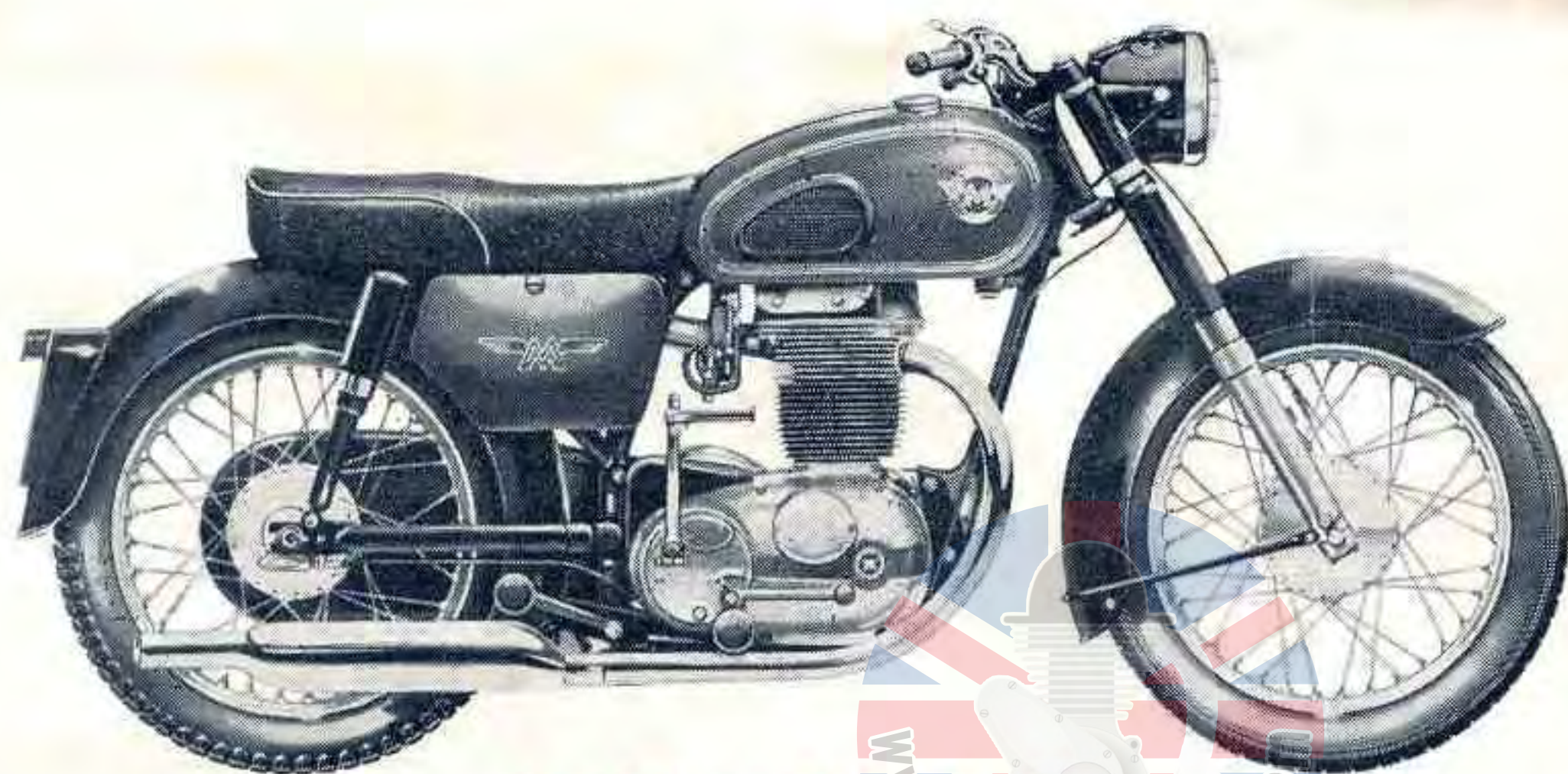


Incomparable

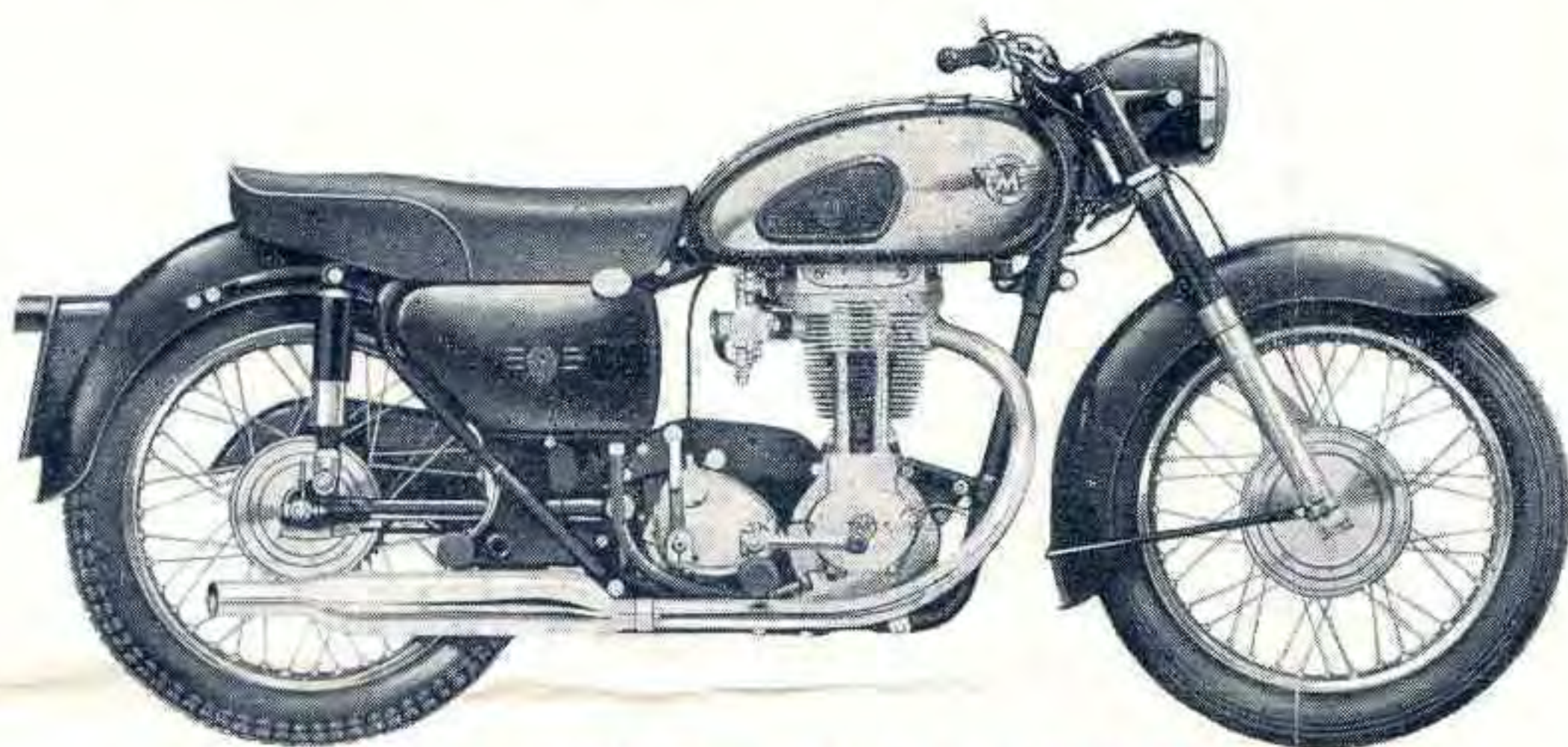
MATCHLESS

MOTOR CYCLES



The 350 c.c. MODEL G5

Introduced at the beginning of 1960, the "Light 350" Model G5 has proved so popular because of its snappy performance, excellent handling and good looks that demands have exceeded supply by a considerable margin.



350 c.c. MODEL G3 and 500 c.c. MODEL G80

These delightful singles are famous for their mechanical silence, sweet running, economy, reliability and highly satisfactory performance.



1961 PROGRAMME

G2 250c.c. O.H.V.
Single Cylinder

G2CS 250c.c. O.H.V.
Single Cylinder Scrambler

G5 350c.c. O.H.V.
Single Cylinder Light

G3 350c.c. O.H.V.
Single Cylinder

G3C 350c.c. O.H.V.
Single Cylinder Trial

G80 500c.c. O.H.V.
Single Cylinder

G80CS 500c.c. O.H.V.
Single Cylinder Scrambler

G9 500c.c. O.H.V.
Twin Cylinder

G12 650c.c. O.H.V.

MODEL	ENGINE	497cc. O.H.V. Singles	498cc. O.H.V. Singles	347cc. O.H.V. Singles	348cc. O.H.V. Single	72 mm. x 85.5 mm.	70 mm. x 65 mm.	248cc. O.H.V. Singles	348cc. O.H.V. Single	69 mm. x 93 mm.	82.5 mm. x 93 mm.	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3	69 mm. x 93 mm.	347cc. O.H.V. Singles	497cc. O.H.V. Singles	86 mm. x 85.5 mm.	As for G80	As for G80	As for G3	As for G3
