



The New Zealand AJS & Matchless Owners Register Inc.

May 2025



Basking in the Tarawera sunshine this old A.J.S. looks a treat. The bike was taking a breather before the final set of hills en route to Napier during the annual Taupo to Napier Mail Run Event. Do you have an old 'un in your shed? Get it out, fire it up and come join in the fun. It's a great day out and capped off with a sumptuous feast and prize giving, some have even been known to have a wee drink or two as well. You know you want to, we want you too.

UNDAMPED TALES FROM THE NATIONS JAMPOTERS

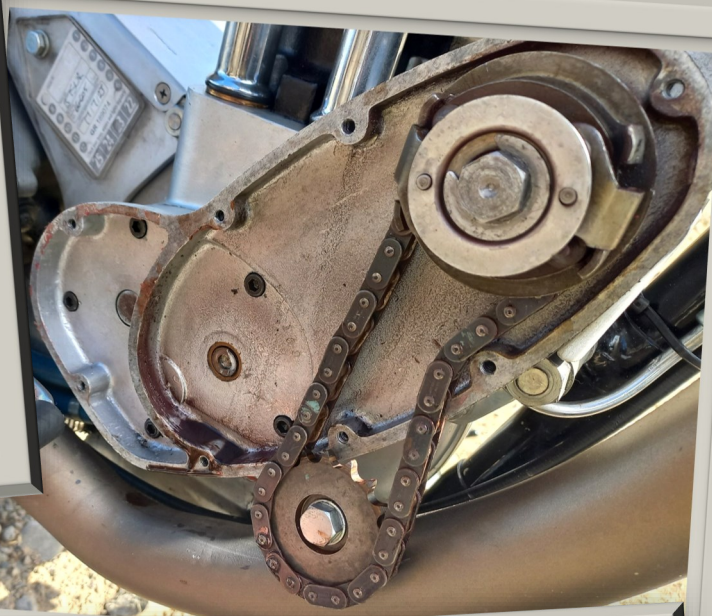
A bi-monthly publication for New Zealand Register members

www.jampot.co.nz

Articles for the July 2025 edition to the Editor by 15th June please



Forgive me Father, for I have sinned,
the camshaft broke and now is binned.



Lunchtime at Anatoki Salmon Farm
during the last Jampot Rally



*The Yellow Crested Halfwit, recently
spotted trying to establish habitats in
Canada and Greenland*



THE PRESIDENTIAL RAVE....

Greetings fellow AMC addicts. The 2026 rally will be in New Plymouth, based at Princes St. Top 10, and the Norton rally at Pukeora Estate, Waipukurau, to follow a week later. Preliminary arrangements being made for both events, more on that as progress is made.

The revised Register constitution was filed with the Incorporated Societies office, and has been accepted with no comments or changes recommended. Once again, thanks to those involved in accomplishing a satisfactory document.

Tales of the shed : A frustratingly uneventful and non-productive time for me since the South Island rallies, bit of a spinal issue restricting movement which is taking time to resolve, so a somewhat sedentary few weeks. The curing, lubricating and anesthetic properties of rum have been recommended. (Purely medicinal !)

Weather has been great for riding until recently, but now with the precipitation upon us, a bit more time to catch up on the servicing and maintenance after the summer riding – don't leave it all until spring ! There are bound to be some great winter days to enjoy also, so keep the bike servicing up to date, it avoids disappointment and let downs at the last minute when the sun chooses to shine and the urge to get the leg over arises. Beware the stale petrol for those bikes which are being laid up for a while, better to be drained than have a gum residue lurking within tank, taps and carbs (voice of experience).

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

PK

2026 JAMPOT RALLY

PLEASE NOTE THE DATES HAVE CHANGED FROM THOSE PREVIOUSLY ADVERTISED. THIS IS DUE TO A LARGE EVENT BEING SCHEDULED FOR NEW PLYMOUTH, TAKING THE ACCOMMODATION HOPED FOR ON THOSE DATES.

PLEASE ALSO BE AWARE FOR THOSE PLANNING TO ATTEND THE NORTON OWNERS RALLY THAT DATE HAS ALSO BEEN CHANGED TO BE ONE WEEK AFTER THE JAMPOT.

JAMPOT 2026 will be held in New Plymouth, commencing pm on **Friday 20th February** and departing am **Sunday 22nd February 2026**

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

They have motel units, cabins, and powered sites available. The rally dates are currently blocked out for us, and they will hold that until mid-November 2025 before accommodation is released to the public. Check the Top 10 out online, but to secure your accommodation it is essential that you phone them direct and say you are with the Jampot Rally, **DO NOT TRY TO BOOK ONLINE.**

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

Entry forms will be out once we have sorted out the rally details

Peter Hutton, Rally Organiser

021575234 email; huttonmountain@gmail.com



THE EDITORIAL SOAPBOX AND SECRETAIRIAL SCRIBBLINGS....

"The only constant in life is change". The ancient Greek Heraclitus of Ephesus mused these words some 400 years before Mary fooled the world into believing she was a pregnant virgin. Leaving Mary's subterfuge alone, the winds of change are well and truly blowing a bit of a gale around the world as I write this. The supposed leader of the free world has set the cat very much amongst the pigeons and one can hardly make out what is going on as the bird shit and feathers are flying about. How such a wealthy and educated country have elected this man to their top job is truly astonishing

Way down in the little corner of the world we are struggling to keep our eye on the ball of world trade, being deflected off course by a domestic basket load of silly issues and single issue agendas that muddy the waters we are trying to navigate. I look at some of the Nordic countries with similar sized populations and much smaller land masses. Somehow even with many differing political parties they have pursued a path to wealth and happiness that is truly envious, why can't we? Maybe it is time for some hard-nosed talking to those who constantly flout the accepted norms of our society as they pedal their narrow views dressed as 'Fairness'.

