



The New Zealand AJS & Matchless Owners Register Inc.

May 2024



MATCHLESS G 11, AJS MODEL 30

TWINSET AND PEARLS? OR IS MORE LIKE DOUBLE TROUBLE?

Love' em or hate' em? The question has many answers, and there are passionate devotees, as there are with many of our classics, who swear undying love for these oft forgotten models. We take a brief look at these bikes inside on pages 2 & 12.

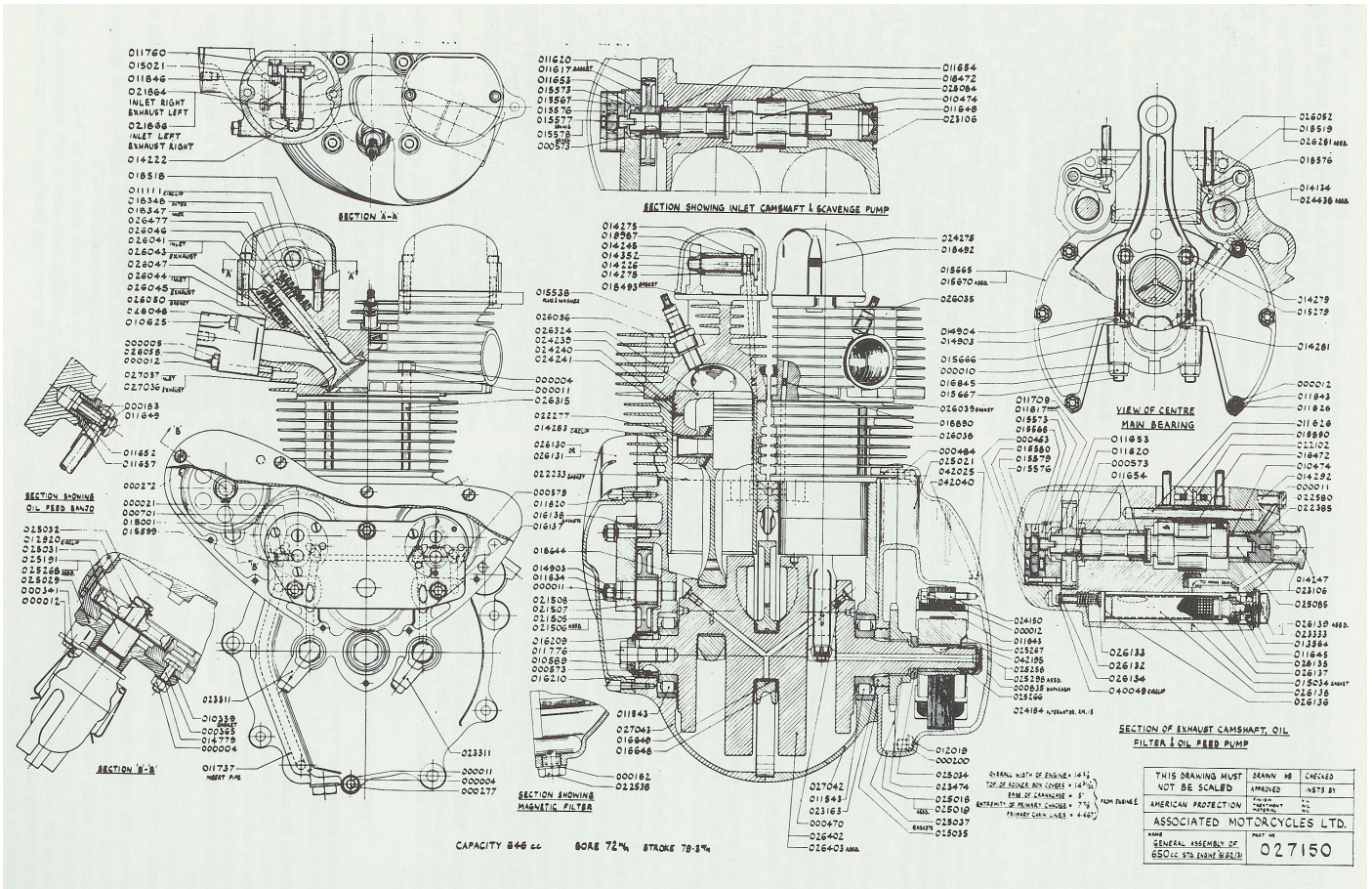
UNDAMPED TALES FROM THE NATIONS JAMPOTERS

A bi-monthly publication for New Zealand Register members

www.jampot.co.nz

COPY FOR THE JULY EDITION TO THE EDITOR BY 20TH JUNE PLEASE

The beating heart of the G11/M30 beast, a look at what goes on inside.



OK, I know, it's a 650 cc engine, but it is as close as I can find on the internet webby thingy. Many of the parts are the same, not all tho', so don't go ordering things using the part numbers shown until you have had a good check of what's what.



Above Left:- A view showing the arrangement of the Volk's air filter with the 'holy' saddle frame tube.

Above Right:- Here we see the infamous 'Oil bath' primary chain case, designed to recycle the dead plant juice back to Mother Earth at every opportunity. Peter Simpson would disagree, see next edition.

Left:- The very fancy headlight/instrument binnacle, together with chrome-dome stanchion nuts and tear-drop side lights.

"Flash as a Rat with a gold tooth"

THE PRESIDENTIAL RAVE....

I hope you all are in good health and still clocking up the miles. Summer is turning into Autumn and the cooler air is about which does help our steeds run a bit crisper. Still some great riding to be had, in between the bouts of precipitation, rug up and get on with it! The Wuhan flu is still about, I copped a second dose a few weeks back, another version of the malaise, although in spite of being the best part of a hermit it just shows it doesn't take much encouragement to be spreading around, and there is not much difference to grandkids bringing home bugs from Kindy and school.

This year is rapidly advancing and the Blenheim rally fast becoming a distant memory.

Onto the real stuff :- The G85 ~~progress~~ saga :- Patience is truly a virtue.... After blowing the soft foot off the exhaust cam follower at 360 miles, a full strip, much cleaning and rebuild with new cam, follower and cam bushes, I also found the cylinder liner had dropped 0.004", rather annoying as the top spigot was supposed to be counterbored to the barrel to lock it in place (wondered why a black smudge had appeared adjacent the inlet pushrod barrel / head joint - (Viton "O" rings won't fail like that) after 150 miles, - the smudge was from the leaking head / barrel joint. On these engines there is no head gasket, barrel and head are lapped together, the seal being created at the cylinder liner spigot to cylinder head. All good again following the remedial spending of hours and dollars. Soooo, arrangements were made to complete the final stage of making it all legal, got a quick booking slot, all going well, paperwork all good, WOF passed.....but ! unable to complete VIN and registration due to the system having (of all things..... A \$%^&* Honda with same frame numbers already in the system, why do they care, it is a completely different decade, country of origin and manufacturer ! Breaking news: - after 5 -6 months the G85 is now fully legal at last ! Seems the more bureaucrats we have, the slower things move.

