

Incomparable Matchless



Motor Cycles for 1960

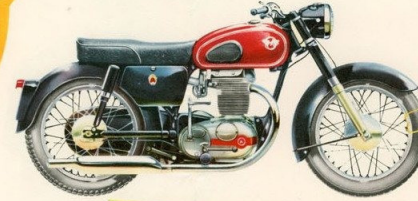
The MODEL G2

70 mm. x 65 mm. 240 c.c. capacity. Single cylinder. Superbly styled and capable of an unprecedented performance. The Model G2 has been much improved by the fitting of a new 3 gallon tank, oil on stand and new head treatment.



The MODEL G2

72 mm. x 65.5 mm. 340 c.c. capacity. Single cylinder. An entirely new and very attractive high performance light. The big brother of the ultra modern G2 has stood with 'Victrola' for 10 years, cranking up big and beating of increased size and a modified frame to take the larger engine.



The MODEL G3

69 mm. x 53 mm. 347 c.c. capacity. Single cylinder. Still the ideal all purpose mount and capable of an extremely economical but highly satisfactory performance. Now fitted with the new twin tube cradle frame and attractive large capacity petrol tank.



The MODEL G40

82.5 mm. x 91 mm. 490 c.c. capacity. Single cylinder. Probably the smoothest running high performance 500 c.c. Single cylinder found for 1960 and now fitted with a new and 41 gallon petrol tank.



The MODEL G12

72 mm. x 79.3 mm. 646 c.c. capacity. Vertical Twin. The 628 c.c. G12 meets a similar requirement to the 500 c.c. G2 but it provides the extra speed and torque of power required for heavy going or adverse work. Swift and simple, yet extremely fast, the Model G12 represents excellent value for money.



The MODEL G9

66 mm. x 72.5 mm. 498 c.c. capacity. Vertical Twin. The 500 c.c. G9 is intended to appeal to the knowledgeable enthusiast who requires a high quality twin cylinder model, capable of over 100 m.p.h. with economy and reliability, but without complication and at the lowest possible cost.



The MODEL G18S

70 mm. x 63 mm. 280 c.c. capacity. Single cylinder. A model that has long retained leadership of the 300 c.c. class in Southern and Central Europe. Very easy to ride, fast for 1960 and fitted with close ratio gear box for intervals to speed work.



The MODEL G18CS

86 mm. x 85.5 mm. 497 c.c. capacity. Single cylinder. This popular and highly successful cross country racing model has cylinder head improved for 1960. The new racing type big port air cleaner. The oil tank is constructed on the left side giving increased cooling and the oil tank is constructed on the left side giving increased cooling and the oil tank is constructed on the left side giving increased cooling and the oil tank is constructed on the left side giving increased cooling.



The MODEL G12 De Luxe

72 mm. x 79.3 mm. 646 c.c. capacity. Vertical Twin. The G12 De Luxe is included in the Matchless programme to meet extra cost of the rider who considers the slight extra margin quite worth a separate D.C. generator.



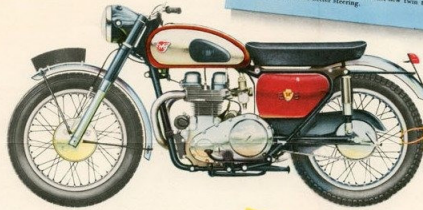
The MODEL G16C

69 mm. x 91 mm. 347 c.c. capacity. Single cylinder. Completely redesigned for 1960, the Model G16C has proved the most attractive and powerful model ever made available for the 300 c.c. class. The new 300 c.c. G16C has proved the most attractive and powerful model ever made available for the 300 c.c. class. The new 300 c.c. G16C has proved the most attractive and powerful model ever made available for the 300 c.c. class.



The MODEL G12CS

72 mm. x 79.3 mm. 646 c.c. capacity. Vertical Twin. One of the most successful models in long distance cross country speed races and Southern in the U.S.A. from its first assembly. It has been built for the new and extremely low maintenance and the oil tank is constructed on the left side giving increased cooling and the oil tank is constructed on the left side giving increased cooling.



