



The NZ AJS & Matchless Owners Register Inc.

August 2021



Mick Warmington (nice socks Mick)

The bi-monthly newsletter for NZ Register
Members

www.jampot.co.nz

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Area Representatives

NORTH ISLAND

Northland: Martin Salter
132 Abbey Caves Road, RD5
Whangarei 0175
Ph 021 2242012

Auckland (North): Mick Warmington
9 Lester Street, Hobsonville Point,
Auckland 0618
Ph:09 950 4584

Auckland(south): Brian king
36 Maraetai School Road, Maraetai
Auckland 2018
Ph 09 5367185

Waikato: Vacant

Bay of Plenty/Gisborne: Ray Knowles
55 Smiths Road
Tauranga 3110
Ph: 07 576 9332

Hawkes Bay: Vacant

Taranaki: Willie Wood
1 Beach Road, RD 4, Omata,
New Plymouth 4374
Ph: 06 751 2288

Whanganui: Vacant

Manawatu: Derek Porter
2 Bruce Place, Highbury,
Palmerston North 4412
P: 06 355 8506
E: lindel@xtra.co.nz

Wellington: Graeme Reilly
31 Thomas Street, Stokes Valley,
Lower Hutt 5019
P: 04 563 9276 M:021 029 76353
E: g.reilly@xtra.co.nz

SOUTH ISLAND

Tasman/Nelson: George Whiting
9 Dodson's Road, Takaka 7110
Ph: 03 525 9861

Marlborough: John Welch
92 Waikawa Rd, Picton 7220
P: 03 573 7901
E: hadleigh@johnandclaire.co.nz

West Coast: Vacant

Canterbury: Brent Sheridan
21 Cherrywood Place
Christchurch 8051
E: bhsheridan@clear.net.nz
P: 03 354 6213
M: 027 445 5325

Otago: Bruce Watt
2B Essex Street, Weston,
Oamaru 9401
Ph: 03 434 5306

Southland: Vacant

Your Committee

Executive Members

PRESIDENT: John Welch
92 Waikawa Road. Picton 7220.
Ph: 03 573 7901
E: hadleigh@johnandclaire.co.nz

SECRETARY: Derek Porter
2 Bruce Place. Highbury.
Palmerston North 4412
Ph: 06 355 8506
E: lindel@xtra.co.nz

TREASURER: Peter Borthwick
30 James McLeod Road, Shelly Beach,
Auckland 0874
Ph: 027 457 9112
E: pedroukulele@gmail.com

**MEMBERSHIP SECRETARY:
Murray McLean**
39 Onekaka Ironworks Rd. RD 2,
Takaka 7182
Ph: 03 525 7024 M: 027 546 7637
E: matchlessnz@icloud.com

Organising Committee

NEWSLETTER EDITOR: Grant Jury
2/4A Arapiki Road, Stoke, Nelson, 7011
Ph: 027 422 8077
E: grant@nzsolar.co.nz

WEBMASTER: Pierre Woolridge
Ph: 04 383 8086
M: 027 460 3902
E: pierre@woolridge.nz

**FACEBOOK PAGE EDITOR:
Maurice Lubbock**
13 Wairua Rd, Remuera, Auckland 1050
Ph: 09 522 9484
E: mpgl02@gmail.com

**REGALIA & PROMOTIONS:
Peter Simpson.**
290 Normandale Road. Lower Hutt 5010
Ph: 027 474 8220
E: psimpsonnz@gmail.com

**2022 Jampot Rally Co-ordinator:
Mick Warmington**
021 228 8742
Buster
027 4786 747
09 426 2030

How to find us on Facebook...

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 2. In the 'search Facebook' cell, type 'NZ AJS & Matchless Owners Register'
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International

United Kingdom: Clive Turner
Clivo2007@hotmail.co.uk

Australia: Bruce King
19 Moorbell Street,
Tarragindi, Queensland,
AUSTRALIA
P: 00 61 7 38478698
E: jbruceandwendy@bigpond.com

USA: Kevin Archer
3008 Colvard Park Way, Charlotte.
NC 28269
USA
P: 00 1 704 548 1155

European: Juergen Zollner
Lindenstr. 42, 9112 Schwabach,
GERMANY
P: 00 49 9122 932772
E: juergen.zollner@gmx.de

Historian / South Island Contact for overseas visitors

Gordon Alexander
Whites Road, Ohoka, Christchurch.
Ph 03 3126458
Email gordsue@xtra.co.nz

North Island Contact for Overseas visitors

Marty & Chris Hewlett
Killen Road, Katikati
Ph 07 5490933
Email amccompys@gmail.com

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President's 'RAVE'

Dear Members,

Just when we thought we had it beaten Covid returns. Australia has now moved into exporting virus as well as convicts to NZ. As I am writing this, we are into our second lock down day. It's amazing all the outstanding jobs I did today.

