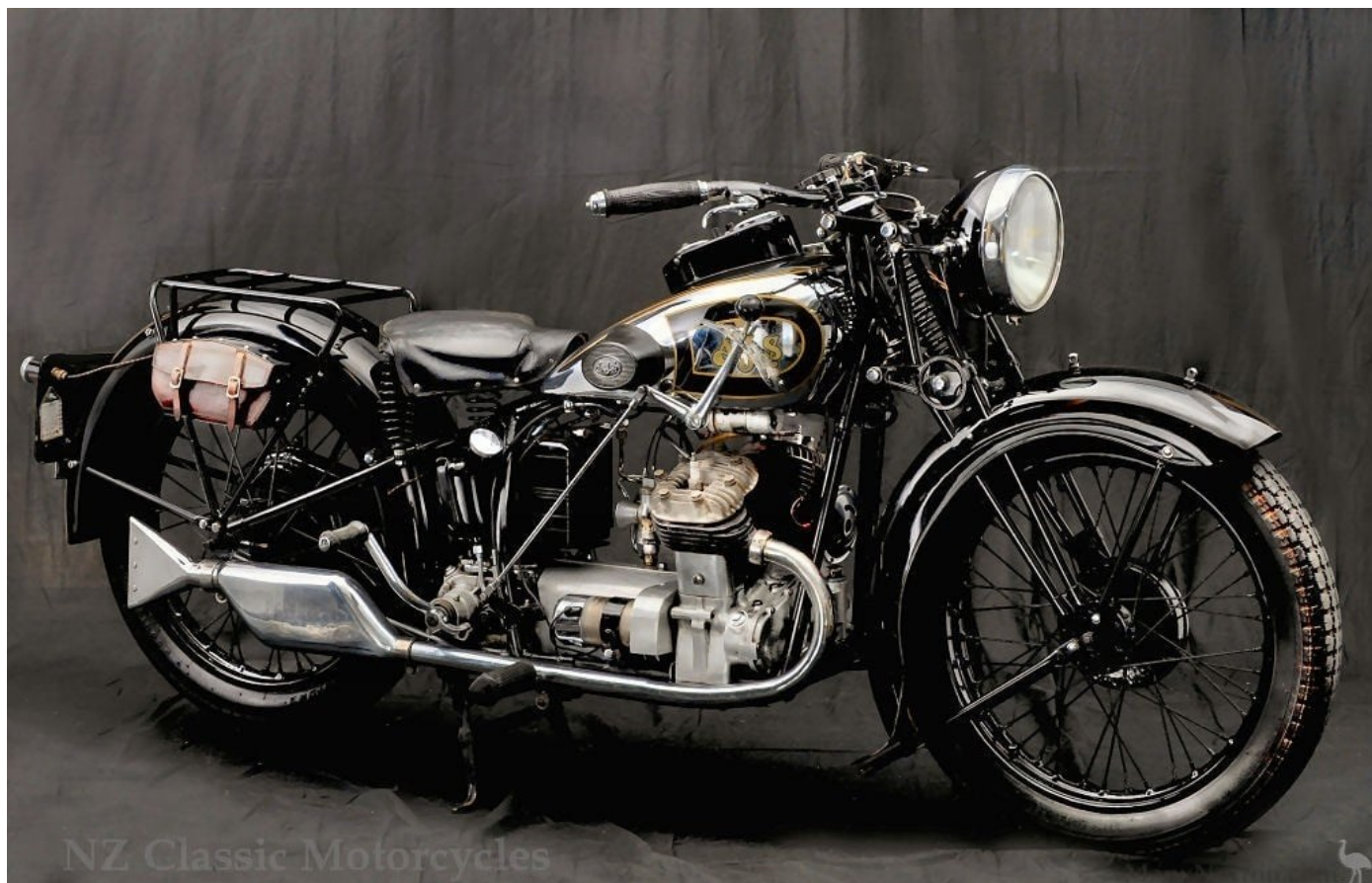




# The New Zealand AJS & Matchless Owners Register Inc.

March 2023



## 1931 S3 AJS VEE TWIN

*The above bike was an attempt by AJS to build a luxury touring cruiser in 1931. Designated the S3 it was a 496 cc transverse V-twin motor with shaft primary drive to the three speed gearbox that then became a chain final drive via a pair of bevel gears. Alloy cylinder heads were fitted to the side valve, 50 degree, Vee motor which ensured adequate cooling. A tank-top dashboard was fitted with a clock as well as the required speedometer and electrical controls. The bike had been expensive to develop and at £65 was more expensive than the 1000 cc AJS of the same year, sadly this ensured it had a short life span. By the end of 1931 AJS as a company had been liquidated, subsequently being purchased by Matchless, both marques being produced under the AMC banner.*

## UNDAMPED TALES FROM THE NATIONS JAMPOTERS

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

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

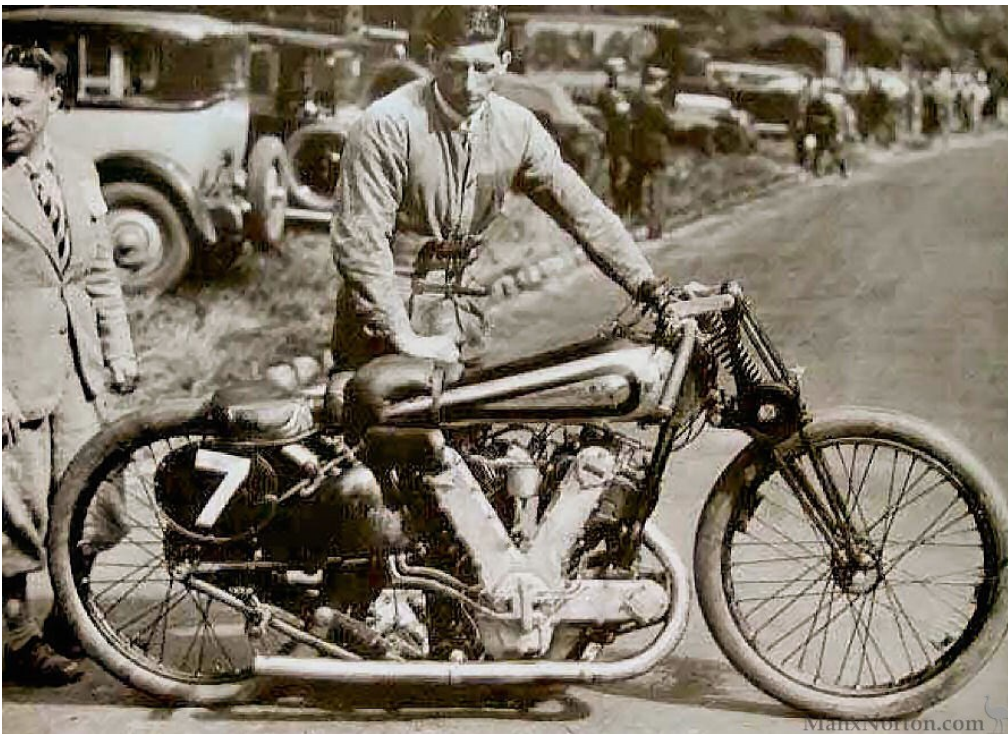


## A BEAUTY THAT DID NOT ACHIEVE ITS GOAL

Some of us may have some knowledge of this rather special bike and its associated story, others of us, including your editor will have no knowledge at all, but it is an interesting tale.

