



# The NZ AJS & Matchless Owners Register Inc.

February 2022



The bi-monthly newsletter for NZ Register  
Members

[www.jampot.co.nz](http://www.jampot.co.nz)

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### How to find us on Facebook...

1. Log in to [www.facebook.com](http://www.facebook.com)
  2. In the 'search Facebook' cell, type 'NZ AJS & Matchless Owners Register'
- The 'signup' button takes you to our website, [www.jampot.co.nz](http://www.jampot.co.nz)

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# President's 'RAVE'

Dear Members,

**The Rally Committee made the difficult decision to postpone the Rally due to the uncertain threat of the Omicron epidemic in NZ. The Committee will consult with Mick and his team and see whether we can run it at a later date. Here is the email from the Rally Committee:**

"The rally committee has decided the up-coming Jampot rally at Clarks Beach is to be postponed. This has been an agonising decision to make, however we have based it on the facts as laid out before us at this time. As you will all be aware, covid case numbers are on the rise and expected to peak around the time of our proposed rally, by then possibly in the many thousands per day. Whilst we appreciate that omicron is less dangerous than previous variants, it still has the potential to cause serious illness or even death for the vulnerable. There are 42 entrants to the rally, of those we have ages for, 7 are 85 or older, 7 are over 70, 14 over 60, 4 over 55 and there about 10 partners & others attending of unknown age. It is a fair bet that many of those participants will have underlying health issues, putting them in the high-risk category. The average age of hospitalisation is currently 65. Whilst many have made their own arrangements for accommodation, a large number are booked into the lodge accommodation - which means sharing the facility with at least 15 -16 others. Health implications aside, there is a high chance of wide-spread disruption around the beginning of March. Supply of many goods and services are likely to be in short supply or withdrawn completely & many people may decide at the time not to travel at all. We have had reassurances from the camp, caterer etc that the main thing that could hamper the supply of their services could be staff being forced to isolate due to infection or being a close contact, or supply issues (like food for example) There is also a very real possibility that any one of the rally organisers could be in the same situation if omicron is as widespread as predicted. Should a rally participant turn up on the Friday feeling OK but wake up the following morning feeling un-well, this would present a very difficult situation for all entrants regarding exposure to the virus and rules around isolating. The options are currently to postpone to next March (there is no venue set for next year at this stage) or to run the rally later this year when things have hopefully settled down somewhat. Your feedback on this would be welcome. At this stage we can refund your entry fee as has been mentioned earlier, or you can leave it in place and await a decision on when we can re-run the event. Please let us know. Those with outside accommodation will obviously have to make their own arrangements around deposits, re-booking etc. The committee felt it better to make this difficult decision now, rather than the real possibility of having to do it closer to the set date, leaving little time for entrants to re-organise themselves. Mick Warmington"

Postponement of the Rally means we cannot hold our AGM and meet our obligations as an Incorporated Society. The Committee will have a meeting to discuss these issues and report back. As many Clubs will be in a similar position, I suspect the Authorities will have to apply some common sense and leniency. Covid is clearly going to be a game changer for some time yet.

While I'm on the topic of Covid I recommend using the N95 mask. These give far better protection than the blue masks. What I have done is buy one for each day of the week and I reuse them. There is no need to wash them as any virus on the outside cannot survive a week. Store them in a labelled paper bag. Of concern is the large number of members who have not paid their annual sub. I'm assuming this is not through any dissatisfaction with the Club as nobody has contacted me with any concerns. The disappearance of cheques from the banking system is no doubt behind many unfinancial members. If you are finding Internet Banking a challenge there are other options such as paying your sub at the bank as well as calling on your local Senior Net for assistance.

While I'm on that subject I had a quick look at our on-line accounts which at time of writing look very healthy.

General Account (Operating a/c) \$11194

Rally a/c \$9715

Investment a/c \$11167

After the AGM (whenever that may be!) I will be stepping down as President as my time is up. Please consider standing for any of our Vacant positions or indeed standing against a serving member if you feel you have more to offer. All positions are contestable at any time. In previous reports I have touched on the future of the Club. Like many clubs with "old" bikes we have an older membership, and we are in danger of dying out unless we can attract new members or perhaps amalgamate with another Club. Please dwell on these issues and bring your ideas either to the AGM or email one of us on the Committee.

