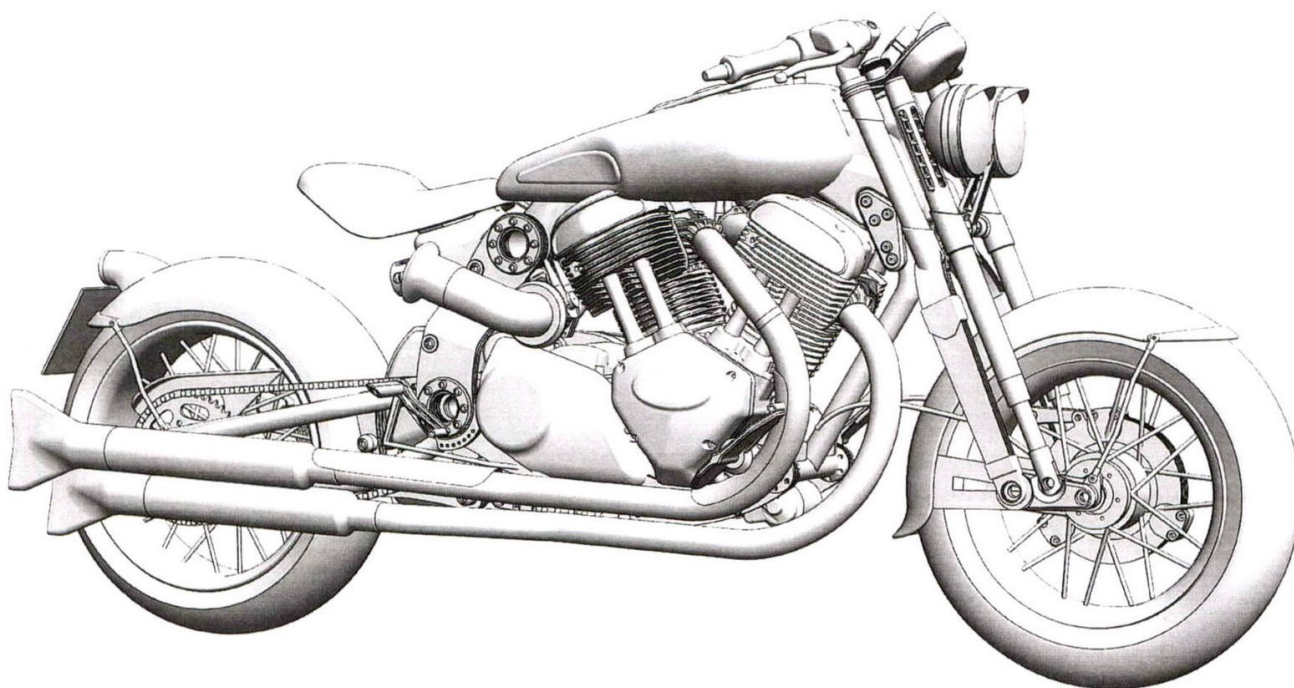




The New Zealand AJS & Matchless Owners Register Inc.

November 2025



FROM THE BELIEVE IT OR NOT FILES

Matchless will return to motorcycle production with the unveiling of a new model this autumn, a source at the firm said. EU-registered design drawings show a retro cruiser incorporating futuristic elements, including leading-link front suspension using upside-down forks. The front brake disc is covered and appears to use multiple calipers. Rearset pegs combine with forward-mounted footboards to give a choice between sporty and more traditional cruiser riding positions.

The V-twin engine is thought to be from US firm S&S Cycles, suggesting it will be 1917cc and make around 100hp and 116lbft.

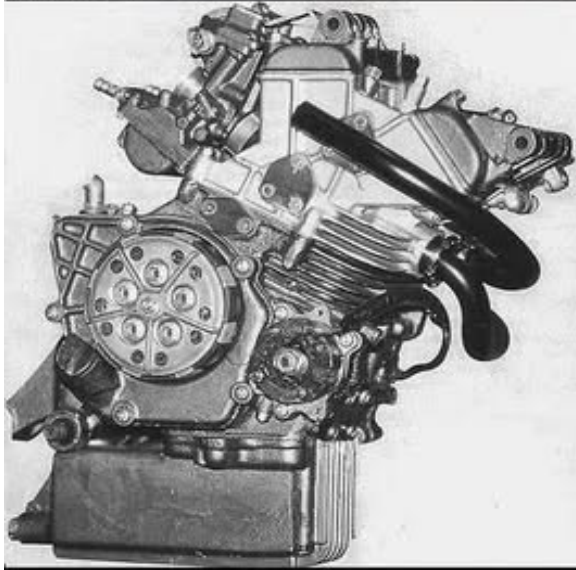
The design is by Italian Franco Malenotti, who revived Belstaff as a fashion label before buying rights to the Matchless name in 2012. His son, Michele Malenotti, has said the revived Matchless marque will make bikes in the UK. So far all we've seen from the reborn Matchless brand is an expensive range of fashion clothes fronted by Kate Moss. The first new motorcycle is nearing completion and will debut at the Milan motorcycle show in November. 'The model will be presented at EIC-MA,' said the source at the company. Yeeha with Pasta!!!

UNDAMPED TALES FROM THE NATIONS JAMPOTERS

A bi-monthly publication for New Zealand Register members

www.jampot.co.nz

Articles for the January 2026 edition to the Editor by 15th December 2025 please



1965, a year of insane engineering. Honda's RC115, 50cc 4 stroke, deep sump, parallel twin, 16.5 bhp @ 21,500 rpm, redline 22,500 rpm. 320 bhp per normally aspirated liter. That is asking an ignition system to produce 366 sparks per second at full noise . Essentially 40% of their 125 five cylinder motor.

No it is not one of 'ours', but the technology of the '60's is still something to behold. As with most incredible competitive developments it was banned by the FIM due to cylinder bore size and number of gears restrictions. Left unfettered it makes one wonder where it would have all ended.

Suzuki were responding with a 50 cc V triple two stroke fitted with a 14 speed gearbox. The rider would have suffered from RSI in their ankle after a couple of laps around the IoM methinks. That too was still born due to the above restrictions

Close inspection of the two photos will reveal the bicycle type front brakes, using the rim as the 'disc'. Use of any brakes were probably frowned upon as the build up of lost momentum would not have been electrifying.