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SPECIFICATION

WARRANTY

When such new or repaired machinery is supplied, it shall be considered to be a warranty part considered to be a warranty part.

It must be sent to our works, accompanied by the following information:—

1. Name of purchaser and his address

2. Date of purchase of machine

3. Name of dealer from where purchased

4. Frame numbers of machine

5. Guarantee shall not cover defects or damage appearing as a result of misuse, neglect, abnormal wear, or the incorporation of unsuitable attachments

6. In particular:—

a. Modifications

b. Alteration of any part or leaving our Works

c. Fitting of a sidecar in a manner not approved by us or to an unsuitable machine

d. The warranty shall not extend to accessories whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

ASSOCIATED MOTOR CYCLES LTD.

LONDON S.E.18 ENGLAND

Telex: No. 2-2617

or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

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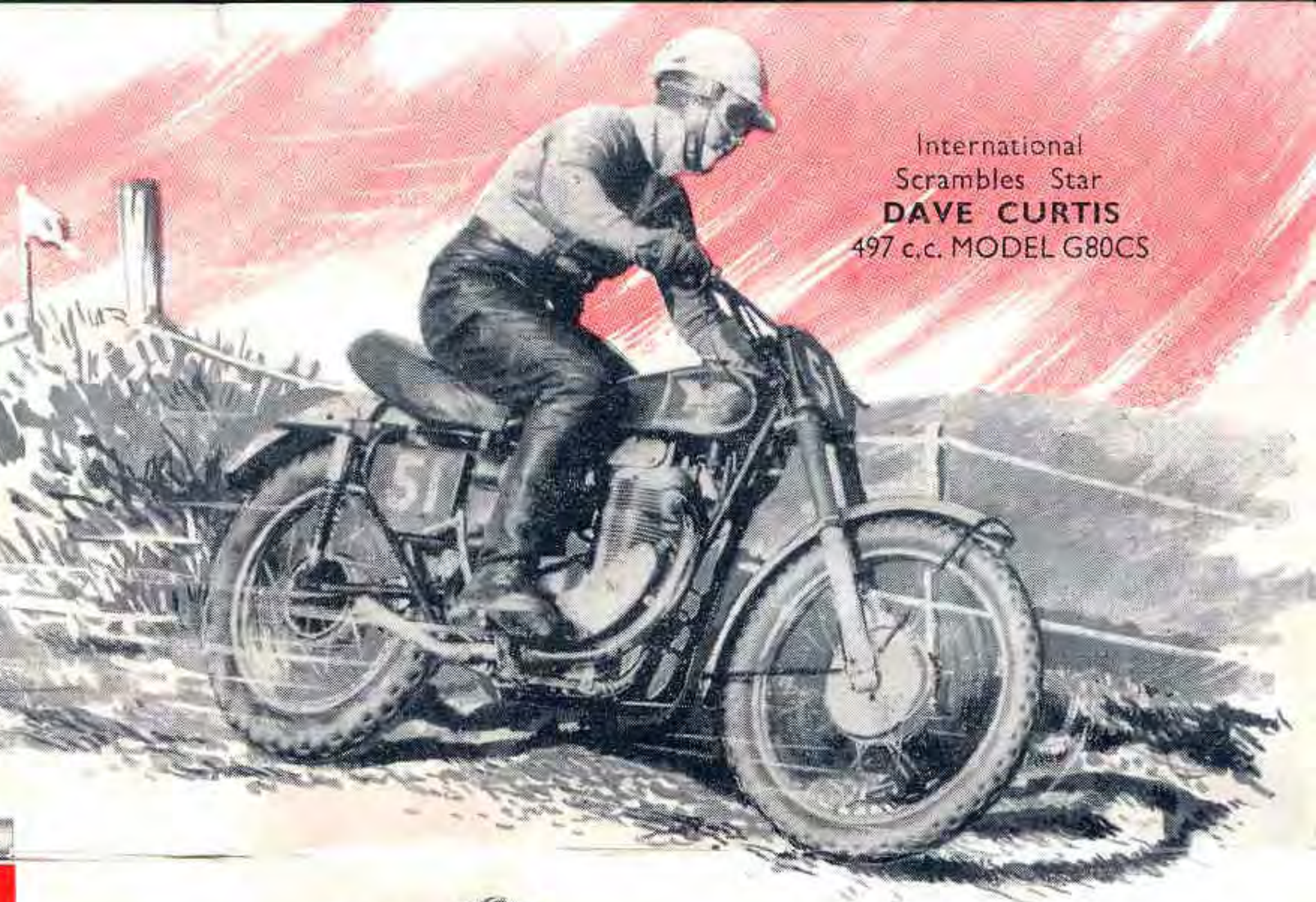
PRELIMINARY LIST