Those of you who may have a yearning for USA based products would be well advised to race out and purchase what is currently on the showroom floors, as the future for these items may well involve some 'healthy' price hikes I am sure. The world of all manufacturing is truly global. Recently we resurrected a modern Indian Scout that had been dealt a harsh blow by Cyclone Gabriel, we were surprised to find the starter motor it was fitted with was in fact made in India by Lucas. New Zealand's brand of Fisher and Paykel have a large factory in Mexico. The future for their exports to the USA currently looks bleak. Trade tariffs are the handbrake to progress, the world is indeed going to change. The current incumbent of the White House has the DNA of a Middle Eastern Bazaar stall owner. Everything is over the top to start with and then the 'haggle' begins. In the meantime markets go up and down, the haggler's mates make a killing and the lower 60% of the population pay more for things that cost the same to make, but now attract a premium of uncertainty. No wonder I like old motorbikes!

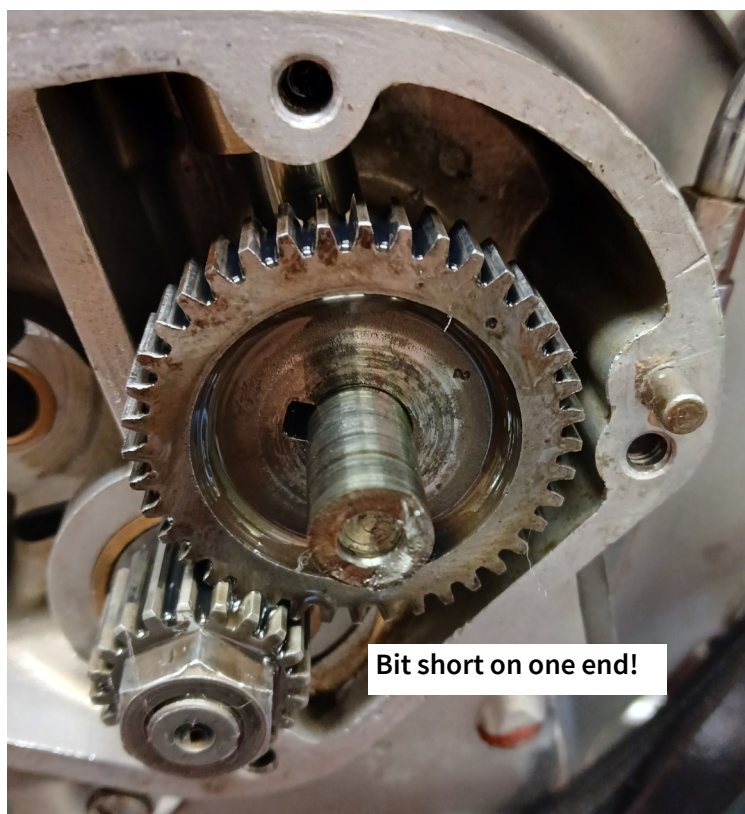
First Saturday in the month is Kickstart and retro ride day at our local Hawke's Bay club and setting off on Plonk was deemed to be the right thing to do. Two kicks and its lusty bark once more shattered the neighborhood peace, off to our meeting place where pre-ride discussions were held about many things, some even had something to do with motorcycling. With a serious admonishment of "Do not fall off", we were away. Again Plonk burst into life on the second kick, things were looking good. The ride was the Patangata Pub Circuit, down Kahuranaki Road and back up Middle Road, a round trip of approx. 90 km. the day was very pleasant, sunshine, but not too hot and it was a joy to be bend-swinging through the twists and turns. The bumps were not so pleasant, vexatious in fact, producing some serious swearing inside my helmet from time to time. Over the long one-way bridge at the Pub and it was up and on to the so called 'Mad Mile' where some have been known to proceed at a somewhat elevated pace. Plonk doesn't do that sort of thing and was happily thudding along at a mere 60 mph, it's British you know! Suddenly there was a loud backfire and loss of 'Go'. The old girl had died, so it seemed. The way it happened I suspected a demise somewhere in the ignition system. Ignition on Plonk is a simple affair, a magneto; a high tension lead; and a spark plug. Something had 'Gone to God' I thought.

As I coasted to a stop in a convenient gateway, (*I was followed by our local club Presidential husband and wife duo*), many thoughts were coursing through my mind as to what may have happened. So after burning my fingers whilst removing the spark plug I coupled it up to the lead and confirmed that there was indeed no spark. I did have a new plug, gapped and ready to go, but that too had no sign of life when tested. Some further serious thought then saw me remove the magneto timing chain cover, when all was revealed, the nose of the exhaust camshaft had completely sheared off with the sprocket just sitting there waiting to be shot of the broken piece of shaft it now firmly held onto. Close examination showed the shaft had been broken for a while and the last third was finally tired of doing all the work and it too had given up. The cams fitted are SH cams and the exhaust one, which drives the magneto, had been drilled and tapped. Rather than having a threaded nose that a nut screws over, my one had a bolt up inside the tapered end to secure the sprocket. The shaft had let go right at the end of the threaded hole, flush where it protrudes from the inner timing chest.



So it was once again the Singer rescue service that delivered me back to my house. Not only did Mark perform this, but he had a cold can of Canada Club in the car to assuage my disaster and quench my thirst. The man is a legend! My thanks also go to Dudley Stace, who kept me company and together we discussed and solved some of the world's more pressing issues as I waited for salvation. Thankyou Dudley, much appreciated.

The queue in the shed has now grown in size as Plonk awaits for the Norton to be hopefully cured of its tendency to deposit a film of oil over all south of the head gasket area, one can never be totally sure about these sorts of things, but hope is a wonderful thing. Once Plonk has been attended to, the Yamaha could do with an oil change in the front forks which is a step too far in technology for me, mostly due to the



requirement to have a bunch of clever tools to strip the things. We are lucky to have a suspension Guru locally so he will be getting a set of fork legs shortly to wave his magic wand over. There is always a project!!

Relieved, after re-fitting the head back on the Norton, not an easy job when things are still in the frame, but finally all was back together and it did run, but only briefly before a rather loud clattering emanated from the rocker box area. Investigation revealed a lash cap had escaped from one of the inlet valve tops. Strange I thought, as I re-installed it. Two kicks later and all seemed well, so it was put one side and Plonk was installed on the lift and dismantled.

