



The NZ AJS & Matchless Owners Register Inc.

April 2020



Our fearless leader of the pre rally tour Murray McLean

The bi-monthly newsletter for NZ Register
Members

www.jampot.co.nz

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The 'signup' button takes you to our
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President's 'RAVE'

The pre-rally tour was brilliant and the 2020 Jampot a nice finale for everyone. Murray tells me he has had a lot of positive feedback and accolades-"best rally ever" being but one example. A big well done to everybody who was involved in the planning and conduct of the event. The Committee has filed away some good ideas for next year.

I'm glad to report that we have appointed a new Treasurer and many thanks to those members who volunteered. Peter Borthwick (Auckland) will take over the reins once the Rally accounts have been sorted and the books checked over. As nobody was forthcoming at the AGM the appointment was made by way of a Committee meeting after scrutinizing applicants CV's.

A keen team led by Roger Hart (Ashburton) is already on the job for the 2021 Rally which will be somewhere in inland mid-Canterbury.

The Committee has also ratified a new policy around the Register Trophies. It basically secures consistent engraving and as a one-off a tag will be attached to each trophy identifying it as the property of the Register. This will helpfully prevent any trophies becoming the property of a deceased estate which leads nicely into my next topic-Club Membership.

We are all getting older! How can we get new and younger members interested in our classic machines? There does not appear to be much interest in the Club owning motorcycles and I concede that many members own additional bikes which can be ridden by family, friends and even overseas visitors. Some of us have made friends on the pre-Rally tour and already discussed mutual holidays and Rally visits overseas.

In an earlier column I mentioned obtaining a dataset of registered AMC machines from LTSA and I intend to break this down and send the relevant sections to Area Reps to see if we can gain a few members. I will progressively call all of the Area Reps so expect a call from me. In the meantime, why not have a look at the Area Reps PDF file on the website. This gives some useful tips about keeping in touch with members in your own area.

Jeanette Boase (09-439-8977) contacted me through the website and she has some AJS & Matchless Twin manuals for sale – 1955-1965 and 1958-1964. Give her a call if interested.

John Welch



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Membership Secretary

Hi all from isolation land!

Welcome to new members Trevor Chalmers (Dunedin), Geoff Fair (Auckland), Duncan Wooley (Christchurch), Nigel Prentice (Wellington), Andrew Mattison (Auckland).

Well its 1st April and subs are due again **\$45.00 for printed copy of newsletter for individual or family members \$35.00 for emailed copy of newsletter for individual or family members and \$60.00 for commercial advertising members.** This is an increase that was voted on at our recent AGM. As our bank is no longer accepting cheques or cash please pay direct into club acct **NZ AJS & MATCHLESS OWNERS REGISTER WESTPAC Acct 03 15850035448 00 using your name or membership number as a reference.** 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.

This is a good time to get those projects under way or finished if the lockdown continues past a month.

INTERNATIONAL RALLY

We were extremely lucky to have had this rally in February, the weather on pre-rally tour tested magnetos and wet gear to the maximum but failed to dampen enthusiasm of the great team of 35 who departed Nelson and swelling to 55 at Te Mahia. A very diverse group from NZ, UK, Australia and Tasmania ages ranging from 40's to mid-80's on AJS, Matchless, Triumph, BMW, Norton, BSA, and the odd jap bike, and car. The backup trailers were overflowing at some stages, but many were repaired on the run. The Movie Documentary team of Peter and Barry have done a brilliant job of capturing the people, the places and the bikes. I have seen a 50-minute preview of the documentary and it is exceptional. It covers both the 2-week pre-rally tour and the International Rally. We have a plan to have a premier at the Takaka Movie theatre possibly Queens Birthday Weekend. Arrive on an AJS or Matchless and get in for free! We will have encrypted USB memory sticks with the movie available for purchase (price to be decided) after the premier for members and rally participants.

A special thankyou to Peter Simpson, John Welch, George Whiting, Les Andrews, and Chris O'Connell, for their contributions towards the smooth running of the whole event. I couldn't have done it without you. Thanks also to everyone who sent me a card or Email expressing thanks for the good time. Most people enjoyed themselves. The food at Nelson's Tahuna Beach Function centre was top notch as were the salmon platters at the Anatoki Salmon Farm. Guest Speaker Paul Sangster had the audience in fits of laughter with his story telling ability. There were 104 members and Wives/Partners at the prize giving Dinner. Still to be audited but the club spent approx. \$55,000.00 and we ended up with a surplus of \$1350.00.

