



# The NZ AJS & Matchless Owners Register Inc.

August 2019



The bi-monthly newsletter for NZ Register  
Members

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

**Deadline for publication, 29<sup>th</sup> September**

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

1. Log in to [www.facebook.com](http://www.facebook.com)
2. In the 'search Facebook' cell, type 'NZ AJS & Matchless

Owners Register'

The 'signup' button takes you to our website, [www.jampot.co.nz](http://www.jampot.co.nz)

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# President's 'RAVE'

Dear Members

The Committee met recently via a phone link up thanks to Murray's technical wizardry. Most of our discussions hinged around the forthcoming International Jampot and planning for this is progressing well. Those of you, including myself who have booked for the pre-rally tour are in for a real treat.

The newsletter is looking great and once again can I remind you to send in your pictures and any contributions to Grant. The newsletter is our showcase and demands your support. Send contributions to [grant@nzsolar.co.nz](mailto:grant@nzsolar.co.nz) ACC are subsidising advanced motorcycling courses and you can register for a voucher which makes the whole event free of charge. If you live in Selwyn District or Tasman/Marlborough/Nelson, you register and then select your course. This link refers [www.2drivesafe.com/motorcycle-training-courses/ride-forever/](http://www.2drivesafe.com/motorcycle-training-courses/ride-forever/) There are some conditions but if you meet the criteria you can get a rebate of \$100 off the cost of your Registration (over two years \$200 in total). This link refers: [www.rideforever.co.nz/coaching/motorcycle-rego-cashback-programme/](http://www.rideforever.co.nz/coaching/motorcycle-rego-cashback-programme/)

The weather in Picton has been very wet of recent weeks so not a lot of motorcycling. I did manage to get down to Christchurch on the BMW and had a few days with the grandchildren. I recently bought one of those hydraulic motorcycle work stands and it has made life so much more comfortable being able to have whatever you are working on at eye height.

The picture is from a tour I did of the Indian Himalayas. We went over quite a few high passes and at one of them a roadside vendor was selling crisps and soft drinks. Because of the lower pressure at altitude, all the crisp packets were as hard as drums and the soft drinks erupted like geysers when opened.

Next week is my last shift at work and retirement beckons.  
Until next time, regards to you all and ride safely.

*John Welch*



# Membership Secretary

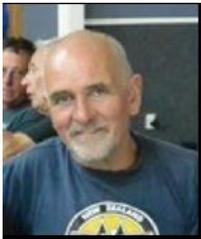
Hi All,

After my rant last newsletter about unpaid subs not one response was received from the 46 odd unpaid members, I emailed and phoned and Voila, the list has shrunk to 23 unpaid who will not get any more newsletters and deemed to have resigned.

At our last committee meet we have discussed changing the process to an invoice going to all members as a way forward to keeping the club coffers from running dry. It is easy to forget to pay and to the two that had paid my sincere apologies. The renewal form was and still is a way of keeping your contact details current.

This month we welcome 4 new members. Mark Boyd (Westmere), Dave Scammel (Fielding), Jim Trotter (Norsewood), Todd Ashton (Tauranga). Finn Harman (Wairarapa), John Foster (Horirata) We now have 177 NZ Members and 7 overseas Members.

Apart from the Annual Brass Monkey Rally in early June my riding has been limited to a Sunday pilgrimage to the Local Pub in Takaka. It did snow on the Friday night making it another cold Rally. Next year may be the last as it is the 40th and the Otago MCC Organisers are getting too long in the tooth and are looking for new blood to run the event.



*Murray McLean*

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matchlessnz@icloud.com

## Membership Fees For the 2019-2020 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<sup>st</sup> March** each year.  
**Memberships not renewed by  
31<sup>st</sup> July will no longer receive a newsletter.**

Renewal forms are available from the website  
[www.jampot.co.nz](http://www.jampot.co.nz)

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

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# THE ECHELON BULLETIN



## August 2019.

Hi to all Echelon Members.

Well it is never too early to start thinking about Christmas now that we have started into August. Mick Warmington and Chris LeGrice have done some scouting and we have decided on a new concept. This year Inia Taylor has kindly offered us the use of "The Church" (built by Inia) at his property at 55 Davidson Road, R.D.2 Woodhill. This is a great venue - some of you will be familiar with it from previous visits. We have arranged to do this in conjunction with our friends from the BSA Club, which should make it a fun event.

The date is set for Sunday the 8th December at Mid-day - lock up your calendars NOW! The format will be for everyone to bring a plate (if you decide to ride you can organise someone to bring it for you) and payment will be in way of Koha from attendees. There is a full kitchen to heat up food and a BBQ to cook on.

More of the finer details closer to the time.

**July Dinner Meeting.** Another good turnout with Brian Carkeek presenting some more of his brilliant wood turning, which he seems to have now got near to perfection. Happy people enjoying good company and food and telling lies.

**July Ride.** Well the weather put the pussies off the ride, but it didn't stop Brian King coming from Maraetai Beach and Bruce Smith riding from Pukekohe all the way to Hobsonville just to turn around and go back. A few went over to Mick's home at Hobsonville to enjoy a cuppa and look over his AJS R8 current project. Riders were Mick, Brian, Bruce, Chris LeGrice and Inia Taylor.

