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MATCHLESS
MOTORCYCLES

Our Superb Range of
MATCHLESS
MOTORCYCLES
for
1933

MATCHLESS MOTOR CYCLES
(COLLIERS) LTD.

44-45, Plumstead Rd. Plumstead, London. S.E. 18

Phone:-WOOLWICH 1010 (4 Lines) Grams:-"MATCHLESS.WOOLWICH"

Codes :-A.B.C 5th. & 6th. Editions & BENTLEYS

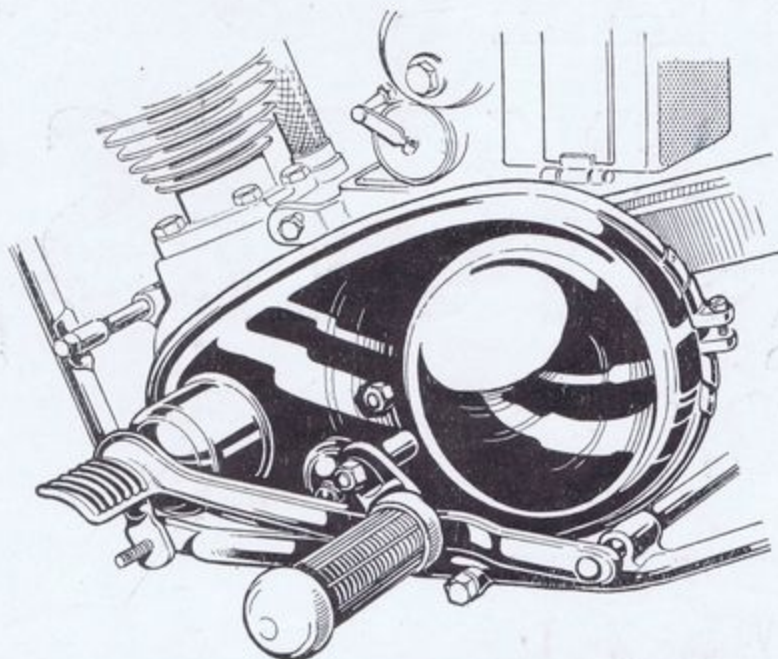
***"THE MASTER DESIGNS
OF MASTER DESIGNERS"***

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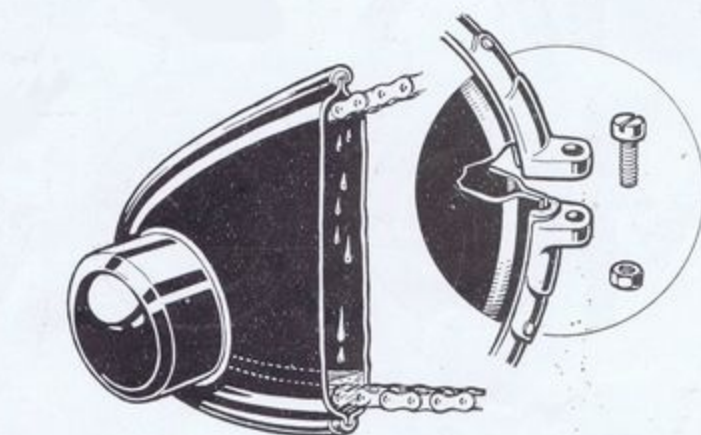
All prices and specifications are subject to alteration without notice, and all motorcycles and/or sidecars, together with equipment, are sold subject to the limited guarantee printed on inside back cover of the catalogue.

"Some Matchless Features"

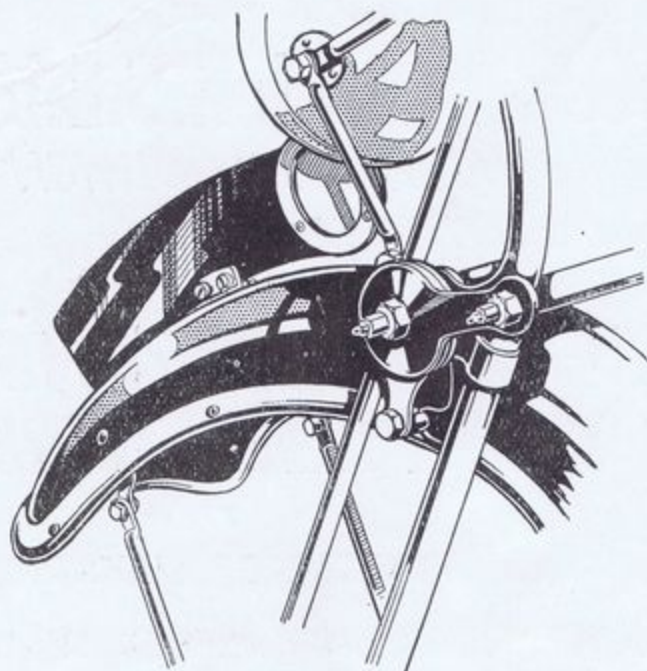
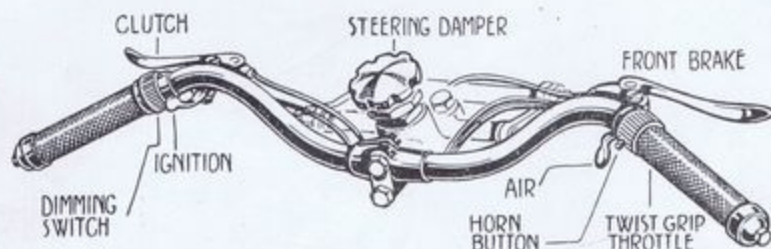


This illustration shows the handsome oilbath chain case fitted on most of the 1933 "Matchless" Models, while also visible is the 12-inch brake pedal which applies the rear brakes on the Models '33/D2,' '33/D3,' '33/D6' and '33/D80' machines.

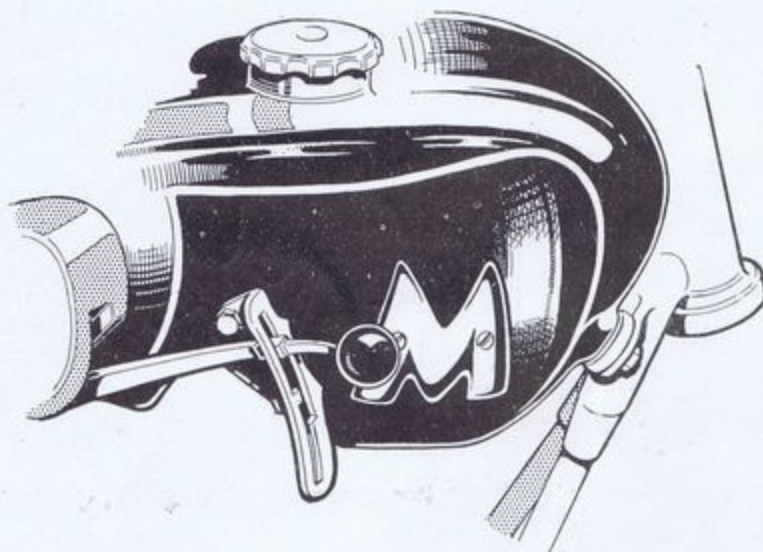
The 1933 "Matchless" handlebars have integral controls as shown in this illustration. Note the twist grip for the throttle, the convenient button for the electric horn and the ring type dimming switch for the headlamp. The handlebars are adjustable for angle and are finished in highly polished black enamel.



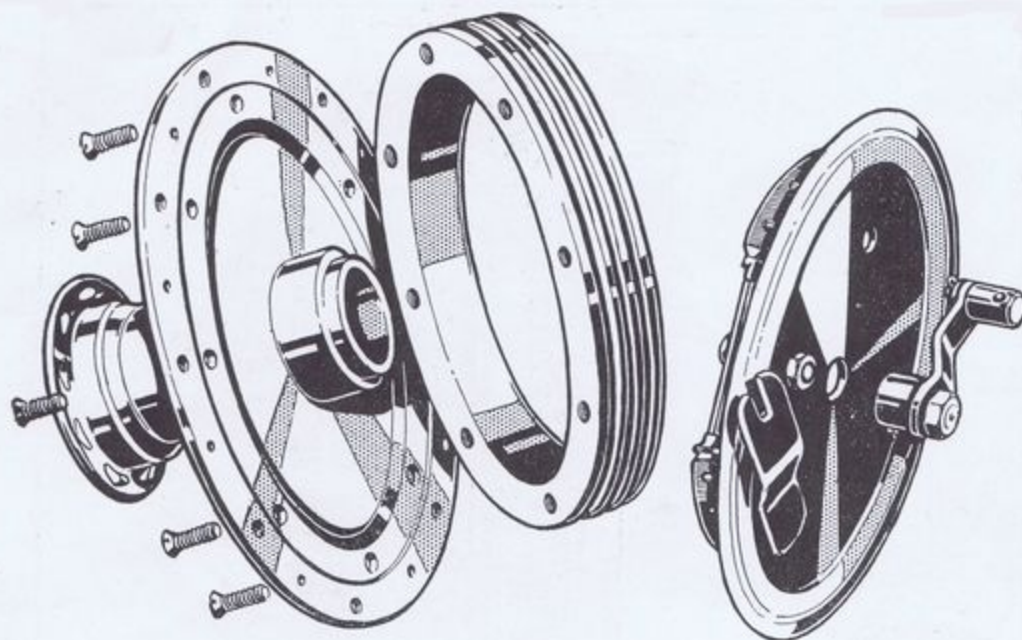
The construction of the new "Matchless" oilbath chain case is exceptionally simple, as will be seen from this sectional sketch. The front and back halves of the chain case are made from steel Pressings, which are held together by a moulded rubber band with a metal clamp which extends round the chain case and is tightened up by a nut and bolt at the rear. Notice that the chain actually runs in oil, thus ensuring an entire absence of wear and remarkable silence and smoothness in operation.



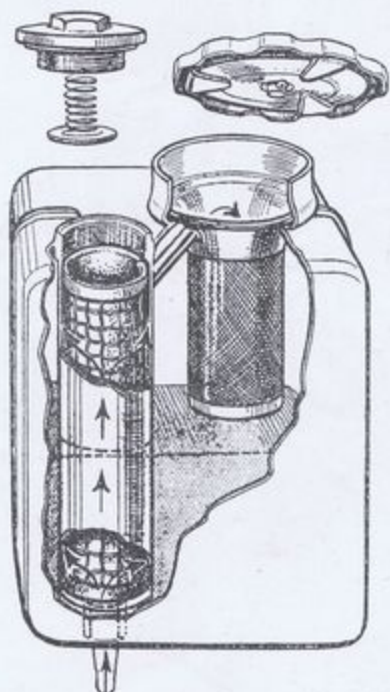
An outstanding feature on some of the 1933 "Matchless" Models is the use of chromium-plated edges on the mudguards, as shown in this illustration. These chromium-plated edges are actually formed of brass mouldings which are rolled over the edge of the mudguards and rivetted in position. They cannot rust, prevent the enamel cracking on the edges of the mudguards, and give an extremely handsome appearance. Note also the shock absorber on the spring fork and the grease nipples provided for lubrication of the spring fork spindles.



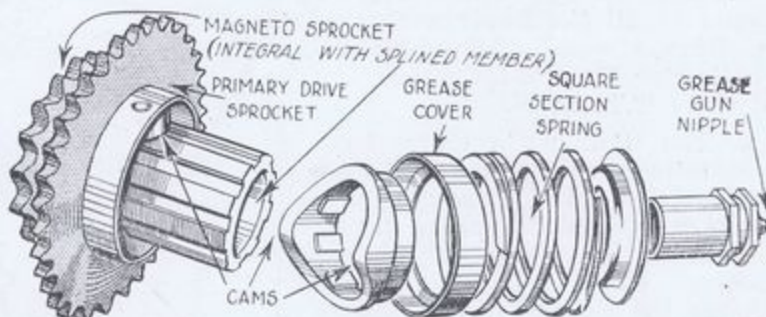
The new Tank finish used on the 1933 "Matchless" machines is exceptionally handsome, consisting of highly polished stoved black enamel, which is almost everlasting in wear, and which is decorated with gold lines and an embossed chromium 'M,' held in position by two screws. The contrast of the Chromium 'M' with the glossy black and gold lines, is most effective. Note also the mounting of the Tank, with rubber buffers to absorb vibration.



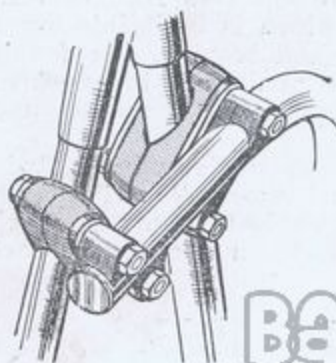
This sketch shows the new brakes used on the Model "33/D2," "33/D3," "33/D6," "33/D5" and "33/D80" machines, dismantled to show their construction. A large flange is formed in one with the hub, to which flange the brake drum proper is fastened by eight bolts. This brake drum is made of centrifugally cast chromidium iron alloy, which material has a high coefficient of friction and provides an ideal braking surface. The brake drum is stiffened by deep fins, which also serve to ensure adequate cooling when the brakes are applied for considerable distances in mountainous country. The cover plate seen on the right, on which the brake shoes themselves are mounted, is designed to prevent entirely the ingress of water or dirt to the brakes, while a handsome appearance is given by its chromium-plated rim.



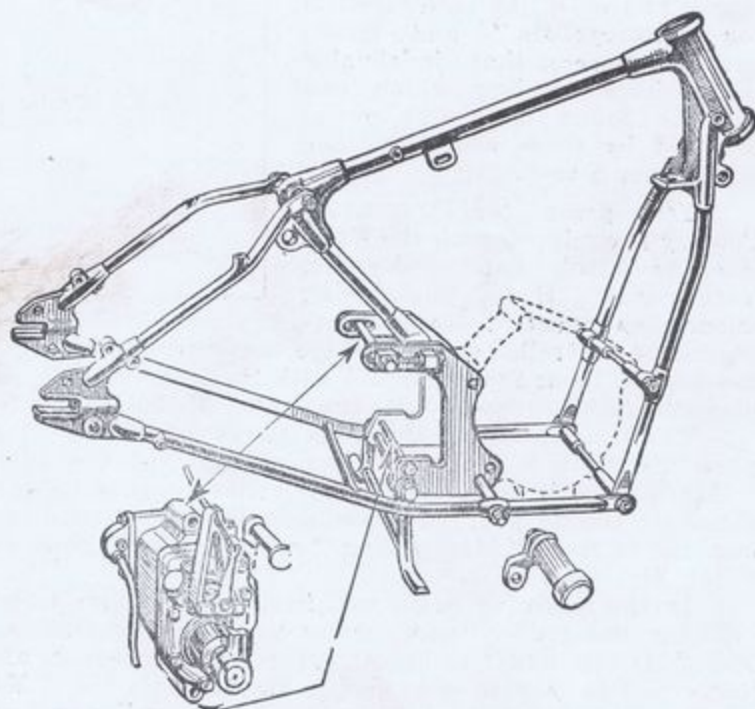
The sectioned sketch above shows the construction of the highly efficient fabric type Oil Filter, which is incorporated in the oil tank of all 1933 Models. This filter effectively removes all impurities from the oil, thus ensuring perfect lubrication. The filter unit is readily detachable for cleaning. Note the additional gauze filter to prevent dirt entering the oil tank when it is being refilled.



This sketch shows the construction of the highly efficient transmission Shock Absorber fitted on all 1933 single-cylinder Models. This fitting ensures smooth, vibrationless running, and greatly increases the life of the chains and rear tyre.



Rubber block liners are used in the connections on the No. 3 and No. 8 Sidecars to prevent the transmission of high-speed vibrations and shocks from the sidecar to the Motorcycle frame. Note how the clamps embrace both tubes of the duplex frame.



This is the sturdy duplex cradle frame used on the single-cylinder models. Note the simple and accessible adjuster for the pivot-mounted gear-box.

FOREWORD.

The 1933 "MATCHLESS" Motor Cycles described and illustrated in the following pages are products of the largest organisation in England which devotes the whole of its energies to the manufacture of motor cycles and sidecars.

The first "MATCHLESS" Motor Cycle was made in 1899 and since that date the "MATCHLESS" Factories have been continuously engaged in the manufacture of the highest grade motor cycles. The designers of the original "MATCHLESS," over 30 years ago, were the brothers Collier, who, in the early years of this century, became famous as the Champion Motor cyclists of England. For many years their successes on Matchless motor cycles in all the important races in Europe were outstanding, including as they did the winning of three T.T. races.

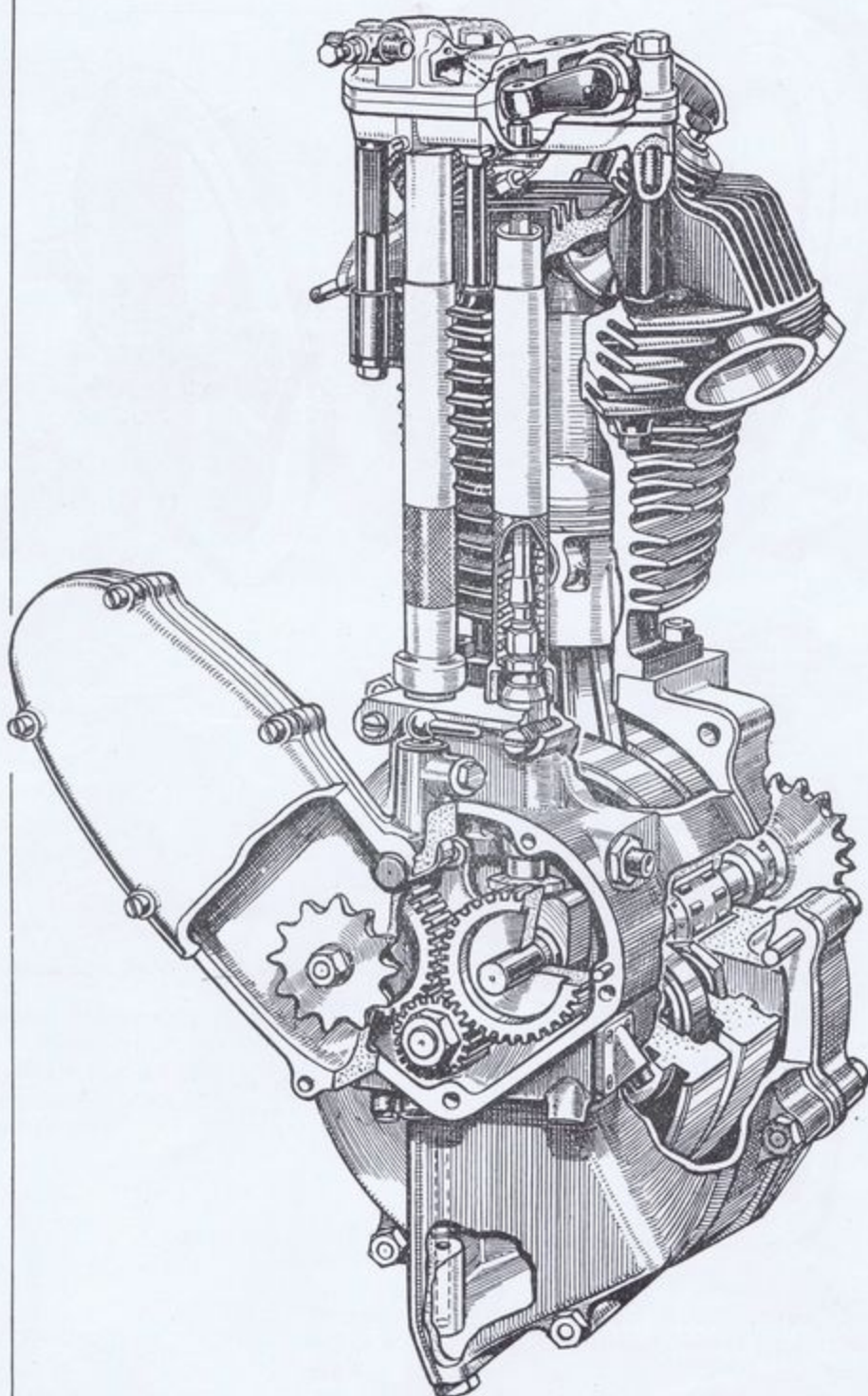
The Collier brothers have now retired from racing, but they still control the "MATCHLESS" Factory as Joint-Managing Directors, and the whole of the experience which they have gained during the past thirty-four years is behind the 1933 Models described in this catalogue. They and all the Staff are active every day motor cyclists so that every "MATCHLESS" machine is designed and built "by motorcyclists for motorcyclists" and consequently possesses that indefinable thoroughbred feeling which can only be found on motor cycles designed by those who know the game from A to Z.