Enjoy lockdown and stay safe.

Murray McLean



Membership Fees

For the 2020-2021 Year

\$45.00 for printed copy of newsletter for individual or family members
\$35.00 for emailed copy of newsletter for individual or family members
\$60.00 for commercial advertising member

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

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

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

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

THE ECHELON BULLETIN



Hi to all Echelon members

I am very lucky this month to have two very good articles on the Pre rally tour by Buster Westhill and Micky Warmingtons account of Saturdays ride over the fabled Takaka Hill,

The attendees from Auckland numbered 11 in total – Chris, Mick, Buster, Brian King, Maurice, Grant, Paul, Ron Annie, Mike Watts & Willie Tweed. Hats off to Brian, Mike & Maurice who rode the whole way to and from the rally & completed the pre-rally tour around the South Island as well!

They covered a distance of around 1700 miles in total (on the pre rally tour) & all enjoyed the somewhat intrepid experience that Murray had arranged for them. Unfortunately, Buster experienced clutch issues in Seddon so had to put the normally trusty Matchless onto the back-up. (turns out it was a loose clutch centre nut – careful with that tab washer next time Buster!)

The rally venue was Tahunanui holiday park served the purpose well for the 105 entrants (including 7 from Australia 14 from the UK.) The food was delicious and plentiful and the beverages well priced! The Saturday morning ride was out towards Motueka then Riwaka where we stopped to view a collection of motorcycles, both British & Japanese and a couple of classic cars. From there we proceeded over the Takaka hill, awesome riding with interesting corners and views to die for – literally if you took your eyes off the road for too long to look at them! Unfortunately, the start of the road was washed out (some two years ago I believe) & was down to one lane and controlled by traffic lights. Whilst annoying waiting in the Marlborough heat for up to 12 minutes for the lights to change, it had the advantage of guaranteeing there was no on-coming traffic for that section of the road, allowing many riders to take advantage of the freedom! The 10km ride down the other side was magnificent. It was great to see several vintage bikes on the rally, some of their riders complaining that many of the more modern brothers under the same badge were holding them up on the climb up the hill! Lunch and AGM was at the Anatoki salmon farm, and what a lunch it was! Fresh salmon in various forms, salads, breads and lots of other tasty condiments. The food was plentiful, so much so that we couldn't eat it all, some being feed to the local eels swimming against the current in the adjacent stream. Michael J Watts fancied himself as a bit of an eel whisperer, turns out one didn't seem to agree and bit him on the finger! There were fishing rods available for those who wished to try their luck in the small lake & a friendly fishing competition was enjoyed by many club members – I can't recall if any salmon were caught. After the AGM it was a free for all ride back to base where members began loading bikes and preparing for the journey home, some undertaking various repair work required to their bikes. After dinner we were entertained by a guest speaker, a local identity who could reel off a string of funny stories and poems, demonstrating a phenomenal memory and an obvious love of the English vernacular. Prize giving followed...and there were a lot of them! 4 of our members were recipients of various awards, Buster, Brian King, Michael J Watts & Willie Tweed. The rest of the evening was spent over a few drinks and catching up with old friends. Sunday morning & it was time for breakfast & to vacate the camp and return home. Some members stayed on in the area whilst most headed for the Picton ferry. It was a beautiful day and a smooth crossing, just as well as there were probably a hundred or more bikes on board from various groups touring the country, and most weren't secured due to a typical lack of tie-downs. (remember to always take your own!). I believe everybody got home safely, Willie Tweed limped his Chevy Impala home as a V6 rather than the normal V8, Mick had a ring whilst on the ferry from the camp to say he had left a bag behind in the motel! (bag and owner kindly re-united back in Auckland courtesy of Ronnie) All in all, I think the weekend was enjoyed by all. Footnote: We have put our hand up to host the 2022 Jampot in Auckland so hoping a few of you will put your hand up to offer help & ideas over the coming months. If enough people pitch in it can be a fun and rewarding thing to be involved in. Thank you, Mick.

February meeting second Tuesday the 11th. Numbers were down on account of the Pre rally members attending that. We had 10 members attending. February ride didn't happen because of The Jampot.

Mick Warmington has his 1930 AJS R8 starting reliably now, it has been at least 50 years since the last time it was on the road. It is a very cool old bike and has a beautiful note from its twin fishtails.

That's it from me, sorry there's no joke but I'm barely able to get this done. ill fit jokes in when I'm better at it cheers

Chris.

I'm not one to tell tales, but...