**Martin Spicer.** The man who moves at a hundred miles an hour, with the support of his lovely wife Linda, was given a slowdown in July, when he was admitted to Middlemore Hospital. I am very pleased to report that this week he has been discharged to rest at home. We are all pleasantly relieved as no doubt it has taken Linda and more than a few people to carry on his workload whilst he has been out of action. We look forward to seeing you back on the bike in the near future Martin.

## Coming Events.

**August Dinner Meeting.** Wednesday 14th at The Mad Dogs & Englishmen Restaurant Link Drive, Wairau Valley, 5 mins. from the Tristram Avenue Motorway Offramp. Good food and company, anytime from 5 pm, Visitors welcome.

This venue has been chosen as it is a nice ride from any direction and reasonably central for most members. It is also a good spot to set off for a longer ride if you feel the desire to arrange it over lunch. If the weather isn't too flash, or you are short of time, or lack the inclination then you can head home via a route of your choice and at the time of your pleasing. By all means team up with some buddies from your area and ride up together or head up solo at your own pace.

The thought is to trial this concept perhaps over the winter months - any feedback is welcome.

**Rubber Duckie.** Set down for the 21st September at New Plymouth. This is the 42nd Annual Rally. Entries close on the 13th September with The Rally Secretary Sue Street, Ph. (06) 753 9100 or email [sue.street@xtra.co.nz](mailto:sue.street@xtra.co.nz) I have entry forms.

**Tauranga Classic Motorcycle Club.** Their 42nd Annual Rally is set down for the 1st to 3rd of November, and will be held at the Epworth Camp, 116 Findlay Road, Hora Hora Cambridge, Waikato. For those who have not experienced this rally I can thoroughly recommend it. A more friendly bunch of people would be hard to find, and along with a great ride, the accommodation and food is always first class. Let's get a team to travel down together. Entries close 20th October with The Rally Secretary, Steve Nitschke at P.O.Box 675, Tauranga 3140 or email [gssteve@xtra.co.nz](mailto:gssteve@xtra.co.nz) phone. 0274 999936 or (07) 543 9000. I have entry forms.

**Jampot Rally 2020.** I hope everyone has their calendar marked for this AJS & Matchless International Rally, which will be held at Nelson on the 14th-16th of February 2020. Entry forms are not out yet But I suggest you get your accommodation booking made at The Tahuna Beach Kiwi Holiday Park and Motel. Don't forget to quote that you are with the AJS & Matchless Register. Mick Warmington is still collating a list of those who wish travel down together. Get in touch with him if you are interested.

**Pre-Rally Tour.** For those who missed out on the Pre-Rally tour from Nelson to Invercargill, and return, for the Burt Munro Festival of speed, Murray McLean says that you can go on a waiting list in case of cancellations but there is no guarantee of a place on the tour. More details will appear in the next issue of The Jampot Newsletter. Contact Murray on email [matchlessnz@icloud.com](mailto:matchlessnz@icloud.com)

**Closing.** Father O'Malley rose from his bed one morning. It was a fine spring day in his new Washington D.C. Parish. He walked to the window of his bedroom to get a deep breath of the day outside when he noticed there was a Donkey lying dead in the middle of his front lawn. He promptly called the White House and the conversation went like this - "Good morning, this is Donald Trump, how may I help you." "And the best of the day to yerself. This is Father O'Malley of St. Ann's Catholic Church. There's a donkey lying dead on me front lawn, and would ye be so kind as to send a couple o'ye lads to take care of the matter?" Trump considering himself quite a wit and recognising the Irish accent, thought he would have a little fun with the good father and replied. "Well now Father, it was always my impression that you people took care of the last rites!" There was a dead silence on the line for a moment then Father O'Malley replied. "Aye tis true, but we are also obliged to notify the next o' kin first, which is the reason for my call."

## **Travellers News.**

Is it that time of the month already? Our days are flying now. (referring to the August Echelon Bulletin) Had a fantastic ride today from Baveno in Italy to Krattigen in Switzerland. Beautiful mountains and twisty roads. 32 degrees in the valleys and 18 on the passes.

Had to buy a new drive chain after the old one turned into elastic. Never had one like it, adjusted it three times in five days then it jumped off and there was no more adjustment left. Limped to our next accommodation, Venice, the only town in the world without a bike shop. Managed to find one on the mainland on the way out.

"See you in September, bye bye, so long, farewell" or so the song goes.  
Noel and Brigid.

That's all from me, see you at the dinner meeting.

*Buster West-Hill*

email [westhillbm@gmail.com](mailto:westhillbm@gmail.com) ph.(09)426 2030 or 0274 786747.



# The Canterbury “Bleat”

Over the winter period there has been little in the way of organised rides, but our monthly noggins have been well supported; we continue to alternate these meetings between a beer at the Papanui club and a visit to a member's shed.

Our annual mid-winter lunch took place on 30 June, held this year at the Crate and Barrel in Leeston, 45km south-west of Christchurch. As the weather was fine and sunny it was a pleasant trip to the venue which attracted 27 participants who found the event most enjoyable.

As we move into Spring and hopefully an improvement in the weather our members will be encouraged to dust off the cobwebs and get their machinery back on the road.