I have a set of HT cams for Plonk, which may make it a bit more tractable and not need a fist full of throttle to have any performance, again, we shall see. I will also fit the oversize piston I have, as the riders who end up following my sedate progress, all report a sizable emission of smoke on the overrun. The original piston was refitted when the bike was rebuilt, in spite of it being somewhat second-hand. All else was new

so I guess I should have replaced it then and there, better late than never!

Bloody Hell! The Norton only went about 2 km down the road before it turned into a 300 cc single! Limping home I grabbed the Yamaha and endured much ridicule as I turned up for a classic only ride with our local club, on a very modern machine. Some more detailed peering and prodding in the depths of the rocker cavity revealed that one inlet pushrod was not properly seated and this was why the lash cap had again departed from its proper place. An ignored clue was the different height of the adjusters. I am indeed getting too old and dodderly for this sort of thing. Again the bike started and ran well, so with baited breath I shall see how things behave for a third time! Back to Plonk.

Currently the top end is off and being bored. I'm occupying myself cleaning everything, making new gaskets, annealing the head gasket. And preparing all for the re-assembly. One thing I did notice was the lack of the flat washers above the top pushrod tube seals. (*I wonder who assembled things like that??*) I did not use the supplied two rubber tubes, instead fitting 3 'O' rings. All of these were like Bakelite when I removed them, plus the top ones had started to come up into the rocker cavity, so I have now correctly fitted a flat washer on each tube, above three Silicone 'O' rings I found in my box of "It'll be useful one day" things that every silly old bugger has in his shed, after a lifetime of fiddling around with motorcycles. A very small oil weep was just starting from the previous set up in the head, so I think I have just caught it in time. All is fine in the bottom end, the new gudgeon pin is a nice fit in the small end bush. What can possibly go wrong?

I'm not sure what has happened to our UK correspondent this time round, maybe Clive and Hilary are again escaping the English weather and dodging floods and bushfires in Australia, whatever the reason I'm sure we will see them back with us shortly.

Mike

THE FUEL OF LIFE, OUR CARBON FOOTPRINT

These are two of the most powerful and beautiful molecules in nature. They are practically the molecules of life. It's striking how similar they are in construction, the Chlorophyll built around a Magnesium-Nitrogen frame while the hemoglobin has iron at the center and Nitrogen ions around it with a similar ring structure dictated by the valency of the two metals.

The Chlorophyll is the factor that makes advanced life possible on earth and it does that by extracting carbon dioxide from the atmosphere splitting it into carbon and oxygen using solar power. There is a bit of an alarming science somewhere in that corner which makes elections flash across membranes at superluminal speeds - speed higher than the speed of light - one of the two of such instances in nature. The second is found in nuclear reactors. But enough of that.

The carbon it uses to build carbohydrates which is the basic energy (food) source for humans and animals, the Oxygen it releases into the atmosphere - the greatest and the most critical recycling activity known since animals produce carbon dioxide, a toxic gas resulting from their consumption of carbohydrates.

The manufacturing of carbohydrates (basic food) using cheap things like water, sunlight and carbon dioxide is the great secret of life. Come to think of the economics behind such a wonderful business - making food worth trillions of dollars every second using the cheapest materials possible.

Second to that is the ability of ruminants (animals with four stomachs like cows (bovines) sheep and goat to turn the crudest carbohydrates called cellulose and found in leaves into expensive proteins in the form of meat. This happens with the help of a special corp of bacteria found in their first stomach, the Rumen. Imagine the powerful economics of turning cheap grass to meat! You find the same system in the tiny balls in the root of leguminous crops like groundnut, soy, Centrosome, etc.

Hemoglobin is the molecule that picks up Oxygen from your lungs, take it to all the two trillion cells in your body and then return to the flow station of the heart for a pumping surge before going back to the lungs for another round of oxygenation. The cycle is critical and must be kept going for life without a pause.

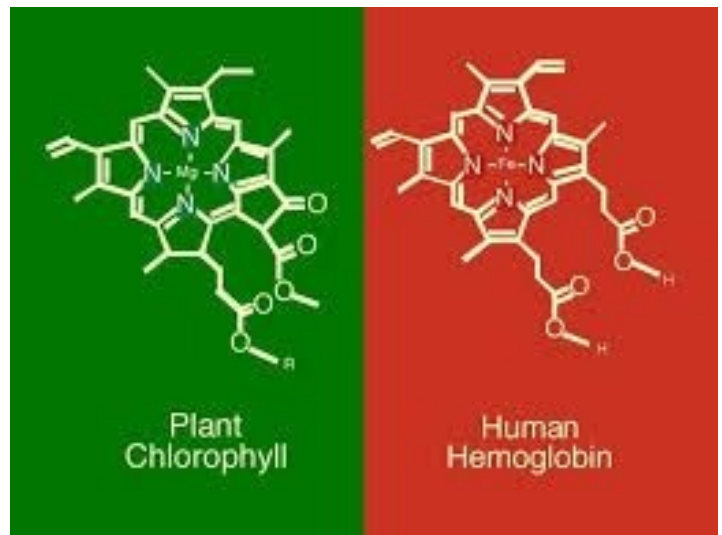
Hemoglobin is built around Iron (Fe) as you can see, while Chlorophyll is built around Magnesium. It's the reason doctors will make sure you're sufficient on iron. No iron, no hemoglobin. No hemoglobin, no ability to supply oxygen to our cells. And what really is Oxygen?

Oxygen is just what kitchen gas is to your family. It's the gas of combustion. Your car uses petrol alright, but without oxygen supplied from the carburetor or the injector which produces the air-fuel mix, your car will not function. In the same way, the body's fuel is the carbohydrates (basic food). Oxygen is used to ignite it and the product is heat, energy and a gas called carbon dioxide. The human body works like a typical car. Without oxygen, the body cannot use food.

And here is why a sickness like malaria is so dangerous - it breaks down the hemoglobin in your blood! Without hemoglobin, oxygen cannot be transported to your body cells. That's why you start feeling all sorts of troubles- dizziness, I coherent though, malaise, joint pains - actually a little death.