The MODEL G12CSH

72 mm. x 79.3 mm. 646 c.c. capacity. Vertical Twin. The frame and engine modifications applicable to the G12CS also apply to the G12CSH version. One of the most useful after and latest motorcycle ever produced for road work the G12CSH version should be in even greater demand in 1960.



The MODEL G50

80 mm. x 78 mm. 490 c.c. capacity. Overhead Camshaft. Racing Single. The limited number of G50's produced are individually built in the Works Racing Department. Each engine is run in on the bench for installation. The engine is run in on the bench for installation. The engine is run in on the bench for installation. The engine is run in on the bench for installation.

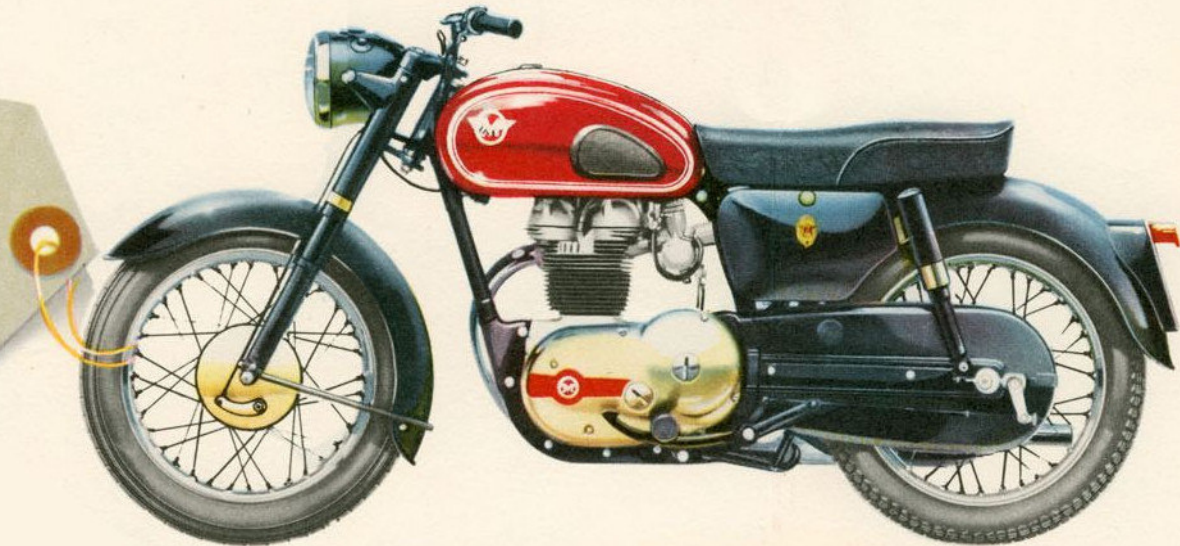


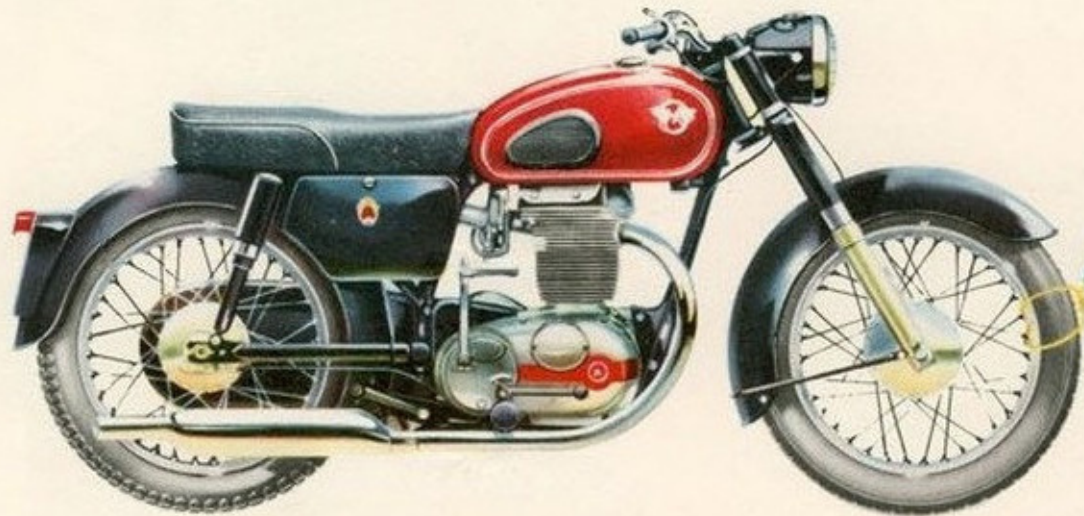
British made...