# From the Dawn of Time

Over the last few months, I had a few good rides thanks to the local BSA club, who make their rides open to likeminded people. The first of the 3 runs involved a ride up the coast to join the Manawatu Classic Club at Jeff Fox's place in Manakau (approximately 90 km from my place). Jeff makes wooden propellers for elderly aircraft and is well known for hosting various club visits (For more info see: <http://www.stuff.co.nz/dominion-post/news/local-papers/horowhenua-mail/10251180/A-prop-with-a-history>) After the visit we posed up the road to visit to Bev and Basil Gowenlock's place for lunch (and to look at 1 or 2 BSAs).

Jeff also has a few elderly bikes at his place. A few Norton's,



a Rudge Multi (in need of TLC). and then... drum roll, this wee beauty: Will it be at the rally?





Approximately one month later, we road again up the coast (Raumati Beach) to visit a man with a gun. In this particular case, a man with a small armoury under his house. His private museum has a room or two full of collectables from World War I, WWII, Vietnam and Desert Storm. And yes, he has a couple of BSAs (including a machine gun) and one or two Les Enfield's. (For more information visit <https://www.stuff.co.nz/dominion-post/capital-life/109979655/underground-military-museum-opened-in-honour-of-grandfather>.) After that we popped around the course to see man who has an obsession with Urals (in his day job, he worked on BMWs - motorcycles of course). On the way back, I opted over the Paekakariki Hill for a bit to a decent ride, with a few corners and hills and few cars to slow you down).

Today, Sunday the 28th, the Wellington BSA club arranged for a ride up Whiteman's Valley and Moonshine Rd and then onto Eastbourne. That was a nice trip, with few cars and no tractors, despite the large number of small holdings (lifestyle blocks, maybe). At one place a border-collie and I had a race. Boy, could he go. Ears swept back, tail out the back, he was having a great time. And sensible too, as he kept to the grass verge. The charge was led by a 1952 BSA 600cc side valve - no slouch either. Follow by a Triumph (pre-unit, unit and modern Triumph engine cafe-racer - home made in the true tradition), a few BSA twins, a 500cc Honda single, or was that 2, a 900cc Kawaka. Ten in total.

Gotta go to attend to the leaking gear box on my Matchy

*Pierre Woolbridge*

Hello to all once again, as you can see a jampacked newsletter this month thanks to all how sent in articles , keep them coming in, Sorry for the delay of the newsletter a few last minute changes to the Rally form which is in the middle of the newsletter any questions contact Murray McLean [matchlessnz@icloud.com](mailto:matchlessnz@icloud.com) Also you will find a Regalia section contact Peter Simpson as the orders need to be placed , entries close 31December 2019 don't miss out. That's about all from me

Grant

**P.S Wanted any pre-war parts, Frames, Gearbox's, Engines, Tinwear or part bikes Grant 027 4228077**

# John Pace writes, my Matchless story

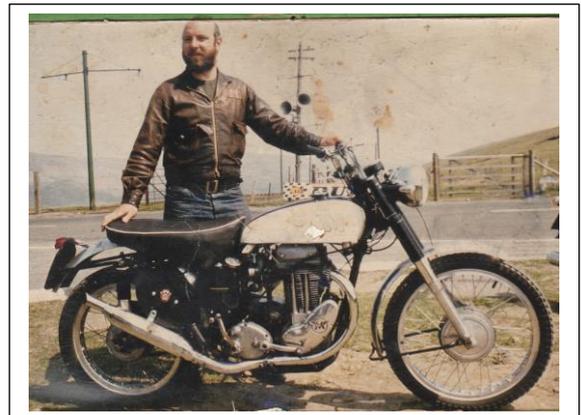
My Matchless story starts in 1977. I used to drop into Brian Verralls in Tooting South London for chats, he is a dealer in veteran, vintage and classic motorcycles. I was in there one day when I spotted the 1955 G80cs and fell in love. I took it to the Isle of Man TT, the photo of me is at the bungalow on the circuit that year.

About a year later while at my garage, a neighbour came over and asked if I wanted to buy his 1953 G3ls, it was in pieces stored at his work and the boss wanted it out. He wanted the grand amount of, 5 pounds, so of course I went and collected it. A sorry state it was in, ALL the cycle parts had been hand painted light blue, the crank cases were shot, but apart from that it was mostly all there.

Good old Les at Russell Motors in South London had brand new cases for 25 pounds a set, not numbered either. So, as you can see in the photo, it all came together though not all original. I sold them before I came to N.Z. 24 years ago as I had four other bikes to bring along.

Three years ago, I was passing an open garage in Khandalla and spotted an English headlamp peering out from under a cover, being the nosey Pommy git that I am, I checked it out, knocked on the door, and asked if he, one Bob Yellowlees, if he wished to sell it, it was in my garage that afternoon. It needed quite a clean-up and some engine work. It has been pretty good for the last couple of years, but now I need a new standard size piston with rings and gudgeon pin. If anyone has one at a decent price, please phone me on, 04 478 3969."

*John Pace*





# NEW ZEALAND INTERNATIONAL JAMPOT 2020

Plans are well under way for this premier event 14th-16th Feb 2020 to be held at Nelson's Tahuna Beach Holiday Park.

