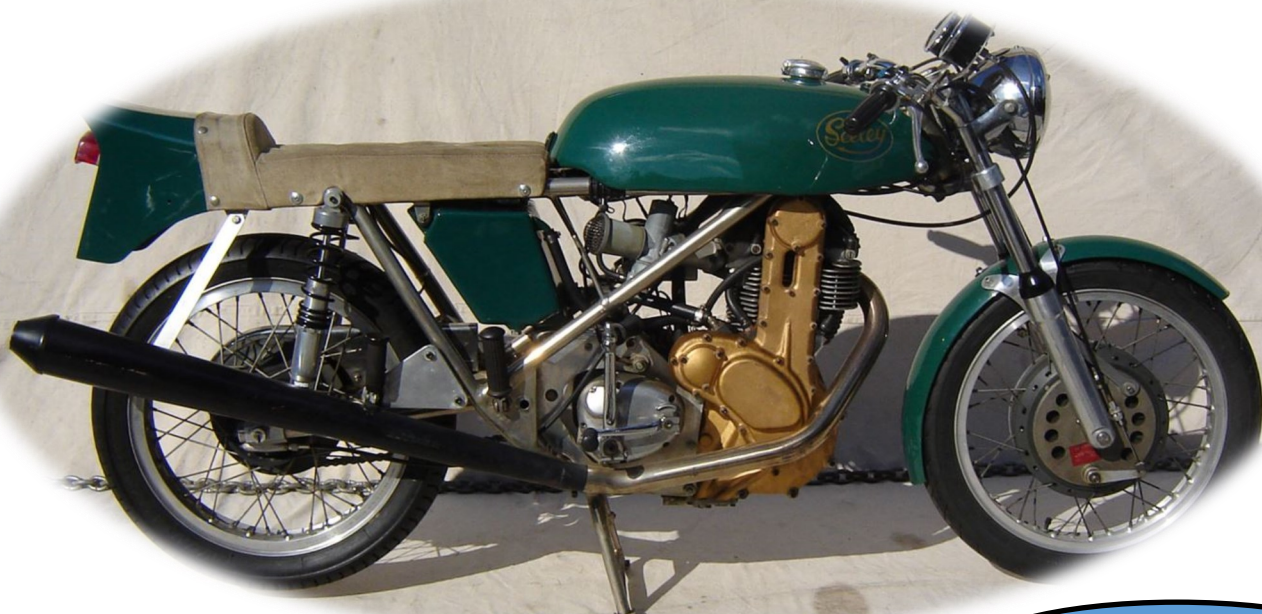




The New Zealand AJS & Matchless Owners Register Inc.

July 2022



The Seeley Condor G 50

Read more on P 15



UNDAMPED TALES FROM THE NATION'S JAMPOTERS

A bi-monthly publication for New Zealand Register members

www.jampot.co.nz

Brit cable key

In the Sixties British motorcycle makers standardised wiring colours and functions. This key will help you to crack the code

Colour	Primary/ trace	Function
	N	Stop light (early machines main battery feed)
	N/U	Main battery feed to ignition and light switch
	N/B	Horn push to horn
	N/G	Side and rear light
	U	Light switch (headlamp) to dip switch
	U/R	Dip switch to dip beam
	U/W	Dip switch to main beam
	U/Y	Ignition switch to headlamp switch
	R	Earth on +ve earth machine (maybe horn push to horn)
	P/B	Horn push to horn or relay (early machines: brown)
	G/R	Left hand flasher
	G/W	Right hand flasher
	G/Y	Alternator high output (6v not 3 phase)*
	G/B	Alternator low output (6v not 3 phase)*
	LG/N	Flasher unit to flasher switch
	W	Ignition switch to ignition and other circuits
	W/N	Oil pressure switch to oil lamp (Triumphs)

	W/U	Engine kill switch to ballast resistor (Nortons, triples)
	W/R	Starter switch to starter solenoid (MkIII Nortons)
	W/P	Ballast resistor to ignition coil
	W/B	Contact breaker (distributor) to ignition coil
	W/G	Alternator common to rectifier (not 3 phase)
	B	Earth on eve earth machines and early machines
	B/W	Contact breaker to ignition coil (twins)
	B/Y	Contact breaker to ignition coil (twins)
	B/R	Contact breaker to ignition coil (triples)
	G	Dynamo field F
	Y	Dynamo output D

*The alternator wires. Beware there are others, the alternator number will tell all

RM19 (6 or 12v)

	W/G=Common
	G/B=Low output
	G/Y=High output

RM21 (12v only)

	G/Y and
	W/G to rectifier, interchangeable

RM24 3 phase

	W/G
	G/B and
	G/Y to rectifier, interchangeable

	N-Brown		B-Black
	U-Blue		O-Orange
	R-Red		K-Pink
	P-Purple		S-Slate
	G-Green		W-White
	LG-Light Green		Y-Yellow

As most of the automotive world is fully occupied with electric vehicles and how we all need to fully embrace them,

I thought it may be helpful to understand how we got there and more to the point, how we can keep things going so we can actually get there, wherever 'there' may be. Many of us struggle with the flow of electrons and how they get to where they need to go and then get back again. This may help, or it may confuse! The editor very kindly let me use a colour page, which helps.