Below is one Capt. O. M. Baldwin and his AJS in 1930, but what do we really know about it? The tale below lavishes much praise on the design and artistry of the machine, but the true test of its worth is to be found in the record books

Built to attempt the motorcycle speed record, AJS used two cylinders from its OHC single cylinder chain-



-driven 'K' motorcycles on a common crankcase, with a third transmission chain for the magneto in the front of the engine. By integrating the three chains they created a true dream engine; visually balanced, with the addition of a touch of technical finesse. The long conical tank which hailed from another era and that distribution train make this bike a jewel. In the summer of 1930 piloted by O. M. Baldwin coaxed it to only 130 mph; not fast enough, as the record at the time was 137 mph (OEC, Arpajon). It was further developed in 1933 by Percy Brewster who incorporated a compressor, enhancing neither its original beauty nor its performance. Ridden by Joe Wright again it achieved only

130 mph. The machine had a few problems!! 'The Motor Cycle' writes on the 24th of July 1930. "Just after clocking more than 130 mph at Arpajon on its first Maximum Speed Record attempt outing ridden by Capt. O.M. Baldwin, further runs had to be abandoned because of the tendency of the piston of the rear cylinder to seize. The engine was a 50 degree. V-twin of 990c.c. (79 x 101mm.) with chain-driven overhead-camshafts. There were two carburettors; both inlet ports faced to the rear and the exhaust ports to the front. The cylinder barrels were of steel and the heads of light alloy with cast-iron valve seats inserted. The frame had a very large top tube, 2 1/2-in diameter, the wheel hubs were machined from solid steel, and the handlebars were in two halves.



Reliving the glory of attempts that failed has no bounds in the minds of serial engineers, who relish the challenge and so we regard the machine, left, created by Richard Johns in his home workshop where he filled three and a half years of his time, producing the bike we see now.

The Utube video of its construction is fascinating and shows just what we little humans can do if we set our minds to it. The bike runs well and whilst it doesn't appear to be road legal, one would argue that

it was originally built as a record breaker so lights and a horn were never going to be part of its standard equipment. Mr. Johns we salute you and admire your skills in re creating this tribute to the sporting ethos of AJS motorcycles.

*Mike*

# THE PRESIDENTIAL RAVE....

## Presidents report for the 2023 Jampot AGM, Clarke's Beach, 4th March 2023

This is my final AGM as President and Derek's time is also up as Secretary. It is essential for the future of the Club that we have a turnover of new Committee members as per our Constitution. During my tenure there were two major events. I will not bother mentioning Covid as we are all having to learn to live with it, but it did cause the cancellation of our 2022 Jampot.

The other event was the review of the Act governing Incorporated Societies and there will be some work needed in this area. From October 2023 until April 2026 our Society will need to re-register as an Incorporated Society and submit a revised constitution which contains a new disputes resolution clause as well as a suitable winding up clause. If for any reason, we fail to re-register we will simply cease to be an Incorporated Society.

By the middle of this year the Companies Office website will have a constitution builder which we can use to make us compliant with the new act. The easiest way to achieve this will be to make the necessary changes to the Constitution during 2023 and get these ratified by members at the 2024 AGM.

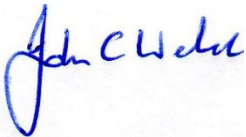
I was recently at the VCC National Motorcycle Rally and there were quite a number of Matchless and AJS machines there but many of the owners were not members of our Register. I always encourage such people to join and perhaps we all need to set ourselves a personal challenge to sign up at least one new member during the year.

At our last telephone committee meeting we decided to join the Federation of Motoring Clubs (FOMC). Murray is already involved with the FOMC so was able to convince us it was a good idea. He will action our membership.

Over the past four years I have been very grateful for the support and wisdom of my fellow committee members.

On a final note, thanks must go to Mick Warmington and his team for organizing the Rally under very trying circumstances with all the extra work involved following the 2022 Jampot cancellation as well as the recent floods in the North Island.

Best regards



## A SHOUT OUT TO THE SOUTH

At the September 2022 National Classic Motorcycle Rally held at Stoney Creek Ranch in Hawke's Bay, the Wellington club put up their hand to host the 2024 Rally. It was hoped that a South Island club would offer to do likewise for the 2026 event. Whilst we realise this is somewhat time distant we certainly hope that you are all still around for the event.

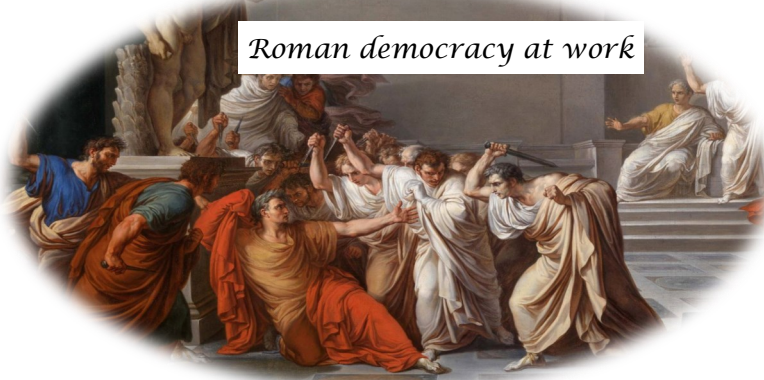
So Southerners, do have a think about it, we all love getting down to see your part of the country and would welcome a rally to gather with like minded folk. The people to contact would be the Wellington Classic Motorcycle Club. Their President is John Pace, [johnpace@xtra.co.nz](mailto:johnpace@xtra.co.nz), 027 247 8323; the Secretary/Treasurer is Peter Aldridge, [alderidgepja@gmail.com](mailto:alderidgepja@gmail.com), 04 589 1507.

It can't be as hard as hosting a bunch of Australians every ski season can it?



## THE EDITORIAL SOAPBOX....

“Beware the Ides of March”, a quote from the Soothsayer Sperrina, all leaders should take note of, for this day, the 15th of March, 44 BC is the day that Caesar was assassinated by his Senators. Fortunately our club has a slightly more civilized way of electing/changing our hierarchy, so at the up coming AGM be not afraid of putting ones hand up for office, you never know you may enjoy it. Change in our leadership will not be as dramatic as depicted in the scene below, well one would hope not!



Our country's leader did not wait for such an event to manifest itself, however, choosing to lead the way into the lifeboat, where she will paddle off into marital bliss, not wishing to go down, still at the helm of her self destructing political ship, thus avoiding any unfavorable 'Board of Enquiry' finding, due to happen in October this year.



Our nation is seemingly hell-bent on charging its way to electrify everything that moves and many things that don't. My home city Napier has recently said “Yes” to a flock of purple electric scooters that are now scattered around the streets like mobile Jacarandas. We are urged to purchase electric vehicles to save the planet, while the manufacturers of the vehicles are chewing up electricity from coal fired power plants. Not too many years ago our country spent a very large amount of money electrifying the North Island main trunk rail system. Locos were purchased, all was a bed of electrical roses. Today all rail usage on these lines is diesel powered. The overhead lines are now used by our avian friends to perch on while they crap on the locos passing beneath. It seems someone didn't do the sums very well, or told a big porky-pie about the project. Grandiose statements of a fully electric vehicle fleet by the year ??? keep coming out from politicians, but we are a million miles away from the reality of it. “The devil is always in the detail” is a very true statement. When one sits back and looks at the huge infrastructure required to move this well strung out nation to such a state, it is eye watering. I don't have an issue with electric vehicles in principle, its just that to move to them at this point in time seems a retrograde step and a bloody expensive one too.

This whole upheaval is being prompted by calls to “Save the planet”. “Stop burning carbon based fuels”. The global effect of switching over the vehicle fleet to electrical energy to reduce emissions at the present time is debatable at best. We all know that eventually the world will run out of oil, coal and natural gas and huge research is under way to come up with alternatives, but the headlong charge into electric vehicles that produce large emissions from both their manufacture plus the ongoing electricity production requirement to power them does not yet seem to be addressing the root of the problem.