Incomparable MATCHLESS

MOTOR CYCLES

LESS CLES

International
Scrambles Star
DAVE CURTIS
497 c.c. MODEL G80CS



1961 PROGRAMME

G2 250c.c. O.H.V.
Single Cylinder

G2CS 250c.c. O.H.V.
Single Cylinder Scrambles

G5 350c.c. O.H.V.
Single Cylinder Light

G3 350c.c. O.H.V.
Single Cylinder

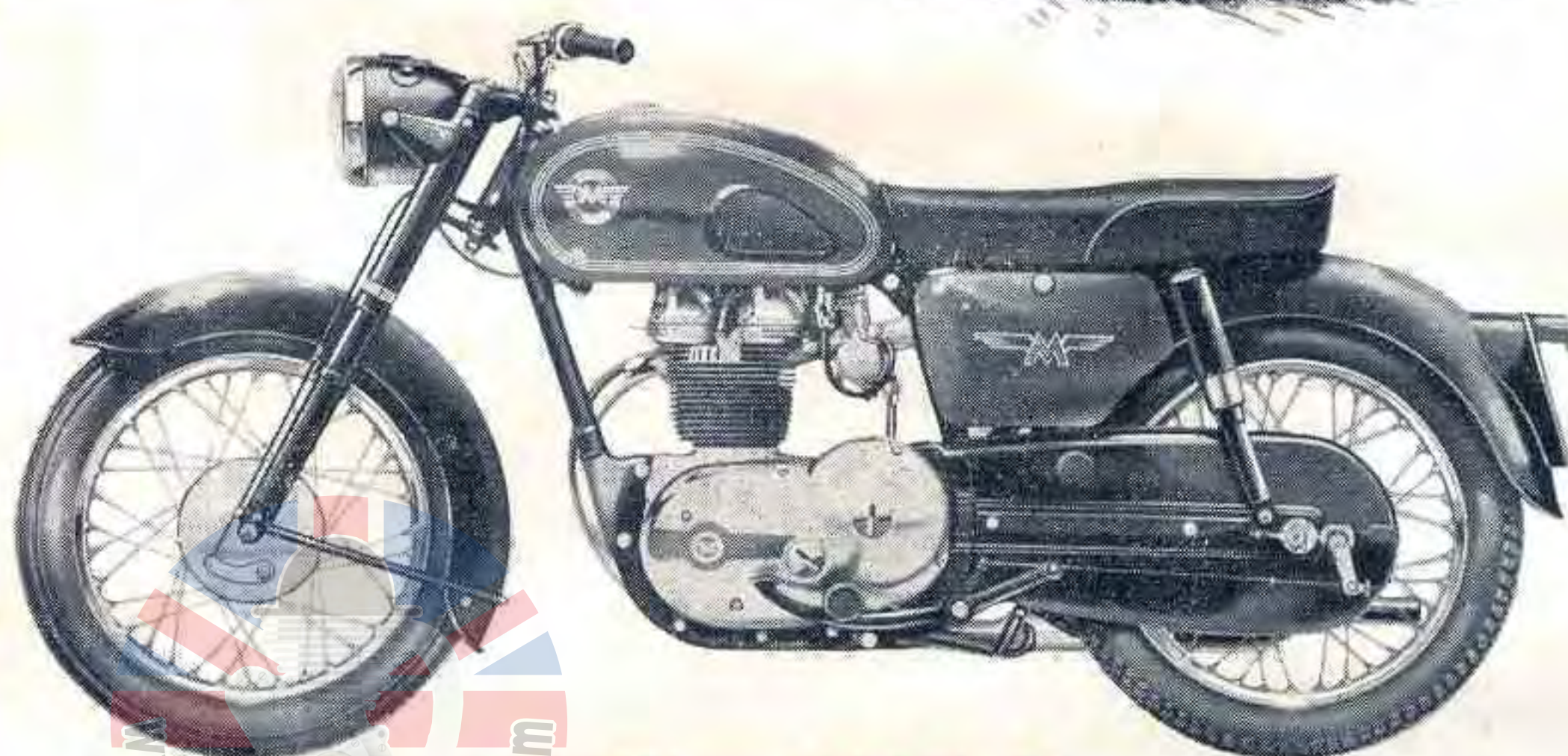
G3C 350c.c. O.H.V.
Single Cylinder Trials