The G50 rejected my advances after languishing under the covers for some three months, crying foul by snagging the end of the kickstart engagement spring (similar to GB gearbox, but somewhat beefed up) and binding up the operation, new spring sorting this out, new spring is wound the opposite way so hopefully avoid a repeat performance.

Nothing major happening in the shed at present with a variety of other broken things to mend and maintain along with autumnal garden pruning, 80 metres of diseased griselinea windbreak cut out and wind cloth to set up etc. I have press-ganged youngest electronics control systems engineer son into conjuring up a solution to allow LED indicators to work without the need for a false load / resistor unit. A solution has been arrived at which uses very little power to drive, quite handy for total loss electrical systems. Further refinement in progress, mass production may be a little way off but in the planning!

We recently had a presentation at the New Plymouth Classic Club by the lead of the Stratford Motorsport Park, giving us an update and insight into the planning for this venture which is spread over some 35 hectares, and incorporates a wide variety of tracks, a drag strip, driver training, museum, essentially to cater for most forms of motor sports. It may take 15+ years to complete, but as stages are completed, will become a great facility. The "Clubmans" track will surely bring a lot of interest to us two wheeled enthusiasts, as a Clubmans track will aid in keeping operating costs lower than other current "International" standard tracks. A plan of the complex is on page 18.

All the best,

PK

Ancient Chinese wisdom

Roads were made for journeys, not destinations."

"Real knowledge is to know the extent of one's ignorance."



THE EDITORIAL SOAPBOX AND SECRETAIRIAL SCRIBBLINGS....

So the dust has settled over things after the recent Jampot Rally and no doubt all are tinkering with our pieces of two-wheeled delight, repairing things that didn't last as long as we would have hoped, or just administering a bit of "Spit and Polish". My decision not to travel to the rally on 'Plonk' has been well justified as after a bit of a 40 km 'shakedown' ride I came to the conclusion the bike was hopelessly over geared. Investigation revealed the gearbox sprocket had 3 teeth more than it should! My search for a 16 tooth AMC sprocket in good condition was fruitless so have fitted a 17 tooth version. Things were markedly improved with this, but a 16 tooth one has been ordered and will be fitted once the postal systems of the world manage to avoid the many conflicts and are able to deliver it to my shed. During the above task as I went to remove the secondary chain I found the job easier as the spring clip had 'sprung' and was now residing somewhere else in the universe. This just reinforces my thoughts about cleaning and wiping down our steeds, one never knows what may come to light and cause mayhem further down the road unless one has a good look at regular intervals.

Demonstrating to myself the lack of short term memory, saw me remove the timing cover as I had convinced myself that I had set the cam timing as for a 350, one tooth on the inlet different from the standard 500. The cams are 'SH' and my thinking was that somehow this was combining to make things difficult to start and a little too 'Cammy'. Once all had been revealed it was plain to see that I had been over-thinking things, as it was as it should be. "Too late we get smart, too soon we get old" as the old Jewish proverb states!

Tommo's dead clutch cable has been replaced on his G12 and he now travels everywhere with a nipple repair kit in his pocket. No doubt his Norton 88 SS will also require a spare cable to be manufactured and form part of the essential travel kit for future forays into the unknown world of Classic Bike journeying.

My shed is currently home to a very dead 850 Mk III Commando motor that self destructed when the oil seal that feeds the crankshaft, and thence to the big end journals, blew inside out, dumping the oil into the timing cover, rather than its intended destination. No warning light, no oil pressure gauge, no chance of averting the disaster. I treat oil pressure as the life blood of any bike with plain bearings, so am rather loathe to operate things without at least some indication if things are going pear shaped. Our AMC twins are also 'blind flyers' in this regard. When I turned 65 my doctor became very interested in my blood pressure, maybe we should treat our 65 year old bikes with the same care and interest?

The free ride has ceased, the Electric Vehicles in our Kiwi world are now being asked to front up with 'Road User Charges' and quite rightly too in my book. The roads in our country have been sorely neglected for several administrations and the only way they can be brought back up to standard is by the spending of cash, lots of it. All road users are morally bound to pay for the facility, the imposition of RUC to EV's is overdue and welcomed by the rest of the population on wheels. Let us all hope that there is not too much avoidance in the community.

In coming months/years we may need to consume a large quantity of 'Patience Pills' as we come across the multitude of these overdue Road works. The latest term for this seems to be 'Safety Improvements', a euphemism, for we're finally getting around to doing what should have been done years previously by our 'Leaders'. One lot has neglected existing thoroughfares, concentrating on "Roads of National Significance" the other bunch have just erected dual language signs and cut speed limits. Both are guilty of failure to provide a service for their citizens. This country is a provider of primary produce to the world, that means that goods need to be moved from farms in rural locations. Good roading from farm gate to port and all in between is critical to our exporting economy. Sure there are the 'Force Majeure' events of weather that cause havoc and are difficult to plan for, apart from ensuring there is a 'nest egg in the privy purse to deal with these things. There are long term actions/inactions that have a lasting effect on our society and these are things that Governments need to be aware of and put aside short term populist policies, feel good initiatives and instead ensure that the basics of what a country needs are delivered. Health care, based on need; education based on what is needed in the workforce; communication and transportation, which for many



means roading infrastructure. The hiring of some 18,000 extra bureaucrats since 2017, soaking up somewhere around a billion dollars extra a week has probably got something to do with a lack of money to address the needs of the country. Hence a round of job cuts. No it's not nice to lose ones job, but, for example, we need nurses, not accountants and policy writers, we need police on the beat, not endless treaty analysts. When people are well, educated, are safe from thuggery, when goods are able to be transported efficiently by road, rail, sea, air, then we can develop the 'nice to haves' in life.

As we encounter this increase in road maintenance, it may mean we have many hold-ups with the plethora of road cones and safety workers all slowing us down. In many cases this is something we hate, (*we also hate potholes*), but it is a necessary evil if we want our roads repaired/upgraded. Make sure your bike will start easily when the light goes green after you have been forced to wait for what will seem an awfully long time, it is the way of things in todays world and it will not change for a while yet.