*John Welch*

# Membership Secretary

Hi all

We have new members. Richard Walter- Dunedin, Roy Herbert -Napier, David Lane- Christchurch, Adam Johnson – Wanganui and overseas member Mike Shone (UK)- Mike came to our international Jampot Rally in 2020 and tried to destroy as many of our bikes as possible - He has purchased a 500 18s AJS and its stored in New Zealand as he plans to back and continue his good work -Welcome Happy New Year and hope to see some new faces at our upcoming annual Jampot Rally ( **Now postponed**)

Membership currently stands at 174 and 6 overseas members We have seen a slow decline in membership particularly thru non-payment of annual subs. This year email invoices will be sent by email if the systems allows so that renewals can be completed by the end of April. On the bright side, we have a trickle of new members joining thru the year usually due to purchasing or inheriting a motorcycle. On the parts sale business has had a remarkable upturn as old bikes continue to be dug out of garages and restored to former glory. Despite the huge increase in freight prices, my parts business used to take a couple of hours day. Now it's more like 6 hours and twice weekly UK and USA parts orders required to keep stocks of parts up with demand. Getting any outwork done in this current climate is proving difficult- all businesses are so busy you just have to join a queue and wait patiently.

Our annual Old Thumpers classic motocross fell victim to Covid so a small group of us had a " Claytons " Old Thumpers out at a property near Farewell Spit. My 49 G80C fitted with a new carb proceeded to try and destroy my body as we negotiated the tight track. My knuckles are still sore from hitting tree branches as I tried to catch the other bikes (see photos)

That's all from me

*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](http://www.jampot.co.nz)

If you have any enquiries contact the Membership Secretary:

Murray McLean  
Ph: 03 525 7024

## From the Editor

Hi guys, firstly big thanks to Pierre for organising an online plea for article without your help we done have a newsletter so on that subject we need your contributions **NOW**, please note we have a new Email address so send those articles to the address below.

Grant:

**[editor@jampot.co](mailto:editor@jampot.co)**.





## OUR MAN ON THE SPOT CLIVE TURNER

U.K. Rep report.

70th Anniversary of the UK Owners club.

The history: a letter written by John Trant was published in the Motor Cycling magazine dated January 17th, 1952. In this letter John asked if there was a Club for owners of AMC machines in the London area? He suggested that if there was not such a Club, then one should be started and interested AMC owners were asked to contact him at his home address. From the replies he received a small group of enthusiasts met at the Ace Café on the North Circular Road, North London in late January 1952. An ad hoc committee was formed to get things running and within a short space of time a new meeting place had to be found since the numbers of enthusiasts turning up were too many for the space available at The Ace. (John Trant is still with us and returned to membership some years ago, surprised to find the club was still going).

On the 16th January 2022 fifty AJS and Matchless bikes, and a fair few more members in cars, turned up at the Ace Cafe to celebrate. January in London is often cold and wet, but we were lucky with the weather, and we even had some sunshine. Personally, it's only 4 miles to the Ace but some came longer distances including one member who rode 172 miles on motorways on a modern AJS 125 Cadwell. The modern AJS is made in China especially to the spec of a UK importer. They are light little bikes and quite able to keep up with an older 500 single, so they have become quite popular with our members as they reach their 80's! Personally, I have got about 9 years to get my 1928 2.48 hp AJS K12 running before I hit that age. This may sound like a long time, but I bought it in 1993 and have never had it running although it is getting there.....

I am sorry to read that Omicron is on the rise in NZ as it begins to fall in the UK. However, there is another contrast with the UK as Jacinda Ardern delays her wedding because of new restrictions on gatherings whilst Boris Johnson and many of his staff seem to believe rules do not apply to them and are under investigation for holding numerous drinks parties throughout the strictest of the lockdowns. The photos are from the Ace Cafe meeting.

I hope your 2022 Jampot rally is able to go ahead. (Photos on page 16)

*Clive Turner*

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# The Canterbury "Bleat"

There is little to report from Canterbury as recent organised events have generally been cancelled. The Hororata swap meet was at the third attempt finally abandoned at the last minute, which was a big disappointment. We did however hold our Christmas BBQ at Gordon Alexander's pad, initially postponed a week because of the damp weather conditions, but nevertheless a very enjoyable even in the end with a good turnout.

