



# **The New Zealand AJS & Matchless Owners Register Inc.**

**January 2026**

Congratulations to Andy and Brenton for winning prizes at the recent Auckland show.



Andy got a first place for his 1955 Matchless G80 in the post war category and Brenton a third place for his beautiful 1926 350 Big Port AJS in the vintage class. Both well-deserved and not easy to achieve given the competition at the show. We exhibited 9 bikes and won two prizes – I reckon that is pretty good. Can we better that next year?

## **UNDAMPED TALES FROM THE NATIONS JAMPOTERS**

**A bi-monthly publication for New Zealand Register members**

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

**Articles for the March 2026 edition to the Editor by 20th February please**



WE ARE NOT ALONE WHEN WE ARE A SINGLE!!



A brace of fine bikes enjoying a fine late Spring day at our Hawke's Bay Classic Club rooms, both loosely based on the original idea from the Collier Brothers. Shown in the background is Bruce Gardiner's very trick 3GL. The home grown cylinder has expanded things a little, a twin plug head obviously requires a twin drum front brake to retard the extra 'Oomph' produced! The bike goes very well indeed. 'Plonk' is just 'Plonk', some bits are nearly original, most of the rest is not. It has now become a 'Cult figure' at our club, as crowds gather to see if your Editor, who is smiling, (*may be due to wind*) at the many who are taking bets as to how many kicks are needed to once more produce its lusty bark and carry its, sometime, exhausted rider homeward.



*From the other side of the G80 world we live in*

This is my G80s. We live in a little village in South west Suffolk. I spend my time wondering what will go wrong after I have fixed my latest problem. For instance: I check the primary chain only the drop the nut into the chain case! So, I take the cover off the chain case and discover the shock absorber spring has allowed the shock absorber to jam open! So I buy a new spring and whilst I am about it a new rubber seal for the chain case. Put it back together- perfect! So, I then sit on the bike and a rear shock sticks! So, I rebuild two rear shocks... What's next?

Well, I kick it over and the kick start sticks half way back! Is it me?

*Tin Snail*



## THE PRESIDENTIAL RAVE....

Greetings one and all, and best wishes to you all, and your families for the festive season and the year ahead.

Our rally is looming, and of course, so is the AGM. There are two roles which will be due for new blood as the three year terms will be up. Namely :- Mike Robertshawe who has done an outstanding job for the last three years as Secretary and Editor combined. These are two separate roles, Mike has very kindly offered to remain as Editor, so for any interested parties who wish to put their hand up the role of Secretary - Feel free to sound Mike out regarding the input required. Mike has managed these combined roles with aplomb, so half of the workload will not be daunting. The Presidents role is also due for fresh blood, so the search is on for my successor, we have one hand up to date. Without people in these roles, the club cannot exist. My three years has gone by very quickly and having great support in the form of the friendly, supportive committee members. The role descriptions are posted on the Register's site on the interwotsit. All roles are contestable.



The AGM – details of this are advised in this newsletter. If anyone wishes to place any remits, submissions or nominations to be included in the agenda, please advise asap (21 days prior to the AGM) in writing to the Secretary. This will enable things to be concise and reduce time taken within the AGM, thus avoiding lengthy convoluted discussions.

Our rally preparations are well underway and progressing well for the 2026 Jampot in New Plymouth, the entry form has been forwarded electronically and by hard copy. Hope you can make it, especially those from the mainland considering the ferry shortage.....early booking may well be prudent, also for the Mainlanders crossing the ditch, a \$50 discount is offered for those attending this, and future rallies north or south. This is an item the committee was charged with at the last AGM, “to Reduce accumulated reserves”. Your early booking for the rally would be greatly appreciated by the organisers. Also please note, accommodation at the Top 10 camp where the rally will be based is now open to the public as of the 15<sup>th</sup> of December. There are 12 bookings to date. Apologies for a couple of glitches with the rally entry form, you can sack the president. Bank is TSB, 15-3943-0046104-81.

Tales of the shed : A bit light on shed activities of late, these having been sidelined to perform other domestic chores and maintenance. The G85 valve train issues are slowly being resolved, the conversion to coil springs is in progress – machined up spring retainers and collets, these are a nice snug fit to the valve stem rather than the purchased items which were .0035” oversize in the bore, these now lock up with minimal pressure. Next step is to confirm the spring installation height and load final adjustment, once back from Heat treatment. Cleaning out the petrol tanks of stale petrol residue and rust has/ is a slow process short of cutting the bottoms out, or the use of aggressive chemicals. Treating with white vinegar and flushing out every couple of days is producing results, one tank for the '64 G80 came up well and has since had a POR15 liner system applied. The '59 18cs sat a while longer.....the fine gauze on the fuel taps inside the tank had been getting dissolved, one brass and other nylon, who knows what is in the modern fuels, but it can't be good for those who syphon! Message to self – Must use bikes more often, drain fuel if parked up, or sell them ! These two will be offered for sale, along with several other projects, as reality is fast coming home like a hungry pigeon, with me not doing them justice, having them locked away, so much to do and so little time. I made a trip to Collier Motor Engineers in Levin to have some cylinder head work done for one of the 500 CS motors, great job done and in a short timeframe, thoroughly recommend their services.

The New Plymouth classic club bike show late November with some 140 bikes was a great success and well patronised by the public, many a reunion and tall tales told. The AJS&MOR with Norton club banners were both put to good use.

The weather gods have been kind to us of late, time to clock up a few glorious miles in good weather. However, one needs to watch for the sticky black stuff which lurks around corners for the unsuspecting motorcyclist. Not all tar mixtures are equal in composition – beware the bleeding tar.