Hemoglobin is what gives the blood it's red coloration. If you filter it out, blood becomes light brown in colour. When hemoglobin is coming back from supplying oxygen to the body, it does through the veins which are in the upper part of your skin. This 'spent' blood is darker in color and this could be strange to people unfamiliar with it. I remember as kids, a mate had a light sport injury and we were alarmed to see what looked like black blood coming out. We thought the boy had a terrible sickness! But once that same blood is pumped through the lungs again, it picks up Oxygen and turns bright red and starts to take that oxygen cargo to the body through the arteries which are buried deeper in the skin- this layered design of blood transport has implications for the regulation of body temperature, as you can already imagine.

The beautiful science of the extraordinary and super-expensive miracle called life it only took 4 billion years to get to where we are now. Nice to think about it once in a while



THE CANTERBURY BLEAT...

Greetings all,

Post Jampot Rally things have quietened down a bit with only one excursion undertaken, when a trio of like-minded fellows decided one Tuesday afternoon to have a ride over the Port Hills, it would have been a quartet, but for a breakdown in communications. The objective was to climb Dyer's Pass up to the sign of the Kiwi, take the Summit Road to Gebbe's Pass, then descend to Motukarara and the White Rabbit Café, (formerly known as the Blue Duck and the Black Tulip), where we would partake of refreshments and enjoy idle chatter.

The predicted showers had passed by the time we set out, but there was a still some cloud over the Port Hills. The ride up to the Sign of the Kiwi was uneventful, but as we then proceeded along the summit we encountered the aforementioned cloud and light drizzle which quickly developed into steady rain. The road became very wet and visibility deteriorated, hiding the anticipated views of Lyttelton Harbour and I was beginning to think this was not such a good idea after all. However, we persevered and as we approached Gebbe's Pass the sunshine returned and we enjoyed an easy descent to the White Rabbit Cafe which we discovered was closed on Tuesdays! Not to be disheartened we continued on a few more miles to Tia Tapu where we found The Store Cafe was open and we ordered refreshments.

A recent New Zealand event was the retirement of the original RNZAF C-130 Hercules fleet, with these 3 aircraft making farewell flights over significant locations around country. NZ7001, the first aircraft to be delivered, has been donated to the RNZAF Museum at Wigram and much interest was aroused when it was announced that this aircraft would make its final landing at what remains of the Wigram air base. I did not see this event, but numerous videos on social media show a dramatic low approach over the residential development built on the old airfield, and a pin-point landing on the improvised grass runway alongside the museum buildings. The aircraft was shoe-horned into its temporary hanger and the museum held a 4-day public display before it will be safely stored to await a new permanent exhibition facility. I accompanied Gavin Law and family on the second day of the display, along with half of Christchurch! it being the start of the school holidays. The museum is to be congratulated on organising a wonderful event catering for so many visitors.



We have all heard of Motocross, this is Aerocross!

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

Terry Lewington

THE ECHELON BULLETIN...

Greetings to all.

Apologies for the lack of a bulletin last month, a spanner in the works meant it wasn't possible to get it out to you all.

Our February meeting at Hobsonville Point wharf, organised by Robo was a huge success. In all, around 35 riders on motorcycles of all stripes turned out on a slightly suspect morning to enjoy the company of other riders, look over each other's bikes, have a coffee and something to eat at the market and take in a bit of fresh sea air. Fortunately the threatening rain held off and the sun showed up and everybody had a good time. Robo circulated with a huge dish of chocolate fish to keep our sugar levels up throughout the morning. Inter-marque collaboration is important if we want to keep the classic scene alive, it is clear that many one marque clubs are shrinking, so this type of meeting is becoming more important. Let's try and get more bikes there next time! An AMC machine is our preference, but all other classics or interesting bikes are welcome of course.

Big thanks Robo for organising this. (see coming events for next meet.)



The bikes in attendance were:

AJS/ Matchless – 7, Norton – 6, Triumph – 2, Royal Enfield – 1, Kawasaki – 1, Yamaha – 1, Benelli – 1
BSA – 6, BMW – 1, Suzuki – 1 - and a few I missed.



And who was the owner of these rather un-cared for battery terminals??? (you know who you are)!!

COMING EVENTS:

NORTHLAND MOTORCYCLE RALLY: , Saturday 17th May VCC CLUBROOMS Whangarei.

If you are interested, have a ring around and see if others are intending to go, at this stage I don't know of any plans in place by other members.

HOBSONVILLE POINT WHARF GET TOGETHER: June 15th. Invite your friends.

JAMPOT RALLY 2026 – New Plymouth – 20th February – 22nd February

Chris, Mick and Pedro

THE BORTHWICK PAPERS, A CONTINUING SAGA OF HUMAN LOVE, LUST, DRAMA & MAYHEM

Now where were we?

Ah yes, Gearboxes! Chris came to visit one day, thinking to share a tale or two and perhaps an ale. Little did he know I had plans for him, Nyaha ha haa haa! He had made the mistake of telling me that he had pulled an AMC box apart! So with his help, we proceeded to pull the box apart, given that it was working fine before I stripped it to put new seals in it, plus it should not be jumping out of first.

We pulled it apart, looked at it, scratched our heads put it back together, pulled it apart again, mumbled a few curses, tried this and that then put it together again. We did this four or five times, each time looking at the way things interreacted and moved. We discussed the relative merits of wear and alignment, we talked about the influences the French may have had on British engineering and the long lineage of said engineers.

What we found: The selectors had worn and had at some time been built up with weld and ground back in a non-professional manner. The selector shaft had a slight bend to it and the dogs on second gear had a tiny bit of a burr. Theoretically, none of these things should have created a problem, collectively they all probably did. It was at this point Chris decided Robin was very much indeed missing him, so he departed for calmer and greener pastures.

The next day I replaced all those parts with the worn ones from my spare box. I was now somewhat of an expert at pulling the box apart and putting it back together.....It worked! I'm not sure which part worked, but now it stayed in first gear. This caused much jubilation and an attempt to dance naked around the back lawn was curtailed by she who must be obeyed.

Well, that was a short story! You mean there are no more calamities? Life has gone back to normal? NO,NO, NO!