Most of us would have heard of the sad case of the elderly couple who were killed by one of their rams recently on their West Auckland hobby Farm, this is not a completely unknown phenomena in this country, but none the less, a tragic one for their family. Our local Classic Club has its clubrooms in the middle of such a hobby farm and there is a flock of sheep there, including 'Rambo'. Rambo is a mature ram of considerable size and is tasked with siring the flock at this time of the year. He gets quite excited about this task. Cohabiting in this paddock is the club's trailer. One of our club's unsung hero's went to take said trailer to get it's Warrant of Fitness a few weeks back. Rambo came to supervise this operation and ensure that the trailer was the only item of interest to our man. After an attempt to form a friendship and reassure Rambo all was going to be well in his world, our man turned his back on Rambo and bent to his task of securing the trailer. This was Rambo moment and a severe bunting took place, resulting in a gash to our mans leg and he found himself fighting off further attentions using rocks and branches that were to hand. Somewhat shaken after this turn of events he decided to take his chances with the law enforcement officers of our land, rather than Rambo.

There is a very serious side to this tale, particularly at this time of the year when testosterone is flowing freely in the veins of rams. Be very careful if one needs to venture into their territory, do not turn your back on them, maintain eye contact, try to place something between you and the ram, such as a fence. The most effective way to prevent repeat attacks is to cook them slowly for a long time, using many herbs and spices to disguise the strong flavour.

Back to our Register business. At the last AGM it was agreed a sub committee should be formed to investigate the whys and wherefores of remaining as an Incorporated Society. With the redrafting of the old Act there are a few things that require addressing and this is why the sub committee was formed. They have wasted little time in getting to grips with things and their first recommendation has been presented to the executive of the Register and I'm pleased to say it has been accepted. They will be coming back to the Register executive with a final recommendation as to what is needed to remain as an Incorporated Society. Once this has been finalized and accepted it will be published prior to the 2025 AGM and voted on by the members present. Our gratitude must go to the members on this sub committee, it is an area of bureaucracy that many do not wish to venture into, but as a group we must do so if we wish to remain as we currently are, an Incorporated Society.

As you will read Murray Mclean and Grant Jury are organising the 2025 Rally to be held in Motueka from the 28/2/2025 to the 02/03/2025. This will either be a week before or a week after the Norton Rally. As the 'Beast of Burden', our man Murray is, he is also organising the Norton lot, which like all motorcyclist groups is akin to herding cats, in so far as their feed back silence is deafening. The 'Raison d'etre' is so those of us in the North Island who wish to attend both Rallies will only need to make one Ferry crossing, if the boats are still afloat and able to limp across the Strait.

The Upper South Island has some wonderful places to visit, the roads are reasonably good and the traffic is mostly confined to the tourist hot spots, so if one avoids them you can enjoy a free ride, so to speak. It is well worth considering a trip to this part of the country, much of our early history is to be found on the Upper West Coast, Gold and Coal have seen fortunes won and lost in this area and there are some fascinating places and tales to visit and be heard. Springs Junction has a hot water spa that features Oriental women and sandflies, both of which will take a piece of you as you wallow in warm water, given half a chance. Then there is the delicacy of those little fish, whitebait --- Ah! the memories I have of those, when as a young child scooping them out of the wavelets as they entered a steam from the ocean, fritters and toasty pies for lunch at school, life was so simple and so enjoyable in those days. Well that's my drunken ramble for this edition.

Mike

OUR MAN ON THE SPOT, CLIVE TURNER...

Well your Jampot Rally has come and gone. I understand from one UK attender that he managed to breakdown on the borrowed G15 and had to complete the rally on a borrowed Norton Commando. Not naming him as I understand speed limits may not have been observed! Unfortunately since I last wrote the Victorian Police service have tracked me down through the car hire firm and it seems I was exceeding the speed limit somewhere in Melbourne. Fine paid as we will be back again to visit the grandchildren but at least I have ducked the demerit points.



Spring has struck in the UK after a very wet winter, at least here in the South East, and I am pleased to report that Hilary is ambulant again after her broken ankle. Photo on the back page is in the local bluebell wood on a nice new bench installed this year.

The saga of my G11CS continues. I have been waiting, kicking my heels for a while, as having spent a fortune on a new crank and getting it balanced, I was loath to fit the old gudgeon pin circlips. Now I have to confess that I have never fitted new circlips on my singles when working on them but it seemed silly to spoil the ship for a halfpenny worth of tar. (*reference to caulking the gaps between the planks on a sailing ship with bits of old rope and tar, so perhaps a bit off message here*) Anyway the new circlips came but I was not happy to fit them. In order to get them into the piston the bibs for the circlip pliers had to very fractionally cross each other. Whilst it would probably have been possible to fit them, I very much doubted it would be possible to remove them from the groove without great difficulty. I am hoping this task will not fall to me after all the work I have done on the bike, but it seemed unreasonable to leave the problem for the next owner. Well replacement circlips finally arrived yesterday and I was able to move on and fit the pistons and barrels. When I took the bike apart I boxed bits as they came off, but did not take serious notes or photos, thinking I would be reassembling in a month or so. A mistake! as it is now 6 months later, and whilst I could assemble single engines in my sleep, this is only the second time I have done a twin engine. Bits have gone back in the wrong order, orientation, or been missed out, but I think I have realised and replaced them correctly. Still not convinced all the crankcase bolts are in the correct places though!

Our next rally is the International Jampot Rally in Luxembourg with ferry booked for 4 weeks time. I am trying to get the bike ready for that with a plan of shaking down rides of at least 500 miles beforehand. The pressure is on, although there are few reserve bikes in the garage.

Clive

“Educate men without religion and you make them clever devils.”

I mistrust the judgment of every man in a case in which his own wishes are concerned.”

Duke of Wellington

“Two things define you: Your patience when you have nothing and your attitude when you have everything.”

Imam Ali

THE CANTERBURY BLEAT...

The Spring Creek Jampot has been and gone, and after the hype of that event there has been a bit of a lull in activities. We had a good turnout from Canterbury at the Jampot with riders and supporters alike enjoying a great weekend, thanks to those involved in the organization

I was disappointed not riding up to Blenheim, after filling up with petrol, putting air in the tyres and packing the pannier bags Thursday night, I detected the Matchless making some worrying rumbling noises and on the Friday morning I made a last minute decision to drive up instead. Nevertheless I did enjoy the Rally, managing to catch up with old friends from previous Jampots, my apologies if I missed anyone.

It has been a while since I have driven to Blenheim and I was surprised how parts of the journey that I recall as being a struggle in the past were no trouble at all now. Maybe 2 children and a heap of camping gear make all the difference!

Before returning to Christchurch on Sunday a group of us took time out to visit the Aviation Heritage Centre at Omasaka, which has an amazing display of WWI and WWII aircraft in creative settings. We did stay there longer than planned, it is difficult to drag yourself away.

We have held our usual monthly meetings, welcoming new member Alex Prentice to our April gathering. For various reasons there has been no call for organised rides since the Jampot, but we do intend to take advantage of the current spell of fine weather for a local ride at the weekend.

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



Terry Lewington



WHICH WAR DON'T WE MENTION?

THE ECHELON BULLETIN...

Greetings to all.

