

Magnificent **MATCHLESS**

MOTOR CYCLES

1962





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MOTO

for

1962

MONITOR

250 c.c. MODEL G2

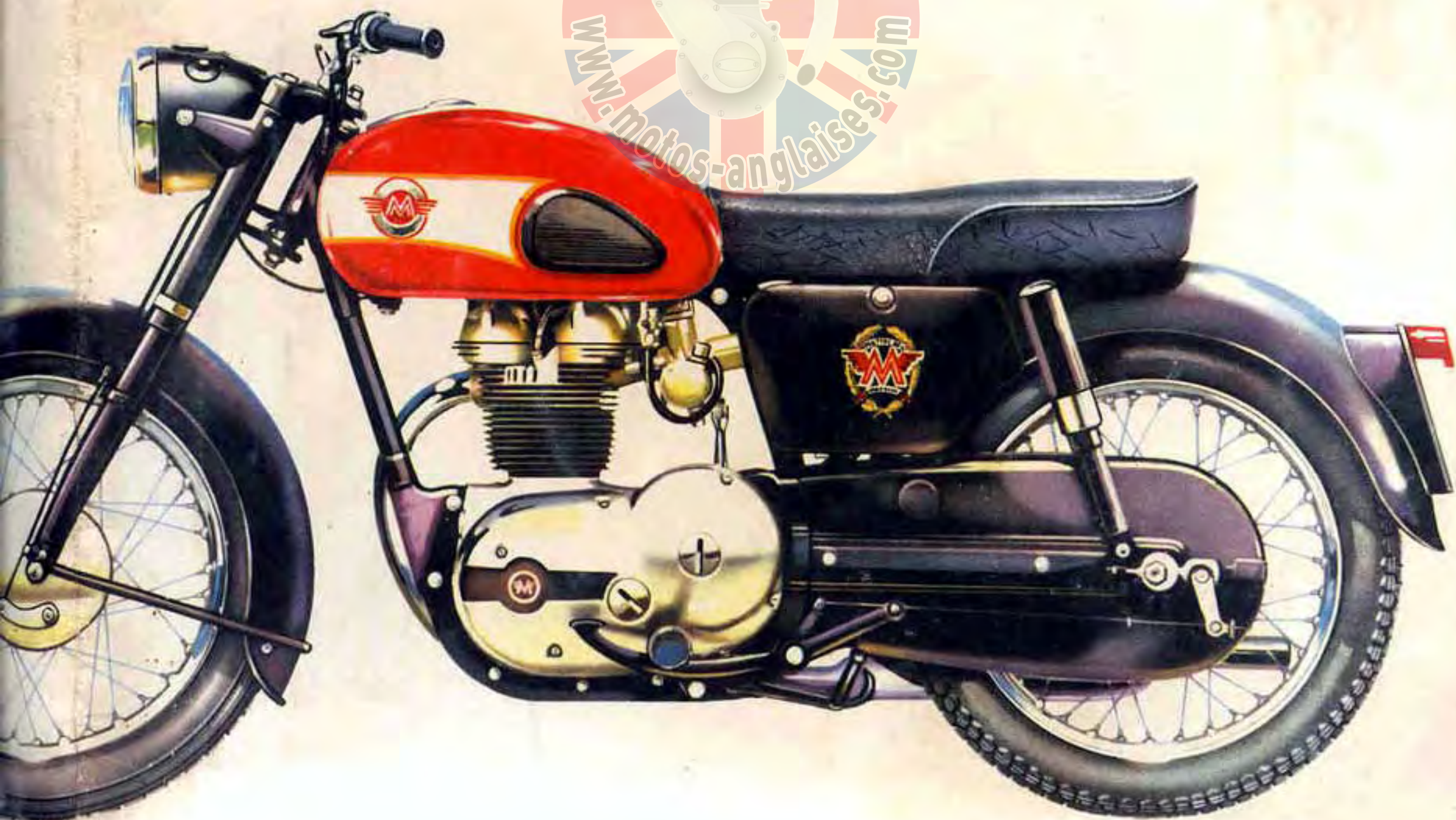
Making the utmost use of every gallon of petrol but equipped, designed and very capable of man-size transport for two, the cleanly styled Monitor provides low budget, high performance motor cycling at its best.