Jampot Pre-Rally Tour, Feb 20

Riding our fine Matchless' or AJSs (with a few moderns and a car or two) we did around 2,000 miles (3,200 kms sounds even better). Down the West Coast, we were rained on (as was Gore which had a Civil Defence Emergency), roads were closed, people became wet, slips were common, bikes threw Wobblies, there were tantrums... But we did arrive at Invercargill in time for the Burt Munro week of speed.



Traveling back up the East Coast was a doodle in comparison. Along the way, we became connoisseurs of scones. As one person said to me: "we will have a baking day this week and knock up some date scones. As I scoff that lot, I will be thinking of the laughs we all enjoyed, and friends made.

Some 39 of us attended the pre-international rally tour (others joined us part way through the tour so by the time we arrived back in Nelson there were some 55 of us). As you will appreciate, there were a few exciting moments with such a large number of elderly motorcycles on such a long trip (2,000 miles, over 2 weeks) and varying weather conditions.

As I recall it, problems started early on. Very early on. For example, one loan bike refused to leave Auckland. So, the rider had to settle for a car ride to Nelson where he was able to secure a second bike to ride. But that bike was also problematic. So, a third bike was borrowed, but there were problems...

Each day, there were problems, usually with a bike or two or three or... I'm sure the back-up drivers would be able to say how many bikes died each day on the ride to the next destination. Now some bikes, got the bit between the teeth as they say. Regular offenders clearly felt they hadn't got the attention they deserved. There were a couple of thoroughbreds (??) from the same stable (as in owner, not sire), that regularly broke down. One of them had been loaned to an overseas visitor. This caused much angst between the two parties.

Most bikes were not so bloody minded (a flat tyre and throwing a rider off in gravel aside). Nevertheless, for many riders there was a daily ritual.

A lucky few. That's not right. Those of us who gave our bikes a good going over before the pre-rally ride (do I sound smug?) and at the overnight stops running a rag or two over their bikes, had few problems - a screw here, a loose nut there, a tank rubber that had just evaporated!...

Unfortunately, others had problems. Water in the mag was a common complaint in fact, dead mags, even if only temporary, was a common complaint. Broken spokes were another misdemeanour, a worn-out main shaft did one bike in, a slipping clutch (soon fixed) ...

Most riders topped up their bike's petrol tank before they went to bed. But not always. Foreexample, in one incident we learnt the road was going to be closed early that morning. There was a mad rush to leave quite a bit earlier than planned. Indeed, some people were only thinking about breakfast (in bed). At least two of us rushed off to get petrol. Only to miss the rest of the riders having been sent, by a local, in the wrong direction. We did get onto the road before it closed. It was close, the barriers were up, the workers standing by ready to shut the road...

Petrol was also the cause of grief for one or two riders". I mean to say, who forgot to turn their bike's petrol tap on? And then there was the rider who left after the backup truck whizzed by, and ran out of petrol? The back-up driver was NOT happy. He had to drive back kms and kms and then had to have a long rest (or was that a beer), before carrying on. That was on the day a loan AJ (or was that a Matchless?) went whizzing past us at a million miles an hour (we were riding at about 60 mph), only to come to a screeching halt as the back wheel locked up!

But that's enough gossiping for now. Having had a weekend of no riding, I am now off for a long weekend trip of around 640 miles to see a friend and fellow motorcyclist, recently out of hospital (and yes, a spot of rain is forecast for Saturday).

Pierre



Just Checking – the Daily Ritual



Atypical - the Daily Ritual



Morning Devotions



A More Extreme Case

14th Burt Munro Challenge

Recently I was offered the opportunity to join the AJS and Matchless Owners Pre-Rally Tour to Invercargill for the Burt Munro Challenge. I grabbed it with both hands.

The ride started on Anniversary Monday at the Tahuna Motor Camp and went to Kohatu where we met up with groups from Takaka and from Blenheim. There had already been a couple of bike casualties, but these were put on the trailer for checking later. After the briefing it was on to Lake Rotorua, where the party split, some doing tar-seal to Murchison and the rest over the Braeburn Track to our overnight destination.

Tuesday dawned rather gloomy and then started spitting. This was not looking good and the rain increased all the way down the Buller Gorge. Those with small tanks went to Westport for fuel and food, the rest headed for Punakaiki.

From the turnoff to Punakaiki there were occasions when I couldn't see the road through my visor. I then pushed on to Ross through showers. There was a brief stop there while some of the visitors went to the Museum, but many weren't overly interested in anything apart from getting to the end of the day and some dry clothes. Franz Josef greeted us with another torrential downpour but at least we were off the road. There was a large drying room there which was well used.

