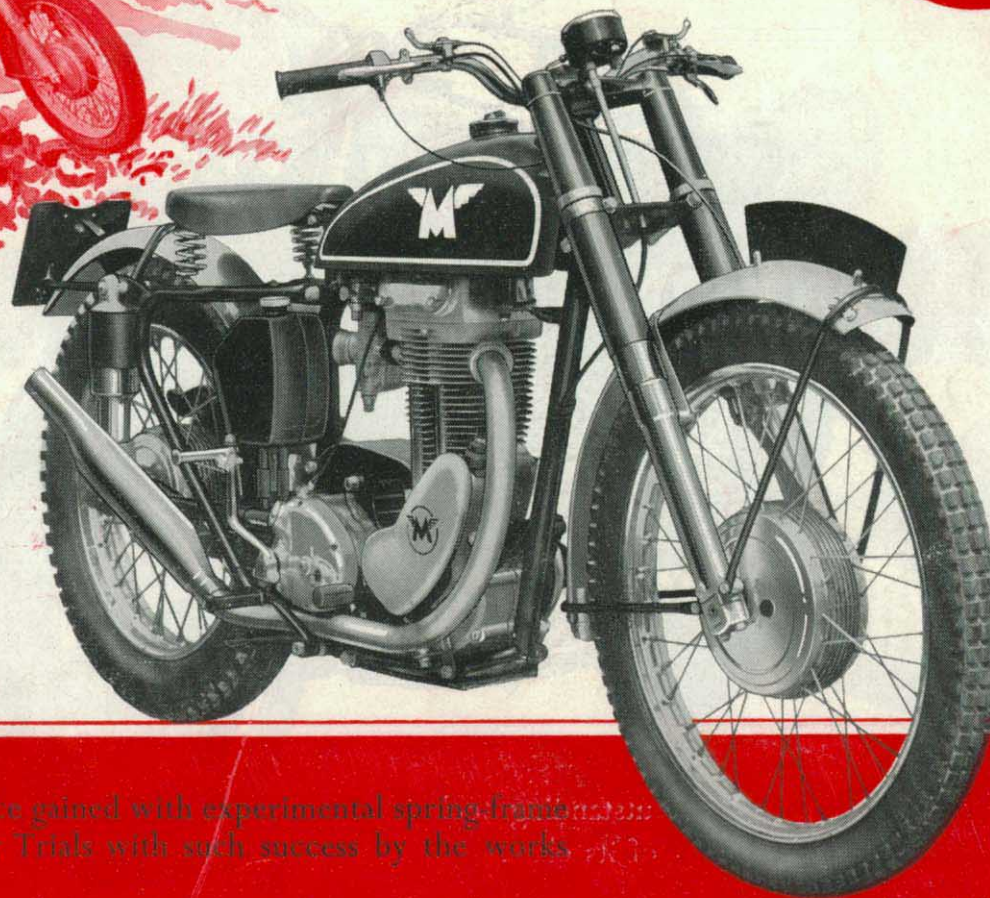
Leveres med forchromet tank som standardudstyr.

Competition Model

G3/LC

350 c.c. O.H.V.

The new Model G3/LC differs from the standard specification in the following major respects: Short wheelbase frame of welded construction; fully adjustable waterproof saddle; small capacity light-alloy petrol tank; wide-ratio gearbox with folding kick-starter; 4.00 x 19 inch rear tyre, 2.75 x 21 inch front tyre; very heavy gauge straight spokes and Dunlop Trials tyres; tubular steel mudguard stays and polished light-alloy mudguards; upswept exhaust pipe; waterproof Lucas magneto; manual ignition control; crankcase shield; light-alloy cylinder barrel retained by through bolts.
OPTIONAL EXTRA: Electric lighting with quickly detachable headlamp.



Based on the experience gained with experimental spring-frame models ridden in 1955 Trials with such success by the works riders.