The great "MATCHLESS" Factory is equipped with the finest machine tools and precision instruments that engineering science has invented. Manufacture

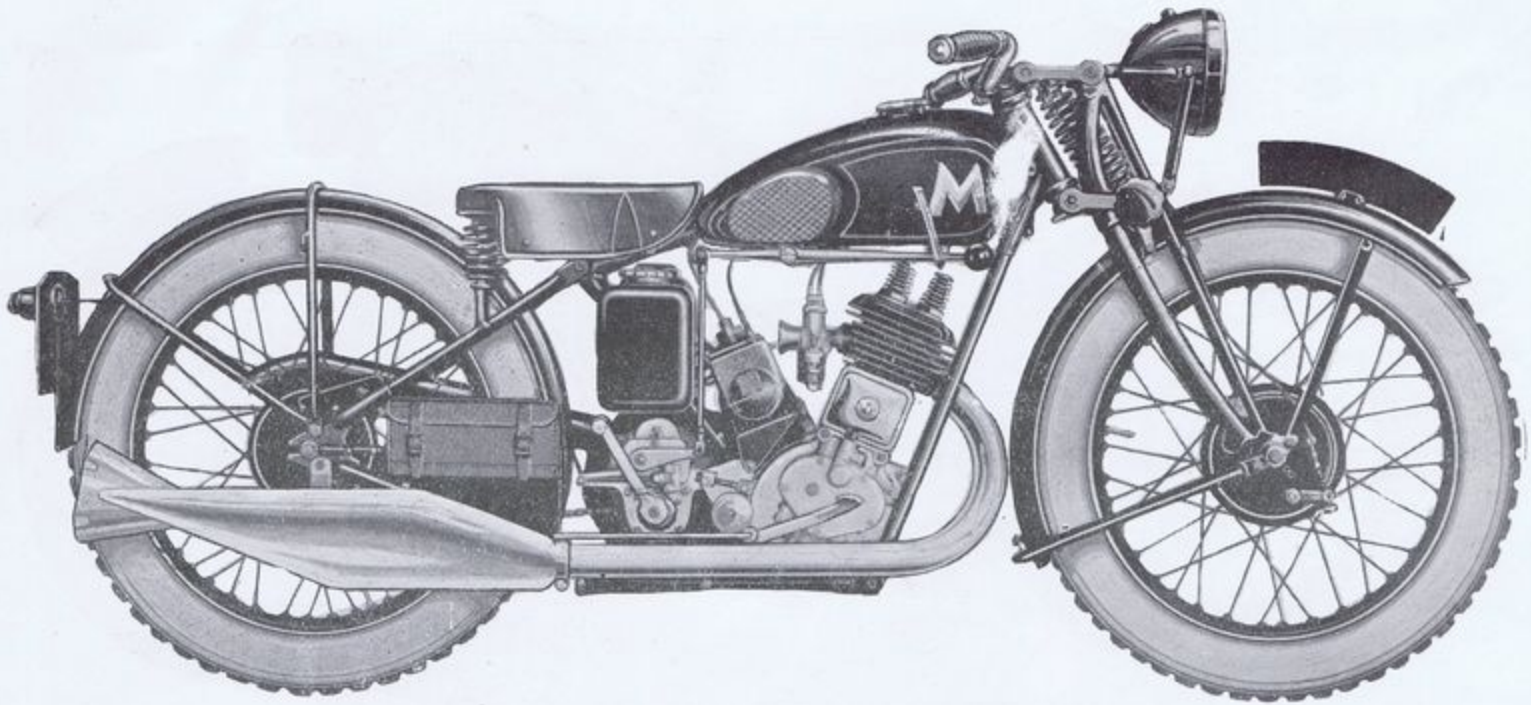
is strictly controlled at every stage, meticulous accuracy is the watchword, and only the highest grade materials are used. These facts, coupled with the leadership in design which "MATCHLESS" has enjoyed for many years, place the 1933 range of "MATCHLESS" Models in the forefront of the motorcycling world.

The illustration on this page shows a sectional view of the engine employed in the Model 33/D2 "MATCHLESS" and it will serve as an example of the high standard of quality design which is built into every "MATCHLESS." Note the double roller bearing on the main shaft, the roller big end bearing, the double camshaft timing gear, the mechanically lubricated overhead rockers, and the other quality features which combine to make "MATCHLESS" motor Cycle Engines supreme in performance, silence in operation, and reliability.

In the following pages will be found complete technical specifications of all Models, single cylinder, twin cylinder and four-cylinder, many technical illustrations, and a sheet of useful technical information (Page 22). The "MATCHLESS" technical experts are, however, always ready to answer any technical enquiries which motorcyclists may care to put to them, while the "MATCHLESS" Factory is open to inspection without previous appointment at any time during ordinary business hours.



MAKE IT A "MATCHLESS" FOR 1933.



Model "33D/7" 2.46 H.P.

This machine offers the most remarkable value in the World. Complete with every modern refinement and many special features usually found only on machines of twice the price, and powered by a "MATCHLESS" high efficiency four-stroke engine, it is offered at a price lower than that commonly asked for an inefficient two-stroke machine. The specification includes dry sump lubrication with fabric oil filter, enclosed valves, decompressor, quickly detachable rear mudguard and many other special features. This is the latest example of a long line of famous "MATCHLESS" lightweight machines, and is, undoubtedly, the ideal machine of its size for solo or pillion riding.

SPECIFICATION.

ENGINE. "MATCHLESS" 2.46 h.p. high efficiency four-stroke with ENCLOSED VALVES. DECOMPRESSOR to ensure easy starting. Bore, 62.5 m.m. Stroke, 80 m.m. Capacity 246 c.c.
LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.
GEARBOX. Pivot mounted three-speed gear with clutch and kickstarter.
TRANSMISSION. By chain throughout. Front chain automatically lubricated from engine. Shock absorber on engine shaft.
STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.
TANKS. Bulbous saddle tank for petrol; capacity, 2 gallons. Separate oil tank under saddle; capacity, 3 pints.
FRAME. Unbreakable duplex cradle frame of great strength.
SPRING FORKS. Latest "MATCHLESS" compression-spring type, with finger-adjustment for shock absorbers.
BRAKES. 6½ in. internal expanding on both wheels with finger adjustment.
MUDGUARDS. Wide mudguards front and rear. REAR GUARD DETACHABLE to facilitate tyre repairs.
SADDLE. Lycett "Aero" spring seat.
TYRES. 25 in. x 3 in. "Firestone" Cord.

LUGGAGE CARRIER. Detachable luggage carrier extra.
HANDLEBARS. Graceful semi-sports handlebars with integral fittings. Black finish.
FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, mudguards, handlebars, etc., stove-enamelled black after special anti-rust process. All bright parts heavily chromium-plated.
SPEED. Maximum speed over 50 m.p.h.
TAX. per annum.

Model 33/D7 to standard specification with tools, licence holder and pump ...
 Model 33/D7 with 6-volt Lucas Maglita electric lighting and bulb horn ...
 Model 33/D7 "DE LUXE" with heavyweight tyres, electric lighting, speedometer, electric horn, oil indicator, ignition switch, illuminated instrument panel and steering damper ...

PRICE. CODE WORD.

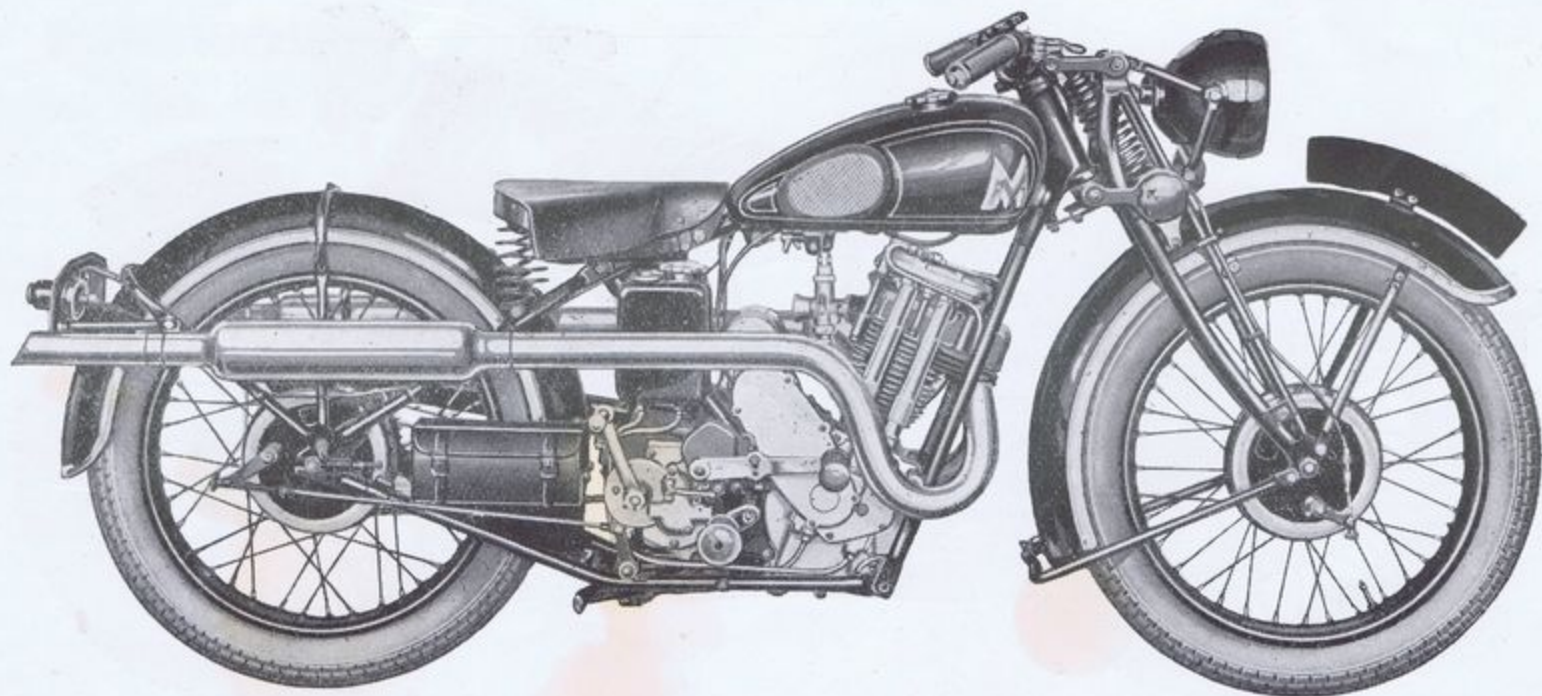
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Model "33/D2" 2.46 H.P.

This is a really high-performance 'Sports' machine suitable for those who require a machine with an unusual turn of speed and acceleration but desire to have a machine in the 250 c.c. class. As will be seen from the specification below the equipment is unusually complete, including, as it does, an oil bath chain-case for the front chain, decompressor to ensure easy starting, four-speed gearbox, the new "MATCHLESS" chromidium brake-drums, etc. The machine can be supplied either with high exhaust pipes and positive stop foot gear change as illustrated, or with normal low exhaust pipes with standard "MATCHLESS" silencers and hand gear change as illustrated on the Model 33/D3 shown on Page 7. This machine already has a remarkable record in competitions, including two first-class awards in the Colmore Cup Trial, and can, consequently, be thoroughly recommended to competition riders.

SPECIFICATION.

ENGINE. "MATCHLESS" 2.46 h.p. O.H.V. two-port Sports, with enclosed overhead valve gear mechanically lubricated (including inlet valve guide) from engine pump. **DECOMPRESSOR** to ensure easy starting. Bore, 62.5 m.m. Stroke, 80 m.m. Capacity, 246 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.

GEARBOX. Pivot mounted 4-SPEED GEARBOX with clutch and kickstarter.

GEAR CONTROL. POSITIVE STOP FOOT CONTROL (as illustrated) or hand control at option.

TRANSMISSION. Front chain completely enclosed in OIL BATH CHAIN CASE. Rear chain protected by adequate guard. Shock absorber on engine shaft.

IGNITION. By Lucas magneto (Magdyno if electric lighting specified) mounted behind engine and driven by chain enclosed in cast aluminium case. Integral with timing case cover.

EXHAUST SYSTEM. Two large diameter exhaust pipes terminating in large detachable silencers, all chromium-plated. High competition exhaust pipes with round silencers (as illustrated) at option.

STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.

TANKS. Bulbous saddle tank for petrol; capacity, 2 gallons. Separate oil tank under saddle; capacity, 3 pints.

FRAME. Unbreakable duplex cradle frame of great strength.

SPRING FORKS. Wide heavyweight forks of compression-spring type, with finger adjustment for shock absorbers.

BRAKES. Entirely new design brakes with cast chromidium brake drums with cooling fins on both wheels. Cover plates with chromium-plated rims to exclude mud and water. Rear

brake operated by long pedal on left-hand side of machine. Front brake operated by lever on handlebar.

STEERING DAMPER. Adjustable "MATCHLESS" steering damper incorporated.

MUDGUARDS. New design deep-section mudguards with chromium-plated edges. Rear guard detachable for tyre repairs.

SADDLE. Lycett "Aero" spring seat.

TYRES. 26in. x 3.25in. "Firestone" cord tyres.

LUGGAGE CARRIER. Detachable luggage carrier extra.

HANDLEBARS. Graceful semi-sports handlebars with integral fittings. Black finish.

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. Mudguards black with chromium-plated moulding round edges, giving exceptionally smart appearance. All usual bright parts chromium-plated.

SPEED. Maximum speed 65 m.p.h.

TAX. per annum.

Model 33/D2 to standard specification with tools, pump and licence holder

Model 33/D2 with Lucas Magdyno electric lighting and electric horn

Model 33/D2 "DE LUXE" with Magdyno electric lighting, electric horn, speedometer, oil indicator, ignition switch and illuminated instrument panel above handlebars

PRICE. CODE WORD.

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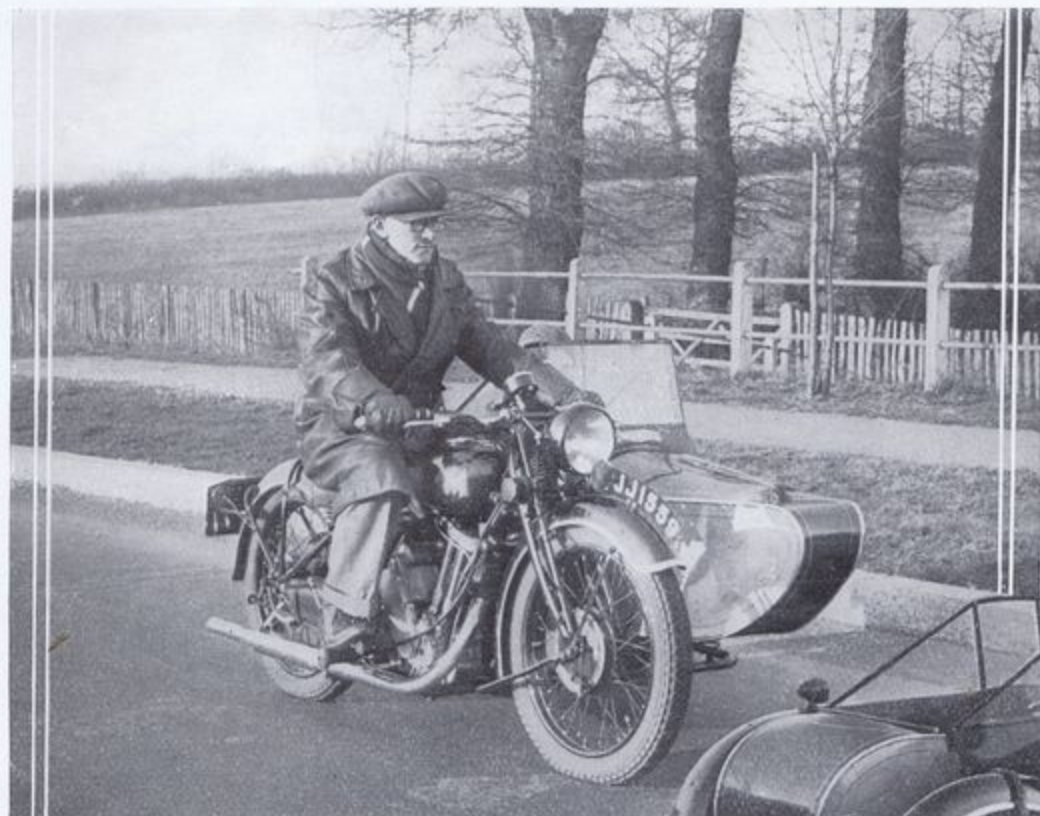
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When ordering this Model please specify clearly whether high or low exhaust pipes, and hand or foot gear-change are required.