G80 500c.c. O.H.V.
Single Cylinder

G80CS 500c.c. O.H.V.
Single Cylinder Scrambles

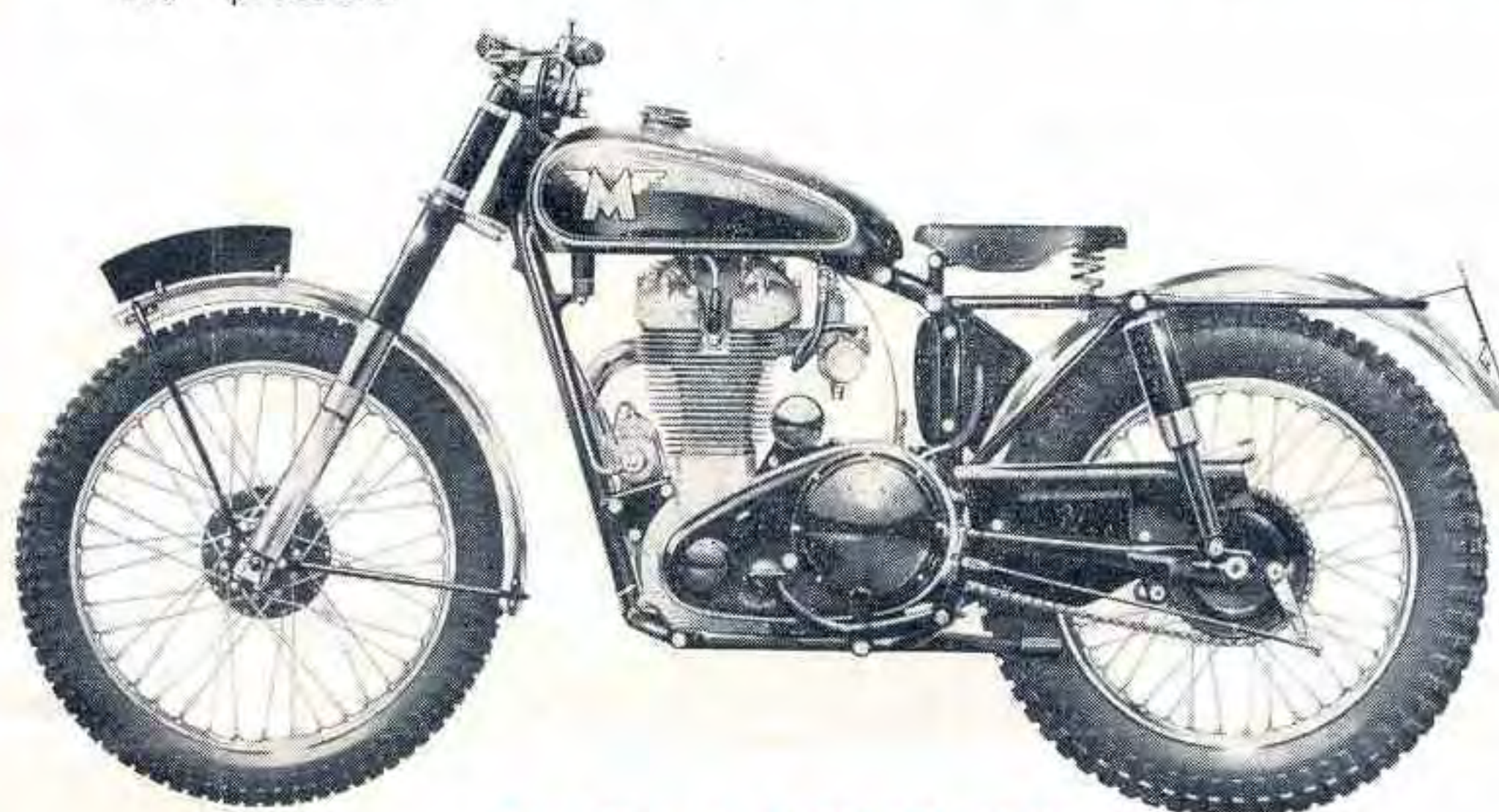
G9 500c.c. O.H.V.
Twin Cylinder

G12 650c.c. O.H.V.



The 250 c.c. MODEL G2

Designed to provide the performance of a heavyweight with the economy of a lightweight, the Model G2 is without doubt the fastest and most handsome road "250" produced.



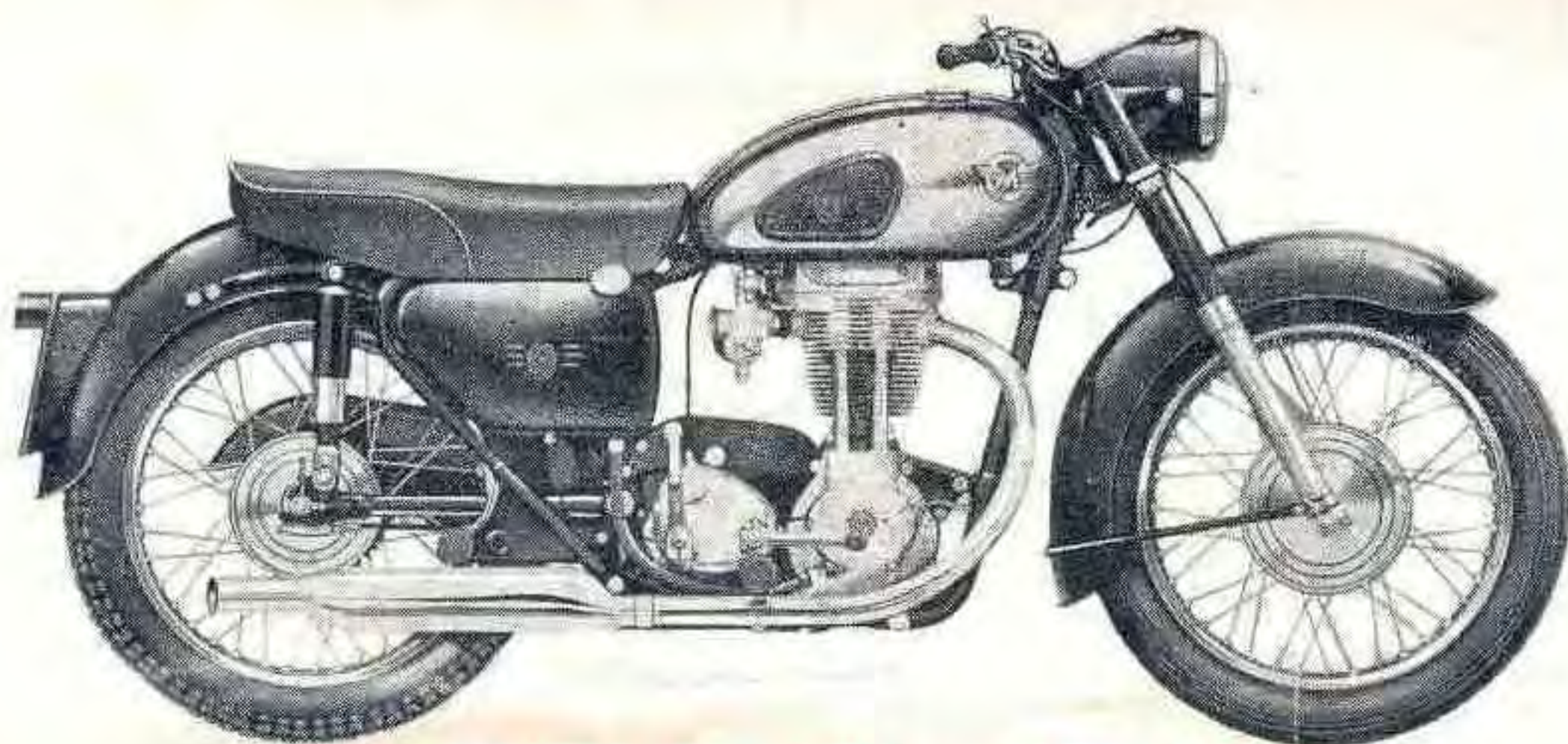
The 350 c.c. MODEL G3C

Designed and built for the specific purpose of enabling the Trials enthusiast to compete with success in observed cross country competitions, the Model G3C has brilliantly fulfilled this commitment. Lighting extra.