THE PRESIDENTIAL RAVE....

Murray and Pierre made it back to the antipodes, we are all waiting to hear what excess baggage in the form of motorcycles made it back with them. Enough to disturb the earth's rotational axis ?

The rally preparations are underway and progressing well for the 2026 Jampot in New Plymouth, entry form will have been forwarded electronically by the time you receive this newsletter and a copy within this newsletter. Hope you can make it, especially those from the mainland considering the ferry shortage.....early booking may be prudent.

Tales of the shed : Once again, not much to tell, Murphy's law continues to pervade every corner of the shed. The G85 valve train issues are slowly being resolved, conversion to coil springs is in progress – requiring some bespoke components and machining in order to achieve spring install height and loading pressure. Made a trip to Collier motor engineers Levin to have some cylinder head work done for one of the 500 CS motors, and two friends with Commando and T150 heads, good to have discussion with someone who understands old British iron. There is a bit of polishing to be done on the '59 18CS and '64 G80 before the New Plymouth classic club bike show late November.

Dredged out a pile of frames and parts to move on to other sheds , not much interest at all , so a sign of the times maybe, no surprise that in days past that it wasn't unheard of for frames to find their way into a concrete pour as reinforcing. More treasures to be released from the confines of the shed coming up.....too many projects, not enough time. Weather of late hasn't been conducive to riding lately – haven't seen the sun for about 10 days, and as I scribe this article, not much hope for the next four or five days either. So much for fickle spring weather. However the water tanks are full.

The rally is looming, and of course, so is the AGM. There are two roles which will be due for new blood as the three year terms will be up. Namely, Mike Robertshawe who has done an outstanding job for the last three years as Secretary and Editor combined. Mike has had a re-think and is prepared to carry on as Editor, unless someone else wishes to put their hand up. These are two separate roles, so for interested parties who wish to put their hand up, his time as Secretary is coming to a close. Feel free to sound Mike out regarding the input required. The Presidents role is also due for fresh blood, so the search is on for my replacement, without people in these roles, the club cannot exist. My three years has gone by very quickly and without stress, there is no undue pressure (apart from conjuring up a bi-monthly report for the magazine) ! We have good support in the form of the friendly, supportive committee members, and on average , bi-monthly conference calls to keep the wheels turning and a finger on the pulse. I would be happy to continue and have enjoyed my time, but them's the rules, and fresh eyes are healthy for the club. Handsup anyone ? Please get in touch if you have any inclination, volunteers preferred over arm twisted conscripts ! The role descriptions are posted on the Register's site on the interwotsit.

All the best, be safe and keep the rubber side down.

PK

IS THERE ANYTHING WORN UNDER THE KILT?

NO, IT'S ALL IN PERFECT WORKING ORDER

SPIKE MILLIGAN



THE EDITORIAL SOAPBOX AND SECRETARIAL SCRIBBLINGS....

The advent of Spring, followed in rather quick succession by daylight saving would lead one to believe that we are indeed heading into warmer times. It is a little bit of one step forward and two steps back at the moment as we are being teased by a sunny, warm day and in rapid succession chilled to the bone with a blast that convinces us that the penguins have once more left the door to their home freezer wide open. "It wasn't like that when I was a boy" is the hoary old quote one is tempted to bring out. In spite of all this our local club has had some luck recently with sun and an organised ride occurring on the same day, long may it continue.

Finally all the pieces of Johnny's T 140 were back from the 'Clever People' and some serious engine assembly was able to take place. Pottering around over a few days saw the motor, sans cylinder head, together with the gearbox that somehow had five speeds located within its confines, ready to heave back into the frame. This went rather well, as did the fitting of the cylinder head, rocker boxes and refreshed carburetors. The valves opened and closed when they should and static timing of the ignition went well. All of this filled me with a sense of dread, things are not meant to go this well are they? Even the primary drive and all that lives in that part of the machine slotted into place rather well. I did notice the clutch drum and friction plates had worn them selves into cosy little grooves and pointed this out to Johnny, who by this time was 'punch-drunk' due to the seemingly endless times he was dipping into his funeral send off funds. Battery charged and in, horn toots, so something electrical was functioning. I had given the crankcase a drink of oil and we then filled the hole in the frame with some more of the slippery stuff. Then it was out onto the rollers to crank things over to see if we could find some of that stuff known as 'oil pressure'. Yay! 70 psi came up on the gauge in short order, so now the acid test. In with the spark plugs, on with the fuel, a couple of tickles and a kick, a "kerthump" a little throttle and another kick and life! Ah! the sweetest sound of life restored. Johnny was delighted, non-plussed, almost lost for words as he had harboured doubts of ever hearing its barely muffed exhaust note again, all he could see was the entire motor unit spread around my shed and now it went.

Your Editor has lived in this dark world of old motorbikes for many years and knows of pride coming before a fall, so he smiled and crossed his fingers. "Mikey, the front brake light switch doesn't work and one side of the indicators is not indicating and I do have trouble with the rear brake jamming on too." I removed the headlight from its shell. This was a bad mistake. I was greeted with a tangle of wires, half stuck insulation tape and an absence of volts where there should have been many. I dismantled the right hand switch block and discovered the brake light wires had been disconnected!! "Johnny???" "Oh it was shorting so I pulled the connectors apart". The idea of actually fixing the problem was indeed a bridge too far. This may have had something to do with the thing not working. Eventually the brake light switch was working again, the indicator worked if you tapped the outside with your finger, in spite of fitting a new set of seals to both the master cylinder and caliper the rear brake was now not working at all.

Johnny set off for home, having completed several trips around the block to assure himself that the new crankshaft was not going to break. He got most of the way home and then Machiavelli re-appeared, took all the volts from the ignition system and departed with a trademark Machiavellian smile. My attempts at 'hot wiring' it failed. Johnny pushed his bike home and now it is back in my shed where it will get a complete re-wire, but that won't fix the rear brake! Who would think a broken crankshaft could have such widespread repercussions?