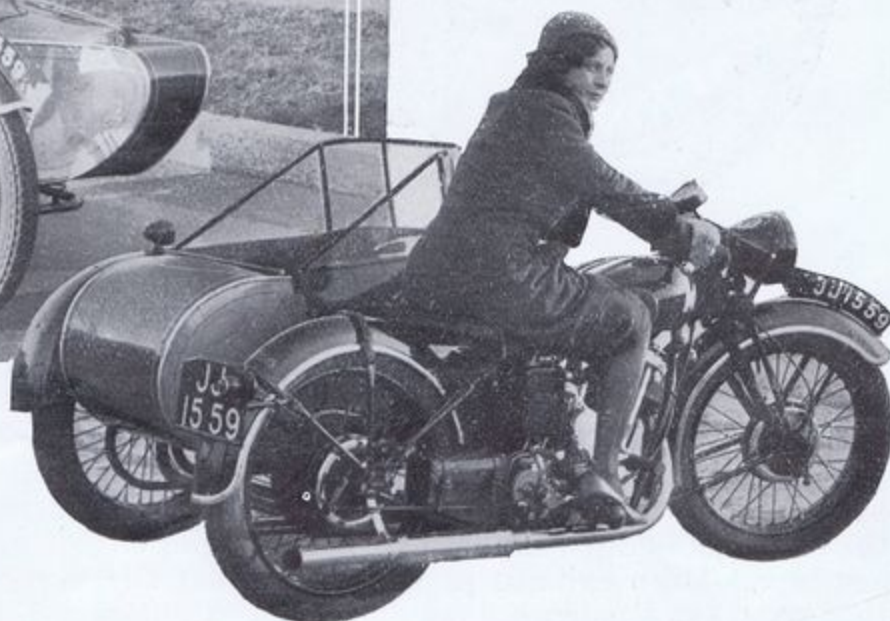
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Model 33/D2 2.46 H.P. Sidecar Combination

Complete with
Electric Lighting, etc.



Believing that there is a big opening for a really economical Sidecar Combination of low nominal power, "MATCHLESS" have developed this 2.46 h.p. Sidecar Combination. Rated at only 2.46 h.p. this Combination has a road performance equivalent to that of the ordinary 8 h.p. or 10 h.p. car. The maximum speed is approximately 50 miles per hour, and the Combination will cruise at a sufficiently high speed to enable it to maintain its place with ease in ordinary fast main road traffic. Owing to the combination of a highly efficient engine with a four-speed gearbox the outfit has a remarkable performance on hills, and its acceleration is equal to that of many high-powered Combinations.

When the editor of "Motor Cycling" tested this Combination he said in his report:—

"Cruising at 40 m.p.h. in favourable conditions was quite within the outfit's capabilities. In traffic top gear sufficed down to about 12 miles per hour. Over tests the petrol consumption worked out at about 90 miles per gallon, but this figure could be improved upon by keeping the speed below 25 m.p.h. average which was found to be possible on runs of 160 miles. It will be seen that the Model 33/D2 "MATCHLESS" Combination breaks entirely new ground, and will make an instant appeal to the rider who has to consider £ s. d. or wants a light little run-about on more than two wheels."

The above is impartial testimony to the capabilities of this fascinating little machine. It should be noted that low exhaust pipes with tubular silencers are standard on this Combination, and that we recommend positive stop foot gear change, although hand gear change can be fitted if required.

SPECIFICATION.

THE MOTORCYCLE is a "MATCHLESS" Model 33/D2 as described on Page 5, with 246 c.c. o.h.v. Two-port Sports Engine with Decompressor and Dry Sump Lubrication incorporating a Fabric Oil Filter. Four-speed Gearbox with positive stop foot-operated Gear Control, Oil Bath Front Chain Case, Two Exhaust Pipes with tubular silencers, Centre prop stand, Duplex cradle Frame, the new "MATCHLESS" Chromidium Brakes, adjustable Steering Damper, Chromium edged Mudguards, 26in. x 3.25in. Tyres, etc., etc. Fitted with Lucas Magdyno Electric Lighting and Electric Horn ...

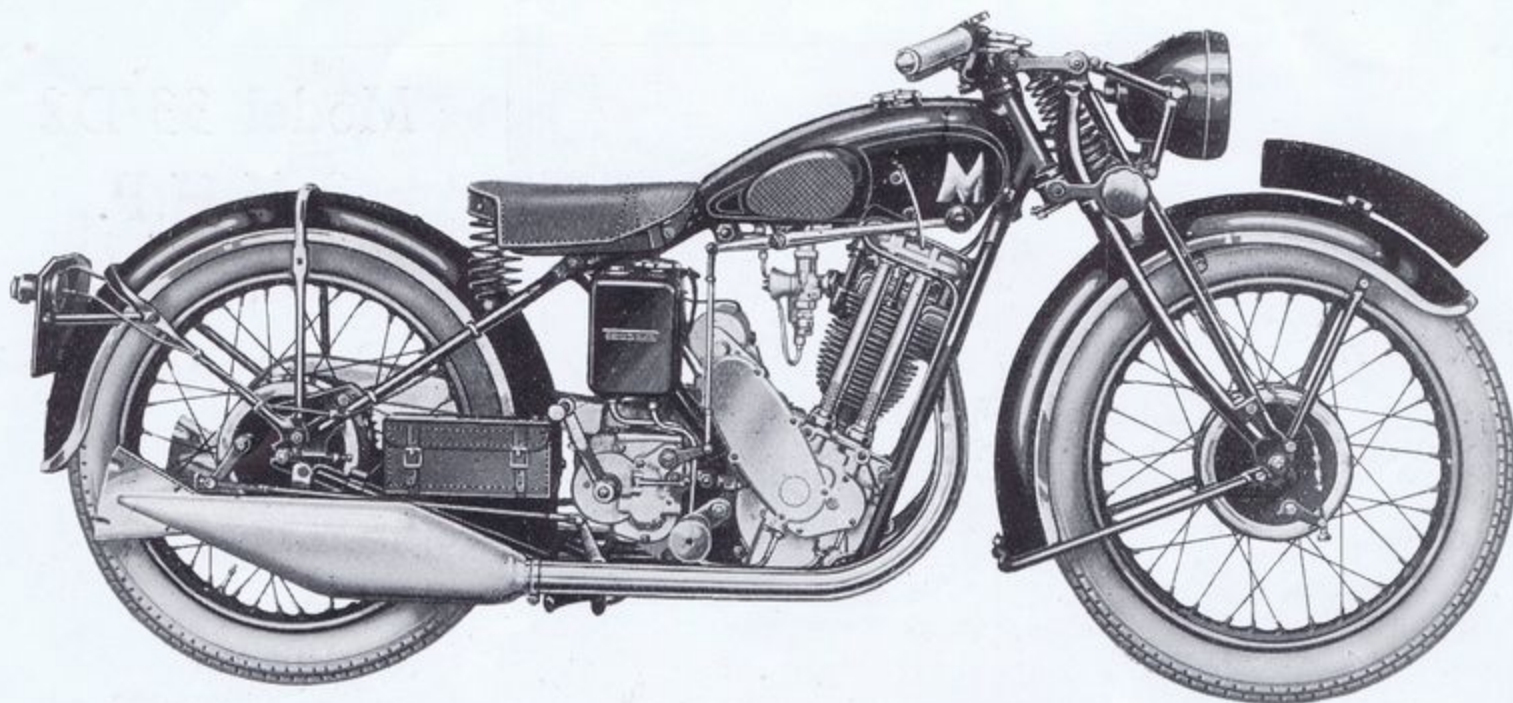
THE SIDECAR is a standard "MATCHLESS" No. 3 Sidecar as described on Page 15, which gives ample accommodation for a six-foot passenger, and is finished in polished aluminium and black. Fitted with the Matchless Sliding Windscreen, Electric Side Lamp, and 26in. x 3.25in. Tyre ...

The Sidecar is attached to the Motorcycle with four connections fitted with vibration absorbing rubber blocks.

Complete Combination Ready for the Road ...

Delivery free to any part of the United Kingdom or Northern Ireland.

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Model "33D/3" 3.47 H.P.

Model "33D/6" 3.47 H.P.

The popularity of the 350 c.c. type of machine continues unabated amongst sporting riders, and here are two models which are of outstanding appeal in this class. Both incorporate all the new 1933 "MATCHLESS" features including the Chromidium brake drums, and the chromium edged mudguards, while equipment includes oil bath chain case and four-speed gearbox. High exhaust pipes with tubular silencers, or low exhaust pipes with standard "MATCHLESS" silencers (as illustrated) are optional. There is also the option of hand gear change (as illustrated) or positive stop foot gear change.

SPECIFICATION.

ENGINE. "MATCHLESS" 3.47 h.p. high efficiency O.H.V. Sports. Enclosed roller bearing overhead valve gear mechanically lubricated (including inlet valve guide). **DECOMPRESSOR** to ensure easy starting. Model 33/D3 has two-port cylinder head and Model 33/D6 has single-port cylinder head. Bore 69 m.m. Stroke 93 m.m. Capacity 347 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.

GEARBOX. Pivot-mounted FOUR-SPEED GEARBOX.

GEAR CONTROL. POSITIVE STOP FOOT CONTROL or hand control (as illustrated) at option.

TRANSMISSION. Front chain completely enclosed in OIL BATH CHAIN-CASE. Shock absorber on engine shaft.

IGNITION. By Lucas magneto (Magdyno if electric lighting specified) mounted behind engine and driven by chain enclosed in cast aluminium case integral with timing case cover.

EXHAUST SYSTEM. Two large diameter exhaust pipes terminating in large detachable silencers, all chromium-plated. High competition exhaust pipes with round silencers at option (Model 33/D6—one exhaust pipe only).

STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.

TANKS. Bulbous saddle tank for petrol; capacity 2 gallons. Separate oil tank under saddle; capacity, 3 pints.

SPRING FORKS. Wide heavyweight forks of compression-spring type, with finger adjustment for shock absorbers.

BRAKES. Entirely new design brakes with cast chromidium brake drums with cooling fins on both wheels. Cover plates with chromium-plated rims to exclude mud and water. Rear brake operated by long pedal on left-hand side of machine, Front brake operated by lever on handlebar.

STEERING DAMPER. Adjustable "MATCHLESS" steering damper incorporated.

MUDGUARDS. Deep section mudguards with chromium-plated edges. Rear-guard detachable for tyre repairs.

SADDLE. Lycett "Aero" spring seat.

TYRES. 26in x 3.25in. "Firestone" Cord.

LUGGAGE CARRIER. Detachable luggage carrier, extra.

HANDLEBARS. Graceful semi-sports handlebars with integral fittings. Black finish.

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. Mudguards black with chromium-plated moulding round edges, giving exceptionally smart appearance. All usual bright parts chromium-plated.

Model 33/D3 to standard specification with tools, pump and licence holder

PRICE. CODE WORD.

ZAODS

Model 33/D3 with Magdyno electric lighting and electric horn

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Model 33/D3 "DE LUXE" with Magdyno electric lighting, electric horn, speedometer, oil indicator, ignition switch and illuminated instrument panel above handlebars

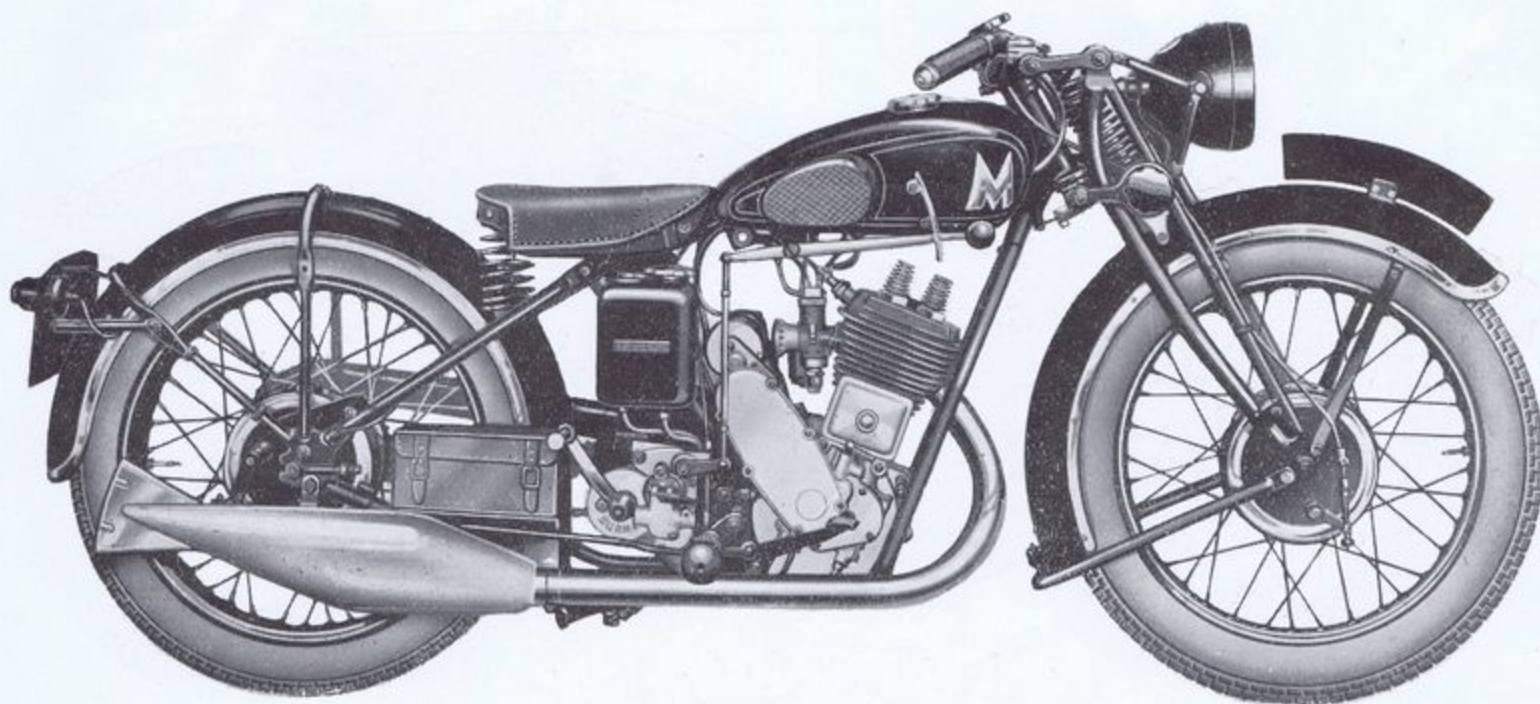
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Model 33/D6—less than prices quoted above for model 33/D3. Add Code Word ZAPAB to Code Word given above for Model 33/D3, if Model 33/D6 required.

When ordering either of these Models please state clearly whether high or low exhaust pipes, and hand or foot gear change are required.

Delivery free to any part of the U.K. or Ireland.

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Model "33D/5" 4.98 H.P.

The 500 c.c. Side Valve machine has always been a leading feature in the "MATCHLESS" range, and many thousands of "MATCHLESS" machines of this type are in regular use to-day all over the world. The Model 33/D5 is the latest example of this type and embodies all the experience which has been gained by years of concentration in manufacture. The specification of this model, as will be seen below, is remarkably complete, but as a result of the large numbers which are manufactured, the price is amazingly low. This machine is definitely the most remarkable value in the motorcycle world. Equipped with oil bath chain case, the new "MATCHLESS" Chromidium brakes, decompressor, 26in. x 3.25in. tyres, shock absorbers, steering damper, etc., etc., it is a really high grade machine which can be depended upon to give many thousands of miles of troublefree and pleasurable riding either solo, pillion or with sidecar, at a minimum of expense.

SPECIFICATION.

ENGINE. "MATCHLESS" 4.98 h.p. high efficiency four-stroke with ENCLOSED VALVES. DECOMPRESSOR to ensure easy starting, heavily finned cylinder with latest type semi-turbulent combustion space, aluminium piston. Double row roller bearing big end, two-cam timing gear running in oil bath. Bore, 82.5 m.m. Stroke, 93 m.m. Capacity, 498 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.

GEARBOX. Pivot-mounted THREE-SPEED GEARBOX.

GEAR CONTROL. By neat hand gear lever working in quadrant on tank. POSITIVE STOP FOOT CONTROL can be supplied to special order at extra.

TRANSMISSION. Front chain completely enclosed in OIL BATH CHAIN-CASE. Rear chain protected by adequate guard. Shock absorber on engine shaft.

IGNITION. By Lucas magneto (Magdyno, if electric lighting specified) mounted behind engine and driven by chain enclosed in cast aluminium case, integral with timing case cover.

EXHAUST SYSTEM. Large diameter exhaust pipe terminating in large detachable silencer, all chromium-plated. High competition exhaust pipe with round silencer can be supplied to special order at extra.

STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.

TANKS. Bulbous saddle tank for petrol; capacity, 2 gallons. Separate oil tank under saddle; capacity, 3 pints.

SPRING FORKS. Wide heavyweight forks of compression-spring type, with finger adjustment for shock absorbers.

BRAKES. Entirely new design brakes with cast chromium brake drums with cooling fins on both wheels. Cover plates

with chromium-plated rims to exclude mud and water. Rear brake operated by pedal on right-hand side of machine. Front brake operated by lever on handlebar.

STEERING DAMPER. Adjustable "MATCHLESS" steering damper incorporated.

MUDGUARDS. Deep-section mudguards with chromium-plated edges. Rear guard detachable for tyre repairs.

SADDLE. Lycett "Aero" spring seat.

TYRES. 26in. x 3.25in. "Firestone" Cord.

LUGGAGE CARRIER. Detachable luggage carrier, extra.