It appears that Pierre's reminder has prompted a few more people to pay their subs but there are still a large number outstanding. I'm unsure whether it's just forgetfulness or unfamiliarity with Internet Banking. If you are an older member of the Club (by older I mean older than 69!) I recommend you join your local Senior Net, and they will have you sorted in no time. If members are unhappy with the Register for some reason, they certainly haven't been letting me know. So far this year I have only heard from one member so I can only assume apathy reigns.

All of my bikes are off the road at present apart from the Tiger 100 and next month I will join up with Chris O'Connell and attend the Triumph Owners pre-unit rally in Palmerston North. My G80S engine is back having been vapour blasted and apart from scratches and dings the metal parts look like new.

Age is creeping on. As I alluded above, I will be 69 this year and we don't seem to be recruiting many new young members. I enjoy the company of my granddaughter but by the time she is old enough to ride my Matchless at a rally I will be 80! I just hope I have Brian King's longevity gene.

The future will probably lie with an amalgamation with one or more other bike clubs. Many members of our Register are also Norton Owners Club members and their rally either precedes or follows ours with a week in between. Please give this some thought and bring your ideas to the next Jampot Rally. I don't think we would lose our identity under such an arrangement.

The Clarks Beach Rally 2022 will be my last as President. Please start thinking now about standing for a committee position. Whoever drafted our Constitution wisely required a stand down after 3 years. This prevents a situation where the position is captured by a person who then dominates proceedings. It also gives the incumbent some closure in that they know their time is up after 3 years without the risk of feeling trapped and obligated.

Please email me or call me if you have any suggestions or concerns about the future of the Club and to paraphrase that famous quote of JFK, "Ask not what your Club can do for you – ask what you can do for your Club".

John Welch



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Membership Secretary

Hi all from Lockdown in Golden Bay,

We have a new member Allan Clarke (Auckland) please give him a warm welcome. Thanks to all who responded to our email campaign over Membership fees due 1st April. Some 90 odd (half the membership) were contacted due to non-payment and or not filling out renewal form. To date we have 25 who have not paid and will be deleted from the club database and deemed to have resigned. We will be emailing invoices to all members who have subs falling due as of 1st April 2022, if unsure of your financial Membership status, it is written on the back of your membership card.

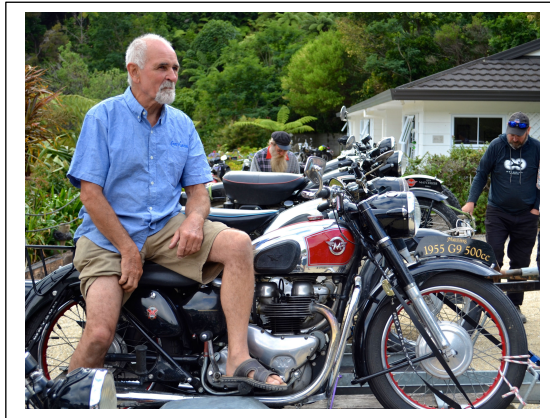
Freight prices from UK have trebled since pandemic. Jampot spares in the UK are using Parcel force to freight parcels. the last one i received weighed 1.24 kg and the price of JUST THE FREIGHT was \$NZ 211.00. slightly larger than A4 size. Delivery is taking about a month.

Also getting outwork like chroming and painting done has slowed considerably as everyone seems to be very busy. A Matchless tank sent off in early April was finally done (top quality) at the start of August.

Please support your editor and fellow club members with articles about yourself or your bikes. There are some in the club doing all the work for the benefit of you all, so get photographing and typing so newsletters start arriving on time again. You get back what you put into these clubs

That's all from me
Roll on Summer
Regards Murray

Murray McLean



Membership Fees

For the 2021-2022 Year

\$45.00 for printed copy of newsletter for individual or family members

\$35.00 for emailed copy of newsletter for individual or family members

\$60.00 for commercial advertising member

Commercial advertisements are in the newsletter and on the website with a link to either your email or your website address.