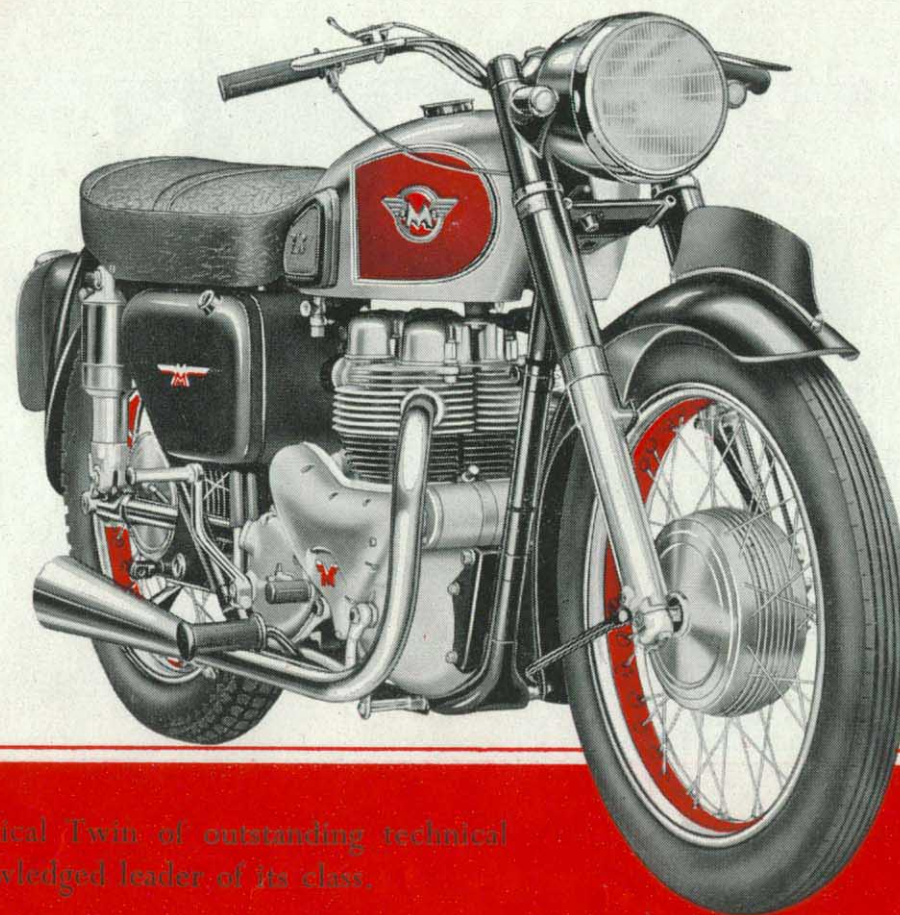
(For other details see Specification and Data, pages 9, 10 and 11)

Page 3

The 'SUPER CLUBMAN'