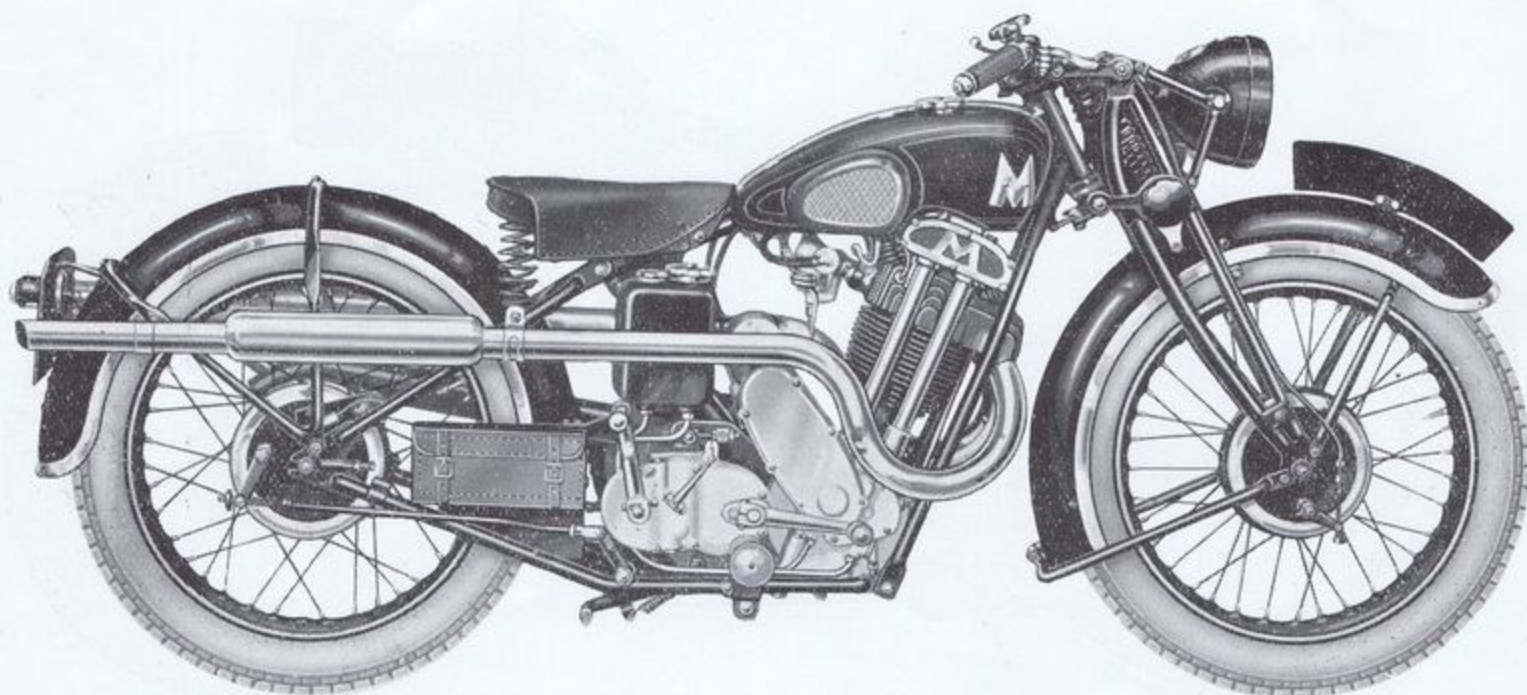
HANDLEBARS. Graceful semi-sports handlebars with integral fittings. Black finish.

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. Mudguards black with chromium-plated moulding round edges, giving exceptionally smart appearance. All usual bright parts chromium-plated.

	PRICE.	CODE WORD.
Model 33/D5 to standard specification with tools, pump and licence holder	...	ZARAD
Model 33/D5 with Magdyno electric lighting and electric horn	...	ZARDA
Model 33/D5 "DE LUXE" with Magdyno electric lighting, electric horn, speedometer, oil indicator, ignition switch and illuminated instrument panel above handlebars	...	ZAREF

Delivery free to any part of the United Kingdom or Northern Ireland.

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Model 33/D80 "SPORTS 500"

The "MATCHLESS" "Sports 500" gives the death-blow to the old idea that a really fast motorcycle must necessarily be expensive. For the "Sports 500" will reach a genuine 80 m.p.h., and, by reason of its high "power to weight" ratio, possesses amazing powers of acceleration and hill-climbing performance, and yet sells at a price lower than that of many ordinary touring models.

Read the specification below—a high efficiency two-port O.H.V. engine, four-speed gearbox with built-in positive stop foot gear change, oil-bath chain case, "MATCHLESS" chromidium brakes, chromium-edged mudguards, full dry sump lubrication—every conceivable feature which will ensure superlative performance and service is included.

SPECIFICATION.

ENGINE. "MATCHLESS" 4.98 h.p. high efficiency O.H.V. SPORTS. Enclosed overhead valve gear, positively lubricated from main engine oil pump with special pipe to lubricate inlet valve guide. Decompressor to ensure easy starting, latest design Lo-ex aluminium alloy piston, extra large double row roller big-end bearing, double-camshaft timing gear running in oil bath, down draught inlet port, double exhaust ports. Bore, 82.5 m.m.; stroke, 93 m.m.; capacity, 498 c.c.

LUBRICATION. "MATCHLESS" dry sump system with pressure feed to all working parts and fabric oil filter. Cycle parts lubricated by grease gun.

CARBURETTER. "Amal" carburetter with horizontal mixing chamber. Twist grip control for throttle.

GEARBOX. Heavyweight "Burman" four-speed gearbox with built-in foot gear control. Gearbox pivot-mounted with accessible draw bolt for adjusting front chain. Gear ratios: 4.86, 6.23, 7.3 and 12.9 to 1.

GEAR CONTROL. Positive stop foot control.

TRANSMISSION. Front chain completely enclosed in oil-bath chain-case. Shock absorbers on engine shaft and in clutch. 1/2 in. x 1/2 in. rear chain protected by adequate guard.

IGNITION. By Lucas magneto (Magdyno if electric lighting specified) mounted behind engine and driven by chain enclosed in cast aluminium case integral with timing case cover.

EXHAUST SYSTEM. Two large diameter exhaust pipes terminating in large detachable silencers, all chromium-plated. High competition exhaust pipes with round silencers at option without extra charge.

STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.

TANKS. Bulbous saddle tank for petrol; capacity 2 gallons. Separate oil tank under saddle; capacity 3 pints.

SPRING FORKS. Wide heavyweight forks of compression-spring type with extra heavy fork links and finger-adjustable shock absorbers.

BRAKES. Latest type "MATCHLESS" brakes with cast chromidium brake-drums with cooling fins on both wheels. Cover plates with chromium-plated rims to exclude mud and water. Rear brake operated by long pedal on left-hand side of machine. Front brake operated by lever on handlebar.

STEERING DAMPER. Adjustable "MATCHLESS" steering damper incorporated.

MUDGUARDS. Deep-section mudguards with chromium-plated edges. Rear guard detachable for tyre repairs.

SADDLE. Lycett "Aero" spring seat.

TYRES. 26 in. x 3.25 in. "Firestone" Cord.

LUGGAGE CARRIER. Detachable luggage carrier can be supplied at extra charge of

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. Mudguards black with chromium-plated moulding round edges, giving exceptionally smart appearance. All usual bright parts chromium-plated.

PRICE. CODE WORD

Sports 500 " Model 33/D80 to

standard specification ...

ZAWYP

"Sports 500" Model 33/D80 with Lucas Magdyno Electric Lighting and Electric Horn ...

ZAYAK

Model 33/D80 "DE LUXE" with Lucas Magdyno Electric Lighting, Electric Horn, Speedometer, Oil Indicator, Ignition switch and illuminated Instrument Panel mounted above

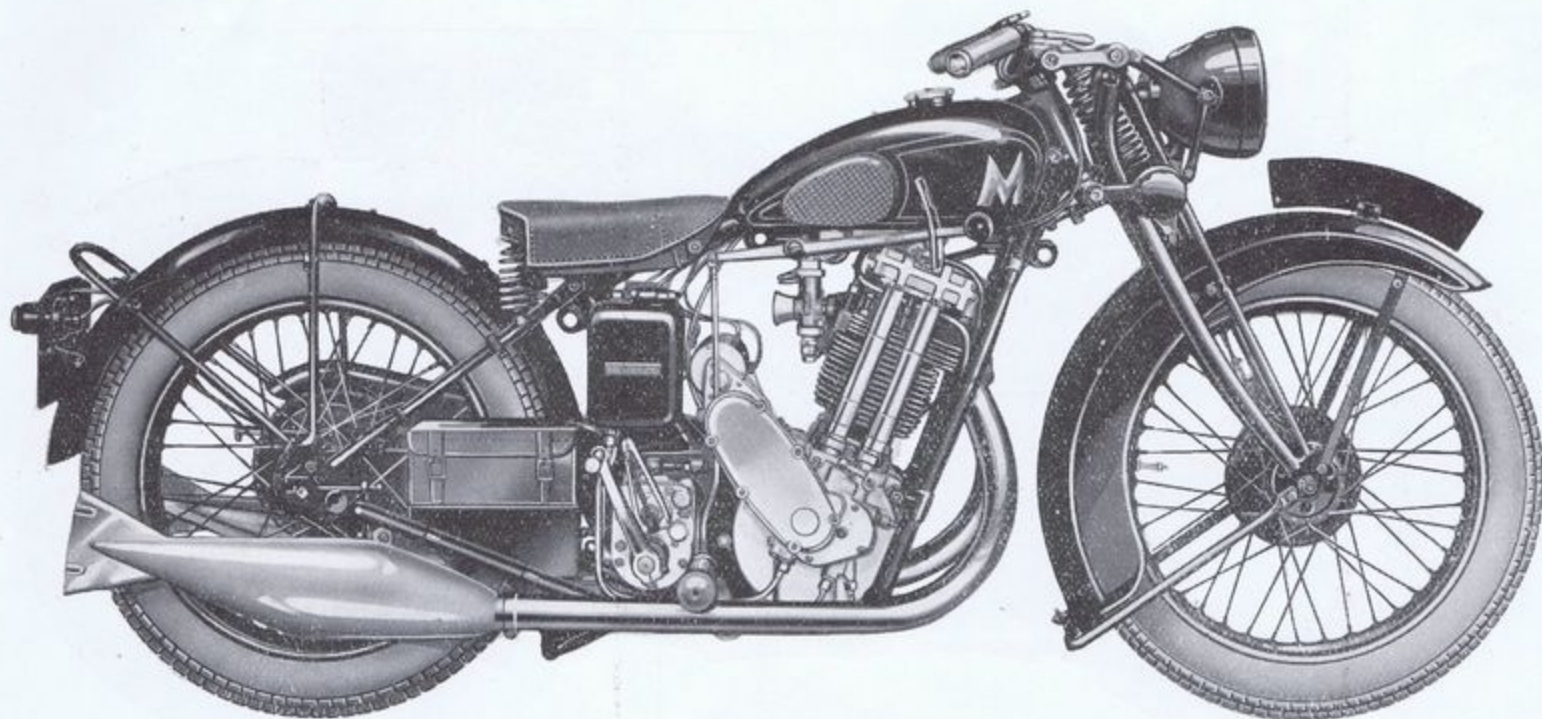
ZAYBS

Handlebars ...

NOTE.—When ordering please specify clearly whether high or low exhaust pipes are required.

Delivery free to any part of the United Kingdom or Northern Ireland.

Sold subject to Guarantee on inside Back Cover



Model "33C/S" 4.95 H.P.

This is a real De Luxe Sports machine with a maximum speed in excess of 75 miles per hour in full touring trim. Perfect steering and road-holding properties and the magnificent brakes ensure safety, while the high degree of mechanical silence and the smoothness of the engine give a refinement to this model which is often lacking in sports machines. Improvements for 1933 include an oil bath chain case, quickly detachable rear wheel, and many other important features mentioned in the specification below. High exhaust pipes and positive stop foot gear change are optional equipment without extra charge.

SPECIFICATION.

ENGINE. "MATCHLESS" 4.95 h.p. O.H.V. two-port. Roller bearing overhead valve gear mechanically lubricated from engine (including inlet valve guide). **DECOMPRESSOR** to ensure easy starting. Bore 85.5 m.m. Stroke 85.5 m.m. Capacity 495 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.

GEARBOX. Pivot-mounted FOUR-SPEED GEARBOX with clutch and kickstarter.

GEAR CONTROL. POSITIVE STOP FOOT CONTROL or hand control (as illustrated) at option.

TRANSMISSION. Front chain completely enclosed in OIL BATH CHAIN CASE. Rear chain protected by adequate guard. Shock absorber on engine shaft.

EXHAUST SYSTEM. Two large diameter exhaust pipes terminating in large detachable silencers, all chromium-plated. High competition exhaust pipes with round silencers at option.

STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.

TANKS. Bulbous saddle tank for petrol; capacity 2½ gallons. Separate oil tank under saddle; capacity 4 pints.

FRAME. Unbreakable duplex cradle frame of great strength.

SPRING FORKS. Wide heavyweight forks of compression-spring type, with finger adjustment for shock absorbers.

WHEELS. With all-steel hubs mounted on taper roller bearings. Rear wheel quickly detachable.

BRAKES. Internal expanding on both wheels with cover plates to exclude mud and water. Finger adjustment.

STEERING DAMPER. Adjustable "MATCHLESS" steering damper incorporated.

MUDGUARDS. "D" section. Rear guard detachable for tyre repairs.

SADDLE. Large Lycett "Aero" spring seat.

TYRES. 26in. x 3.25in. "Firestone" Cord. 27in x 4in. optional at extra charge.

LUGGAGE CARRIER. Detachable luggage carrier extra.

HANDLEBARS. Graceful semi-sports handlebars with integral fittings. Black finish.

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. All usual bright parts chromium-plated.

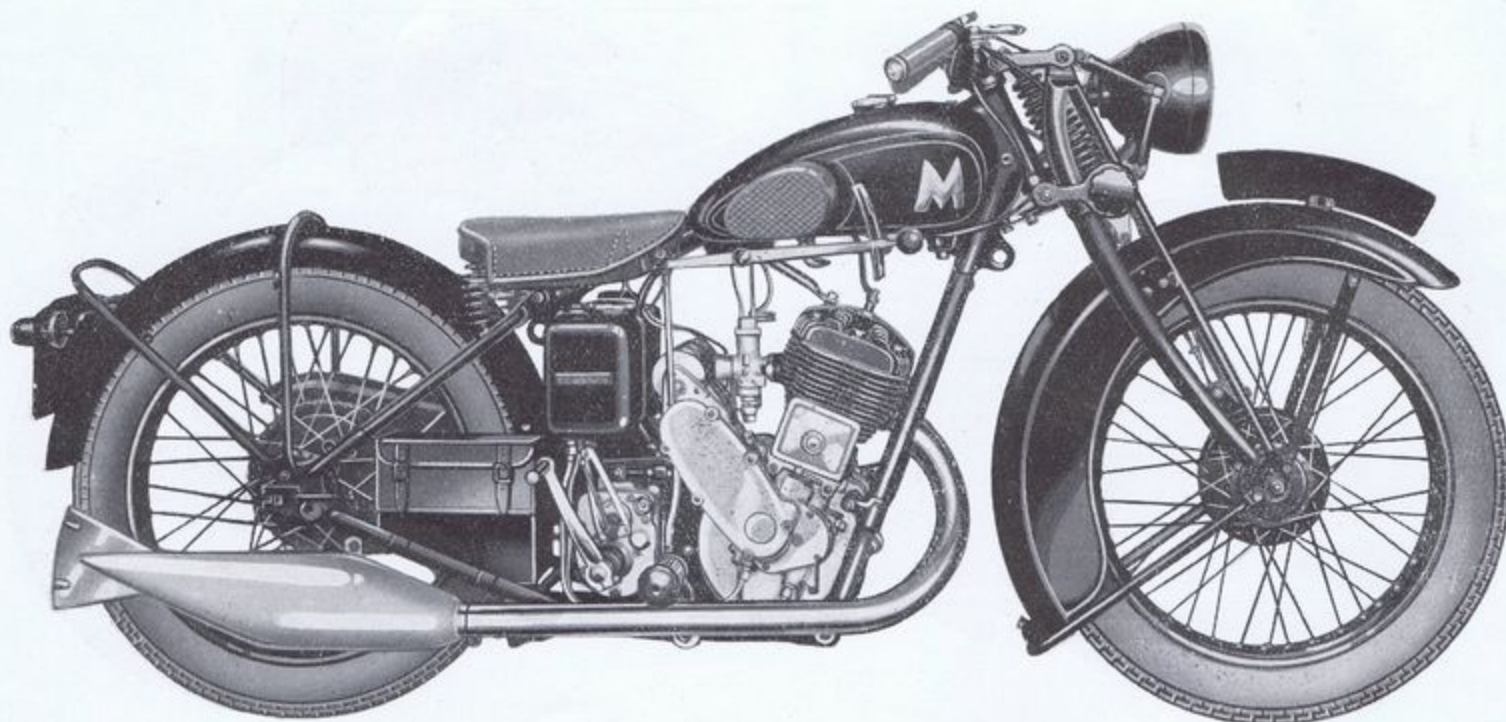
PRICE CODE WORD.

Model 33/CS to standard specification with tools, pump and licence holder	ZASAF
Model 33/CS with Lucas Magdyno electric lighting and electric horn	ZASEG
Model 33/CS "DE LUXE" with Magdyno electric lighting electric horn, speedometer, air filter, oil indicator, ignition switch and illuminated instrument panel above handlebars	ZASFA

When ordering this model please state clearly whether high or low exhaust pipes and hand or foot gear change are required.

Delivery free to any part of the United Kingdom or Northern Ireland.

Sold subject to Guarantee on inside Back Cover



Model "33/C" 5.86 H.P.

The "MATCHLESS" factory has always been famous for its big single cylinder machines. The Model 33/C is the latest example of a machine designed so that it is equally suitable for solo use and for the heaviest sidecar work. The big single cylinder engine has enormous power, and the whole machine is of exceptionally sturdy design, yet the riding position and weight are such that it is also a delightful solo mount. For sidecar work it can be used with any of the heavyweight sidecars described in this catalogue, the engine having remarkable power even for the big two-seater sidecars.

SPECIFICATION.

ENGINE. "MATCHLESS" 5.86 h.p. side-valve with Car-type detachable cylinder head and enclosed valves DECOMPRESSOR to ensure easy starting. Bore 85.5 m.m. Stroke 101.6 m.m. Capacity 586 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.

GEARBOX. Pivot-mounted FOUR SPEED GEARBOX with clutch and kickstarter.

TRANSMISSION. Front chain completely enclosed in OIL BATH CHAIN CASE. Rear chain protected by adequate guard. Shock absorber on engine shaft.

EXHAUST SYSTEM. Large diameter exhaust pipe terminating in large detachable silencer, all chromium-plated.

STANDS. Spring-up centre prop stand. Separate tubular stand for front wheel.

TANKS. Bulbous saddle tank for petrol; capacity 2½ gallons. Separate oil tank under saddle; capacity 4 pints.

FRAME. Unbreakable duplex cradle frame of great strength.

SPRING FORKS. Wide heavyweight forks of compression-spring type, with finger adjustment for shock absorbers.

WHEELS. With all-steel hubs mounted on taper roller bearings. Rear wheel quickly detachable.

BRAKES. Internal expanding on both wheels with cover plates to exclude mud and water. Finger adjustment.

STEERING DAMPER. Adjustable "MATCHLESS" steering damper incorporated.

MUDGUARDS. "D" section. Rear guard detachable for tyre repairs.

SADDLE. Large Lycett "Aero" spring seat.

TYRES. 26in. x 3.25in. "Firestone" Cord. 27in. x 4in. optional at extra charge.

LUGGAGE CARRIER. Detachable luggage carrier—extra.

HANDLEBARS. Graceful semi-sports handlebars with integral fittings. Black finish.

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. All usual bright parts chromium-plated.

PRICE CODE WORD.

Model 33/C to standard specification with tools, pump and licence holder ...

ZATAG

Model 33/C with Lucas Magdyno electric lighting and electric horn ...