THE PRESIDENTIAL RAVE....

In this edition of the magazine we welcome our new Editor Mike Robertshawe and at the same time thank Grant Jury for his period as Editor. This brings me to a very important matter which is articles for the newsletter. The newsletter has two main functions as I see it, keeping members informed about club issues, and entertained by stories about club members. This means of course that members all need to contribute at some stage. Write a short piece about an interesting trip you have done or even just write an article about why you joined the club with a few photos of your bike. Don't stress about your writing skills. The reason we have an editor is to tidy things up for publication. Without members contributions the newsletter will look very miserable so please get writing. Send your contributions to

michaelrobertshawe@gmail.com



COVID has been a terrible nuisance for the Club but the Committee have been meeting by phone on a regular basis and I'm happy to report that our financial situation remains strong. Derek discovered we have not filed a financial report with the Company's Office and this was the result of not having elected a new Treasurer at the Ashburton Rally. As you will recall Pedro kindly volunteered and has been working on the reports due. There must be many Clubs in a similar situation, so I'm not unduly worried. A member made the good suggestion that we hold an AGM by Zoom or some similar web platform but unfortunately our Constitution specifies the AGM is held at the annual rally.

It's been very cold here in Picton as we 'celebrate the winter solstice so for the last few days we have had both fires going. It's difficult to heat a 110 year old brick house! Nothing much to report on the motorcycling front. Two bikes remain in pieces and the BMW is having some final drive bearings replaced and a new rear tyre. Plans to do a trip to the West Coast have been shelved until warmer weather.

Best regards to you all and please take care on the roads and avoid COVID.

John Welch, 22/06/2022

The Presidential steed, just awaiting some sunshine



MEMBERSHIP MAN MUTTERINGS.....

Hi all,

Membership renewals are rolling in so thanks to all who have filled out renewal forms and paid after we sent out invoices by email. Your new Members cards will be posted shortly. If still unsure as to membership status, check your Membership card. The expiry date is on the back.

THIS IS YOUR LAST NEWSLETTER IF YOU ARE UNFINANCIAL!

It was great to attend the Auckland Motorcycle Show. Our Auckland guys had a fine collection of AMC machines on display and it was good to catch up with the Local crew. The show was well represented by most of the British one make Marques and well supported by the Public

Last weekends Horarata swap meet was a resounding success for both the local community, buyers and sellers. Saturday morning dawned with a heavy frost, but punters arrived in the dark to secure that bargain. As there have not been any meets for a couple of years, this event was packed with over 70 stalls of Mechanical only stalls. Lots of smiling faces from the many AJS & Matchless Club members from Timaru to Fielding buying and selling, especially after the sun warmed us all up.

Still plenty of restoration work going on in the country. My days are full of parts supply, collection, restocking and research with little spare time for the workshop.

A wet miserable day here in Takaka so bye for now.

Murray McLean

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MEMBERSHIP FEES FOR 2022

Those of you who have found other things to do, or have not been prompted by our magazine in recent times, may have cause to claim forgetfulness for failure to renew/pay your annual subs. If this is indeed you, you will be disheartened to learn that this is the last edition of our magazine you will receive unless you send Murray McLean your dues, together with a chocolate fish to say sorry! It would be such a shame to lose you from our ranks and who knows? you may find something in the coming months that will spark your interest, be sad to miss out!

Membership is renewable on the 31 st March each year, non renewed people will no longer receive a newsletter after 31st July. You can renew for up to 3 years in advance.

\$45.00 for those who wish to receive a printed copy of the newsletter; **\$35.00** for those who only require an email version; **\$60.00** for commercial advertising members.

Renewal forms are on our website, www.jampot.co.nz any enquiries please contact our Membership Secretary Murray McLean, 03 525 7024

THE EDITORIAL SOAPBOX....

At the tender age of thirteen my formal education took a nosedive, the reason being that my father arrived home with a very 'used' 1947 Triumph 3T De Luxe. From that moment on all I could think about was motorcycles. My teachers despaired, my grades took a dive, but I was in heaven. My fifteenth birthday saw me riding around with a traffic cop following as I sat for my license, job done and I was free. Well as free as a broke schoolboy could be!



An apprenticeship in Fitting, Turning and Machining has proven to be a God send, as daily my happy place is still my shed. Many motorcycles and a couple of marriages, has now brought me to the stage in life where I can potter about with my latest project, the building of a 1952-ish Matchless G 80, sadly from the estate of a good friend. In between times I have built many bikes, a 1960 G12 for a friend being my first venture into AMC land, but the G 80 S is mine, even if it is 'impure'.

Ten or so years back the Hawke's Bay Classic Motorcycle Club was sadly in need of a new editor and I tentatively put my hand up and am still writing rubbish that members seem to enjoy. The Norton Owners were in similar straits a few years back and in a moment of diminished responsibility I again raised my hand. History does indeed seem to repeat itself with this latest venture into the world of Jampot wonderment, hopefully I can fulfill the role and keep all informed, entertained and in touch with the club's activities. I will of course rely heavily on your ongoing support for content, so please don't be shy.