Model
G9

500 c.c. O.H.V. VERTICAL TWIN

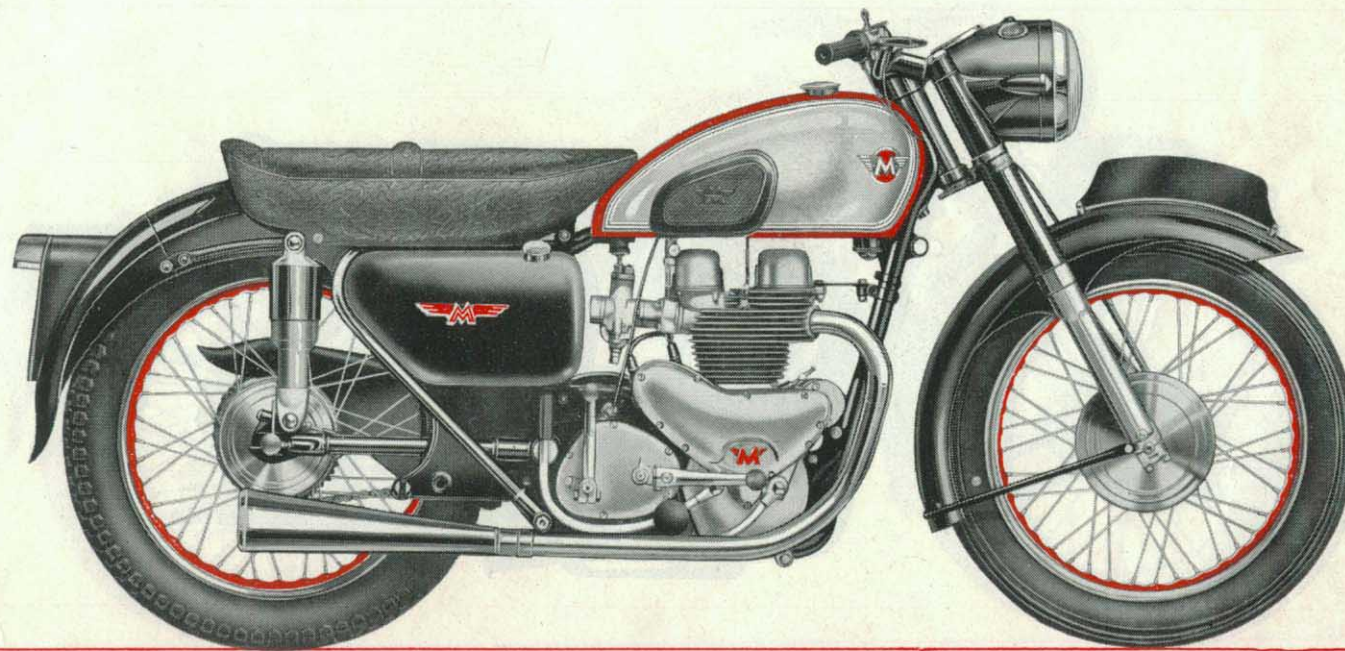


A fully sprung Vertical Twin of outstanding technical interest. The acknowledged leader of its class.

A NEW '600' TWIN



600 c.c. O.H.V. VERTICAL TWIN



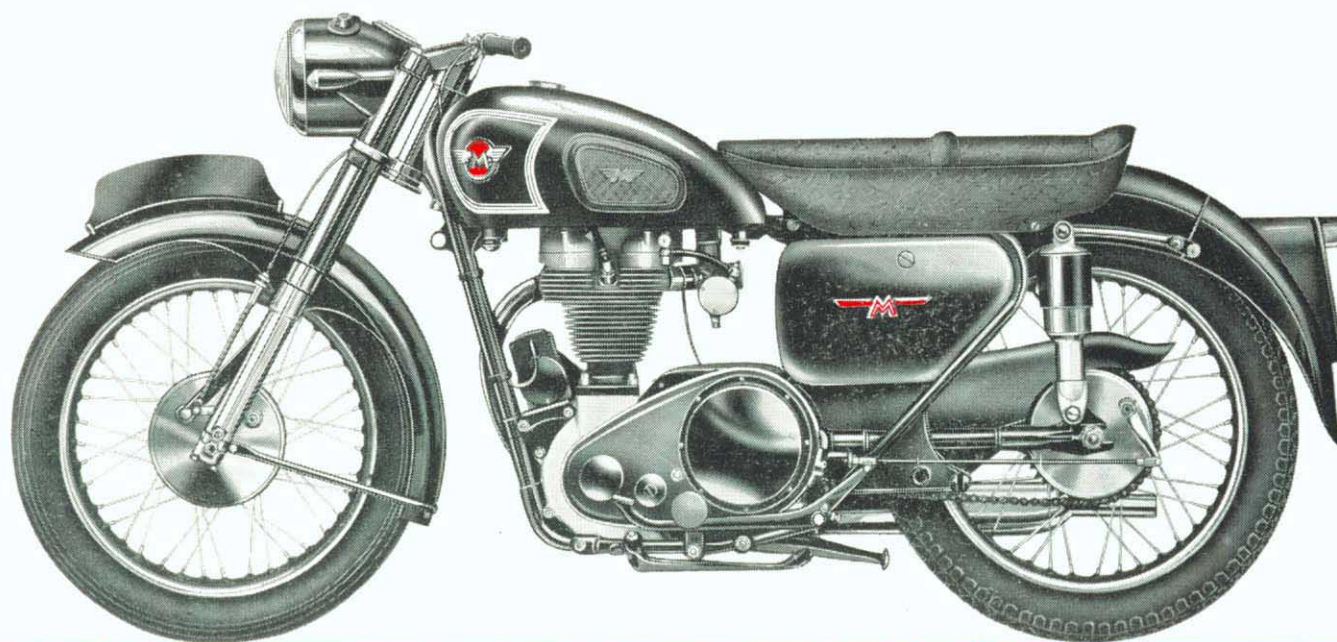
An entirely new 600 c.c. Vertical Twin designed to meet the requirements of the high-speed, long-distance rider.