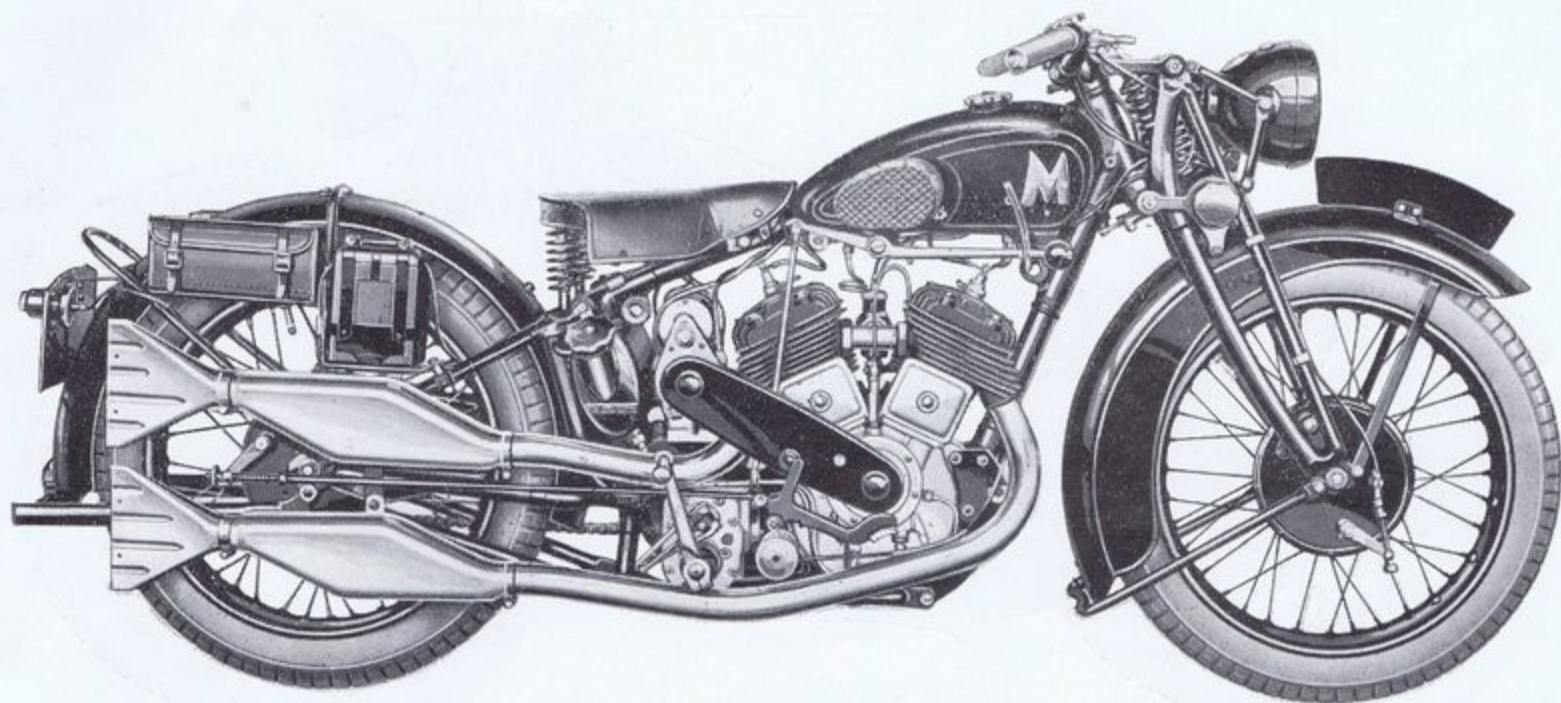
ZATGA

Model 33/C "DE LUXE" with Magdyno electric lighting electric horn, speedometer, oil indicator, ignition switch and illuminated instrument panel above handlebars ...

ZATHE

Delivery free to any part of the United Kingdom or Northern Ireland.

Sold subject to Guarantee on inside Back Cover



Model "33/X3" 9.9 H.P.

The supreme British Big Twin, as proved by its choice for Police Patrol purposes by the Police Authorities in London and in many other districts throughout Great Britain. The tremendous power of the engine coupled with the use of a four-speed gearbox gives a road performance which cannot be matched. For sidecar work this machine is the ideal of the experienced rider. The Model 33/XR3 is generally similar to the Model 33/X3 but includes a sports engine with polished ports and plated cylinders and chromium plated wheels. Either model can be fitted, if desired, with American type equipment including folding footboards, upturned touring handlebars, pan seat saddle, left hand gear change and foot clutch. If these fittings are required "Export Equipment" should be specified.

SPECIFICATION.

ENGINE. "MATCHLESS" 9.9 h.p. 50 deg. "V" twin engine with car-type DETACHABLE CYLINDER HEADS and ENCLOSED VALVES. Bore, 85.5 m.m. Stroke, 85.5 m.m. Capacity, 990 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP system with pressure feed to all working parts and FABRIC OIL FILTER. Cycle parts lubricated by grease gun.

GEARBOX. Four-speed Gearbox with dry-plate clutch and kickstarter. Top gear: Model 33/X3—4.3 to 1. Model 33/XR3—3.8 to 1, unless specially ordered otherwise.

EXHAUST SYSTEM. Two large diameter pipes terminating in large detachable silencers with detachable fishtails, all chromium-plated.

STANDS. Spring-up stand to rear wheel. Strong stand to front wheel.

TANKS. Bulbous saddle tank for petrol; capacity, 2½ gallons. Separate oil tank under saddle; capacity, 4 pints.

FRAME. "MATCHLESS" trussed loop frame with duplex torque stays.

FORKS. Extra heavy "MATCHLESS" with adjustable shock absorbers.

BRAKES. 8in. internal expanding brakes on both wheels with special INTER-CONNECTING GEAR so arranged that pedal applies both brakes. Hand lever controls front brake only. Finger adjustment to all controls.

MUDGUARDS. "D" section. Rear guard detachable for tyre repairs.

SADDLE. Large Lycett "Aero" spring seat.

TYRES. 26in. x 3.25in. "Firestone" Cord. 27in. x 4in. optional at extra charge.

HANDLEBARS. New design "Clean" handlebars with integral fittings. Black finish.

LUGGAGE CARRIER. Detachable luggage carrier—extra.
STEERING DAMPER. Adjustable "MATCHLESS" steering Damper provided.

FINISH. Petrol tank finished in glossy black enamel with gold lines and chromium-plated embossed "M" on each side. Chromium-plated strip down centre of tank top. Frame, handlebars, etc., stove-enamelled black after special anti-rust process. All usual bright parts chromium-plated. On Model 33/XR3 wheels are also chromium-plated and cylinders are nickel-plated.

PRICE CODE WORD.

Models 33/X3 to standard specification with tools, pump and licence holder ...

ZAUCS

Model 33/X3 with Lucas Magdyno electric lighting and electric horn ...

ZAUDT

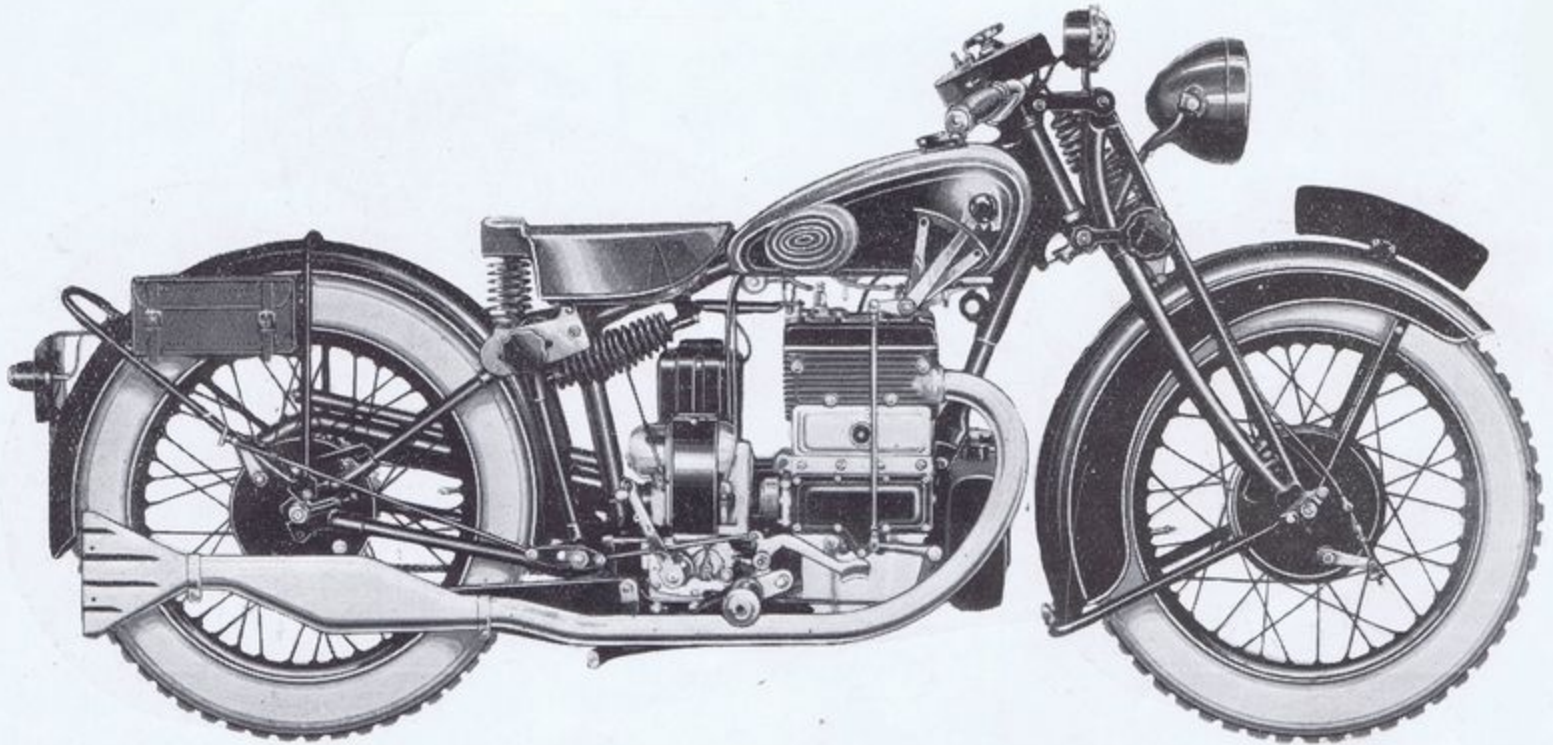
Model 33/X3 "DE LUXE" with Magdyno electric lighting, electric horn, speedometer, air filter, oil indicator, and illuminated instrument panel mounted above handlebars, and twist grip throttle ...

ZAURJ

Model 33/XR3 extra to above prices. Add Code Word YAEgy to Code Word given above for Model 33/X3 if Model 33/XR3 required.

Delivery free to any part of the United Kingdom or Northern Ireland.

Sold subject to Guarantee on inside Back Cover



Model 33/A2 "SILVER ARROW"

Famous the world over as the Motorcycle which is as silent, as smooth running, and as comfortable as a high-grade motor-car. The vibrationless monobloc twin-cylinder engine, with all its mechanism totally enclosed, is remarkably silent in operation, while it can be started with ease by a child. The "MATCHLESS" patent spring frame gives superlative comfort and absolutely insulates the rider from road shocks. The "Silver Arrow" is the ideal luxury touring machine—the most refined Motorcycle in the world.

SPECIFICATION.

ENGINE. "MATCHLESS" vibrationless monobloc twin-cylinder side-valve four-stroke engine. Cylinders cast in one block with single piece Car-type DETACHABLE CYLINDER HEAD, TOTALLY ENCLOSED VALVES, CAR-TYPE CAMSHAFT running in oil. The engine is absolutely vibrationless and remarkably silent in operation, while an outstanding feature is its exceptionally easy starting. Bore, 54 m.m.; stroke, 86 m.m.; capacity, 400 c.c.

LUBRICATION. DRY SUMP SYSTEM, oil being forced under pressure to all moving parts of the engine, including both cylinders, big end bearings, camshaft, etc., etc. Excess oil is sucked out of the sump in the bottom of the crankcase and returned to the tank through a fabric filter, which entirely removes all impurities. Cycle parts lubricated by grease gun.

IGNITION. Magneto driven direct from camshaft through flexible coupling.

EXHAUST SYSTEM. Large diameter exhaust pipe, with large detachable silencer and detachable fishtail, all CHROMIUM-PLATED.

GEAR-BOX. FOUR-SPEED Sturmey-Archer.

CLUTCH. Latest type dry-plate, hand control.

TRANSMISSION. By chain throughout, front chain automatically lubricated.

CARBURETTOR. Two-lever semi-automatic, with pilot jet.

FRAME. "MATCHLESS" patent SPRING FRAME, providing remarkable insulation from road shocks. The design ensures absolute lateral rigidity and freedom from side play, while adjustable shock absorbers are provided which enable the rider to adjust the springing system to suit varying road conditions while the machine is actually in motion. There are no parts which can possibly wear and so cause side play or "whip," the main pivot bearings being fitted with indestructible "silentbloc" rubber bearings.

TANKS. Bulbous saddle tank for petrol, made of pressed steel and welded throughout; capacity, 2½ gallons.

SPRING FORKS. Latest heavyweight "MATCHLESS," with large shock absorbers adjustable while riding.

HANDLEBARS. New Design "clean" handlebars with integral fittings. Black finish.

STEERING DAMPER. Large adjustable "MATCHLESS" steering damper included in Specification.

STANDS. Spring-up CENTRE PROP STAND. Separate stand to front wheel.

BRAKES. "MATCHLESS" 8in. brakes on both wheels, operated through SPECIAL INTERCONNECTING GEAR by one brake pedal, with finger adjustment for proportion of braking effort applied to front and rear wheels. Hand lever operating front brake only, provided for emergency use.

SADDLE. Large Lycett "Aero" spring seat, with roll back.

WHEELS. Heavy gauge spokes on steel hubs, with Timken roller bearings.

TYRES. 26in. x 3.25in. "Firestone" Cord Tyres. 27in. x 4in. at extra charge.

LUGGAGE CARRIER. Detachable luggage carrier, extra.

MUDGUARDS. Wide "D" section guards front and rear.

REAR GUARD DETACHABLE for tyre repairs.

KNEEGRIPS. Included in Specification.

FINISH. Petrol tank chromium-plated with black side panels with gold lines and chromium-plated "M" on each side. All bright parts heavily chromium-plated. Frame, mudguards, handlebars, etc., stove-enamelled black. Rustless black gun finish for all small parts not enamelled or chromium-plated.

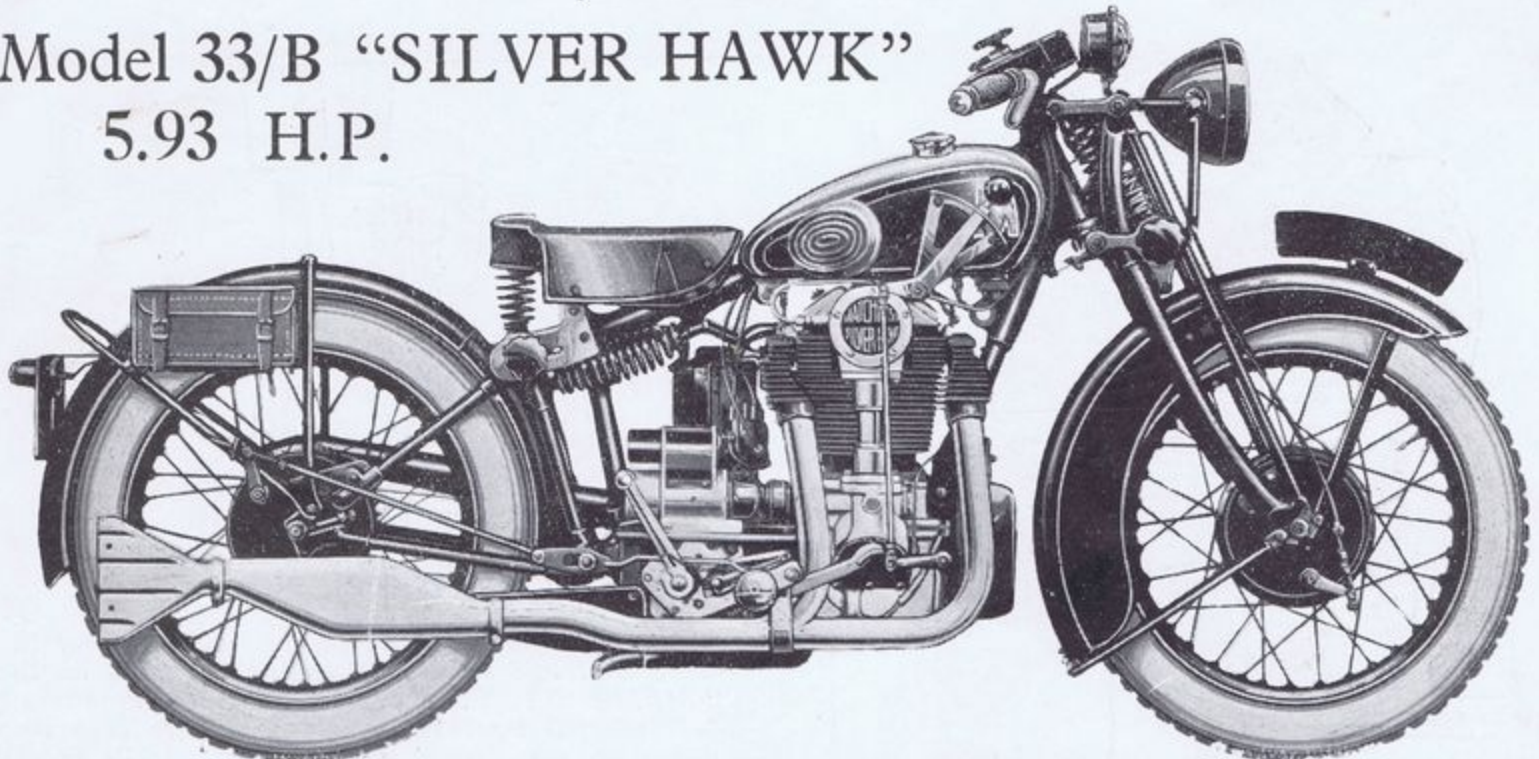
SPEED. Approximately 65 miles per hour.

	PRICE	CODE WORD.
Model 33/A2 ("SILVER ARROW") to standard specification with tools, pump and licence holder	...	ZAVAH
Model 33/A2 with Lucas Magdyno electric lighting and electric horn	...	ZAVHA
Model 33/A2 "DE LUXE" with air filter, electric lighting, speedometer, electric horn, oil indicator and illuminated instrument panel mounted above handlebars, and twist-grip throttle	...	ZAVIK

Delivery free to any part of the United Kingdom or Northern Ireland.

Sold subject to Guarantee on inside Back Cover

Model 33/B "SILVER HAWK" 5.93 H.P.