... World Famous

The **MODEL G2**

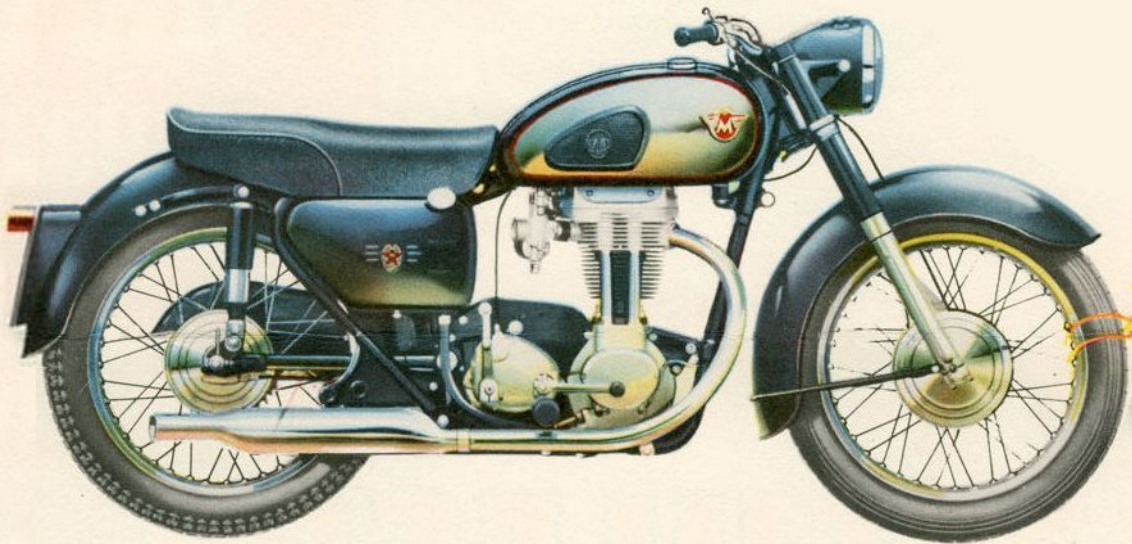
70 m.m. \times 65 m.m. 248 c.c. capacity. Single cylinder.
Superbly styled and capable of an unprecedented performance the
Model G2 has been much improved by the fitting of a new 3 gallon
tank, roll on stand and two level twinseat.





The MODEL G5

72 m.m. \times 85.5 m.m. 348 c.c. capacity. Single cylinder.
An entirely new and very attractive high performance light "350." The big brother of the ultra modern G2 but fitted with Teledraulic forks, 18" wheels, crankpin and big end bearing of increased size and a modified frame to take the larger engine.



The **MODEL G3**

69 m.m. \times 93 m.m 347 c.c. capacity. Single cylinder.

Still the ideal all purpose mount and capable of an extremely economical but highly satisfactory performance. Now fitted with the new twin tube cradle frame and attractive large capacity petrol tank.