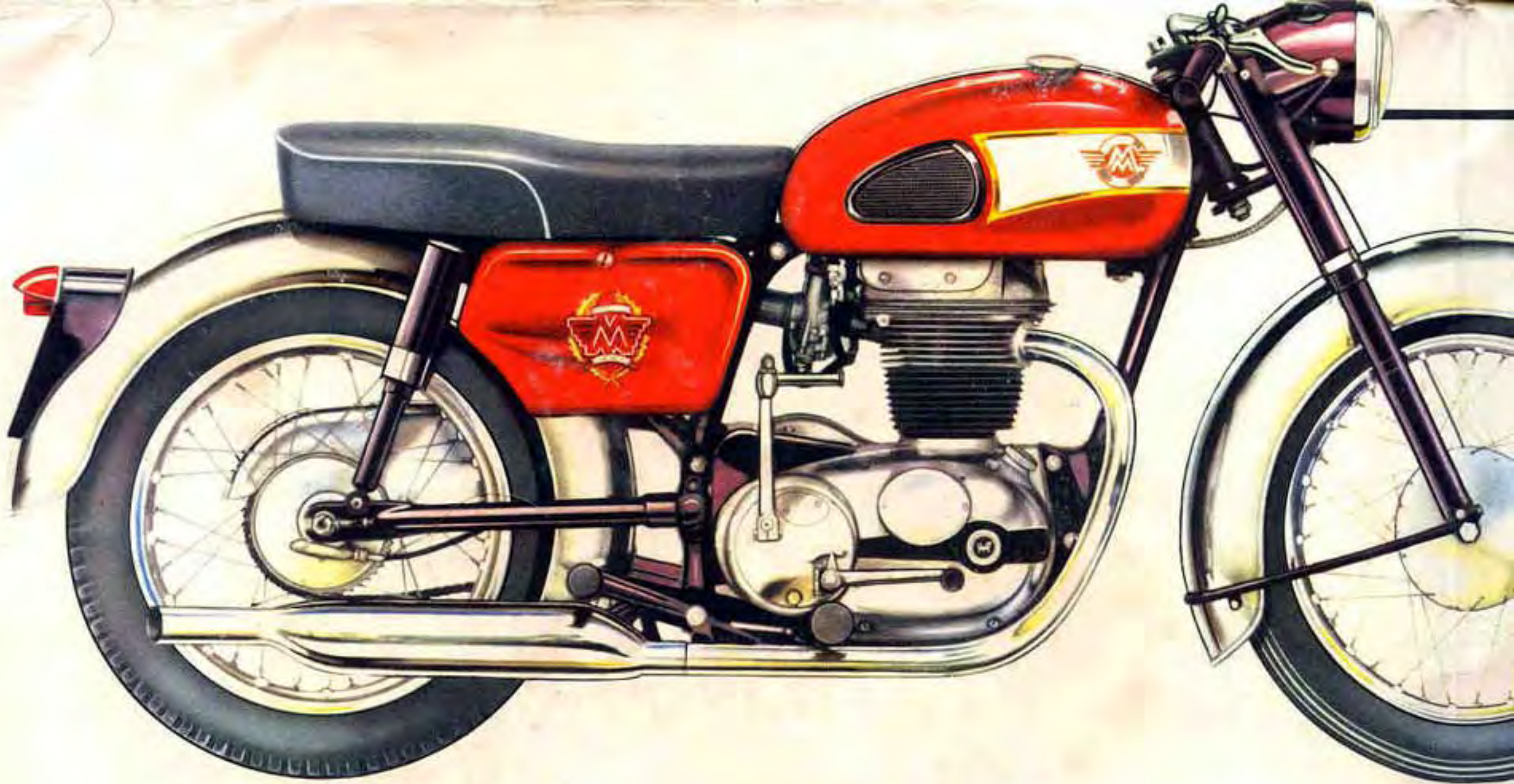


Magnificent

CHALLENGES

TO R CYCLES

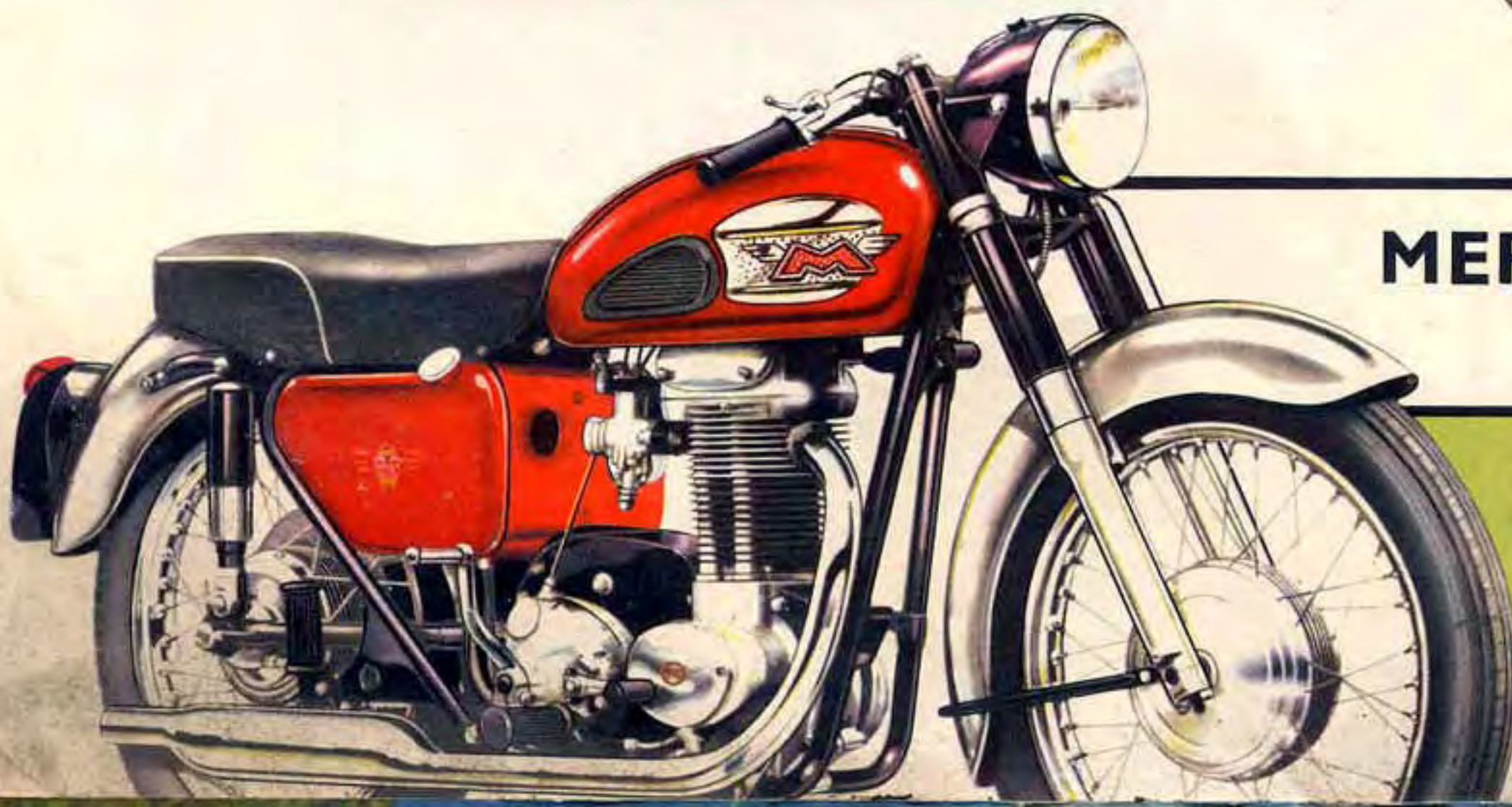




MATADOR

350 c.c. MODEL G5

With the same classic good looks of the Monitor but designed for the rider who demands even more power, the Matador's added torque allied to its light weight and excellent handling produce an outstandingly popular machine.



MERCURY

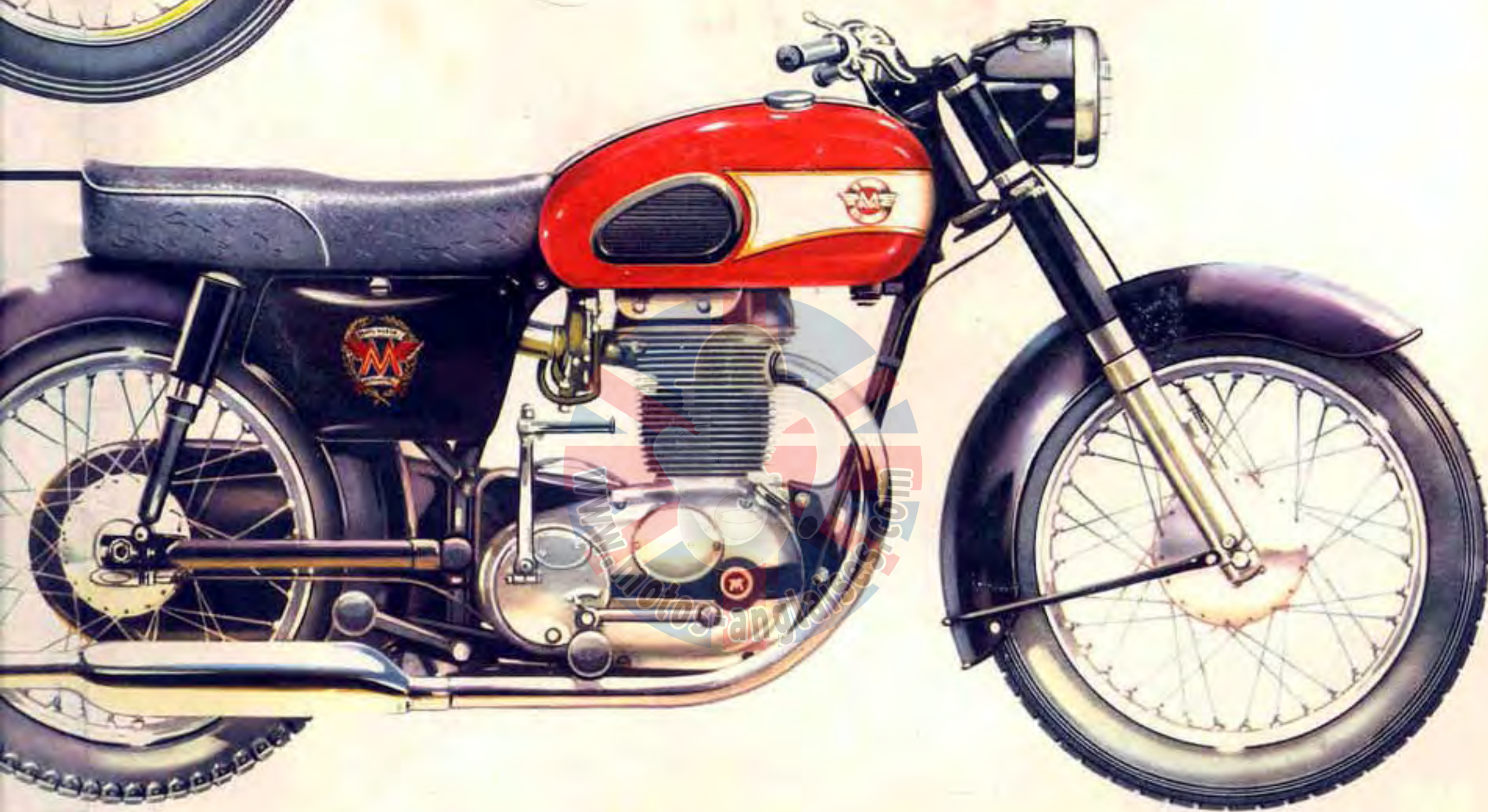
350 c.c. MOD

Steering su
the exhilar

MONITOR SPORTS

250 c.c. MODEL G2S

Powered by a delightfully clean and vibrationless engine the model G2S is a joy to the discriminating rider who appreciates the positive steering, superb road-holding and scintillating performance provided by this elegant sports edition of the Monitor.