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

**PK**

## THE EDITORIAL SOAPBOX AND SECRETAIRIAL SCRIBBLINGS....

It has finally dawned on me that the so called 'Idiot lights' scattered over the dash of cars and incorporated into the display that modern bikes are equipped with are not a superfluous add-on that modern wokeism demands, instead they are there for old idiots such as your Editor.

Let's go back in time a little when 'Plonk' was being assembled. A basic bike. No add on frilly bits. A frame, a couple of wheels, a motor and gearbox. Something to hold the required fluids and a perch to seat one self upon. What more can a man need to venture forth on the roads of today? Quite a lot actually is the answer. The reality of today is that a whole bunch of rules and regulations have come between the simple pleasure of riding a bike and not being a 'Dastardly law breaker'. It seems that the many bureaucrats that we have in today's world wish to monitor Plonks very existence. They demand we pay money to fund their need to know that Plonk is still using the highways and byways, if per chance this fact has been removed, then we need to pay a lot of money to once more become part of their world. This was the case with Plonk. Plonk had been removed, consigned to the great landfill in the sky, 'They' decided Plonk no longer existed. The reality was that Plonk did exist and when it became time to once more show the open road to its eager beating heart someone from "The Team" demanded that a large amount of trouble and an even larger amount of money be expended to allow this to happen. "Tosh" said Plonk, together with Plonk's new owner, in concert, "You people threw the records away, you people can go and get them back". That didn't work, so Plonk and rider are now reduced to "Dastardly law breakers" skulking around the back blocks and trying very hard not to be noticed. Not being noticed is where this latest episode comes to the fore.

Motorcycles of a certain vintage do not need to ride with lights illuminated, they don't need indicators, they are allowed to exist as they were made all those years ago, but the average 'Rozzer' today doesn't know what age ones bike is, so if they have little to do they can stop you and waste some of your time as they enquire as to why are your lights not showing, or you didn't indicate and "by the way are you smoking something illegal"? In an effort to be as un-noticed as possible I have fitted indicators to Plonk, I have fitted front and rear stop light switches, I have fitted lights that glow in the day, in short I have made Plonk as compliant as it is possible to make a 1950's bike with today's 2025 standards. It would sail through a WoF check. I didn't however fit 'Idiot' lights to advise me of all of these clever modern functions. I now realise that I need these idiot lights because I am obviously an idiot and forget that I turned right 2 km down the road, and was so proud of this fact that I left the indicator flashing for all to see.

To 'comply' saw me venture into the world of basic electronics. The operative word is 'Basic' Plonk has no generating capacity, so everything lighting is LED. LED stuff mostly likes negative earth and so Plonk can never attend a 'Positive Earth' rally. Setting off on my journey into the world of LED warning lights I went to our local Jacar man and came away with a selection of different coloured LEDs, some very small resistors and a funny board with copper strips and holes. I then set off on a journey of self discovery. Self discovery in so far as I can't see as well as I would like, so when I come to soldering very small electronic components onto a "funny board with copper strips and holes", I am now somewhat hopeless. In short order I discovered I was very good at producing a thing known as a "dry joint", it looks soldered, it nearly works some of the time, but ultimately is not really very useful. Calling on 'Percy'-verance loud and long, eventually I ended up with a set of idiot lights that are bright enough for really dedicated idiots, "Yeah Giddy, that's me".

Still in the world of Plonk, I have now become aware that my attempts of starting of it has very much become a spectator sport, one that is attracting a growing number of interested onlookers at our local club. A hush seems to fall over the area as I climb astride this beast of many marques. In early November, when we went to the seaside, I got procedural things all wrong for its final trip of



the day, flooded it and nearly kicked myself to a standstill before life was restored. Two weeks later I was determined not to repeat the sideshow. It seems the number of people watching is directly related to the number of kicks required! Following a proven 'cockpit drill' things went as follows:- Pull the clutch in and free it, pull the choke on, pull the valve lifter and three priming kicks; choke off; up to compression; ease it over with valve lifter and then a "Long swinging kick"—— nothing, "Bugger"! Repeat the process, still nothing, "Bugger again"! I must have flooded it. Several clearing kicks later, still with no result at all, not a pop, not a bang, not a kick back, I then noticed I had left the mag cut out switch on the 'modern twistgrip' in the 'kill' position, bastard thing! "You bloody twat", I shouted to myself. Switch on, one kick and life. If one ever has ideas of grandeur, the owning and riding of a 74 year old British single will certainly keep the reality of the world foremost in your mind. As a way of supplementing my pension I may well sell tickets to the starting show next time Plonk is at the club. Who was it that said "It's fun to own a classic"? Who ever it was certainly didn't ride a boringly efficient, boring reliable, boring start every time, Honda.

Drama in the kitchen! In an effort to be well prepared for the festive season I had purchased a side of salmon to cold smoke. (*This smoking idea has taken root in my culinary life and I very much enjoy the delights and tastes it produces*). The process is pretty simple really, one mixes up a blend of salt, sugar and some aromatics, covers the salmon with it and wraps the whole thing in cling film then into the 'fridge for a few hours, rinse it off and back in the 'fridge for a further 24 hours to dry prior to cold smoking. This is where it went a bit wrong! Removing the salmon, and salt mix from the 'fridge I spilt some of the liquid on the floor, this is slippery stuff, didn't notice it, stood in it briefly as gravity claimed me, so down I went. Arms, legs, salmon flailing around in spastic fashion. All crashed to the floor, my Butt taking the brunt of my considerable mass. The salmon survived remarkably well, the plate and my butt didn't and I was sporting a couple of good sized bruises. Not the sort of activity one needs late at night. I have survived, I may not kick Plonk into life for a couple of weeks as my right hip recovers. One of my oft spoken mantras about advancing years is "Do not fall over", obviously intended for other people!