The Event starts with a pre-rally tour of New Zealand's South Island, leaving Tahuna Beach Holiday Park on Monday 3rd Feb. Some 30 odd Kiwi Jampot club members and 17 International AJS/Matchless club enthusiasts will ride to Murchison, Franz Josef, Arrowtown, and stay in Invercargill for 4 days to enjoy the Burt Munro Challenge. From here the group will travel North to Alexandra, Geraldine, Hanmer, Te Mahia, picking up fellow NZ Club Members enroute. A total of 51 will leave for the Rally HQ from Te Mahia to Nelson on Friday 14th. There are gravel road options thru Danseys Pass and the Molesworth. The Tour will be backed up by a Truck and Trailer carrying spare Bikes, Tools and spare parts and a Mechanic. A well-known local film maker and camera man will accompany the tour and a Documentary film will be produced covering the pre-rally tour and the International Rally. This will be available on CD a couple of months after rally finishes

At the Rally HQ, entrants will be welcomed by local club members and a Friday evening dinner and refreshments. The club has pre-booked all available beds at the camp and the Function Centre for meals and The Bar. Saturday 15th the ride will be thru Motueka and over the Takaka Hill to the Anatoki Salmon Farm for Lunch. The club's AGM will be held after lunch, during which time, our International guests will be taken to a local Museum featuring a collection of Motorcycles, Firearms and Memorabilia from Golden Bay. Returning to Nelson and the Rally HQ for Evening Dinner, Guest Speaker and Prize Giving

The rally will conclude on Sunday, but with several north Islanders returning home there may be opportunity's for International guests to team up and enjoy some North Island Scenery and hospitality.

The Pre-Rally tour is fully subscribed and the International Rally Entry form will be available in upcoming newsletter, on club website [www.jampot.co.nz](http://www.jampot.co.nz) .

The entry form covers all the options for meals during the International Rally and 2020 Regalia items, including Badges, Patches, T/Shirts and Polo shirts, and details of how to enter.

All entrants must be members of the NZ AJS & Matchless Owners Register or an affiliated International Club. There is also a cafe at Rally HQ and a camp kitchen for self-catering. Tent sites are also available as are several Motels within walking distance from the Rally HQ

There is a Group Booking Number (247086) for beds at Tahuna Beach Camp (Rally HQ) Ph 0800 500 501 or by logging on to their website [www.tahuna.nz](http://www.tahuna.nz)

If further info required Contact Rally Organiser Murray McLean E [matchlessnz@icloud.com](mailto:matchlessnz@icloud.com) PH +64 3 525 7024

## NZ International Jampot Rally 2020 Entry Form

Tahuna Beach Holiday Park, Nelson, New Zealand

Feb 14th -16th 2020

One Entry Per Person

Name \_\_\_\_\_ (1 entry per person)

Address \_\_\_\_\_

Telephone: home (0\_\_ ) \_\_\_\_\_ mobile \_\_\_\_\_

Email \_\_\_\_\_ Membership number\* \_\_\_\_\_

Emergency contact person. Name \_\_\_\_\_ phone \_\_\_\_\_

### Bike Details

Make and model	Year

### Optional information (needed for prizes to be awarded)

Your age (at time of rally)	How many kilometres ridden to the Jampot rally? (on an AMC bike)	No. of NZ Jampot rallies attended (including this one) (visit here for rally list <a href="http://www.jampot.co.nz/page/jampot-rally/#rallies">www.jampot.co.nz/page/jampot-rally/#rallies</a> )

### Rally Package

Any special meal requirements?	Tick √	Cost
<b>Rally Entry Fee</b> (per person incl. all Meals Friday-Sunday)	\$215	
<b>Options:</b>		
- Basic Entry Fee plus Saturday evening dinner	\$110	
- Rally Partner. Attending Saturday dinner & function <b>only</b>	\$50	
- Dinner - Friday	\$35	
- Breakfast (the works) - Saturday	\$29	
- Breakfast (continental) - Saturday	\$21	
- Lunch - Saturday ( <a href="http://www.anatokisalmon.co.nz">www.anatokisalmon.co.nz</a> )	\$21	
- Breakfast (the works) - Sunday	\$29	
- Breakfast (continental) - Sunday	\$21	
<b>Non-member to join the register*</b> (compulsory if a not a member)	\$25	
<b>Total cost</b>		

\* All entrants must be Members of NZ AJS & Matchless Owners Register or affiliated Overseas Club

Note. All meals except Saturday Lunch are in the Function Centre in the Grounds of the Tahuna Camp (Rally HQ).