So now the somewhat dead Bonnie is back on my lift and the old loom is being ripped out as I write, to be replaced by one that hopefully behaves itself in the carriage of volts, amps, and watts,



plus whatever else electricity consists of. My plans for this were a little de-railed by the current state of confusion and mayhem the world is experiencing at the moment. For many years I had purchased wire, terminals etc from a UK company, Vehicle Wiring Products. They had a vast range of cables with all the correct trace colours, enabling one to wire things to the original set-up, apart from any modern touches such as electronic ignition. Not any more, as for some reason they don't ship overseas. "It's too hard Sir". The world is truly becoming a great big mess, but out of this comes the Chinese. It seems nothing is too much trouble for these guys, as they are offering the terminals I need at rock bottom prices and shipping is included?? Get ready for this country to rule the commercial world, who knows? It may happen in my lifetime. It probably has happened!

By fossicking around in the several boxes of 'offcuts' I have managed to find sufficient pieces of cabling to rewire the thing, not quite as I would like to have done, but the unseen forces do get to where they are being directed. I was just about to re-assemble the side cover bits when I noticed the tube from the rear brake reservoir to the master cylinder was 'oozing' brake fluid from its entire length—not quite right, I thought. The piece of clear plastic hose that had been fitted was definitely not up to the task, so a further job in the constantly growing list of things that need to be done when replacing a crankshaft!! And we wonder why the number of people that are prepared to take on these jobs is diminishing?? One needs a combination of dementia and the delight of self flagellation as a starting point for these projects. Prophetic words indeed as the act of fitting the side covers prompted the stop light to once more cease operation and then in a final act of defiance one of the petrol taps started to leak, investigation revealing the crappy metal it was made from to have cracked. We gave up, ordering the required parts and drowning our sorrows with a well earned beer!!

NOW FOR A BIT OF HOUSEKEEPING!

Our constitution/rules call for the positions of President, Secretary and Treasurer to be for a term not exceeding three years. At the 2026 AGM we will need to find a replacement President and Secretary. Failure to do so puts in queer street with Incorporated Societies, plus it also means that the club may effectively fold. Replacement of these two positions is important. Please give it some serious thought as to whether you can offer yourself as a candidate.

At the last AGM I gave notice as to my desire to relinquish the role as Editor, effective from the 2026 AGM. I have reconsidered this and due to the loud demands of my dear wife, who is concerned that I will become even more of a pain if I have less to occupy myself, I am prepared to carry on in this role if no one else wishes to take up the hitting of a keyboard.

BACK TO THE WONDERFUL WORLD OF MOTORCYCLING

A bit of tongue in cheek graces the front page. One of Pierre's photos, (not printed) was of a 'new Matchless. This stirred my curiosity and after a bit of a wander through the interwebbythingy the photo and blurb on the front page emerged. I have no idea how accurate the story or in fact the bike is, I guess one can still dream a little in today's world.

You will see the entry form for the 2026 Jampot Rally forms the rear page, a photo copier will allow you to send this off to secure your place for this event. ALSO, PLEASE READ THE INFO SHEET ON THE INSIDE BACK COVER. Peter and Linda Hutton have put their hands up to organise this event so please support their efforts. It is getting more and more difficult to execute these rallies as the demands of age dictate that curling up in a sleeping bag on a thin mattress after a session of intense re-hydration is no longer a joy that one relishes any more. Catering for a bunch of broke pensioners does not make things easier either.

As I write this we are currently being blown into the middle of the South Pacific by some seriously strong winds. I hope you are all safe and sound and are looking forward to some enjoyable summer riding. Stay safe, watch out for the many loonies on the roads and enjoy your life, it is the only one you will get!

Cheers

Mike

OUR MAN ON THE SPOT, CLIVE TURNER...

Well the rally season in the UK has come to an end as the days get shorter. Hilary and I attended the annual Jampot Rally in Corbridge Northumberland and took the red G11CS on the trailer so we could take all the camping gear we now require in the car! Before we left I actually cleaned the bike, not a regular event, only to find that a pothole we hit whilst on the Isle of Skye had cracked the outside edge of the front wheel rim. The crack was spreading inwards too so that definitely needed to come off. I decided to swop a wheel from one of my singles, the hub is off an 80s Suzuki T500. It has a look similar to a full with hub and is twin leading shoe, and each brake shoe is more than twice as wide as an AMC one. The difference in stopping power is noticeable. I have since found a replacement AMC wheel but the Suzuki one will stay on as this bike is our regular two up bike. To make it all fit requires some changes and a different brake stay but I bought it with all that done in the 90's and only fitted it to a bike for the first time 10 years ago.



It was good to see Pierre Woolridge at the rally and we had a good chat during our visit to the motorcycle museum which was one of the runs out. However I did feel your Treasurer may have had ulterior motives when quizzing me about the UK national club committee, and as a Director I have to say I do hope there is not a takeover plan hatching in NZ! The photo is from the museum.

The Alternative rally was held at the beginning of this month and was only 65 miles away so I went on the black G11CS. Now run in and with high compression pistons this is a hooligan's bike and does tend to bring that element out in me. Enough said. 'Storm Amy', the first of the season hit during the rally. During the Saturday ride out my tent was flattened by the wind as two of the three tent poles broke, both of them in 2 places! Splinting with spare tent pegs and gaffer tape saw it stay up for the last night as the wind had dropped.

Unfortunately it now seems the wind may have done more extensive damage to our loft extension roof (although the covering may just be time expired) and the quote is £11,500 because scaffolding is required. Gaffer tape and tent pegs are apparently not deemed a reasonable repair. Now I am not sure what is happening to prices of our bikes in NZ but in the UK they seem to have plateaued after a significant drop since Covid. I reckon I could get three 650 twins, in excellent condition and still have some petrol money, for the price of our roof repairs. Good job there is no more room in the garage I rent or I might be feeling resentful. I hope your riding season goes well.

Regards *Clive*



THE CANTERBURY BLEAT...

Spring has arrived in Canterbury bringing warm temperatures and nice sunny days and hopefully the end of morning frosts. It is a very busy time in the garden with the grass and weeds growing fast and much work to be done in the vegetable garden.