(For other details see Specification and Data, pages 10, 11 and 12)

Page 3

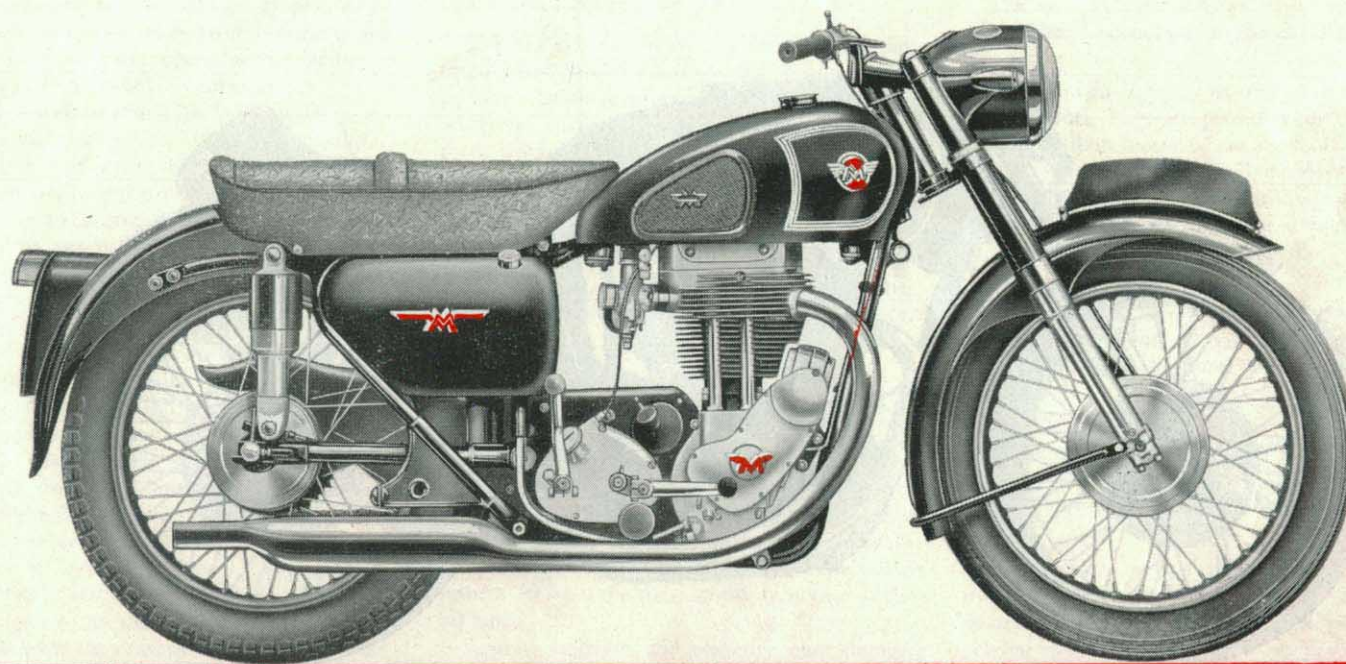
Model
G3/LS

350 c.c. O.H.V.



A high-performance "110" of advanced design that provides
an outstanding performance with comfort and economy.

Model
G80S
500 c.c. O.H.V.



Fast but tractable, robust yet light, this 85-m.p.h. big single is utterly dependable and maintains its performance indefinitely.

(For other details see Specification and Data, pages 2, 3 and 4.)