While the CSR was off the road I decided to take the 18s out for a ride. I did all the practical things: checked the oil, put fuel in, checked the tyres and a few nuts and bolts, etc. The last time I rode the old girl [the bike damn you!] the clutch was dragging a little. The thread on the adjuster is a bit stripped so I had glued it in with thread lock. It was a little hard to undo but with a little coaxing and a bit of blue @#\$% I got it free and started to adjust the clutch. Time to test, Fire the old girl up grab a handful of clutch and BANG! Looks like the cable broke.....but hang on I can't pull the cable out of the box so the nipple must still be there, bugger it. As soon as I have the Triumph engine fixed and back in, I'm going to pull the old girl apart to check the big end [*sounds like another tale of woe coming up*] so I'm going to leave that bloody gearbox alone for now and she can just damn well sit in a corner of the shed and think about her performances of late.

I finally got some paint on the Model 31 tank Chris had lent me. It had a lot of bog {*a lot!*} and four more holes than it should have, so I welded, filled and faired them, then threw some black paint at it, It's not super flash but you know what they say about sows ears and silk purses. The Triumph tank also needs some paint as well as the CSR tank. (*I feel an even further story is awaiting us. Ed*) . As my spray guns have sat for thirty-odd years with dry seal etc. I bought a new spray gun, two tanks were under-coated then top-coated, But when it came time to spray clear on the Triumph tank the gun started pulsing. Like the CSR gearbox I have pulled that gun apart, cleaned it, I put it back together four to five times and it is still pulsing and instead of sucking paint out of the gravity tank it blows air into it { *REFUND* } .

Had a great ride up to Port Albert for Fish and Chips the other day, There are Heaps of road-works on Highway 16 but what a fantastic day for a bike ride...Lousy day for Farmers and those of us on Tank water, but there is Joy out there for some of us.

We, the GOM....[Grumpy Old Men of South Head] plan to ride somewhere most Fridays while the weather holds, we welcome any riders on any marque, so don't sit around with your fingers in your Jockeys - get out and Ride!

Pedro.

SOME QUOTABLE QUOTES FOR QUOTING

SOME OF THE WONDERFUL CONTRADICTIONS IN THE ENGLISH LANGUAGE

Found missing

Seriously funny

Pretty ugly

Small crowd

Clearly misunderstood

Tragic comedy

Fully empty

Liquid gas

Original copies

WHAT IS THE DIFFERENCE BETWEEN A KLEPTOMANIAC AND A LITERALIST?

A literalist takes things literally

A kleptomaniac takes things literally

*The adjective for metal is metallic,
but not so for iron which is ironic.*

AN ANCIENT TURKISH PROVERB

*When a clown enters a palace he does not become a King, instead
the palace becomes a circus*

EINSTEIN'S EXPLANATION OF RELATIVITY

*Sit with a pretty girl for two hours and it feels like
two minutes*

*Sit on a hot stove for two minutes and it feels like
two hours*

That's relativity

JAMPOTTING TO OUR SOUTHERN ISLE

Auckland may well be the largest city in our country but only two of us dedicated AMC devotees were able to attend this year's Jampot – myself and Michael Watts. Our first problem was how to get there; my B50 wasn't fast enough for motorway travel, and neither of us could carry any more than a backpack on the bikes we were taking. Since there were only the two of us going, there was no van or Ute to dump our bags into. Mike's G3 also wasn't going to be breaking any speed records. In the end Neil Rennie came to the rescue with the loan of his fantastic trailer.

We followed the same route and itinerary as last year's trip as far as Wellington, with a stop at the Top10 in Ohakune on Wednesday night, and the Bucket Tree Lodge in Johnsonville on Thursday night. As usual the old bikes on the trailer resulted in new friends - this time a very friendly and knowledgeable Dutchman in the next door unit, who turned out to be a professional mechanic with an AJS in his collection, as well as numerous other brands, American plus Italian machines.

After a fairly leisurely start from Ohakune, we stopped at Viv's kitchen in Sanson. A new shop has opened next to Viv's kitchen, selling Americana, and I was very tempted to buy a MAGA hat, but settled for a pair of stars and stripes sunglasses- slightly less provocative. (*Not too sure about that given the current Geopolitical scene! Ed.*)

Friday morning was interesting - Mike's 6V lighting was barely visible, so we had a rather hair-raising trip from Johnsonville to the Ferry Terminal, with me following Mike at 35 MPH, with numerous trucks trying to run us off the road in the dark! On to the Bluebridge Ferry. We had picked the early sailing to allow adequate time for the ride to Motueka. There weren't any other old bikes in the boarding queue, but the Harley crowd were friendly, so the wait passed quickly. The ride to Motueka via Queen Charlotte Sound & Havelock took us the best part of 6 hours, due to a combination of slow speed, and frequent stops for petrol, spark plugs, food and photo stops.

The Top10 at Motueka was a good venue, but for some strange reason, the communal kitchen had no cutlery or crockery, so I acquired a new camping cup from the New World just down the road. As usual, I found myself in the adjacent unit to the party animals, so we were entertained by their carousing outside our unit until the small hours on Friday and Saturday night. I was one of the early risers on Saturday and was astounded to see Murray up and about at the crack of dawn after the previous nights revelries. Does anyone know why all the Top10 sites have canned music in the shower block all night? Is it to deter the guests from taking up residence in the loos?

Saturday morning, after breakfast and a very efficient and businesslike AGM, we set off for the ride to Anatoki Salmon farm for lunch. As always, the ride over Takaka Hill was sublime, with perfect riding conditions. Similarly, the lunch was great. Next stop was a shed visit. This is where the fun started. I stopped for petrol in Takaka, and after filling up, I could not find my wallet. The wonderful lady at the petrol station said no worry, I could retrace my steps to look for it, and she trusted me to come back when I had found it. I dashed back to the Salmon farm, but no sign of it there. Back to rejoin the party at the museum, but no-one else had seen it there either. Murray very kindly offered to lend me some cash, and then suggested a final pocket check, when I promptly found the wallet in the inner pocket of my shorts, where I had put it when I took the riding gear off at the Salmon farm. Oh Well!!! Sadly, this meant that I didn't get much time to admire the wonderful collection in the museum, other than one or two items such as the 20mm AA gun and numerous other antique weapons which would come in handy when the Zombie Apocalypse comes, but I did enjoy the ride back to Motueka a lot more than I thought I was going to, with a stop at the top to take in the view of Golden Bay in the perfect afternoon weather. On both the outward leg and the return, the pack got strung out as the faster bikes separated from the slower ones, but only one breakdown (Mindy) occurred, and she was collected by the backup vehicle.