With the bruise still visible a week later, gravity claimed me once again. I'm getting sick of this!! Finding my right front tyre half flat, I fronted up at the local tyre shop, a most obliging bunch of guys they are too. In short order they swapped the tyre for the spare and I drove off to attend to some other most important business, whatever it was, returning to pick up the repaired item I opened the rear hatch, hauled up the cover and stepped out of the way to allow the young strong fellow to put the tyre back in the spare's well, except I didn't quite step back. Becoming entangled in the towbar I lost my balance and ended up in a heap on the ground once more. A weeping graze, a stubbed toe, a bump on the head, a tweaked left arm and a very dented ego. Bleeding like a stuck pig I made my way home and threw myself on the mercy of 'Nurse Ali' who dived into the well past use-by-date bandages and stemmed the flow of vital liquids. I really must stop falling over.....

Wandering through a couple of doorways from the scene of this first disaster finds me in my shed, where after making Plonk all flashing light compliant, I had set about having a bit of a tidy-up. This is a dangerous activity, as one can find many distractions to the actual 'tidying'. I am no exception, discovering a AMC gearbox in many pieces in a box somewhat forgotten about. "I should put this together with new bearings, bushes and seals then sell it for somewhat less than the bits cost me", the story of my life! So I set out on this work of charity. The cases were cleaned, bead blasted, cleaned again. Threads were cleaned out, a missing dowel was made and fitted. A large expensive parcel arrived from Dan- 'The voice of British Spares' and some 'horse trading' was done with another gent from the 'Top of the South'. Cases were heated, bearings were fitted, old bushes replaced, time to make it all go round like the music on a sweet running merry-go-round, except it didn't. After much peering into cavities, counting of teeth on all pinions and then a close look at one in particular I discovered the tooth form on the sleeve gear was different.

Machiavelli! what have you done to me? Plugging the mental memory stick into the right slot in my brain I recalled that later AMC gearboxes had a different tooth form to better cope with the demands of 850 cc of mighty British Norton torque. The sleeve gear was this later one, the rest of things were not. Now I know why the box was in bits when it came into my safekeeping. Ratting around in another of my boxes of bits that were too good to throw away, I found a 'non-torquing'

sleeve gear that once more allows my world and this gearbox go round like the music alluded to earlier. It seems unfair that I will die with all this useless information bouncing around in my brain, but when I try to share it, peoples eye go all glazed, maybe I do live in the past.

The second assembly attempt ended up with things still not going round and round the way they should. Some peering and fiddling established that I had fitted the third gear on the main shaft back to front, reversing this made things “just perfuck” and lo! There is a gearbox that has 4 gears, a neutral where it should be and is all bright and shiny. A few days later it was purchased by a gent who has a 1951 350 Matchless with a gearbox that is “just a bit bugged”. I look forward to seeing it being put to good use.

Heading further ‘Off Piste’. Funny how things seem to happen on pairs. No sooner than finishing the above gearbox, I find myself diving headlong into a 1936 Triumph box of cogs. (*This is a form of diversional therapy to take my mind off falling over*). Last year we, Tommo and self, attempted to complete the Mail Run on this little 1936, 250 cc, product of the Triumph factory in Coventry, (*well before it was flattened by the Luftwaffe*), only to be let down by a gearbox that didn’t want to play nicely and a carburettor that had a mind of its own with regard to the delivery of fuel. Both items are being well delved into as we plan to once more tackle the hills and valleys of the Napier—Taupo Road. The gearbox is a ‘halfway house’ from Triumph, being their first venture into foot change that saw much of the link between foot lever and gears being external. I can’t wait!! The interesting thing was, once apart, the internals are basically the same as the 1967 BSA I have and are probably the same as the latest 4 speed units that Triumph produced..... The sleeve gear bushes are shot and a couple of other little tweaks will be required, but the rest looks in reasonably good condition, I guess that when dealing with few small low powered horses things may well last a little longer.

The two ball races that support the mainshaft were also shot, so with some trepidation I entered my local bearing supplier. Placing both on the counter I mentioned that they were imperial sizes, crossed my fingers, faced East and searched for some beads in my pocket. I found a couple things that could loosely be described as beads but I remembered my mother warning me about blindness so I left things there well alone. After having a short play on his computer the chap disappeared out the back and returned with both bearings!! I was gob-smacked, then a little more of a fiddle and pressing of many keyboard buttons he informed me that retail price was a cool \$226.40. I assumed a glum countenance and asked for clemency, a short consultation later and I was charged \$63.40!!! Smiling insanely I skipped out of the shop, sat in my car and wondered who was the evil rip-off merchant who sets the retail prices? At the lower price I was charged I’m sure that some profit was still being made. Not counting teeth in gift horses, I drove home.

Finding some yellow metal in my box of ‘stuff’ from the age before iron, I fashioned a couple of bushes for the sleeve gear, then mounted up the separate foot-change positive stop assy and bored out a couple of well worn holes that used to locate the gear selection parts. After a couple of rounds of ‘Hunt the spring’ and its ‘little bit’ the whole shebang is together and it actually works. The word of the day was “Surprise”! A pleasant one tho’. Now for the ancient carburettor.....

Here comes the Elephant in the room! Our 2026 AGM is fast approaching and we have had one of us raise their hand to fill the Presidential role, well done that man! As yet no one has expressed an interest in filling the Secretarial shoes and I will be vacating these clogs at the meeting, tho’ I am prepared to carry on as Editor, but we need a Secretary. I filled the Secretarial role in a moment of compassionate weakness, when no one put their hand up 3 years ago, but as the magic age of 80 is but a few months away for me, I wish to divest myself from executive roles, so I will be retiring from the position. Without a Secretary the Club/Register may find itself in a bit of a quandary with regard as the Incorporated Societies vast beauracracy, who knows, it is a rabbit hole I am unwilling to venture down. Beauracracy is something I abhor, always have and always will. So good folk as the hoary old saying goes, “Now is the time for all good men to come to the aid of the party”.