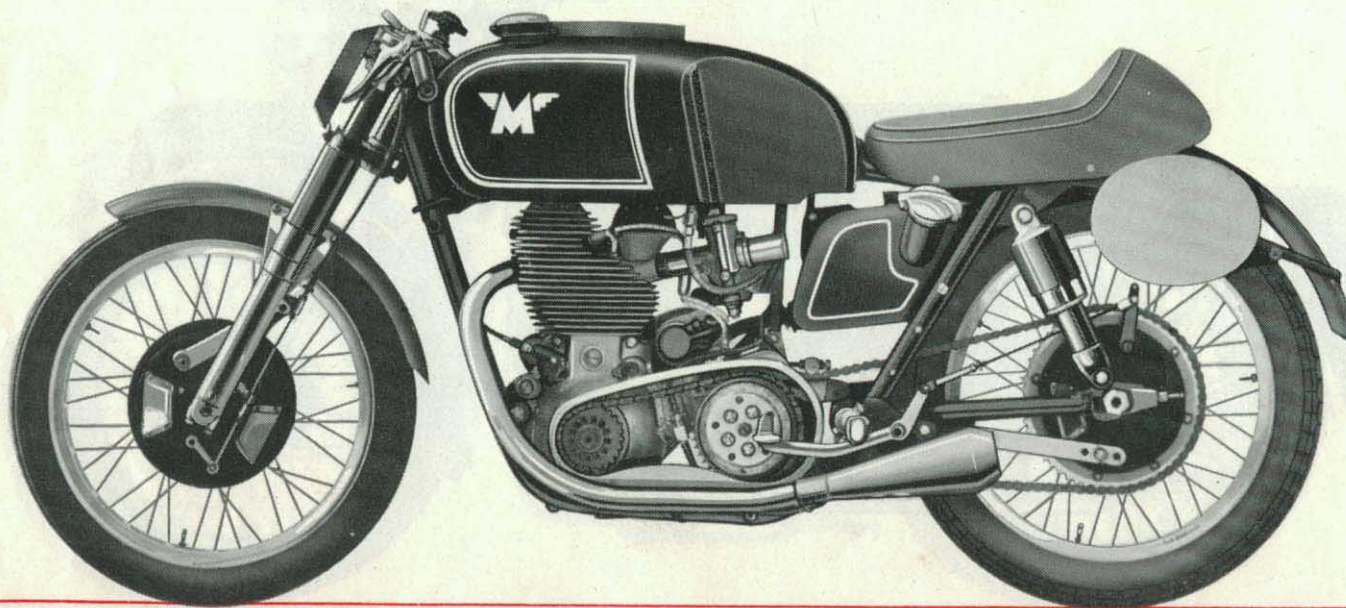
Page 1

Model
G45

500 c.c. O.H.V. VERTICAL TWIN

BRIEF SPECIFICATION

498 c.c. O.H.V. vertical twin cylinder engine, deeply finned light-alloy cylinders and cylinder heads, forged steel crankshaft, twin camshafts, push rod operated valves, two G.P. Amal carburettors, Lucas racing magneto. Each engine develops not less than 48 b.h.p. on 82 octane petrol. Welded duplex cradle frame, 4-speed close-ratio gearbox, $8\frac{1}{2}$ inch brakes, aluminium-alloy rims, magnesium-alloy hubs, 6-gallon petrol and 1-gallon light-alloy oil tanks, full *Teledraulic* suspension, forged light-alloy fork sliders, light-alloy mudguards, 19×3.00 inch front tyre, 19×3.25 inch rear tyre, racing Dunlop tyres.



Designed to conform to the road racing requirements of the F.I.M., the 1956 Model G45 incorporates the many improvements evolved as a result of the use of similar machines by works riders in 1955 races.

SPECIFICATION



ENGINES

Single Cylinder O.H.V. Single port of 350 c.c. (69 mm. bore and 93 mm. stroke=347 c.c.) and 500 c.c. (82.5 mm. bore and 93 mm. stroke=498 c.c.) capacity. The valves are operated by Duralumin push rods from twin camshafts and the whole of the valve operating mechanism is fully enclosed and positively lubricated.

The flywheel assembly is built-up from individually balanced discs, two-piece crankpin, caged triple row roller big-end bearing and a connecting rod forged from high-tensile steel. It is housed in a die-cast, light-alloy crankcase and supported on two ball bearings on the drive side and a plain bronze bush on the timing side.

Twin Cylinder Single port with overhead valves and manufactured in two capacities: 500 c.c. (66 mm. bore and 72.8 mm. stroke) and 600 c.c. (72 mm. bore and 72.8 mm. stroke)

An important feature of these twin cylinder engines is the extreme rigidity and immense strength of the entire unit and the component parts, and this has been obtained by employing a one-piece, three-bearing crankshaft, a die-cast crankcase of spherical section, and separate cylinder heads and cylinder barrels, the latter deeply spigoted into the crankcase. Caged roller bearings support the crankshaft on the timing and driving sides and a plain Vandervell bearing at the centre. Plain Vandervell bearings are also fitted to the forged light-alloy connecting rods. An additional feature which contributes towards engine rigidity is the use of long holding-down studs which pass right through the cylinder heads and barrels and into the crankcase.