The MODEL G80

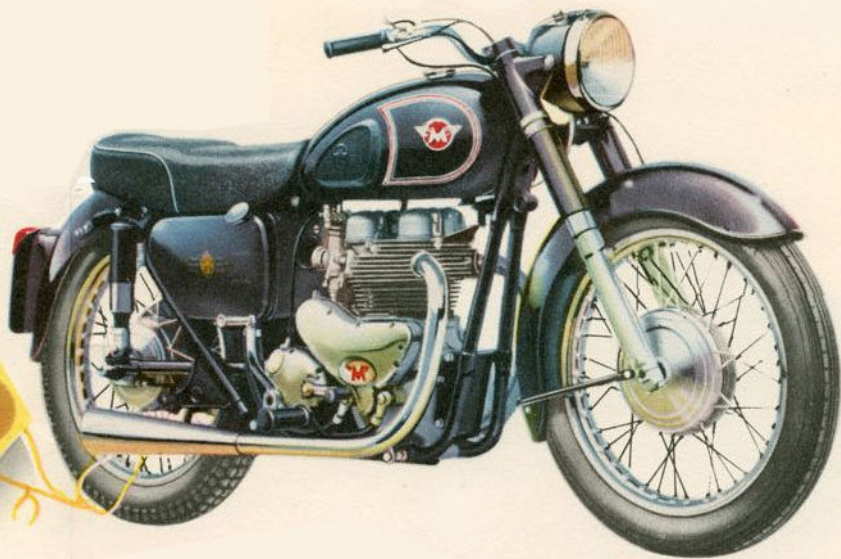
82.5 m.m. \times 93 m.m. 498 c.c. capacity. Single cylinder.
Probably the sweetest running high performance 500 c.c. Single
ever produced.
Almost entirely redesigned for 1960 and now fitted with a new
cylinder head for increased power, a robust twin tube cradle frame
and 4½ gallon petrol tank.

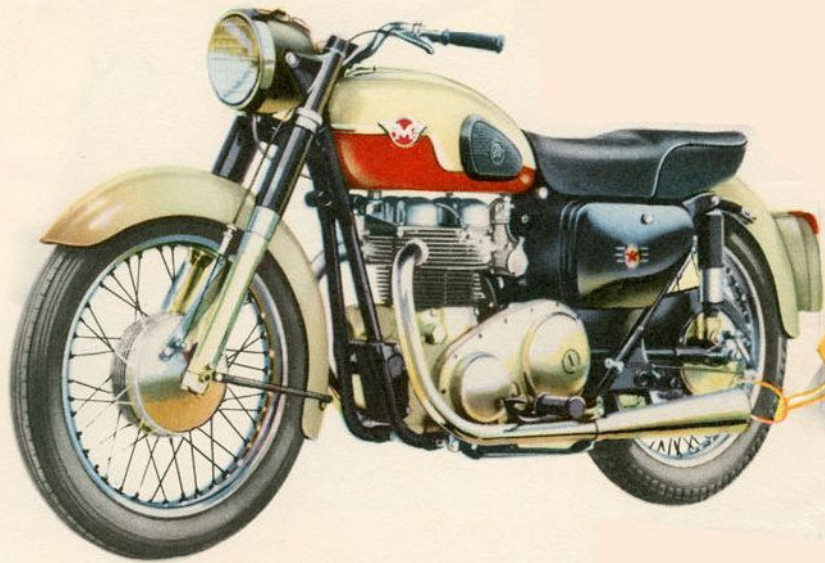


The MODEL G9

66 m.m. \times 72.5 m.m. 498 c.c. capacity. Vertical Twin.

The 500 c.c. G9 is intended to appeal to the knowledgeable enthusiast who requires a high quality twin cylinder model, capable of over 90 m.p.h., with economy and reliability, but without complication and at the lowest possible cost.





The **MODEL G12**

72 m.m. \times 79.3 m.m. 646 c.c. capacity. Vertical Twin.