Those of us who are planning to attend the 2026 AGM may like to thumb through our May 2025 magazine where they will find a transcript of the 2025 AGM minutes to amuse themselves on a warm summers evening whilst enjoying a cool beer. Hopefully this will avoid me having to read the whole thing out at the upcoming gathering.

A very Merry Christmas and a healthy 2026 to you all.

*Mike*



# A STATE OF THE NATION ADDRESS

## WELL THE STATE OF PIERRE'S BIKES AT LEAST

Miles travelled. I like doing this. In 2023 I rode @4,000 miles. Last year it was 3,175 miles. In 2025 I rode a grand total OF 5,330 miles. That's more like it. How did I do it, I hear you ask? Well, only on a couple of bikes, I must confess.

Now these bikes are old. Facelifts are the order of the day. Nay, minor surgery is now much required. As you will know, bits fall off, stop working, or become unreliable. So here's an update, that I'm sure you will relate to.

**Trident.** New front wheel, tube and tyre, plus brake shoes – front brake now working well, new tapered roller bearings in the head stock. Zoom, zoom. Ha, ha! Oh, no! This bike hasn't yet finished with me. One out of three won't go – well, for ignition purposes. Replace spark plug. Three cylinder are go – for a short while. Tested spark at the plug. There is life, bbbut once under-way???... Decide to replace HT leads and spark plug caps. Gurgle, gurgle, money going down a black hole. Black hole! I check the age of the black electronic box. It was purchased 40 years ago (the rotor plate and stator, 25 years ago). Black box tested. Black box is dead. Not bad though – 40 years. I decide replace the lot. Brumm, brumm, brumm (it is a 3 cylinder bike). It flies through the WOF test.

**Matchless.** I think the Matchless and Trident are competing. They are certainly talking to one another. Last year I lavished time and money on the bike. Unfortunately, the bike dribbled with excitement, from the inner gearbox case. Dribbling fixed. "But wait, the Trident has more money spent on it than me. Hmmm, let me think". "Ha, I've got it", thinks the bike.

The day before catching the ferry to the Jampot Rally, the generator failed to work, in fact it was sucking power out of the battery! Thankfully, as long as I don't ride at night, my battery is fully charged, my brake light will continue to function. I order a new generator field coil and ammeter, having noticed at the Jampot Rally that the needle has fallen off the existing one. Dynamo now overhauled. Case painted a nice silver. Black band around the brushes et, about to be painted.

Oh yes, I've purchased a nice brand new shiny red petrol tank. It's earlier model, but I've always fancied a new chrome tank. The painted tank, with bolt on chrome panels, just don't cut the mustard as far as I'm concerned. Sorry, but there it is.

**Thunderbird.** The front wheel rim bead has rusted from the inside to the outside. New rim and spokes arrive. Old wheel dismantled. Upon cleaning it, removing the old paint, I notice that two opposite spoke holes have been previously welded around the edge (*I presumably knew this when I re-spoked the wheel, all those years ago*). More to the point, one of the welded spoke holes has cracked again. I'm now looking for a replacement hub.

**Wanted.** One BSA/Triumph 500/650cc, twin leading shoe hub, that is for an 8 inch brake, from 1968 – 1970. (The 8 inch is a must, as later 500s received a 7 inch brake). Please phone me on 04 383 8086 or 027 460 3902 if you have, or know of one.

**Tigress.** Awaiting repairs – new batteries and a couple of new oil seals required.





# THE ECHELON BULLETIN...

Greetings all, it's November,

I have just returned from a lovely ride to Huia with some of the gang. About 12 of us met at the Swanson café, for a quick coffee before setting off for lunch at the Huia Store. We were joined by Noel and Brigid, who couldn't accompany us on the ride due to other commitments, but popped in to say hello- we haven't seen them since they returned from their epic 21,000km bike trip up to the Arctic circle.

It is always a pleasure riding out west, great scenery and interesting roads. There are still road works going on up there, but for the most part we had a great, traffic- free ride there and back. The service at the café was quick and the food was good.



What more could you ask!



A good turnout for our Sunday ride to Huia. Unfortunately the day was marred for Clint who was pulled up on the motorway whilst returning home on his Royal Enfield 500, clocked at 130kph ( 81 mph).

"My bike isn't capable of that speed" he pleaded with the officer. It seems it was!

## COMING EVENTS:

**Jampot Rally 2026** - New Plymouth top 10 Holiday park Feb 20<sup>th</sup> – 22<sup>nd</sup>. it's getting closer! Time to make a decision as to whether you will attend. Start talking to others, see what is being planned and who is going . it's always easier to go to a rally in the North Island ...so think about it and start planning now. Entry forms were in the November Jampot magazine.



**Ol' Skool showdown:** This isn't until Sunday 1<sup>st</sup> March 2026 but put it in your calendar if you are keen. The last one earlier this year was apparently a lot of fun, with some of our members competing. Limited to Pre 1949 cars and pre 1969 bikes.

*My new car has a button for pretty much everything. There's even one that says 'rear wiper'. I'm still too afraid to try that one".. ( old motorcycles are much safer ).*

Take care out there.

*Mick.*

***Never trust an Atom,  
they make up everything***



It's now December and summer, well it is tomorrow as I write this and it also pouring with rain. It has been most of the day, of course it would be, since some of us ventured out for a ride earlier! So here's me stripping out jacket inners, wearing the lightest clothing underneath with the thought that Auckland hit its highest November temperature on record on Thursday. So it's bound to be hot...and dry. If only!