**Entries close 31st December 2019**

Optional Regalia Items	\$/item	No. of	Cost
Metal 2020 International Rally Badge	\$10		
2020 Rally Patch (embroidery - sew on)**	\$20		
Teeshirts (See table below for details)	\$22		
Polos (See table below for details)	\$40		
<b>TOTAL</b>			

\*\* these are dependent on a minimum order basis

[www.jampot.co.nz/page/international-jampot-rally-2020/](http://www.jampot.co.nz/page/international-jampot-rally-2020/)

**PTO**

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## NZ International Jampot Rally 2020 Entry Form

Tahuna Beach Holiday Park, Nelson, New Zealand

Feb 14th -16th 2020

One Entry Per Person

### Tee-shirt Sizes

Please circle the desired size(s), and colour for male and/or female

Men's Fit (T701MS)	S	M	L	XL	2XL	3XL	4XL	5XL
Chest (cm)	97	102	107	112	117	122	127	132
Colour options	Red/white					Blue/white		

Women's fit (T701LS)	6	8	10	12	14	16	18	20	22	24
Bust (cm)	79	84	89	94	99	104	111	116	121	126
Colour options	Red/white						Blue/white			

### Polo Sizes

Please circle the desired size(s), and colour for male and/or female

Men's Fit (P10112)	S	M	L	XL	2XL	3XL	4XL	5XL
Chest (cm)	97	102	107	112	117	122	127	132
Colour options	Black/red					Black/blue		

Women's fit (P10122)	8	10	12	14	16	18	20	22	24
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Entries close 31st December 2019

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[www.jempot.co.nz/page/international-jampot-rally-2020/](http://www.jempot.co.nz/page/international-jampot-rally-2020/)

PTO

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# OF JUICES AND JOLLOPS

In 1962 I was working about sixty miles from home on a Monday to Friday basis and commuting in a worn-out Austin 7 Ruby doubling as daily transport and bird puller (mostly unsuccessfully). I had the usual afflictions of no skills, no tools and no money and spent the weekends doing my best to keep the Austin mobile. My toolkit comprised a screwdriver and an adjustable spanner which was not a thing of beauty, far bigger and clumsier than a modern crescent and a great heavy lump of a thing that could get to only some of the nuts on the car. On one memorable occasion the Austin shook its drive shaft connections lose some thirty miles either side of board and home necessitating lying on the ground in my best (and only) suit to bodge a fix. The spring washers had lost their spring and the nuts were well burred.

Fast forward to today when I have acquired a multitude of spanners, a few notes in my back pocket and nowhere near enough the skills that I would like. I have also discovered Loctite which would have been a boon in 1962 and, like the spanners, I now have a selection of them, and they are well used on the bikes. Loctite, and no doubt its competitors comes, in various grades and getting the right grade for each job is important as the strength increases with the grade number. The lowest strength I use is 222 – and this may be 223 nowadays as Loctite appears to have changed some numbers for no apparent reason – and this can often be undone with minimal wrist twisting. A Loctite rep once told me it was suitable for a carburettor screw. Next up is 242 (possibly now 243) and daddy of them is all is 262. The only time I use the latter is on a stud with a nut at each end when one nut is doing the same as a head on a bolt and on the other end, the end where the nut must come off first, I use 242. Another useful Loctite is 515 which has the name of Master Gasket. 222, 242 and 262 are all liquids in screw top bottles but 515 has the look and texture of raspberry jam squeezed from a tube. I once saw a Loctite promotional film of 515 in use by Alvis on their military vehicles joining transmission to engine cases with no paper gasket. I use it on the crankcase halves of my James two-stroke where a proper seal is essential.

Loctite 542 is handy for fuel taps sealing threads against fuel drip. Murphy's law dictates that when you install a fuel tap and screw it home the bit that you need to push, or twist is always round that back and inaccessible. With 542 simply tighten to that point and then back it off half a turn and leave it to set for a few hours.

A couple of cautions with Loctite. As it is a plastic thought needs to be given if the joint is passing an electric current and maybe the use of extra earth wires. The Achilles heel of Loctite is heat and in very hot locations will not work, in fact Loctite's own documentation recommends heat to undo reluctant fasteners. However, they have now introduced a high temp version of 262 called 2620, another raspberry jam lookalike.

One final product I have found useful is CRC Mani seal which comes in a tube and has a consistency of toothpaste. Smear it around exhaust pipes where they enter a cylinder head and it will cook into place as the engine runs. It will neither expand nor contract and I have found it very successful on my 1924 BSA valve caps which previously always leaked a little gas no matter how tightly screwed up or how new a sealing ring was in place.

*Paal Whitehead*

# Steed comes Home.

## But with unexpected baggage.

Those who read the motorcycle stories in Beaded Wheels might remember the story of Steed; the faithful old 500cc AJS that came into our family in 1967 via, my then, University Student brother. Steed came to me in 2002, courtesy of my wife Dianne and brother who was concentrating on his doctoring career and his Tiger Moth. You can refresh the memory in Beaded Wheels April/May 2012 'The Life of Steed' and then in 'Behind the Wheel' Issue 322 June July 2013.

Steed remained with me, reliable as ever, until about Feb 2016 when we were seeking to move to a new house in Marlborough. I realised that the odds of acquiring a smaller property closer to town that would accommodate the toys (3 motorbikes) and 2 cars were not encouraging. With great reluctance I decided that Steed was going to have to be the sacrifice, leaving me with the lovely 650SS Norton and the thoroughly beguiling 850T MotoGuzzi. Happily, Steed went to a local and into good hands.

We purchased a new home, but somehow the house and facilities ended up being larger than that from which we departed. That means there is ample garaging for 2 cars and more than 2 motorbikes. (When purchasing property always check the 'shed' accommodation first)

We moved in mid-2016 and life carried on. I had no contact with Steed's new owner and had no plans to enlarge the fleet. But things change, and much to my surprise I was contacted by Steed's owner in December last year with the advice that due to health issues he was going to have to let Steed go.