After the hustle and bustle of preparing for Christmas, activities normally quieten down and it becomes a family time. After the Christmas festivities a number of members usually attend the NZ Grand Prix race meeting at Ruapuna, but this year the event was cancelled and in its place a substitute meeting was hurriedly arranged with free admission for spectators. Expecting lower grade riders to be competing, it was a pleasant surprise to find most of the big names were racing and it turned out to be a very entertaining day, albeit with no published programme on hand. I took the G80 along for the ride, accompanied by my son and grandson, and Gordon Alexander also attended although our paths didn't cross.

Our AGM was held in January with no contentious issues arising, and a "business as usual" strategy approved. It was noted that considering the COVID-19 situation in Auckland at that time, none of those present had made plans to travel to attend the Jampot Rally this year, but nevertheless expressed their best wishes to all involved. With the virus now in the community throughout the country the situation has deteriorated further.

*Terry Lewington*

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# IF I'D KNOWN ANYTHING ABOUT MOTOR BIKES, I PROBABLY WOULDN'T HAVE DONE THIS.

## Part 1 of a two-part saga of perseverance, grim determination, and frequent mistakes

I decided to restore my AJS

I bought it way back last century and had a few fun years riding it, then the motor failed. I took it apart and got some work done on the head. Then I ran out of money. For about thirty years. Then I retired. Then I decided to try and make the bike look good and get it going again.

The Director fired a warning shot about paying for this out of the housekeeping, so I got a part time job as a bus driver.

Ten years later, after helping pay for one of the grandkids to head off to Uni and helping another of them to get a slightly more expensive (and safer) car, I got started.

THIS IS HOW IT STARTED It looked like a motor bike. It looked kind of sad. But the tyres still held air, so it couldn't all be bad



I took it all to pieces so the painted parts could be re-painted. I thought I could remember where everything went, and confidently took it to the painter.

Just to be sure, I took heaps of photos while I was pulling the bike to bits. And some videos.

The painting took a while, because the painter already had a load of work on his plate. Four months later I got the bits back. He did such a fantastic job I wondered how the rest of the bike could possibly meet the same high finish. It put a bit of a hole in the budget too, but the finish was worth it

Suddenly, the nuts, bolts and chrome didn't look too good against a paint job that was a vast improvement on this . . .



Surprisingly, I now had more bits than I sent away. The painter had disassembled the frame a bit further. This left me with my first major exercise: how to jigsaw all these bits together when I could no longer really identify the bits I had. Did I mention doing this was a dumb idea?

Well, I had photos, didn't I? This was the opportunity to test my ability to produce easy-to-follow assembly instructions. It was a failure.

Most of the photos were of dirty, oily, unrecognisable, rusting pieces of metal. Nothing like the beautifully painted parts I had now.

I spent a lot of time on the internet trying to get a picture of an AJS frame without the ancillaries (motor, gearbox, tank, that sort of thing) so I could see which piece connected to which other piece, and which way round it should go. I managed to achieve this with help from the AJS and MOR club, and also from a mate with a Matchless who let me take photos and gave me quite a few hints. It helped a bit, but I found there are lots of differences between AJ's and Matchys, whatever people might tell you. Oh, you knew that already? OK.

. After a lot of trial and error, the frame went together, and the gearbox went on. That part was easily assembled, and I began to feel I was going to finish this job without too many roadblocks.

Hahahahahaha!

I was missing a part for the front forks: the housing for the fork top cover tube disappeared somewhere between me and the painter and me. I finally got a new one which then needed painting. My Dad's elderly compressor, plus an air tank someone donated to me last century, plus a spray gun I got for Christmas, also last century, meant this was a good time to learn how to do spray painting. So, that's what I did.



Murray McLean was supremely helpful. For my first major move into motorcycle construction, I sent him a photo of the front and rear halves of the frame sitting next to each other on a table, showing how I thought it should go. He kindly told me which bit was upside down, and we were in business



I got the compressor connected up, read all about spray painting and went for it.

Your average orange would have been really proud of its coat . . .

I sanded it off and started again. Much better, until the sun shone on it. Then you could see the orange peel again, but it wasn't quite so bad. I followed the advice for smoothing and polishing the surface. Result was almost as good as the real painter did.

The rear shocks, which went and hid just before I sent the other parts to the painter, turned up about this time, plus some other small bits I hadn't found earlier. The third time I painted them they came out OK. Hell, I was starting to get good at this!