Myself, Buster, Maurice and Andy met at the Swanson café with a view to a sunny ride to Bethels Beach for lunch. After a cup of coffee, Maurice retreated home to continue work on his Triumph, a decision confirmed by the incoming black clouds no doubt, and Buster decided to make for Orewa in the hope he would get home without getting wet. He didn't! That left Andy and I to consider whether to carry on to Bethels, which we did. Big mistake!

It rained down in Biblical proportions, forcing us to stop under overhanging trees, bridges and shop verandas to try and, well, keep from getting any wetter than we already were. After a 15 minute wait, the rain 'eased' so we headed off in our respective directions, bound for home. I finally domestic sanctuary after negotiating horrendous traffic, my boots full of water and a river running from my neck to my crotch! Wonderful!

Barry and Pedro are still away on their South Island sojourn, returning tomorrow if I have my dates right. (I started this on Sunday, it is now Thursday so I think they will be home). Hopefully we can look forward to hearing all about the trip in the next bulletin. As a consequence, sadly no Borthwick papers this month I'm afraid.

Duncan has acquired himself a 1938 AJS model 26 Silver Streak 350cc project bike. A rare and interesting motorcycle, which I am sure he will be needing a few parts for in due course. If you have any contact with such a motorbike, I'm sure he would be pleased to hear from you.



*AJS Model 26 1938 Silver Streak.*

Just a short effort this month, too much to do and not enough time to do it! Know the feeling? Happy Xmas to those who I don't catch up with beforehand.

Stay safe and ride carefully over the break.

*Mick.*

WHENEVER YOU HAVE AN EFFICIENT GOVERNMENT  
YOU HAVE A DICTATORSHIP

HARRY S. TRUMAN

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

## **THE ART OF 'DE - VANNING' A BIKE.**

It was a bright day when Barry and I took our bikes to be displayed at the Classic Bike show. A busy day! I had two medicals in the morning, and Barry had a house full of chores, but we were determined to carry out the plan. The night before, my darling wife and I loaded the CSR into the van. At midday on the Friday, I ambled off down to Barry's to load his Matchless single, a bike that seems to weigh more than the 650 twin? How can this be? Perhaps my darling wife is stronger than she looks? Perhaps Barry's chores had reduced his muscle mass? To stabilize the bikes in the van, we had my Heath Robinson wooden wheel clamp and Barry's flash metal clamp ( *probably purchased at great cost sometime in the past* ) .

The loading went well. We were soon on our way through the beautiful South Head country side, heading to the dreaded streets of the big smoke! Oh, how I do love the jostle and thrust of motorway traffic!

Arriving at the show grounds, we flashed our exhibitors' passes ( *sounds professional, don't it* ). We were then directed around a long convoluted path to the back entrance. ( *tradesman entrance* ) and told to park in a parking space against the wall.....on a 7.5 degree slope, which later led to our undoing.

First, we decanted the overweight Fire engine red Matchless with very little effort. Boosted with confidence at our success, we launched, without apparent thought, into the extraction of the CSR. Basic intelligence was cast aside as I tried to clamber over the front of the bike through the side door. It takes a little effort to haul the CSR out of its wooden clamp, but with Herculean effort and Barry waiting outside the van to catch the bike, I almost succeeded.....

A combination of poor body position, lack of communication, and the exquisite balance of a dead Russian Ballerina, I lost the struggle for upright independence and both the CSR and I tried to exit the van through the left side (downhill ) door. Fortunately, we had left Barry's metal wheel clamp in place! This deftly caught the CSR's tank, placing a fifty cent sized dent in the lower portion of the tank. Barry, in a valiant effort of support, required physio-therapy early that Sunday morning to ease a strained shoulder and damaged leg. No man has gone to greater lengths to save a falling comrade!

Now I know there may be some who say, 'so what's a little ding? you got off lightly, look at poor Barry! ' But I have only recently, at great effort, painted this damn tank. numerous times striving in an effort to achieve perfection! Yes, my friends, pride, does indeed commith before a fall! It is my contention that this, ( *somewhat hard to find* ), damage had removed me from the prize podium, my prize in fact going to a multi award winning chrome tank Matchless owned by a man known for making folk fall asleep! ( *Drat him and his chrome tank* )

The CSR is now back home, banished to a far corner of the shed to await my return from a tour of the South Island!



**Pedro**

( *What foolishness will Pedro get up to down there is large wonder* ) can't wait! Mick.



## **AT LAST A JAMPOT GIVEAWAY!**

At the 2025 AGM in Motueka your committee was tasked with finding ways to use some of the Register's accumulated funds for the benefit of members. We were given 6 months to sort out the best ways to do this.

Time is a wonderful thing and today's astro physicists and philosophers of note are starting to wonder if 'time' really does exist. I can assure them that in the world we live in, time does exist and it slips away very quickly. So quickly in fact that we have indeed overrun the 6 months, but we have come up with a way to address this task and also address two related issues. You will have received an email note asking you to speed up your entries for the 2026 Rally in New Plymouth, that note also contained the message that the committee have decided to offer an incentive for those who cross Cook Strait to attend our rally.

With immediate effect any such crossing will attract a \$50.00 discount on the rally fee. This discount will be funded from our Main account and go to the Rally account once final numbers are confirmed. The organisers of the rally can plan for the event knowing the full entry fee will available to them, it will just be from two different sources. The Register Treasurer will co-ordinate this with the rally organisers.

This is way to benefit the active members who make the effort to attend rallies and also hopefully act as an incentive for some to come along who may otherwise decide it is all rather too expensive.

So "Better late than never", can certainly be applied to this action, but we have done this to try and bolster attendance for our Rallies. Future rally entry forms will cater for this incentive, the New Plymouth Rally will require any such attendees from the South island to apply directly to the Treasurer for this rebate, together with their bank details to enable it to happen.