MERCURY SPORTS

250 c.c. MODEL G3S

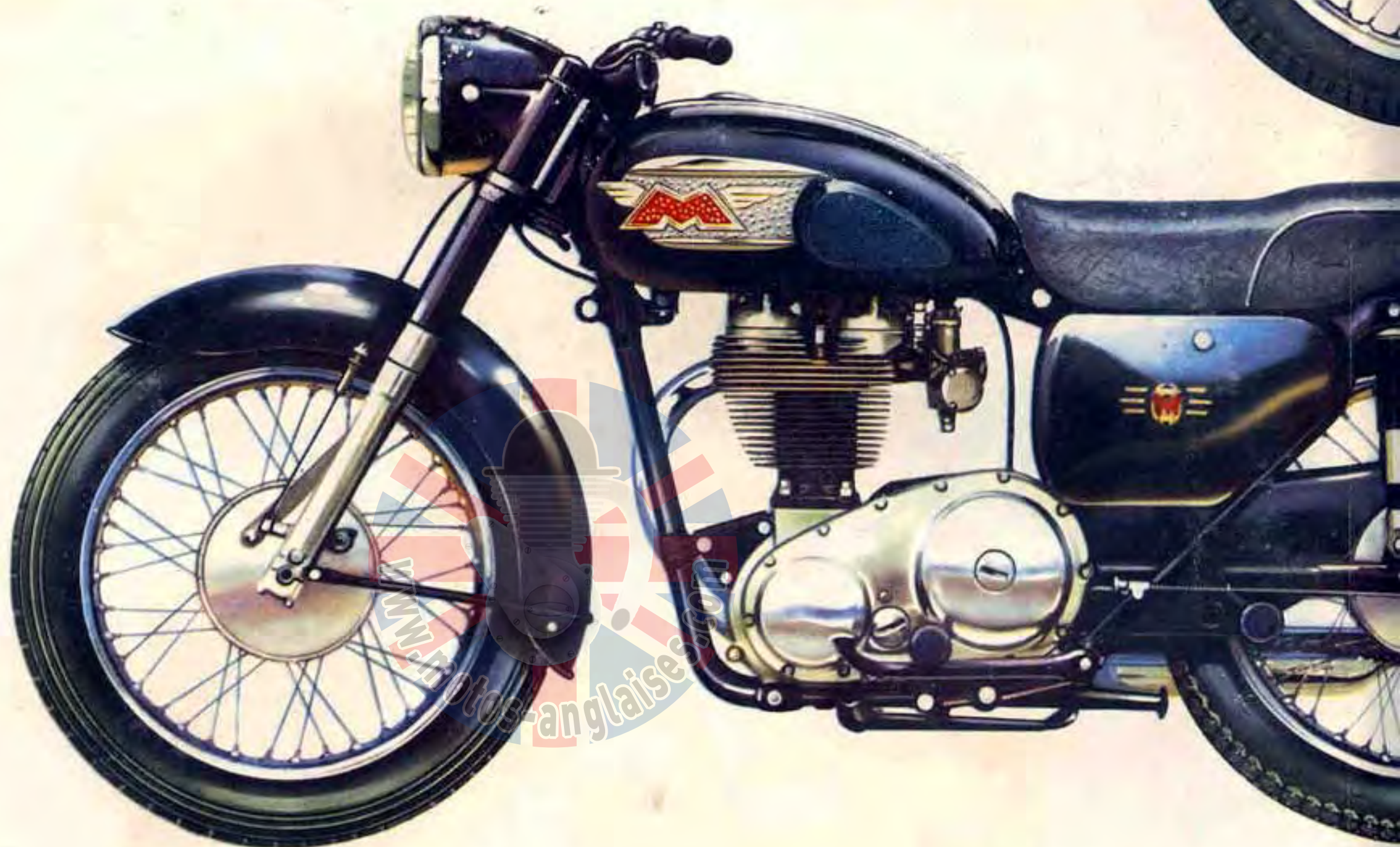
Steering superlatively well and with brakes to match its enhanced performance, the exhilarating Mercury Sports is made to measure for the man in a hurry.



MERCURY

350 c.c. MODEL G3

Known and respected the world over, the G3 for 1962 has an all-new short stroke motor with greatly increased power output. The duplex frame, large dual-seat and generously proportioned brakes provide luxurious and superbly safe motor cycling.

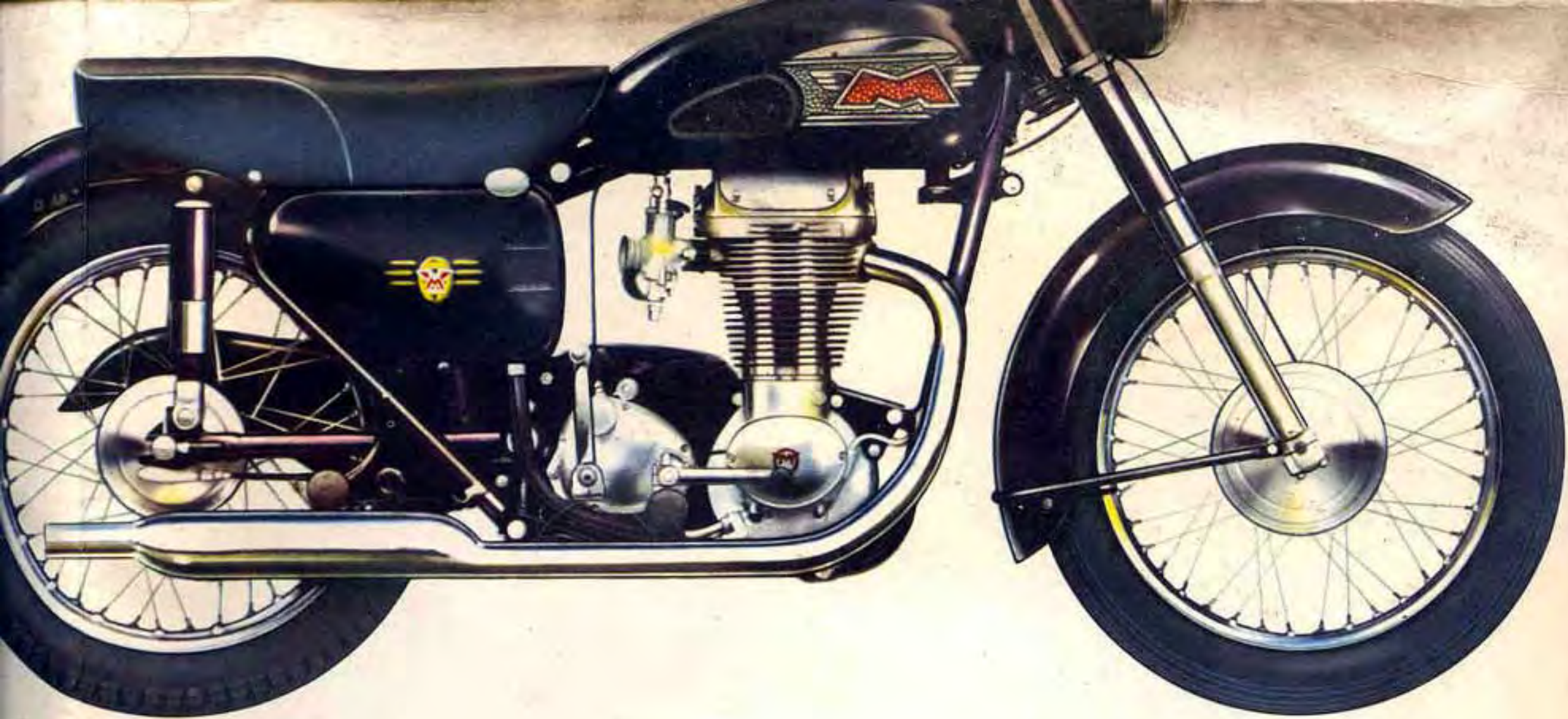


MAJESTIC

650 c.c. MODEL G12

Striking in style, power, performance and dependability, the luxurious G12 is unrivalled for both solo or sidecar use, whilst the man who demands value for every pound, dollar or rupee, cannot fail to be satisfied.