Well last month's dinner at the Historic Northcote Tavern was a little disappointing with fewer numbers than usual. Even so, those who did attend had a good time with good food and refreshments to go along with the tallish stories. We did hear from a member that a couple of 650 AMC machines suitable for restoration could be on the market soon. Also just come to my notice is a deceased estate which contains a number of classics - some AMC singles. Viewing is by appointment only. If interested call me 027 479 2526 .

LAST MONTH'S RIDE.

It was Pedro's turn to direct the run, I get lost going down the hall to the water closet! We all met at Hobsonville Hall before ten. When I say all, I mean Buster and Myself. Fortunately, Pedro brought a few Grumpy old men he knows so the numbers eventually swelled to seven. We set off on the usual slow traffic wander up to Redhills Road, it was a pleasant morning and the traffic was light. We saw a stranger waving at us from the other side of the road who turned out to be Maurice on his BSA. Maurice had broken down and was a little late, but you know what they say! Better late than never!. (*Should have bought the A65! Ed*).

Redhills Road led us to Taupaki and then on to Old North Road through the back of Helensville and on out to South Head. Pedro knows this road well and took off like a bat out of hell flying through the twisty bits at a mind-numbing forty miles an hour. He claimed that he never got over fifty-five and was dawdling, hoping that the slower riders would keep up, but those of us at the back had our old rattly machines wound out to the throttle stop. At one point on Old North Road the group split, the leaders waited then eventually came back to look for those of us who had stayed behind. Maurice! Yes that BSA had broken down again, (*Definitely should have bought the A65*). It has a flash electronic ignition system that was silenced by an arcing connection down in the old points area. When it was finally figured out, we raided Buster's bike medical chest for some insulation tape and managed to get the BSA up and running. The teeny tiny gas tank required a stop at Helensville to top up and let me do a desperate run to the water closet.

The run, up to South Head was a delight Stopping at Te Rau Pariri Farm Park, one of the many blocks of land owned by your poor cash-strapped Auckland City Council. From there we headed back down the road to the South Head Golf Club for a grand meal of Burgers and chips! Some of us were lucky enough to receive a Half-bun burger as they had become a little short on buns! After lunch, we all went our separate ways and Maurice broke down yet again just out of Kumeu. (*I 'm now awaiting a phone call from Maurice !*) Fortunately, a lovely lady took pity on the forlorn-looking Old Lord and took him to her partner's place of work [truck wreckers] where Maurice was able to get a replacement fuse.

All in all a lovely day with a number of happy endings. Next time we will explore the benefits of electronic Ignition.....

COMING EVENTS

Northland Rally May 18th, Whangarei.
Auckland Motorcycle Show 2024. October.

This year the show is back at the Epsom showgrounds. I am trying to gauge how many members would be interested in displaying their bike before we commit to some space at the show, or those of you who would like to help set up and perhaps give an hour or two to watch the stand. If you would like to take part, please contact me as soon as possible so we can make a decision and let the organisers know.

WORKSHOP TIP

When starting a new thread on that engine stud or whatever, it's easy to get the thread off centre. Try putting one end of the stud in the chuck of your drill press, position the drill press bed so your die stock can fit below the stud. Lower the stud onto the die and manually turn the drill chuck, the handle of the die stock should jam itself against the vertical plinth of the drill press and stop it from spinning. You then turn the chuck while keeping downward pressure with the drill press handle. This will give a accurate start to your thread, Then remove it from the drill press and finish the rest by hand as usual.

That's all from me, See you at the Tavern next month

Chris.

There are 3 things I love. Eating my family and not using commas.



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

A VISIT TO BOB'S SHED

A Visit to Bob's place was like a visit to Aladdin's Cave. He had a collection of AJS and the odd Matchless bikes, there were part bikes, parts, old frames that you had to expert to decipher the type and year. His shed contained a plethora of English motorcycle history as long as your dream was an AJS. There was one rusty old single that caught my eye, more a collection of parts than a bike, but there was something different, almost unusual about the bike. It sat tucked away from his other collections gathering dust in a forgotten part of the shed. The tank hanging from a hook was larger than I had seen before, it had a patina of age as they say, dents, rust, a well-used appearance that said "I have been around Sonny".

I turned to Bob to ask him about the bike and got a curt "not selling"! How long have you had it?" I ask.... "Oh about thirty years, I used to race it, I'm going to do the old girl up".

I had heard this before from collectors. They cling to their pile of dust and grime like the gold and jewels from Aladdin's Cave, believing that one day they will find the time, the money or the impetus to get stuck in and return the box of parts to former glory. Any interest shown in the jumble of parts automatically inflates the value of their treasure, causing the owner to grasp a seat or wheel like a lost lover, hugging to their breast with possessive glee. An ad in the paper recently had me thinking back to Bob's collection. The ad was for an AJ which had been sitting in a shed for ten years. The bloke said it ran but he had let the registration lapse. The price for this unregistered old lady of dubious quality was a little eye watering. This is not the first time I have seen adds like this. If you visit a popular trading site at the moment you will see a number of Classic Motorcycles selling as imported with very little paper work or as unregistered. The price may be twenty percent lower than the asking price on a well found registered bike with some provenance but when you factor in re-winning and registration, with the hassles that I have been told exist, then add to that repairs or cosmetic work that might be needed, you will find yourself doing a lot of work and parting with a sizable chunk of your hard earned cash to end up with a bike similar to one that could be purchased and ridden right away.

Bob never did get his bike re-built, it sat in his shed getting dustier until poor old Bob kick started his last bike and rode off into the sunset. The family who knew very little about the value of the collection sold the bikes off for ready cash! This bike that sat in the corner for a large part of his life, went to a parts seller who broke it up and sold off what he could, never knowing the bikes race history nor the stories that went with it.

I ask this question. Is it not better to sell what you're not using at a price that gets the bike back on the road and being used? Are you sitting on a piece of history hoping to restore it before your time runs out?

Pedro

MAYBE THERE IS LIGHT AT THE END OF LIFE'S TUNNEL?

There I was sitting at the bar staring at my drink, when a large trouble making biker steps up next to me. He grabs my drink and gulps it down with one swig. "Well, whatcha' gonna do about it"?? he says menacingly, as I burst into tears.

"This is the worst day of my life" I say. "I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the parking lot I found my car had been stolen and I don't have any insurance. I left my wallet in the cab I took home. I found my wife in bed with another man and then my dog bit me, so I came to this bar to work up the courage to put an end to it all. I buy a drink, I drop a capsule in and sit there watching the poison dissolve when you show up and drink the whole bloody thing"! I started to sob once more, but then rallied a little, "But enough about me, how's your day going?" I asked.