As reported in the September newsletter, the Hororata swap meet was the first event of our active motorcycle season. We had a group of 4 riders meet at the Yaldhurst Hotel at 9am in order to get to the swap meet at a reasonable time. The weather was fine if a little chilly at that hour, with the potential for some wind later. The route avoided the main highway and although a little longer provided a more pleasurable ride. As predicted, the wind did pick up during the ride but was not a major issue. As we approached our destination we were confronted by those dreadful road cones and discovered that the road bridge across the Selwyn River was closed for repairs and we were advised to follow the detour signs to an alternative river crossing which eventually led us to Hororata township and the swap meet.

The weather was very pleasant, as it usually is for this event, and we strolled around the numerous stalls searching for those illusive motorcycle parts and also stopping for a chat with a number of familiar faces. It was nice to see that some of us had made a few purchases, although my one and only purchase was a bacon sandwich.

Before heading back to Christchurch we dropped into the Hororata Cafe for further refreshments and a debrief. We returned by the same route at an easy pace, reaching the "Yaldy" without incident; a brilliant day in every way and we can look forward to more to come.

We have also had a couple of short mid-week rides when the weather has been favourable, enjoying a morning coffee or lunch which keeps us in touch and is always enjoyable.

The Canterbury section meets on the 3rd Monday of each month at the Tavern Harewood, Bishopdale from 7.30pm.



Terry Lewington

A WORD FROM THE WISE, OR MAYBE ONCE BITTEN, TWICE SHY!

A story that does not involve one of our AMC machines, or possibly even a member of our band of brothers in this Register, but a story that we should all maybe take heed of.

A lengthy project of a Triumph twin rebuild saw a new oil pump being purchased. Finally some 18 months later the bike was fired up and in short order nasty grinding, crashing, grating, knocking noises came forth from the object of much love, care and hope, so there it now sat in sad silence. The removal of the timing cover revealed that one of the small base caps from the Triumph plunger pump had come undone, releasing base cap, spring and ball bearing into the teeth of the timing gears. Not a pretty sight. The New Zealand vendor of the pump has done the honorable thing and whilst I'm unaware of the detail, I'm sure the matter is being resolved.

When we purchase a new assembly such as an oil pump one would be forgiven for assuming that the thing is ready to be fitted without needing to be stripped, checked for swarf and basic functionality. This is apparently not so. Local vendors on-sell these items in good faith, but they are not the manufacturers and so find themselves caught in the middle of such episodes. Maybe we all need to be even more vigilant when we play with our toys!

Mike

THE ECHELON BULLETIN...

September and it's Spring!!

Hi everyone,

I hope this finds you all well and not full of 'flu...like myself. I don't think I have been out on a bike for several weeks, with the afore mentioned 'flu, horrible weather and a bit of pressure on my time of late.

I have been pushing on with the R8. Now completely stripped down, some small parts off for plating, (sent them off to Electroplating Manawatu – where can you get small parts plated at a reasonable price, not the case in Auckland these days? – plus Graeme is a top bloke and does a good job) Some powder coating also done (General Metal Finishing in Ellice Rd – they do an excellent job) and the frame soon returned to the painter's shop for 'round 2' (Andrew at Whenuapai Auto Refinishers – does a good job at a good price and is happy to do small jobs and let you do the 'donkey work' like sanding and preparation). I spent a lot of time sanding down the frame, forks etc only to be told when presenting them to Andrew 'You will need to strip it all back to bare metal'. Bummer! Some decades ago the frame was sand-blasted and zinc sprayed. I thought since it had held up so well, moving from one end of the country to the other, being stored in various damp basements and under- house storage areas, never showing a speck of rust formation, that a good rub down would suffice...Nope! "Whilst zinc is recognised as a really good metal primer it may react with the paints I use. I can't guarantee it won't fail in one, two ,three years' time.' Faced with the prospect of repeating this exercise...strip the frame to bare metal I did. A hell of a job...that zinc clung to the frame like the proverbial! This of course exposed all the previously blasted out rust pits and 95 years of nicks and abrasions. It was given a thick coat of epoxy primer and then returned to me to sand down and fill any blemishes I weren't happy with. Thankfully I have completed that rather arduous task and will be sending it back for stage 2 next week. It came out pretty good so I am praying it will be possible to re-spray the epoxy primer then 'wet spray' the undercoat without a sanding down in between.

Chris is back from Sunny Queensland, feeling un-motivated he tells me from a few weeks basking in the hot climate and being waited on hand and foot...back to the real world Chris! There's work to be done, a garage full of motorcycles to be attended to! Noel and Brigid will be home by the time you receive this. We are looking forward to your stories when we next catch up with you guys. No other scandals or gossip to report.



Buster using his 'Groinometer' to determine if the roadway is safe for Register members to proceed.



I am pleased to see that Scenic Drive has finally been re- opened after part of the road collapsed after the storms of 2023, as seen adjacent with Buster inspecting the damage after we were prevented from continuing our journey west a couple of years ago. It has always been a favoured route out to the west for us, where there are great rides and destinations. Perhaps by October the weather will have improved and we can take a run out to one of our favourite haunts.

Coming events:

Jampot 2026 – New Plymouth Top 10 Holiday park
– February 20 – 22nd.

FROM THE OLD SHIT DEPARTMENT.

Many of you may not know, but as well as manufacturing motorcycles, AJS also, at various times (and under various names) manufactured screws, trucks, light trucks, buses, light cars and even , dating back from 1922, wirelesses. The adjacent photo shows a set of old

bakerlite headphones I was lucky enough to pick up at the Rotorua swap meet, 20 years or more, ago. The seller reckoned they were for police use, as the NZ police had used AJS motorcycles at various times. I had my doubts (with regard to the headphones being for police use, I know they