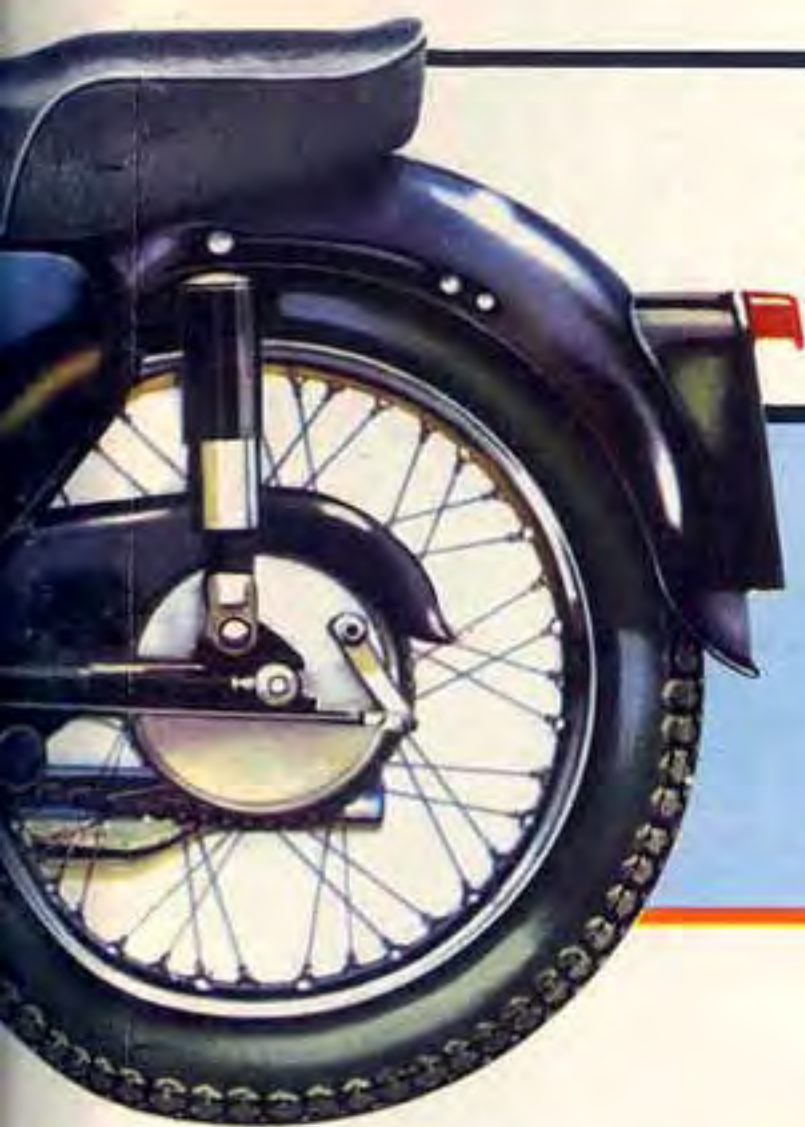




MAJOR

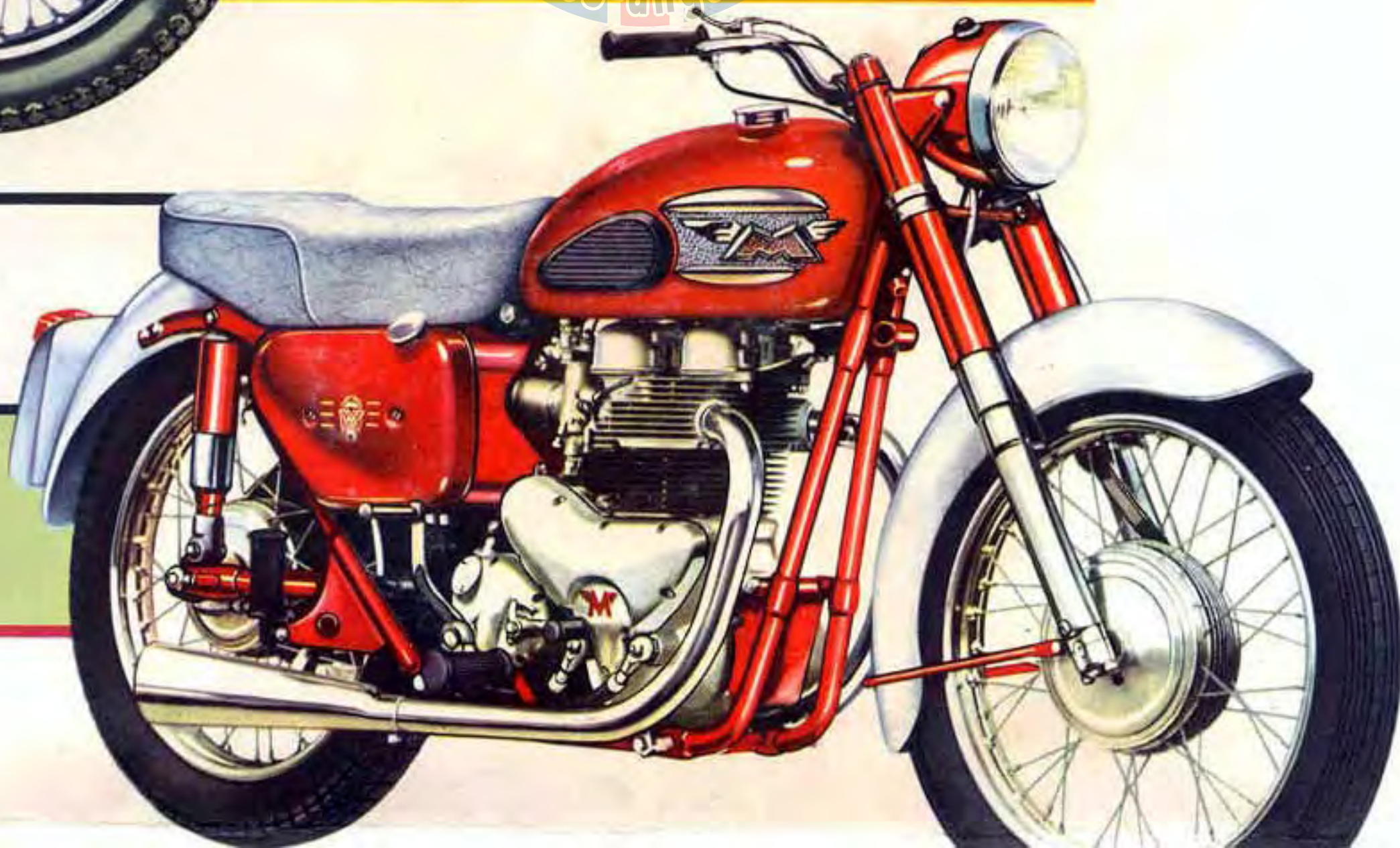
500 c.c. MODEL G80

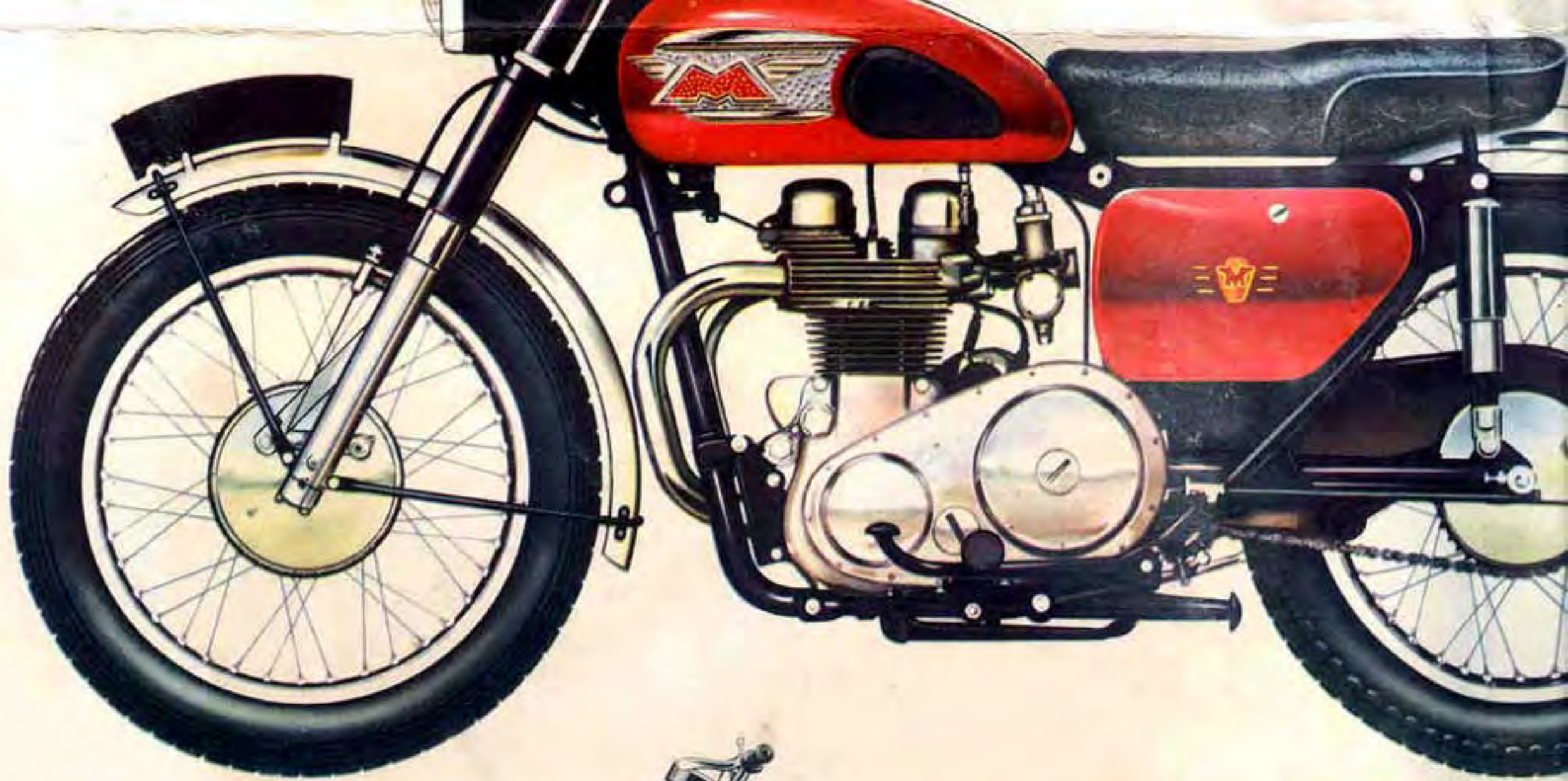
Exemplifying all that is best in the British tradition of large capacity single cylinder motor cycles. Immaculately finished and possessing the ability to devour distance in a most unobtrusive manner, the model G80 represents an extremely sound investment.