Ancient Chinese Wisdom

Roads were made for journeys, not destinations

It does not matter how slowly you go as long as you do not stop

He who learns but does not think, is lost. He who thinks but does not learn is in great danger

Life is really simple, but we insist on making it complicated

Confucius

MEMBERSHIP MAN MUTTERINGS....

Hi and thanks to all members who have responded promptly to email re subs due. There has been a huge response so by the time you receive this newsletter your new membership cards should have been delivered. Again if you are not sure check your membership card or email me as I'm going to USA end of May for 6 weeks and this will be your last newsletter if you remain unfinancial.

There is the USA Jampot Rallye (yes correct spelling) on in East Durham New York, 20-23 June, which I have entered. Also 200km away in Woodstock New Hampshire is the International Norton Rally which I am riding my Norton to from Chicago. This week long event finishes the day the Jampot Rallye starts, and as luck would have it, Laconia Bike week is on the week before Norton rally, so 3 rallies back to back all in the same area. I haven't been to these parts of America before and the scenery looks amazing. I will do some updates on the club Facebook page.

Our Annual Rally Next year is being held in Motueka, 28 Feb -2nd March 2025. Grant Jury and myself are organising it, so pen the dates into your diaries. This date was picked so our Norton club members could attend both ours and the Norton rallies which are now synchronized in the same island each year and a week apart.

It is great to see many restorations under way at present. I have a Matchless G9 and an AJS 18s sent down from Auckland to get running and serviced. Both 1952 Models, and have original UK number plates as they were imported to NZ by the current owners parents when they emigrated here 40 odd years ago. Apart from the batteries, they are both 100% original. This week coming I will make a start on them. (see attached photo)



Bye for now

Murray



We welcome new members Darren Hughes from Whangaparaoa and Keith Jepson from Masterton 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.

IT'S FINISHED, WELL SORT OF FINISHED!



Finally, after a bit too long 'Plonk' is finished to an extent that it can be ridden with safety, all lights, horn, brake lights and even indicators do work. The only thing that doesn't work is the process that allows one to register it without going through a series of hoops and bureaucratic nonsense that costs an arm and a leg and dealing with the administrators at NZTA don't understand the system themselves.

The initial road test demonstrated that it was way over geared, a 19 tooth gearbox sprocket rather than a 16 tooth version. I have fitted a 17 T one and ordered a 16 T which will have to come via Peru or some similar place because the religions of the world are still throwing rocks at each other and trying to sink each other's boats. I digress. Currently it chuffs along at an indicated 60 mph quite happily, but doesn't like head winds or hills much. Hopefully the further reduction of a tooth will address this somewhat.

The 'fly in its ointment' is the starting and idling department. After endlessly fiddling, changing of jets/slides/needle positions I am compelled to think that it maybe the magneto that is a little weak at low speed. It needs a really solid kick to install life and defies my efforts to achieve a reliable idle. I closed up the plug gap to 0.015" and that seemed to make things a little better, but it is still not as friendly as I would like.

When I first assembled it the auto advance springs were very weak and were not reliably returning the unit to full retard, then one broke and fell out! A friend gave me a pair of more grunty ones which certainly solved the problem of returning to the retard position, but after having a good look I think they were too strong and would not let the system advance until things were revving way too fast, so I have removed one and that seems to have made the bike a little more willing at lower engine speeds. I have also ordered a set of the correct ones. (The 350 and 500 ones are different to each other I have discovered, so be aware of this, Dear Reader!).

Riding the bike I have been pleasantly surprised at how smooth it is at highway speeds. It chuffs along rather effortlessly and there is very little vibration, the rearview mirrors are only reflecting one of everything behind, rather than the six images on my other classics. Indeed it is a pleasant surprise.

So still a little refinement required, but another fine machine rescued from the scrap metal dealers of the world. No it is not a standard bike in any sense of the word, but it goes and it makes me smile.

Mike

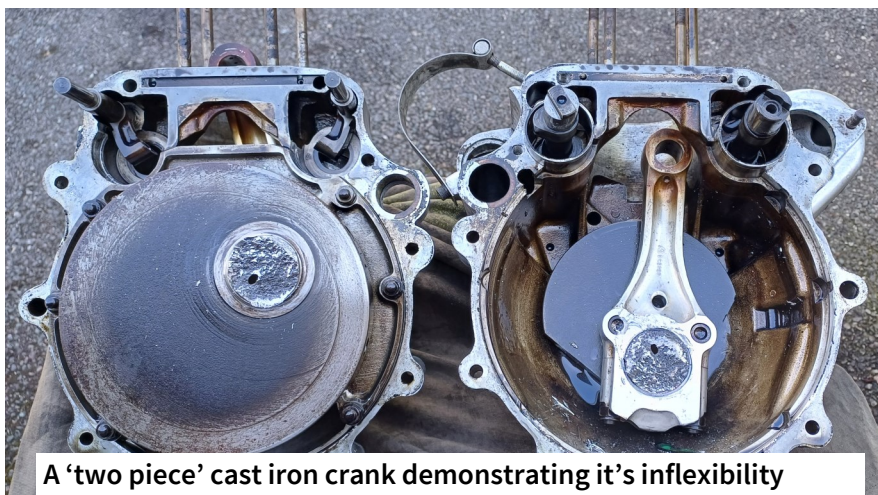
MATCHLESS G 11 & AJS MODEL 30 AMC TWINS

Growing up in Wanganui, as I did, one would be forgiven for developing a schoolboy crush on either of these two bikes. Percy Coleman & Co was the place to be if one had any hankering for motorcycling in this city during the 1950's & '60's. Was not the old man, Percy, a legend of USA competition? Known as "Cannonball Coleman" he raced bikes on grass track and any other surface he could find. He held the mile grass world lap record for many years. It was little surprise therefore, when his eldest son Rod, forsook a medical career and went overseas to race motorcycles in that heady era of the '50's, securing a place on the AJS works team then winning the IoM Junior TT in 1954 for AJS aboard their three valve 350 cc factory special.

On The 'Prodigal Son's' return, with the New Zealand AMC agency firmly in his pocket, we saw the Wanganui Coleman enterprise flood the local market with their products. Singles were the AMC competition mainstay, 7R's & G50's, took care of the road race scene and their 500 CS competition scramblers, with younger brother Bob riding, were a force to be reckoned with in off road racing. However sitting alongside these machines was a range of road-going twin cylinder machinery that started off with the 500 cc Matchless G9/ AJS Model 20 arriving in the showroom.