The last few weeks of your editors life has been fraught with great discomfort as I have battled a rather nasty kidney stone, which in turn has revealed that those organs are not in the best of shape. To counter this, the ‘Feelgood’ drugs I have been scoffing to mask the self inflicted damage that years of ‘Careful living’ have produced, are now on a high shelf with a “Don't touch” sign. A dose of the s\*\*ts didn't help either. The result of all this is I am now confronting all the aches and pains inflicted upon my body with out a panacea. Life is moving at a slower pace, but I can still swing my leg over a motorcycle, so enjoyment is able to be found in this.

‘Gabrielle’ has wrought her destructive power on our nation and here in Napier we have felt a very cruel sting as she lashed us rather unmercifully. Many perished, heart rending stories abound, much damage, much time and money required to repair things, much angst in the community. The petrol powered generator, the LPG powered BBQ, the wood burning fire with a wet back, demonstrated the folly of being fully electric, the way our leaders would wish. Six days without power brought this home with a bang!

Tommo and self have been attempting to bring some joy to a local lass whose 2019 Indian Scout was buried under 4 metres of silt, back to life. It is the least we can do, as two old buggered gents, but it is something. I look forward to catching up with you all at Clarke's Beach.

*Mike*

## MEMBERSHIP MAN MUTTERINGS....

Hi to all our New Zealand and overseas Members,

Summer is here and our Annual Rally is only weeks away so get a WOF on your AJS or Matchy and join us at Clarks Beach 3-5 March. There are groups travelling from South Island ( with back-up ) and riding to New Plymouth on 2<sup>nd</sup> March so contact your local rep for details.

Our Current Membership stands at 178 and 4 overseas Members

I have my 1954 G3ls up on the lift and giving it a once over that has lasted for 5 days which turned into a rewire, genny service, clutch upgrade and repairs as the bike hasn't moved since our 2020 international. Time will tell if I have found and sorted all the nasties these 70 year old machines have lurking under the tank, so shortly it will be "Auckland Ready". See you all there,



*Murray McLean*

### RALLY UP DATE

I thought our last up-date might have been the final one before the rally, however it looks as if we can squeeze in another.

For those who made an accommodation booking with the Clarks Beach motor camp directly, please get in touch with Suzanne, if you haven't done so already, to confirm your booking has carried over to the new dates in 2023. [www.clarksbeachholidaypark.co.nz](http://www.clarksbeachholidaypark.co.nz) PH: 09 232 1685. Remember if you are staying in the 'lodge' to bring a sleeping bag and pillowcase. If you have booked with the camp directly check the status of your arrangements, they do not have a linen service for any of the cabins so you may be needing a sleeping bag or sheets etc. We have 53 entrants – 47 bikes & 6 partners so thank you for all who have confirmed your intention to come.

Before getting to Clarks Beach, please make sure you have a full tank of petrol – there is a G.A.S. station in Waiau Pa – 3.6km from the camp, which you will pass on the way in. The Yacht club will run a CASH bar – this is exactly as it says - so bring some cash – you won't be able to use Eftpos and there are no money machines in Clarks Beach. It will be possible to pay by way of internet banking but is obviously time-consuming and cumbersome on a phone.

The recent Cyclone has caused havoc in the North Island, especially up the East Coast, Northland and of course here in Auckland. Unfortunately the area we are holding the rally has been similarly affected, and as I write the top of the Awhitu Peninsular has been completely cut off with the road being completely washed out. This has meant a complete new look at our intended ride route and final destination. The local community have been fantastic in providing what information they can about the roads for us as well as dealing with their own issues caused by the cyclone. It has been a pretty rough couple of years for most, so let's hope everybody stays healthy, the sun shines and we have a good time at the rally!

If you have any further queries, please give Mick a call on 021 2288742, Alastair on 0274 933229 or Buster on 0274 786747

Regards,

*Rally Organising Committee.*

*We welcome new member Jodi Ward from New Plymouth 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.*



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

Well its been cold in the UK for the last few weeks, down as low as minus 6C in West London and much colder further north in England. Strangely there seems to have been some inversion of the usual temperature gradients with the even further north of Scotland being warmer than London. However three of us did manage to get out for a ride on New Year's Day to Coombe Hill. After a short walk we reached the monument and were rewarded with a panoramic view of the Chiltern Hills, including overlooking the Prime Minister's country retreat - Chequers. There have been so many changes of Prime Minister lately I forget who was in residence at the time! On the subject of politicians, and regardless of your view of her policies, from the UK you can only respect Jacinda Arden for knowing when her time was up and going, perhaps some of our politicians should take note.



The cold had helped jam the carb slide open at one point on the ride but fortunately it released again, but at a stop for hot chocolate I foolishly tested it by winding the carb fully open with the engine stopped. Of course it jammed and would not release so the hot chocolate was delayed while we played with it. So on the return journey from Coombe Hill, ridden fast on the motorway my dynamo stopped charging but fortunately the carb did not jam again. Easy task both testing and removing a dynamo on an AMC twin compared to a single. So not a big job I thought but first I took the carb off and as predicted by my colleague the bore of the slider part was out of round by about 5 thou. Judicious squeezing in the vice dealt with this without cracking the Mazak, so hopefully this annoying fault is cured. It turns out the dynamo fix has been much more difficult. The windings had obviously overheated and the commutator segments were now all earthed so a new Lucas armature was ordered. However some two weeks later I am still struggling to get the bearings off the old one and even more surprisingly the sprocket will not come off. It should be a sliding fit as it is a parallel shaft with a woodruff key but someone must have used some sort of Loctite on it. I feel a visit to that colleague with more engineering facilities coming on.

January is the month when the famous ACE café on the North Circular in London has the Founders day meeting for the UK club. This is because John Trant wrote a letter to the motorcycling press asking anyone interested in starting an owners club to meet him there in January 1952. Last year we had fine and dry weather and a turnout of 50 AJS and Matchless bikes for the 70<sup>th</sup> anniversary. This year it was below zero, ice on side roads and as I rode to the ACE café it was in a bank of freezing fog. As you pull off the North Circular there is set of traffic lights with a rather long change and as I was sitting there, pondering if many would make it for the less impressive sounding 71<sup>st</sup> anniversary, I thought "goodness the fog is getting steadily

worse." My glasses were fogging up! As it happened 10 made it on bikes of the marque with some travelling 50 or so miles each way, much more impressive than my 6 miles. The sun came out for the ride home.

I Hope your Jampot Rally is a success and Happy New Year from the UK.

*Clive Turner*



## **THE CANTERBURY BLEAT...**

There have been a number of weather emergencies recently with torrential rain and flooding in the Auckland and Coromandel regions. We sincerely hope that our North Island friends have survived the horrendous downpour with minimal damage. Even as I write this, Cyclone Gabrielle is approaching and promising more of the same.

Our Christmas BBQ was unfortunately postponed because of bad weather.

We are coming to the end of the holiday season, back to work for some, the start of the new school year for the kids and Autumn just around the corner. There have been a couple of impromptu rides locally which have attracted 3 or 4 riders to enjoy a leisurely ride in the recent hot weather.

Early in January Round 3 of the New Zealand Superbike Championship was held at Mike Pero Motorsport Park at Ruapuna and we usually get a couple of members along to watch the racing. I always enjoy a day at Ruapuna as it lies directly under the flight path for Christchurch airport and many aircraft pass overhead at low level. I attended on the Sunday and found that the number of riders and spectators was fewer than I expected, but the racing was nevertheless still entertaining. I did observe what appeared to be a different safety strategy when there was an incident during a race. If a rider fell the marshals generally remained at their post under a yellow flag until the race was red-flagged, at which point they emerged from their refuge to attend to the rider and machine and to clear any debris from the track. Perhaps such action can only take place under a red flag? The race would then be restarted to complete the remaining laps. On the first SBK Championship race of the day a leading rider fell on the second lap which prompted a red flag, but the subsequent re-run was delayed. There is apparently a time window in which to re-run an interrupted race, so the start officials eventually got a hurry-up. After a few laps of the re-run there was yet another spill and the red flag was again displayed, but apparently race regulations state when a second red flag occurs the race must be abandoned; this was very disappointing for riders and spectators. Nevertheless I enjoyed the day's racing and rode home satisfied and very sunburned.