As I pen this in the middle of June we are just about to feel the serious talons of winter gripping the country. Some of us will bemoan the passing of events such as the Brass Monkey where one awakes to find a covering of snow and a hoar frost decorating trees and fence posts. I am more of a red wine in front of the fire individual, with my assistant editor, in the shape of a small white dog, "Jack the Fish", curled up in my lap.

Projects in the shed currently consist of a couple of BSA A 65 motors being refurbished for a friend and a '72 Bonnie that has eaten a hole in a piston. Once they are out of the way construction of an alloy petrol tank for the G 80 can continue. Watch this space!

So with the burst of enthusiasm that always accompanies a new project, let's see if we can make this publication truly representative of the great country we have been blessed with. Let us leave the politicians to their confused nest feathering and enjoy the roads, the company and the climate we have. All of this is only possible if you put pen to paper, take a photo or two and send it to the editorial 'in box' where it can be shared by all in the coming months. There are stories out there that are just waiting to be told, don't be shy!

The scene for Jampot devotees in Hawke's Bay is reasonably healthy, but not all of these fine fellows are members of our organization, (a little intensive work regarding this is being applied as we speak/read).

Some of the local scene is on Page 11

MIKE

THE CANTERBURY BLEAT...

With the advent of Winter our outside activities have been somewhat reduced, although numbers at our monthly noggins have been maintained at the new venue, Tavern Harewood. At last, after 2 years, the Hororata swap meet actually took place on Saturday 28 May and a small band of 4 keen riders rode to the event. The day started with a frost which had disappeared by the time we gathered at 10.30am in the Yaldhurst Tavern carpark in brilliant sunshine and a temperature approaching double digits. The ride westward through the Canterbury countryside was very pleasant, helped by the absence of any wind and the beautiful views of the snowcapped Southern Alps.

As we approached the township it was evident that many people had arrived at the swap meet much earlier and they were now on their way home, but there was a large number of enthusiasts still browsing when we turned up. It was good to see a number of familiar faces, many from our Canterbury membership who had made their own way to the event, and it was a good opportunity to catch up with all the news. The event was larger than I remember from previous years and it was pleasing to see that all vendors displayed mechanical items without any unrelated bric-a-brac to contaminate the stock on offer.

Having seen all we wanted and satisfied ourselves with food and drink, at a pre-arranged time we returned to the carpark to prepare for the ride home, repeating the same pleasant, trouble-free ride back to the outskirts of Christchurch where we broke off at convenient points along the route to our individual destinations.

Amongst the Canterbury membership in recent times it has been suggested that it would be helpful if the Jampot Newsletter contained more items of a technical nature which may assist members to resolve problems they encounter from time to time. It was discovered that in the past, new members received a booklet covering some of the traps and pitfalls that newcomers may encounter with AMC products. This document was entitled "A collection of Hints and Tips for AJS & Matchless Owners" and a copy has recently been located. I know that these days the first port of call for most problems is Mr. Google, but I wonder if the gems contained in this document would warrant a regular place in our newsletter?

Terry Lewington



I wish, I wish, I wish!

HINTS AND TIPS, OR HOW TO STAY SANE!

HOW TO SLOW DOWN THE DREADED WET SUMPING ON AJS AND MATCHLESS SINGLES.

On the models fitted with the rotary, reciprocating oil pump, always leave the engine on the compression stroke, as close to TDC as you can manage. Most of the time this will close the oil feed from the tank. Do not use a multi grade oil, as it is thinner when cold than straight 40 wt.

TANK MOUNTED INSTRUMENT PANELS

To prevent the union nut for the oil pressure gauge disappearing out of reach fasten a cable tie about 20mm below the fitting on the pipe, this will stop the use of bad language when fitting the panel next.

LEAKS IN THE PETROL TANK? HOW TO LOCATE THEM.

Pressure testing the tank underwater can be accomplished by using the following method. Cut an old inner tube about 100 mm each side of the valve. Stretch one end over the filler cap orifice and bind the other end tight, using cable ties in each case. Inflate the tank to a very low pressure, 2-3 psi. It is easy to burst them! Place underwater and locate the stream of bubbles.

THOMAS THE TOOLMAN'S HINTS AND TIPS...

We all know what keeps us from sliding into a ditch and allows us to stay on the black stuff we loosely term roads, they are named tyres. But do we understand what keeps them in contact with the road? It known as suspension and while we may be forgiven to think it is to enhance our rides comfort, the main task of suspension is to keep the tyres in contact with the road surface. They grip very little if they are not touching that surface. An awful amount of time and money is spent by motorcycle manufacturers to ensure tyres do stay on the road and of course as a win, win it makes the ride a lot more comfortable.