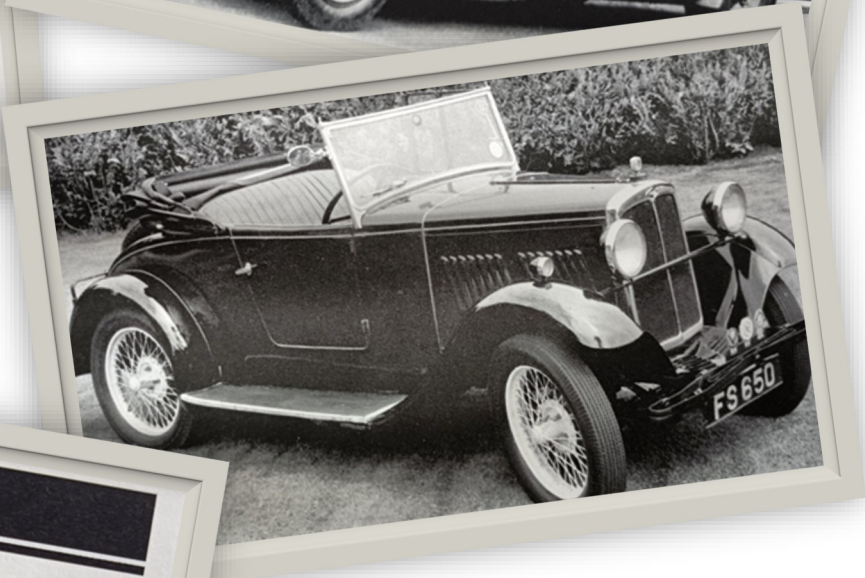
did however, use AJ's from time to time) but I knew I had stumbled upon a pretty rare find. Without showing too much interest, (hence lifting expectations of a higher selling price) he offered them to me for, I think, 10 bucks. 'Sold' ! I said, trundling off with a big smile on my face! I can't remember if I bought any other parts that day...it didn't matter.

These headsets were offered as an accessory circa 1925 as an alternative means of listening to broadcasts...much like today....only slightly more cumbersome!

I have never seen any AJS radios or accessories before or since acquiring these headphones.

Have you?

I wonder if any of these exist in NZ?
(apart from my headphones!)



*So it was not only motorcycles
that they inflicted upon us!!*

OCTOBER AND IT'S BLOODY RAINING!

Hi everyone and welcome to Spring, and hopefully some nice weather and riding opportunities. It is hosing down as I write this, but at least the trees are coming out in blossom and there is some colour in the garden - a harbinger of things to come perhaps.



This weekend we had our 'All Marques' meeting at Hobsonville Point Market, organised by Robo. After a total wash out in June, this weekend saw somewhere between 55-60 bikes turn out under overcast skies with only a veiled threat of rain. Lots of wonderful machines to look at and fellow riders to talk to. Great to see Barry there on his newly acquired '54 Matchless G 80, in pared down presentation looking like it was ready to do business! Chris had to leave the meeting early as he had to transform himself

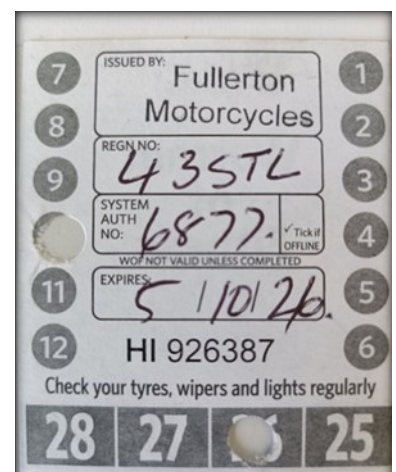
into his alter ego Gandalf, and go through his lines before an appearance in a film production in South Auckland. Keep your eyes on next year's Oscar awards ceremony! (some may look at the photo to the right and say you can't notice any difference from the real Chris)! Hopefully word will spread and the Hobby meet will become even more popular and attract a greater number of machines. Thanks again Robo for your organisation and the welcome supply of gummy aeroplane lollies to chew on....very fitting for a meeting at an old air force base!



Our daytime meetings at the Northcote Tavern seem to be proving popular. We are seeing a better turnout of members than we were used to for our evening get togethers, so I feel the decision for the change was the right one. It does, of course, favour the retired among us (which is by far the majority) however our working members (?) were becoming a rare sight at the evening gatherings, and of course there is always the opportunity to meet for our monthly ride or coffee get togethers. As the weather improves we will hopefully hit the road a bit more rather than sitting at a café filling our faces and telling lies!

Having received the R8 frame back from the spray painter's, I have now started to re-assemble the bike (though taking a short break whilst I have the Mokos for the holidays). It has been a reminder that assembling a freshly painted machine is a good deal more difficult and stressful than pulling an old rusty one apart! I have fallen into the age old mistake of forgetting to run a tap down all the threaded holes, so have had to do a bit of back tracking and head scratching where getting at the thread hasn't been possible once assembled. Another trick I have learnt in the past the hard way, is to keep the paint as thin as possible on any surfaces where another part has to be tightened up against it, or is a very tight fit, to avoid paint cracking or flaking. I was quite vigilant in attending to that this time around, however there have still been a couple areas which have needed dressing down and touching up by hand. All in all it is going well, I am catching up on all the little issues identified during the restoration process and sorting them as I go. Patience is the order of the day...tempting as it is blast ahead to once again have a complete motorcycle sitting proudly on the garage floor. Marry in haste...repent at leisure as my father used to say!

About time! Went to get my warrant yesterday. Note the next due date! It felt soooo good, riding out of there knowing it was good for a whole year! If the govt. could see sense on the cost of registering our more modern bikes we would all be happy!



THE BORTHWICK PAPERS, A CONTINUING SAGA OF HUMAN LOVE, LUST, DRAMA & MAYHEM WHEN A DRIP BECOMES A FLOW.

Every now and the excitement grips you firmly and propels you forward. "*Ouch, not so tightly*" Ed

The CSR needs riding! I should get a warrant and registration! Well, if you happened to read my last missive, you will know how that went!

I know, I was supposed to be starting on the 18s, but sometimes things nag at you, it makes it damn hard to get on with other things. So I pulled the end off the CSR gearbox. Evidence showed weeping at the kick start lever and gear shift. I found a rag and wiped my eyes. After all, it's only a little oil.... I put a new bush at the gear lever end and replaced 'O' rings. My gasket was fine, so I threw out the case screws with their flat heads and bought some cap head screws. I've run it up the road, and at this stage, the oil is still in the box.....I will give it a longer run to the Ginger Crunch Cafe on Sunday if it's not raining too hard..