This was a 'decision made' situation, driven by the sad and shattering news in July that my younger brother, 'Doctor', had passed away totally unexpectedly while working in Melbourne. It was only right that Steed had to come home. And he did. Somehow it felt appropriate.

However, it seems that Steed had the wish to exact a little revenge from having been 'sold on'. On our first decent ride, just before Xmas, the generator sprocket in the chain case parted company with the generator. The noises and the outcome were not pretty. The chain case was damaged, both chains, generator and primary, were ruined and the generator armature was history. Why did it happen? Most likely age. Inspection of the armature revealed that the thread on the armature shaft to which the sprocket was bolted was in poor condition and this had resulted, over time, in the sprocket starting to move on its shaft, wearing out the tapered shaft fitting and putting pressure on the woodruff key that was meant to hold it all together. It really was a failure waiting to happen. My service and repair records showed that the last time the generator had been removed and serviced was in 2006....., 14 years ago. Perhaps I should have looked at things more frequently. But as all AMC owners know removing the chain case covers and fiddling with oily chains and clutch parts is best avoided. Steed was a low mileage toy with me, but he did a couple of long trips with former owner and it just might be that those long journeys encouraged the acceleration of wear. But age is age; things get tired and eventually give up.

Well, repairs were made, new chains acquired etc. But Steed hadn't quite finished with this failure. I noticed, as I reassembled, that the clutch basket was not revolving evenly and therefore the new primary chain varied considerably between taught and loose. This is common enough as the engine goes through the compression cycle and I put this noticeable tension changing down to the newness of the chain and set the chain tension to best reflect the new chain situation. What I did overlook was a comment made to me by the engineer expert, Roy Gardner, when we were jointly considering the repairs, that there seemed to be excessive variation in the clutch revolution. I had seen this chain tension changing situation before and so didn't give his observation much thought.

I should have taken note. On the first ride with all reassembled and the clutch, more or less satisfactory; these AMC clutches do work well but setting them just right is a total pain; things went bang when moving off from a stop and changing into 2<sup>nd</sup> gear. Another rescue effort and another strip down. The problem was clear. The chain tension overcame the joining link and pulled the primary chain apart. Why? The conclusion was that in the first failure the stress on chains, clutch etc was such that the central gear box shaft that carries the clutch was bent and so when reassembled the movement between high and low chain tension was excessive.

Such an occurrence had never crossed my mind, but guru Roy had thought of it. That all meant removal of the gear box by me (not a simple task) and some work by the guru who did find the shaft was bent, not much, but enough, and was able to straighten it.

For the third time on this exercise I reassembled the whole kit and caboodle and some weeks later Steed was ready to run again. Chains were checked and rechecked for tension, the panel beaten, and repainted chain case was refitted again, complete with the after-market rubber seal strip that appeared about 5 years ago. What a battle it was to get it all back together. But it was done and actually during the following 2 weeks the chain case did not drip a drop. Yes.... I did put oil in!!! The clutch was tested and adjusted and tested and adjusted; another frustrating task. But my machine has the full-sized removable clutch cover and that is a huge advantage over the no clutch cover and small clutch cover models.

19<sup>th</sup> March was test day again. Given the prior failure outcomes I was rather worried about trying again. But Steed fired up first kick and we embarked upon a gentle test ride. Nothing went wrong. A 10kms meander and we got home again in one piece; the clutch was fine and actually improved as things settled back into place. Since then, and we are now well into 2019, Steed and I have extended our testing rides, and all is well. My confidence in the 'old stager' has been renewed but there is an annoying oil leak to combat and I think the old (very old) Monobloc carburettor has had its day

Hopefully Steed has completed his revengeful mission and returned to the comfortable life of my shed.

*Frank Metcalfe.*

Reproduced with permission from Beaded Wheels #359.



# A Ride in 2050

I was on my way to a meeting of the VMCC at a reasonably close teashop on my Wee-Way electric scooter. The infernal combustion engine has been banned by all nations for about ten years now and all machines used on the roads in the UK have to have a government authorised electronic control unit fitted so that speeds, distances and whereabouts can always be available for scrutiny. The meeting today is to chat with a bicycle rider, who has managed to remove, or he may have said bypass, the official chip and he claims to have been recorded as doing just over 70mph on his off-road bicycle. All meetings of the club are discussion groups or guest speakers talking about 'the old days.' Most people have forgotten about the use of petrol and even our own club gave up fighting the government over limited use of historic vehicles that used flammable fluids for propulsion because of the harmful effects on the environment.

While pondering the past, I managed to hit a pothole, which caused a huge wobble, causing me to lose control and crash into the roadside hedge. "That will be another three points on my licence" I mused, knowing that the ECU will have recorded the incident, as well as the time and place. I brushed the undergrowth and road gravel off my approved over-suit and cursed the authorities who agreed that no more money needed to be spent on the upkeep of roads since no-one would be allowed to ride or drive at a fast speed, i.e. less than 30mph. Having composed myself, I preceded to survey the damage and thought I could easily pull the scooter back onto the road, before the authorities noted my 'incident' and automatically send the recovery vehicle, which would cost a small fortune. As I pulled the machine through the neat hole I had made in the hedge, I noticed a large rubber-tired wheel just behind where the scooter had been.