Gear driven twin camshafts, forged rockers, mounted on eccentric spindles to facilitate adjustment and Duralumin push rods operate the valves, and the valve gear is fully enclosed by neat die-cast covers, one per valve.

Both the single- and twin-cylinder engines are fitted with Matchless wire-wound pistons which provide compensated expansion and can be run with very small clearances. These pistons carry three rings, an oil-control ring of improved design in the lowest groove, and two narrow compression rings. The top compression ring is chromium plated.

Cylinder barrels are manufactured from a high grade cast iron, and the cylinder heads are die-cast in light alloy to ensure maximum efficiency. The valve seats are cast-in.

LUBRICATION

A dry-sump system is employed for all engines. Oil is contained in a separate tank and gravity fed to a pump in the crankcase.

On the single-cylinder engines this pump is of the double acting, reciprocating plunger type and forces oil to the big-end bearing, cylinder walls and valve gear. The scavenge side of the pump returns oil from the sump in the crankcase to the oil tank.

Separate delivery and scavenge gear pumps, driven off the ends of the camshafts, are used in the twin-cylinder engines. The delivery pump forces oil to the centre main and big-end bearing and to the valve rockers. After circulating under pressure the oil drains to a sump in the crankcase and from there is returned to the oil tank by the scavenge pump.

Filters are placed in both feed and return lines. A highly efficient magnetic filter is situated in the crankcase sump and is quickly removable for cleaning.

The twin cylinder engines have in addition a fabric filter incorporated in the engine.

FRAME

Duplex cradle type with malleable lugs and brazed joints. Lugs are provided for the attachment of pillion footrests and a sidecar. The rear of the frame is sprung and employs a robust swinging fork pivoted on self-lubricating bearings, and oil-damped *Teledraulic* suspension units of a design similar to the front forks.

FORKS

Teledraulic forks are fitted to all models. The design incorporates oil damping and provides extreme comfort and positive steering under all conditions.

CARBURETTOR

Amal Monobloc. Heat insulated from the engine by a special distance piece. The twin-cylinder engines have a one-piece manifold.

IGNITION

Single-cylinder models have a Lucas rotating magnet magneto and automatically controlled advance and retard mechanism enclosed with the driving chain case. The Lucas magneto fitted to the twin-cylinder models is gear driven and provided with a manually operated ignition control. KLG FE80, long reach, 14-mm. plugs are fitted to all models.

WHEELS

The adjustable taper roller bearings are housed in full-width, die-cast light-alloy hubs. The rear



SPECIFICATION

wheel is quickly detachable and when removed leaves the driving sprocket and brake drum *in situ*.

Straight spokes are used on both wheels.

BRAKES

Front and rear are of 7-inch diameter and of the internal expanding type. The front is operated by a handlebar mounted lever and a Bowden cable, and the rear by pedal.

TYRES

Dunlop: front ribbed, rear studded.

The 350 c.c. model has a 3.25 x 19 inch rear tyre, the 500 c.c. single-cylinder model and both twin-cylinder models have a 3.50 x 19 inch rear tyre. The front tyres of all standard models are 3.25 x 19 inch. See separate specification on page 3 for details of the Trials model G3/LC.

MUDGUARDS

Efficient design to give adequate protection. The rear guard has valanced sides and a detachable tail piece to permit the rear wheel to be easily removed.

TANKS

The petrol tank is of pressed steel with welded seams. It is fitted with a quick-action filler cap, two taps and is rubber mounted. The nose of the tank carries on each side the winged 'M' Matchless motif, in red and silver. The capacity is 3 3/4 Imperial gallons.

The re-styled oil tank is of pressed steel and has a capacity of 5 pints.

EXHAUST SYSTEM

Chromium plated pipes and silencers are fitted to all models.

HANDLEBARS

Fully adjustable for height and angle.