January also saw our AGM which was held without incident and resulted in a business as usual outcome. We have re-scheduled our Christmas BBQ to February and also have an outing to Banks Peninsula planned for March.

*Terry Lewington*

### ***Terry's tips***

## **Cylinder head bolts**

Cylinder head bolts should go back into the holes from which they came. One way to keep them in order on the workbench is to push them through a piece of cardboard to the same layout as the cylinder head.

This tip is also useful for timing-cover screws which are usually of different lengths. A rough outline of the timing-cover sketched on a card with the screws pushed through in the correct position will ensure correct replacement.





# THE ECHELON BULLETIN...

Greetings to all Echelon members and their families .

I hope this finds you comfortable and dry as at time of writing we are experiencing cyclone Gabrielle.

Our annual Xmas party was held at The Malt Tavern in Greenhithe , not a bad turnout , definitely a few more than our usual monthly numbers. The different venue provided a change of menu that was refreshingly different ,we all had a good time apart from being seated at the wrong table by staff. The fabulous door prize was won by our very own Noel and Brigid . Nobody escaped without paying - Jimmy did try but he remembered and doubled back .



## MONTHLY RIDE

The ride this month was to suss out any problems we may encounter with the route to and from the Awhitu Peninsula for the Jampot rally. 9 Bikes , plus two pillions, met at the BP on the Southern Motorway . 6 modern bikes , two Matchys and one AJS .We proceeded to Clarkes Beach in fine weather where we reformed before heading off up the peninsula. We rode to the lighthouse and went to the top to check on the view (it was still there !) No problems were encountered with the roads and Mick has since done another recce to see if the recent storm has caused any damage . No slips on the roads but some near the cliffs. The distance travelled by most riders was over 200 miles ,the furthest travelled was the intrepid Buster who rode from Orewa. This is a great ride and I'm sure nobody will be disappointed with the scenery or the roads .



*Buster Westhill Esq. and bikes at the Awhitu Lighthouse*

## FAREWELL PUKEKOHE .

The 43<sup>rd</sup> and final Classic Racing Register Festival at this great place was held last over the Waitangi weekend. The weather could have been kinder . It rained and blew for those setting up camp on Thursday and the same for Friday morning's practice .Saturday and Sunday were fine but rain again for Monday morning. A great turnout of supporters , campers and competitors . I've never seen such a turnout and over 500 riders entered . The hill and under the trees were covered with tents , campers and campervans. As usual campers were well catered for with plenty of clean Portaloos and a 24-hour ablutions trailer with continuous hot water. At the far end of the bike park ,which was an exhibit itself, and took ages to walk around checking out all the cool rides was a huge marquee , this was home for an exhibit of new Triumph bikes and a stand of Moto Morini bikes. The main attraction for me was Mike Ensor's collection of 100-year-old bikes ,what a wonderful collection of examples of engineering and development. Some clubs had displays next to the bike park , though not as full as previous years .This may have been due to the weather forecast. Our club didn't have a display but there were two very tasty AMC examples in the VCC camp. One of these bikes was a very rare Matchless G50 replica built by Peter Kingsnorth. The other bike was a 1960 Matchless G80 cs owned by Rod Briggs , both men came all the way from New Plymouth for the event and to exhibit their fine machines ,so a big thankyou to them for their effort. Other displays (I will probably miss some) On the other side of the track were , The Ken McIntosh Suzukis and The Creamer Nortons plus Vintage Speedway bikes and Pete Lodges fabulous giant slaying ES2 Norton . Plus, next to them were three Brittens which did a demo for our undoubted pleasure. The oldest rider was Les Harris (97) on his 175cc BSA D7 Bantam two stroke .This beautifully prepared bike was also ridden by his daughter Olivia. The youngest rider was Charley Porter (14) who rode a 350 Triumph. Also, on display was Kenny Smiths LOLA F5000 race car .

On Sunday there was a fly-by /beat up of the race track by a WW2 Kittyhawk was really cool hearing the note of that v 12 Allison engine. Our very own Noel Howe received an award for Third place in the Clubman's Championship for 2021 - 2022 .Also Noel won the Clubman's class for the weekend on his B40 ,well done Noel. Not to be outdone , Barry Deans rider, the intrepid Matt Cross, won first place in the pre-war class



2021 2022. Great effort Matt. Noel did very well over the weekend with a 1<sup>st</sup> and three seconds, winning him the 350 Clubman's class – well done Noel!

UPCOMING EVENTS. 2023 Jampot rally , Clarks Beach March 3,4 & 5. No other ride organised for March.

That's all from me. See you at the Rally.

### TIP

I was having trouble with a Burman CP positive stop mechanism on a Matchy G9 . After repairing the kickstart ,I couldn't stop the spring box from dropping out of position and couldn't refit the outer cover . All the Utube articles showed how easy it was to do it on the bench but not in the bike .So to stop the spring box from dropping out of position I decided to drain the oil and remove the opposite footrest and with my block and tackle I lowered the bike to the horizontal plane . This may sound weird but it worked !!

**Chris.**

The following article was penned and generously loaned for our use by Peter Kingsnorth .

### *The story of a G50CSR replica build – an abridged version of what actually took place.*

It all started when I was in my teens, already an AMC convert from 16yrs old, A couple of years earlier a chap across the gully had an extremely tidy 1962 7R which was often run up of a weekend- the curiosity of the sound of a 7R and reverse cone getting the better, necessitating a closer look and the artwork of the 7R engine revealed ! Later, watching other 7R's and G50's kept the imagination alive.....got to have one of those ! Sometime around my late teens, read an article of the Golden Eagle, that's how it should be done ! Alas only the 25 were produced, and the price stratospheric, especially for an apprentice on about \$12 a week.... Dream on. Had a hankering for the above mentioned 7R when the owner/ mechanic/ rider was sponsored on a new Suzuki Titan ,and the 7R had to go... \$800 was still a dream or two away. A G50 came up at \$500, kept on dreaming , wages were about \$20/week. The MKV11 Jag, beer, pies, parties and petrol precluded a decent deposit eventuating, but life was being lived ! Roll forward a few more years, had a notion to attempt to build an engine.....had a bit more money, also a wife and three children .....still dreaming, and other priorities.

Never lost that hankering to own one of these magical engines, eventually coming to fruition some 50 years later..... Like good cheese, some things take time.. mine was well matured !

Took a trip to the Mecca of British motorcycle racing, Isle of Man with a good friend and his wife and grandson, on the return to the mainland, a detour across country took us to Wakefield, and Martin Page... of Minnovation, who now produce the G50 engines from original plans which were passed from AMC factory to Colin Seeley, to Fred Walmsley, and then to Minnovation. The visit to the race prep shop and engine assembly area was bristling with toys ! The engine shop had a new engine completely stripped and ready for final assembly following a couple of dry assemblies. Having a couple of mechanical trades under my belt, and having spent 5 year's experience in the Australian Borg Warner Auto and Manual gearbox factory, the fine finish and attention to detail of the engine components was second to none. The family grown up, the salary in better shape, a bit of a stunned look appeared on Martin's face when I asked for a quote on an engine... and how much deposit for one of these fine mechanical marvels, a handshake and a deal was done the ball started rolling, then there was a fleeting moment of panic..... the leader of the opposition ( dearly beloved wife) who was ensconced back in the NZ headquarters was blissfully unaware of the scheme unfolding. Thanks to a very understanding wife, I managed to keep all fur and feather intact, thank you Sue ! So, what do you do when you have an engine on the way, with no real plan ? No problem, have two Norton P11 frames at hand, one of those will suffice, and being a little lighter than a Compy frame, should make a good hotrod. A cunning plan was changed when a last minute ( while the frame was being painted) option arose of a genuine Compy bike in bits from a good friend, money changed hands, the frame was painted, along with the P11, and so the replica G50CSR in true form took the leading path, the P11 frame story also continues in progress as a G85 Matchless replica ( should have been finished by now, but too many work interruptions ). Much research of the G50CSR was done including two trips to the National Motorcycle museum at Birmingham, many photos and scouring of literature done to be reasonably close to the original, although I would never claim this machine to be anything other than a replica, and a total joy to ride, as there are a number of changes like addition of belt drive and electronic tacho, 5 speed TTI gearbox.