WWII was a bit of a watershed when it came to front suspension, girder forks were on the way out and these new telescopic things were being bolted on to the front of our bikes and we were told that this was progress. To be fair, it was, and continues to be the way things are today. The development of telescopic forks continues, with all sorts of clever stuff going on in places we never see.

The world of our machinery's suspension is now considered crude and to be fair in many cases this is a warranted description. How do we ensure we get the best out of our "crude" suspension then? Most of the issues are wear and, or set up. The systems we are talking about are over sixty years old and will benefit from some TLC. Where do we start? What do we need to be aware of to gain the best results?

Tele forks are one tube sliding inside another. For this to be as compliant as possible the stanchion needs to be round, straight and have a smooth surface. Our bikes have two of these stanchion things and there is one important thing that we need to ensure, and that is that they are parallel to each other. There is only one way to check this and that is to assemble the stanchions in the top and bottom triple clamps, do all the bolts and caps up tightly and measure things very carefully. Ideally one holds the steering stem in a vise, and with a very accurate level, set the assembly up, so one stanchion is dead level, then check the other one, which in an ideal world will be the same. If not, they need to be, and a degree of careful 'tweaking' it called for to get to this state. Most of us are retired by now, so time is one resource we have an abundance of, spend it wisely to get this right. Once we have both stanchions pointing in the same direction and on the same plane, we can move to the next step. Keep the assembly in the vise.

Bushes, these are the things that keep the slider and the stanchion apart, and in the case of our machinery, consist of a plastic top bush fitted to the top of the slider and a hardened steel bush fitted to the bottom of the stanchion. Between them is a small 'top out' spring. The spring does nothing to the sliding function, so we will ignore it and until we finally assemble things it can be more convenient to omit it. Assemble the plastic bush and then the steel one onto the stanchion and a little light oil to lube things, then fit the slider onto the stanchion pushing the plastic bush fully home in the top of the slider. If things are in your favour the slider should slide fully and freely for the full length of its travel. Without the top out spring things may get a little tricky at full extension, but full and free movement is what we are trying to achieve. Repeat this with the second stanchion and slider. If each slider travels freely, we then come to the step most forget about. The front axle is also a vital part of the fork assembly, as it is bolted firmly into the bottom of each slider and if there is any misalignment with this the forks will bind up. Test for this either with a free axle that is known to be true, or use a piece of shafting the right size that is also known to be true. Bolt it up and see what happens. If things are still free, you are a lucky soul, mostly the fork binds up as the axle recess has had a bang somewhere in its life and no longer hold things true. A lot of playing around with small pieces of shim stock between the axle and slider can suddenly result in free movement. I have found anything up to 0.008" being required to get things working as designed. Ensure the mudguard stays do not pull or push the forks when tightened up, this can seriously compromise the action of the forks.

Hopefully this may point you toward getting the bouncy things in your life working better .

THE ECHELON BULLETIN... (FROM A COUPLE OF MONTHS AGO)

Greetings to all Echelon members and their families .Hope you are all well.

A promising turnout at the Historic Northcote Tavern which has a generous Beer Garden and outdoor seating for those who so desire, always a pleasant place to gather and swap stories or ask advice on restorations whilst enjoying a platter from their fairly priced menu.

The Sunday Ride

Four riders set off from Hobsonville Hall for a ride to Helensville Rail Station Cafe for lunch. The plot was spoiled somewhat by our route being diverted by a road closure ,which was inconvenient. Never mind, the congestion through Kumeu wasn't too bad. After our lunch we rode back via S.H.16 and in spite of the dodgy weather forecast (when do they ever get it right) we encountered no rain at all ,not even a wet road . We did however have a strong head wind most of the way which made the ride interesting .

News Flash .. Just to hand.... HAMPTON DOWNS IS CANCELLED .this is due to a fatality i am told .Condolences to the deceased 's family. This news will not be well received by organisers and competitors alike who have put in a lot of hard work.

Thanks to Micky and Buster for these contributions (makes it easy for me)

The Dargaville Jaunt was initiated by Noel and Brigid after the postponement of the Jampot Rally. Brian King had circulated an email seeking interest in a weekend at Clarks Beach Holiday Park but the Dargaville ride proved the most popular so Brian joined Noel, both on Matchless G80s along with Graeme, a Jampot member from Palmerston North on a very nice Matchless G12CS and Roger, all the way from Coopers Beach in the Far North on a Triumph, Michael Watts on a Suzuki and Buster on his Matchless G80s.

We met up at the carpark next to the Fire Station at Kaukapakapa on Saturday morning in fine weather, if a little breezy, six bikes and Brigid as backup in the VW van. We headed up Hwy.16 to the first stop at Wellsford, for a re-group. Highway 16 would have to be the roughest State Highway in NZ. At Wellsford we agreed the next stop would be the Kauri Museum at Matakohē, firstly for lunch and then a wander through the exhibits. Graeme and Roger said they wouldn't stop at Matakohē but would meet up with us at The Northern Wairoa Hotel in Dargaville, being our lodgings for the night

After leaving the museum, which is a magnificent display of the Kauri history and includes a wing of Northland photographs taken by the famous Tudor Collins. The ride to Dargaville was a little over an hour through a lot of flat country and straight stretches of highway. We passed through the Ruawai - Tokatoka villages, famous for growing our Kumara.