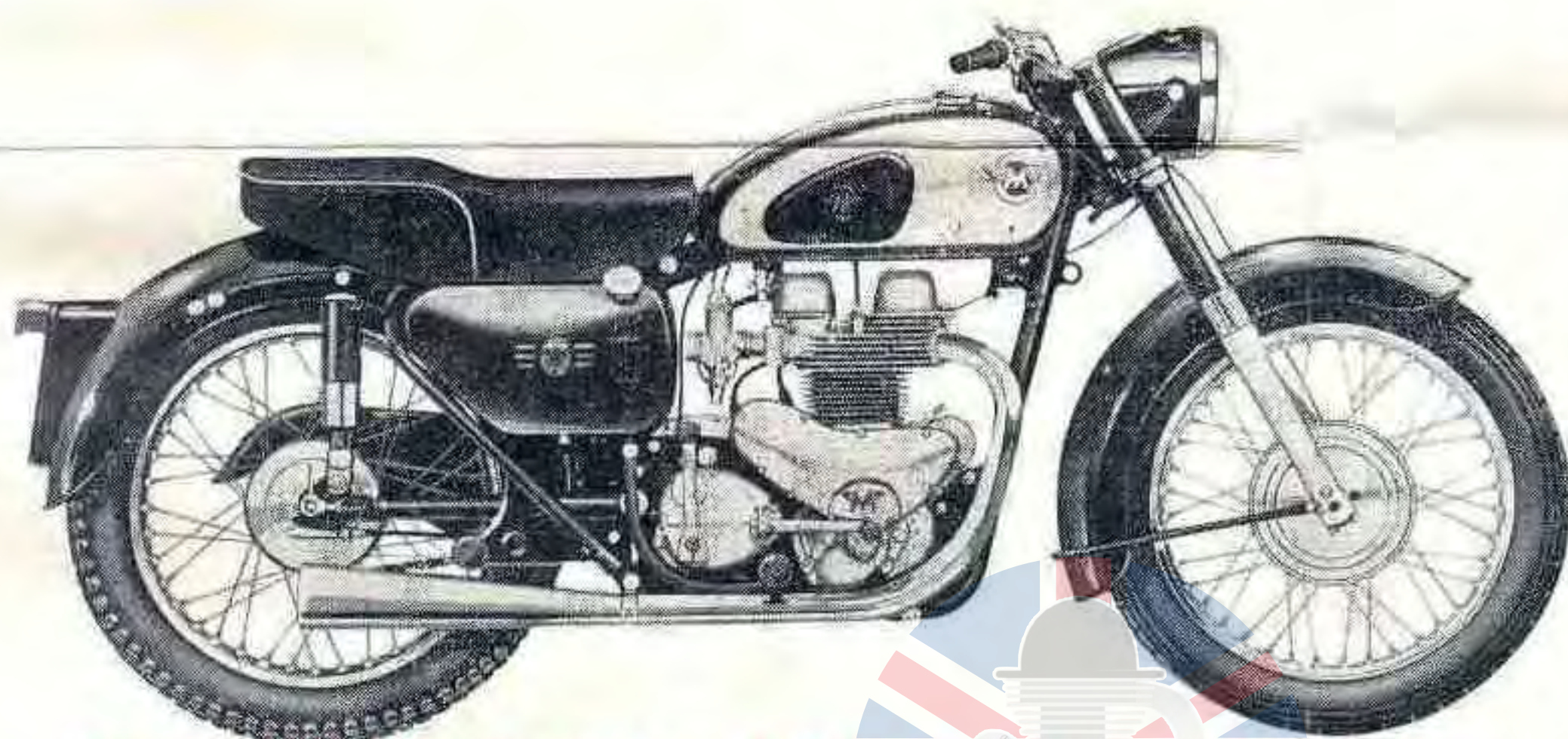
ENGINE	248cc. O.H.V. Singles		348cc. O.H.V. Single	347cc. O.H.V. Singles	498cc. O.H.V. Singles	347cc. O.H.V. Singles	497cc. O.H.V. Singles
	70 mm. x 65 mm.		72 mm. x 85.5 mm.	69 mm. x 93 mm.	82.5 mm. x 93 mm.	69 mm. x 93 mm.	86 mm. x 85.5 mm.
Bore and Stroke	Die-cast light alloy with cast-in valve seats			Die-cast light alloy with cast-in valve seats		Die-cast light alloy with cast-in valve seats	
Cylinder head	75° Chromium plated, stellite tipped, with duplex hairpin valve springs			82° angle: with remainder as Model G2: 78° angle		As for G3	
Valves	Aluminium pushrods with screwed hardened steel end cups			Aluminium pushrods with screwed hardened steel end cups		Aluminium pushrods with screwed hardened steel end cups	
Valve adjustment	Built up steel and housed in detachable light alloy rocker box			Built up steel and housed in detachable light alloy rocker box		Built up steel and housed in detachable light alloy rocker box	
Rockers	Two cams on single gear driven camshaft			Two gear-driven camshafts with single cams		Two gear-driven camshafts with single cams	
Cams	Forged steel lever type			Hardened steel mushroom type		Hardened steel mushroom type	
Cam followers	Close grain iron with integral pushrod tunnels			Deeply finned close grain cast iron		Light alloy with iron liner	
Cylinder barrel	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated			Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated		Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	
Piston	7.8		7.0	7.5		7.3	
Compression ratio	10.5			7.3		6.5	
Connecting rod	Forged steel with pressed-in hardened liner			Forged steel with pressed-in hardened liner		Forged steel with pressed-in hardened liner	
Big-end bearing	Double row roller with Duralumin cage			Triple row roller with Duralumin cage		Triple row roller with Duralumin cage	
Crankpin	Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin			Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin		Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin	
Crankshaft	Built up with individually balanced flywheels			Built up with individually balanced flywheels		Built up with individually balanced flywheels	
Main bearings	Twin caged ball journal drive side, plain bronze oil-distributor timing side			Twin caged ball journal drive side, plain bronze oil distributor timing side		Twin caged ball journal drive side, plain bronze oil distributor timing side	
Oil pump	Duplex plunger, rotary reciprocating. Pressure feed to all moving parts			Duplex plunger, rotary reciprocating. Pressure feed to all moving parts		Duplex plunger, rotary reciprocating. Pressure feed to all moving parts	
Exhaust system	1½" dia. pipe, cylindrical silencer	1½" dia. straight through pipe	1½" dia. pipe, cylindrical silencer	1½" dia. Single pipe	1½" dia. heavy weight silencer	1½" dia. pipe, upswept silencer	1½" dia. straight through
CARBURETTOR—	1½" Monobloc 376/99	1½" Monobloc	1½" Monobloc 389/42	1½" Monobloc 376/5	1½" Monobloc 389/1	1½" Monobloc 376/59T	1½" Grand Prix
Amal							
IGNITION	Wipac 06500 coil with independent direct start switch	Wipac 05413 coil	Wipac 06500 coil, with independent direct start switch	Lucas MA6 Coil with independent direct start switch	Lucas MA6 Coil with independent direct start switch	Manually controlled waterproof NC1 magneto	Manually controlled waterproof NC1 magneto
Sparkling Plug—K.L.G.	FE.80 L.R.	FE.220 L.R.	FE.80 L.R.	FE.80 L.R.	FE.80 L.R.	FE.80 L.R.	FE.220 L.R.
ELECTRICAL	Wipac S114 alternator	*Wipac S114 alternator	Wipac S114 alternator	Lucas 8.M.15 alternator	Lucas 8.M.15 alternator	*Lucas E3N 6v. Dynamo	*Lucas RM15 alternator
Battery	Exide 3ETS 12 amp/hr.	Varley MC5/9 13 amp/hr.	Exide 3ETS 12 amp/hr.	Lucas M29E 13 amp/hr.	Lucas M29E 13 amp/hr.	*Lucas PUZ 7E/11. 11 amp/hr.	*Lucas MLZ9E. 11 amp/hr.
Headlight	6" dia. 30w. and 24w. double fil. bulb	*6" dia. Q.D.	As G2	7" diameter, 30w. and 24 w. double filament bulb	7" diameter, 30w. and 24 w. double filament bulb	*Q.D. 7" diameter, 30w. and 24w. double filament bulb	*Q.D. 7" diameter, 30w. and 24w. double filament bulb
Rear and Stoplight	Separate bulbs 3w. and 18w.	*As G2	As G2	Double filament 3w. and 18w. bulb	Double filament 3w. and 18w. bulb	*Double filament 3w. and 18w. bulb	*Double filament 3w. and 18w. bulb