TRANSMISSION

The primary chain is enclosed within an oil-bath case. Inspection covers are provided so that the chain tension may be checked and the clutch examined. A deep and efficient guard protects the whole of the top run of the final chain drive.

GEARBOX

Of robust design with four speeds, kick-starter, multi-plate dry clutch and foot operated, positive stop gear change.

SEAT

Luxurious twinseat of improved design. Vynide covered Dunlopillo.

FOOTRESTS

Rubber covered and adjustable.

STANDS

A prop stand and a central stand are fitted to all models. Both are of the spring-up type.

TOOLBOX

Pressed steel and mounted on the left-hand side of the rear of the machine. It is of large capacity and incorporates a compartment to enclose the voltage control unit. The front portion shrouds the battery.

ELECTRICAL EQUIPMENT

An automatic voltage control unit, electric horn, 6 v. 12-amp.-hour capacity battery, combined dipper switch and horn button mounted on the left handlebar, twin pilot lights and 7-inch headlamp are fitted to all road models.

To comply with the lighting regulations of certain Continental countries a single pilot light, incorporated in the headlamp, is available.

The illuminated speedometer is flush-mounted in the headlamp shell. The rear lamp is a plastic moulding and incorporates a red and a white window and a red reflector.

35-watt chain driven dynamos are fitted to the single-cylinder models and gear driven 42-watt dynamos to the twins.

FINISH

All enamel parts are Bonderized before receiving three coats of high quality stoved black enamel. Bright parts are cadmium or chromium plated. Certain aluminium parts, hubs, timing case covers, etc., are highly polished.

Wheel rims are chromium plated and have enamelled centres.

The twin-cylinder models have chromium plated tanks. The other models have black enamelled tanks. All petrol tanks are hand-lined.

EQUIPMENT

Illuminated trip speedometer with 120 m.p.h. dial, ammeter, electric horn, comprehensive tool kit, tyre pump, grease gun, and a 90-page instruction book.

OPTIONAL EXTRAS

Pillion footrests, luggage carrier, pannier bags, air cleaner and stop light.