Next day the weather improved as we got to Fox Glacier Township, and the rain then disappeared. The roads of South Westland opened up and spirits lifted. Lunch at Haast, over the top to Wanaka, then up the road to a cold one at the Cardrona Hotel. Refreshed it was over the Crown Range to Arrowtown for the night.

Next day began with a flurry as we had information that that the road between Frankton and Five Rivers was to be closed after 9 o'clock. A bit of a mad rush resulted in push starting, bikes off trailer, bikes on trailer but everyone got through – just. The backup was the last one. We went through the area where there had been significant flooding only 2 days previously which had ended with all the problems around Gore and Mataura. We stopped briefly at Lumsden and saw the old railway engine and tender recently pulled from the riverbank after about 90 years buried – still in surprising condition all things considered. The group split from here on, some going to the comparative luxury of the Ascot Hotel, the rest (including me) to Oreti Park Rugby grounds – certainly not glamping. By the time we got to Invercargill and put the tents up it was too late to go to Bluff for the Hill Climb. In the evening we walked over to the Drag Racing – very noisy.

Friday was a rest day so most of the campers decided to take a ride to Bluff. I opted for family catchup and laundry duties. In the evening we took the bus to Oreti Beach for the races. A sandblasting experience, I was digging sand out of small places for days. We were treated to a Russian WW2 Yak fighter trying to break a speed record over the Beach. Lots of barrel rolls and loops – very spectacular. Eventually the sand beat me, and I retreated to camp.

Saturday was Teretonga circuit racing, not really my cup of tea. I visited more family and rode around some of my old haunts. In the afternoon was the highlight – speedway, really intense competition from rider aged from about 7 years up. A few spills and great commitment from the riders on both solos and sidecars. In one of the last races one rider did a few somersaults after a collision in the classic solos – stunned he walked off the track unable to finish that race. Next race he came out and won the NZ Seniors title – great stuff.

Sunday was our last full day in camp. Street racing was on, also with a few spills – one fairly serious. Time to clean up and pack for our exit the next morning

.Up bright and early (temperature was 12 degrees) we headed for Gore for breakfast and for me my last chance at some decent cheese rolls. Onto the rolling country through Tapanui, and on to Roxburgh for a Jimmy's Pie, (temperature there was 28 degrees). Even hotter in Alexandra – 32 degrees, I needed a cool brown beverage and the courtesy coach.

Next day the group split as we headed for Geraldine, some doing Mt. Cook Twizel, Tekapo etc, while the rest of us did the St. Bathans, Naseby, Dansey's Pass, out through Kurow, Waimate route. Hot dusty and bumpy.

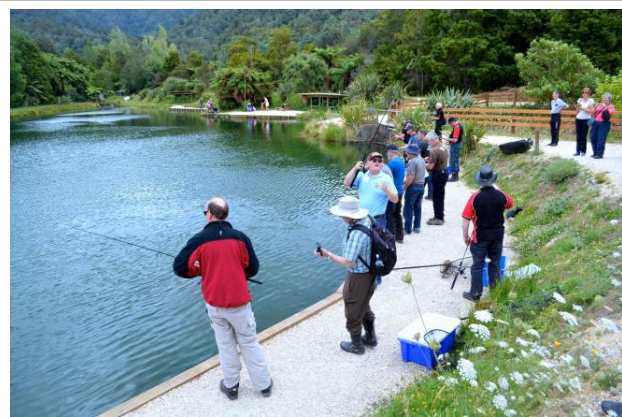
Wednesday was a fairly straight forward day to Hanmer up the inland road via Rangiora, allowing some more visiting on the way. I enjoyed getting back on some big wide roads. Arrived in Hanmer – hot and sticky. Time for a shower and fill out the mortgage forms so I could afford a meal up town. Dick Turpin - 18th century English highwayman would feel at home in Hanmer. We received news that the Molesworth Road was shut due to fire risk so that route was out for the next day unfortunately.

My last day. Up through Waiau and the Mt. Lyford road to Kaikoura for brunch. Awful place to park I was pleased to leave. Slow trip north as there were heaps of "stop / go" spots. Weather was getting warmer all the way. Stopped at Picton for a late lunch, then around Queen Charlotte Drive to the Link water turnoff. All the others were heading into Te Mahia for the night, I was heading home. Uneventful trip back to Nelson at a nice leisurely speed – take no chances at that time of the day – home a bit after 7.