The primary cover has to come off the Triumph so the clutch can be eased, as it's impossible to get into neutral, well, the one between 1st and 2nd. There is another between 4th and 3rd I find easily, making the occasional tight corner a sphincter tightening event, as the expected engine braking does not kick in as needed. What a lot of faffing around just to take some tension off the clutch screws.....@#£% Pommy engineers!!

With November getting closer, I have taken delivery of a Kawasaki Versey 650 for my brother to use. Upon inspection there is some required maintenance to do. For some reason known only to the Japanese designers, the damn thing has no main stand. The flimsy side stand comes under a fair bit of strain and only has a ten cent sized foot on it. I had to take it off and rework the flare out of it before it broke off. Fortunately, I have a mate with a paddock stand. Unfortunately, that won't help with the removal of the front wheel that needs its tyre replacing. Maybe the Poms had some senses after all (did I just say that?!).

The bike came with a set of saddle bags, aftermarket Givi soft luggage, not fitted, so there has been a bit of juggling making two small brackets to keep the bags off the rear indicators. It would appear that I suck at welding galvanized steel - even though I had cleaned it. This was not helped by the wire not feeding. After ruining one of my carefully bent brackets, I spat the dummy, went to the wood pile, and beat up a block or two for kindling.

The next day, I found some flat bar, and after a bit of bashing, I managed to furnish something that would work. It would seem that there is always something to do in my shed.

Keep the oily side down.

Pedro.

THE BORTHWICK PAPERS

Octoberfest time

Byhang on, where the hell is Pedro?

Apparently Pedro is taking a break from his writings this month. This may come as a shock, but all his bikes seem to be behaving well at the moment. Yes you did read that that right! No requirement for him to apply his mechanical magic on any of them, thereby depriving us of an account of mechanical misadventures, mishaps and general elder abuse in the workshop.

He's actually been out there riding them..... reliably. No time to be hunched over a computer, muttering and re-hashing the frustrations of the month's repair jobs and their failings.

We look forward to hearing from you next month Pete - well, you know what I mean!

Buster has been out of circulation lately due to a few on-going gearbox issues - perhaps he should have filled in for Pete. I believe these issues have now been resolved, so we will see you soon Buster.

Mick

FROM ANOTHER WORLD, FAR, FAR, AWAY

Corbridge

Thursday, August 28th to Monday 1st September
Penned by Pierre, your International Correspondent

Recently Evelyn (wife) and I came back from our world tour having been to Singapore, Finland, UK, France, and Japan, over a two month period. It was go, go, go. In between visiting castles, abbeys, art museums, tin mines, cathedral, cafe, restaurants... we stayed at Woking - 30 min. by train from London. If you don't know of Woking you're not alone. I'd never heard of Woking (population 104,000), (*the world knows of Woking—it is where the current 'Woke' nonsense started Ed.*) and yet two people in our short street had been based there for work. Amazing.

Just out of Woking we stayed with Mike and Lynda. If you attend our International Rally, you may remember the couple, who through a series of unfortunate events, ended up riding several borrowed bikes. At the "Pukekohe" rally, there he was on his own 500cc single, and all went well. The day before the rally, we dug out his two 'Matchless' from the depths of his shed. A nice looking 500cc twin and a Matchless 750 hybrid. The 750 started well enough. Sounded quite exciting. But, hang on a minute, what's this? The clutch refused to work. Bugger. Alright then, let's start the 500 twin. No problem, engine ran just fine, and gear changes were smooth. Based on prior experiences of trying to sort a bike the day before we decided not to leave the 750 at home. Fortunately, Mike had a back-up single - his 500cc Royal Enfield.

Into the van they went and we were off, heading for Corbridge near Newcastle on Tyne. Around a 6 hour or so trip - 350miles away. Forecast - a damp weekend (which fortunately, didn't really happen, well not on the runs away). I did meet one person who rode from the Netherlands to the venue. I think he said it was @600 mile from his place to the rally.

The attractive town of Corbridge (population @ 4,400)

Corbridge architecture



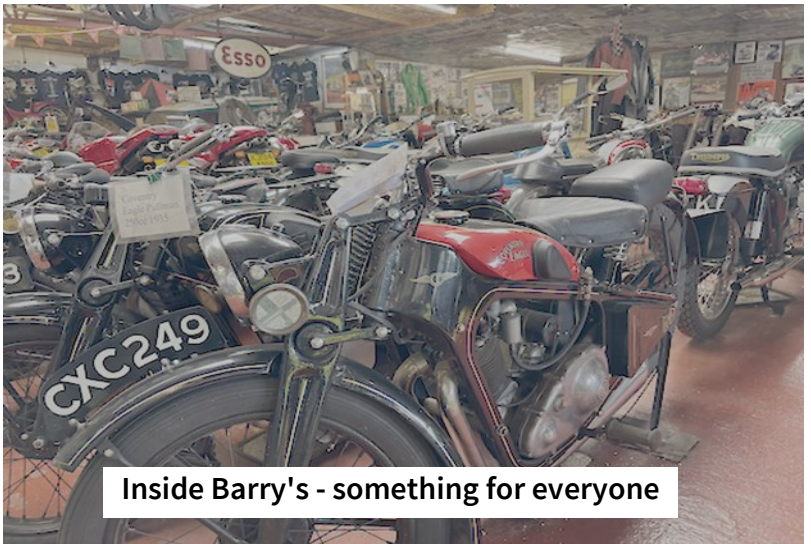
shalled ride to a remarkable motorcycle museum owned by Mike Barry who raced sidecars for over fifty years. The run went through the wonderful country side. We almost got to Carlisle in the excitement! Then we realised we had missed the turn off, so back we went. When we arrived there was cup of tea and a biscuit or two waiting for us.