STIC MODEL G12

...dability, the
...sidecar use,
...very pound,
...be satisfied.

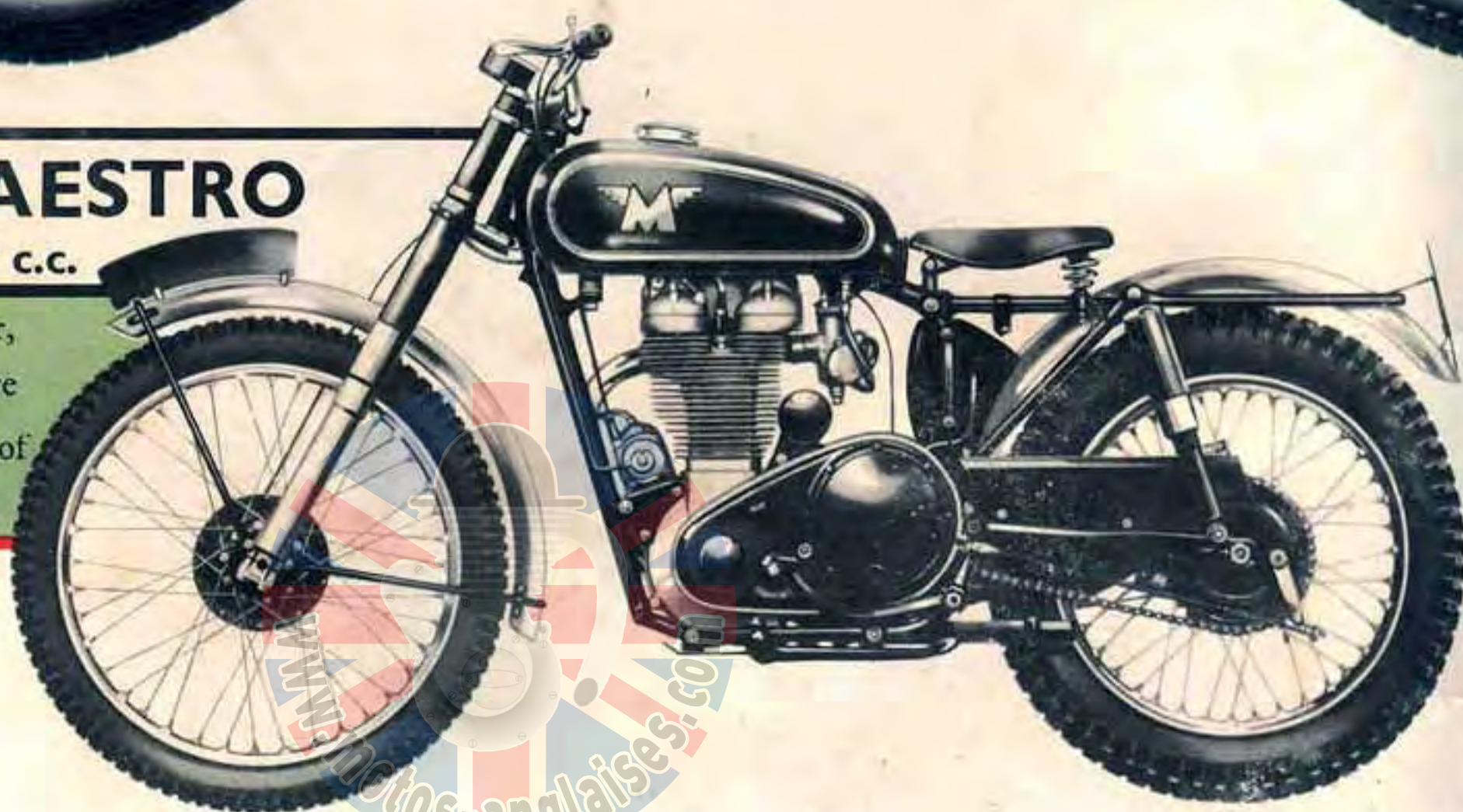




MAESTRO

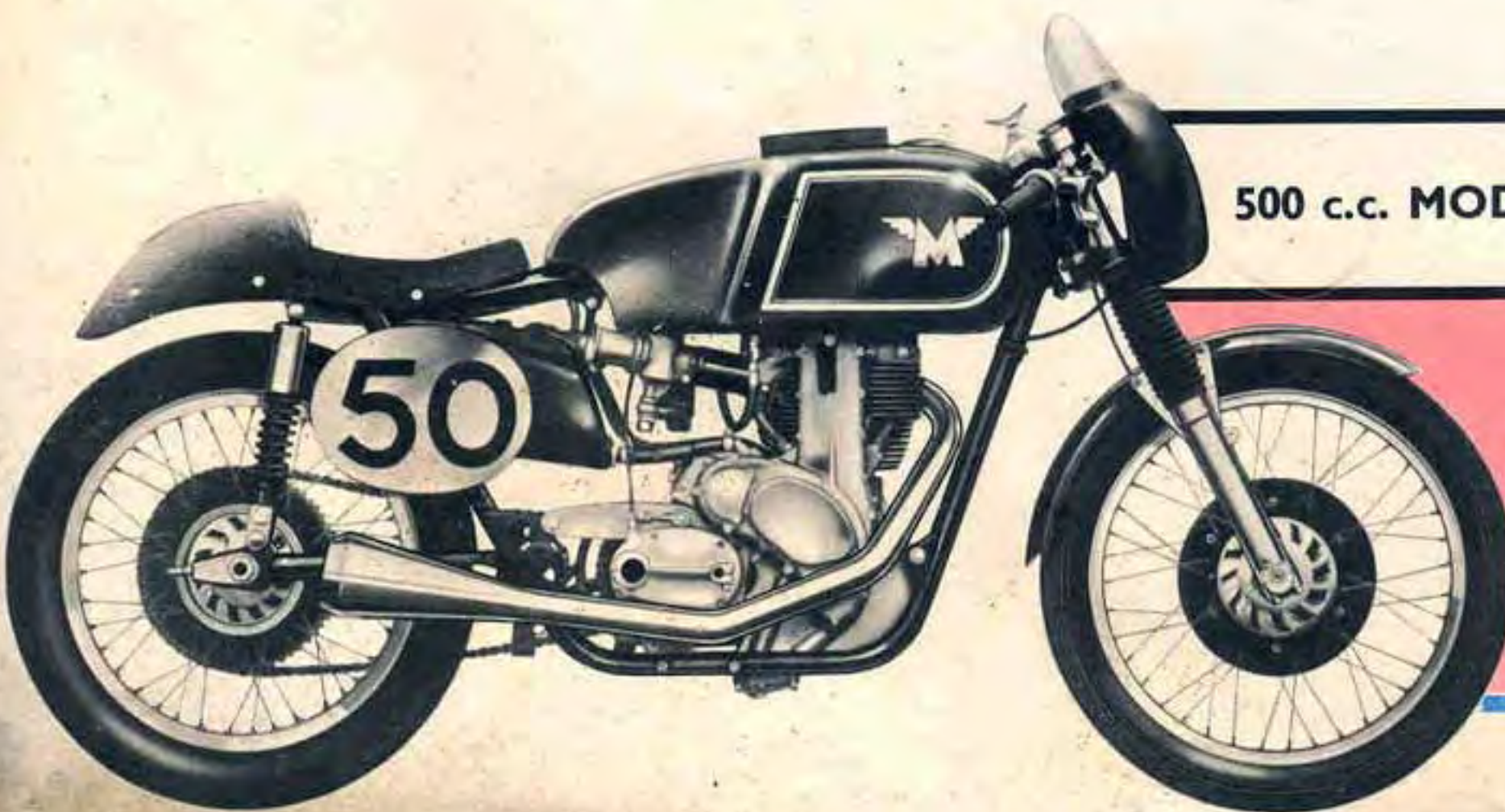
350 c.c.

Rocks, mud, sand, water,
bogs and boulders are
the home ground of
the G3C.



500 c.c. MODEL G50

A team of
three G50's won the
Manufacturers Team
Prize in the 1961
Isle of Man
Senior T.T.