I had a great time, certainly don't miss the Southland climate. Roads were pretty good, company was fine – upwards of 35 people in the tour group, including visitors from England and from Australia. I travelled 2300 kilometres – almost 48 mpg – fully loaded most of the way. Camping was fun, except for the nocturnal visits to the portaloos. Facilities at the camp were more than adequate and great shelter from the Antarctic breeze. Our Club members (Nelson classic bike club) on the journey included Mindy Chowdury, Steve Gaudin, Barry and Viv Hutchison, Malcolm McDonald, Murray McLean. Viv rode her 350 all the way – well done that girl – the only lady rider to do so – in excess of 2600 km.

An enormous thank you goes to Murray McLean for organising the trip, everyone got to where they were going each day, Bikes died and were resurrected due to Murray's mechanical prowess, bikes were started for some of the senior riders. Throughout all this he maintained a fair degree of sanity, even when sorely tested both by man and machine. Champion – cheers Murray, we all appreciate your work. Cheers

John Blick



Jampot 2020 Trophy Winners

John Foster, Jampot Trophy 1930 AJS R2



Brian King, Johnny Hart Memorial Trophy,
Presented by Rodger Hart , 1952 Matchless G80s



Grant Jury, Castrol Trophy 1930 AJS R2



Bruce Davidson, Rodger Willis Memorial Trophy
1962 AJS CSR



John Foster, Kean & Mean machine award



Peter Kingsnorth, John Kendrick Trophy
1962 Matchless G50 CSR



David Scammell, AMC Hybrid Award 1964
Matchless G15 CSR



Thanks to Paul Sangster as guest speaker and
presenting the Awards







Report from the recent 2020 International Jampot Rally NZ

Nip having represented as President of the AJS and Matchless Owners Club of Australia at the International 2020 Jampot Rally for the benefit of all AJS and Matchless owners from around the World

Some 100 plus Members plus their wives or companions attended this Annual event held throughout the world both North and South of the Equator. Six Aussie Members plus partners travelled across the ditch mostly those from the east coast and one from Tassie joining those thirteen including partners from the UK the remainder representing the New Zealand Register.

With Head Quarters situated at the Tahuna Beach Holiday Park in Nelson on the South Island where most entrants' accommodations were booked some 32 AJS Models ranging in capacity from early 1920s 250cc to much later 1960s Matchless G15CS and onto the Hybrid Norton P11 and N15 750cc Models. Of all the Hybrids my favorites just had to be the two gorgeous sparkling road registered 500cc Matchless G50s. Matchless marques accounted for another 32 machines manufactured at Plumstead in the UK

Following an interrupted breakfast on Saturday morning in the Function Centre due to some smart character turning up the breakfast toaster and setting off the in-house fire alarm where everyone had to be momentarily evacuated until the warning signal was deactivated we were readmitted to finish off our breakfast That done all gathered outside for the welcoming and rider briefing carried out by the Chairman of the organizing Committee, Murray McLean before the off at 09.30.

Heading further South our first brief stop off and regroup was to view the wonderful collection of Classic Vehicles and Motorcycles on display at Riwaka where Neil Sturgeon provided a lovely display of his own treasures. Advancing on Highway 60 around the low tide shallows of Tasman Bay and further toward our lunch stop at Takaka and over the Takaka Hill rising to 791mts at its highest point had some of the early models struggling but in the end made it all the way to the Anatoki Salmon Farm for just a delightfully yummy Salmon Fish lunch.

Immediately following the delicious lunch, a fishing competition had been arranged for those showing moderate interest in the catch for a nominal fee and its yours to take home or have cooked on site. International teams were chosen but of course if the New Zealand team didn't win there would dire consequences to deal with, Haha. Something over 2kg would be the winning weight to claim the prize with by law nothing to be returned to the waters. While this friendly escapade was being carried out Members of the New Zealand AJS and Matchless Register assembled in a nearby setting as is customary to convene their Annual General Meeting. for this year 2020.

All done and dusted with our companion for the day, Les Freeman from Christchurch we set off again back to Tahuna Beach Holiday Park along the long and winding Highway 60 sometimes very narrow road with many road work details happening arriving at our destination around 17.00 in time for the Motorcycle varying Class Judging to take place out front of the Function Centre.