Membership is renewable 31st March each year. Memberships not renewed by 31st July will no longer receive a newsletter. You can pay up to 3 years in advance. Members who have not renewed by end of April will be sent an invoice for payment.

Renewal forms are available from the website www.jampot.co.nz

If you have any enquiries contact the Membership Secretary:

Murray McLean

Ph: 03 525 7024



OUR MAN ON THE SPOT CLIVE TURNER

U.K. Rep report.

July. It is your winter and judging by my experience 18 months ago of summer in Invercargill perhaps, in the South Island at least, riding is on hold. I am pleased to see on the internet that Covid infection rates in NZ continue to remain pretty low, largely I imagine because of travel restrictions.

By comparison in the UK the government has decided that the removal of virtually all restrictions is sensible at a time when the number of new infections (as I write 50,000 a day predicted to reach 100k or even 200k a day) are doubling every few days. The justification for this appears to be restarting the economy and the fact that about $\frac{2}{3}$ of the adult population have been double vaccinated despite the fact that this does not prevent you being infected, but hopefully reduces the likelihood of serious illness. The new doubly vaccinated Health Minister has just become infected causing him, the Prime Minister and the Chancellor to all have to go into quarantine. Users of a phone app which (via Bluetooth) tells you to quarantine if you have been near someone who then tested positive are being told to do so at such a rate that tube train services on some lines in London were cancelled yesterday because they did not have any drivers. A lot of people are just turning the app off! Enough of complaining already.

The weather here today is hot and going for a ride seems a good chance to get away from it all. I think I had reported my trials and tribulations with the G15 mk2 I was recommissioning. Well, I just could not easily manage starting it with my arthritis in one knee, compression was too high, and I found it very heavy moving it around when not running. An opportunity arose to sell it at a price which covered what I had spent on it and so it went. Initially I had seller's remorse, it had given me lots to do during the worst of lockdown, and then I started going out for a ride again on my G11CS. With a 2-gallon alloy tank and alloy guards it's easier to move around than some of my singles and it starts easily. So, a couple of rides on it and my seller's remorse disappeared. I really must get on with work on the 1928 AJS K12 I have had since 1993 but never got running. Progress is being made but very slowly. However, it looks such a nice day here I am going to go for a ride on the G11CS right now! The picture is later of the bike outside Bledlow parish church which is next door to a beautiful secret garden (the Lyde Gardens) about 35 miles from London and free to visit.

August

Well, we are all keeping our fingers crossed as the experimental removal of most if not all restrictions continue. Some people still wear masks entering enclosed spaces such as shops, but most pubs are now mask free indoors and out. There has not been the surge in admissions to Hospital that were feared, and vaccinations are now available for 16-year-olds and above.

No Jampot Rally for the UK this year so some friends organised our own rally In Ludlow on the borders of Wales. 150 mile run from home on my AJS model 18 (built from spares), with Hilary following in the car with all the camping gear. We were camped in a site on an active farm with good facilities and great views. A fire pit allowed us to have campfire and an awning kept the rain off (always necessary near Wales). The next day, with Hilary on pillion, the group made a run of around 100 miles into Wales and the weather held all day. My bike ran well until half the group went one way and half the group the other. A bit of stick and I caught the leader to tell him, and pulled into the side, engine ticking over nicely and yet when we pulled away the engine died immediately. Roadside checks suggested it was either the condenser or the coil on the SR1 magneto and after a 5 hour wait the AA recovered us the 15 miles to the campsite. Hilary carries a book for these occasions!

Back at the campsite we tried a replacement condenser intended for a Harley Davidson, but in true Brit style the US interloper was refused, and a spark could not be enticed from the mag. The AA, after an even longer delay, returned the bike the 150 miles home. Close inspection suggested that not only was the condenser suspect but the insulating washer that goes under the points arm was missing. Given that the bike had been to Poland and back only 500 miles after I built it we think the washer must have disintegrated during that burst of speed to catch the leader, resulting in the loss of spark. A new condenser supplied by the Stationary Engine Company and an insulating washer from another magneto and the bike started second kick.

I was sorry to read of Pierre's accident in the June magazine, perhaps the result of the rear wheel/speedo drive locking up thing. I have had that once and fitted the earlier half width hub to the AJS model 18 as they are not subject to the problem. I hope by the time this is published both Pierre and the bike are fully repaired.

Regards

Clive Turner



Murray McLean

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THE ECHELON BULLETIN



Join us every second Wednesday of the month

Greetings to all Echelon members and their families.