After arriving in Dargaville it was showers and tidy up before meeting in the Bar (where else would you meet) for a few drinks and a yarn. It was then into the Dining Room for dinner. Scallops were the most popular, but the menu was all good.

After a few more drinks everyone's tongue loosened and Graeme led the field with a discussion on some of the many bikes he has bought and sold. In fact he was bidding on a Trade Me Auction for a Suzuki while enjoying dinner. The discussion was a highlight with everyone taking part.

In addition to us, there was a team of travellers from the tourist boat Kewpie 2 staying in the hotel for the night. They had boarded the boat at Shelly Beach (near Helensville) to sail up to Dargaville and the next day they were to explore all the beaches and inlets on their way back to Shelly Beach.

After breakfast at the hotel on Sunday we said cheerio to Graeme and Roger who were going to visit an elderly friend in Whangarei. The rest of us also headed for Whangarei only to turn off before Maungatapere and point the bikes toward Paparoa. It was supposed to be a sealed road all the way but a slight error at one tee junction saw us on some shingle for about 15 miles and riding through some beautiful farming country. From Paparoa it was back to-

ward Brynderwyn and SH 1, but not before stopping at Maungaturoto for lunch. As we were finishing a guy pulls up on a Ducati and whilst we were chatting to him another 12 or so bikes also stopped. Turned out to be the local Ulysses Club out on their Sunday ride. After a chat with them we're on our way to the Brynderwyn junction and SH 1 heading South to Wellsford and home.

All up probably only 250 - 270 miles but a really good ride. Brigid followed us all the way in the VW and she didn't need to lift a spanner. She was happy about that.

Our thanks to Buster for this interesting article.

A Good Story.

On a recent ride on a borrowed, very quick 1931 mod ES2 Norton, whilst returning from Barry and Linley's home on South Head Road, I had the misfortune to lose the petrol tap plunger. This meant loss of the contents of the petrol tank and was lucky to not catch fire. I was about 6 kms from my destination, so nothing for it but start pushing. Luckily a passing motorist returning from a fishing excursion stopped. He pulled up in his large Ute and boat trailer and kindly offered his assistance....Wow ..Lucky !!!How often do you hear of that in this day and age? "I have some tools aboard" he said, and set about with a piece of tube and hose clips plus the pin out of his anchor shackle to fix the problem. Not only did he do this but he gave us petrol to get home as well!! His name was Ben, and he wouldn't hear of any payment, what a top bloke !!!

Tip

Those of us who ride models fitted with magnetos sometimes find it difficult to start their trusty steed. Plug caps and plug leads need to be in good shape, do not use suppressor leads or caps, as this raises the resistance unnecessarily before the spark can jump the gap in the spark-plug.

(0.018" is the plug gap for Lucas magneto ignition).

(Also do not use a plug with 'R' in the descriptor as this denotes a resistance built into the plug). Editor

That's all from me .. See YOU AT THE TAVERN

Chris .

PS. Another important tip that will contribute to riding enjoyment is ..When passing a building site always remember to hold your breath. The portaloo hazard!!

Vale, Douglas Almond

Sadly UK and NZ Club Stalwart, Doug Almond passed away on 9th April 2022, aged 92. Many of you will have fond memories of Doug due to his numerous visits to New Zealand to attend our Jampot Rallies.

Doug and Carole made many friends in the register and his "Our Man on the Spot" articles every 2 months were full of UK happenings both in the Motorcycling and Political scenes in the UK.

On a personal level Doug lent me his 350 AJS on one of my UK Jampot adventures and followed Willy Wood and myself around Devon in his car with backup trailer.

Doug will be missed by many in the AJS and Matchless Family throughout the world

Murray McLean

Will I, Won't I, Will I, Won't I

I had been sent an entry form for the 39th Castrol Autumn Motorcycle Trial up in Whanganui, due to be held over the second weekend in April. The form had been sitting on my desk for some weeks... Indecision was rife. Will I, Won't I, Will I, Won't I. Last year, my mother and I popped over to the other side of the Whanganui River from her place in Bell Street, to see the vintage and classic bikes before they took off on the timed road trial. There were quite a few Jampot members, along with others I've known for years, from various classic clubs. What the hell? Have bike will travel. Besides, a couple of friends live nearby in Turakina, I'll see if I can stay there, (Mum had died in August last year, so no more staying at her place). I left on the Friday morning, arriving at Turakina around tea time. It was a pleasant ride up, on a fine, sunny autumn day. Mind you, my hosts brightly tell me that the temperature was 8 when they woke up that morning!

Next day, when I left for the Trial it wasn't much warmer at 12 degrees. On with the puffer jacket, the bike trousers and jacket, gloves and helmet. Let's go. Two of the organisers had succumbed to Covid. There was no rally pack for me, as I was a late entry, and I guess these two had other things on their mind, plus the photocopier had packed a sad. So, no rally pack, with the all-important rally route for any day entries. I'm in good company. Fortunately, the Trial team is well oiled, with one of our members, Linda Kendrick on the registration desk. Riders leave at 5-minute intervals. Those of us, without a route map, latched onto one of the entrants who knew where to go.