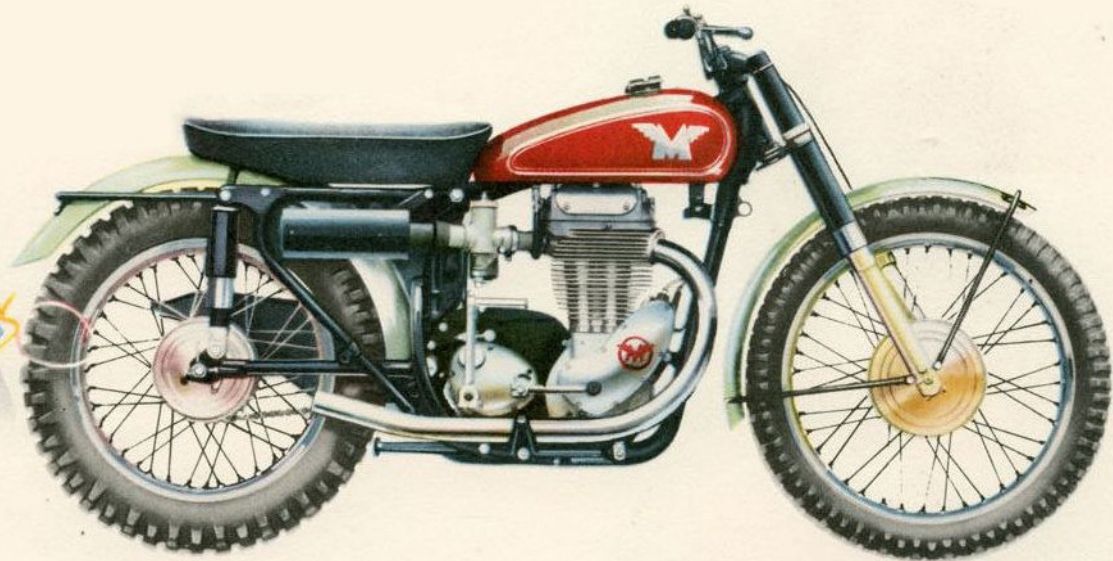
The 650 c.c. G12 meets a similar requirement to the 500 c.c. G9 but it provides the extra speed and reserve of power required for heavy pillion or sidecar work. Sweet and docile, yet extremely fast, the Model G12 represents excellent value for money.



The MODEL G2CS
70 m.m. \times 65 m.m. 248 c.c. capacity. Single cylinder.
A model that has rapidly attained leadership of the 250 c.c. class
in Scrambles and Cross country speed events. Even faster for
1960 and fitted with closer ratio gear box internals in special steel.

The MODEL G80CS

86 m.m. × 85.5 m.m. 497 c.c. capacity. Single cylinder. This popular and highly successful cross country racing model has been much improved for 1960. The new racing type big port cylinder head is fitted with a 1½" G-P Amal carburettor and full flow air cleaner. The oil tank is accommodated on the drive side and the primary chaincase is of polished cast aluminium. Incorporating increased steering trail the robust new twin tube cradle frame provides even better steering.

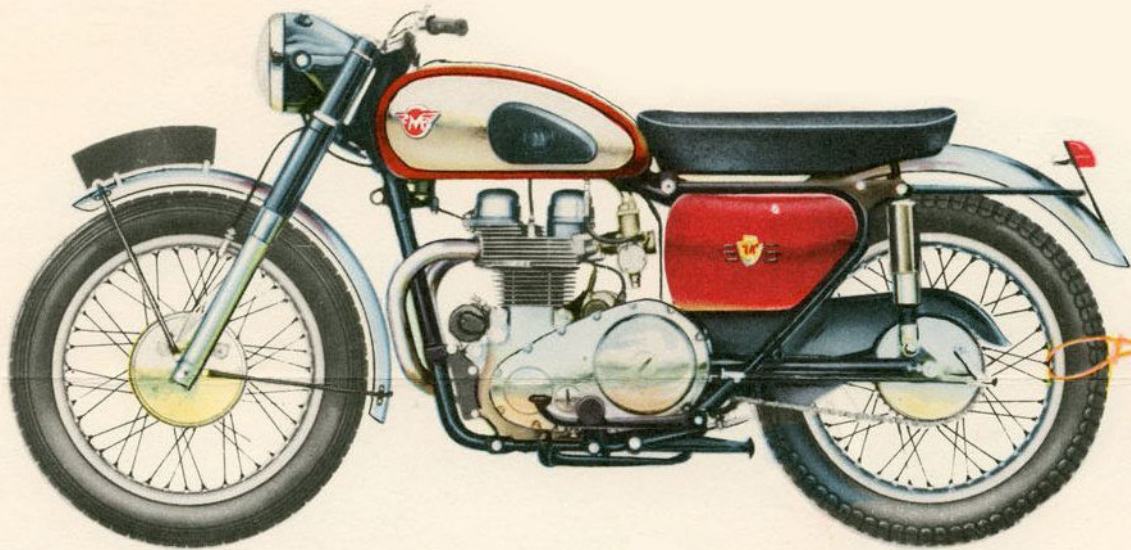


The MODEL G12 De Luxe

72 m.m. x 79.3 m.m. 646 c.c. capacity. Vertical Twin.