One of the bearing races in the steering head was cracked, so the bearings and race had to be replaced. A friendly local mechanic pressed the new top upper race into the handlebar lug for me, then it was time to lose some ball bearings. I noted the bit in the manual that said: "Take care to avoid loss of any of the 56 steering head steel balls" and carefully spread a drop cloth under the frame so any drops wouldn't go far. Then I greased up the races and went for it

I lost one ball out of the bottom race just as I was putting the steering head into the frame. After a bit of searching. I found it on the drop cloth, cleaned it, dried it and carefully placed it in the greased race. On the second attempt at assembly, I heard a faint "clink" from somewhere inside the frame. Inside the frame? I had a perfectly placed drop cloth. Why can't bloody ball bearings co-operate?

I pulled it all apart again and counted the balls. 28 in the bottom race, 27 in the upper. I found the missing ball just inside the top of the diagonal tube, where the grease had (only just) stopped it from rolling all the way to the bottom of the frame. I rescued it with an extendable magnet, cleaned it, dried it and put it back in the race. The third time I tried assembling it, I heard another "clink".

Is this starting to sound familiar to any of you?

This time a single ball from the top race tried to get into the bottom race, but that was full, so it kept going. I found it, cleaned it, dried it, tried again, with Ann (aka Director, also second assistant apprentice motor bike mechanic) holding the frame steady and me trying to screw in the adjusting nut for the fork crown stem without swearing too much. The nut didn't go in easily –it must have had a bit of a mishap earlier in life. But with a little bit of leverage from a very big screwdriver, and minimal language, the adjusting nut was started and finally, FINALLY, the whole lot went together. Time for a quick fist pump before something else went wrong.

The motor parts were all there. I'd been down this track in the past, so I made sure everything had been packed into bags and labelled before I put it all into storage.

So, the next thing was to retrieve the engine parts out of the boxes I'd put the bags into and get them rebuilt by someone who knew what he was doing.

The guys at the bike shop were really good value. As well as identifying a few missing small parts and finding replacements (everything was there?), they gave me a few tips on how to go about joining the engine to the frame without damaging either of them. Or myself.

While the engine was at the shop, I busied myself fitting the rear forks and toolboxes, then I pre-wired the headlight assembly - you know, the simple, readily identified bits. I had disassembled the wheels and got the rims re-chromed (maybe not the most economical way to get good wheels). I got some stainless spokes, laced the wheels up and got the bike shop to true them up.

Then, disaster. Ann had a bike crash while competing in a local triathlon and finished up in hospital with broken bones and concussion, so bike building went on hold for a while. After following up trips to the medical centre for stitch removal and dressing changes, we shot off for some R&R in the Far North.

The time spent there was invaluable. She's much better thanks, and I bought a fuel tank from Richard in Tauranga on the way home.

With the engine back, I found I had to remove a whole lot of stuff I'd already put on, before I could fit the engine (yeah, OK, everyone else knows this). I had books. I had a parts list. I had smarts (some smarts) and I could identify the bits I needed to fit the engine: frame, gearbox, studs, engine plates, bugger, that bit has to come off too. . .

By now, I was having pretty regular conversations with Murray about bits I couldn't really identify. Then, out of the blue I got a phone call; he was coming to Kapiti and would drop in and see about putting me straight.

The day arrived, and the neighbourhood quiet was shattered by five Norton's at full noise. They went past my place, all the way up to the other end of the street and back again. They claimed they were lost. . .

Murray identified the bits I couldn't identify, showed me where they had to go, identified a couple of bits that were beautifully painted but were definitely not motor bike parts, commented that I was probably closer to the finish than I realised, talked bikes for about an hour, then they all left the way they had arrived. Loudly.

Fantastic! I'm not sure if the neighbours have totally forgiven me yet. But there's hope: some of them have started talking to me again. Sometimes about the motor bikes not having come back.

Part two will appear in the next issue provided my editing skills don't desert me

*Roger*

## **Where it all began. Restoring our 1927 AJS H5 3.49hp Motorcycle.**

Several years ago, like about 12 or 14 we, Maureen and myself were out visiting a cousin of mine at Redwood Park, northeast of Adelaide South Australia with whom I'd assisted in purchasing a couple of later model mid 50s AJS 500 singles. During the many afternoon discussions would you believe the subject arose with reference to an early model mid 1920s AJS an aging old fella not far down the street Cuz had heard of was for sale all be it a broken up 'Basket Case'

With little interested in the machine we however tootled off to have a peep at what-ever it was, nonetheless. Daryl wasn't at all interested but when I spotted it my temperament altered somewhat on account of some other Members in the Veteran and Vintage Club in Adelaide had resurrected these little gems to an attractive petite piece of kit. Having examined carefully the several boxes and containers of fairly clean disassembled parts and all, an agreement of \$650.00 was hand shook on.