There were two nominated speeds: fast at 50 mph and slow. A couple of us latch onto a BSA - B31. Fortunately, he

liked to travel in the speedy lane. At the first check point, there was no need to stop, just wave and carry on. Once out of town the pace picked up. Before long, we catch up with some others, the pace slows a little. Mainly because we are now in hill country, with nice twisty, well-sealed roads. Zoom, zoom to the left. Zoom, zoom to the right. Aha, this is the life. A nice sunny day, great roads, excellent scenery... Hang on a moment. What's that up my exhaust pipe? A Trident with a couple of speedy mates. Up front the Commando leader must have spotted the speedsters. The pace pick up. He's not going to let a scruffy Trident pass him, is he? Before things get too feisty, we hit a graded portion of the road on the way to Mount Curl (close to Hunterville on State Highway 1). By now the bikes



Willie Woods from New Plymouth

are really bunched up - there's about 12 of us. The three-checkpoint people leap up. They have their work cut out.

We turn up the hill, and then on, on, on down to the next checkpoint at Marton, my old stopping ground. (Born in Taihape, bred in Marton.) Lunch was at the Marton Bowls Club in Hereford St. Now I remember the Primary school, the two churches, and the swimming pool in the street, but the Bowling club? It's not the only thing I slip up on. A voice said to me "How's it going Pierre?" Blank look from me, amused look in to eyes of the speaker. He's grown fungus since I last saw him, and besides its 45 years since I lived in Marton!!

After a great lunch, we play follow the leader around the long abandoned "Crofton Racing Bike Circuit" (before my time I hasten to add). Then off we go back towards Whanganui - mainly via the back roads. Rolling country this time. Marton to Turakina, to Fordell. Beady eyes were required as we do a loop through Fordell, looking for small bike signs as part of the Trial. This time I was following a pretty, light-blue, Royal Enfield, twin cylinder two-stroke. It buzzes up the hills quite nicely. I remember having a small single cylinder two-stroke engine, but this was more modern. The owner tells me is a Villiers 4T 250cc. Thanks to the rally organisers, the riders and the sunny weather we all had a great time.

During the day of the Trial, the temperature rose from 12 degrees to 19 degrees or so. But by the time I arrived back at my friend's place after the dinner, the temperature had dropped down to 11 degrees. Just as well I had put my winter woollies back on. Here's to the next well-oiled time trial.



A very tidy Royal Enfield 2 stroke

Pierre Woolridge

FROM THE SECRETIVE SHEDS OF HAWKE'S BAY



***Above:-** The finished result from a restoration a few years ago*

***Below:-** A detailed inspection of a 1952 AJS Model 20 for Covid virus and other nasties, whilst undergoing a rather extensive restoration in a shed hiding away somewhere in the seaside hamlet of Clive, was undertaken by a chap with more than a passing interest in medical procedures. Experience of a similar activity had been part of this 'inspector' chaps life, as his 1960 Matchless G12 (above) was the basis of the write up in the resources section on our website. From memory the worst part of that job was figuring out how to check the alternator rotor clearance to the stator. Why AMC mounted the stator on the outer cover is one of the great imponderables of life.*

All was going rather well with this Model 20 restoration until the crankshaft was found to be cracked, as were the many others that were subsequently obtained as replacements. The shed now has the largest collection of useless lumps of cast iron in the country! There must have been some mind altering drug slipped into the canteen tea urn at Bracebridge Street design office all those years ago. This has now resulted in the opportunity for clever chaps to produce expensive steel replacements!

MIKE



FROM THE WINDY CITY....

Webmaster Pierre Woodridge recently did battle with the elements. No, not astride a 'Jampot' product, but Pierre is justifiably proud of his bike's oil tightness, tho' from the pile of newspaper beneath it, maybe he is not totally confident in its ability not to recycle essential fluids in a random manner. Pierre takes up the story:-

A few weekends ago, the Manawatu Classic Club held a swap meeting. The flyer said 8.00 am until 1.30 pm. I thought, I'll go to that. It will be far more interesting than the short trip associated with the Distinguished Gentleman's Ride, plus, it's only a couple of hours or so away. However, the forecast the night before was not too hot. Strong wind and heavy rain north of Wellington. Now, anyone who has

ridden North along the Foxton Straights will know this for a fact, a strong westerly wind means a noticeable lean to the left to stay upright, and there's no relaxing on the return. Large trucks passing North as one returns South, means that the wind stops blowing for a moment or two. If you don't stop leaning into the now non-existing wind, one can end up as roadkill! Then the leaning needs to start the moment the truck has passed. The early morning forecast was the same, Grottsville. However, Evelyn was listening to a programme on the radio which stated the rain had yet to come to Otaki. "Why don't you go?" faced with this challenge to my manhood, I went.