As anyone who has rebuilt a motorcycle will know the path is fraught with many a tribulation, what ran, and came apart, will not necessarily go back together nicely. Even the headstock, and several other "pairs" proved to have significant anomalies if both fork legs were to point in the same direction ! A few tweaks here and there ( translates to many, many hours of checking and multiple measuring and frequent bouts of cussing and beer drinking) and hey presto ! the patience and determination paid off, whereby the bike is steerable, hands free by shifting body weight. The engine came with mag and carb, carbon fibre muffler, Newby clutch and belt drive, 46.6 bhp on the dyno, two cans of oil and a bottle of whiskey ( Thanks Martin!).

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## *JIMMY'S M 20, A STORY OF ADULT LOVE, HEARTBREAK AND JOY*

As a young child in the '50's I remember the radio soaps 'Portia Faces Life' and 'Dr. Paul', both described as stories of "Adult love and human conflict". These were eagerly awaited every morning by a bevy of housewives, who sobbed and sighed as the dramas of the heroines were unfolded in daily episodes of trite and trivia whilst the pot of cabbage was put on the stove to cook for several hours, in preparation for the 5.00pm evening meal. The story we are concerned with is somewhat similar (*but no cabbage is involved*) with a real life adventure as we journey into the completion process of a semi-restored M20, purchased in a moment of nostalgic fervor by one of our Hawke's Bay AMC marque devotees.

Several boxes of 'British Treasure' arrived at 'Big Jim Motors' in the seaside enclave of Clive. (*This establishment is known to many as the 'Norton International Hotel' after the visit, some years previously, by the President of the UK Norton Owners Club, "Lord Mucus", as he was so aptly named by the late Mark McLennan. The poor man had been afflicted with a severe head cold, courtesy of international jet travel*). I digress. These boxes of 'Treasure' contained the majority of a 1952 AJS M20, 500 cc twin, many parts being new, some parts being 'as new' and other parts being well bugged. A fit of restorative activity saw much sanding, and paint application, courtesy of a 'Rattle can', resulting in a rather superb result it must be said. There were gleaming black coated parts hanging in many locations in an effort to confuse and foil the inevitable suicidal midges who delight in sacrificing themselves on ones freshly painted pride and joy.

In rather short order the basic components of a bike were assembled and things were looking rather promising with the love of all things AMC filling the air. Then the work on the motor began. Many new items were laid out in preparation to final assembly. The heart of the beast, the very substantial crankshaft, was measured and all seemed to be in order, until this lump of cast iron was crack tested and just as well too, as it was found to possess many of these unwanted flaws. AMC in their wisdom had made the 500 cc cranks from cast iron, as many, most, all of you, will know. Seventy years of hard labour had taken their toll on this fragile material, rendering the further use of this part somewhat unwise. The great crank hunt was now on in earnest and a few month later a collection of cranks, all in a similar state was amassed in a corner of Jim's shed. Great sadness descended on our Jim, prompting thoughts of quitting the project by attempting to sell it all, such was the depth of the mans despair. Then a ray of sunshine broke through these clouds of despair. A clever chap from the land of Mooloo had determined that a Yamaha twin crank could be used, if a bit of a 'tweak' was applied. A deal was done and eventually the motor was finally assembled, shoehorned into the bike, connected up with the required hoses for oil and petrol and then the moment of truth had finally arrived.

A ceremonial kicking began, and in very short order the air waves were filled with the roar of a motor, brought back from the brink of extinction by a refusal to give up on the project. A new problem surfaced; how to stop it, as the magneto cut out had decided not to cut out. Removing the plug leads sorted that issue temporarily.

Three more times it burst into life and was stilled. The sound of internal combustion was replaced with the sobs of relief and joy. The only reason for the lack of a test ride was the absence of the rear wheel, a device normally fitted, as one is deemed necessary for safe travel. Spokes are currently being sought to rebuild this and then once more the world will be one 1952 M20 richer, the household cat now needs to vie for love and affection with Jim's new toy. Saint Sandra is mightily relieved as well!



*Jim's collection of crayfish pot weights*



*Mike*



# DOUBLE TROUBLE, BUT A HANDSOME BEAST



Those of us with some memory cells left in our tiny minds may remember a photo of a Matchless G45 on the last page of the January edition of this fine magazine. I made the comment that I thought that it was one of the most handsome bikes of its era and I stand by that remark. A few weeks ago a fleeting visit from our Membership Secretary, as he was travelling around the North Island, collecting various treasures from various places, revealed to me in conversation, that he had a G 45 tank aboard that he was delivering to a chappie in 'Sulphur City' who was rebuilding such a bike. This set my literary juices flowing and so a bit of sleuthing around both the internet and friend's archives, gave me the info to put together a bit of an article about these bikes. Read on!

Matchless have proud racing history, indeed Charlie Collier, son of Henry Collier, founder of the Plumstead Street works, that originally produced bicycles, won the inaugural 1907 single cylinder TT race riding a Matchless, powered by a JAP motor. His brother Harry won the 1909 event and Charlie won again in 1910. These results ensured that the Matchless name became well known in the British motorcycling community. 1912 saw Matchless begin to manufacture their own engines and over the years have produced, an amazing variety of motors. Singles, V Twins, Parallel Twins, V Fours, Matchless made them, they even made the motors for the Brough Superiors and Morgan three wheelers.

A couple of large world arguments later saw us humans emerge into peace, which really means a constant state of only little arguments. The many motorcycle design office pencils were pressed into service with great gusto. Edward Turner had started the ball rolling with his pre WW II 5T Triumph and before you can say "Detonation", everyone had a twin on the go.

Matchless had bought AJS immediately before the last big stoush and introduced 'Badge Engineering' to the British motorcycle market place. The company designer, one Mr. P. A. Walker AMI. Mech E, had penned his idea of what a parallel twin should be, and very well thought out it was too. Jock West tiptoed in there and tidied things up to make it look all nice and smooth and at the 1948 Earls Court motorcycle show, there they were, all gleaming and very pretty in the AMC limelight, the Matchless G9 500 cc twin and near identical twin brother, the AJS model 20. The design was unique in so far as it had a three bearing crank, not so popular was the fact that it was made from cast iron, a material that is somewhat intolerant of "shock and awe". (*trying to find one today that is not cracked is a rather fruitless exercise!*)

The racing heritage ran deep in the Plumstead Road works and it was not to long before the race shop chief, Ike Hatch, was summoned to the halls of Matchless power and given his brief. "Take a G9, add some lightness, give the motor a bit of a tweak, put it in a AJS 7R frame, don't spend any money and we will go racing again under the Matchless name". The race shop 'toys' they were currently playing with were the AJS 7R, 'Boy Racer' and the AJS 'Porcupine'. The Porcupine was not a happy child, needing constant skilled TLC and was certainly not a commercial proposition to offer to the keen amateur. The winter of '50/'51 saw Ike and his right hand man Monty Sayer beaver away to fit the wider G9 motor into the 7R frame, which required a 'tweak' or two to align the primary drive to the gearbox (*the motor was moved to the*

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right by 25mm) this meant the frame needed a further 'tweak' to fit the LH exhaust pipe and megaphone so it would not hang out in the breeze. Finally they emerged with what we now know as the G45. The 1951 Manx GP saw the debut of the bike, which was ridden to a 4th place by Robin Sherry. Mutterings were made about a barely disguised 'Works' bike in what was regarded as an amateur event. The muttering became louder when the bike, after a further years development, won the 1952 Senior TT with Derick Farrant aboard. The men at Matchless were understandably happy chappies, silencing the grumbings by offering the bike for sale in 1953 as, "The only over the counter multi cylinder production racer available anywhere in the world". Stirring stuff from the marketing men. For the amateur it was an attractive proposition, but ahead there was "Trouble in't Mill", as the bike became known for its unreliability.