This is the famous four-cylinder "MATCHLESS," unquestionably the most fascinating machine to ride that has ever been built. It combines the silence, smoothness and comfort of the most expensive Motor-car with a Super-Sports performance. On top gear alone the machine will run from as low as 6 miles per hour to over 80 miles per hour, while the acceleration given by the four-cylinder overhead camshaft engine in conjunction with the four-speed gear-box must be experienced to be believed. This is the only four-cylinder machine in the world equipped with a Spring Frame.

SPECIFICATION.

ENGINE. "MATCHLESS" 5.93 h.p. FOUR CYLINDER OVER-HEAD CAMSHAFT ENGINE. Cylinders arranged in double "V" formation, all cylinders being cast in one block with air spaces between the respective cylinder barrels. Overhead valves operated by overhead camshaft running in oil bath, aluminium pistons with full floating gudgeon pins, roller big end bearings. Two-throw crankshaft supported on three bearings, centre bearing being of the roller type, while at each end of the crankshaft is a phosphor-bronze plain bearing fed with oil under pressure. Single piece DETACHABLE CYLINDER HEAD carries all valves and can be detached for decarbonising purposes without removing the engine from the frame. This engine is ABSOLUTELY VIBRATIONLESS in operation and exceptionally silent, while it can be started by pressure of the hand upon the kickstarter. Bore, 50.8 m.m.; stroke, 73 m.m.; capacity, 593 c.c.

LUBRICATION. "MATCHLESS" DRY SUMP SYSTEM, with pressure feed to all working parts, including overhead camshaft and camshaft drive. Surplus oil is returned to the oil tank through a fabric oil filter, which entirely removes all impurities. Cycle parts lubricated by grease gun.

IGNITION. Lucas dynamo-coil ignition and lighting unit with distributor incorporated, mounted at rear of engine and shaft, driven through flexible rubber coupling. Ignition tell-tale light and switch on instrument panel. This ignition system ensures exceptionally easy starting and remarkable slow running. Battery carried under saddle.

EXHAUST SYSTEM. Heavily ribbed cast manifolds front and rear of cylinder head conduct exhaust gases from front and rear cylinders respectively to two downward-sweeping exhaust pipes of large diameter, which merge into one long pipe running to the rear of the machine, where there is a large detachable silencer with detachable fishtail. Exhaust pipes, silencer, and fishtail are chromium-plated.

GEAR-BOX. FOUR-SPEED GEAR-BOX with dry-plate clutch and kickstarter. Positive stop foot control extra.

TRANSMISSION. Transmission from engine to gearbox by means of DUPLEX ROLLER CHAIN running in a cast aluminium OIL-BATH CHAINCASE and fitted with patent AUTOMATIC TENSIONING DEVICE, entirely removing any necessity for adjustment of front chain. This drive is dead silent and almost everlasting in use. Oil filler and level plugs provided in chaincase. Transmission from gear-box to rear wheel by heavy roller chain with effective guard.

CARBURETTER. Two-lever semi-automatic carburetter.

FRAME. "MATCHLESS" patent SPRING FRAME, providing complete insulation from road shocks. Pivot points are fitted

with indestructible "silentbloc" rubber bearings, which cannot wear and require no lubrication. Fitted with instantly adjustable shock absorbers, which can be adjusted while the machine is in motion.

TANKS. Bulbous saddle tank for petrol; pressed steel, all-welded throughout; capacity, 2½ gallons. Separate oil tank, capacity 4 pints.

SPRING FORKS. Extra heavy "MATCHLESS" design, with instantly adjustable shock absorbers.

STEERING DAMPER. Extra large adjustable "MATCHLESS" steering damper provided.

WHEELS. Built with heavy gauge butted spokes and carried on taper roller bearing hubs.

TYRES. 26in x 3.25in. "Firestone" Cord Tyres. 27in. x 4in. optional at extra charge.

BRAKES. 8in. internal expanding brakes on both wheels, with special INTERCONNECTING GEAR so arranged that pedal applies both brakes. Hand lever controls front brake only. Finger adjustment to all controls.

SADDLE. Large Lycett "Aero" spring seat, with roll back.

STANDS. Spring-up CENTRE PROP STAND, with detachable extension pieces. Separate stand to front wheel.

MUDGUARDS. Large "D" section mudguards to both wheels. REAR MUDGUARD QUICKLY DETACHABLE for tyre repairs.

LUGGAGE CARRIER. A detachable luggage carrier can be supplied, if desired, at an extra charge of

FINISH. Petrol tank chromium-plated with black side panels with gold lines and chromium-plated "M" on each side. All bright parts heavily chromium-plated. Frame, mudguards, handlebars, etc., stove-enamelled black. Rustless black gun finish for all small parts not enamelled or chromium-plated.

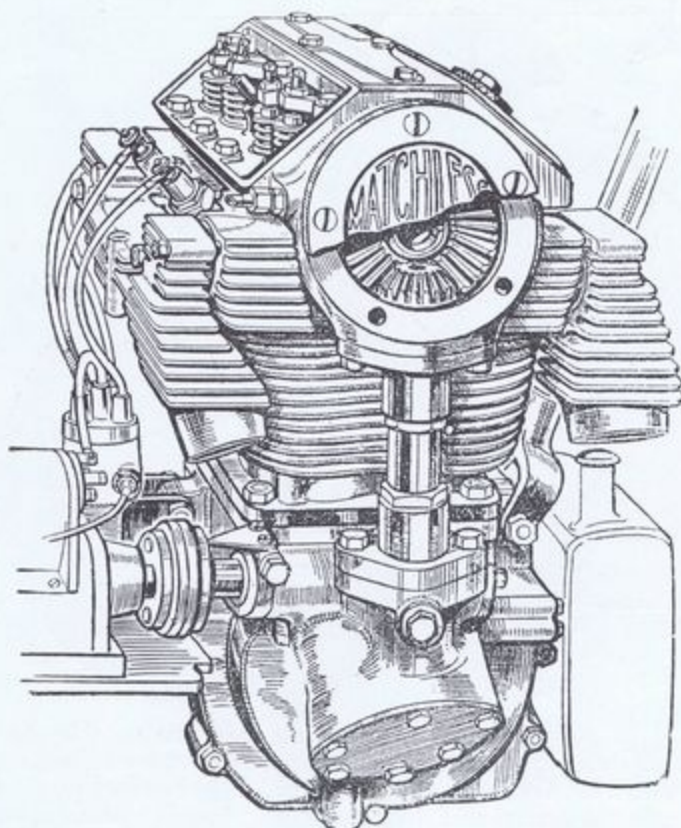
EQUIPMENT. This machine is supplied only with complete "DE LUXE" equipment, including electric lighting, electric horn, and gear-box drive speedometer. A handsome instrument panel mounted above the handlebars carries the lighting and charging switch, ignition switch, ammeter, speedometer dial, steering damper knob, oil indicator, and ignition tell-tale. The speedometer and ammeter are provided with indirect illumination for night riding, controlled by a small button switch. Supplied complete with full kit of tools, tyre pump, and grease gun.

"SILVER HAWK" (Model 33/B), with complete "DE LUXE" equipment.

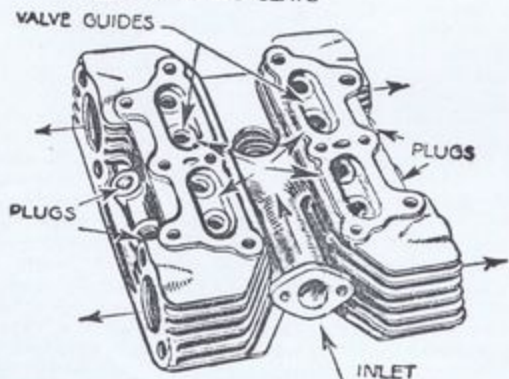
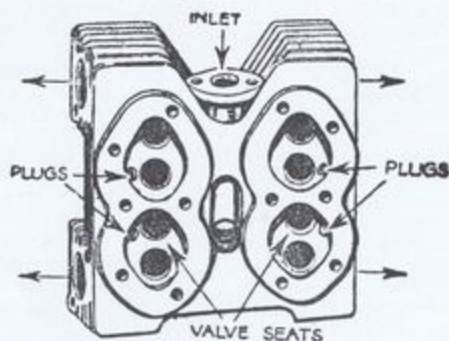
Price Code Word YAFIX

Delivery free to any part of the United Kingdom or Northern Ireland.

Sold subject to Guarantee on inside Back Cover



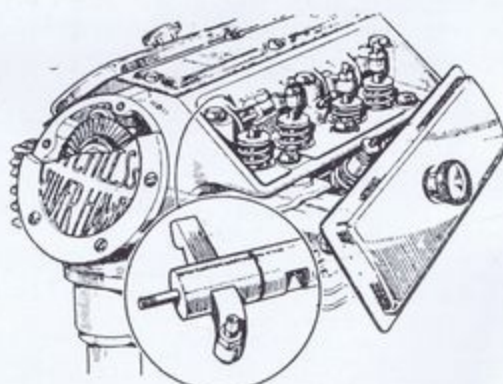
The overhead camshaft four-cylinder engine of the "SILVER HAWK" is remarkably sturdy in design. The four cylinders are cast in one block, while large bevel gears drive the camshaft. Note the car-type shaft drive employed for the dynamo-ignition unit and the heavily finned exhaust branches.



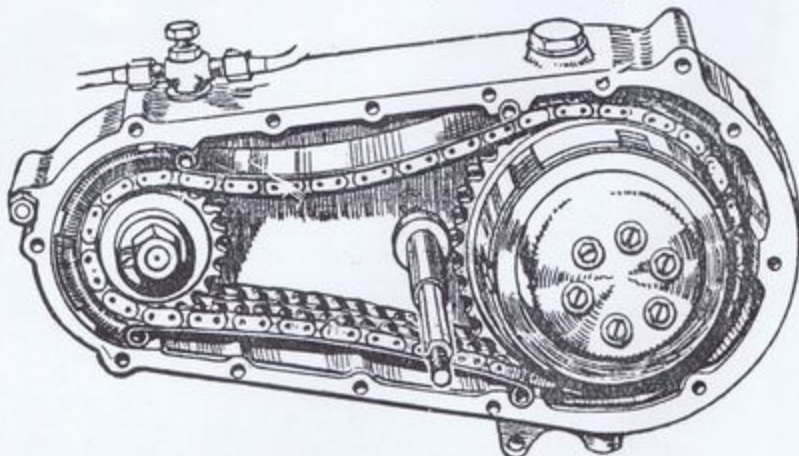
The one-piece cylinder head used on the "SILVER HAWK." The induction system is so arranged that the distance the gas has to travel from the carburetor is exactly the same in the case of each of the four cylinders.



This sketch gives a semi-diagrammatic view of the crankshaft and connecting rod arrangement on the "SILVER HAWK." The sturdy balanced crankshaft is supported by three bearings. There is a long phosphor-bronze bearing at each end, while in the middle is a roller bearing supported by a steel plate, which is shown cut away in the sketch for the sake of clearness.

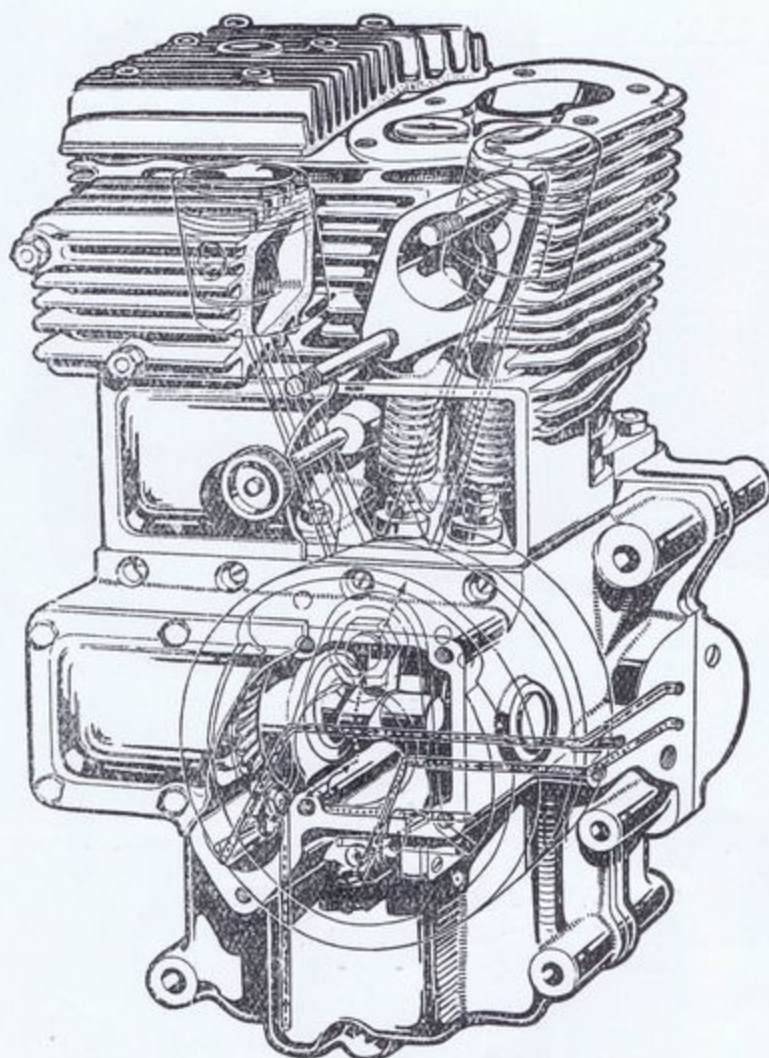


The ingenious and simple valve gear on the four-cylinder engine. Each rocker has a "floating fulcrum," and these are positioned by a long bolt running across the cam-box. All the valve gear is totally enclosed.

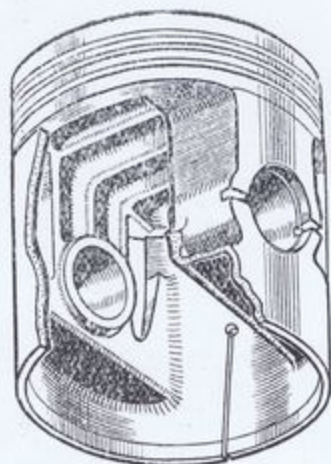


The duplex-roller front chain on the "SILVER HAWK" runs in a cast aluminium oil bath case, and is fitted with an ingenious automatic tensioning device, entirely removing the necessity for adjustment. In the sketch the chain is shown slack to indicate the action of the springs.

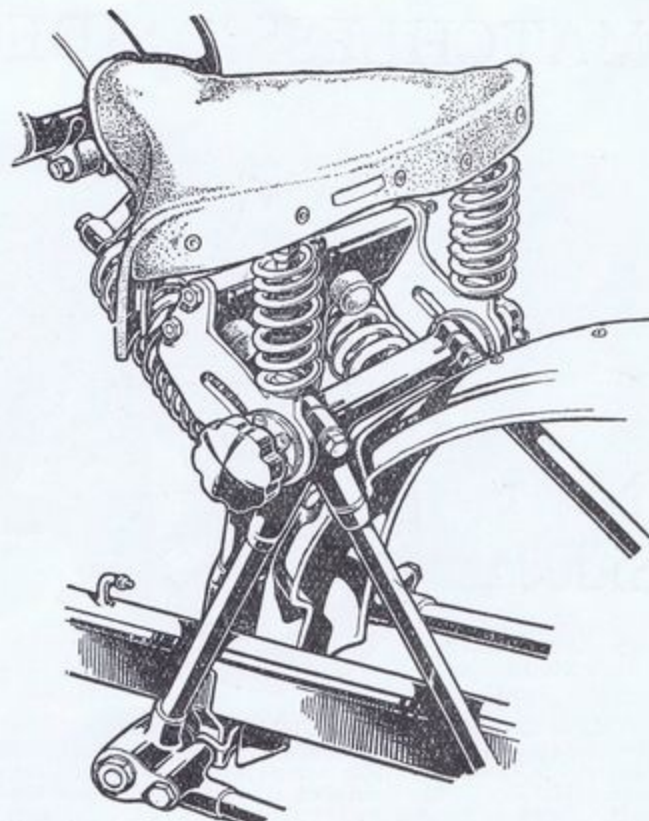
Illustrations by courtesy of "The Motor Cycle" and "Motor Cycling."



This cutaway view of the "SILVER ARROW" engine shows clearly all its salient features, including the two cylinders cast in one block, the detachable cylinder head, the totally enclosed valves, and the car-type camshaft. The principal oil passages are also shown. The engine is vibrationless, easy starting, and silent, as well as exceptionally sturdy in its construction.

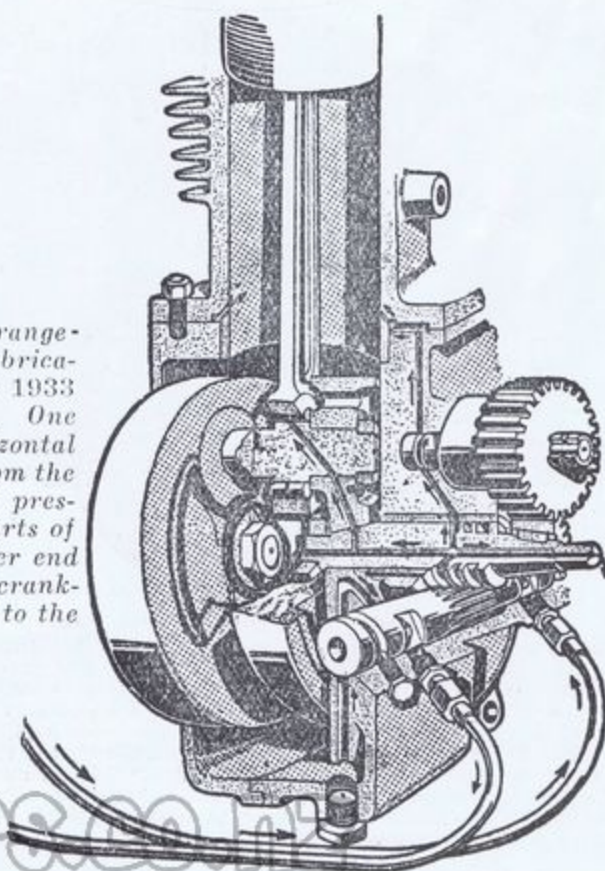


This sketch shows clearly the design of the LO-EX alloy piston used on the "SPORTS 500" and other models.



This sketch shows the construction of the spring frame which gives the "SILVER ARROW" and the "SILVER HAWK" their superlative comfort and absolutely insulates the rider from road shocks. The main pivots are carried on "silent bloc" rubber bearings, which require no lubrication or adjustment and which cannot wear. The adjustable shock absorbers are clearly shown as well as the large and comfortable roll-back Lycett "Aero" spring-seat saddle.