Greta, my B50, performed flawlessly throughout, and was a joy to ride on the all the way from Picton, and up and down Takaka hill. I had arranged with Murray to PX Greta for a 1974 Bonneville, as I was looking for something a bit more suitable for longer rides, so we got down to business and the deal was agreed, so Greta ended up in Murray's van, whilst I became the 17th owner of the T140V. It got me back to Picton and beyond to the Bucket Tree Lodge, where we picked up the trailer, which had been left chained to the tree, and drove on to Waikanae for the night, prior to a final leg back to Auckland the following day, including a stop at one of the rail bridges to chat with a group of guys on modern bikes, and stretch the legs, plus a lunch stop in Tauramanui. We turned up just as they were closing, and got the last 2 items in their cabinet.

All in all, this rally was as much fun as any; we had perfect weather for almost the entire trip, very few traffic delays. Mike was great company on the car sections of the journey, and on the ride from Picton to Motueka. Although much of the riding was on roads we have done before, it's not so familiar that I have become jaded about it. Next year's rally is going to be in New Plymouth, so hopefully, we should be able to get a bigger party up for it.

Maurice Lubbock

MINUTES OF THE 2025 AGM
AGM of NZ AJS and Matchless Owners Register
Incorporated
Top 10 Holiday Park, 10 Fearon St, Motueka
0900 hrs, Saturday March 1st, 2025

The meeting was declared open at 9.10 am

WELCOME FROM THE PRESIDENT –

Welcome all and thank you for making the effort and attending this 2025 Rally and AGM. Special thanks to the rally organising team led by Murray and Grant. Thanks to all of the north islanders for making the effort to cross the ditch and those from the deep south – we all enjoy the southern hospitality and roads. I would like to recognize the ongoing commitment by a number of members for their many years of service for the good health of the club. A challenge for the future of the Register is to encouraging new/ younger members. To help foster interest, the social aspect is key to a healthy group involving local group gatherings/ rides, use of the facebook page and Website for posting notice of events – future and past and sharing personal stories remains key due to us being scattered in the four corners of the country.

Minute OF SILENCE in remembrance of past members -

APOLOGIES –

Jim and Sandra Thorne; Don Thomson; Bruce Fayen; Neil Manchester; ‘Lofty’; Buster West-Hill; Chris Le Grice; Bryan King ‘Pedro’; Peter Simpson; Gordon Alexander.

NUMBER OF MEMBERS PRESENT – 30 members were present.

MINUTES OF THE LAST AGM - The 2024 AGM minutes were circulated electronically and in hard-copy for some. These were taken as read.

A motion to accept the minutes of the 2024 AGM was moved by Willie Wood

Secunder. George Whiting

Carried.

MATTERS ARISING FROM 2024 MINUTES – no matter were arising from the above minutes

PRESIDENTS Annual Report - This has been Circulated electronically and in February’s magazine, this was taken as read..

President Peter Kingsnorth read his report to the meeting and moved that it be accepted.

Secunder. Pierre Woolridge

Carried.

FINANCIAL REPORT –copies were available for members to peruse and Pierre presented this to the meeting.

Motion that Treasurers report be accepted was moved by Pierre,

Secunder. Chris Lynch

Carried

The Treasurers report is attached to these minutes as an addendum.

SUBSCRIPTIONS FOR 24/25 – As per Treasurers report – no reason was seen to make any change.

Treasurer, Pierre moved that subs stay as they are.

Secundered, Trevor Payntz

Carried

Considerable discussion was held as to what the Register should do with its money, the following were points raised:-

- \$2000.00 toward Rally prizes
- Free membership for current members
- Donate the 'wind-up balance to a charity or fellow club
- Free admin fees
- Donate to a sister club
- Free rally entry
- Free rally meals

The committee was tasked with deciding an outcome within 6 months and reporting back to membership.

Moved Peter Kingsnorth

Seconded Mike Robertshawe

Carried

SECRETARY'S REPORT

The secretary reported that the register has received acknowledgement from the Incorporated Societies that both Pierre and self are officers of the Register.

Several committee meetings have been held over the previous 12 months and minutes of these meetings have been circulated and approved by the committee

MEMBERSHIP SECRETARY'S REPORT

This had been circulated to all members prior to the AGM and was taken as read

Motion to accept Mike Robertshawe

Seconded Niven Quantal

Carried

ELECTION OF OFFICERS : (note:- all positions were contestable)

President – P Kingsnorth is prepared to continue Last of 3 years	Accepted
Secretary / Editor - Mike Robertshawe - prepared to continue, last of three years.	Accepted
Treasurer - Pierre Woolridge - prepared to continue	Accepted
Membership secretary – Murray McLean Prepared to continue.	Accepted
Regalia – Peter Simpson – Prepared to continue	Accepted
Historian – Gordon Alexander - Prepared to continue	Accepted
Editor –Mike Robertshawe.....	Accepted.

(Will retire at the 2027 AGM if still alive!)

GENERAL BUSINESS:

1 2026 Rally location and organizer

New Plymouth Top 10 Motor Camp, Peter Hutton, 27Feb – 1 March 2026

2 UPDATED CONSTITUTION

The register needed to up date its rules and constitution to comply with the new Incorporated Societies Act before April 1 2026. A sub-committee has worked on a revised / updated document. A final draft has been presented and circulated electronically and by hard copy to all Register members. The register needed to accept the revision and to vote to remain a member of the Incorporated societies. To this effect:- An introductory note prepared by Gordon Alexander (has been circulated electronically and hard copy by post)

The motion to accept the new constitution was moved by Peter Kingsnorth

Seconded by Murray McLean

Carried

The updated constitution will be lodged with IS and will be available on the Register's website.

Motion – That the Register remain an Incorporated Society,

Moved Peter Kingsnorth

Seconded Maurice Lubbock,

Carried inc. 4 proxy votes.

- 3 The Register's Banking provider being reviewed due to ongoing issues with Westpac. Committee to resolve.

There being no further business The meeting closed at 10.18 am.