*Mike Robertshawe,*

Secretary, NZAJS&MOR INC.

**IF YOU HAVE 'FIXED SOMETHING FOUR TIMES AND IT STILL  
DOESN'T WORK THEN IT IS PROBABLY SOMETHING ELSE YOU HAVE  
DONE WRONG.**

**READING THE BOOK CAN HELP**

---

**WHEN A FRIEND CAN'T GET HIS BIKE TO GO AND TELLS YOU HE HAS  
DONE NOTHING, HE IS LYING**

---

**95% OF CARBURATION PROBLEMS ARE IN THE IGNITION SYSTEM**

---

*Mike the masochist*

## MEMBERSHIP MAN MUTTERINGS....

Hi Everyone and Merry Christmas

This year has seen membership drop, mostly due to members age rendering them unable to ride and them selling off their bikes. On the bright side we have had several new members joining our ranks

Current Membership stands at 168 and 5 overseas Members

We are again needing to replace our President and Secretary at our 2026 AGM, as our constitution and rules dictate. Without members stepping up to fill these positions the Register may fold.

At our last committee meet we decided to offer a \$50.00 rebate for South Island Members attending 2026 Rally and vice versa for North Island Members attending South Island Rallies. Hopefully this may encourage more attendance at our annual Rally as it more than covers the cost of annual Membership.

Those of you that buy parts from overseas will have noticed the price of freight continuing to rise. In my business I now consolidate orders and distribute freight costs between buyers in a bid to keep costs as low as possible.

See you all in New Plymouth 2026

**Murray McLean**

Membership Secretary

M: 027 546 7637 (Intl. +64 27 546 7637)

P: 03 525 7024 (Intl. +64 3 525 7024)



We welcome new member Daniel Norris from Raetihi 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.

## CLASSIC FESTIVAL

January 31st -  
February 1st,  
2026

[www.nzcmrr.com](http://www.nzcmrr.com)



See over  
200 of the  
country's  
top classics  
racing at  
Manfeild

Principal Sponsor 2026

**Citi-Box**  
CONTAINERS  
[www.citi-box.co.nz](http://www.citi-box.co.nz)

NZ Classic Motor Cycle Racing Register 2026 Festival Meeting.

Jan 31st and Feb 1st at Manfeild. See the mighty, IOM Classic TT winning bike. 500cc ES2 push rod single in the Pits at the Festival. Built to race internationally by our own world class mechanics. The engineering and preparation on this bike is incredible. A world beater! Track day on Friday as well. Camping at the Track will give you the added feature of the "Manfeild Live" outdoor summer concert at the adjacent Manfeild Park Stadium on the Saturday night. Book your camping and concert tickets with [www.manfeild.co.nz](http://www.manfeild.co.nz) and buy your early bird Classic Festival tickets from [www.nzcmrr.com](http://www.nzcmrr.com)

In conjunction with Century Batteries the Hawke's Bay Classic Club has booked the large hospitality suite above the pits, available to all members of classic motorcycle clubs nationally



## OUR MAN ON THE SPOT, CLIVE TURNER...

The last magazine featured the “Model X reloaded”. This monstrosity of a bike was reimagined in 2014 by the company which had bought up the Matchless name just to sell clothing. Fortunately the bike never took to the roads. I personally took a great dislike to the company. Why? Well at the outset in 2013 the UK club collaborated with them and made some bikes available for a photo shoot at the Ace Café. Living locally, I turned up on my Matchless and towards the end of the shoot some were dressed up in their Matchless leather jackets and asked to stand by their bikes. My bike did not make the cut which made me annoyed, nothing to do with being told that they did not make their jackets in a size suitable for my waistline!



But what really got me going was that they reinvented the history of Matchless motorcycles maintaining that part of the factory was dedicated to clothing. All of their clothing suppliers put this on their websites so that it flooded any google searches. I found it really annoying that they were rewriting the history of our marque. Although the Matchless London shop has closed they are still supplying over priced jackets from, I believe, Italy and their website shows this on its first page.

*“Thanks to the foresight of its entrepreneurs, Matchless was the first motorcycle company to work on rider safety, creating a department of studies where clothing was designed to protect the motorcyclist (clothing was then tested by the best riders of the time).”*

I can find no evidence this is true, certainly no adverts or reports in contemporary motorcycle papers and I have no memory of any such clothing from my youth. Belstaff, Lewis Leathers yes Matchless no. OK, rant over.

The current weather is wet and cold in London and, apart from a visit to Sammy Miller’s rather good museum in the New Forest (*well worth a visit if in the UK*), I have been restricting my riding to a few miles around in London. This is on my rigid G3L. For some time I have been trying to improve the ride as the potholes in the London streets are getting worse and worse even at the 20 mph we are restricted to. First I found that the poor fork action was improved when I replaced the rather stiff springs with genuine ones bought second-hand from the club. Unfortunately, although it was better, it took me a while to realise I had put the wrong amount of oil in one side of the forks and there was much improvement when I sorted that. Then I started on the seat as I was able to buy a good reproduction trials rubber seat from Ebay. It took quite a while to get the height of both the spring and front bracket right, by trial and error, but now it is pretty good and the rubber adds a bit more ‘suspension’. Not only that, but when the bike is parked in the rain, it is easy to wipe dry before setting off. Surprisingly when the Ebay vendor and I exchanged details he noted that the Chronometric Speedo I mended for him was still working well. As I stopped doing that more than 25 years ago I was quite pleased, or perhaps he just does not put much mileage on the bike!

I am off for our annual visit to grand children in Oz after Xmas so I am looking forward to some warmth and longer days. Happy New Year from the UK.