The G12 De Luxe is included in the Matchless programme to meet the exacting requirements of the rider who considers the slight extra cost of the De Luxe specification well worth while and who prefers magneto ignition and a separate D.C. generator.

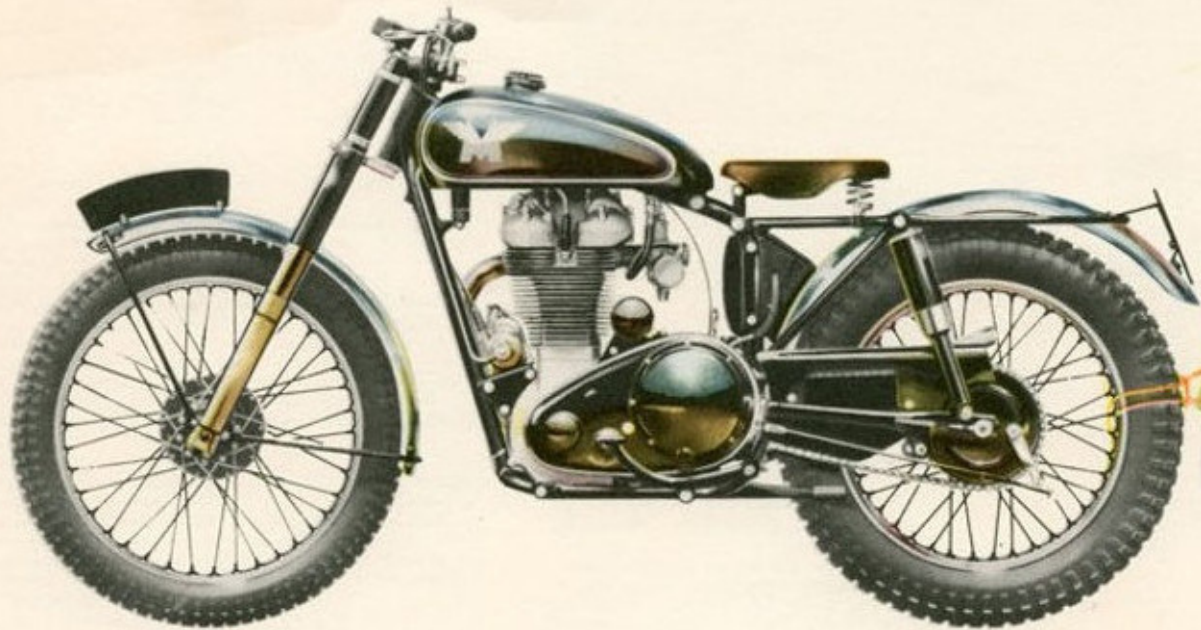




The MODEL G12CSR

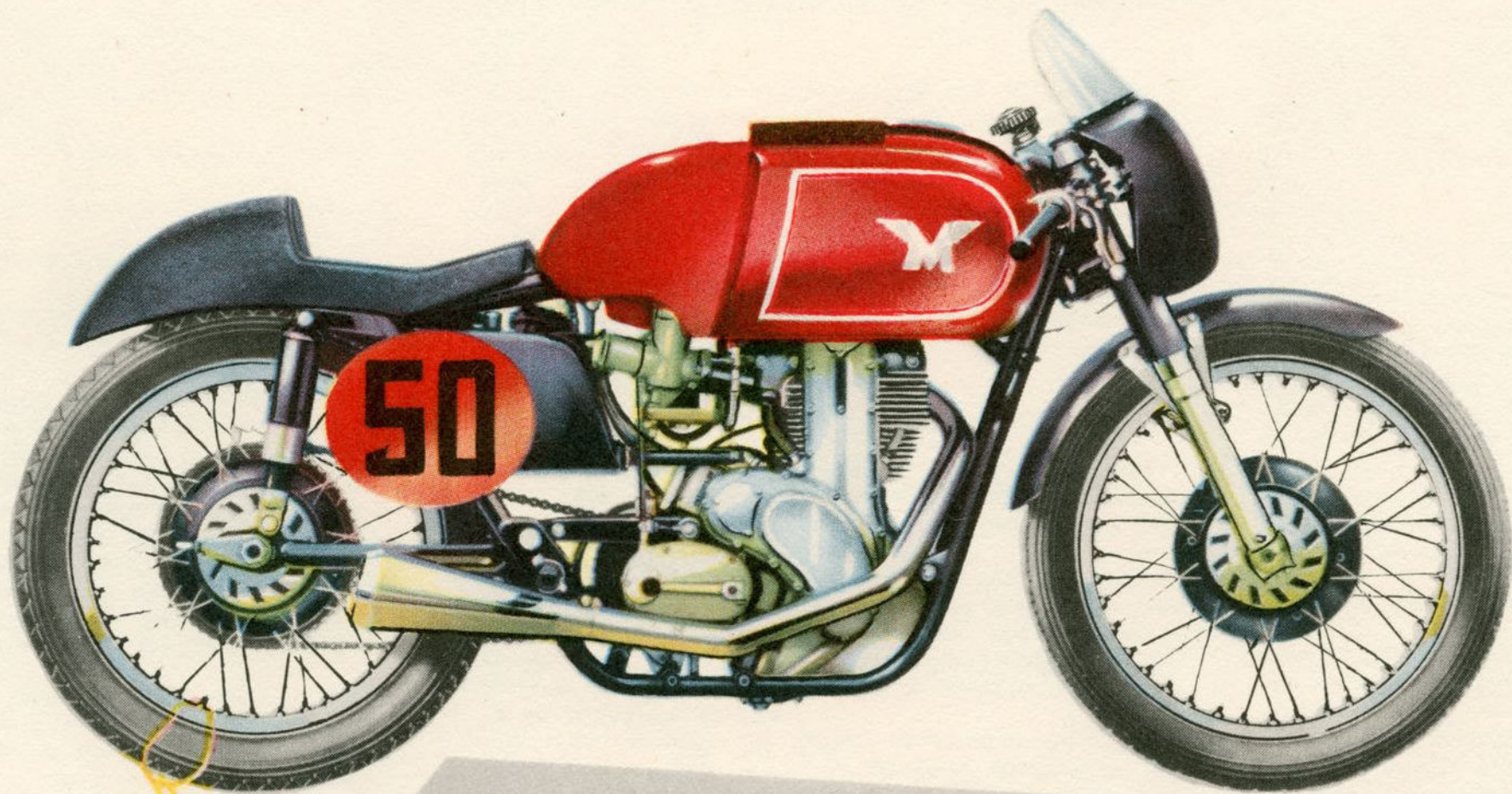
72 m.m. × 79.3 m.m. 646 c.c. capacity. Vertical Twin.

The frame and engine modifications applicable to the G12CS also apply to the CSR road version. One of the most sought after and fastest motorcycles ever produced for road work the CSR Sports-twin should be in even greater demand in 1960.



The MODEL G3C

69 m.m. \times 93 m.m. 347 c.c. capacity. Single cylinder. Completely redesigned for 1959, the Model G3C has proved the most attractive and successful model ever made available for the Trials enthusiast. Primarily intended for British One Day Trials, it is available with normal cams and a higher compression ratio for competitions run at a high average speed.



The **MODEL G50**

90 m.m. × 78 m.m. 496 c.c. capacity. Overhead Camshaft.
Racing Single.

The limited number of G50's produced are individually built in the Works Racing Department. Each engine is run in on the bench and power tested to a predetermined figure before being accepted for installation.

Supplied to the current F.I.M. racing specification and ready for immediate use in International events.

The MODEL G12CS

72 m.m. \times 79.3 m.m. 646 c.c. capacity. Vertical Twin.

One of the most successful models in long distance cross country speed events and Scrambles in the U.S.A. Even better steering is provided by the new and extremely rigid twin tube cradle frame and the redesigned racing type cylinder heads are responsible for a considerable increase in power output and maximum speed.