Pilot and Speedo Lights	3w.	*3w.	3w.	3w. and 1.8w.	3w. and 1.8w.	3w. and 1.9w.	3w. and 1.9w.
TRANSMISSION	Adjustable 4 speed Matchless Gear Box			Pivot mounted H.W. Matchless 4 speed gear box		Pivot mounted H.W. Matchless 4 speed gear box	
Internal ratios	2.92, 1.85, 1.30, 1.00		2.92, 1.85, 1.30, 1.00	2.56, 1.70, 1.22, 1.00		3.24, 2.44, 1.56, 1.00	2.56, 1.70, 1.22
Gear change	Enclosed positive stop. Adjustable foot operation			Enclosed positive stop. Adjustable foot operation		Enclosed positive stop. Adjustable foot operation	
Kickstarter	One piece		One piece	One piece		One piece	
Clutch	Multi-plate incorporating rubber vane type shock absorber			Multi-plate incorporating rubber vane type shock absorber		Multi-plate incorporating rubber vane type shock absorber	
Primary chain	.375" x .225" in oil bath	.5" x .205" in oil bath	.375" x .225" Duplex in oil bath	.5" x .305" in light alloy oil bath	.625" x .380" deep section steel chainguard	.5" x .305" oil bath	.5" x .305" oil bath
Rear chain	.5" x .305" enclosed	.5" x .305" chainguard	.5" x .305" enclosed				
Gear ratios	20.12, 12.75, 8.95, 6.89	21.62, 16.55, 11.63, 8.95	18.66, 11.82, 8.30, 6.39	14.85, 9.85, 7.08, 5.80	12.80, 8.53, 6.13, 5.02	21.00, 15.80, 10.10, 6.48	13.42, 8.93, 6.48
PETROL TANK	3.25 gals. (14.75 litres) pressed steel	2.75 gals. (12.4 litres) pressed steel	3.25 gals. (14.75 litres) pressed steel	4.25 gals. (19.3 litres) pressed steel	4 pt. (2.25 litres) pressed steel tank	2 gals. (9 litres) light alloy	2 gals. (8 litres) pressed steel
OIL	2.5 pt. (1.1 litres) light alloy casting bolted to crankcase	Single tube, pressed steel under-channel	2.5 pt. (1.1 litres) light alloy casting bolted to crankcase	4 pt. (2.25 litres) pressed steel tank	Twin tube Duplex cradle	2.75 pt. (1.6 litres) pressed steel tank	4.5 pt. (2.5 litres) pressed steel
FRAME	Brazed and bolted: Malleable lugs			Brazed and bolted: Malleable lugs		Brazed and bolted: Malleable lugs	
Construction	Centre stand		Centre stand	Centre stand, prop stand, sidcar lugs		Centre and prop stand	
Stands and lugs	2 piece swinging arm. Oil damped adjustable spring units			As for twin cylinder models		Long Competition spring units	
Suspension	29"		29.5"	31"		32.5"	
SEAT HEIGHT	53"		53.75"	55.25"		53.75"	
WHEELBASE	5.5"		7.25"	5.5"		10"	
GROUND CLEARANCE	Oil damped telescopic		Teledraulic 2-way oil damped, self lubricating. Alloy sliders	As for twin cylinder models		Teledraulic oil damped	
FORKS	Deep 2 level, foam rubber		Long deep competition type	Vynide covered 2 level foam rubber moulding		Competition Dunlop Saddle	
TWINSEAT	Deep catenary section		Polished light alloy	Steel. One piece of deep catenary section		Polished light alloy	
MUDGUARDS	3.25" x 17"		F. 3.00" x 19" R. 3.50" x 19"	F. 3.25" x 19" R. 3.50" x 19"		F. 2.75" x 21" R. 4.00" x 19"	
WHEELS	F. Ribbed R. Studded		Knobbles	F. Ribbed R. Studded		Trials Universals	
Tyres—Dunlop	Full width. Ball journal		Competition type. Taper roller	Full width Light Alloy. Taper rollers. Straight spokes		Special lightweight. Taper rollers	
Hubs and bearings	6" x 1"		F. 7" x .875" R. 5.5" x .75"	7" x .875"		5.5" x .75"	
Brakes	325-lb.		321-lb.	382-lb.		306-lb.	
WEIGHT	Black, silver lined Cardinal red tank, red toolbox (except G2CS) Chrome rims, exhaust system, etc., 3D plastic badge, polished alloy engine covers, primary chaincase.			Black with silver lined tank, chrome rims, exhaust, etc. 3D plastic badge, polished timing cover, chaincase, fork sliders, etc.		As G3 and G80 but with winged "M" tank transfer, enamelled chaincase.	
FINISH						Speedometer, toolkit, tyre pump, Instruction book, etc.	
EQUIPMENT	Pillion footrests, stoplight, speedometer, toolkit, pump, Instruction Book, etc.		Toolkit, pump, Instruction Book, etc.	Pillion footrests, stop light, speedometer, toolkit, tyre pump, Instruction Book, etc.		Toolkit, tyre pump, Book, air cleaner, sp.	
OPTIONAL	Black tank, silver lining.		Road gears and tyres.	Black tank, silver lining.		Standard tyres, wheels, H.C. piston, standard cams.	
OPTIONAL EXTRAS	Red tank, chrome panels, silver lining. Two tone red and Arctic white.		Speedometer, Q.D. lighting set, silencer, registration plates, etc.	As G2		Q.D. electric lighting set.	
ACCESSORIES	Air cleaner, safety bars, luggage carrier, luggage panniers, side-stand, etc.			Air cleaner, safety bars, luggage carrier, luggage panniers, side-stand, etc.			