The motor had several changes from the standard G9, starting where the biggest issue was foreseen, the crankshaft. A new steel one was made with light flywheels that would accelerate faster and not fly apart. The cam followers were next in line and the standard fingers were changed to roller bearing followers, moved by a modified cam profile that could only be described as vicious to the rest of the valve train, these followers were a bit heavier than the originals and the cam profile they had to follow meant triple coil springs were needed to control things.

The twin cylinder heads and barrel

construction was retained, but the standard cast iron cylinders were changed to alloy versions with liners, addressing cooling and weight saving. The cylinder heads were altered as the exhaust ports were splayed out to a wider angle allowing better cooling and the head finning was extended up the exhaust valve pockets to assist in this regard. The exhaust pipes were retained by threaded collars, as opposed to the push in pipes of the standard bike. Getting the mixture into the cylinder was the next area and the heads were re-reported to better allow it to breathe in. Two ring pistons, the top one a 'Dykes' section, were mounted on standard con rods.

Valve train problems beset the motor, as the fierce cam profiles, together with the increase in cam follower weight, plus the exhaust valve stems going up a tad in diameter, hence more weight still, gave the rest of the components a hard life. Collets escaping from valve spring caps and broken rocker pillars were not unknown. The rocker support pillars were strengthened and the collet design altered. A pair of Amal GP carburettors were fitted with spacer blocks and heat barriers between them and the heads. Either because of, or in spite of, tricky carburation became an issue with the bike cutting out one cylinder on fast sweepers, until a second float chamber was fitted, or a crossover fuel supply installed. The lack of a proper oil seal on the drive side crank saw the contents of the oil tank being applied to the rear tyre over a longer race.

AMC were also just plain bloody minded about their rear suspension units, the well known 'Jampots'. These had been shown many times to be inferior to the proprietary ones, such as Girling. The Jampot damping oil joined the engine oil in lubricating the rear tyre, but AMC steadfastly refused to change. The privateer who wished to do so was then faced with the clevis mounts of the original needing to be converted to fit the Girling units, but so bad were the originals they modified them anyway.

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The sparks were supplied to KLG 280 spark plugs by a Lucas SRR2 race magneto, originally timed at 45 degrees BTDC in 1953, but retarded to 37/38 degrees in 1956.

Only 80 G45's were built by Matchless between 1951 and 1958, meaning there is a scarcity of them on the classic race circuits, best estimate is that there only about 30 still surviving today. If the truth is told they were a bit of a lemon really. Their biggest problem seems to be the severe cam profile they were fitted with that just ate the rest of the motor. They were a little too heavy, so the handling suffered as a result, but very quick in a straight line. Today one would hope that with some modern engineering the bikes can be given a second lease of life and we can get to see them circulating on the classic circuits once more, I for one hope so, for they are still a beautiful looking bike.

*Mike*

*For those of us who get a little confused as to where we should park our bikes, these mats should make life much easier for us in our sheds.*



*To avoid having to queue for hours to obtain one of these not to be missed pieces of merchandise one should contact Louise Reese-Jones, ph. 021 406 162; email [rjincorp@live.com](mailto:rjincorp@live.com)*



## ***CANCELLED***

One of the most popular words in the English language over the last year or two. But not really, as the word popular means “widely liked and admired” according to my Collins Gem English Dictionary.

Anyway, here I was already psyched up for our annual Jampot rally (2022). Entry form completed and sent, money in the club’s rally account, accommodation sorted for on the way up, a great looking place for two near the rally site found and paid for, social life sorted before and after the rally, places to visit and stay at up North sorted. It only remained to decide on who to visit on the way back from the rally. (*Plus finish putting the Matchy back together.*) But hang-on a moment. The rally organisers faced a tough decision. Push ahead with the rally, or cancel. With Omicron on the increase the rally organisers decide cancel. They are not alone. My vague thought of popping in on the motorbike racing on the Sunday, was scrapped. Yes indeed, that too was cancelled! As was my wife’s planned weekend of art and culture - cancelled.

It’s a bugger. But not to worry, there’s the Norton rally - I’ll go to that instead. In fact their President had even suggested I attend. It too is up north almost opposite Clarks Beach at Port Waikato. Why not, I thought. I’ll know several people as Jampot people also own Nortons and there’s bound to be a few classic type people and, of course, there are going to be 1 or 2 other refugees like myself attending. Why not indeed, I check, yes the rally is still on. So I fill in the entry form and move money from my bank to the Norton Club’s bank. Given I’m a late entry, all the best spots have probably been taken at the rally site of the Port Waikato School Camp. Besides, I’m over sleeping in dormitories (noisy, smelly places). I book in at the local holiday park. In a Superior Cabin (sniff).

Regardless of what the website says, I’ve decided that Superior refers to the elevation of the cabin above all other forms of accommodation. I note that I’m not alone in selecting a Superior Cabin. Several others attending the Rally are also spotted coming and going from them. As a bonus my cabin is directly opposite the amenities (not that I need them in the middle of the night, you understand). I’m drifting. Having booked my entry and secured accommodation, I need to rearrange my social life for the days before and after the rally and to cancel our accommodation over at Clarks Beach.

Cancelled. Will the Norton Club cancel the rally? It’s a worry. I leave on Thursday for New Plymouth. Too bad if the rally is cancelled, I’m on my way on my bike.

The Norton Rally organisers took a punt - rally not cancelled. Dozens of us attended. We had a great time. It was hot, there was no rain And yay, no Covid outbreak. Cancelled. Really, it’s a scary swear word! That’s what it is.



What we need is a new popular word. How about resilience - what we all need to keep ongoing – that’s the word to highlight! You never know. When I booked our accommodation for the rally at Clarks Beach the owner Robyn Pearce, mentioned that “As a young woman I travelled many miles pillion on a 1928 Scott Flying Squirrel...”. When I cancelled the accommodation I took a punt to ask if she would like to write an article about her adventures. The result was “*The ‘hard’ adventures of pillion riding on a 1928 Scott Flying Squirrel*”. To be found elsewhere in our newsletter.

***Pierre Woolridge***



## CONTINUING THE ONGOING SAGA OF 'PLONK' THE FORLORN G 80 S

*When we left things in November 2022 I was awaiting a parcel of very expensive motor goodies....*

First job the next morning was to press the old timing side bush out of the case, so with 'Senior Management' out of the house, the oven was filled with a lump of alloy and heated. This filled the house with an aroma of 'Bike', but with a few hours on my side hopefully things will be returned to the normal odours of domestic bliss before SWMBO returns. Success! All out and no burnt fingers. The drive side was dealt to in the same way and now both can be sent out to be vapour blasted. The flange area where the primary chaincase attaches was badly worn so whilst the bearings were out and before being blasted, I set it up in the lathe and dressed that up. I will need to make a new adaptor piece, which is fairly straight forward and then these cases are ready for all the newness that is about descend upon them.

The next bits to be attacked were the flywheel assy., bloody heavy lumps, so I set about removing the big end nuts off both ends of the crankpin. Thank heavens for rattle guns! They offered little resistance to the belting these tools can administer and both nuts came off with ease, now to find a suitable press? I am fortunate to have a friend who has a very good one and in short order the 'Wheels' were apart, and a critical inspection revealed that all was well past its use by date! An order was sent off and a parcel of goodies will arrive in due course no doubt.