I love symmetry and these bikes with exhaust pipes down both sides appealed. Ask any male and he will tell you that "Size does matter" in many things in life, the cubic capacity of motorcycles being no exception. These twin motors, originally designed by one Phil Walker, had many good ideas incorporated in its package. The bottom end saw a well supported crankshaft, roller bearings at each end and a plain bearing in the centre feeding oil to the big ends. Good sized oil pumps, the feed one pushing the lubricant through a filter prior to sending around the motor, push rod tunnels in the cast iron cylinders and alloy heads, together with internal oil passages, kept the externals of the motor clean and devoid of pipes, eccentric rocker shaft for valve adjustment, gear driven separate camshafts with pivoted cam followers. The rocker supports were cast into the cylinder head allowing the rocker covers to do just that, cover, which they did well, without leakage. There are many good things to be found inside these motors, but, and this is a big but, some of the other design features were found wanting as the years rolled by. The cry for more capacity saw the 500 become 550 briefly and then a full blown 600cc motor arrived, as the cylinders were over bored from 66mm to 72mm, the 72.8mm stroke then producing a near 'Square' motor.

The crankshafts on all these motors, 500; 550; 600, was made from cast iron. This material has served the British industry well over the years, reaching its zenith during the Victorian era, where it excelled in the production of steam engines, municipal water pumps and pre-fabricated light houses, it is not so good for



things that whiz around at high speed and are subject to vibration, such as a motorcycle crankshaft. So in spite of, its centre main bearing, the crankshafts cracked, then broke, mostly around the transition from big end journal to web section on the drive side. It is almost impossible to find a non cracked crankshaft in today's world. Some would maintain that this was exacerbated by the existence of the centre main bearing, as it stopped the crankshaft from being able to 'flex'. To my mind cast iron is not a flexible material and should not be

encouraged to do so, I don't buy into that theory.

Having separate cylinders bolting down onto the crankcases saw an oil gallery running along the base area that relied on a very narrow gasket face to seal against high oil pressure on start up with thick cold oil. This gasket face became smaller as the bore of the cylinder increased when the motor was forced to satisfy the call for more cubes. Smother this flange with gasket cement in an attempt to contain the oil and you risk blocking the oil feed to the rocker gear! The oil pressure relief valve seemed to exist in the mind of the designer only, as pressures well into three figures have been seen on start up from cold. Don't forget these motors were being produced before multigrade oils were on the scene, straight 40 in the summer, straight 30 in the winter. Then there was the cheap and nasty pressed steel primary case that was tasked with keeping primary chain oil within itself, "Yeah-right"! All of these many heels of Achilles are today able to be addressed and overcome. The application of passion and money, mostly money, will result in a much more

reliable power unit.

Things are not all one-sided however. AMC twins are some of the most handsome machines to roll off the British factory floors. And if one is prepared to address their short comings, you will end up with a very pleasant machine that will reward you with many years of enjoyment. All bikes of similar vintage have issues, as their development was rushed in many cases, due to competition in the market place and company directors not wishing to forgo their profit taking. Such is life.

In many cases the 600 cc bikes are the epitome of their time. All started off as 500 cc machines and were designed as such. Increasing capacity saw much of the smoothness start to disappear along with features that were sacrificed in the pursuit of performance. The move to 600 by both Norton and AMC, to me, was as far as things should go without a redesigned motor. Bikes based on the original 500 became rough when stretched to 650 and beyond. Look at what happened when Norton launched the 750 Atlas, a wonderful frame ruined by a motor that was a step too far. The bike was a vibro-massage on wheels and lost many devotees because of it.

In today's world most of us use our classics for short runs with maybe an annual foray to a rally. A 600 twin is an ideal combination, it has the manners of a softly tuned machine to carry our old frames on their old frames on the excursions to places where we can put the world to right over a coffee with like minded souls, they also have the legs to take one on a longer journey where one relives the deeds of our past as a degree of substance abuse loosens our tongues and our grip on reality. If you wish to go fast, buy a modern bike, if you wish to relive your youthful memories, riding a 60 year old bike, smelling the daisies on the way, a 600 G11 or Model 30 is a pretty good way to do so.

Parking it outside a café you will find some stranger wander up and regale you with his distant memories of "When I had one of those". Alfred Lord Tennyson's epic poem, 'The Charge of the Light Brigade', after all, was about the "Noble 600"!

Mike

THE VALUE OF AN INSTRUCTION MANUAL

A local gent, who shall remain nameless, has a 400cc Honda VFR, an RC24, as Honda would have it known. The bike was originally a Japanese import and is quite a tidy little machine and runs well. The motor on these bikes is a jewel. A Vee four, gear driven double overhead camshafts operating four valves per cylinder. It could best be described as a watch with sparkplugs!

He contacted me a few months ago concerned that "the oil pressure light comes on when I am riding it, its OK when I start it and as I ride it around town, but as soon as I get going the light comes on, could it be the oil pressure switch,? Or the wiring? My response was along the lines, "It will not be the wiring, as the light is operating, it is unlikely to be the switch, but you could try fitting a replacement one". This he did and reported no improvement. I lent him my test gauge and he reported that the pressure was 60 psi when he started the bike, but as he could not run the bike with the test gauge in place, the problem remained. Finally he purchased an oil pressure gauge, mounted it and reported that when he started the bike there was no pressure at all! He then realised he had fitted it to the neutral switch drilling by mistake!! Remedying this he then reported he had 60 psi all day long, but the oil light still came on. Upon reading the riders instruction manual he discovered the light that was coming on was a speed warning light, fitted to many Japanese domestic bike set to illuminate at over 80kph!

It's in the book!!!

THE NEW ART OF CONVERSATION VIA TEXT MESSAGING

25 Dec

Unidentified person from Cambridge.

“Are you going to the Whanganui Races tomorrow”?

Me.

“Yes. Douglas on my Triumph 650. Me on the V-Strom. We expect to arrive at about 11am. There's a secure bike park, \$10 off Maria Place. Hopefully we can leave our gear there. What's your ETA?”

Unidentified person from Cambridge

“10.30-11am”

Me

“Great see you/ touch base around then. Anyone else riding down with you?”

Unidentified person from Cambridge

“The Bathgate's: Hurbert, Humphry and maybe Rover. Can you believe the forecast? Only rain forecast in seven days is on the way home tomorrow! What a pain”

Me.

“Bugger. I've only to go as far as PN, as I'm staying at my brother's. He's just moved into his new place over there.

26 Dec

Unidentified person from Cambridge.

“We're not going, sadly, It's too wet on the way back, so we are just doing a big ride before 1pm. Hope you have a good day”.

Me.

“Thanks for the update. Most frustrating for you. See you guys sometime next year. I trust your ride is fun. I'd just stopped for a break. See yar”.

Unidentified person from Cambridge.

“Yes it rains so often on 26th. Perfect forecast following five days, How is the racing? We saw surprisingly few motorcycles coming through Taumarunui although 8.45-9.30am may have been late for the bulk of them. We had a fabulous and very fast ride nonetheless. 380kms all up”.

Me.