*Clive*



37th Annual Taupo to Napier  
**MAIL RUN**  
Saturday 21st March 2026  
**ENTRY FORM**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone No: \_\_\_\_\_ Email: \_\_\_\_\_

Motorcycle Make: \_\_\_\_\_ Model: \_\_\_\_\_

Engine Capacity: \_\_\_\_\_ Year of Manufacture: \_\_\_\_\_

**Rally Entry Fee: \$ 20.00**

*Circle 'Yes' or 'No' Write numbers attending below*

Friday Night 20 March – Cobb & Co, 29 Tongariro St, Taupo Yes / No # \_\_\_\_\_

At your own cost (sit down for meal at 7pm)

Saturday Lunch Stop – Tarawera Yes / No # \_\_\_\_\_

HBCMC to supply BBQ at no cost to you

Saturday Night – Napier RSA Club

\$35 per person two courses – to be paid with entry Yes / No # \_\_\_\_\_

Total Paid: \$ \_\_\_\_\_

Please let us know the numbers attending so we may inform the Managers at each place.

Internet banking to: 38 9026 0269623 01 (under 'particulars' enter surname and under 'Reference' enter Mail Run. (Tick box if paid by internet banking)

Cash may be paid on the day for those not able to pay online

Send entry forms to:

Jim Lord, 63 Palomino Rd, RD 10, Hastings 4180

OR Scan entry form, and pay via internet banking, and email to: [hbcmcmailrun@gmail.com](mailto:hbcmcmailrun@gmail.com)

Phone: (06) 875 0391

Cell: 027 354 7386

**Entries close 18<sup>th</sup> March 2026**

Hawke's Bay Classic Motorcycle Club disclaimer

The Hawke's Bay Classic Motorcycle Club and its Officers will not accept any responsibility or liability for any accident, damage or loss incurred by any persons on any Club organised event or ride. We advise that all members, riders, passengers and people attending any Club organised outing or event should obey the road rules at all times and ride with care and attention. All riders should ride to the prevailing conditions at the time. All vehicles should be road-worthy and have current registration and warrant of fitness labels affixed. By taking part in a club event it is implied that all persons have agreed to and accepted these conditions. The Hawke's Bay Classic Motorcycle Club advises all members to hold their own personal and M/Vehicle insurance.





# *Hawke's Bay Classic Motorcycle Club Inc*

## *Information Sheet*

### *37th Taupo to Napier Mail Run*

This is the 37<sup>th</sup> year of running this event. It is the intention of the HBCMC to encourage riders to ride their vintage/classic bikes with girder forks and/or ridged frame and sprung saddle over a challenging road with like minded people. In the beginning this attracted 80-100 riders. To achieve these numbers again we require new riders i.e. family, friends and Club members – all need to be encouraged to ride and enjoy these older machines.

There will be a “\$100 Reward” for any pre 1925 motorcycle entering upon completion of the Mail Run ridden or part thereof.

The Friday night meal is at Cobb & Co, Tongariro St, Taupo

Bring your “Gold Card” - sit down for the meal at 7.00pm.

The ride will depart Taupo at 10am from Kaimanawa Street opposite the toilet block on Saturday morning.

The first stop will be at the Rangitaiki Tavern on the RIGHT to regroup.

The lunch stop will be at the Tarawera Café with HBCMC providing a

“FREE’ BBQ. Arrival in Napier around 3pm for a static display outside the Masonic Establishment.

The Saturday night meal and prize giving will be at the RSA,

34 Vautier Street, Napier – Buffet two course meal at 6.45pm.

Please note the full name of PAYEE on internet banking:- Hawke's Bay Classic Motorcycle Club, due to new banking regulations.

Come along and enjoy a memorable trip over the  
Taupo - Napier highway

Contact Jim Lord with any queries:-

Email: hbcmcmailrun@gmail.com OR lord.family@xtra.co.nz

Phone: (06) 875 0391 Cell # 027 3547386

# FOR SALE, WANTED TO BUY, FREE TO A CARING HOME

For Sale:-

Matchless 1955 G3LS 350cc. Rego on hold last 5 years. Good tidy condition.

Our good friend Neil Rennie has decided to part with this bike after owning it for many years.

If you or someone you know is interested, please phone Neil on 021 1665840

Or email him : [neilrennie@actrix.co.nz](mailto:neilrennie@actrix.co.nz).

---

## FOR SALE

1955 Matchless G9, as below, restored, vinned October 1999, rego currently on hold.

Excellent riding condition.

Please contact Karen Teutenberg, 022 137 7971, email [bnktoot@gmail.com](mailto:bnktoot@gmail.com)



## FOR SALE

Matchless G80 1964 8342 miles

This bike started life as an AJS with the Rhodesian High Commission according to the UK Jampot dating service, (frame/ engine / gearbox as original), next stop Perth where a lot of restoration work was done, then to Christchurch to two owners, second being an aircraft engineer from whom I purchased the bike from. Somewhere along the line, some clown decided in their infinite wisdom to stamp "G80" next to the engine numbers, hence now being Matchless, and painted in red – was all black when I bought it. Work done- engine stripped, new bearings, rings, oil pump checked and new seal, exhaust cam shimming reset, gearbox – new bearings & seals. New chains. New fork stanchions, bushes, seals. Oil tank flushed, air filter renewed, fitted Norton type cartridge oil filter. Wiring is in place for indicators ( were not on bike when I got it). Fuel tank has just been given a thorough pickling and application of POR 15 tank sealer system. Tank has the big alloy "M" badges. Stainless exhaust pipe / muffler. Norton 18" wheels / forks. A great handling bike. Selling as need to downsize the collection, and not being ridden enough in my care of some 25 years.

Need someone to enjoy it.