Refreshed now in our cabin we strolled over to the Function Centre for the Presentation Dinner evening and Prize Giving to those fortunate to own the shiny glittering machines on earlier display. During the evening our entertainment was offered by renowned local Guest speaker Paul Sangster you might say Comedian full of mixed company parlor jokes having the guests in stitches of hysterical tearful laughter. The evening ending on a rather joyful note most with a fair skin full of you know what.

Caught the lunchtime plane home out of Christchurch to Melbourne Monday ending a fabulous few day away spent with longtime friends from across the ditch.

Before departing the North Island on Friday, we had earlier arranged to meet for Breakfast on way to Wellington with VMCASA Club Member Tim Gibbes who resides now in Palmerston North being pretty much on our way down South. Tim originally from Australia's claim to fame was to perform the original first leap without the wire on the motorcycle over the barbed wire fencing for the jump by Steve McQueen actually performed by American stunt man Bud Eakins in the feature film 'The Great Escape'. Over a toasted Ham, Cheese and Tomato sandwich each we sat chatting for just over the hour reminiscing older competitive times. Bidding Tim farewell we were once more on the road at 09.45 making for the Interislander Ferry in plenty of time before sailing at 13.00, in fact ten minutes late at 13.10.



Brian & Maureen
Kuerschner from
Australia on the Left

Steve & Carol
Rogers from the U.K
on the Right



Pre-Rally Tour 3rd-14th February 2020

John Welch

Thanks to several years of meticulous planning by Murray and his team we all assembled on the Monday morning outside reception at the Tahuna Holiday Park. The keen group comprised locals as well as a contingent from both the UK and Australia. We were also joined by Peter and Barry and soon got used to being filmed and interviewed by them as they compiled material for a DVD. Murray introduced the "cricket bat" to be awarded daily for the most meritorious accident or stupidity on tour. WilleTweed had travelled down in his enormous Chevrolet with a trailer and as well as that we had Malcolm's truck full of spares and another large trailer.

As I turned onto the Main road outside the Camp, I saw the first broken down bike by the traffic lights and this was to become a familiar sight over the next two weeks.

Our first stop was *The Flat Rock Café* Kohatu where we had a proper round of introductions and Murray gave a more detailed briefing about the trip ahead. The rest of the Marlborough contingent joined us, having come up the Wairau Valley and back tracked from Kawatere junction.

It was an uneventful trip to Murchison for most of us. Someone turned off to the wrong lake and went to Lake Rotoiti instead of Lake Rotoroa where a group went through the Braeburn track. I noted a trip of 78 miles and 2 engine hours giving an average speed of 39mph. (I have an hour meter which runs off the HT lead)

The Kiwi Park Motels were very comfortable and as an early arrival I got a nice double bed. Ian Foote (Brisbane) was staying at the Hampden Hotel so we joined him for dinner and drinks.

Tuesday morning threatened rain and there was a heavy rain warning for the West Coast. I was undecided about putting on my bulky wet weather gear and left it until the last minute so was one of the last away. A group were planning to ride into Westport to refuel and then the plan was to regroup at Punakaiki. A short way down the road it started to rain as only it can on the Coast. It was torrential. As usual some geographically challenged riders turned off at Inangahua instead of following Highway 6 to Punakaiki.

At Punakaiki a group of us lurked in a Café and tried to warm up. Despite the rain the place was very busy and from time to time we heard motorcycles passing through.

The riding was very challenging and after refuelling at Greymouth we carried on with the plan of stopping at the Empire Hotel in Ross to view a private motorcycle collection. There was a very bedraggled group of riders outside the hotel, but the museum was interesting, even though the dim lighting made it difficult to have more than a superficial inspection. By the time we got to Franz Joseph I had covered 226 miles at an average speed of 36mph. There were a few delays in checking in to the Top Ten Holiday Park, but the owners made up for it by setting up a drying room and boy did we need it! Buster scored the bat by managing to lose his balance and fall off his bike and knocking over one of Murray's bikes in the process. I had left a bag of clothes (with laptop) and my camera bag in the back of the truck and both were quite damp but fortunately everything dried out and still worked. The rain had penetrated every corner of the truck.

The weather was set to improve and after a short delay due road closures we headed off with the plan being to regroup at Haast. By this time the sun was out and the ride through the Haast Pass was superb. There was another stop at the Cardrona Hotel for drinks and snacks. There was a surprising amount of traffic with limited opportunities for overtaking. Pierre and I stopped at the top to enjoy the views out towards Lake Hayes. Barry and Peter were filming riders as they went by, so we spent some time chatting with them. A short time later we pulled in to the Arrowtown Holiday Park and it was time to do some washing and dry some gear out. The weather in the South sounded horrendous with torrential rain, flooding and areas of Gore and Mataura evacuated.