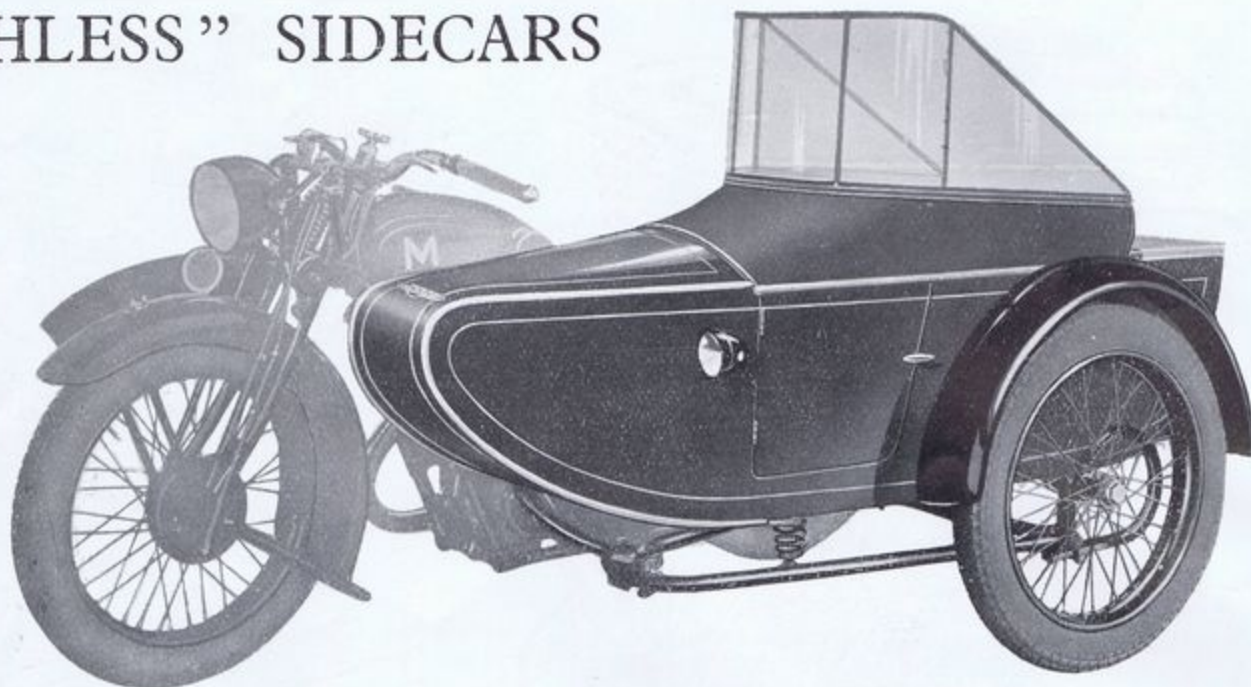
This diagram shows the arrangement of the dry sump lubrication system used on all 1933 "MATCHLESS" Models. One end of the large horizontal pump plunger sucks oil from the tank and forces it under pressure to all the working parts of the engine, while the other end sucks surplus oil from the crankcase sump and returns it to the tank.



"MATCHLESS" SIDECARS

No. 1 Sidecar

(To fit Models 33/C,
33/CS, 33/X3, and
33/XR3)



This is the standard "MATCHLESS" Touring Sidecar for the 1933 season. The sidecar body gives exceptionally commodious accommodation, with a sporting appearance. The room provided is indicated by the fact that the body is 19ins. wide inside, and the seat cushion is 18ins. deep, with a high back cushion. At the rear is a large locker fitted with a lift-up lid, adapted for use as a luggage grid. The body is finished throughout in stoved black enamel with white lines and aluminium beading. The interior of the body is finished in grained leather cloth, with detachable side upholstery. The chassis is of weldless tube throughout, with four connections to the motorcycle, and is equipped with a 26in. x 3.25in. Cord Tyre. A 27in. x 4in. tyre can be supplied at extra. Fitted complete with hinged windscreen with side panels. Electric side lamp.

Price - - -

Code Word - - - WUZWY

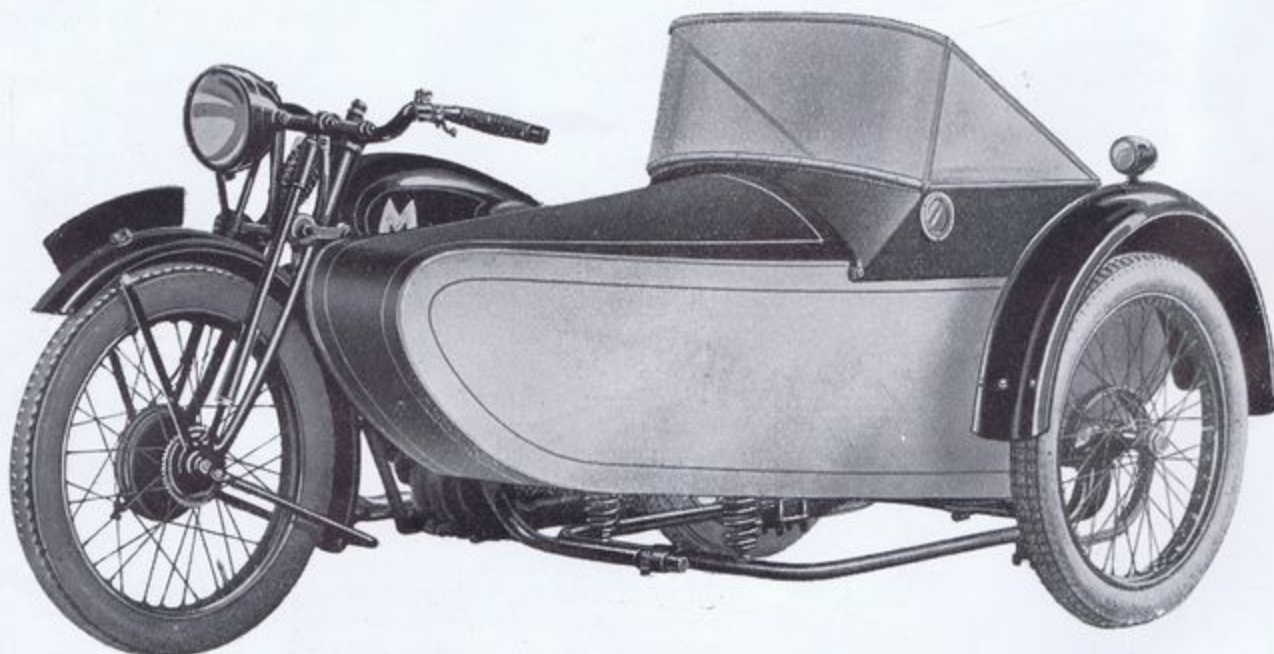
Fitted with special spring frame chassis for use on "SILVER ARROW" or "SILVER HAWK."

Price - - -

Code Word - - - YAGBO

No. 3 Sidecar

(To fit Models
33/D2, 33/D3, 33/D5
and 33/D80)



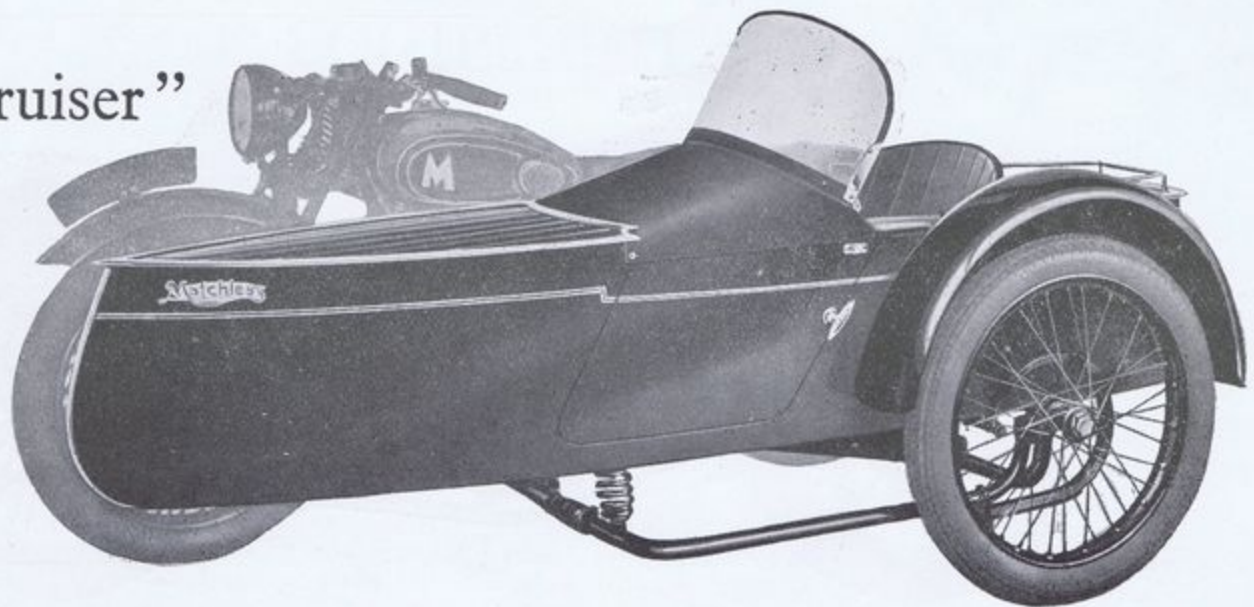
The handsome sidecar illustrated above is specially designed for use with the Models mentioned. The body is extremely handsome in appearance and provides remarkable accommodation, there being ample room for a six-foot passenger. The upholstery is in best leather cloth with spring back cushion and pneumatic seat cushion. Large locker space behind back cushion. Side panels finished in polished aluminium; front and rear panel stoved black enamel with white lines. Body fitted complete with an entirely new design of "MATCHLESS" windscreen which slides forward to allow the passenger to get in and out of the sidecar. Special Model "D" chassis of highest grade weldless steel tube with four-point connections to motorcycle. The three main connections incorporate rubber block clamps, which entirely remove from the motorcycle frame all vibrations and twisting stresses which might otherwise be caused by the sidecar load. Fitted with "C" springs at rear and two coil springs in front to take body. Fitted with 26in. x 3.25in. cord tyre. Complete with windscreen and electric side lamp.

NOTE.—This sidecar cannot be used on Models other than those mentioned.

Price - - -

Code Word - - - WUZRE

No. 8 "Light Cruiser" Sidecar



Unquestionably the most handsome Sports Sidecar which has ever been produced. This "Light Cruiser" Sidecar is finished in black and chromium with broad chromium deck strips, and is supplied complete with a quick-release sports widescreen and electric side-lamp. The accommodation is such that a six-foot six-inch passenger can easily be accommodated. The "after deck" carries chromium-plated rails. Fitted with 26in. x 3.25in. Cord tyre. Mounted on special "D" chassis to suit Models 33/D2, 33/D3, 33/D5, or 33/D80.

Price - - -

Code Word - - - ZAVUM

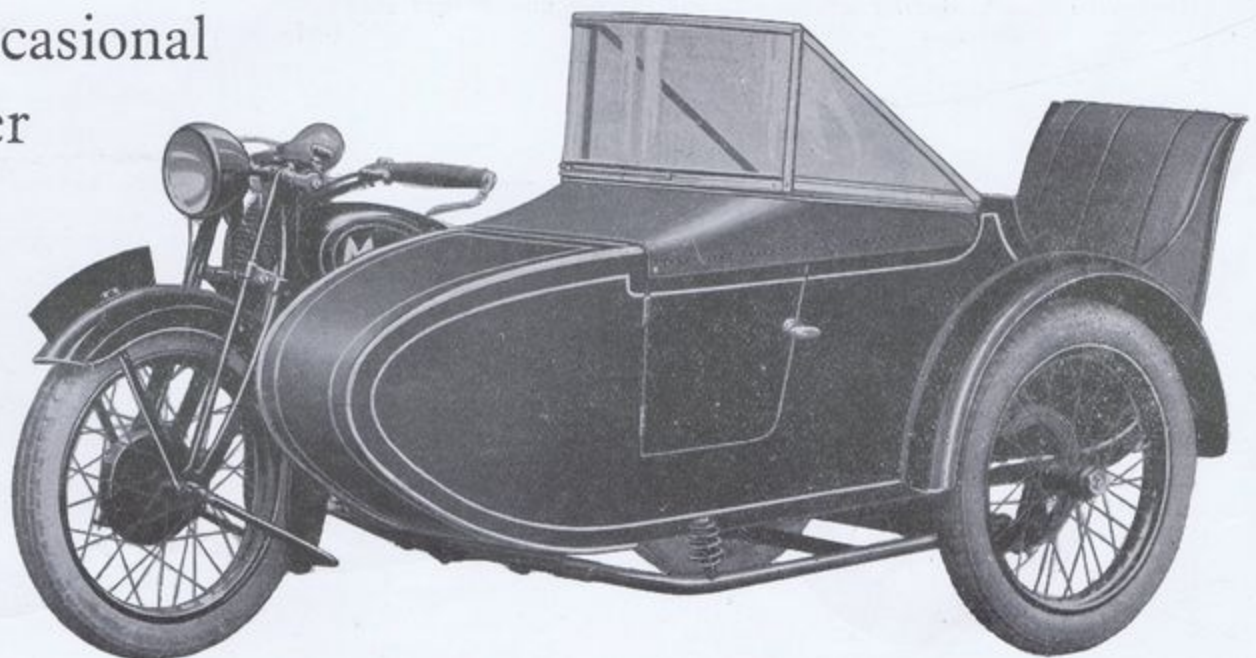
No. 8A "LIGHT CRUISER" SIDECAR.—As above, but mounted on No. 1 chassis to fit Models 33/C, 33/CS, 33/X3 and 33/XR3.

Price - - -

Code Word - - - ZAVYN

Above can be supplied with special spring frame to suit "SILVER ARROW" or "SILVER HAWK" at

No. 13 Occasional Two-Seater Sidecar



(To fit Models 33/C and 33/X3)

This Sidecar meets the needs of those who require a two-seater but prefer the "occasional" type of body. With the back open, as shown in the illustration, there is ample room for two adults, but when only one passenger is to be carried the back of the sidecar folds up, hiding the rear seat, and the body has the appearance of a luxurious single-seater. The design of the rear seat is such that it is quite safe for a child, the sides being well protected. The windscreen illustrated is included. No windscreen is necessary for the rear seat. Electric side-lamp extra.

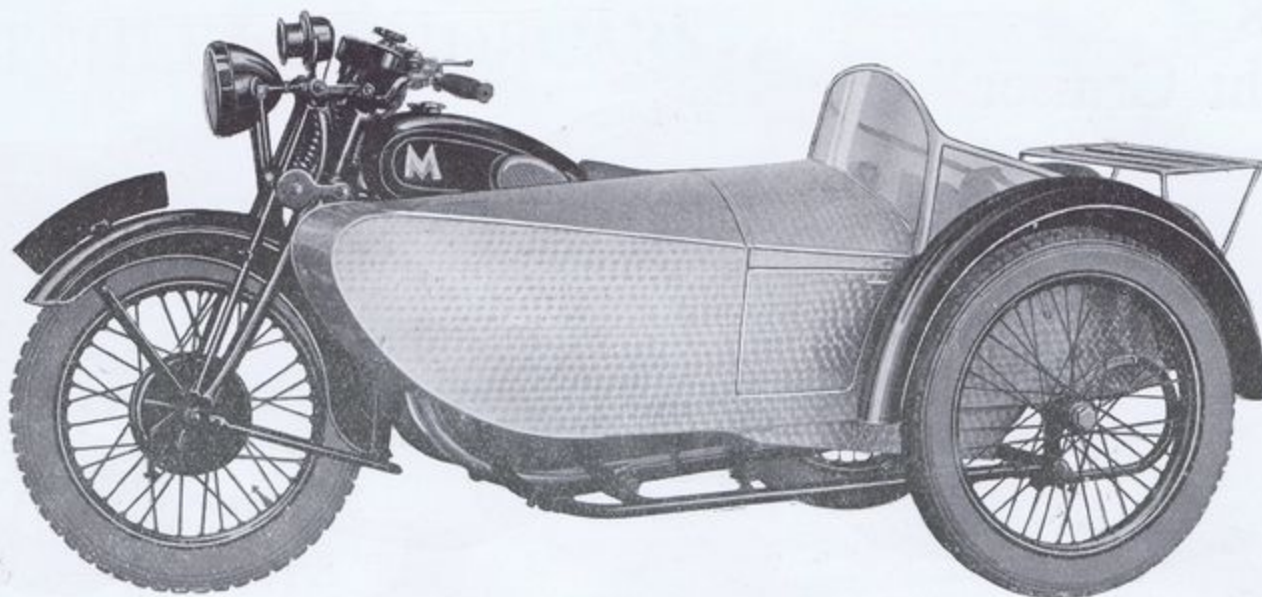
Price - - -

Code Word - - - WYCED

Fitted with special Spring Frame Chassis for use on "Silver Hawk,"

Price - - -

Code Word - - - YAHCO



No. 16 Special Sports Sidecar

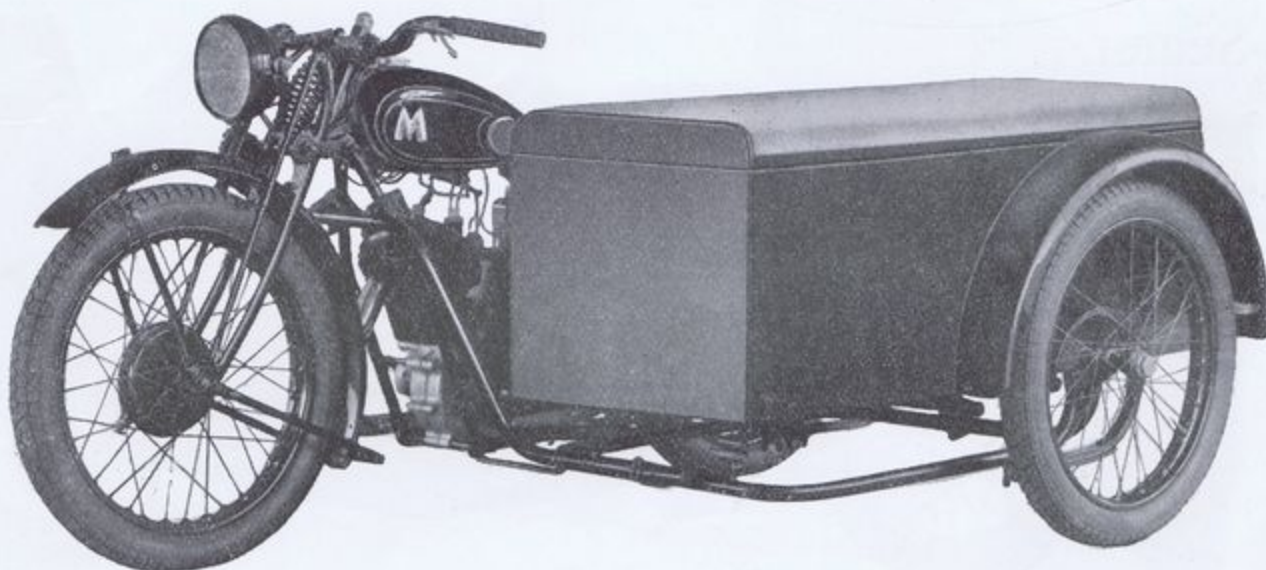
(To fit Models 33/C, 33/CS, 33/X3 and 33/XR3.)