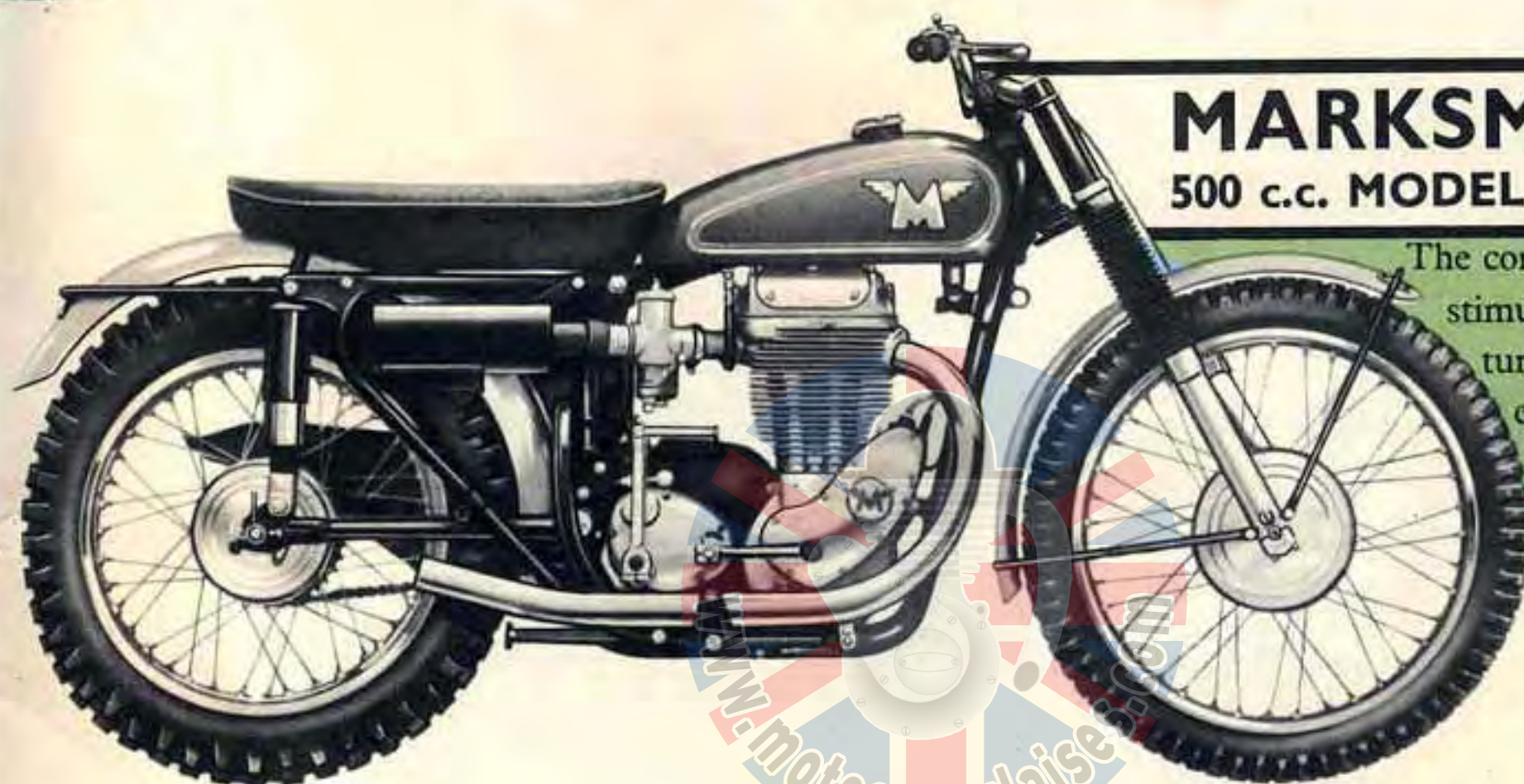




MONARCH

650 c.c. MODEL G12CSR

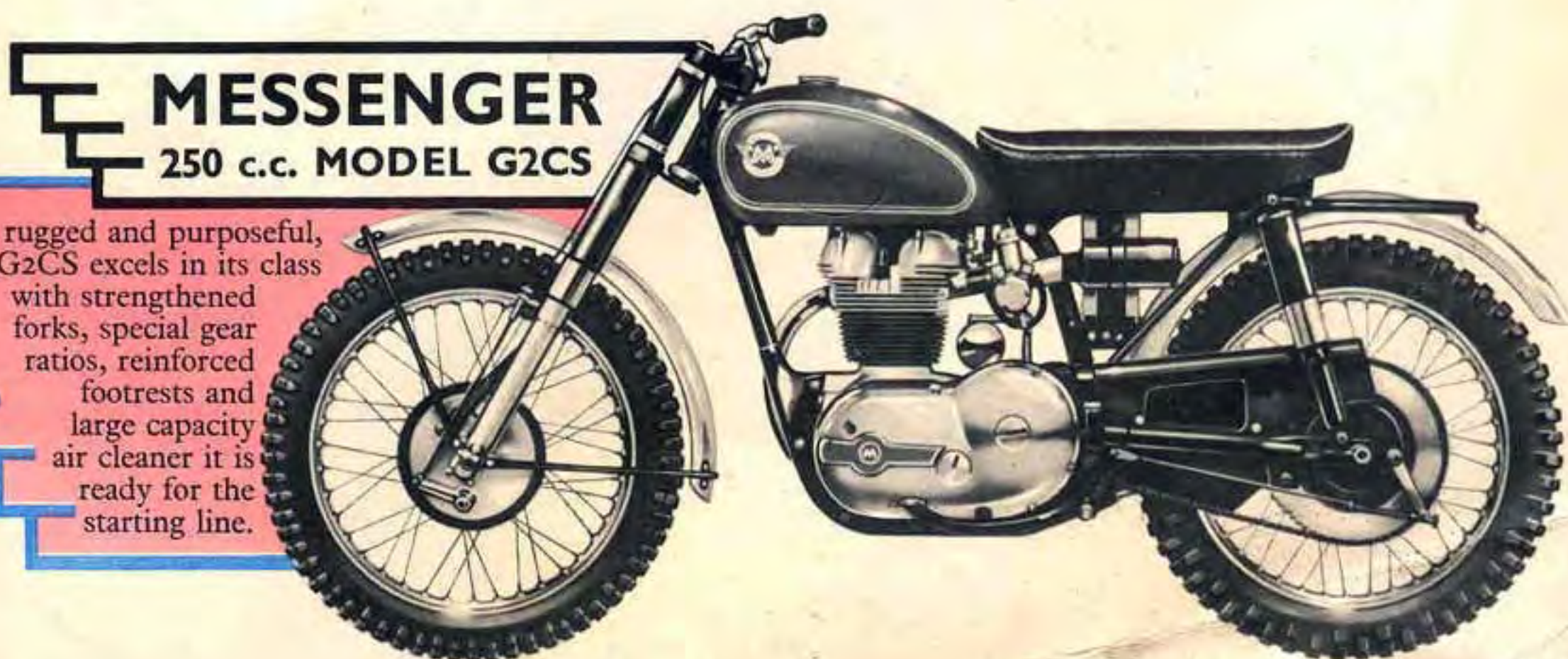
100 mph is less than the maximum of the magnificent Matchless Monarch and hairline steering, superb brakes and race type suspension combine to produce a lithe, agile and supremely safe motor cycle. Semi-dropped bars are fitted as standard.



MARKSMAN

500 c.c. MODEL G80CS

The confidence inspired by this stimulating thoroughbred turns novice into expert and expert into champion.



MESSENGER

250 c.c. MODEL G2CS

Tough, rugged and purposeful, the G2CS excels in its class with strengthened forks, special gear ratios, reinforced footrests and large capacity air cleaner it is ready for the starting line.