Saturday. Mid-Friday night the organisers went around telling those who were present, that the trip through to the Kielder Reservoir, would start 1/2hr earlier than planned and that there wouldn't be any marshals. Brilliant! The alternative ride, complete with marshals, went across the moors towards the town of Alston. After lunch there was by a trip on the narrow gauge steam railway in Alston (South Tynedale Railway). So off we went all naturally all at differing speeds through the Tyne Valley, then following the Tyne river (30 miles long) up to Kielder Reservoir (the largest artificial lake in the United Kingdom). Much consulting of maps, lost people, a dead bike or two, poorly sign posted roads (nothing to do with the organisers) and 3 of us had to bolt our lunch as lunch was provided on shore, not as we blithely assumed on the ferry. Anyway we did get to go for our scheduled cruise on the Osprey boat around the reservoir (water levels very low - almost as low as they are allowed to go. It was, after all, a hot summer in the UK) and had a chat to people that I'd not met before.

Jampot 2025

The Rally started Thursday, August 28 and ran through to Monday 1st of September. this really meant 3 days of riding, as someone from the other end of England said to me, , three days made it worthwhile. When you think about it, especially if you come from far, far, away, then which event has the most attraction. Something we could well do to consider. Four runs in 3 days

Friday. The first run of the rally, was an unmar-



Inside Barry's - something for everyone

Vidolanda Fort. On the way back Mike and I called in at the Roman Vidolanda Fort, near Hadrian's Wall. Apparently, it was built before Hadrian's Wall. Archaeological excavations show it was occupied by the Romans from roughly 85 AD to 370 AD. It was demolished and re-built at least 9 times during the 400 year period. What fascinated me, were the racks of preserved leather sandals complete with heels and studs in the soles – almost 2,000 year old. The place is well worth a visit.



Sunday. This was a well organised ride to the famous Beamish Open Air Museum, showcasing life in the North East during the 1820s, 1900s, 1940s and 1950s. I was on Mike's Royal Enfield (the Matchless was resting). For me this was the best ride. Crossing the Pennines was nippy and interesting. Not all of the moorland is fenced. What's more there are mad sheep out to get you. They pretend not to notice you. But the next thing you know, just as you have a quick glance at the scenery, Lah-di-dah, the bastard is spotted, just in time, ambling across the road...

At Beamish we had lunch under the trees in a secluded spot. (It was hot, hot, hot.) Then off we went to the recreated village. The queues weren't too bad. A few of us just had to go for a tram ride – upstairs of course. Clang, clang and we were off for leisurely 1/2 hour tour of the tour of the village.

Meanwhile back at the Rally site and elsewhere. Over the years quite a few people from the UK have popped over to attend a NZ rally or two. Internation or otherwise. Anyway, several of them popped over to say hi: Ken and Maggie, Clive, David, Mike (who supplied the video on our last rally), and Lesley. I hope I've remembered everyone. If not, my apologies.



Mike Shone with his tasty 500cc twin

Signing off,

Pierre Woolridge

MEMBERSHIP MAN MUTTERINGS....

Hi and welcome to our new members.

Current Membership stands at 170 and 6 overseas members

At our next AGM our constitution requires us to elect a new President and Secretary, so advance warning, if these positions aren't filled from our membership the Register may fold!

At the Horarata swap meet it was great to catch up with Members from Christchurch and Timaru in the cold hard frost but by 9.30 temperatures had picked up and become T Shirt weather.

Planning is well under way for our next Rally in 2026 in New Plymouth so please help the organisers and get your entries in- Christmas will be here before you know it.

Prices of used AJS and Matchless models have started to drop or not selling as they were 5 years ago, New parts prices and freight costs continue to rise, as are labour costs to get specialised work done. This trend is a common theme not only here but in the UK and USA.

Enjoy the spring weather and enjoy the 12 month WOF's which the FOMC fought hard on our behalf to achieve.

Regards,

Murray



We welcome new member Paul Hunter from Helensville to our folds. Write a story, send a photo of your bike, ask for help, we mind not, it is your magazine and we would love to hear your stories.



EP Engineering Facts

After takeoff, aircraft wheels can spin up to **2,000 rpm**. Modern planes use automatic brake systems to stop this rotation before the wheels retract—often producing a brief vibration or noise passengers may notice.

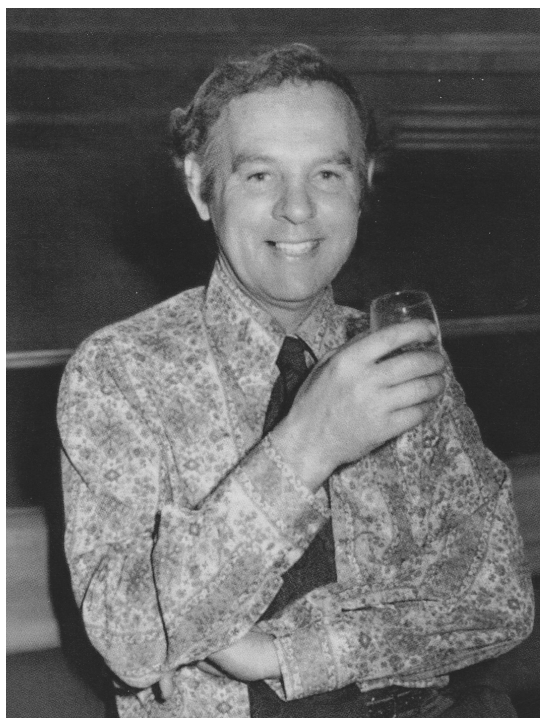
*And we thought they
were just a few wheel-
barrow wheels on a pole
that popped out of a
trapdoor somewhere*

Obituary

A group of the Canterbury Register farewelled Allan (Speedy) Merrin on 10 September. Allan was aged 96 years and a longstanding member of the Register who had a wealth of experience and knowledge of AJS and Matchless motorcycles, continuing to ride into his 90s. He ran his own successful precision engineering business and maintained his motorcycle collection to the highest standard.

In the 1950s Allan was an accomplished scrambles rider in the 350cc and 500cc classes, initially riding a Velocette then replacing that with a Matchless. He would regularly switch the Matchless motor's top end between races to compete in both classes. He was a South Island scrambles champion and a member of the South Island team in the North v South scramble challenge, the machines and riders being flown to the North Island for this event. Allan was always keen to keep his racing bikes competitive using his engineering skills; he even fabricated his own telescopic front fork.

Allan's extensive knowledge will be sorely missed.



Terry Lewington

FOR SALE, WANTED TO BUY, FREE TO A CARING HOME

AJS / MATCHLESS PARTS FOR SALE OR TRADING. CLEARING THE SHED.