I busied myself, cleaning out all the nooks and crannies of the cases after getting them vapour blasted and they are ready to be re-assembled once we have the wheels back together and trued up, fortunately the oil pump is in good condition so will do another turn.

Yea! The courier turned up with a box full of goodies and one not so goodie bit. The timing side bush, new, was badly made with big chatter marks in the bore and too big a bore dia. to boot, not sure what to do about this, the idea of making one myself is starting to look rather appealing, but they are an intricate wee beastie to duplicate. Undaunted, I pressed in the drive side mainshaft and also fitted the second bearing to the crankcase, all the while cogitating over what to do with the timing side drama.

As a distraction from the dilemma I was in regarding the timing side bush, I turned aside from the motor and removed one of the lower frame rails and 'lightened it' by removing a large lump that was the original main stand stop. The decision to dispense with the stand was taken some time ago and this lump was impeding the run of the oil lines. I also chopped about 20 mm out of the RH footrest and will need to re-weld that together with the assistance of a clever welder chappie. So now the exhaust pipe is complete, apart from a small bracket needed to be welded onto the frame; the oil lines all run nice and neatly and once the footrest is back in one piece, that whole area is completed.

Back to the timing side. After several mind clearing rums, I decided that I would throw caution to the winds and make a bush, so after liberating a piece of bronze from the depths of the shed I proceeded to throw gold coloured swarf all around the Lathe. Finally, the blank emerged and was transferred into the Mill where some very little utilised skills were dredged up from the past and after some more swarf production, a serviceable bush appeared. Why did I not do that initially? I don't know, probably it being so long ago that this sort of thing was done I had doubted my ability, who knows? Now all that remains is to press it into the case in alignment with all the holes, cutouts, and recesses, what could possibly go wrong? Well! the answer is just one thing! All was fitted, all holes and cutouts line up, the oil pump still fits and rotates, its just the reamer and pilot that arrived has a tiny issue, the pilot won't fit thru the bearing it needs to, to line things up, Bugger. The vendor says "sorry, it's the best we can do." Back to the lathe to make up a dummy sleeve and back to the oven to remove the bearings in the case to fit the dummy sleeve, Double Bugger!!

The drive side bearings are now totally confused as they have been in, now out and then back in once more, but all is now well. The new bush is reamed to size, the shaft is firmly pressed in and tightened up, all that remains is to fit the big end bearing and the bottom end is complete. Whilst waiting for the rod eye to be honed to the new big end bearing I took the time to check the end float on the two cam shafts. The easiest way to deal with this is to position the bushes on the crankcase and timing cover so they act as thrust bearings, thus avoiding the use of skinny little shims that are liable to break up. Pressing, tapping, and using sheer will power sorted that out. A visit from 'One Who Knows' about these things pointed out that the cam follower bushes and followers were showing signs of wear that will produce a noisy motor, he happened to have a 'Tool' to remove these bushes, which in spite of being reassured by another 'expert' who claimed that a bit of heat and they will fall out, actually needed a lot of persuasion to be removed, but finally they were. The followers were sent off to be made round and parallel once more and a very expensive piece of bronze was ordered to craft a replacement pair from. Reamers and broaches were obtained and once more, expensive swarf was produced in the lathe.

The conrod had been returned with the big end eye honed to size and so the delicate task of pressing the whole shebang back together began. I have to say that it went rather well, my large arbor press was up to the task, and I managed to get things fairly well aligned. A trip to a friend who has a much grunter press ensured all was really snugged up and then we addressed the final alignment. A large socket and bar got all really tight and we have a flywheel assy that is somewhat less than 0.0007" away from perfect. Close enough for this old girl methinks.

The assembly of the crankcases was a fairly straight forward affair, tho' how one is to keep them oil tight is a bit of a mystery as the mating faces are very thin in some places. One hopes! Next task was to get the cam timing as close to spec as possible, made a little bit difficult by struggling to find the degree specs for 'HL' cams. Once this was

## STILL PLONKING

located, many thanks to my southern mentor on such things, I then had to decide if to time it as a 500 or a 350. The 350 has the inlet a tooth advanced, giving a bit more overlap. Gurus from afar maintain that this produces a motor with a little more 'pep', so that is what was being aimed for. The purchase of a crank pinion with 3 keyways meant that more effort could be expended to accomplish things the way I desired and after much fluffing about I have arrived at a timing I am happy with. It is not the biggest job in the world to change things if I am all wrong! A final dollop of assy lube on things and all was hidden away behind the timing cover.

Now for the cylinder head. The inlet port, even to my untrained eye, looked as if it could be improved. Knocking out the inlet guide revealed some ugly corners and lumps that were not being helpful to any inlet charge attempting to get into the cylinder. An attack was called for and armed with burrs, emery bobs and a fancy motorized thingy wotsit, I started throwing British alloy around the workshop. After about 30 minutes things were looking considerably more 'flowy' and the mating of the inlet tract to the short manifold was also completed. A final whistle through with an emery bob made it all look very much better. The replacement inlet guide was dealt to in the lathe to reduce its blocking ability and then driven back it to a well heated head. The valve seats were next to be played with. A very nice set of cutters from a friend produced a seat that with a bit of lapping was looking very good, but wait, there's more! The smart people tell us that things are very critical as to how the seat is approached and left by the incoming 'mix' so a 'throat' job and a blending of the valve was done and now I have a seat that is a compromise between ideal, 1 mm and now a reasonably durable 2 mm wide. Woohoo! The exhaust tract was given a little tickle to remove some obvious obstructions, the guide was in good shape, so was left alone apart from being cleaned out by a reamer, some lapping and we are ready to assemble the whole shebang. Hairpin valve springs are a doddle to assemble if one has the right tools, I don't, so spent a frustrating time to get all in place and as it should be. Finally, the job was completed, and I walked out of the shed and went for a ride on the Yamaha!

The following day saw the fitting of the cylinder head, which on these old things also means getting the 'crush' right for the pushrod tube seals. I had elected to use Viton 'O' rings, instead of the original tubular seals, so sorted out the correct number and checked the fit to ensure there was sufficient squeeze on all rubber things to retain oil where it should be. A trial assembly of the rocker box revealed that the pushrods required to be shortened to compensate for the 3 mm machined off the barrel earlier. The ends were removed, 3 mm carved off the end of the alloy rod and the ends replaced. Now things fit once more!

The box of gears was the next thing to be attacked. Due to a happenstance many years previously an AMC box is now resident within 'Plonk'. This is far from a bad thing as they are very fine pieces of kit, but, being of unknown state, I felt it was prudent to examine its inner being. Once on the bench and having been given a quick clean, I stripped it down and was pleasantly surprised as there was very little wrong. The first gear layshaft bush was worn, but a replacement to hand corrected this situation; one of the floating bushes had stopped floating, again this was corrected; all that remained was to replace the bearings and reassemble. I had a replacement kick starter pawl, so fitted that and also replaced the gearchange springs and 'O' rings. I set the outer cover up in the lathe and machined a recess for a lip oil seal to fit on the kick start shaft. A new oil seal was also fitted to the sleeve gear. All I needed to purchase was a replacement mainshaft bearing retaining sleeve, as the drive slots on the original were well past the re-use threshold. A quick bead blast and the whole thing looks well fit for use once more.

After a significant amount of grunting, heaving, and swearing, the motor, gearbox and drive train were re-installed in the frame, all mounting bolts were persuaded to fit in their respective holes and now the serious business of tank manufacture begins. The original pieces of cardboard were examined and rejected; new ones being made after consultation with my 'Guru' as to the best way to tackle the process.

Having treated myself to a TIG welder for Christmas I set about attempting to join many small parts together before awaiting the return of Mr. Sandblaster from his annual shutdown. The time was not totally wasted as I cobbled together a welding bench and a blocking stump to hit pieces of aluminium with a hammer on as I persuaded them to assume funny shapes, some may describe as a tank!