Once again a very encouraging turnout at the Historic Northcote Tavern. What a great place for our monthly meeting, ample parking, great food, and a fine old historic building.

I have Buster to thank for the report on the monthly ride. A beautiful cloudless sky greeted only four riders at Hobsonville hall for our monthly ride. Both Chris and Mick were excused for family duties leaving us with one Matchless, /one of those 'putta putta 'things and two modern Triumphs. It was agreed that Shelly Beach was the way to go where we met up with Barry and Linley with Barry's brother and his wife also Brian Bracey on his modern Triumph.

The Cafe was quiet, so we had the pick of the seating and chose the bench overlooking the jetty. We were joined by the Coastguard Protector with a crew of six who said they were having a quiet day and were taking a break for lunch .The weather forecast had predicted rain for the afternoon and after lunch the clouds started to gather and darken which prompted all except Noel and Bridged to kit up and make a move for home base .Apart from the sheltered parts ,the road was dry, the temperature was mild and all enjoyed a great ride .As I turned into my driveway the first spots of rain were hitting my visor ,great timing .

News

Those of us with twin cylinder models will probably be familiar with the phenomenon that is wet sumping .A common cure is to fit a tap to the oil supply from the tank .Where some are blessed with good memories ,some are not so inevitably the tap is left off and the lack of oil destroys the engine .There is a simple solution to this which is to buy a tap which includes a microswitch which will not allow the engine to start if the oil tap is off. These taps are available from Kingpin Components UK. I have one and it is very good, I use the tap to turn the bike off that way I don't forget why I fitted it in the first place.

Tip

Repairs to taps continued.

Ewart's Taps which have a push pull plunger with a cork seal can be revived by first draining the tank then removing the plunger and soaking it in boiling water for a few minutes. After which the cork will have expanded, you then grease the now slightly fatter cork and reinstate it, don't forget the wee keeper screw.

Lever type taps.,

First remove the split pin and spring so you can access the tapered brass inner part. Put this in the drill press so you can dress it with some emery paper to get rid of the wear whilst carefully maintaining the taper. it's worth a crack, what have you got to lose.! More can be done if you have patience to lap the taper into the body with Brasso.

The Sliding type as common on our AMC models sometimes suffer from seepage when the corks shrink a bit or get worn. The method i find is cheap and cheerful, take off the fuel line and the first segment of the tap thus exposing the bottom cork. With a pair of scissors cut a disk to fit over the cork washer, then remove and punch a small hole in the centre your packer. Replace the lower part of the tap, you should find the slide a little harder to push, this will improve the taps performance. You can experiment with different gauges of paper. It is unnecessary to drain the petrol for this job.

Chris

The Best Way to 'Feed' old 'STEED'.

You might be getting sick of reading about the failures and fixes of Steed, my aging AJS. Last time I updated you with the carburettor battle. A modern Concentric that replaced my old Monobloc. That Concentric was a failure in more ways than one so was replaced with an older model Concentric out of my parts bin.

However I now have to report that that was not the end of the 'feed' delivery saga. The update begins here.

Away back in 2002 when I lived in Auckland, I consigned the Monobloc carb off Steed to the late Norm Maddock; he of Norm and Lynda Maddock and Vintage Motorcycles, for a full overhaul. I got a thorough job done by Norman and the old carb was put back into service. And it served well but was never really stressed as I don't run up large miles. Come 2019 and I thought it was time for a carburettor servicing and/or update or replacement. And so began the Concentric experiment.

I had forgotten the revival history of the old Monobloc although it was complete and stored away with my other AJS parts, so the new Concentric Premier became the juice supply of choice. That story is in the June 2021 newsletter. The frustrations mounted and as that happened the thought of the original carb occupied some thinking time. I pulled the Monobloc out of its comfy nest and gave it a thorough going over. But it was Concentric #2 that found its way to Steed.

Theoretically the concentric carbs should have been fine for the old single. But they weren't. The Premier had to go; it was a failure. Concentric #2 was better. But despite endless tuning efforts and much fiddling undertaken by Roy Gardner and me Steed never ran comfortably. There was nothing wrong with the carb it simply was not right for my 500 single. Under load and steady throttle, it was fine but slowing, stopping, restarting etc were not happy events. It would stall then refuse to start again; it would miss in an irregular fashion when moving slowly in traffic and occasionally stall when the throttle was opened after moving slowly. I came to fear Blenheim's roundabouts because the stop start nature of a busy roundabout was the perfect 'stall' invitation. Very frustrating. And it was that insoluble inconsistency that persuaded me that the concentric carburettor was not made for my old Steed.