Rear compartments lift up door of the Commodore Wagen was raised, and all bits and pieces were carefully placed in the back. However, before we had finally completed the deal with the little AJS the old chap had something else to show the pair us and took us to the backyard chook house where partly submerged in the usual poultry dung was there lay decaying the remains of a twin port 1935 AJS 500cc single cylinder engine, just the engine and offered to me to take away for naught, nil, nothing, no dollars.

It so happened at the time I knew of a Club Member mate who resided on his farm over on the west coast at Cowell who was restoring at the time such a model, so I said to the old chap perhaps if he didn't mind, I'd take the offer and thanked him for the fair deal. Satisfied with my transaction we left to go back to Cuzzes place to pick up Maureen who was none too pleased with my afternoon trading. Amazing how quickly they get over it, Hey.

There then began the restoration of this little Gem the remains of two earlier rebuilds. Fortunately, the Gearbox and Frame numbers were identically matched but the Side Valve 350cc engine number brass plate had gone missing. Another of our V&V Club Members had a few unmarked necessary replacement plates kept in a plastic bag and the correct numeral stamps to provide another engine registration code, all three major components now comprised matching numbers.

The initial build began of course with the identifying of mostly to me anyhow of the unfamiliar parts then sourcing the identity of some missing parts from the usual annual big interstate swap meets, mind you not much at all had to be obtained.

Several items I was familiar with and had the knowledge and equipment to fabricate these items myself. As other family issues arise from time to time and certain priorities occupy valuable time the project was put on hold for some time. Since the blessed Covid19 pandemic has hit us and lockdowns preclude wondering off to maybe uncertain predicaments has inevitably provided an abundance of 'Mans Cave' time.

Before final assembly is required, specific structural necessities are entailed to make certain all will be correctly in place before nickel plating, polishing and painting can take place as is obvious. Following this prebuild climax all has to be dismantled and sent off to the electroplater. Polishing, tube bending, and painting was undertaken by myself.

To undertake a project like this one has to rely supremely on professional assistance from others who know much better. One person in that category is Rob Smyth, who himself has a M10SR, B3, H8 and a 9 HP car. No doubt other Members in the AHMRC would have heard of Rob, an extremely talented machinist. Rob was kind enough to assemble our AJS engine and gearbox requiring seals and bearing attention. Also checking out the magneto of which I know naught about. Between the pair of us swapping various bits and pieces Rob was able to supply our genuine period Binks 2 jet carburetor and Pilgrim mechanical worm drive oil pump.

While good friend of ours Tony Codrington from Tanunda of 'Classic Restorations' took care of the petrol tank painting and fine gold trim lining I was able to paint the remaining bits and pieces frame, wheels, chain covers, mudguards and other minor components.

Then comes the final assembly of all parts. This then was taken with extra care delicately endeavoring not to scratch or dent the tight-fitting components and pristine paintwork. Absolute care was crucial here. To mount the mudguards and certain other items correctly, special 3/16" and 1/4" BSW Stainless acorn nuts were purchased from Leanne at Classic Fasteners on Grange Road, Welland then around to United Fasteners at Wingfield for the balance of supplies. Terry Merritt can be highly recommended for his professional work at exhaust pipe bending complete with hollow muffler and taking care of the nickel plating and eventual high-grade polishing. All essential cabling was undertaken by the experienced 'Man on the Job', Phil Baughan in Kensington. The fully assembled finished article I am more than happy with considering the amount of time spent in the 'Mans Cave'.

Hope you enjoy reading this small article of the reincarnation of our 1927 Model H5 Standard Sports Model 3.49hp Side Valve AJS originally manufactured at Wolverhampton in the UK.

*Brian Kuerschner.*





## The Bike I didn't mean to Buy

This project started because of starting issues with the AJS and heart issues for me, meaning the odd Angina attack while trying to start the AJS. So, while browsing the internet this 1973 Honda CB500/4 took my interest due to the magic electric start button. I wasn't to know that in the end it would be easier to fix the AJS than restore the Honda.