M.B. Robertshawe

Secretary 01 March 2025

Treasure's Report Year ended December 2024

As of December 31 2024, the Register has:

1. Twelve thousand, five hundred dollars on fixed term deposit,

2. Nineteen thousand dollars in the working account and

Four thousand five hundred dollars in the jampot rally account.

A total of around \$39,000. Last year's rally, when all income and expenditure was totalled up made a small loss of \$237. Overall we there was a surplus of just over \$4,200.

Clearly, the Register is in a healthy position financially.

Sitting on our books was \$4,352 of regalia. Last year, sales were \$539 out of \$4k worth of stock. A considerable sum of money tied up for a small return. Following a review of the situation, and based on advice of the Regalia Man (Peter Simpson), it was decided to write down the value of stock to \$2,856 (a \$1,463 write off).

As required by our constitution, our accounts have been Reviewed and we have passed with a clean bill of health.

Due to our financial position I propose that the Membership Fees stay the same for the coming year.

Regards

Pierre Woolridge



Treasurer

2024 AJSMOR
annual accounts.pdf

Double left click on the Accounts to view them.

East Cape Tour 2025

12 riders from the Wellington Branch of the VCC Motorcycle section took off on our annual long tour in late March. I have done all 20 tours to date on my Matchless G80S, but this year I had wanted to take a recently acquired 1975 BMW R75/6, but as I had not finished a couple of repairs and upgrades, it was back onto the G80S again. Of the 12 bikes on the trip, most were 1970s Hondas, along with one Triumph Trident, one BSA Golden Flash, one 1974 BSA SS 500, and a modern 2024 BSA Gold Star. Fortunately it turned out that all the more modern bikes were able to keep up with the G80S!. It is a sign of the times, but over the years, the type of bike rides on our "mobile museum tours", has moved from bikes of an earlier vintage to a more modern vintage of '70s to '80s bikes. The Matchless was the oldest bike on the tour.

This year was the North Island for our annual tour as we alternate with the South Island. This time, we had a nine day trip around East Cape from Wellington and return. However, this was an attempt to reprise the 2023 North Island tour that was meant to go round East Cape, but was heavily altered because of Cyclone Gabrielle that year. Aaron again organised the tour, a task he thoroughly enjoys. As always, we have a backup van to carry our bags and any dead bikes.

Leaving the Hutt Valley, the first stop was to call into the VCC swap meet in Levin for an hour or two then continue the ride up SH57 to Ashurst for lunch. The afternoon run up to Taihape via Pohangina, saw the first casualty as one of the Honda 750 fours developed an electrical fault requiring a ride in the backup van. Repairs to the Honda were successful.

The weather for days 1 to 5 was fine except for a few showers on the first day leaving Levin. We traveled to Napier on day two, visiting the Faraday museum in the afternoon. Gisborne was day three then day four to Te Araroa. Day five was to Te Araroa to the Awakeri hot springs. More of the 750 Hondas gave trouble in their electrical works so they spluttered their way onwards with their riders defiantly not wanting a ride in the backup van. Day 6 saw us leave the Awakeri Hot Springs camp heading through the Waioeka Gorge in fine weather. On the way the clouds gathered and by Gisborne it was thundering down in biblical proportions. A couple of bikes stopped because of wet magnetos or electrics. A sunny day the next day allowed for drying out bikes, people and gear while we visited local attractions including the East Coast Museum of Technology. Somewhere on there way the G80S speedo stopped working when the cable departed from the speedo and the inner cable wound itself out to fall on the road never to be seen again.

Day 8 saw us riding the Tiniroro road to Hastings and home on Day 9 via Havelock, Waipukurau and Dannevirke. The final stop was in Carterton before the Rimutaka Hill Rd for lunch. On emerging and trying to start the G80S the throttle cable broke. No problem as I carried a spare and I was quickly on my way home.

In all, over 1100 miles (1750 km) was covered in the nine days mostly good fine weather. Road repairs were common particularly on the East Cape with the damage done from Cyclone Gabrielle.

Peter Simpson



Leaving Gisborne

MEMBERSHIP MAN MUTTERINGS....

Hi Members

Thanks to the members who responded promptly to your invoice for membership- I have emailed a receipt to all that have paid. As at 20 April we still have 50 unfinancial members who should have received invoices. If unsure please contact me to confirm status (email is probably the best). All our overseas members are financial. I have received 5 resignations to date.

This will be you last newsletter and you will deemed to have resigned if payment not made.

Yesterday I sold my 49 G80CS scrambler (Ex Ken Woller) to my neighbour so I am going to dig out Lou's 56 AJS 18CS and fit a long-stroke 500 engine I have been amassing parts for after the short-stroke engine cried enough and retired. The suspension and brakes will make it a far more comfortable track bike for my aging body .

Welcome to our new members and we look forward to reading about your AMC journeys, warts and all ,so don't be shy.

In mid may the FOMC are having their 30th AGM in Christchurch which I am attending on behalf of the Nelson Classic and Vintage Motorcycle club along with Gordon Alexander who will represent the AJS & Matchless owners register. Hopefully the submissions from you all will have been fruitful and the 6 Month WOF's will become 12 month for all 40+ year old cars and Motorcycles.

Bye for now



Murray McLean

We welcome new members Andre Marlow from Paraparaumu, Jonathan Bell from Pohangina and Rick Willmore from Marokopa to our folds. Write a story, send a photo of your bike, ask for help, we mind not, it is your magazine and we would love to hear your stories.