Thursday dawned on another nice day, but Murray had got word that the road was going to close for repairs at 0900 so there was a mad rush to load up and get ready. I refuelled in Frankton and I was a bit worried that quite a few of our group were sitting around having coffee and chatting. I passed through the roadblock at 0835 and Murray was the last one through at 0900 and nobody got left behind. As we couldn't check in until 2pm there was no rush and there was also a threat of further road closures and several Cafes were closing early and locals recommended we keep going and eventually we all met up again at Lumsden. The only posted road closure was a short section West of Lorneville and this didn't delay us getting to the Ascot Hotel where quite a few bikes needed attention and staff had thoughtfully even supplied clean rags.

I can't report on the Burt Munro Rally weekend because I shot off to Riverton to catch up with my daughter and the grandkids. It had been my intention to return on the Sunday by taking the beach route but there is one river that needs crossing and the locals warned me against it. I heard that there were high winds and the group camping at the Rally site had their giant tarpaulin ripped by a wind gust. At his briefing on Monday Murray described Invercargill as a "hellhole" and given the recent weather this was pretty accurate.

Monday was an easy ride to Alexandra. A group of us deviated to Mandeville to have a look at the Croydon Aviation Museum. There was plenty of evidence of the recent flooding and all of the rivers were up. The Alexandra Holiday Park was a little way out of town but there was a nice riverside walk and the group dispersed into several pubs and cafes for dinner.

Tuesday was a big day. One group went with Murray through Dansey's Pass and then on to Geraldine via Timaru. Another group took a backup vehicle (Willie Tweed) and deviated to Mt Cook. Pierre and I took the same route but continued on through Twizel and Tekapo and onto that scenic route 79 from Fairlie to Geraldine where we were booked in at the Top Ten Holiday Park. On the way we stopped off in Cromwell because I wanted to visit my Uncle Arnold. My late father had been adopted and only late in life he learned he had a brother, so we acquired a whole new family.

A lot of bikes needed attention at Geraldine including mine which needed a new rear chain.

The next day was a fairly easy ride to Hanmer Springs where we caught up with Gordon Alexander. His BMW car had a fit of Germanic temper and decided to die in the middle of the camp but was eventually coaxed back to life. I was worried I was going to be nominated for the "bat" when Barry Hutchison asked me whether I was missing anything from my bike. I was puzzled until he produced my kickstart which had fallen off outside reception.

The Molesworth option to Te Mahia was out due to the high fire risk so our route took us through the Inland Road and via Blenheim to the Sounds. Just as I was coming into town my engine started over-revving as if the clutch was slipping. Barry had called into his home in Blenheim and was able to pick up my bike and I joined Murray in the back-up as the trailer was full. I later discovered that the splines had gone on the end of the drive shaft.

Once we finished all the shopping Murray and I headed for our final destination and what a beautiful location. The weather was superb and soon Chris O'Connell, Barry and some other members were dishing out a NZ themed meal to our overseas guests-paua, whitebait, trout, kahawai and other goodies. Throw in plenty of drinks and it was a suitable finale for our Tour.

Although I didn't finish the Rally my G80S still covered 1403 miles at an average speed of 39mph and consistently returned around 65mpg.

Roll on Jampot 2021!





40th Ruby Anniversary Rally in 2020 of the AJS & Matchless Owners Club of Australia Inc.

At the recent Annual General Meeting Last November of the AJS & Matchless Owners Club of Australia it was confirmed that the 2020 Annual Down Under Jampot Rally would be arranged at Goulburn in the Southern Tablelands of New South Wales on the Hume Highway from 30th October to 1st November

Already much has been arranged in readiness for this premier event where solid views are in the pipeline to celebrate this special occasion as a Ruby 40th Anniversary event. Members, their wives, partners and other entrants will be encouraged to dress accordingly for the Presentation Dinner evening and to include appropriate ornament of their machines fittingly to embrace the occasion. It should be made clear to all that the Ruby Dinner code is certainly not compulsory however we would urge entrants to dress accordingly and adorn their machines appropriately.