The advert said, "Just needs a little tidy up and some wiring done" Just my sort of challenge so I put in a bid and was very quickly outbid so forgot about it.



Then I made my first mistake. A couple of weeks later I got an email saying my bid had been successful. The leading bidder had withdrawn. **Really?**

Maybe at this point I should have been nervous, but I talked to the owner and unseen, accepted the bike, and went and collected it.

When I got it home and really started to study it, I suddenly realised that things were not quite as they initially seemed. Most parts were not correctly fitted and had only been temporary cobbled together. So basically, it ended up having to be stripped and start again. The origins of the orange paint scheme are a bit of a mystery but that can be dealt to. First decision was to check engine performance, but carburettors were all solid so needed rebuilt and kit obtained from US. Then new points/condensers were required and several wiring repairs until ignition was achieved. Now the new battery supplied with the bike would not hold charge, so Jumper leads were initially used, and another new battery obtained. Also, the starter drew excessive current so needed rebuild before it would work. However, to my surprise the kick start was so very easy as you are actually only kicking over a 125CC each time. A temporary fuel supply was set up and surprisingly the motor ran. Apart from the obvious carburettor issues it appeared to be going OK, so the decision was made to continue rebuilding.

So, the following list was required before the bike was rideable.

- Master brake cylinder kit as all hydraulic system was completely frozen and gunked up
- New Brake lever as original was broken
- Clutch cable and Push rod
- Front fork Gaiters and Seals
- Points and Condensers
- Chain and Rear sprocket
- Rear brake shoes
- Headlamp
- Mirrors
- Seal inside of Petrol tank and tap washers
- Lots of sealer and patches on the mufflers as the inside lining was very badly rusted.
- New seals in the oil pump as there was significant oil leaks from most external seals due to age and drying out. (Ultimately the engine would need split and new seals fitted.

At this stage the bike was rideable, but a new problem was found. It jumped out of 3<sup>rd</sup> gear under load. This was a bugger moment and internet searches found this to be a moderately common problem associated with selector wear, so the decision was made to keep going with the process and look at an engine rebuild next winter.

The paperwork was done and a new Vin and WOF obtained after!

- Front brake hoses and stop light switch units fitted
- New Chain and Rear sprocket
- New seat frame and covering, was manufactured

Eventually after nearly 10 months of work I could ride the bike. The Carburettor jets, float level and balancing stayed as an ongoing problem and I continually chased electrical problems, but I did get a run to Geraldine done to meet up with the Jampot pre-rally tour. Ongoing ignition and carburettor issues meant that long riding reliability was not there so a plan was made to rebuild the engine and rewire completely over winter. However, two things happened that suddenly took the enthusiasm for the project away.

1. Firstly, the AJS spat the dummy at the Nelson rally, and it became obvious I needed to spend the money on a complete bottom end rebuild.
2. While riding the Honda the clutch lever assembly broke. While sorting this I lost focus on the road ahead and looked up to see a car front wheel stopping closely in front of me. I managed to swerve around the front of the car. Bruising my leg on the front bumper on the way past, luckily no damage to me or the car. While sorting the clutch lever I had inadvertently turned the indicator on, and the car driver had assumed I was turning and they had a clear road.
3. I saw a lovely restored CB500 at a bike show and realised mine neither looked original or restored.

With the work to be done to get reliability and cost to repaint, chrome etc I realised I could not afford to do the bike justice so decided on selling what I had to cover the cost of the AJS rebuild.

Luckily a fellow Jampot member knew of someone with the resources and desire to continue the restoration, so the bike is now being brought back to its full glory and as described previously the AJS is running smoothly and so far reliably.

The moral of the tale is:

1. Always sight or get someone with independent expertise to site and check and item before purchase.
2. If the lead bidder pulls out, you may be being Shill bid (seller inflating price) or the original winner realised it was not quite what they expected to get.

So be cautious out there.



Regards

*Brian Perriam*

Finished Bike as on sold to new owner

Last century, my grandfather owned a motorcycle or two. I have his last one, a BSA 1946 C10. Last August my mother died. In amongst her photographs there were a couple of m/c pictures. I have scanned both of them. One is identified as a Triumph from the 1920. As my resident early AJS man, can you identify the bike in the attached photo – the kid on the bike is here brother Hugh. The label on the tank looks like AJS. Anyway, do let me know.

Cheers,  
Pierre