This is a "DE LUXE" Sports Sidecar of remarkably handsome appearance. It is fitted with a deep well seat giving a very low position for the passenger. This, in conjunction with the manner in which the windscreen is carried on the hinged scuttle, ensures superb weather protection. The upholstery is carried out in the very best style, and includes arm rests. The exterior finish of the body is in turned aluminium, giving a most striking appearance, which is added to by the chromium-plated luggage grid at the rear. There is a large locker behind the back of the seat. Altogether, the finest Sports Sidecar which has ever been built. Electric side-lamp extra.

Including Windscreen Price Code Word - YAGUC

Fitted with special Spring Frame Chassis for use on "Silver Hawk."

Price - - - Code Word - - - YAGWA



Commercial Sidecars

There is a full range of "MATCHLESS" Commercial Sidecars, of which the No. 5, illustrated above, is a typical example of value.

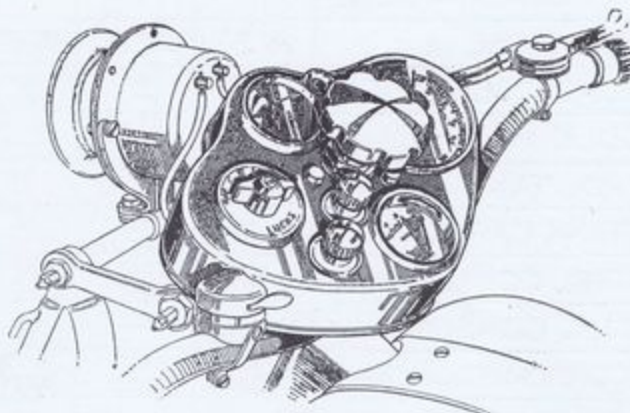
- | | | |
|--------|--|-------|
| No. 5 | Sidecar with covered box body 4' x 1' 3" x 1' 8" load capacity 2cwt. Suitable only for Model 33/D5 | Price |
| No. 7 | Sidecar with open box body 4' x 1' 7" x 2' Suitable for Models 33/C or 33/X3 | " |
| No. 9 | Sidecar with Dome Top covered box body 4' x 1' 7" x 2' | " |
| No. 11 | Sidecar with Air Mail Body 4' x 2' 3" x 2' 3" | " |
| No. 15 | Commercial Truck Sidecar 3' 10" x 2' 2" x 1' 5" | " |

Quotations for special Sidecars on request.

EQUIPMENT

Below is a schedule of the various items of equipment available for 1933 "MATCHLESS" Motorcycles and Sidecars, additional or alternative to the standardised equipments quoted on preceding pages. All items listed below have been specially designed for our Motorcycles, and such items as Sidecar Windscreens, Hoods, Legshields, etc., are made throughout in the "MATCHLESS" Factories. We strongly recommend all purchasers of "MATCHLESS" Motorcycles to use "MATCHLESS" equipment whenever possible.

The Motorcycles listed in the preceding pages as "DE LUXE" Models are fitted with complete "DE LUXE" equipment, including the handsome instrument panel shown in the illustration above. On this instrument panel are mounted the speedometer, ammeter, lighting set switch, oil indicator, and, in some cases, an ignition switch, while provision is made for the fitting of a Smith's 8-day clock, if required, at the extra charge listed below. For night riding the speedometer and ammeter are illuminated by concealed lighting controlled by a convenient button switch.

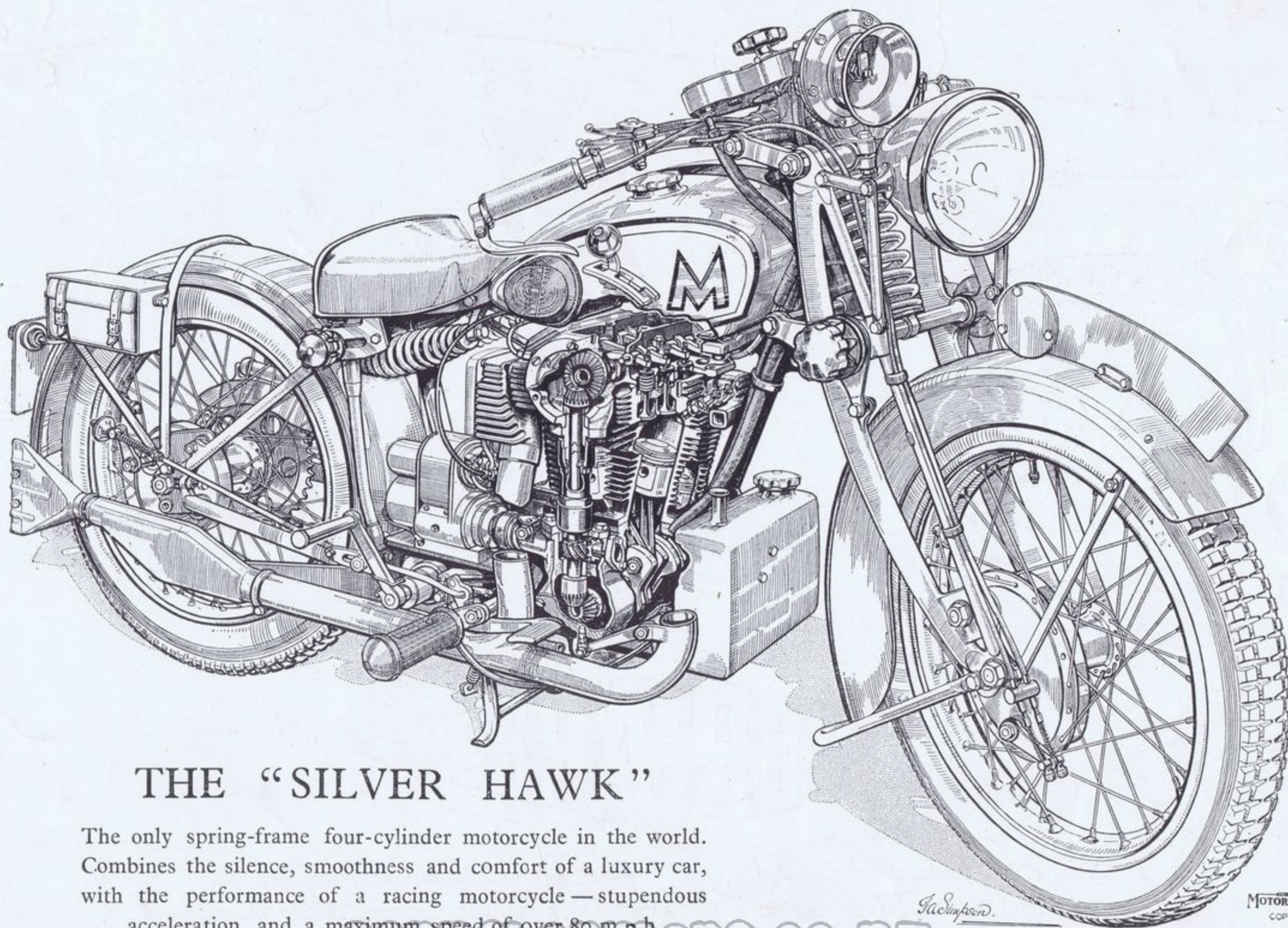


"Matchless" Equipment Prices

PARTICULARS OF EQUIPMENT	Model D/7.	Models D/2, D/3, D/6, D/5, D/80.	Models C, C/S, X/3, XR3.	Silver Arrow and Silver Hawk
6-volt Maglita electric lighting set ...				
6-volt Magdyno electric lighting set ...				
Extra large chromium-plated head lamp, extra charge (DE LUXE Models only)...				
Detachable luggage carrier ...				
8-day clock on DE LUXE Models ...				
Leg Shields ...				
Gearbox drive speedometer (non-trip) ...				
Gearbox drive speedometer (trip) ...				
Bulb Horn ...				
Lucas electric horn ...				
Lucas stop light ...				
Exhaust pipe shields (per pair) ...				
MATCHLESS pillion seat and footrests ...				
MATCHLESS pillion footrests only ...				
Mudguard type sports pillion seat ...				
Hutchinson DE LUXE pillion seat ...				
MATCHLESS Pullman pillion seat ...				
Chromium-plated wheels (per wheel) ...				
Saloon hood for touring or sports sidecar				
27" x 4" tyres (per wheel) ...				

USEFUL INFORMATION

ITEM		MATCHLESS 1933 MODELS									
		D/7	D/2	D ³ /D ⁶	D/5	C	C/5	X/3	X/R3	SILVER ARROW	SILVER HAWK
MEASUREMENTS	LENGTH SOLO.	6' 7"	6' 7½"	6' 7½"	6' 7½"	6' 10½"	6' 10½"	7' 1"	7' 1"	7' 0"	7' 0"
	WIDTH SOLO.	2' 6"	2' 6"	2' 6"	2' 6"	2' 5¾"	2' 5¾"	2' 5¾"	2' 5¾"	2' 5¾"	2' 5¾"
	WIDTH COMBINATION.	—	—	—	4' 7"	② 4' 9¾"	4' 9¾"	4' 9¾"	② 4' 9¾"	5' 5½"	5' 5½"
	WHEEL BASE	4' 3"	4' 3"	4' 3"	4' 3"	4' 6½"	4' 6½"	4' 8"	4' 8"	4' 8"	4' 8"
	GROUND CLEARANCE.	5"	5"	5"	5"	4½"	4½"	5"	5"	6"	6"
	SADDLE HEIGHT.	2' 2"	2' 2"	2' 2"	2' 2"	2' 2½"	2' 2½"	2' 2½"	2' 2½"	2' 3½"	2' 3½"
FUEL	PETROL TANK CAPACITY	① 2.	2.	2	2	2½"	2½"	2½"	2½"	2½"	2½"
	OIL TANK CAPACITY.	① 3	3	3	3	4	4	4	4	6	6
	PETROL CONSUMPTION SOLO.	③ 100 120	100 120	95 115	80 90	80 90	85 90	70 80	70 80	90 105	75 80
	PETROL CONSUMPTION COMB.	③ —	—	—	60 75	60 75	70 85	50 60	50 60	75 90	60 65
	OIL CONSUMPTION SOLO.	③ 1800 2000	1800 2000	1800 2000	1300 1500	1200 1400	1200 1400	1000 1200	1000 1200	1400 1800	1200 1400
	OIL CONSUMPTION COMB.	③ —	—	—	1200 1400	1100 1300	1100 1300	900 1000	900 1000	1500 1700	1000 1200
TRANSMISSION	FRONT CHAIN SIZE.	7/16 x 265	7/16 x 265	7/16 x 265	7/16 x 265	1/2 x 305	1/2 x 305	1/2 x 305	1/2 x 305	7/16 x 265	3/8 x 250
	FRONT CHAIN LINKS.	76	76	76	77	68	68	68	68	68	88. DUPLX.
	REAR CHAIN SIZE.	1/2 x 305	1/2 x 305	1/2 x 305	1/2 x 305	5/8 x 3/8	5/8 x 3/8	5/8 x 3/8	5/8 x 3/8	1/2 x 305	5/8 x 3/8
	REAR CHAIN LINKS	114	114	114	114	90	90	99	99	125	101
	MAG. CHAIN SIZE.	1/2 x 3/16	1/2 x 3/16	1/2 x 3/16	1/2 x 3/16	1/2 x 3/16	1/2 x 3/16	1/2 x 3/16	1/2 x 3/16	—	—
	MAG. CHAIN LINKS	40	36	36	36	37	37	58	58	—	—
GEARS.	GEAR RATIO TOP	5.8	6.1	6.0	④ 5.1	⑤ 4.9	⑤ 4.9	⑥ 4.3	⑦ 3.8	5.9	5.7
	GEAR RATIO 3RD	9.3	7.8	7.7	8.1	6.5	6.5	5.7	5.0	7.8	6.9
	GEAR RATIO 2ND	17.5	10.0	8.9	13.2	8.7	8.7	7.6	6.7	10.4	10.1
	GEAR RATIO BOTTOM.	—	16.6	16.6	—	14.6	14.6	12.6	11.3	17.5	17.0
TYRES.	SIZE OF TYRES.	25 x 3	26 x 3.25	26 x 3.25	26 x 3.25	⑨ 26 x 3.25	⑨ 26 x 3.25	⑨ 26 x 3.25	⑨ 26 x 3.25	⑨ 26 x 3.25	⑨ 26 x 3.25
	PRESSURE FRONT.	⑧ 15-16	15-16	15-16	15-16	15-16	15-16	16-18	16-18	15-16	15-16
	PRESSURE REAR.	⑧ 20-22	20-22	20-22	20-22	20-22	20-22	22-24	22-24	20-22	20-22
	PRESSURE SIDE	⑧ —	—	—	15-16	15-16	15-16	16-18	16-18	16-18	16-18
	PRESSURE REAR COMB.	⑧ —	—	—	22-24	22-24	22-24	24-26	24-26	24-26	24-26
SPEED.	MILES PER HOUR SOLO.	48-52	60-65	65-70	58-65	60-65	73-78	60-75	75-80	60-65	80-85
	MILES PER HOUR COMB.	—	—	—	45-50	54-58	60-65	58-62	60-65	50-55	65-70
WEIGHT.	SOLO. IN LBS. LESS EQUIP.	203	238	245	238	320	325	364	364	314	375
	COMB. IN LBS. LESS EQUIP.	—	—	—	341	444	450	489	489	450	495
ENGINE.	BORE IN MILLIMETRS	62.5	62.5	69	82.5	85.5	85.5	85.5	85.5	54	50.8
	STROKE IN MILLIMETRS	80	80	93	93	101.6	85.5	85.5	85.5	86	73
	CUBIC CAPAS IN C.C.s	246	246	347	498	586	495	990	990	400	593
	ANGLE OF CYLINDERS	—	—	—	—	—	—	50°	50°	26°	26°
	COMPRESSION RATIO.	4.9	6.5	5.6	4.4	5.1	6.6	4.8	4.8	5.6	6.1
NOTES.	① PETROL IN GALLS OIL IN PINTS.										
	② WIDTH OF 2 SEATER 5' 2½"										
	③ IN MILES PER GALLON										
	④ SIDECAR GEARS. 5.8. 9.2. 15.0.										
	⑤ SIDECAR GEARS. 5.4. 7.2. 9.5. 16.0.										



THE "SILVER HAWK"

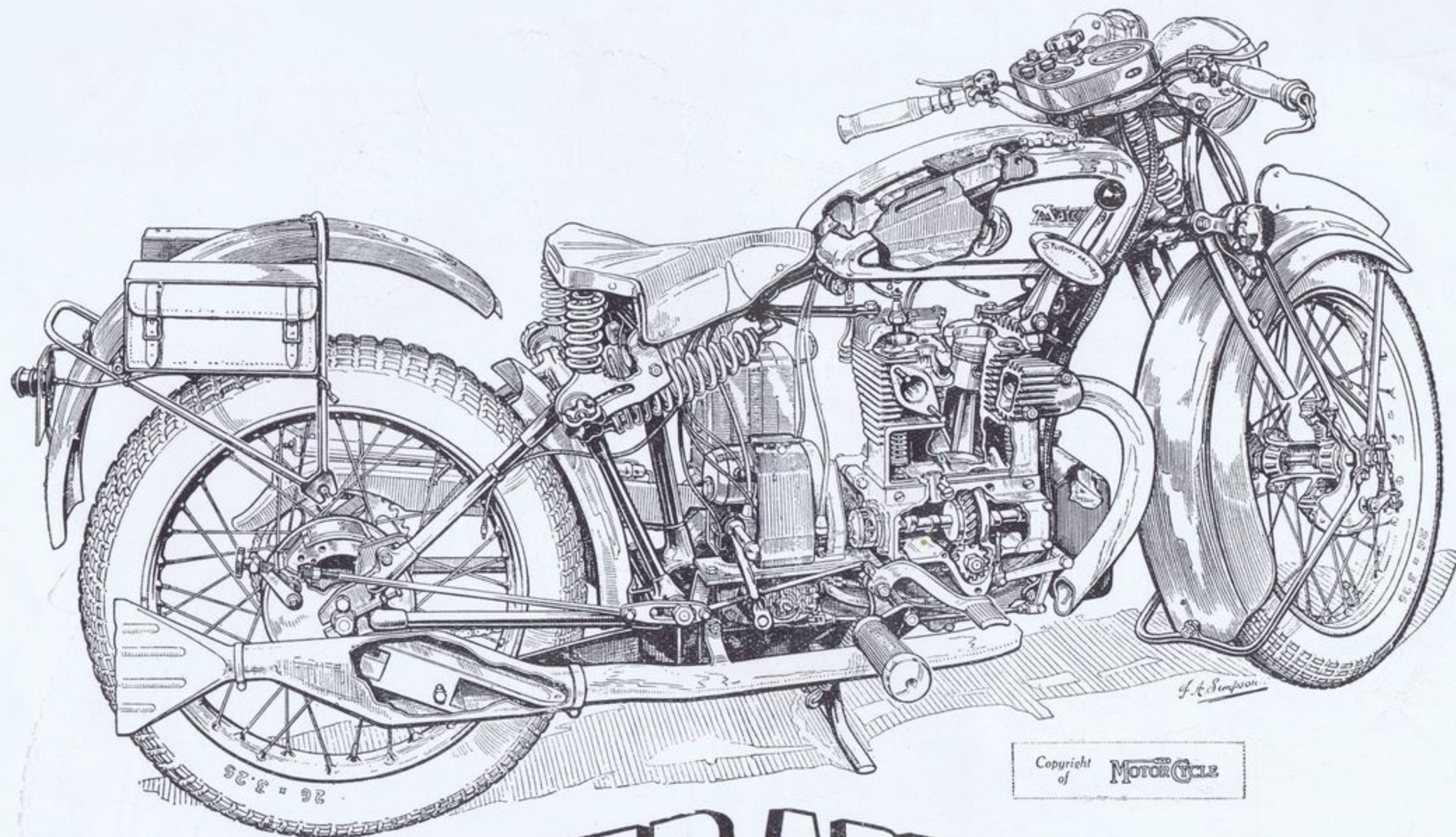
The only spring-frame four-cylinder motorcycle in the world. Combines the silence, smoothness and comfort of a luxury car, with the performance of a racing motorcycle — stupendous acceleration, and a maximum speed of over 80 m.p.h.

Macdonald.

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Matchless
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SILVER ARROW

This clever sectional drawing shows all the working parts of the machine, including the wonderful Vibrationless Monobloc Twin-cylinder Engine with its Car-type Timing Gear, Enclosed Valves and Detachable Cylinder Head.