*Lighting extra—supplied only when specified.



350 c.c. MODEL G3 and 500 c.c. MODEL G80

These delightful singles are famous for their mechanical silence, sweet running, economy, reliability and highly satisfactory performance.



500 c.c. MODEL G9, 650 c.c. MODEL G12 and G12 De Luxe

Of outstanding mechanical interest, these Twins are extremely tractable, yet provide an unsurpassed performance with impeccable steering and perfect braking.



The 250 c.c. MODEL G2CS

Now fitted with an entirely new ignition system, a larger crankpin and strengthened gearbox plus increased power output, the lightweight Scrambler is assured of a brilliant 1961 Competition season. Lighting and road equipment extra.

G5 350c.c. O.H.V.

Single Cylinder Light

G3 350c.c. O.H.V.

Single Cylinder

G3C 350c.c. O.H.V.

Single Cylinder Trial

G80 500c.c. O.H.V.

Single Cylinder

G80CS 500c.c. O.H.V.

Single Cylinder Scramble

G9 500c.c. O.H.V.

Twin Cylinder

G12 650c.c. O.H.V.

Twin Cylinder

G12 De Luxe 650c.c. O.H.V.

Twin Cylinder

G12CSR 650c.c. O.H.V.

" Sportstwin

G50 498c.c. O.H.C.

Single Cylinder Racing



The 500 c.c. MODEL G50

Production of the Racing Model G50 is limited to the capacity of the Works Racing Department where they are individually built and fully tested to a predetermined power output. G50 conforms to the current F.I.M. requirements and is supplied for immediate racing.

Famous for over 40 years

498cc. O.H.V. Singles		347cc. O.H.V. Singles		497cc. O.H.V. Singles		498 cc. O.H.V. Twin		646cc. O.H.V. Twins	
82.5 mm. x 93 mm.		69 mm. x 93 mm.		86 mm. x 85.5 mm.		66 mm. x 72.5 mm.		72 mm. x 79.3 mm.	
Die-cast light alloy with cast-in valve seats		As for G3		As for G80		Separate die-cast light alloy with cast-in valve seats		80° Stellite tipped, chromium plated with double helical valve springs	
Aluminium pushrods with screwed hardened steel end cups		As for G3		As for G80		Eccentric rocker spindles		One piece steel stampings. Detachable light alloy rocker covers	
Built up steel and housed in detachable light alloy rocker box		As for G3		As for G80		Separate inlet and exhaust gear-driven camshafts		Hardened alloy iron levers operating Hyduminium push rods	
Two gear-driven camwheels with single cams		As for G3		As for G80		Separate close grain cast-iron with integral push rod tunnels		Light alloy with 3 rings: 2 compression, 1 oil control. Top ring chromium plated	
Hardened steel mushroom type		As for G3		As for G80		Two piece forged light alloy		Vandervell Indium flashed lead bronze	
Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated		As for G3		As for G80		Integral with crankshaft		Three bearing one piece alloy iron, statically and dynamically balanced	
7.3		6.5		8.7		8.0		7.5	
Forged steel with pressed in hardened liner		As for G3		As for G80		Two large diameter roller. Plain oil distribution centre bearing		Twin gear pumps driven by camshafts. Pressure feed to all moving parts	
Triple row roller with Duralumin cage		As for G3		As for G80		1 1/2" dia. (G9), 1 1/2" dia. (G12) separate pipes Matchless megaphone type silencers		1 1/2" dia. Siamesed exhaust system	
Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin		As for G3		As for G80		1" Monobloc 376/209		1 1/2" Monobloc 389/50	
Built up with individually balanced flywheels		As for G3		As for G80		Lucas MA6 coil with independent direct start switch		Manually controlled Lucas K2F magneto	
Caged ball journal drive side, plain bronze oil distributor timing side		As for G3		As for G80		FE80 L.R.		FE80 L.R.	
Duplex plunger, rotary reciprocating.		As for G3		As for G80		Lucas RM.15 alternator		Lucas E3L 6v. Dynamo	
1 1/2" dia. pipe. Upswept silencer		As for G3		As for G80		Lucas MLZ9E 13 amp/hr.		Lucas E3L 6v. Dynamo	
1 1/2" dia. straight through pipe		As for G3		As for G80		7" dia. 30w. and 24w. double filament bulb		Double filament 3w. and 18w. bulb	
1 1/2" Grand Prix TSGP		As for G3		As for G80		Double filament 3w. and 18w. bulb		3w. and 1.8w.	
1 1/2" Monobloc 389/1		As for G3		As for G80		Pivot mounted heavy duty four speed Matchless gearbox		2.56, 1.70, 1.22, 1.00	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Enclosed positive stop. Adjustable foot operation		Folding	
1 1/2" Monobloc 389/1		As for G3		As for G80		Multi-plate incorporating rubber vane type shock absorber		5" x .305" in light alloy oil bath	
1 1/2" Monobloc 376/59T		As for G3		As for G80		.625" x .380" deep section steel chainguard		12.23, 8.13, 5.83, 4.78	
1 1/2" Monobloc 389/1		As for G3		As for G80		5.80		12.80, 8.53, 6.13, 5.02	
1 1/2" Monobloc 376/59T		As for G3		As for G80		2 galls. (9.3 litres) pressed steel		2.75 pt. (1.6 litres) pressed steel tank	
1 1/2" Monobloc 389/1		As for G3		As for G80		Twin tube Duplex cradle		Welded	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Centre and prop stand		Long Competition spring units	
1 1/2" Monobloc 389/1		As for G3		As for G80		Robust swinging arm self lubricating pivot bush, adjustable oil-damped spring units		31"	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Heavy duty Teledraulic, 2 way oil damped, self lubricating. Alloy sliders		31"	
1 1/2" Monobloc 389/1		As for G3		As for G80		Two level foam rubber moulding, black Vynide covering with white piping on steel base		Long deep Competition type	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Steel. One piece of deep catenary section		Polished light alloy	
1 1/2" Monobloc 389/1		As for G3		As for G80		F. 3.25" x 19" R. 3.50" x 19"		F. 2.75" x 21" R. 4.00" x 19"	
1 1/2" Monobloc 376/59T		As for G3		As for G80		F. Ribbed R. Studded		F. 3.00" x 21" R. 4.00" x 19"	
1 1/2" Monobloc 389/1		As for G3		As for G80		Full width light alloy. Taper rollers. Straight spokes		Knobbles	
1 1/2" Monobloc 376/59T		As for G3		As for G80		7" x .875"		7" x .875"	
1 1/2" Monobloc 389/1		As for G3		As for G80		398 lb.		398 lb.	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Black with silver lined tank, chrome rims, exhaust, etc., polished		As for G9 & G12 but with	
1 1/2" Monobloc 389/1		As for G3		As for G80		trimming cover, primary chaincase, fork sliders, etc.		chromium plated tank panels.	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Pillion footrests, stoplight, speedometer, toolkit, tyre pump, Instruction Book, etc.		As for G9 & G12 but with	
1 1/2" Monobloc 389/1		As for G3		As for G80		Sidecar gears and suspension. High or low compression pistons		red and chrome panelled tank.	
1 1/2" Monobloc 376/59T		As for G3		As for G80		Petrol tank, mudguards in Cardinal red with chrome plated tank panels and black beading. As above but		Q.D. rear wheel, 2 gall. or 3 gall.	
1 1/2" Monobloc 389/1		As for G3		As for G80		two tone tank in Cardinal red and Arctic white. Standard black tank with chrome plated panels with red		Competition Tank, Rev. Counter.	
1 1/2" Monobloc 376/59T		As for G3		As for G80		beading (except G12 de Luxe), Q.D. rear wheel (except G12 de Luxe), H.C. pistons, Siamesed pipes.			
1 1/2" Monobloc 389/1		As for G3		As for G80		Air cleaner, safety bars, steering lock, steering damper, luggage carrier, luggage panniers, etc.			