A switch was fitted to enable lights to be turned on and off and the most meagre wiring loom ever run to convey electrons around the various illumination devices required to conform to the law of the land was assembled. At this point the whole thing is ready to be stripped down, and painted, then a final reassemble apart from the crowning glory of the tank. This can be made post painting.

No it doesn't end here, but this section of the story does, so we all await with baited breath!

*Mike*



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*From page 9*

The great day came to fire up this long awaited treasure, alas the beast within decline to play the game, the carb swapped from the Mk2 Amal that came with the motor, for a GP that is tuned reliably.....still no go and not having a rolling starter – I was getting fit.

The manufacture of engine plates took another lifetime of patience, no templates here, and the TTI box being Norton mounts, not AMC – minor details ! pushing back up my drive ! The conclusion coming that the symptoms of low voltage in the like of Boyer electronic ignition were evident so a call made to Andy Molnar who developed the mags with PVL ( this one is up for sale- only two miles of push starting ! ) who was great with discussion on the subject and advised that they had tried and proved that a kickstart of these electronic mags won't work, has to be cranked over about 1,000 rpm in order to generate sufficient primary voltage. OK back to the drawing board.... But what luck ! I had an NR1 mag in stock, bought some years earlier off Ebay ( Knew I had a use for one of these ! ) and as luck would have it, is same model mag as used on the original G50CSR. More tribulation actually fitting the mag, for some reason the 35mm mag shaft height doesn't match the recess in back of the timing cover by about 1.3mm, so a cunning plan devised to provide an oil tight seal developed, and Mk2 version a resounding success ( measure many , many times, cut once! ). Hey presto, we have fire in the belly ! A slight miscalculation and the drive pulley supplied had a comfortable 45 mph in 1<sup>st</sup> gear after a little clutch slip to get off the mark, now reduced to a good ratio, but not town traffic friendly. An oil filter was added, left-hand oil tank was modified so the dregs of the oil tank are not recirculated back into the engine, and breather size increased. A decision was made to run LED lights, and total loss electrics ( didn't want the drive side to look like a Velocette as with the original version with generator, and alternator version considered, but dropped due to the belt drive engine pulley width and the belt width wouldn't fit within a standard case ( works OK if you retain a chain drive like Murray) Not sure how the original got on, must have either run dry, or would have by default, as the top rune of the primary chain is visible from above as there was a cut-out of the chain case to clear the mag points end! The petrol tank is the larger 2.5 gallon Compy version, the fitting of which is akin to using the proverbial shoe-horn, have about 1.5 mm clearance all round. Why the big early 50's tank badges ? Had badge holes in the tank, had new badges on the shelf, G50's had a large M on the tank, so close-enough for me !

Once a bit of fettling done, the bike has performed very well and now having covered some 2,000 miles, is ready for another rear tire. Yup, the colour is a bit bright... careful picking a colour off a postage stamp sized sample, and in a hurry, it's a few shades lighter than intended, but great paint, thanks Pat.

A long journey, I am lucky having some machinery and experience to take on the challenge which is not just a matter of assembling a pile of bits, the journey used up a lifetime of patience ( using up next lifetimes patience on the G85 challenge) but well worth it when you're done, and looking forward to finishing the next one and getting a leg over ( the bike too).

***Peter Kingsnorth***

## ***2023 Napier-Taupo Mail Run update***

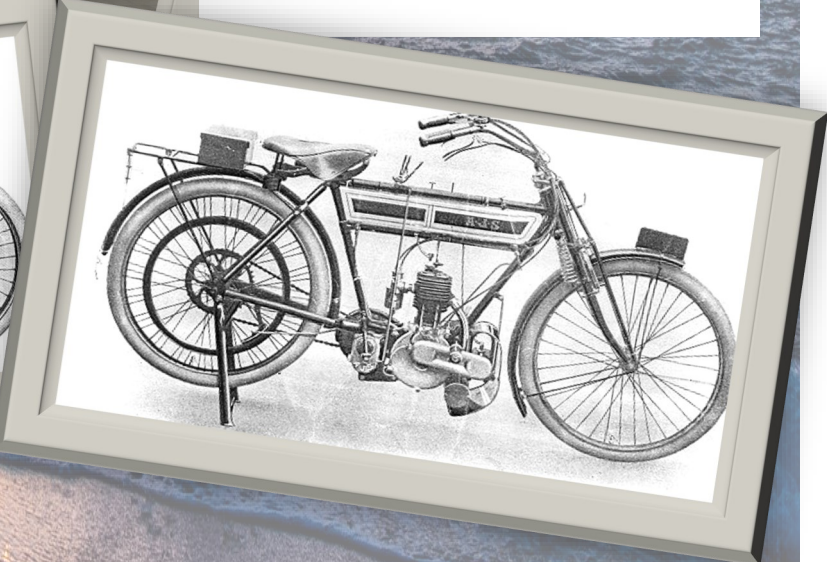
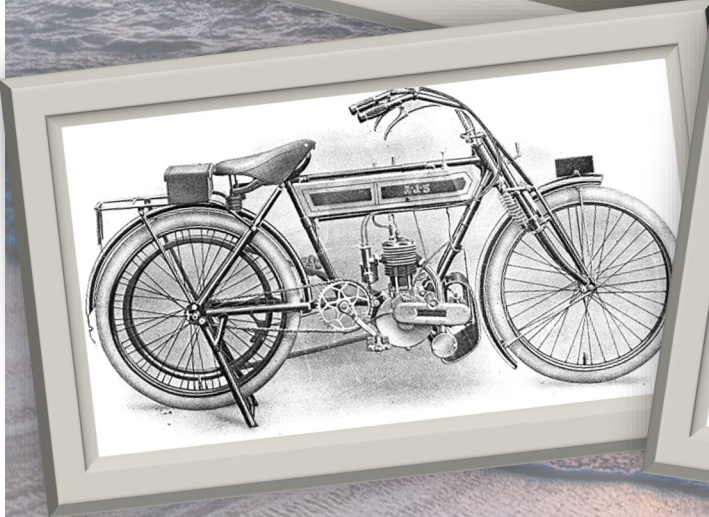
*Gabrielle has spoken and rather loudly and forcefully. This is probably something for the feminists to get all het up about as the original Arch Angel Gabriel was a bloke, but we somehow like to feminize the weather disasters that nature inflicts upon us. Maybe it is something to do with 'Mother Nature', who knows? This latest 'natural event' was in the form of a somewhat damp cyclone which has bugged the Napier-Taupo road to the extent that the 2023 running of the Mail run has had to be cancelled. The road is impassible in many places, accommodation in Napier is at a premium with many out of town police and military personnel requiring to be housed, so once more 'Force Majeure' has dictated to us what and what not will happen.*

*In Abrahamic religions, Gabriel is an archangel with power to announce God's will to men. He is mentioned in the Hebrew Bible, the New Testament, and the Quran. Many Christian traditions — including Anglicanism, Eastern Orthodoxy, and Roman Catholicism — your editor thinks it is a load of twaddle, but being a humble engineer my opinion counts for little in the ecclesiastical world!*

## INTO THE SUNSET



Competing at the final Pukekohe festival were ;  
No 61 Vincent Veltman, Palmerston aboard his '51 16MS AJS.  
No 609 Don Hanlon, Auckland, aboard his '54 16M AJS  
No 660 Luke MacDonald, Cable Bay



Where it all began. Above left is the 'A' model; to the right is the 'B' model fitted with a two speed gearbox. Both machines were fitted with 2 1/2 hp side valve motors and were exhibited at the 1910 Olympia show in London, along with a one off 3 1/2 hp vee twin machine. These bike were a great success and established the company as a serious motorcycle manufacturer.