Eight degrees on leaving, rising to double that in the afternoon. I'll need take a layer of two off on the way back, so I'd better make sure I've got room on my bike for when I disrobe, along with any parts I might bring home. I need not have worried. No rain there, and no rain on the way back. Cold going up to PN, after all, eight degrees standing still is quite a bit colder when the wind chill of bike riding is factored in. But I was dressed for it - I even had thermals on! There was a wind, that became stronger as I headed north. Turning East at Himatangi meant that it then blew me all the way to PN.

I arrived at the swap meeting at 11.30. in time to find that many people had already packed up and left, or were in the throws of doing so. I guess the early bird does get the worm in these cases. Still, it was a clear day, (not a cloud in the sky) and I had a few chats with people I hadn't seen for a while. On the way back, just before I left town, a chap in a car waved me down. He wanted to know, just where the swap meeting was, I guess I was not alone in being tardy for the event!

This Sunday, MotoGP was on. Zoom, zoom. A stand up lunch at a petrol station in Levin (relatively cheap petrol at the Caltex service station, especially if you wave your Gold Card around), and then on, on, on. Actually, there was no rush. Traffic was light so I made good time. Indeed I was back home with over an hour to spare before the TV coverage commenced. Best of all, my 1965 Thunderbird was still oil tight - not a drop of oil in sight! and I was sure I had put some in!!!



PIERRE

Cape Reinga and Return.

Every year, a group of us from the VCC Motorcycle section here in Wellington, do a multi day trip. Usually, the trips are about a week long, but back in 2018 we decided to do a longer trip around the South Island via Bluff. Having been to Bluff, the next target had to be Cape Reinga, so in March last year it was around the North Island via Cape Reinga on a ten-day trip with eight riders on an assortment of bikes. There were three Honda 750s, two BSA gold flashes, a couple of BSA singles, a Harley Davidson and my Matchless G80S. Although outnumbered by more modern multi cylinder machines, the three older single cylinder bikes kept their flags flying - well until at least Whanganui for one of them. We were wisely accompanied by a backup van to take bags, gear and any dead bike!



L to R. Dave, Ray, Adrian, Peter, Paul, Ashley, Mel, Dennis and Aaron (trip organiser)

The route took us from Wellington up to Taumarunui on the first day, via Whanganui and Raetihi. Unfortunately, Dave's BSA single never made it past the Whanganui lunch stop and returned to Wellington with a seriously split petrol tank. We were to meet up with Dave later in the trip after he carried out tank repairs back in Wellington. From Taumarunui, we took the route up the West Coast via Kawhia to Raglan for the second night, traversing some loose gravel roads.

At Raglan Motor Camp



The third day was always going to be a challenge in getting through Auckland. As an ex myself, I knew that Auckland traffic would be "interesting" and the timing of the transit and route through Auckland needed careful thinking and planning. As it turned out the traffic wasn't too bad. Having made Pukekohe via back roads, we then jumped onto SH1, SH20 including the Water-view tunnel and then SH16 to Matakohi for the third night. Motorways are not the best for old bike travel particularly for those experiencing the tunnel for the first time. All bikes made it. It was just before the Brynderwyn turnoff that the Matchless ticked over to 100,000 miles. I have had

the G80S for over 51 years of its 68 years and done most of those miles. Checking the original rego papers shows the gradual increase in miles since the bike was new with no irregular pattern so it looks to be genuine.



We learnt on the Rawene ferry that SH1 was closed somewhere near Mangamuka, so we diverted via Wainui junction to Kaitaia, which was no problem, as we were happy to avoid SH1. The 4th overnight stop was at Pukenui, allowing a day trip to Cape Reinga the next day. Of course, the only day of rain on the trip was today on the way to the Cape and return, but never mind. We achieved our aim of reaching the Cape having been to Bluff. At Paihia we had a day off the bikes to visit some local sights including Russell.



Rawene Ferry



A rather soggy day at the Cape

Day seven, had us riding from Paihia to Miranda through Helena Bay via the Opuia ferry, and later through Auckland. This was a very pleasant back road and ideal biking territory before hitting SH1 at Whakapara. However, what we could not avoid was getting through Auckland again. We did divert through Waiwera and Orewa for a lunch stop and had a very smooth ride over the Harbour bridge. The last time I rode the Matchless over the harbour bridge was in 1971 during university capping week on the infamous "Capping week bike rally", with about 1000 other riders, but that is another story. Such were those university days. This time unfortunately, it was the Thursday before Easter which sees the mass exodus of Aucklanders from Auckland as Aucklanders seem to do on holiday weekends. Progress was OK until we encountered very heavy traffic on the Southern Motorway just after the harbour bridge at Spaghetti Junction. Possible engine overheating in the slow traffic caused a few worries, until things speeded up after the Mt Wellington junction. We finally reached Miranda after a 360Km day, the longest day of riding on this trip.

Day 8 took us to Opotiki mostly via SH2. All bikes were going strong and performing well.

Day 9 was to Napier via the Waioeka Gorge and Matawai and then some back roads.