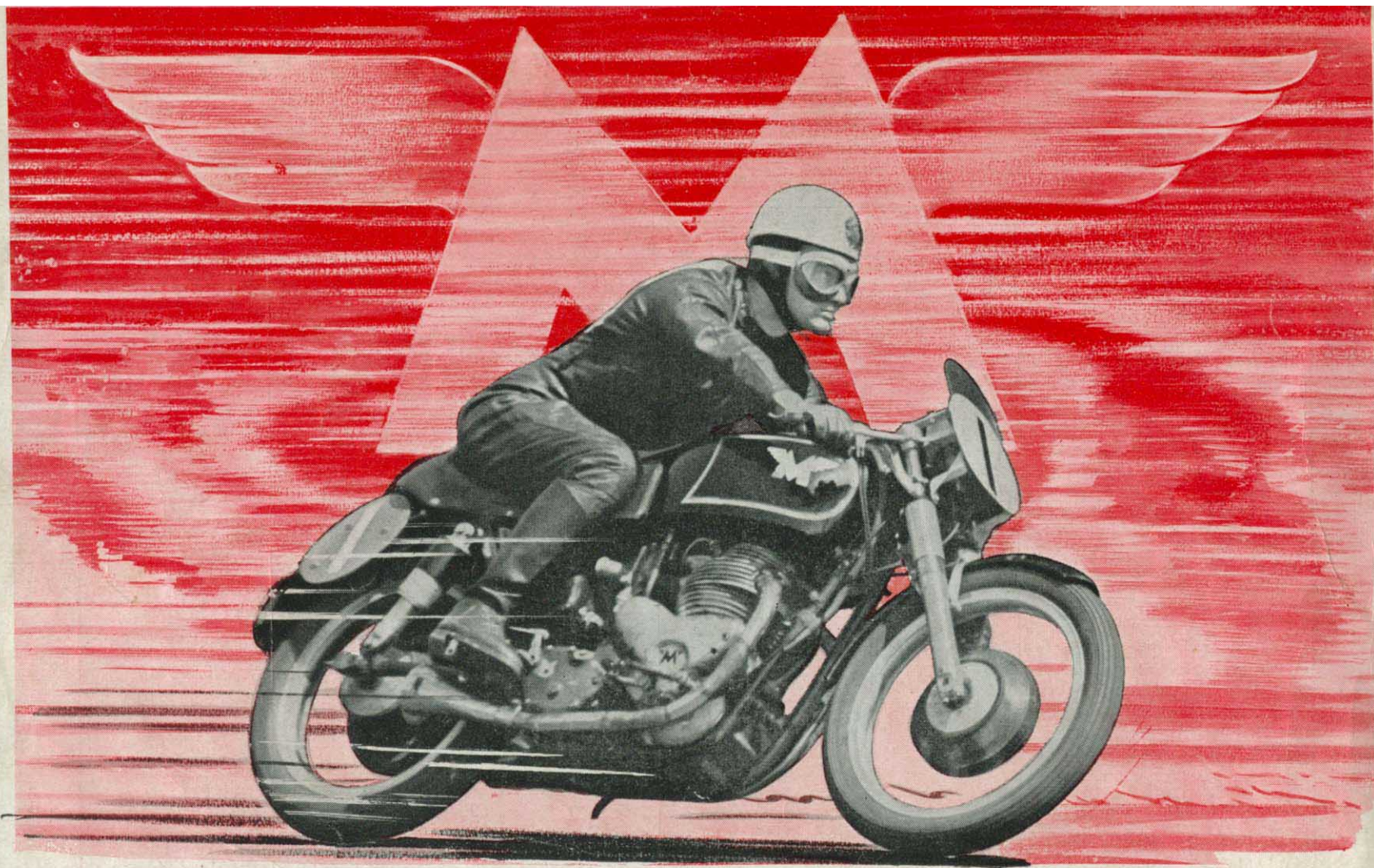
TRIALS MODEL G3/LC

See page 3 for variations from the standard specification.

TEKNISKE DATA



MODEL	G3/LC trial 350	G3/LS encyl. 350	G9 twin 500	G11 twin 600	G80S encyl. 500
Motor: topventilet, encylindret..	347 cc (69×93 mm)		—		498 cc (82,5×93 mm)
topventilet, tocyindret..	—		498 cc (66×72,8 mm) 592 cc (72×72,8 mm)		—
Kompressionsforho'd	6,5	7,5	8,0	7,5	7,3
BHK/omdrejningstal	18 v. 5750	19 v. 5750	30 v. 6800	25,5 v. 5500	25,5 v. 5500
Karburator: lysning	1 1/16"		1"	1"	1 5/32"
strålerør	210		240	270	260
gasspjæld	3	3 1/2	4	4	3 1/2
Ventildiagram: indsugn. åbner ..	26°	36°	35°		18°
indsugn. lukker ..	53°	51°	65°		69°
udst. åbner	64°	50°	65°		50°
udst. lukker	25°	30°	35°		30°
Fortænding	39° eller 1/2" før top		39° eller 1/2" før top		39° eller 1/2" før top
Udveksling: 1, 2, 3 og 4 gear ..	21,0-16,0-10,3-6,6	15,4-9,9-7,6-5,8	13,9-8,9-6,9-5,25		13,3-8,5-6,5-5,0
Bremser: for og bag	7" diameter, 7/8" bredde		7" diameter, 7/8" bredde		7" diameter, 7/8" bredde
Dæk: for	2,75×19	3,25×19	3,25×19		3,25×19
bag	4,00×19	3,25×19	3,50×19		3,50×19
Bagkæde	5/8" × 3/8"		5/8" × 3/8"		5/8" × 3/8"
Forkæde	1/2" × 5/16"		1/2" × 5/16"		1/2" × 5/16"
Dynamo- og magnetkæde	3/8" × 7/32"		3/8" × 7/32"		3/8" × 7/32"
Hjulafstand	54"	55 1/4"	55 1/4"		55 1/4"
Sadelhøjde	32 1/2"	31 1/2"	31 1/2"		31 1/2"
Fri højde	6 1/2"	5 1/2"	5 1/2"		5 1/2"
Total længde	83"	86 1/4"	86 1/4"		86 1/4"
Total højde	43"	41 1/2"	41 1/2"		41 1/2"
Total bredde	28"	28"	28"		28"
Vægt	130 kg	165 kg	180 kg	181 kg	175 kg



Autoriseret **MATCHLESS** - Forhandler: