

The NZ AJS & Matchless Owners Register Inc.

June 2018



Grant Jury with his award-winning AJ at the Kaikoura Rally, 2018
(PS. Our new Editor in the flesh)

The Bi Monthly Newsletter for NZ
Register Members

www.jampot.co.nz

Close off for August 2018 newsletter - 20th July 2018

In This Issue

Usually, there at table of contents here. But this time the newsletter is formatted differently. It's arranged so that you are encourage to read the newsletter from cover-to-cover. For example, if you wish to buy a 1929 AJS, you will need to look for it, tucked away as it is between Parts wanted: 128/29 OHC AJS and My AJS Lightweight. Now there's a challenge, who's going to be first to buy it?

If you are after Jampot, vintage or classic books, the search is not nearly as hard. There's almost a page and a half of books up for grabs.

Did you know you can buy a brand new GSO Matchless? Oh, oh, oh a new Remuera Tractor or a new bike? I know what I'd buy... Sorry, did I say something?

We've quite enjoyed pulling this newsletter together. A call went out for articles and photos and the response was brilliant. Mind you, due to such enthusiasm, one or two have been held back for the next edition! So, pat yourself on the back. Thankfully, not everyone replied. Your time in next time. So, send your articles, memoirs, outing, the one that got away to our new editor Grant Jury. Thanks to Barb for stepping in for the last newsletter. I agree with her, it does take time to produce, & yes, it is a bit late.

Mind you, this great response has meant some of the regular items have got the chop or have been modified. Something had to give, and I'm sure that if you really want to read about our regalia, as a prelude to buying an item, a back issue of the Jampot will do the trick!

Elsewhere in the newsletter, we have reproduced an Editorial from the NZ Bike Rider. In giving permission, their Editor said 'if you've got any member's bike that would warrant a feature in BRM, please let me know. We're always on the lookout for bikes that are a bit special and I'm sure there are plenty in the club.

All we would need – if the bike isn't close enough for us to come and do ourselves – are some good quality digital photos and around

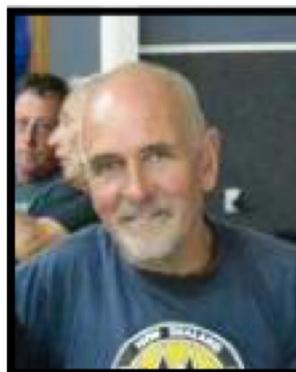
800 words on the machine and the owner that would fit into the style of the magazine. Let me know if you've got any willing candidates and we'll see if we can make a plan.' Contact Paul Lance/ Publisher, at paul@brm.co.nz

Resident's Rave

Just a quick one (as I've been beavering away with the newsletter). We have had had some issues with getting an independent audit and we are about to engage an accountant to fill this review. Cost will be in the order \$1,000. (See also the proposed Constitution Change.)

Membership

Mutterings



Hi all,
It's getting cold and frosty here in the south. I'm all packed up ready for the Annual Brass Monkey Rally in Central Otago on the 350 Matchless this long Weekend.

Thanks to all who have renewed memberships this year. If you don't have a membership card with a 2019 expiry on it this will be your last newsletter. I will email some reminders but do check and contact me if you have paid and sent me a renewal but don't have a current members card.

This Month we welcome New Members Jim Furneaux (Wellington) Glynne Evans (Pukekohe) Kyle McLeod (Christchurch) and Ross Lee (Nelson). Unfortunately, a club stalwart Doug Banks has resigned due to health reasons.

I must thank Pierre for this newsletter as he has done the majority of the work.

Regards,
Murray McLean
Membership Secretary

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THE HOT SEAT PAUL LANCE

WHAT DOWE NEED TO DO?

All we hear at the moment is the bleating from Auckland Mayor, Phil Goff about how he's not got the money to fix the abysmal disgrace that is the Auckland road network. It seems they've all been taken by surprise that encouraging people to New Zealand will equate to more drivers on our roads - that's 800 more a week for the Auckland region, with Goff proposing to spend \$12 billion over the next 10 years in an effort to fix it, while others reckon there needs to be another \$600 million chucked in on top of that to make a real difference.

With what the AA describes as a 'noose around motorists' necks - tightening to the tune of 40,000 more cars per year in Auckland alone - I don't understand why the Auckland Mayor - who rides a Triumph and has appeared in the pages of this *very* magazine - isn't encouraging motorcycling as a quick, easy and cost-effective solution? Let's face it, almost *every* car you see sitting in traffic on the Auckland car parks/motorways has only got one occupant, so why aren't they on a bike, or a scooter?

Dump the ACC levy, increase free and secure parking in the city, make areas only accessible to public transport, motorcycles and bicycles and the congestion will drop overnight. He's a motorcyclist - why doesn't he see it?

And the lack of congestion wouldn't be the only benefit. Have you driven or ridden in Europe, the States or anywhere where there's a big city with large volumes of traffic? In almost *every* other major city, motorcycles and scooters are everywhere, which in turn, makes other motorists aware there might be a motorcycle there when they change lanes, nip through a line of traffic or try and make that yellow light that's just turning red.

The motorcycling solution is a win, win. It'll make it safer for motorcyclists, reduce congestion and I bet everyone who makes the switch from being trapped in a stationary queue of four wheelers to the freedom of mobility on two wheels, will undoubtedly be happier.

But no. Instead, the members of the committees and 'think tanks' are trying to push everyone onto public transport, you know, the public transport which has just been on strike and caused unmitigated chaos during rush hour in Auckland. And with more commuters being forced from personal transport to public transport, the transport provider's ability to negotiate via industrial action will only get greater. Uber was going to be the answer, with the 'think tanks' predicting we'll all sell our cars and just call an Uber when we want to get somewhere. Although, they didn't quite think that through, as the reality is, it's actually taking people off public transport and putting them into, you guessed it, cars ...

Why are motorbikes always ignored in this debate? Even the NZ Herald's recent 'race' from a suburb in Auckland to the CBD, chose to ignore using a scooter as one of the modes of transport, instead sticking to public transport, a car and a bicycle, and not even an electric bike, showing just how out of touch they are. Instead, the cyclist arrived at the finish as a sweaty mess, just great for turning up to the office.

You'd think the motorcycle distributors or some other motorcycling body would be jumping up and down at the back of the crowd yelling "We're here, what about us?" But the silence is deafening.

With more models in the small capacity class on the market today than ever before along with the growing electric revolution, the choice and availability for drivers to make the step to riders has never been easier. We need them coming into our world, as without new riders we're likely to just grow old and die - well, that's the bulk of the riders anyway.

So, the next time you're talking to someone and they mention the dreaded traffic situation, go ahead and suggest, "why don't you try a bike?" Most will scoff at the idea, with excuses of 'too dangerous', 'too expensive' or 'too wet', but it's down to us to try and persuade them. If we don't, our rights as motorcyclists will continue to be eroded along\` - the numbers of bikes on the road.

Published with permission from Bike Rider Magazine, May 18. www.brm.co.nz

Rogues Gallery

Photos by M Chowdhury



Steve Gaudin & Chris O'Connell swapped bikes during the Kaikoura Jam pot 2018 Rally ride - both riding Matchless Hybrids they purchased from the late Ken Bain's estate



Brian King with his Matchless combination prior to catching the ferry home after a month of South Island adventure!



Nick Mclean - Keen and Mean Machine Award Winner

From The Nail Box

Sitting in the shed on my empty nail box, having a beer, looking at the bikes and comparing the way they look. The smooth lines of The AJS and the more in your face look of The A65 started me thinking as others probably do, how our fascination with them started. It was towards the end of 1962 just a few weeks away from my fifteenth birthday and finally I was given permission that I could have a motor bike. So, the money that had been saved from paper rounds and working in the school holidays was going to be spent on my dream. The first bike - Man did I come back down to earth!! Soon all thoughts of road rockets, CSR's and triumph 110 were out the window - bear in mind there was no cc limit in those days but there was certainly a limit what 50 quid would buy.

So, the first one, a BSA e11 plunger frame, to me it was freedom and the beginning of a love affair with bikes that has lasted all these years. The purchase was quickly followed by joining the Palmerston North motor cycle training school run by Stan Keys and obtaining my licence a few days after turning 15. That poor old beesa got ridden in the first 3 to 4 weeks like it was a gold star till finally one Friday night in Broadway it died. Big end and mains absolutely knackered so it was back to saving up again to fix it - amazing how some things have never changed!

But anyway, it got fixed and ridden but maybe with a little bit more respect. By this time, I had started an engineering apprenticeship the little e11 was sold to make way for the next, as my old man used to say, "pocket draining experience".

Well my beer is finished and my arse is getting numb and my dinner is ready so that's it for now.

cheers,
Mike Lynch
(Dargaville)

CONSTITUTION

A matter that is of concern to the committee is the requirement for the club accounts to be audited and the huge costs \$1,000+ GST this year for audit.

In section 9 CONTROL AND INVESTMENT OF FUNDS (PARAGRAPH 2)

If we change our wording in the constitution by substituting the word Auditor, to Independent reviewer, any chartered accountant can review the club accounts for a fraction of the cost. If we can complete this constitution change before our Annual AGM we can save ourselves this huge payment for next year's Audit and having to raise subscriptions to cover the costs.

The proposal proposed by Murray McLean and seconded by Pierre Woolridge, is.

The NZ AJS and Matchless Owners Register delete the word Auditor and substitute Independent Reviewer to our constitution. We welcome your feedback (for or against) to the editor in the next Jam pot magazine (close-off 20th July) before we have a member's ballot to decide as per the rules of the constitution. This needs to happen before 31st December 2018

A large number of other clubs that are incorporated are planning to make similar changes for the same reasons.

Murray Mclean proposer
Pierre Woolridge seconder

Our Last Canterbury Branch Ride

After a "gentlemen's hours" start we departed the Yaldhurst Tavern at 10.30AM. Three bikes (Morrie on his Honda, Terry on his Matchy, and Brent on his AJS) cruised to Hororata with a good stiff Nor' Easter providing a great tail wind where we were joined by Gordon, and Julie and Alan Daly, in vehicles. Morrie's partner, Sue, had offered to run a back-up trailer.



Hororata

Hororata had turned on a great morning so we had a cup of coffee and a good natter. Whilst sitting in the cafe the BSA owners club turned up with about 20 bikes - a real mix of everything from old English, to modern European and Japanese.

Gordon led out of Hororata and took us a nice wee windy back road up to where we slipped out to SH77 and on down to Windwhistle. At this stage, the wind had dropped right down and it was a beautiful balmy day. We carried on down Coleridge road graced by some beautiful views of the snow topped mountains and a very green valley.



Terrace Downs

After a quick look around the outside of the powerhouse and village, which would be a brilliant spot for a club picnic, we headed back

to Terrace Downs for lunch. At this point our balmy day became quite fresh so once every one had finished eating we headed back up SH77, into Darfield for a quick fuel stop, and then back home via Kirwee and the Old West Coast Road to be home at 4.00PM.

All in all - a great day out and a good combination of riders and people in cars. Very social with a lot more time drinking coffee and gossiping rather than riding. Thanks to everyone who participated and a special thanks to Sue for running the back-up trailer (Which I am pleased to say no-one needed).

Cheers,
Brent Sheridan
(AKA The Canterbury Bleat)

Wet Sumping.

Just watch the "cure" is not worse than the "disease"

Most club members know what wet sumping is in British bikes. For the benefit of younger members and those who ride Jap or modern bikes, the problem is basically as follows. If the bike is left standing or unused for extended periods, oil from the supply tank runs to and past the oil pump, to fill the crankcase and then into the chaincase and eventually on to the floor. This, apart from making a mess on the shed floor, can be a pain in the posterior when attempting to kick start the machine. The obvious cure is to ride the beast on a daily or weekly basis.

There are "cures" for this problem but not without risk, as we shall read later. One remedy involves the installation of a spring-loaded device in the oil delivery line which supposedly operates to allow oil to flow once the engine is running. I've only ever spoken to two people who have fitted those devices, in both cases with spectacular results. Blown engines through lack of oil!

Most popular method of "fixing" the problem is to install an on - off tap in the oil delivery line, which I did to my model 20 AJS. This served well for five or six years until "pilot error" entered

the equation and in addition to leaving me red-faced, lightened the wallet by a few hundred dollars.

Nelson classic bike show 2006 and some of the finest Pommie iron you will ever see is gathered at the Stoke memorial hall. A great weekend-bikes galore, the Turf Tavern next door and BBQ sausages on hand. What more could a motorcyclist ask for? All too soon it's time to tickle the carb on the model 20 and head on home to Wakefield.

Purring along through the suburb of Hope and into the setting sun, wondering how much better can life get? Must have been the euphoria bought on by the amber liquid. Coming in to Brightwater and the old girl is losing power, reach down to turn the reserve on and the mind screams "I forgot to turn the oil on!" Clutch in, the engine shuts down immediately. "Oh, no, this is not happening". Standing forlornly on the side of the road, a rider from Reefton on a Triumph Triple pulls up. General consensus, leave the bike to cool off, turn the oil on and give her a try. Oh Yeah, not too bad, off home and put the bike in the shed.

Next morning, let's try her off a cold start. Shite, what's that rattle? Throw a cover over the bike. Muttering abuse and self-recrimination does not aid the process. Heads and barrels off, time to call in the cavalry. Engine stripped down, not good, big ends scored, signs of piston seizure, crankshaft burnishing but not marked seriously. What shall we do, shaft grind etc., the whole bloody drama? No, go and see Vin Orr, an old Brit bike doctor from way back. He is a guy who has seen plenty of this malarchy in his day.

Recommendation - wet and dry scuff marks on the pistons, polish the crankshaft lightly, hone the bores and fit new big ends. Work duly carried out, kick her into life and we are mobile once again.

As an aside to this short sharp lesson and a reminder that mechanical rotating parts need lubrication, a similar thing happened to me around 1959/60. I was engaged in John Surtees /Mike Hailwood duel on my recently acquired 1952 G 80 up against my mates 500 Ariel. Both riders leaning over the tanks and the twist grips rotating for the second time. Suddenly the G80

revs went through the sound barrier but without the accompanying forward inertia. Back to third and away- back to top and nobody home. Oh, oh, limp back to base in third thinking bugger this. My 4 pound a week salary ain't going to cope too well this week. Gearbox end cover off and a few onlookers exclaimed in chorus "jeezuz, look at the colour of those gears". Actually, it was a bit more colourful than that, but you get the picture. Need I say more.

The moral of the story:

Oil is a curse when puddled under the pride and joy, but nothing compared to the problems involved when there is none to leak out.

Doug Donaldson
(Wakefield, Nelson)

My Way With Paint

In 1998 retirement was looming and a move planned from Auckland to the Bay of Plenty. I already owned two bikes, a 1924 BSA Round Tank which I'd bought in 1971 and a 1961 James Flying Cadet bought in 1990. Both were on the road and, apart from the normal day to day calamities involving old bikes, required not much more than the usual maintenance. After a lifetime of a working life, the prospect of retirement seemed to be empty days with nothing to fill them. (It didn't take much time in retirement to dispel that silly notion and I rapidly became one of the clan "I don't know where I found the time to go to work".)

I was already a member of the Auckland branch of the VCCNZ and so put a wanted ad in their monthly Bulletin. I might add that this was only after lengthy pleadings on my part on the domestic front. The first phone call from a pal opened up with "haven't you learned your lesson yet?" and he offered a part restored mid-thirties BSA. A couple of other offers came in which I largely discounted on the basis of cost until another pal offered me a 1954 G3LS at the right price. The extra benefit that this bike had was that it was pretty well complete so the

parts were all there but it had had a hard life and was in need of a total restoration.



It had not run for some twenty years, was well rusted, dinged, devoid of oil but needed some money spent. It seemed to have died of lack of spark, needed new tyres and both wheels rebuilding together with a total repaint. (Yes, dear reader, I'm finally getting to the subject in question.)

I'd spent my working life in the engineering business but none of my employers had been daft enough to let me loose on their products with spanners etc. and definitely not with a spray gun but ten years in the car assembly business in Auckland had given me a working knowledge of paint and good contacts in Dulux and Lusteroid. I was determined to do as much

of the restoration as possible myself to minimise cost only farming out jobs to professionals as a last resort and so I resolved to paint with aerosols. Fortunately, our new home had a large enough garage to accommodate three bikes, one trailer and a car and so the garage became the spray booth. I'd read Jeff Clew's book on bike restoration and so the subject of good preparation had been emphasised.



Going back some years to the BSA, the Dulux man has given me a can of Preparakote (I think that is the correct spelling) which is a chalky filler applied with a brush which required no great finesse. Several quick coats are applied after which the rubbing down commences. With some pieces, I was able to give them a ride through the car plant's primer oven to harden off the filler and show up any failings. Any air trapped in the filler will show up as an eruption needing more rubbing down and more filler. One of the shortcomings of my then employer was to not paint cars in either black or BSA green and so I had to do it myself and in any case I had no show of getting parts sprayed at the same time as a car body. Back to the Matchy.

Primers and undercoats were not a problem as most such paints from the hardware store were fine but top coats were a different matter. Most retail aerosols are lacquer, a quick drying paint more suited to graffiti artists but I used air drying enamel which takes four or five hours to dry and for this I went to Linkup in Tauranga, a bunch of extremely helpful people. In Auckland, I'd used another trade supplier who despised amateurs but Linkup were wonderful. I could take a part in and twenty-four hours later they had matched the colour exactly and made up several cans ready for use.

The actual painting takes careful planning including negotiating that the garage is off limits for several hours, putting the car outside and spreading newspaper on the floor as far as you can as paint can find its way further than you might think. Dust sheets over everything and overalls and face mask on. Before commencing spraying the cans need a good shaking and it is better if the paint and the part are as warm as possible so a tub of warm water for the can and the hot air gun for the part are useful. You need more light than you might think so I used a floodlight clamped to a step ladder, an inspection light in my left hand and the can in my right. Prior thought about skyhooks is important for things like fuel tanks as I needed to be able to get above and below in a single session. When repainting the Round Tank fuel tank recently I constructed some rods mated to old fuel taps clamped in the Black and Decker Workmate to give me the access.



The undersides of mudguards are a good place to start as the necessary sweeping motion is soon learnt and I found it better not to try insides and out in one go. It was here that the benefits of enamel over lacquer became apparent as enamel has the characteristic of flowing together to a smooth finish. I now confess to spotting the odd bug falling on the wet paint and dabbing my finger on it to remove it and wiping my finger on my overalls. Needless to say, the two mistakes to be avoided are too much paint and too little both of which show up in the finished job.

Once spraying is done it is necessary to upend the can and spray the nozzle clear and here I used more newspaper set up for the purpose where there is no chance of contaminating the part. After that I removed my overalls as gently as I could and went into the house to leave the paint to dry for at least five hours. It will feel slightly sticky to the touch but it should not be handled any more than can be avoided. It takes a week or more for that sticky feeling to go and only then can you think about polishing or assembly.



I finally got the bike back on the road in 2005 and since then have ridden 10,000 happy miles on it but sadly it seems to have got heavier in recent years and now has to go.

Paul Whitehead
(Katikati)

Membership Secretary Report 2018

As at end of Feb 2018, we have 174 financial members plus 8 overseas members.

Hopefully anyone who joined the club this year has enjoyed the club newsletter and this year's rally in Kaikoura.

As I found out with the rush of renewals earlier in the year, Peter Simpson has done a fantastic job in the role for approx. 15 years and I had to learn fast. The first problem was the closure of the Westpac bank in Takaka, which meant I had

to save up all the cheques and bank in the Motueka Westpac branch on my occasional trips over the Takaka Hill. Got that sorted with the BNZ in Takaka who now accept Westpac deposits.

The next hurdle was to get my membership mutterings to Barb the editor on time. I missed my first deadline and the wrath of Barb has never happened since.

Thanks to all of you that can handle filling out membership renewal form correctly (method of payment) seems to be the hardest for some to come to grips with, and the messages of thanks for taking the job on made my heart sing.

I look forward to this year with the hope we can get back to over 200 members again.

Regards,
Murray Mclean
(As per the 2018 Jampot Rally pack)

Echelon Bulletin - June

Well, someone has certainly turned the page of the calendar to June and ushered in the winter season with vengeance. I woke on Sunday morning to steady rain and immediately consulted the rain radar on the computer and that predicted no let up until, at the earliest, mid-afternoon, so I cancelled my ride to The Jolly Farmer for the Fish'n Chip run. No doubt Martin Spicer will re-schedule another date.

Good News. Mick Warmington has been talking to Noel Howe post his Cardiac Surgery and he is making good progress, still very tired and weak but feeling better each day. Brigid Woodcock is up and about post her crash into a fallen tree going to work on the bike in the dark. They have bought a small automatic car to enable Brigid to get about and visit Noel who expects to be out of Hospital within a few days. Best wishes to you both from the Echelon Members.

May Dinner Meeting. Great turnout of over 30 diners and it was great to welcome Erin and Glyn and their two gorgeous little Daughters, and Fred Bailey whom we haven't seen for a while. William Tweed turned up on his Matchless G12 (I think) fresh with a new crankshaft and running like a charm.

May Ride. I unfortunately was unable to take part as Marie and I had family matters to attend to in Taupo, Wellington and Wairoa. The plan, as Mick Warmington told me, was to go North to Warkworth back through Woodcocks to Highway 16 and back down to Kaukapakapa for lunch at the pub.

Northland V.C.C. Annual Rally. Again, I was unable to attend but a report from Chris Le Grice gave the day a big thumbs up. Chris said it was possibly one of the best he has attended, with great traffic free roads, a huge lunch and the caterers on Saturday night dinner did a fantastic job.

Coming Events

Sunday 15th July. We have an invite to join the Auck. VCC Motorcycle Section for the "Kick Start Rally" starting at the Homestead Cafe' next to the Howick Historical Village Lloyd Elsmore Park Pakuranga ready to leave at 11am. It will be a good country ride out to Hunua, Bombay and finishing at a cafe at Karaka. Looks to me that this may be the Echelon July ride.

Cheers

Buster West-Hill

(Editor's note. This has been abbreviated as time has moved on...)

Update -The Next Rally

Regarding the 2019 Jam pot rally, Derek Porter and Peter Simpson are beavering away at the 2019 rally (8 – 10 March 19). The rally is at Rangiwoods, (near Palmerston North) and is a repeat of the 25th rally held at the same venue but was washed out by the big storm and partially abandoned. Most is already organised

such as the venue, catering and rally route so really is just a rescheduling exercise.



<https://www.camprangiwoods.co.nz>

For Sale

Motorcycle Parts

- > CP Gearbox 1947 - \$400
- > AJS shockabsorber Rear - \$150 pair
- > Pair of toolboxes, left and right - \$400 pair
- > 1940 Petrol tank AJS/Matchless - \$150
- > 624 Carburetor complete - \$60
- > AJS rear mudguard black 2 piece - \$150
- > AJS Matchless frame with swinging arm part 39787 up to 1955 - \$250
- > Reproduction light rear no plate light bracket brand new - \$75
- > Rear tail light bracket brand new - \$45
- > Rear tail lamp 6v brand new - \$30
- > Ferodo clutch inserts box of 24 - \$20 box
- > Pair of handle grips with throttle brand new - \$55
- > 1955 AJS/Matchless Lucas head lamp inner rim MF 42, bolts into headlamp as new - \$50

Interested? Then contact: Linda Kendrick 027 775 4644 or zilda552@hotmail.com
(Whanganui)

Books For Sale

(All Books In Excellent Condition)

- > The history of Motor Cycling - forwarded by Barry Sheene - \$40.00
- > The art & science of motor cycle road racing by Peter Clifford (new edition 1985) - \$40.00
- > The story of the motor cycle by Don Morley - \$30.00
- > The Encyclopedia of Motorcycles: The complete book of motorcycles and their riders by Roland Brown - \$25.00

- >' AJS The History of a Great Motorcycle: forward by John Surtees written by Gregor Grant - \$25.00
- >' Classic British Motor Cycles by Bob Currie - \$25.00
- >' Motor Cycling in the 1930s by Bob Currie - \$25.00
- >' Veteran & Vintage motor cycles by James Sheldon - \$25.00
- >' Classic British Trials Bikes by Don Morley (Pre1965 four-stroke trials irons AJS through Velocette) - \$25.00
- >' The vintage years at Brooklands by Dr Joseph Bayley - \$25.00
- >' Best of British Bikes by Jim Reynolds (AJS and various makes of motorcycles) - \$25.00
- >' Motorcycle Technicalities classic motorcycle principles by Phil.E. Irving M.B.E. - \$25.00
- >' Fifty years of Motorcycles the illustrated history of the motorcycle by Cyril Posthumus & Dave Richmond - \$25.00
- >' The Motorcycle Story by Cyril Posthumus and Dave Richmond - \$25.00
- >' The restoration of Vintage & Thoroughbred Motorcycles (new edition 1987) by Jeff Clew - \$25.00
- >' Historic Motor Cycles By David Burgess Wise - \$25.00
- >' Road tests -Republished volume one (1930-1940) by Bruce Main-Smith & Co Ltd - \$25.00
- >' Road tests -Republished volume two (1955-1960) by Bruce Main-Smith & Co Ltd - \$25.00
- >' The Motor Cycle World by Pil Schilling - \$25.00
- >' A treasury of Motorcycles of the world by Floyd Clymer - \$25.00
- >' Classic Superbikes From around the world - by Mac McDiarmid - \$25.00
- >' Motor Cycles classics and thoroughbreds Oris books London - \$25.00
- >' The Superbikes by Mike Winfield and Laurie Caddell - \$25.00
- >' An illustrated history Motorcycles by Erwin Tragatsch - \$25.00
- >' Honda Motor Cross, Trial, Road Tests, Road Racing, Grand Prix Machines, Models and much more by Temple Press Books - \$25.00
- >' A history of the worlds motorcycles by Richard Hough & L.J.K. Setright - \$25.00
- >' International motor cycle racing book 150 illustrations edited by Ted Macauley - \$25.00
- >' Handbook of Motorcycle Sport (advice by leading authorities on mcycle sport and circuit guides) - by Richard Hudson-Evans - \$25.00
- >' Barry Sheene 1950-2003 The biography by Stuart Barker - \$25.00
- >' Motorcycles in colour by Eric E Thompson - \$20.00
- >' Honda: The man and his machines by Sol Sanders - \$20.00
- >' Running Instructions for the LUCAS MD MAGYNO Lighting and ignition set for motor-cycles \$20.00
- >' Great British Motor Cycles of the fifties by Bob Currie - AJS and various makes of motor cycles, soft cover - \$20.00
- >' Motor Cycle Engines famous British designs analysed by the staff of "The Motor Cycle" - \$20.00
- >' Directory of Classic Racing Motor Cycles by Brian Woolley - AJS and various makes of motor cycles (soft cover) - \$20.00
- >' Motor Cycling sports model road tests by Transport Bookman publications 1971 - \$20.00
- >' Modern motorcycle maintenance, Third edition 1961 by Bernal Osborne - \$20.00
- >' Famous Racing Motorcycles by John Griffiths - \$15.00
- >' Recommended Prices spares list for 1963 and 1964 Matchless and A.J.S. by Matchless Motorcycles Burrage Grove, Plumstead - \$10.00

Winter is coming. A great time for a spot of reading. Contact: Linda Kendrick 027 775 4644 or zilda552@hotmail.com (Whanganui)

Our Easter weekend

**Broadford Bike Bonanza
March 30th to April 1st 2018.**

I made the commitment several months out to attend the Annual Easter notable event at Broadford. My commitment was to enter the 7R along with my own IOR and for good measure Curly Corlett's little 1912 TT Triumph

It transpired on our way home from the Annual 2017 AJS and Matchless Owners Club Jampot Rally as is usual I can never pass through Wangaratta without visiting a friend Ken and his workshop of classic racers. I casually asked if a 7R might be available to have a ride on and the answer was yes to my surprise.

All was now in order for me to complete the appropriate entry forms and pay the \$230 when checking in at the events credentials office it was found somehow my online entry form hadn't gone through effectively and I was not listed to compete, but the officials accepted my position and completed the entry form.

We then set up our gazebo for sleeping arrangements close to where we presumed Ken was expected to park his motorhome. Ken arrived next morning and we unloaded his 8 display machines the prize model being a stunning brand new road going Matchless GSO complete with lights fitted a somewhat dazzling piece of kit. Ken then approached me said in his usual high pitched voice "I'd like you to exercise that GSO for me on the weekend Brian". All the boys Paul Carroll, Paul Wahlstedt, Brian Gray and Trevor Henderson appeared amazed at the offer, so was I.



Brian on the borrowed brand new \$55,000 Matchless GSO road prepared machine giving it the requested exercise

Next was the Machine Scrutineering. First was Ken's 7R followed by the GSO Matchless? Then I presented the IOR for examination, I had no idea just what to expect. I'd covered most bases I knew of and it passed. However, when the TT Triumph to present to machine examination with no clutch, no gearbox, belt drive, virtual no brakes, perhaps thick soul boots and various unfamiliar lever controls. Then John Clancy appeared suggesting "well it is of period appearance" and promptly attached a 'Passed' sticker on it as ready to race?

The first outing for me was my baptism on the little Triumph following the mandatory riders briefing at 1.00pm for Pre-1963 racing machines. Question time at briefing I happened to mention I would be on the oldest machine circulating and appealed to all others on track to please be aware of me dressed in highly visible apparel. From the grid area, I was unable to get a decent run up to the first right hand uphill portion of the track proper.

Unfortunately, my rubber band broke at the 500 metre mark finding it difficult to make the uphill gradient before retiring to the track edge the machine running completely out of puff.

Next outing of only two rides on Friday was at 2.40 to exercise as requested the \$55,000 brand new GSO Matchless its first ever on road outing in the Road bike novice event. I've got to say what a weapon in the hands of a novice. Friday night was all about the GSO and just how potent it was.

Saturday began with the 9.00am Road bike Novice Group 'A' once again on the G50. Later in the morning at 11.30 the event for Pre 1963 Racing bikes I took Ken's 7R out for a run. Using the 6-speed gearbox 1 down and 6 up I was sure the clutch was slipping the gears were so close. My preference however was the 7R over the G50 being the better to forgive with any problem on track.

By 1.15 it was time to take the never before ridden on road IOR for a spin. Having no problem on the starter rollers to fire it up rapidly, making my way to the starting grid it simply stopped suddenly for some reason. Unaware of what my problem might be I pushed it back to the pit area to change a plug. Replacing a new plug, it tightened up part way into the thread and that's where it sat for the remainder of the weekend. I realised by now the Triumph wasn't for me being far too long in the body to manage comfortably the unfamiliar controls considering it was significantly too unsafe to persevere.

My final ride on the 7R came at 2.45 for Pre-1963 Racing Machines. I say 'final' as it turned out I had the misfortune to topple off returning to the pit area. With the limited range of turning lock I had begun to over balance to the right on the loose dirt pebbles while stopped stationary to fall heavily on my right shoulder. Thankfully the 7R was undamaged apart from the front brake lever ball end losing some bark.



Brian on the 6 speed 7R AJS on loan from Ken Lucas

Reporting immediately to the oncourse Medic Room for check over I was informed a visit to the Northern Area Hospital in Epping was necessary for thorough examination and x-rays to determine any fractures obviously being displayed by the large bulge on the shoulder and severe bruising.

Because of this Trevor Henderson my chauffeur and I missed out on attending the \$50 per head Gala entertainment evening. I'd been fitted at the hospital with a temporary shoulder arm sling lasting roughly 2 hours before being removed.

Ken had exhibited 8 various dazzling race machines at the event. It was also the 90th year anniversary of the Vincent Marque and I expect would never again witness the massive line up of varying model Vincent's from all over the country and internationally numbering in advance of 150 being exhibited. But when we ventured over to the speedway track to witness the ever-popular Vincent outfits only to discover the Vincent's had packed up and left the area on Saturday afternoon

I have to say that without the support and dedication of our pit crew of Paul Carroll, Brian Gray, Paul Wahlstedt and Trevor Henderson (who at times rode his own little 125cc Bultaco road racer) perhaps I might not have survived the weekend without them, but it was made more satisfying with the attention provided by these guys, thank you for enabling me to tick yet another box on my comparatively short bucket list. Thanks guys.



Brian's own 500cc AJS IOR Replica at Scrutineering

Brian 'Nip' Kuerschner
Stirling, South Australia
(*One of four Aussie members*)

(NB Both AJS images supplied by
Steve Duggan)

2019 '2nd Try'
Jam pot Rally 8-10 March 2019
Location: 'Rangiwoods,' Pohangina Valley
Manawatu.
Contact:
Derek Porter P: 06 355 8506
M: 207 200 9826 E: lindel@xtra.co.nz

The Echelon Bulletin - May

The April storm did more damage than a lot of people realise. Some of those who lost power supply did so for up to three weeks. That is a disgrace for our supply company, Vector, who of course have no opposition and therefore don't have to care much about leaving the subscriber hanging. I'll warrant that no executives of Vector were left without power for any length of time.

One casualty was our Brigid, who I believe was picking her way down Mountain Road in the early gloom of the Wednesday morning when bike and rider collided with a fallen tree and the result was a very badly broken leg. We all wish you a speedy recovery Brigid.

Had a call from Jim Wilson, you may remember he attended the Kaikoura Jam pot Rally and unfortunately ended up with pneumonia. He said he is making progress and has moved to a Rest Home in Pukekohe. He says he is finding it pretty quiet. He suggests his biking days are past and thinks longingly of the Royal Enfield he bought some time back that has hardly turned a wheel, and the James two stroke that is residing at Michael Watt's garage, that he has promised

to restore for his grandson. Perhaps we should turn up there one day on a ride and give the inmates a thrill. Incidentally, he was very appreciative of Michael Watt's help during his illness at Kaikoura.

April Dinner Meeting. Well, there was no dinner meeting due the storm that cut power to so many properties all over Auckland and caused Brigid's accident. On the Wednesday night in question, The Echelon group would have made up to around 40% of the diners at The Mad Dogs Restaurant and it's disappointing that they never saw fit to email or text us to let us know they were closed. I intend to take it up with them at the May dinner meeting.

April Ride. This was set down for Sunday the 15th and postponed for one week due to the weather. So, seven bikes and riders along with our back-up Brian and Nancy, in the modern this time, met at the Hobsonville Hall on Sunday 22nd in lovely weather. There should have been eight bikes and riders, but Ronnie Mather's machine called time on his way to the meeting place and had to be delivered back home courtesy of the AA Breakdown Service. I hear from Chris Le Grice that she is up and running again. The traffic in the Hobsonville area on a Sunday morning is normally pretty heavy, but for some unknown reason on this day it was five times worse and at the roundabout at the end of Brighams Creek Road there was a big holdup and Maurice Lubbock was in front of me (last man down). When we finally got through there, with no one in site, we had three options to take. We took the wrong one of course. Fortunately, Mick had told me the lunch stop location so Maurice and I did a tour of our own and end ended up at lunch half an hour before the others. Not all was lost we had a great lunch at the Helensville Railway Cafe and enjoyed the afternoon ride home. Thanks Mick.

Mooloo Meander. This rally has a great following and this year Peter Spiller and his crew did not disappoint. The weather was great and 67 riders took part. There was a good number from Whangarei and Auckland. There are heaps of back roads, all sealed, that make riding a pleasure, plus the route sheet was spot on. Read this Jimmy Weafer, I didn't get lost once or at all. A very good pre-prepared lunch was served at a member's farm around the Ngahinepouri

area and on leaving there we could see rain on the hills but we seemed to head away from it back to the Waikato V.C.C. clubrooms. The evening dinner and prize giving was held at the Cambridge Velodrome, and a great facility it is. The meal was superb and a fantastic night was had by all.

Coming Events

National Vintage Motorcycle Rally. Centred at Blenheim on the 15 -17th February 2019. There is an after-rally tour of 5 days, each day returning to Blenheim with a final day finishing at Hanmer. For more details contact Carol Taylor at (03) 572 5323 or 021 399 649 or email vccrally2019@gmail.com If you are interested in riding down from Auckland, contact Peter Alderdice on email peter.alderdice@me.com

Closing. A school teacher at a local primary school opened class one morning asking the children "what their fathers did for a living." There were the typical answers, fireman, policeman, salesman, chippy, etc. but Billy was unusually quiet and so the teacher asked him about his father. Billy reluctantly said "My father's an exotic dancer in a gay club and takes his clothes off in front of other men." The teacher quickly set some work for the class and took Billy aside and asked if what he said was really true. Again, Billy was reluctant but finally said "No it's not true, he actually plays cricket for Australia but I was just too embarrassed to say."

Cheers, Buster West-Hill
(Auckland)

(Editor's note. I've removed 1 or 2 events from the articles as they have passed)

Account of the AJS MC Club of Adelaide 90th

Anniversary Dinner Evening.

Founded in 1928 by Mr. Frank Hunter Part, the AJS Motorcycle Club of Adelaide known now as AJS Moto Trials Club since 2004 recently celebrated the occasion of the Club's 90th Anniversary at the Maid of Auckland Hotel on 21st April. Gathered together for this special historic occasion were some 50 plus Guests, Club Members, long standing stately Life Members mostly accompanied by their wives or partners.

Of those most notable in attendance was 91-year old Peter Gordon Sparkes recognised for his continued 70 plus years supreme contribution to the Club. Internationals representing Australia in past times, Bill Horsman and Peter Richards together with our own State personality the 1973 Australian National Speedway Sidecar Champion Neil Munro. Numerous other Club Members accomplishing notable acknowledgement were recognised for their individual achievements. Unable to join us were Former World Superbike Endurance Champion and Australian Junior Observed Trials Champion Steve Martin a former Club Member. Also, duly recognised for his successes while now residing in the UK, Glen Richards a former British Super Bike and British Super Sport Champion of recent past years.



Life members 2018 90th Dinner

A dedicated AJS Club 'Life Member' Brian 'Nip' Kuerschner had prepared a lengthy nine-page early chronicle dating back several years of the Club addressing the mixed group for some 15 minutes together introducing those Club Members with a colourful and most interesting

past National competitive historic record| worthy of note.



**Brian addresses the AJS Club
At its 90th anniversary**

Supplied by Brian 'Nip' Kuerschner.
(Stirling, South Australia)

My Bike Shed and Other Matters

Have attached some photos of my bike shed in West Auckland. 9 Matchless from 1951 to 1958 and a 1987 Rotax.



Wow!



A Few More Bikes



Loaded

Last November we took bikes from Auckland to Picton and then rode the upper South Island over 6 days and included the Pike River memorial ride interesting day on a 1955 350 and 1954 Ariel VB600 but completed



Reefton

1955 Compy for Sale

New crank pin and rebuilt engine 1955 competition, new clutch, chains, rebuilt gearbox, rebuilt magneto

Probably sell this if anyone interested. Had big dreams of putting on track but probably won't happen



Project built never started

Dean Bradbury 021 919 193
(Te Atatu South Auckland)



My New Project

Dean Bradbury
(Auckland)

Motorcycle Ramblings.

In 1974, my father in his infinite wisdom bought me my first motorbike. This Suzuki RV50 was in no means a power horse. I was never going to break a land speed record on it and with the small fat tyres, it was somewhat precarious to ride on the road. Never the less, it was mine and my involvement with bikes has continued ever since. I still have this bike and it is still road registered so, it shows the attachment and good memories I have of it. Indeed RV's, of which Suzuki also made a 75cc, 90cc and 125cc have become quite collectible.

However, I didn't put pen to paper to write about my RV50 or the AJS 500, or the K75 or the various power cycles I have or the Jowett Javelin or Bradford or the rest of the bits and pieces I have in my shed (or the other lock up that my good wife Jan is none the wiser about). Rather a few words about purchasing a motorcycle in the good old USA which I thought may be of interest. The saga actually begins several years ago as I began to think of replacing my BMW K75. The question was, what might I purchase that is so reliable, smooth to ride, eats up the miles effortlessly and would continue to put a smile on my face every time I used it? Easy - another K75!

So on to Trade Me of course, configure the search, save it and sit back and wait. But after 18 months I still had not found what I wanted. Those bikes that did rear their head were in no better condition than what I already had. It was obvious that I would have to look further afield. Now even further back in time, since I started thinking about upgrading the Beemer, I have also taken particular note of articles in Biker Magazines about riding Route 66. So, it seemed obvious to see if I could achieve both i.e purchase a K75 in the US and ride Route 66 on it! But again, those bikes available seemed to be well used. Then in August 2017, a one owner K75RT popped up on Cycle Trader in the US. With only 14000 miles on the clock and described as mint it sounded too good to be true. Unfortunately, an email, followed by a phone call could not get us close enough to agree on a price so I seemed destined to continue my looking which I did. But I could not get that bike out of my head and consequentially one night after far too many beers washed down with rum and coke chasers I emailed the owner and made him an offer higher than I initially wanted to pay but, still way less than he was asking. In the morning when I woke up bleary eyed, hung over and in desperate need of a couple of Losec, a reply in my inbox informed me I now owned another K75. FECK I thought, what have I done! Gee this is serious I thought. Jan is going to kill me!



K75RT - too good to be true?

As the day wore on the reality of what I had done crept in. I had bought a 25-year old bike, sight unseen, from someone I did not know, on

the other side of the world, in a country I had never been to before and where they rode on the opposite side of the road. To make it worse the bike was located about as far from the start of Route 66 as you could get, in Connecticut. But it was also exciting and as the days turned into weeks and months, plans were made, airline tickets purchased, the bike serviced ready for my arrival and my departure date of June 11 circled on the calendar. Now, as I write this, I am only 3 weeks away from getting on the plane.

So, what I have I learnt in this process to date that may be of interest to my fellow bikers?

Number one is get your wife on board with the idea! Even though Jan has decided that living out of a pannier for two months is not for her, she is happy for me to go off and have the adventure. Happy wife, happy life!

If you just want to ride in the US then rent a bike. Way, way easier. If you want to bring that special bike back to NZ that you can't find here, then yes you can do it. If you want to ride it over there first then be prepared to jump through a lot of hoops.

A ball park figure of \$1500 (NZ) will get your bike from Los Angeles to NZ then you have to pay GST on top.

It is VERY, VERY difficult to get TITLE of your purchase. You can buy it no problem but you then need to get title and registration to ride it. To do this you need US identification and a US address. You can read all about this on the DMV (Department of Motor Vehicles) website.

Keep on good terms with whoever you purchase the bike off so that you can use their address. The need for a US address comes up time and time again. If you buy from a dealer, check that they will help you with Title and Registration as part of the deal.

You need to Insure yourself (liability) as they will sue your arse off if you have an accident. I'm going to use Progressive Insurance.

Mr Google is your friend. Do the research, join the forums and ask a gozillion questions

The US/NZ dollar fluctuates around 30% in their favour so to get US \$1 it is going to cost you around NZ \$1.30

Tower Insurance was the only NZ insurance company that would give me medical insurance to ride a bike over 200cc.

A good GPS that gives you turn by turn instructions would seem essential. I purchased a Garmin Zumo 595LM. This comes loaded with NZ and Australia maps, so you then need to purchase US maps. Buy the SD card version. When you are riding on the wrong side of the road in a country you don't know, seems to me you need a friend telling you where to go. With this you will need a headset for your helmet to hear the instructions and a Vid Cam to record parts of your riding experience. I purchased a Sena 10c which has both built into it. I have made this sound easy but hours and hours of research went into looking at the different options available.

You can ride on your NZ license in the US. You don't need an International license but I got one anyway (\$20 from the AA if you supply the photo.)

You cannot open a bank account without being present in the US. Get a Westpac Global Currency Card and load it up with your money. I did the research and it is by far the best.

Some things on-line in the US are way cheaper than in NZ but remember the exchange rate. Do the maths first. I bought an as new, riding suit summer weight with all the armour for \$75!

Every State has its own rules and regulations. if you have experienced this in Australia then think fifty times worse in the US!

I'm budgeting on around US \$100 a day (accommodation, food, petrol). Cheap single room accommodation looks plentiful. Time will tell.

Where am I going to go in the US, I can hear some people asking? I pick the bike up in Old Saybrook, which is above New York City. First, I'm going to ride up to Maine then just wing it from there! I have divided the country roughly in half and I'm thinking I'll ride the East over

three months in 2018 and then the West including Route 66 in 2019. Whether this happens or not only time will tell.

I've written all this down pretty quickly after the email from Pierre looking for contributions for the next newsletter. I'll keep adding to it and will hopefully provide an update in the future when I have been to the US and returned. I'm going to look at doing some sort of Blog, so I can keep a record of the trip.

Enjoy the winter.

Brian Tuffey
(Blenheim)

Coming Events for 2017/ 18

- ../ 15th – 16th Sep NZCM RR Taupo
- ../ 27th – 28th Oct NZCMRR Mansfield
- ../ ZS^{III} – ZS^{II} Nov Biannual National Classic MC Rally at Epworth Waikato Classic club
- ../ 1st-2nd Dec Gisborne Classic Motorcycle Rally/ Run around the Coast
- ../ 15th – 16th Sep NZCM RR racing Taupo
- ../ 19th – 22nd Oct The Rattily Tappet Moto Guzzi Rally
- ../ 27th – 28th Oct NZCMRR racing Manfeild
- ../ 23rd – 25th Nov National Classic Rally – Epworth Recreation Centre, Horahora, Cambridge – Hosted by the Waikato Classic M/C Club, 2019
- ../ 14th – 16th Feb International Kiwi Jam pot (AMC) Rally
- ../ 28th & ZS^{III} July Manawatu Classic Motorcycle Club Motorcycle Show, Barber Hall, Palmerston North.

For more events, check this site:
<http://motoevents.nz/>

Retired Men Are Deep Thinkers!

I mowed the lawn today, and after doing so I sat down and had a cold beer. The day was really quite beautiful, and the drink facilitated some deep thinking. My wife walked by and asked me what I was doing, and I said, "Nothing." The reason I said "nothing", instead of saying, "just thinking" is because she then would have asked, "About what?" At that point I, would have had to explain that men are deep thinkers about various topics, which would lead to other questions.

Submitted by Doug Donaldson
(Nelson)

brake-down

Hi there fellow members of this club. Our names are Robert and Lorraine Young and we live in Whangarei and have a 1952 Matchless G80s 500 single, 1952 AJS 16ms 350 single also a 1980 Honda 650. We have been riding our Matchless for 20 years. The Matchless G80s has only let us down mechanically 3 times in the last 20 years.

The first time was at the VCC National Motor Cycle Rally held in Cromwell when riding to the dam on the Clutha river, the mag drive chain joining link clip leading end wore and flipped off and the chain rolled up inside the cover and jammed the exhaust camshaft sprocket which in turned screwed the cam shaft mag drive shaft off. The chain has been made endless now so it'll not happen again.

The second time we were riding to Cape Reinga from Whangarei and made it to Ohaeawai when it started backfiring coughing and spluttering

and then stopped. The problem was found to be the Mag point adjusting screw was stripped in the base (it was bouncing up and down as the point opened and closed) Lucky we had our AJS on the back of our ute just in case someone broke down which turned out to be a good idea. The next morning before heading to Cape Reinga I took the points block out and hit the side to collapsed the hole which made the points adjust screw tight again, refitted the block and adjusted the points. It didn't miss a beat the rest of the ride to the Cape and back to Whangarei.

The last time was at the Rubber Duckie a few years ago we started out hoping the mag wouldn't get water logged as the rain was heavy and it was cold. We were travelling along at a good pace just coming over the brow of a hill about 18 miles into the rally when the engine revved up and we lost drive. The first thought was the rear chain had broken. But no, as we stopped and had a look the chain it was still there. After some investigation, we found the primary chain had broken and was lying in the bottom of the primary chain case, the reason for this was the Generator bearing cover retaining screws had fallen out and the armature and spoke had moved towards the primary chain, and you know what happen next. Lucky only a small hole and dent in the outer cover.

We have had to put the bike on the trailer twice on a ride from Cambridge to Taupo with a flat tyre. The first time with a rubbed hole through the tube, so I replaced the tube that night but it went flat again the next day as I pinched it when fitting it. I pulled the tube out on the side of the road and patched it before the trailer arrived. Then a kind farmer down the road blew the tyre up for us and we completed the next two days of riding.

We would like to thank all those people who give up their time to follow us bike riders around the country just in case we brake-down and can't get going again. THANK YOU AGAIN.

Robert and Lorraine Young
(Whangarei)

GSOCSR

1962 Matchless G50CSR were produced by factory in very small numbers so as to allow the G50 bikes to compete at Daytona USA as a production bike. This one imported from France in 2012, was ridden at the annual Jampot rally in Rissington 2013. 3,000 RPM equals 60mph and it redlines at 7500RPM.

Handles beautifully on seal or gravel and is a joy to ride.



GSOCSR at rest

Watch out for it at the upcoming 2020 international Jampot based in Nelson New Zealand.

Murray McLean
(Takaka)

1929 AJS project for sale

I have a 1929 AJS project for sale model M8 500cc, hard find parts are there. New tank, rebuilt bottom end. Located in Christchurch \$ 4700.



MS 500cc

Ph. Kyle Mcleod 022 673 4741
(Christchurch)

Parts wanted

1928/29 OHC AJS cylinder head and timing covers 500cc.

Ph. Kyle Mcleod 022 673 4741
(Christchurch)

MYAJS

LIGHTWEIGHT

In the mid 1950s, AMC became concerned they did not have any smaller, lighter machines in their line-up to compete with the likes of BSA and Triumph. They needed something to bridge the gap between the Francis-Barnett and James two strokes and the 350cc machines they had in the market. There was also talk about restricting novice riders to smaller machines and they didn't want to miss out on that segment of the market.

The 250cc AJS Model 14 (Matchless G2) Lightweight was launched at the Swiss Geneva Show in March 1958. At 147kg there was some cynicism over the Lightweight tag but, to be fair, it was about 14% lighter than the 350cc AJS 16MS. It is widely thought to be of "unit construction", but this is an illusion created by the engine/gearbox side cover design. The engine and the circular AMC gearbox are

completely separate, with the primary chain adjusted by rotating the gearbox. Adding to the illusion is the lack of an oil tank, since the oil is all contained within the crankcase. The electrical system is 6V with an alternator and coil ignition. The carburettor is Amal Monobloc.



350cc AJ S Model 8 (Matchless G5)

The 350cc AJ S Model 8 (Matchless G5) was announced in September 1959. Apart from the engine capacity it was almost identical to the 250cc version. Obvious mechanical differences were the duplex primary chain and an exhaust valve lifter. Later models also had an enclosed chain case. With new laws restricting novice riders to 250cc and below, the 350 was not a popular option and its production was restricted to a few short years, ending in 1962.

I purchased my 1960 AJ S Model 8 off Trade Me in March 2008. The seller claimed he was probably the second owner and had bought it from a deceased estate, which I hoped was not a euphemism for falling out of the back of a hearse. It had an old black/silver number plate but no history. It looked much as it does now and started/ran nicely, so I took a chance. I had the usual drama getting a VIN etc. but was able to get verification from the UK that showed it was despatched from the factory on 2nd August 1960 to Rod Percy Coleman in Wanganui and still has the original engine and gearbox. I don't know if any eagle-eyed riders at the Jam pot Rally in Kaikoura noticed, but it is registered as an M8. This is because the VTNZ man couldn't find 8 in the NZ register but suggested M8 stood for Model 8. I kept my mouth firmly shut - just smiled and nodded!



350cc AJ S Model 8 (Matchless G5)

Since one aspect of owning a classic machine is to puddle with it during the winter, I have put considerable effort into reducing the rather alarming oil leak from the gearbox. This is particularly important as the gears are at the top of the gearbox, so keeping the oil level right to the top is essential. I have also fitted a new wiring loom, a new clutch and new valves and guides. A new muffler from Armour Motor Products has been ordered to replace the aftermarket one it currently has. It is good to ride, with a really nice gear change. While it is purported to get to 75mph, there is just enough vibration setting in at 50mph to make me smile, so I stick with that.

Alex Stevens
(Christchurch)

Saturday outing

Well it was March 23rd and the Vintage club was holding a machinery rally at Kirwee, so I decided that I should take the 49AJ S for a last run, before dismantling to try and resolve an engine vibration issue. How else do you go to a vintage rally but on a classic bike. The day turned out to be one of the more memorable and inspirational days I have had for many years for reasons I had not expected, so here is a quick run through the story.

On the way out, I was cruising sedately along the main road to Rollerston when I realised I was being slowly surrounded by a group of touring bikes who followed with me for a while and seemed very taken with my bike. On the way back, I took some quieter back roads when a Pheasant flew out of a hedge at eye level,

followed beside for a few yards then decided to cut right across in front. They are not a giant bird but at eye level at 40MPH they get big real quick. Luckily the breaks on the AJS were enough to slow me and it passed through about a yard in front. Left me a tad shaken as colliding with it could have been very off putting.

The vintage show was exhalant and well worth the visit. Two events particularly took my fancy:

The War time BMW being used as a crew vehicle was preforming very well in deep mud and slush, after a day's rain, that would have tested it like true battlefield conditions. A good advert for shaft drive.



However, the true hero of this day for me was the chap I ended up crewing for, driving his D2 crawler. Now this gentleman was totally blind and had been from birth. Yet he had helped restored the crawler and could start and drive it competently. Now if you have driven D2's, or their bigger cousins, you will realise there is no push button starter here. You have to rope start a pony motor then engage a clutch to start the main motor with a multiple of fuel taps and levers to be manoeuvred to achieve this. Of course, like all older machines. There is set sequences and settings and if you get one wrong they just refuse to start.



To watch him perform this in a seamless action was amazing. Then of course he proceeded to drive it. He can follow the direction and speed of a tractor in front of him, if there are no other disturbances, but as this was a major show with lots of noise, I had the privilege of crewing for him in the grand parade. His operational skill was amassing. I was sad to leave at the end of the day and felt so honoured to meet such an inspirational person

Overall a very exhilarating day and 75Km travelled in classic style

Brian Perriam
(Christchurch)

Membership Fees

for the 2018-2019 year

Membership for singles or families is NZD \$25

Commercial Advertising membership is NZD \$40

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

Membership is renewable 31 March each year.

Memberships not renewed by 31 July will no longer receive a newsletter.

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

If you have any enquiries contact the Membership Secretary: Murray McLean P: 03 525 7024

Find us on Facebook...

1. Log in to www.facebook.com
2. In the 'search facebook' cell, type 'NZ AJS&Matchless Owners Register'

Club Regalia

Promoting AJS & Matchless Motorcycles while we're out and about.

How do you do that? Just give Graham McDonald a phone call on 021 833 857 or drop him a line at graham@wadsco.co.nz



Caps Black, embroidered with either AJS or Matchless logo on front and NZAJSMOR Inc. on back - fully adjustable, so one size fits all. Very comfortable caps. \$20 each.



Polo Shirts: 4 different styles available.

- I. Black, with Red stripes and Matchless logo on left front - \$33 each. (Brand is JB's Wear)

- II. Royal Blue, with Gold stripes and AJS logo on left front - \$33 each. (Brand is JB's Wear)
- III. Black, with Matchless logo on left front - \$37 each. (Brand is Biz Collection)
- IV. Black, with AJS logo on left front - \$37 each. (Brand is Biz Collection)

PLEASE NOTE: I am happy to take orders for other sizes. Give me a ring or send an email today and I'll get back to you.

Other Regalia Items



Orange Head Light Covers - \$15 each.



Embroidered Cloth Patch - \$9 each

Lapel Badge - \$5 each

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Decal Sticker Sets. For either AJS or Matchless - \$15 each

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Members Trade Advertising

- Currently costs \$40 per year
- Includes your personal membership fee & 1 advertisement per newsletter (6 issues per year)
- Includes your advert on our Register website.

Interested? - please contact:

Membership Secretary Murray McLean

P: 03 525 7024 M: 027 546 7637

E: matchlessnz@icloud.com



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We have hosted many NZ AJS & Matchless Owners Register members on our tours. Contact us to be put in touch with them - they are by far our best advert!

2018/2019 TOURING PROGRAMME:

- * Himalayas and Spitti Valley 5 July to 25 July 2018
- * Rajasthan 27 October to 16 November 2018
- * South India February 2019
- * Nepal March 2019

Full dates and details are on our website:

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**GROUP RATES QUOTED FOR
AJS & Matchless Owners Register Inc.**

Group Booking Reference: FAS254

The below rates are based on return travel, prices to date, inclusive of GST and subject to availability.

Off Peak Fares:

Adult \$47.00 each way

Premium Lounge \$55.00 18yrs plus
Child \$25.00 each way

Car/Van/4x4/Trailer up to 5.5 metres
\$124.00 each way

Each half metre over 5.5 \$20.00
additional

Motor Cycles \$40.00 each way

Off Peak Travel Dates:

01 March – 28 March 2018

4 April – 18 December 2018

Peak Fares:

Adult \$50.00 each way

Premium Lounge \$55.00 each way

Child \$25.00 each way

Car/Van/4x4/Trailer up to 5.5 metres
\$137.00 each way

Each half metre over 5.5 \$22.00
additional

Motor Cycles \$50.00 each way

Peak Travel Dates:

1 – 28 February 2018

29 March – 3 April 2018

Group Booking conditions and instructions for members are:

- ~ Each reservation must be made directly with Interislander – Online at <https://www.interislander.co.nz/Booking/Group-Bookings.aspx>
- ~ Enter **FAS254** into the discount code box
- ~ Every reservation will be given an expiry/payment date, required to be paid in full by that date
- ~ Space is subject to availability at the time of the booking request
- ~ **AJS & Matchless membership card to be shown at check in or retail fares charged**
- ~ Rates available for travel 1 February through to 18 December 2018.

Articles Required for **Your** Jampot Newsletter

Articles Required

- ./ Bikes or parts for sale or wanted
- ./ Interesting articles even if it only a couple of paragraphs about:
 - o your last ride
 - o the bike you blew up
 - o a bit about your local motorcycle club
 - o how you repaired your bike or bit of a bike e.g. how I rebuilt my generator
 - o the number of dunngers you own
 - o your wish list (bucket list, if you must) of bike trips planned or bikes to ride
 - o the time you ...
- ./ The possibilities are endless.

So, if you were to put 'pen to paper' and rattle something off, and maybe attach a photograph or two, that would be marvellous. Then send the results off to **Grant Jury: grant@nzsolar.co.nz**

***Sender: The NZAJS & Matchless Owners
Register Inc.***

If undelivered please return to:

***Murray Mciean, 39 Onekaka Ironworks Road/ RD
2/ Takako 7182/ New Zealand***