Asking \$ 8,000

Peter 027 455 2025

[ps.kingsnorth@xtra.co.nz](mailto:ps.kingsnorth@xtra.co.nz)



## 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**  
Vacant

**Hawke's Bay** Vacant

**Taranaki** Willie Wood,  
1 Beach Road,  
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**Whanganui** Vacant

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Ph. 04 563 9276,  
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E. g.reilly@xtra.co.nz

### SOUTH ISLAND

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Takaka, 7110.  
Ph. 03 525 9861

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92 Waikawa Rd,  
Picton 7220  
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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: bhsheridan@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

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**TREASURER:** Pierre Woolridge  
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### REGALIA & PROMOTIONS:

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Lower Hutt 5010  
Ph: 027 474 8220  
E: psimpsonnz@gmail.com

### 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)

## INTERNATIONAL

United Kingdom: Clive Turner  
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E: jbruceandwendy@bigpond.com

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

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Schwabach,  
GERMANY  
P: 00 49 9122 932772  
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Email [gordsue@xtra.co.nz](mailto:gordsue@xtra.co.nz)

North Island Contact for Overseas  
visitors

Marty & Chris Hewlett,  
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## Jampot Bank A/c details:-

Operating Account 15 3943 0046104 080

Rally Account 15 3943 0046104 081

Both accounts are with Taranaki Savings Bank

## 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](mailto: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](mailto: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**

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31 Pakeha Street,

Matata,

Whakatane

Ph. 07 322 2694 or 027 828 285

[www.britbikesandengineering.com](http://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](mailto:grahamsue@xtra.co.nz)**



# NOTICE OF MEETING

**AGM of NZ AJS and Matchless Owners Register Incorporated**

**Huirangi Hall, 8 Bayley St, New Plymouth, 4373**

**1300 hrs, Saturday February 21<sup>st</sup>, 2026**

## AGENDA

WELCOME FROM THE PRESIDENT –

Minute OF SILENCE in remembrance of past members -

APOLOGIES –

NUMBER OF MEMBERS PRESENT –

MINUTES OF THE LAST AGM -

MATTERS ARISING FROM 2024 MINUTES –

PRESIDENTS Annual Report -

FINANCIAL REPORT –

SUBSCRIPTIONS FOR 26/27–

Treasurers report open for discussion -

Secretary report -

MEMBERSHIP SECRETARIES REPORT –

ELECTION OF OFFICERS : (note all positions are contestable)

President – VACANT	P. Kingsnorth, Standing down after 3 year term.	Nominations
Editor - Mike Robertshawe -	Prepared to continue	Other nominations
Secretary- VACANT	Mike, standing down after three years	Nominations
Treasurer - Pierre Woolridge -	Prepared to continue ?	Other nominations
Membership secretary – Murray McLean	Prepared to continue ?	Other nominations
Promotions and Regalia – Peter Simpson –	Prepared to continue ?	Other nominations
Historian – Gordon Alexander -	Prepared to continue ?	Other nominations
Webmaster – Pierre Woolridge -	Prepared to continue ?	Other nominations
Facebook Editor – Peter Borthwick -	Prepared to continue ?	Other nominations

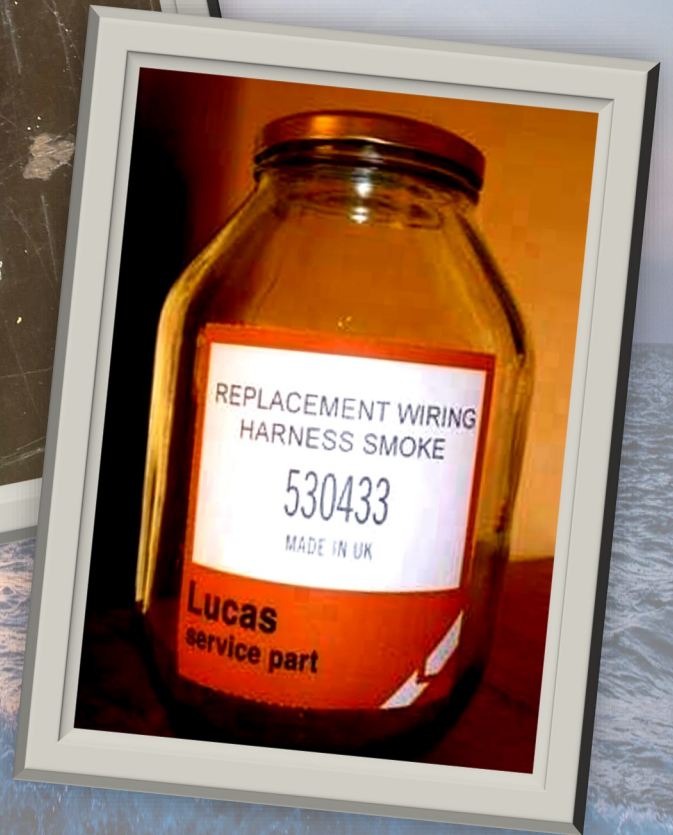
Area reps - VACANT areas - Waikato, BOP/Gisborne, Hawkes Bay, Whanganui, West Coast, Southland, Taranaki - Willie Wood stepping down after many years. Other areas to confirm continuation.

GENERAL BUSINESS :      2027 Rally, location and organizer  
Incorporated societies update completed, lodged and accepted.  
Banking provider changed from Westpac to TSB.  
Any other general business.

Please note:-Any and all remits must be with the Secretary 21 days prior to the meeting. (1st Feb. 2026)

## INTO THE SUNSET

Any offers of Devcon gratefully accepted



National Jampot Rally and AGM.  
20 - 22 February 2026  
New Plymouth,  
Save time. Fill on line.

<https://www.jampot.co.nz/jampot-rally-2026/>