Day 10, the last day, was not uneventful. We met up with Dave who came up from Wellington having fixed the leaky petrol tank on the BSA. However bad luck struck him again as in going through Carterton he suffered a flat rear tyre from a large nail, so into the backup van he and the bike went. The last challenge occurred near home, as we came up the Rimutaka Hill, the electronic road sign lit up saying the hill road was now closed. That explains the Featherston fire siren going off while we were having a tea break! This could only mean one thing - there was a prang on the hill. The weather had turned bad, with very strong winds and it looked a bit dodgy riding bikes over the hill. The road was finally cleared of the car and caravan that been flipped by the high winds and re-opened so we proceeded up the hill in fairly strong winds and made it home. Another successful annual trip and the first question to Aaron the organiser is "Where to next year?"

Peter Simpson

Experience is the teacher of all things.

Julius Caesar

Particularly with old motorcycles!

The Seeley Condor frame, an exercise in simplicity



Colin Seeley, who sadly shuffled off this mortal coil a few months ago, had left an engineering apprenticeship to open a Kent based Motorcycle shop as a very tender age. He competed in Grass track and Scrambles, but after watching a sidecar road-race the competitive urge really bit. He soon found the limits of an old ex Eric Oliver Manx Norton powered outfit, so he set about constructing his own chariot. Obtaining a G50 motor, which the pundits all shook their collective heads over, he rode it in the IoM TT race, with passenger Wally Rawlings, his workshop mechanic, in 1961 they finished sixth, behind the all conquering BMW's, moving up to third the following year and also winning the British Sidecar Championship. People stopped sniggering at this young 'upstart'.

1965 saw Colin turn his skills toward Motorcycle frame manufacture. AMC had agreed to supply him with 7R and G50 motors and gearboxes and with nothing more than a stick of chalk and the workshop floor, he designed and build lighter, stiffer frames. The sif-bronze welded frame gave the aging motors a new lease of life on the British short circuit race scene, where handling and maneuverability trumped all. The following year he bought the manufacturing rights for 7r, G50 and Manx Norton motors. Seeley AJS and Matchless were in production. .

The following years saw new versions of the frame emerge and then the Mk3, shown above, was produced. Ken Sprayson of Reynolds Tubing, produced the first batch of frames and Dave Croxford won the British Championship astride one for the second time.

The writing was on the wall for the motors as competitive power units, but there was a demand for a road based bike in the Café Racer scene. (Earlier during 1962 AMC had built 25 G50 powered bikes known as 'Golden Eagles', for homologation purposes, so the bikes could be run at Daytona in the USA. One of these very rare birds is nesting in Onekaka, lovingly tended by its owner). A huge effort by Seeley and his team, saw a bike debuted at the 1971 Motorcycle show at London's Olympia Stadium. At 141 kg the bike was light, handled superbly and produced 45 bhp, enough for 120mph. The price tag was rather steep however and became a stumbling block for the youth of the day.

Bernie Ecclestone, of F1 fame came into the picture, luring Colin away from bikes and the project foundered somewhat. Eventually Ecclestone dumped the bike project and Colin was left with a bit of a mess to sort out. The last of the Seeley bikes was a Honda-Seeley, powered by a CB750, but that is another story.

MIKE

FOR SALE

1953 G80 MATCHLESS (Deceased estate)

This bike has had an extensive top to bottom professional restoration carried out by Trevor Hall motorcycles back in 2004, including a complete engine overhaul, wheels re-built, front and rear shocks refurbished, clutch rebuild & new chromium plating and re-painting. The magneto was re-conditioned by Lynda Maddock in 2016. It has had 3 owners since new.

Matching engine and frame numbers and looks to be all original. Due to the owner falling ill this bike has not been ridden for some years and now needs to be moved on to a new owner to love, ride and nurture it. This would be a great bike for anyone who wants one of these wonderful machines, but only wants to give it a bit of a tickle up and a cosmetic spruce up.

The bike can be viewed in Mt Eden. If you are interested, or know someone who might be, give Mick a call on 021 2288742 for more specific information.

1962 AJS Model 31 CSR 650cc



Extensive recent work. Motor not yet fully run in. Bottom end rebuilt by Graham Cole, Top end rebuilt by Chris Le Grice, Crank shaft balanced by Bob Mead.

Magneto rebuilt; New Mk 1 Concentric carburettor; Oil pump reconditioned; New clutch centre, 12 volt electrics; Certificate of Authenticity by UK Matchless/AJS club; WOF and rego.

Health dictates sale; \$16,000.00 ono. Terry 0274313644



Not for sale!

Fresh, from one of the nations many sheds.

After 18 months of fiddling, playing, bolting, painting and then praying, this 1949 G80, lives again. It has been patiently waiting for 40 years for its owner to once more fall in love with it and now it proudly sits in the On-ekaka sunshine, whole once more. "Well done those men"!

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INTO THE SUNSET



A selection of bikes from Pierre's travels to Wanganui, where he could have seen the sun setting! But he was heading the other way.

Jampot riders are happy riders!



Deadline for the September edition 22nd August 2022