G5 350c.c. O.H.V.
Single Cylinder Light

G3 350c.c. O.H.V.
Single Cylinder

G3C 350c.c. O.H.V.
Single Cylinder Trials

G80 500c.c. O.H.V.
Single Cylinder

G80CS 500c.c. O.H.V.
Single Cylinder Scrambles

G9 500c.c. O.H.V.
Twin Cylinder

G12 650c.c. O.H.V.
Twin Cylinder

G12 De Luxe 650c.c. O.H.V.
Twin Cylinder

G12CSR 650c.c. O.H.V.
"Sportstwin"

G50 498c.c. O.H.C.
Single Cylinder Racing



The 350 c.c. MODEL G3C

Designed and built for the specific purpose of enabling the Trials enthusiast to compete with success in observed cross country competitions, the Model G3C has brilliantly fulfilled this commitment. Lighting extra.



The 650 c.c. MODEL G12CSR

A model that has established an unassailable reputation among enthusiasts capable of using its unsurpassed performance. Still the only fully equipped standard motorcycle to have covered over 100 miles in one hour.



The 500 c.c. MODEL G50

Production of the Racing Model G50 is limited by the capacity of the Works Racing Department, where they are individually built and fully bench tested to a predetermined power output. The G50 conforms to the current F.I.M. requirements and is supplied for immediate racing.



The 500 c.c. MODEL G80CS

Redesigned for the 1960 season and still further improved for 1961, the Model G80CS with its oversquare racing engine, has been outstandingly successful in National, International and American competitions. Lighting and road equipment extra.

over Half a Century

Incomparable

MATCHLESS

MOTOR CYCLES for 1961

WHEN the first Matchless motorcycle was built well over 60 years ago, it was impossible to foresee that the excellence of design and high standard of craftsmanship were in fact the foundations of an organisation which was to grow to vast proportions and which now enjoys the longest unbroken record of production in the motorcycle industry. Matchless motorcycles are now exported to no less than 100 overseas markets and from Norway to New Zealand or from Uruguay to the U.S.A., where the absorption of the Indian Motorcycle Company makes available a distribution network covering each of the 50 States, enthusiasts are able to appreciate the outstanding performance, superb finish and unfailing reliability that have all contributed to the worldwide popularity of the incomparable motorcycles built in London by Matchless craftsmen.

GUARANTEE

1. In this Guarantee the word "machine" refers to the motor cycle, scooter, motor cycle combination or sidecar as the case may be purchased by the purchaser.

2. In order to obtain the benefit of this Guarantee, the purchaser must correctly complete the registration form provided with each new Matchless motor cycle and return it to us within fourteen days of the purchase.

3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the

cost of fitting such new or repaired part or accessory.

4. Any part considered to be defective must be sent to our works, carriage paid, accompanied by the following information:—

- Name of purchaser and his address
- Date of purchase of machine
- Name of dealer from where purchase was made
- Engine and Frame numbers of machine

5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- Hiring out
- Racing and Competitions
- Adaptation or alteration of any part or parts after leaving our Works
- The attaching of a sidecar in a manner not approved by us or to an unsuitable motor cycle

This Guarantee shall not extend to machines whose trade mark, name

or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

MATCHLESS MOTOR CYCLES

(Proprietors: Associated Motor Cycles Ltd.)

PLUMSTEAD ROAD • LONDON S.E.18

ENGLAND

Telephone: WOOLWICH 1223

Telegrams: MATCHLESS LONDON TELEX

Telex: No. 2-2617

SPECIFICATION

G12CSR	G12 De Luxe	G12	G9	G80CS	G3C	G80
446cc. O.H.V. Twins	446cc. O.H.V. Twins	446cc. O.H.V. Twins	498cc. O.H.V. Twin	497cc. O.H.V. Singles	347cc. O.H.V. Singles	498cc. O.H.V. Singles
72 mm. x 79.3 mm.	72 mm. x 79.3 mm.	72 mm. x 79.3 mm.	66 mm. x 72.5 mm.	86 mm. x 85.5 mm.	69 mm. x 93 mm.	82.5 mm. x 93 mm.
Separate die-cast light alloy with cast-in valve seats	Separate die-cast light alloy with cast-in valve seats	Separate die-cast light alloy with cast-in valve seats	80° Stellite tipped, chromium plated with double helical valve springs	Eccentric rocker spindles	One piece steel stampings	Detachable light alloy rocker covers
Separate inlet and exhaust gear-driven camshafts	Hardened alloy iron levers operating aluminium push rods	Separate close grain cast-iron with integral push rod tunnels	Light alloy with 3 rings: 2 compression, 1 oil control. Top ring chromium plated	Two piece forged light alloy	Vanderwell indium flashed lead bronze	Integral with crankshaft
Three bearing one piece alloy iron, statically and dynamically balanced	Two large diameter roller. Plain oil distribution centre bearing	Twin gear pumps driven by camshafts. Pressure feed to all moving parts	1 1/2" dia. (G9), 1 1/2" dia. (G12) separate pipes Matchless megaphone type silencers	1 1/2" Monobloc 376/209	1 1/2" Monobloc 389/1	1 1/2" Monobloc 389/1
1 1/2" dia. Stamped exhaust system	1 1/2" dia. Stamped exhaust system	1 1/2" dia. Stamped exhaust system	1 1/2" dia. Stamped exhaust system	1 1/2" Grand Prix TSGP	1 1/2" dia. pipe. Upsweep silencer	1 1/2" dia. pipe. Upsweep silencer
Manually controlled direct start switch	Manually controlled direct start switch	Manually controlled direct start switch	Lucas M1A6 coil with independent direct start switch	Lucas M1A6 coil with independent direct start switch	Lucas M1A6 coil with independent direct start switch	Lucas M1A6 coil with independent direct start switch