MODEL	G2	G2S	G2CS	G5
ENGINE	248c.c. O.H.V. Singles			348c.c. O.H.V. Single
Bore and Stroke	70 mm. x 65 mm.			72 mm. x 85.5 mm.
Cylinder head	Die-cast light alloy with cast-in valve seats			
Valves	75° chromium plated, stellite tipped, with duplex hairpin valve springs			
Valve adjustment	Hiduminium pushrods with screwed hardened steel end cups			
Rockers	Built up steel and housed in detachable light alloy rocker box			
Cams	Two cams on single gear-driven camshaft			
Cam followers	Forged steel lever type			
Cylinder barrel	Close grain iron with integral pushrod tunnels			
Piston	Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated			
Compression ratio	7.8	7.8	10.5	7.0
Connecting rod	Forged steel with pressed-in hardened liner			
Big-end bearing	Double row roller with duralumin cage			
Crankpin	Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin			
Crankshaft	Built up with individually balanced flywheels			
Main bearings	Ball journal and roller drive side, plain bronze oil-distributor timing side			
Oil pump	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
CARBURETTOR —Amal	1¼" Monobloc 376/99	1½" Monobloc		1½" Monobloc 389/42
IGNITION	Wipac 06500 coil with independent direct start switch	Wipac 05413 coil		Wipac 06500 coil, with independent direct start switch
Sparking Plug—KLG	FE.80 L.R.	FE.220 L.R.		FE.80 L.R.
ELECTRICAL	Wipac S114 alternator	*Wipac S114 alternator		Wipac S114 alternator
Battery	Exide 3ET5 12 amp/hr.	Varley MC5/9 13 amp/hr.		Exide 3ET5 12 amp/hr.
Headlight	6" dia. 30w. and 24w. double fil. bulb	*6" dia. Q.D.		As G2
Rear and Stoplight	Separate bulbs 3w. and 18w.	*As G2		As G2
Pilot and Speedo Lights	3w.	*3w.		3w.
TRANSMISSION	Adjustable 4 speed Matchless Gear Box			
Internal ratios	2.92, 1.85, 1.30, 1.00	2.42, 1.85, 1.30, 1.00		2.92, 1.85, 1.30, 1.00
Gear change	Enclosed positive stop.		Adjustable foot operation	
Kickstarter	One piece	One piece	Folding	
Clutch	Multi-plate incorporating rubber vane type shock absorber			
Primary chain	.375" x .225" in oil bath		.5" x .205" in oil bath	
Rear chain	.5" x .305" enclosed	.5" x .305" chainguard		.375" x .225" Duplex in oil bath
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
PETROL TANK	3.25 gals. (14.75 litres) pressed steel		3.25 gals. (14.75 litres) pressed steel	
OIL Container	2.5 pt. (1.4 litres) light alloy casting bolted to crankcase			
FRAME	Single tube, pressed steel under-channel			
Construction	Brazed and bolted: Malleable lugs			
Stands and lugs	Centre stand	Centre stand	Centre stand	Centre stand

OIL	2.5 pt. (1.4 litres) light alloy casting bolted to crankcase			
FRAME	Single tube, pressed steel under-channel			
Construction	Braze and bolted: Malleable lugs			
Stands and lugs	Centre stand	Centre stand	Centre stand	Centre stand
Suspension	2 piece swinging arm. Oil damped adjustable spring units			
SEAT HEIGHT	29"	29"	32"	29.5"
WHEELBASE	53"	53"	53.75"	53.75"
GROUND CLEARANCE	5.5"	5.5"	7.25"	6"
FORKS	Oil damped telescopic	Oil damped telescopic	Teledraulic 2-way oil damped, self lubricating. Alloy sliders	
TWINSEAT	Deep 2 level, foam rubber	Deep 2 level, foam rubber	Long deep competition type	Deep 2 level, foam rubber
MUDGUARDS	Deep catenary section	Deep catenary section	Polished light alloy	Steel. One piece of deep catenary section
WHEELS	3.25" x 17"	3.25" x 17"	F. 3.00" x 19" R. 3.50" x 19"	3.25" x 18"
Tyres—Dunlop	F. Ribbed R. Studded	F. Ribbed R. Studded	Knobbles	
Hubs and bearings	Full width. Ball journal	Full width. Ball journal	Competition type. Taper roller	Full width. Ball journal
Brakes	6" x 1"	6" x 1"	F. 7" x .875" R. 5.5" x .75"	6" x 1"
WEIGHT	325-lb.	322-lb.	321-lb.	340-lb.
FINISH	Models G2 & G5: Black with tartan red and white tank. Model G2S: Black with tartan red and white tank and red accessory covers, chrome mudguards and chainguard. Model G2CS: Black with silver lined red tank. All models have chromed rims, exhaust, etc.			
EQUIPMENT	Pillion footrests, stoplight, speedometer, toolkit, pump, Instruction Book, etc.		Toolkit, pump, Instruction Book, etc.	Pillion footrests
OPTIONAL	Standard handlebars		Road gears and tyres	
OPTIONAL EXTRAS	Entire machine in tartan red with white tank flash and white mudguards (chrome mudguards and chainguard on Model G2S)		Speedometer, Q.D. lighting set, silencer, registration plates, etc.	As G2
ACCESSORIES	Air cleaner, safety bars, luggage carrier, luggage panniers, side stand			Air cleaner, safety bars, luggage carrier, luggage panniers, side-stand, etc.

* Lighting extra—supplied only when specified



G3	G3S	G80	G3C	G80CS
348c.c. O.H.V. Singles 74mm. x 81mm.		498c.c. O.H.V. Single 82.5mm. x 93mm.	347c.c. O.H.V. Singles 69 mm. x 93 mm.	497c.c. 86 mm. x 85.5 mm.
Die-cast light alloy with cast-in valve seats				
78° chromium plated, stellite tipped, with duplex hairpin valve springs		As for G3, but at 82°		As for G80
Hiduminium pushrods with screwed hardened steel end cups				
Built up steel and housed in detachable light alloy rocker box				
Two gear-driven camwheels with single cams				
Hardened steel mushroom type				
Deeply finned close grain cast iron. Integral pushrod tunnels (G3 & G3S) separate tunnels (G80)			Light alloy with iron liner	
			Light alloy with three rings: 2 compression, 1 oil control. Top ring chromium plated	
8.5	8.5	7.3	6.5	8.7
Forged steel with pressed in hardened liner				
Triple row roller with Duralumin cage				
Two piece. Hardened steel sleeve on 85 ton alloy steel centre pin				
Built up with individually balanced flywheels				
Twin caged ball journal drive side, plain bronze oil distributor timing side			Twin ball (DS) Plain and Roller (TS)	
Duplex plunger, rotary reciprocating. Pressure feed to all moving parts				
1½" diameter pipe (G3 & G3S) 1½" Monobloc 385/5	1½" diameter pipe (G80) with cylindrical silencer 1½" Monobloc 389/5	1½" dia. pipe. Upswept silencer 1½" Monobloc 376/59T	1½" dia. straight through pipe 1½" Grand Prix T5GP	
Lucas MA6 Coil with independent direct start switch		Manually controlled waterproof NCI magneto		
FE.80 L.R.	FE.80 L.R.	FE.80 L.R.	FE.80 L.R.	FE.220 L.R.
Lucas R.M.15 alternator		*Lucas E3N 6v. Dynamo		*Lucas RM15 alternator
Lucas PUZ 7E/11 amp/hr		*Lucas PUZ 7E/11. 11 amp/hr.		
7" diameter, 30w. and 24w. double filament bulb		*Q.D. 7" diameter, 30w. and 24w. double filament bulb		
Double filament 3w. and 18w. bulb		*Double filament 3w. and 18w. bulb		
3w. and 1.8w.		*3w. and 1.8w.		
Pivot mounted heavy duty Matchless four speed gearbox				
2.56, 1.70, 1.22, 1.00		3.24, 2.44, 1.56, 1.00		2.56, 1.70, 1.22, 1.00
Enclosed positive stop. Adjustable foot operation			Folding	
One piece				
Multi-plate incorporating rubber vane type shock absorber				
.5" x .305" in light alloy oil bath			.5" x .305" oil bath	
.625" x .380" deep section steel chainguard				
14.85, 9.85, 7.08, 5.80		21.00, 15.80, 10.10, 6.48		13.42, 8.93, 6.40, 5.25
4.25 galls. (19.3 litres) pressed steel		"Works" type 2galls.(9 litres) light alloy		2 galls. (9 litres) pressed steel
4pt. (2.25 litres) pressed steel tank		2.75 pt. (1.6 litres) pressed steel tank		4.5 pt. (2.5 litres) pressed steel tank
Twin tube Duplex cradle		Single tube Duplex cradle		Twin tube
Brazed and bolted: Malleable lugs		Welded		
Centre stand, prop stand, sidecar lugs		Centre and prop stand		
As for twin cylinder models		Long Competition spring valves		