And so, the vintage Monobloc was brought back into service. Apart from the annoyance of having to remove the fuel tank to change the carbs it was not a problem and, fortunately, the throttle and choke cables were of a suitable length. Job done and Steed fired up on the second kick and is running well. And, yes, much better than he was under Concentric management. Perhaps a little slower on the throttle response but very happy to cruise at an indicated 60mph. Thus, I have two complete but different ages Concentric Carbs so happy to discuss with anyone who can make use of one or both.

To conclude. Steed has just demonstrated again the frailties that come with age. The lovely old Smiths Chronometric speedo, which has been in place for at least forty years, has taken a break. No not a broken cable, the miles are still clicking up, so I guess it's the needle drive mechanism. Just need to get out of this Level 4 Covid business so I can initiate a repair.

Frank Metcalfe.

26 August 2021

North Island Road Trip

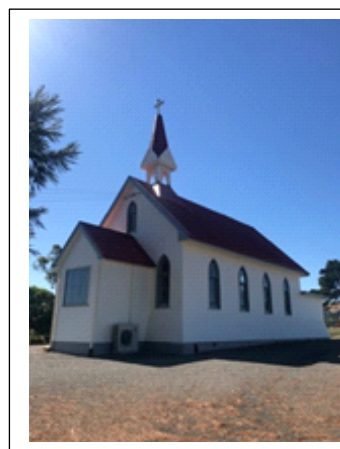
25th March to 8th April 2021

John Welch

Having toured the South Island on a number of occasions I decided to visit my sister in Orewa and make a tour of the North Island on my BMW. I also planned to take in as many museums as possible and visit friends and family where possible. I am VP of our Historical Society, and we operate the Picton Museum. I am always on the lookout for ideas and innovations for our museum.

There were too many motorcycles on the ferry, and I was the last bike on and discovered there were no tie down points left so I had to secure the bike to whatever I could find. I was not happy but fortunately it was a smooth crossing.

I spent the night in Wellington with another sister who works in the same office as Pierre's wife. Small world! My niece is currently at the Auckland Medical School so I contacted her to arrange for a visit. Having gone through Otago Medical School I was looking forward to seeing the Auckland equivalent. I went over the Rimutaka Hill to Martinborough and took the back roads through Gladstone and stopped to have a look at the beautiful Church there. These back roads are really popular with local bikers and although I was sitting on 100km/hr they just roared past me. I stayed with a friend in Masterton and the arrangement was for me to continue the back roads and meet up with him in Norsewood where their band was playing a gig.



I set off through Mauriceville and followed Route 52 and the backroads seemed to go on forever and I must have missed a crucial intersection because I ended up in Waipukarau! I should have turned off and gone through Weber which would have taken me to Dannevirke. Norsewood involved a backtrack, so I decided to carry on to Napier where I had booked into the Stables Backpacker. I parked the bike over the road and the next minute a number of drunken people burst out of the backpackers and had a full-on brawl on the street. When I phoned the Police, they sounded bored, so I guess this is a normal event in Napier.

I had a six-bed unit to myself and with great difficulty I managed to get my bike up the path and into the central courtyard. The drunks had all been evicted.

The next day I was very disappointed to find the Napier Museum closed due renovations, so I hired a bicycle and road out to wetlands near the airport. This area was elevated by the Napier earthquake and there is an extensive network of cycle paths.

On the road again in rain to Wairoa and discovered that I had arrived on the one day when their museum was closed. Bugger! I discovered one of my windscreen brackets had broken and I just happened to catch a retired Engineer closing his lockup and he kindly agreed to weld the bracket for me. The rain had stopped so I dried everything out while he was working. I got to Gisborne in time to catch the Museum which was open so spent a few hours there.

I got on the road at 0900 the next day but had to stop when it started to rain and found a convenient tree to shelter under while donning my wet weather gear. This was a big day, and I was wary of the large

number of logging trucks on the road. I had stops at Tolaga Bay, Tokomaru, Te Araroa and Te Kaha. While living in Kawerau in 1962 our family used to have holidays in Te Kaha. One of my siblings was still in nappies and Mum was washing them in a small stream. One day I walked up the stream and discovered it came from a piggery!

Notable sights were lots of Māori flags, derelict cars, shipping containers and lots of horses.