Yours sincerely
Brian "Nip" Kuerschner.
President AJS and Matchless Owners Club of Australia Inc.
Nipper@nipper.net.au

Wanted to Buy

LESCO 4-inch round mirror Made by Southward Engineering. As found on both cars and motorcycles My mirror was broken on a bike, I had loaned out on our recent pre-rally tour of the South Island. So now I need a new set. I'm particularly after the chromed mirror that clamps on. See the 2 photos for details. If you have one or two of these for sale, please phone Pierre Woolridge, 04 383 8086, or 027 460 3902 or email me on pierre@woolridge.nz

Britax Stoplight Switch Please see photo. Time is catching up with the switch, which was on my bike when I purchased it in 1974. If you have one of these for sale, please phone Pierre Woolridge, 04 383 8086, or 027 460 3902 or email me on pierre@woolridge.nz



MOTORCYCLE PARTS: For Sale

Set front fork yokes complete circa 1955 1 1/8 Staunches - \$70 per set
Top yoke complete circa 1955 - \$35
1954 AMC front wheel rim spoked - \$80
1950-55 Single rigid swing arm - \$40
AJS Chain cover - \$20
AJS Tool boxes right & left hand pair - \$400pair
Fibrax brake liners brand new - \$10 pair
Throttles and handgrips brand new - \$55pair
Rubber handle grips brand new - \$10pair
Tail light bracket brand new - \$45
Pair engine plates - \$20
Rubber pillion rest - \$5
Pair rubber foot pegs - \$10
1951 Swing arm front frame with rear sub frame 4 pieces - \$300

BOOKS All excellent condition some brand new ALL \$20

Barry Sheene 1950-2003 The biography by Stuart Barker
Matchless M/C all models from 1933 by F W Neill
Mobil manual for motorcyclists by Vacuum oil co pty ltd
The art & science of m/c road racing by Peter Clifford
Classic British M/c by Bob Currie
International m/c racing book edited by Ted Macauley
Great British M/C of the fifties by Bob Currie
Great British M/C of the fifties by Bob Currie (motor cycle weekly)
Motor Cycle Engines by the staff of "The Motor Cycle"
The illustrated history of BMW Motorcycles by Roy Bacon
Honda edited by Mick Woollett Temple press
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Assorted Rings -AMC
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Tank Badge-Wings-metal x2-Matchless

Barrels, Pistons & Rings - G9
Big End Shells -G9
Centre Stand-AMC
Front Hub 7" with Brake Shoes-AMC
Heads x2 with valves, rockers & covers-G9
Petrol Tank Primer painted-AMC
Tank Badge-Wings-Plastic x1-Matchless
Transfers-Full Set-Matchless

Contact: Richard
PH:07-578 0455
leotwins@eol.co.nz

THE GREAT JOURNEYS OF NEW ZEALAND



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

Group Booking Reference: **FA5254**

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

Off Peak Fares:

Adult	\$48.00 each way
Interislander Plus	\$55.00 18yrs plus
Child	\$26.00 each way
Car/Van/4x4/Trailer up to 5.5 metres	\$124.00 each way
Each half metre over 5.5	\$22.00
Motorcycles	\$42.00 each way

Off Peak Travel Dates:

01 March – 17 April 19
24 April- 15 December 19

Peak Fares:

Adult	\$53.00 each way
Interislander Plus	\$55.00 18yrs plus
Child	\$26.00 each way
Car/Van/4x4/Trailer up to 5.5 metres	\$137.00 each way
Each half metre over 5.5	\$24.00
Motorcycles	\$52.00 each way

Peak Travel Dates:

01-28 February 19
18-23 April 19

Group Booking conditions and instructions for members are:

- Each reservation must be made directly with Interislander –
- Online at <https://www.greatjourneysofnz.co.nz/members-fares>
- Entering FA5254 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 charges
- Rates available for travel 01 February through to 15 December 20
- **No discounted fares available 16 December 20 through to and including 31 January 21**
- These bookings need to be made online www.greatjourneysofnz.co.nz

Club Regalia

Cloth Badge.

Full colour on black. Brighten up your jacket. 80mm diameter-\$9



Matchless Lapel Badge

or tie pin -\$5



Lapel Badge.

Full colour, metal, 25mm Diameter- \$5



Polo Shirt

Black with Red Stripes and Matchless logo on front left. -\$33



Polo Shirt

Royal Blue gold stripes and AJS logo on front left.- \$33



Polo Shirt

Black with AJS logo on front left -\$37



Embroider Cap.

Matchless or AJS Fully adjustable for size -\$20



Orange Headlight

Cover Better than 6 volt lights in daylight - \$15



Machine Badge.

Time to bling up your bike. Solid metal 3 colour design. Mounting holes drilled. -\$35.



Contact Regalia Officer
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Ph 027 748 220
psimpsonnz@gmail.com