125 galls. (9 litres) pressed steel	2 galls. (9 litres) pressed steel	2 galls. (9 litres) pressed steel
4pt. (2.25 litres) pressed steel tank	2.75 pt. (1.6 litres) pressed steel tank	4.5 pt. (2.5 litres) pressed steel tank
Twin tube Duplex cradle	Single tube Duplex cradle	Twin tube Duplex cradle
Brazed and bolted: Malleable lugs	Welded	
Centre stand, prop stand, sidecar lugs	Centre and prop stand	
As for twin cylinder models	Long Competition spring units	
31"	32.5"	32.5"
55.25"	53.75"	55.25"
5.5"	10"	6.5"
As for twin cylinder models	Teledraulic oil damped	Long action "Works" Teledraulic
Black Vynide covered 2 level foam rubber moulding on steel base	Competition Dunlop Saddle	Long deep Competition type
Steel. One piece of deep catenary section	Polished light alloy	
3.25" x 19"	F. 2.75" x 21" R. 4.00" x 19"	F. 3.00" x 21" R. 4.00" x 19"
F. Ribbed R. Studded	Trials Universals	Knobblies
Full width light alloy. Taper rollers. Straight spokes	Special lightweight. Taper rollers	Full width light alloy.
7" x .875"	5.5" x .75"	7" x .875"
382-lb.	306-lb.	336-lb.
Models G3 & G80: Black, including tank with large tartan red and chrome motif. Model G3S: Black, with tartan red tanks and toolbox, chrome mudguards and chainguards. On all models the rims, exhaust system, handlebars, etc., are chromed and the timing cover, primary chaincase, fork sliders polished alloy.	As G3 and G80 but with winged "M" tank transfer, enamelled chaincase.	As G3 and G80 but with winged "M" tank transfer.
Footrest, stop light speedometer, toolkit, tyre pump, Instruction Book, etc.	Speedometer, toolkit, tyre pump, Instruction Book, etc.	Toolkit, tyre pump, Instruction Book, air cleaner, speedometer.
Sidecar gears and suspension. Low compression piston	Standard tyres, wheels, H.C. piston, standard cams. Red tank. Q.D. electric lighting set.	Standard tyres, wheels, petrol tank, engine sprocket, suspension. Red tank. Q.D. lighting, Q.D. rear wheel, reg. plates, silencer, pillion footrests, stoplight, rev. counter.
Entire machine in tartan red with white mudguards (chrome mudguards and chainguard on G3S). Q.D. wheel		Steering damper
Air cleaner, steering damper, safety bars, steering lock, luggage carrier, luggage panniers, etc.	Air cleaner	Air cleaner, safety

Make it a Matchless

Road congestion, traffic delay and parking difficulties in the major towns and cities of the World make the owner of a modern motorcycle and particularly the owner of a Matchless, the envy of all other road users.

Precise steering, superb brakes, a responsive engine and Pullman comfort all combine to promote that incalculable sense of Matchless road mastery.

Mastery of the roads is traditional with a Matchless, known and respected in all corners of the World it sets the standards of service and performance by which others are judged.

Traditional also is the pride that a craftsman takes in his work, and we who design and build Matchless motor cycles offer with confidence the 1962 Matchless range of motor cycles.

G12	G12CSR	G50
646c.c. O.H.V. Twins	496c.c. O.H.C. Single	90 mm. x 78 mm.
72 mm. x 79.3 mm.		Light alloy with shrunk-in valve seats
Separate die-cast light alloy with cast-in valve seats		74.3° Sodium cooled Ex. Duplex hairpin springs
80° Stellite tipped, chromium plated with double helical valve springs		Eccentric rocker spindles
Eccentric rocker spindles		KE805 alloy steel stampings
One piece steel stampings. Detachable light alloy rocker covers		Two on single chain driven camshaft
Separate inlet and exhaust gear-driven camshafts		Rollers on needle roller bearings
Hardened alloy iron levers operating Hiduminium push rods		Light alloy with iron liner
Separate close grain cast-iron with integral push rod tunnels		Light alloy with two rings
Light alloy with 3 rings: 2 compression, oil control. Top ring chromium plated		10.6
7.5	8.5	Forged KE.805 alloy steel
Two piece forged light alloy		Single row caged $\frac{1}{2}$ " x $\frac{1}{4}$ " rollers
Vandervell Indium flashed lead bronze		Hardened sleeve on 85 ton steel centre pin
Integral with crankshaft		Built up with steel disc flywheels
Three bearing one piece alloy iron, statically and dynamically balanced		Caged double rollers (DS) twin journal rollers (TS)
Two large diameter roller. Plain oil distribution centre bearing		Twin gear pumps
Twin gear pumps driven by camshafts. Pressure feed to all moving parts		$1\frac{1}{2}$ " dia. pipe, reverse cone megaphone
$1\frac{1}{2}$ " dia. separate pipes	$1\frac{1}{2}$ " dia. Siamesed exhaust system	$1\frac{1}{2}$ " Grand Prix T3G.P.
$1\frac{1}{8}$ " Monobloc 389/50	$1\frac{1}{8}$ " Monobloc 389/49	Rotating magnet Lucas 2MTT magneto
as MA6 coil with independent direct start switch	Manually controlled Lucas K2F magneto	
FE80 L.R.	FE220 L.R.	E/258/2
Lucas RM.15 alternator		—
Lucas PUZ 7E/11 11amp/hr		—
7" dia. 30w. and 24w. double filament bulb		—
Double filament 3w. and 18w. bulb		—
3w. and 1.8w.		—
Pivot mounted heavy duty four speed Matchless gearbox		Matchless 4 speed racing gearbox
2.56, 1.70, 1.22, 1.00		1.78, 1.33, 1.10, 1.00
Enclosed positive stop. Adjustable foot operation		Positive stop, reverse foot operation
One piece	Folding	—
Multi-plate incorporating rubber vane type shock absorber		Dry multi-plate
Light alloy oil bath	$.5" \times .305"$ in light alloy oil bath	Lubricated $.5" \times .305"$ alloy guard
$.625" \times .380"$ deep section steel chainguard		$.625" \times .305"$
12.23, 8.13, 5.83, 4.78		7.16, 5.34, 4.42, 4.02
4.25 galls. (19.3 litres) pressed steel		4.75 gall. (21.6 litres) light alloy
4 pint (2.25 litres) pressed steel tank	4.5 pint (2.5 litres) pressed steel tank	7 pint (4 litres) light alloy tank
Duplex cradle	Twin tube Duplex cradle	Twin tube Duplex cradle. 531 tubing
Brazed and bolted. Malleable lugs		Welded
Centre stand, Prop stand, Sidecar lugs (including rear lug on G12CSR)		—

4 pint (2.25 litres) pressed steel tank	4.5 pint (2.5 litres) pressed steel tank	7 pint (4 litres) light alloy tank
Duplex cradle	Twin tube Duplex cradle	Twin tube Duplex cradle. 531 tubing
Brazed and bolted. Malleable lugs		Welded
Centre stand, Prop stand, Sidecar lugs (including rear lug on G12CSR)		—
Robust swinging arm, self lubricating pivot bush, adjustable oil-damped spring units		One piece swinging arm. Special units
31"	31"	28.5"
55.25"	55.25"	55"
5.5"	5.5"	6.75"
Heavy duty Teledraulic, 2 way oil damped, self lubricating. Alloy sliders		Special racing Teledraulic
As singles	Long deep Competition type	Foam rubber on glass fibre base
Steel. One piece of deep catenary section	Polished light alloy	L.A. front guard only
F. 3.25" x 19" R. 3.50" x 19"	F. 3.25" x 19" R. 3.50" x 19"	F. 3.00" x 19" R. 3.50" x 19"
F. Ribbed R. Studded	F. Ribbed R. Studded	Racing Ribbed and Studded
ny. Taper rollers. Straight spokes	As G12	Magnesium castings. Ball and Roller
7" x .875"	7" x .875"	F. 8.25" x 1.875" R. 8.25" x 1.25"
403-lb.	388-lb.	290-lb.
G12: All black with large chrome and red tank motif. G12CSR: Black with tartan red tanks and toolbox. Usual parts chromed or polished alloy.		Black, silver lined red tank, usual parts chromium plated.
Pillion footrests, stoplight, speedometer, toolkit, tyre pump, Instruction Book, etc.		Rev. counter, steering damper. Racing number plates.
cars and suspension. High or low compression pistons	Sidecar gears. Standard handlebars	—
Entire machine in tartan red with white mudguards (Polished alloy on G12CSR)		—
Siamesed pipes. Magneto ignition. Q.D. wheel. (G12). 2 gal. comp. tank.		
Rev.-counter. Q.D. wheel (G12CSR).		Alternative sprockets
safety bars, steering lock, steering damper, luggage carrier, luggage panniers, etc.	Air cleaner, safety bars, steering lock, steering damper	



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:—

- (a) Name of purchaser and his address
- (b) Date of purchase of machine
- (c) Name of dealer from where the purchase was made
- (d) 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:—

- (a) Hiring out
- (b) Racing and Competitions
- (c) Adaptation or alteration of any part or parts after leaving our Works
- (d) 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.

6. 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.

THE MATCHLESS FREE SERVICE SCHEME

It is strongly recommended that owners of new Matchless Motor cycles should avail themselves of the free Service Scheme operated by all home Dealers, full details of which are given on the Card supplied with each machine.

NOTICE

All prices and specifications are subject to alteration without notice and all motor cycles and equipment are sold subject to the limited guarantee printed herein.



MATCHLESS MOTOR CYCLES

(Proprietors: Associated Motor Cycles Ltd.)

PLUMSTEAD ROAD · LONDON S.E.18 · ENGLAND

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