I found this almost unmoveable and decided to return with a friend who might help me pull the wheel out and hide it in my garage. I then left hurriedly for the meeting.

Rick and I returned to the scene later the same day and used his 'car', (huh! A plastic 3wheeler with a Dyson electric motor from a vacuum cleaner that he had persuaded the government to use now he was a Singapore citizen), and we used the car with a tow rope to pull out a rusty wreck of a 1927 AJS 350cc side valve motorcycle. We quickly loaded the mostly complete machine into his car and hurried back to my workshop to unload and hide it. It was an incredible find!

However, if the authorities found out I had it they would scrap it and I would have to pay a huge fine and serve time in prison.

Rick and I would meet occasionally after messaging each other using 'masscomm', an electronic messaging service monitored by a government force so that no one could receive nuisance calls and criminal activity would be monitored. These meetings were signposted to discuss historic events, but were, in fact, our spannering sessions. The AJS had a bent front wheel and slightly bent front forks but it was substantially complete. There was even some smelly petrol in the tank!

We took about a year repairing the machine and 'making good' the damage and then considered what we could do. We were both over-excited and wanting to see if it would run, even if we had to use the stale fuel still in the tank. This was a difficult urge to fight. The government had allowed us to replace engines with chipped electric motors for two years but then had imposed harsh conditions and restrictions for use only at authorised gatherings and dated controls then had to conform to 'modern' fittings for 'safety reasons'. Eventually, all motor vehicles were scrapped except for a very few in museums, which had to be immobilised and secured in positions so that they could not be moved.

Apart from the new acquisition in the garage, life continued as normal except for an announcement that the Science Museum were going to hold a symposium at Wroughton where they used to house their automobile collection, now scrapped by order of the government. This caused a huge furore from the wider public who had lost so many freedoms; it was beginning to sound more like a backlash and possible overthrow of the government. The Science Museum wanted to explain to the public how motoring had grown spectacularly and died very quickly within 150years. One of their problems was that they could only show images of any vehicles and not have an example on show because they had all been scrapped.

Rick knew of a librarian who could be trusted to hold discussions with to see if we could provide an exhibit, namely, the 1927 AJS. The original idea was to say that we would build a replica with the electric motor hidden inside the engine cylinder. What we wanted to do was show the original and even start the engine. This was radical thinking, but we both thought it would be worth the fine and imprisonment, and we all would be able to hear sounds no-one would have heard for many years.

Our link to the Library at Wroughton was discreet and private and we soon found that we had agreed to be part of a major showing and talk at the symposium. The fateful day arrived, and we had shipped the AJS inside a crate labelled as "books for delegates" and put the crate on the stage ready for an unveiling at the opportune time. We had been programmed for the second slot, after a research chemist, who had been working on a new fuel called something like phenolhydrobendeside, which apparently would work in a slightly modified internal combustion engine, if only we had such machines to try this fuel. Especially since he had designed it so that the combustion products would only be hydrogen and some oxygen that could be recombined as water. We also found out that there might be some anti-government protest that would take place at the symposium.

On the day, the scientist bemoaned the fact that he could not test his new fuel but felt sure it would work. There were mutterings in the hall about the fact that there were no examples extant which could be used and the massive cost and waste that the public had to put up with at the loss of their personal transport.

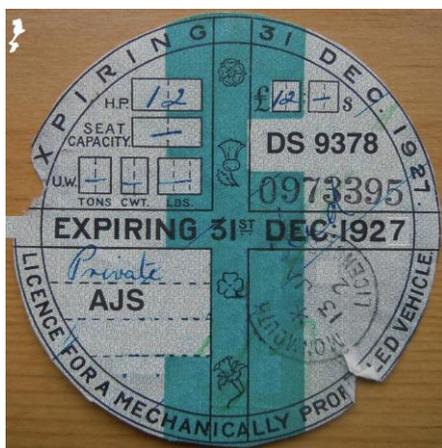
It was now our turn. The Chairperson explained that the 'replica' we had made was in the box and would be revealed, with full dramatic effect at the end of our session. We then used a computerised display of the rebuild of the AJS without showing any of the internals of the engine, or of the alleged fitting of the electric motor.

The images were applauded, including the fake tax disc, when we walked over to the crate. We had already rigged up a rope to the roof to raise the top and sides so that the machine would be fully exposed to the audience and the plan was for me to mount the machine and kick start the motor, which had been suitably primed at the carburettor and all the levers in their set positions. I leapt aboard the machine to great applause, and in one swift movement kicked the AJS into life. I have never heard such loud cheering with the engine making smoke that added to the ambience, and after a very short time it stopped, even though the audience were running toward the stage. Apparently, some had noticed that government agents had crept into the hall and were making their way to the stage. Before they could get close enough to arrest us, members of the audience whisked us away and other people wheeled the AJS to relative safety.

We were caught and imprisoned, which we had expected. However, sufficient numbers led protests to have us released and the full story was revealed.