Sidecars F1 are in disgrace. Started warm up lap twice. One sidecar bashes into another on the start. Crash bang second start. Sidecar stalled - one bashes into it as does another 2. Brilliant stuff. Damn we had moved away from the start line. Story as told to us by the series' leading side car. (The Aprilia V4 sidecar – the two blokes said it had never been done before.) Weather hot, hot, hot! Good to hear you had a great ride - quite a respectable distance.

PS

F1 sidecars may have had their chances!!!

Unidentified person from Cambridge.

Rain here in Cambridge at 5pm is Biblical with thunder and lightning. Definitely the correct decision not to attend, but we are all bloody frustrated

(This is a record of Text messaging between me (based in Wellington & at the races) and a friend based in Cambridge.

Pierre Woolridge

Pierre has shared this substitute communication with us so we can all understand why actually chatting to someone face to face, or via a telephone conversation is a little more rewarding. (Editor)





FOR SALE

1959 Matchless 650 cc CSR, \$12,500 ono. Over \$4,000.00 recently spent on the motor, yet to be run in. 12v electrics, but apart from that totally stock.

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Race or Road

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grahamsue@xtra.co.nz

AN UPDATE FROM JAMPOTTERS ACROSS THE DITCH



October 25th, 26th and 27th 2024 sees the 40th plus one year on arranging of the Annual AJS and Matchless Owners Club of Australia inc. Downunder Jampot Rally held this year on the Fleurieu Peninsular at Victor Harbor in South Australia. For those Members and Non Members expressing an interest in joining us for this National event, it is not a prerequisite to own an AJS or Matchless machine, you will be made more than welcome to join us with or without an AJS or Matchless motorcycle.

Awfully sorry about this but since sending off my editorial for inclusion in the March Magazine referring to our coming Downunder Jampot Rally, I'm afraid things have changed slightly. Contact Brian 'Nip' Kuerschner. Chief Rally Coordinator. nipper.nipper33@gmail.com or 0418854565

When booking your accommodation at the Victor Harbor Holiday and Cabin Park do be sure to advise the office of your joining with the group of AJSMOC Jampot Rally entrants to obtain your discount allowance. This can be arranged by phoning 08 8552 1949 Alternately please contact them via email:- reception.victorharbor@hampshireholidays.com.au.

We have been requested not to phone for accommodation bookings between the hours of 1.00pm and 5.00pm daily as this is their busiest time for guests checking out. Have to say too, due to the new owners, regrettably we will not be receiving any discounts, that is not finalized as yet.

Many thanks with my kindest regards. *Nip Kuerschner.*

President. Principal Rally Coordinator.

Claustrophobia is the
fear of closed spaces.
For example: I am going
to the liquor store and
I'm scared that it's closed.

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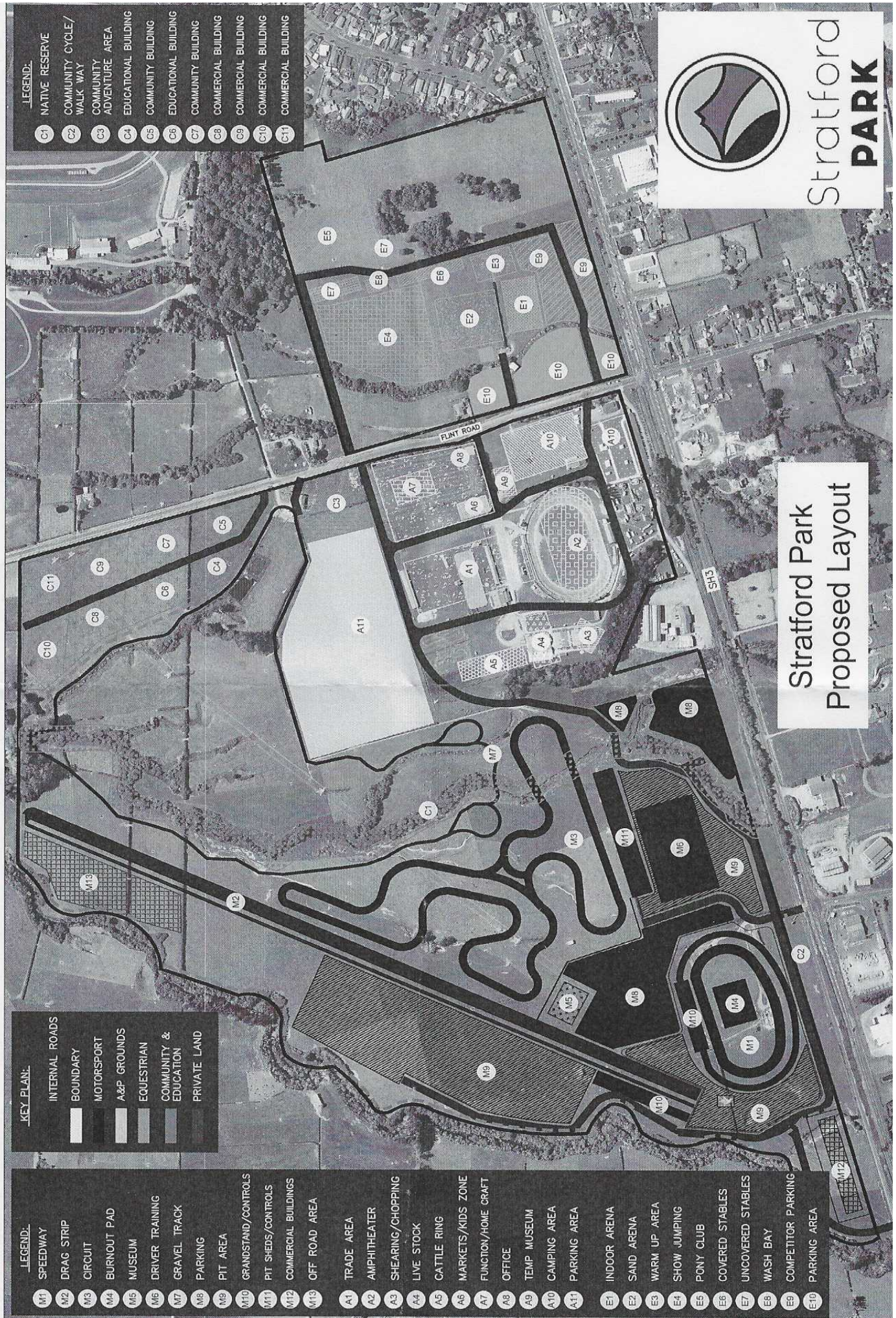
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COMING TO A PLACE NEAR YOU—HOPEFULLY



LEGEND:

- M1 SPEEDWAY
- M2 DRAG STRIP
- M3 CIRCUIT
- M4 BURNOUT PAD
- M5 MUSEUM
- M6 DRIVER TRAINING
- M7 GRAVEL TRACK
- M8 PARKING
- M9 PIT AREA
- M10 GRANDSTAND/CONTROLS
- M11 PIT SHEDS/CONTROLS
- M12 COMMERCIAL BUILDINGS
- M13 OFF ROAD AREA
- A1 TRADE AREA
- A2 AMPHITHEATER
- A3 SHEARING/CHOPPING
- A4 LIVE STOCK
- A5 CATTLE RING
- A6 MARKETS/KIDS ZONE
- A7 FUNCTION/HOME CRAFT
- A8 OFFICE
- A9 TEMP MUSEUM
- A10 CAMPING AREA
- A11 PARKING AREA
- E1 INDOOR ARENA
- E2 SAND ARENA
- E3 WARM UP AREA
- E4 SHOW JUMPING
- E5 PONY CLUB
- E6 COVERED STABLES
- E7 UNCOVERED STABLES
- E8 WASH BAY
- E9 COMPETITOR PARKING
- E10 PARKING AREA

KEY PLAN:

- INTERNAL ROADS
- BOUNDARY
- MOTORSPORT
- A&P GROUNDS
- EQUESTRIAN
- COMMUNITY & EDUCATION
- PRIVATE LAND

LEGEND:

- C1 NATIVE RESERVE
- C2 COMMUNITY CYCLE/WALK WAY
- C3 COMMUNITY ADVENTURE AREA
- C4 EDUCATIONAL BUILDING
- C5 COMMUNITY BUILDING
- C6 EDUCATIONAL BUILDING
- C7 COMMUNITY BUILDING
- C8 COMMERCIAL BUILDING
- C9 COMMERCIAL BUILDING
- C10 COMMERCIAL BUILDING
- C11 COMMERCIAL BUILDING

**Stratford Park
Proposed Layout**



SIGNS THAT GET US EXCITED



Left:- Over the last few of years, particularly since our International Jampot Rally, where we travelled back-block roads, washed out roads, plus nice and twisty roads, I've taken an interest in signs that get us excited. My interest was particularly started with the drag strip like traffic lights, where with 60 seconds to go from red to green the amber light would start the count-down to go, go, go. Brilliant. Exciting. Being motorcyclists, we were usually first off down the road! Mind you, the North Island roading contracts are a boring lot - I've yet to see these exciting drag lights in the North Island.

(Try riding the Napier/Taupo Road, or the Napier/Wairoa Road, there are more traffic lights than in central Auckland!) Ed.



Right:- This latest noxious weed surpasses ragwort and gorse for proliferation and irritation. The road cone is an invasive specie and has the characteristics of the mythological Hydra, remove one and two replace it

Left:- Happiness on two wheels.

Below:- Bugger!



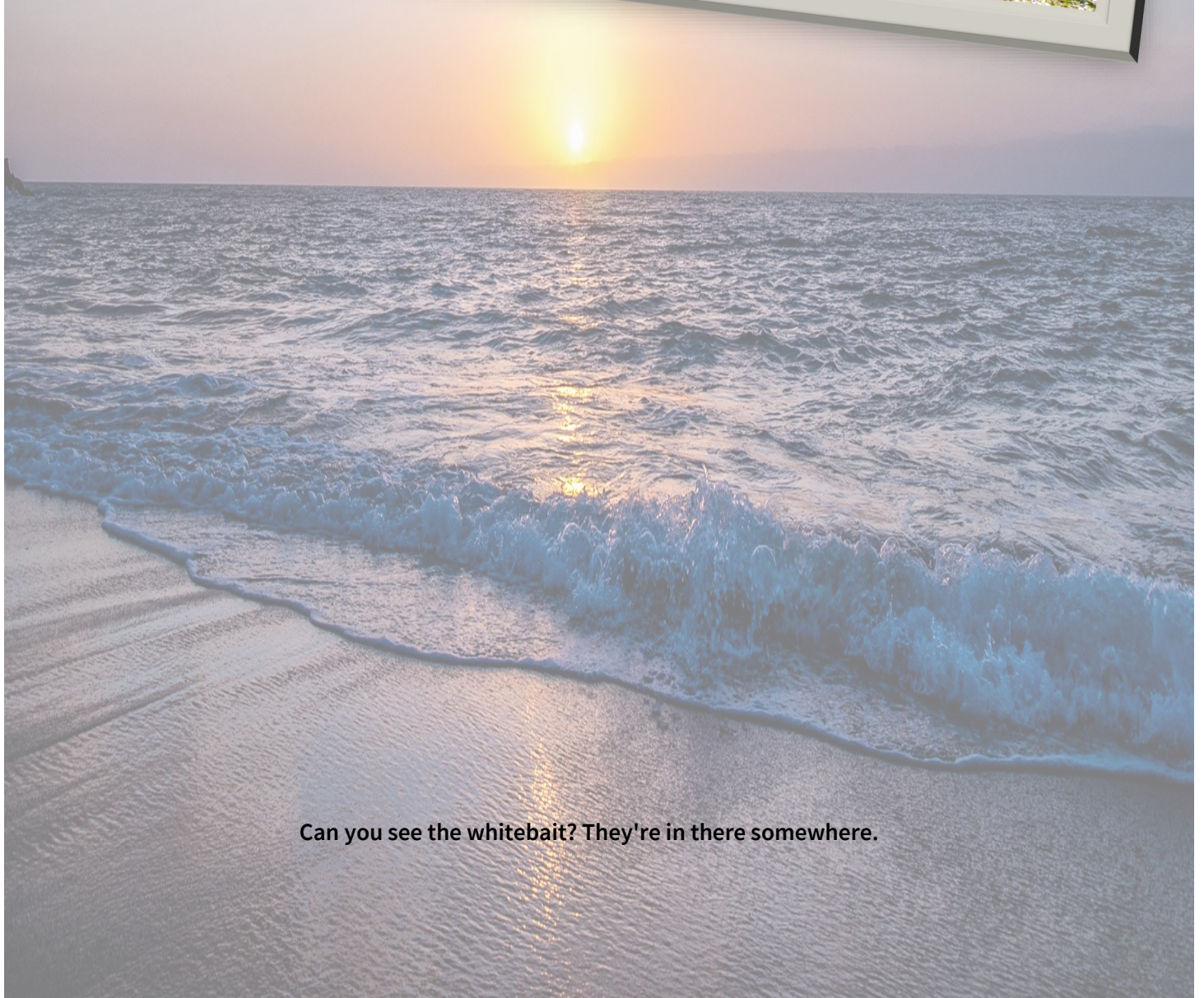
Left:- Bloody hell you would have to be stopped to read this, never mind about going slowly!

This collection of wonderment is from Pierre Woolridge



INTO THE SUNSET

Hilary Turner enjoying a peaceful moment
in amongst the Bluebells of England



Can you see the whitebait? They're in there somewhere.