After spending the night in Whakatane, I headed through Kawerau for a quick look and managed to identify our old house there. Dad was the first headmaster of Kawerau College 1963-64 and after that he moved on to Timaru where he ended his career as Rector of Timaru Boys High School.

The next day I went through Rotorua and caught up with my cousin who is looking after my 98-year-old Aunt. My mother (94) and her sister are the last of a family of 12 girls and one boy. They had big families in those days.

I carried on to Katikati where I had time to visit the Museum after which I stayed the night with another friend from medical school days.

The rain had stopped in the morning, so I headed for Auckland with the intention of having a stop on the way to look round Butterfly Creek. I know the owner, Jonny Dowsett through the Norton Owners Club and I was looking forward to catching up with him, but he was on holiday.

It started raining again as I approached Helensville and when I got near Orewa the traffic was backed up near the motorway, so I doubled back and tried a short cut which saw me end up in the boondocks and eventually got back to the main road at Puhoi. By this time, I was soaked, and it was getting dark and the riding conditions were horrendous. I could hardly see where I was going and despite the conditions the idiot car drivers were not slowing down and many didn't even have the sense to put their lights on. My sister had shifted her car out of the garage, so I was able to drive in and unload out of the rain. I was wet through and when I took my boots off, they were full of water.

It was fine the next day, so I caught up with Peter Borthwick in Shelly Beach and on the way back I visited Steve Krzystyniak who invited me to stay for dinner as he was preparing a huge curry on an open fire. I had first met Steve on an Indian Motorcycle Tour and I ended up touring Rajasthan, Southern India with him and Lily and then the Indian Himalayas. Murray and Lou were on that trip as well. Steve is also a member of our Register and showed me his unusual AMC frame with an Indian motor.

Heading south on the homeward leg I arranged to meet Mick Warmington at Hobsonville. I spent four years living here when I was in the RNZAF and the huge airfield is now covered with housing. I had a tour round and managed to identify a few of the old buildings. Our house was right on the point overlooking the Greenhithe bridge, and the area is now a construction zone. The house is long gone.

Mick and Buster are organising the 2022 Jampot and you will have seen the initial publicity for this in the last issue of our magazine. They have wisely chosen a venue well away from motorways and heavy traffic. Mick is a past President of the Club, and he has some beautifully restored motorcycles.



Leaving Mick, I headed south and turned off at Mercer and followed Highway 22 and eventually found my way to Waitomo for the night.

The next day I turned off at Taumaranui and followed Highway 43 (Forgotten Highway) through to Stratford. It was spectacular country with a tricky gravel section and even a tunnel. The best riding was in the middle of the road, and I nearly came to grief when I got into some soft shingle at the side of the road. There was a steep drop off into the river so that could have been interesting! I eventually ended up for lunch at the Whangamomona Pub.

There were vintage cars everywhere as well as dozens of motorcycles. I talked to some of the riders, and it appears this area is a favoured outing. I also recognized Alan Dick, the motoring journalist who also was behind the magazine "NZ Today". My late mother-in-law used to pass her copies on to me so I was able to thank him in person for his efforts in popularising travel around New Zealand.

I had booked accommodation in Stratford and the plan was to spend a whole day riding around Mt Taranaki with a stop off in New Plymouth. The weather was unfortunately overcast with low cloud so I didn't get to enjoy the view as much as I would have liked. I had hoped to catch up with Willie Wood, but he was laid up in bed with a cold.

My next destination was Hawera with the intention of visiting Nigel Ogle's Tawhiti Museum. Just my luck to arrive on a day when it's closed! Note to self-next time check opening times before visiting. This place is definitely on my bucket list as it makes innovative use of life size models and dioramas.

Continuing south my original plan was to stay with Chris O'Connell at Paraparaumu but he was away so I ended up staying with Pierre in Wellington. We were able to have a good discussion about various Club issues and I was able to view the large number of motorcycles somehow packed into his tiny garage. With a bit of time to kill in the morning before the ferry we went for a walk up to the Mt Albert lookout and finished up down by the zoo.

On the ferry I was able to reflect on the fact that there are still parts of NZ that I have not visited. I feel like I have pretty much covered most of the South Island. I am thinking that after the 2022 Jampot I might carry on further North and do a tour of Northland. If you are interested in a "post rally tour" please contact me. I am undecided but may take my G80S up on the Ute and then leave the Ute at my sister's place in Orewa.

Watch this space!

John Welch



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Club Regalia

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