It now appears that the scientist has been employed to conduct further tests using 'our' AJS to see if the motorised engine could play a part in our motoring future. Rick and I will hopefully be able to return to our families with a blemish on our criminal records. But hey, we have got a 1927 AJS to play with and I will ride it next year in various events in the Western Region.

*Dr Reg Eyre KOB1. U.K*



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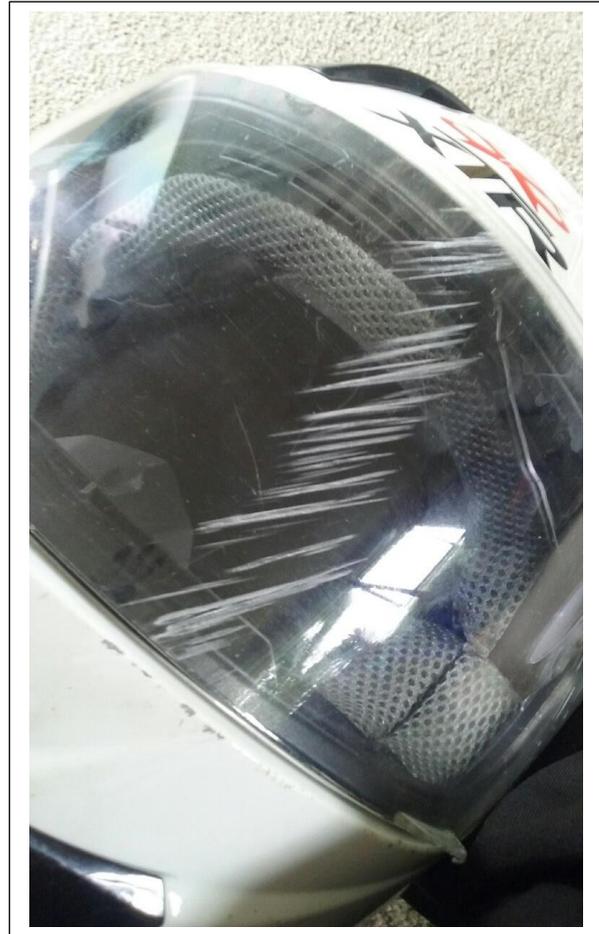
# Wear the Gear

As I dressed up for a short ride today, I put on the Boots, Riding Jacket (ex 1ton supplies) Helmet and Gloves. Then day glow as well. 5Min later, while waiting for traffic at the roundabout, i got punted from behind by a truck which threw me rather heavily to the asphalt. Now I only have a strained Writs and Ankle, which I assume I put out to stop the fall, but the Gloves have the palm torn out and the Helmet visor has major gashes in the front. Had they been Skin on road, I would have been very much worse off.

Now it was only a 10min Ride and it nearly took me longer to get dressed and the AJS started, But as I lay on the road all comfortable in my Kevlar padded jacket and well-padded Helmet. I was so ever grateful I had them on. You can be as careful as you like but someone else can easily hit you. Even on a ride to the local shop. So Always wear the full gear.

Regards

*Brian Perriam*



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# Letters to the Editor

Having been through a similar exercise to Brian Perrium recently I would like to offer a couple of observations.

Like him, I had a problem with being unable to get the main shafts running true. I tried the wedge trick but without heat. I suggest that to make any difference the heat would have to be sufficient to upset the heat treatment of the crank pin and burn the oil in the big end, probably blocking the oil ways and doing the lubrication of the big end no good at all. I was unable to get any improvement. As soon as I removed the wedges, it sprung back to where it wanted to be. On dismantling the assembly, I found the faces of the sleeve which locate the flywheels were 7 thou out of parallel. I fitted a new big end complete, and very easily got everything running within about 2 thou. Previously it was 20 something thou. out.

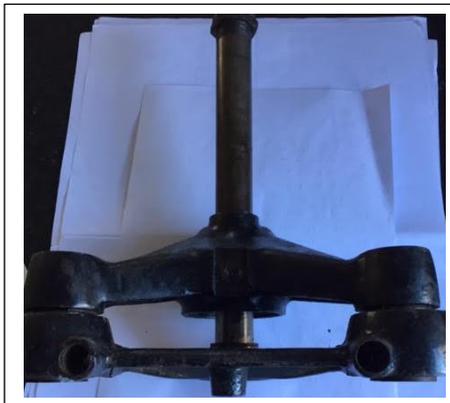
My feeling is that even if a temporary improvement can be affected, by the time those heavy flywheels have gone around a few thousand times everything will go back to where it wants to be.

The other issue is adjusting the counterbalance weight. If the wheel weights were attached to the outside of the flywheels their centre of gravity would be around 5mm outside the diameter of the flywheels. The lightening holes are 10mm deep so the centre of gravity of the material removed is about 5mm inside the diameter of the flywheels. This makes a difference of 10mm which would be very significant in terms of the balancing effect of these weights. Their effect is proportional to their distance from the centre of rotation. Also, the weights hung on the con rod are only acting at the radius of the big end, so this must be fed into the calculations.

Incidentally my new JP piston was 100gm (nearly 4oz) heavier than the original.

*Brian King*

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Linda 0277754644 [zilda552@hotmail.com](mailto:zilda552@hotmail.com)

For Sale Top yoke circa 1955 \$35



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**Friday Nov 1st**  
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