These parts have mostly been rescued from a container after many years, and there is varying levels of "Patina", so not in showroom condition! Mostly twin components. Too many parts to list here individually, please contact me for a specific list / photo.

Cylinder heads - 2 bolt rockers(4), cylinders 67.4 bore - one bottom fin damaged (2),

Rocker covers -2 bolt (7) outer timing cover AJS / matchy (1 e@), oil tanks / tool boxes, one oil tank '50 - '54, twin engine plates (4), oil pumps, centre main+ shells/ thrusts, pushrods (7), valves new - ex v26 x1, In v28 x 2, conrods(1 with looks like new shells),

Pistons, 2 sets- slightly pre-loved no bad running damage +.030 (72.4), + 060, - some corrosion-need vapour blast. Monobloc carb bodies / parts, Frames - approx. '55 twin, single tube # 15593 '49 ish with heavily modded rear possibly for trials work - jampots. '57 - '58'ish single tube A50630 front only chromed, tank lugs modded. P11 / G85 frame needs repair + stee oil tank and side cover both new candy paint, K2f mags x2 not sparking. Distributor x1 . Petrol tanks 3 x big twin, 1x '60 ish Other bits lurking as well.

I am looking for rear chain guard, side stand, seat , twinseat and one single saddle, or what have you to trade ! prefer to sell, at very reasonable price, all needs to go !

Contact Peter 027 455 2025, ps.kingsnorth@xtra.co.nz

FOR SALE - 1955 AJS TWIN 500 MODEL 20

In good running order. Been to a number of rallies but not used recently owing to ill health. Rego on hold. Open to offers around \$5500.

>

Email mauricebrown200@outlook.com or 027 335 0451.

FOR SALE, WANTED TO BUY, FREE TO A CARING HOME

For Sale - 1955 Matchless G3LS 350cc

Registration 98GUS has been on hold for 5 years due to absence and then age catching up. Reasonably tidy condition. I have been to two or three rallies in the past (Masterton, Ngaruawahia and TCMCC Epworth) with it and it ran very well. Has Carrier and Bag on the back. I have fitted indicators but these could be removed if not desired or required (Hasn't been tested for a Wof since fitting) Open to negotiation on price. The carrier is not the one that is on the bike now.

Neil Rennie

Email neilrennie@actrix.co.nz or 021 166 5840



FOR SALE

I have a 1952 AJS M20 500 twin for sale. The bike was first registered in the UK in November 1951, imported to NZ in 1988 (by a close family member), and subsequently purchased by me in 2006. Copies of relevant paperwork are available. The bike is in tidy condition but has not been "restored". Actual distance travelled is unknown. The bike is in running order but would benefit from a tune-up and a bit of TLC. Rego is on hold and last WOF expired in June 2020. Recent work and improvements include a new seat (ex UK), new front tyre, full electrical re-wire, new battery, new fuel lines, new main chain and front sprocket, new chain case seal, and a shut off valve fitted to the oil feed line. There is a spare set of (used) heads, pistons and barrels, the condition of which is unclear although there are signs they may have had some work done on them.

Price subject to negotiation, any *reasonable* offer will be considered.

The bike is in Horowhenua and freight/transport costs, if any, would be the purchaser's care.

Contact me on 0274 336 657, or by email at muzzapeth1@gmail.com.

Murray Petherick



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JAMPOT RALLY 2026

JAMPOT 2026 will be held in New Plymouth, arriving Friday 21st February and departing Sunday 22nd February 2026

The Rally will be based at the New Plymouth Top 10, 29 Princess St Fitzroy.
Website; nptop10.co.nz; phone 0800758256 email; matt@nptop10.co.nz .

They have motel units, cabins, and powered sites available. The rally dates are currently blocked out for us, and they will hold that until 1st December 2025 before accommodation is released to the public. Check the Top 10 out online but to secure your accommodation it is essential that you phone them direct and say you are with the Jampot Rally, **do not try to book online.**

If you do nothing else at this stage and are considering coming to the Jampot, phone and reserve your accommodation sooner rather than later. February 2026 is closer than you think and that is a busy time for New Plymouth

Peter Hutton, Rally Organiser

021 575 234 email; pandlhutton@outlook.com

This space is reserved for you to take notes about your trip to and from the 2026 Jampot rally which will assist you in writing a bit of a story for us all to enjoy. Go on, you just might surprise yourself as it may turn out to be a work of cultural significance.

KIWI JAMPOT RALLY 2026

Top Ten Holiday Park, 20th—22nd February

29 Princess Street, New Plymouth

ENTRY FORM

NAME/S _____

ADDRESS _____

TELEPHONE (Landline) _____ (MOBILE) _____

EMAIL _____ MEMBERSHIP NO. _____

Emergency contact person NAME _____ Phone _____

Bike details

Make & Model _____ Year _____ Rider/Pillion _____

OPTIONAL INFORMATION Needed for awarding of prizes

Age _____ Distance ridden to Rally _____ km No. of Jampot Rallies attended _____

RALLY PACKAGE

Special meal requirements _____		TOTALS
Entry Fee (Per Person) inclusive of all meals	\$160.00	_____
Entry fee for pillion or extra person/s	\$140.00	_____
Friday night meal, select one		
Fish & Chips + salad	_____	
Chicken & Chips + salad	_____	
Non member to join Register (compulsory if non member)	\$25.00	_____
Late Fee if received after 08/02/2026	\$10.00	_____
TOTAL RALLY COST		\$ _____

Optional items

Rally Polo Shirt, (circle size) S, M, L, XL, 2XL, 3XL NAVY	\$40.00 EA	_____
Rally Polo Shirt, (circle size) S, M, L, XL, 2XL, 3XL GREY	\$40.00EA	_____
TOTAL EXTRAS		\$ _____

Electronic payment:- NZAJS & Matchless Owners Reg. Acct no: 15-3943-0046104-80. Please include your name and membership number

Rally Organiser: Peter Hutton. Ph 021 575 234, email Entry to pandlhutton@outlook.com

or post to 664 Kelly Rd, RD3 New Plymouth, 4373