THE HIGHLY ALERT SECURITY MANAGER AND LADY MAYORESS OF ONEKAKA, WHO IS FITTINGLY
FITTED WITH A BURMAN GEARBOX



AREA REPRESENTATIVES

NORTH ISLAND

Northland Martin Salter
132 Abbey Caves Road, RD5
Whangarei, 0175
Ph. 021 224 2012

Auckland, North Mick Warmington,
9 Lester Street,
Hobsonville Point,
Auckland, 0618
Ph. 021 2288742

Auckland, South Michael (Killer) Watts,
5 Mack Place,
Papakura
Auckland,
Ph. 021 206 0519
09 299 7437

Waikato, Vacant

Bay of Plenty/Gisborne
Ray Knowles,
55 Smiths Road,
Tauranga, 3110.
Ph. 07 576 9332

Hawke's Bay Vacant

Taranaki Willie Wood,
1 Beach Road,
Omata, RD4,
New Plymouth, 4374
Ph. 06 751 2288

Whanganui Vacant

Manawatu Derek Porter,
2 Bruce Place, Highbury,
Palmerston North, 4412.
Ph. 06 355 8506
E. lindel@xtra.co.nz

Wellington Graeme Reilly,
31 Thomas Street,
Stokes Valley,
Lower Hutt, 5019.
Ph. 04 563 9276,
mob. 021 029 76353
E. g.reilly@xtra.co.nz

SOUTH ISLAND

Tasman/Nelson George Whiting,
9 Dodsons Road,
Takaka, 7110.
Ph. 03 525 9861

Marlborough: John Welch
92 Waikawa Rd,
Picton 7220
P: 03 573 7901
E: hadleigh@johnandclaire.co.nz

West Coast: Vacant

Canterbury: Brent Sheridan
21 Cherrywood Place
Christchurch 8051
P: 03 354 6213
M: 027 445 5325
E: bhs Sheridan@clear.net.nz

Otago: Bruce Watt
22 Dove Place,
Holmes Hill,
Oamaru.
Ph: 03 434 5306

Southland Vacant

YOUR COMMITTEE

EXECUTIVE MEMBERS

PRESIDENT: Peter Kingsnorth
Ph: 027 455 2025
E. ps.kingsnorth@xtra.co.nz

SECRETARY: Mike Robertshawe,
54 A Auckland Rd.,
Greenmeadows,
Napier, 4112.
Ph. 021 152 2324
E. editor@jampot.co.nz

TREASURER: Pierre Woolridge
Ph: 04 383 8086
M: 027 460 3902
E: pierre@woolridge.nz

MEMBERSHIP SECRETARY:
Murray Mclean
39 Onekaka Ironworks Rd. RD 2,
Takaka 7182
Ph: 03 525 7024 M: 027 546 7637
E: matchlessnz@icloud.com

MAGAZINE EDITOR

Mike Robertshawe,
54 A Auckland Road,
Greenmeadows,
Napier, 4112.
Ph. 021 152 2324
E. editor@jampot.co.nz

WEBMASTER: Pierre Woolridge
Ph: 04 383 8086
M: 027 460 3902
E: pierre@woolridge.nz

FACEBOOK PAGE EDITOR:
Peter Borthwick
30 James McLeod Road,
Shelly Beach,
Auckland 0874
Ph: 027 457 9112
E: pedroukulele@gmail.com

REGALIA & PROMOTIONS:

Peter Simpson.
290 Normandale Road.
Lower Hutt 5010
Ph: 027 474 8220
E: psimpsonnz@gmail.com

How to find us on Facebook ...

1. Log in to 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

INTERNATIONAL

United Kingdom: Clive Turner
clivo2007@hotmail.co.uk

Australia: Bruce King
19 Moorbell Street,
Tarragindi, Queensland,
AUSTRALIA
P: 00 61 7 38478698
E: jbruceandwendy@bigpond.com

USA: Kevin Archer
3008 Colvard Park I/Vay,
Charlotte. NC 28269
USA
P: 0017045481155

European: Juergen Zollner
Lindenstr. 42, 9112
Schwabach,
GERMANY
P: 00 49 9122 932772
E: juergen.zollner@gmx.de

Historian / South Island Contact for
Overseas visitors

Gordon Alexander
Whites Road,
Ohoka, Christchurch.
Ph 03 3126458
Email gordsue@xtra.co.nz

North Island Contact for Overseas
visitors

Marty & Chris Hewlett,
Killen Road,
Katikati
Ph. 07 549 0933
E. amccompys@gmail.com

Disclaimer:-Opinions expressed in this newsletter are not necessarily those of the Editor or the NZ AJS & M O R Inc. committee. This newsletter is produced by the Register members for the Register members. No part of this newsletter may be reproduced or published in any form without the permission of the Editor. Articles are, from time to time, sourced from magazines and from other classic/vintage clubs in New Zealand and around the world, we have permission on file to reproduce these but ask that you do not, without first checking with the original Editor.

REGISTER REGALIA



Matchless & Ads caps. \$20 each plus p&p
Machine Badge \$35 plus p&p



Machine Badge \$35 plus p&p



Lapel Badge \$10 plus p&p



Cloth patch. \$9. Plus p&p

CLUB REGALIA

These items are offered to members at the displayed prices.
Contact Regalia Officer Peter Simpson to order.
psimpsonnz@gmail.com Ph.0274 748 220

Murray McLean

Specializing in AJS & Matchless singles

Post war, 1946—1960's

New and used parts, frames, Tanks, Engines and parts Gearbox parts, CP & B52. magnetos, wheels, clutch parts, tinware, jampot and Candlestick suspension parts. Some 500—600 twin parts.

Parts enquiries Murray McLean,

39 Onekaka Ironworks Road, RD2 Takaka, 7182

Ph 03 525 7024 027 5467 637 matchlessnz@icloud.com

Brit Bikes & Engineering

New and used spares for

Triumph, Norton, BSA, AJS Matchless

Lucas, Amal, Hepolite, Pazon, electronic Ignition Restorations

Rebuilds servicing British bikes only

Email:- britbikesandengineering@xtra.co.nz

31 Pakeha Street,

Matata,

Whakatane

Ph. 07 322 2694 or 027 828 285

www.britbikesandengineering.com

Eskview Services Ltd.

Matchless & AJS Twins

Steel billet crankshafts made to order, also Triumph, BSA, Norton Moto Guzzi twins.

Race or Road

Contact Graham Martin at Eskview Services Ltd

Napier, Hawke's Bay

Ph. 027 906 8850

grahamsue@xtra.co.nz



An AJS M12, Recently stolen from Grey Lynn, keep your eyes and ears open, and lock up your bikes well.



It's a form of magnetism, Old Bikes, Old Pubs, Old Guys and Pretty Women!

THE 2013 RALLY AT RISSINGTON, HOW MANY FACES WILL COME TO NEW PLYMOUTH IN 2026?

