



# Jampot

NUMBER 537

APRIL 1997

FOR YOUR INFORMATION PLEASE

## THE CONNECTING ROD

**T**HIS is the connecting rod used in the Matchless G/3 and G/3L and in certain other A.M.C. models.

The rod is forged from a high tensile chrome-alloy steel which, after heat treatment, has a maximum strength of 140,000 lb. per square inch, and is designed to provide maximum strength under explosion and inertia loads, coupled with stiffness against "whipping." The big-end is surrounded by a deep web to ensure maintenance of perfect circularity in the big-end bearing.

The big-end bearing ring is pressed into position in the rod, and is made from a special case-hardening steel to give maximum resistance to wear.

Hardness figure 750 — Vickers or  
600 — Brinell

Diameter of bore, when bearing ring fitted in rod—  
1.704" maximum.  
1.70375" minimum.

Width ... .937" maximum.  
.936" minimum.

Gudgeon pin bush was previously Duralumin but is now Phosphor Bronze—

Bore ...  $\frac{7}{8}$ " + .0005"  
— .00025"



# MATCHLESS

AN **AMC** PRODUCT

ASSOCIATED MOTOR CYCLES LTD., PLUMSTEAD ROAD, LONDON, S.E.18

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# CLUB OFFICERS

**President:** Roger Ashby, 20 Rookery Court, Marlow, Bucks, SL7 3HR. 01628 484970.

**Vice Presidents:** John Grew, John Drudge, Billy Ham, Ron Hughes, Pat Hughes.

**Chairman:** Colin Farrington, 5 East Road, Isleham, Cambs, CB7 5SN. 01638 780940.

**Secretary:** Roger Norman, 36 Childsbridge Lane, Kemsing, Sevenoaks, Kent, TN15 6QR. 01732 761773.

**Treasurer:** Ray Garnett, 20 Chester Road, Helsby, Warrington, WA6 0EZ. 01928 722262.

**Marketing Manager:** Ernie Merryweather (see below).

**Admin. Office:** 25 Victoria Street, Irthlingborough, Northants, NN9 5RG. 01933 652155.

**Spares Research Officer:** Position vacant - **VOLUNTEER REQUIRED !!!!!!!**

**PRO:** Rex Webb, 47 Long Road, Comberton, Cambs, CB3 7DG. 01223 263653.

**Machine Dating Officer:** Trevor Bailey, 24 Elizabeth Crescent, Ingoldmells, Skegness, PE25 1NQ. 01754 873548.

**Pre-War Officer:** Rob Harknett, 1 Parkfields, Roydon, Harlow, Essex. 01279 792329.

**Technical Helpline:** 'Helpliner'. 01202 742197.

**Fund Promotion Officer:** Keith Coleman, 15 Kabin Road, Norwich, Norfolk, NR5 0LW. 01603 745351.

**Jampot Travel Club:** Colin Biddle, 65 Wolverhampton Road, Kidderminster, Worcs, DY10 2UU.

## "The Jampot"

**Editor:** Neil Webster, 52 Well Street, Langham, Rutland, LE15 7JS.

**Technical Editor:** Chris Read, 10 The Cedars, Tilehurst, Reading, RG31 6JW. 01734 416496.

**Section Notes Editor:** Tony Kidd, 1 The Apple Orchard, Hemingford Grey, Huntingdon, Cambs, PE18 9DT. **All copy should be submitted by the 16th of the month.**

**Advertising Manager:** Andrew Killick, 8 Bakers Piece, Kington Blount, Oxon, OX9 4SW. 01844 352226 (phone and fax).

**MEMBERS ARE REQUESTED TO ENCLOSE AN SAE WHENEVER ENQUIRIES ARE MADE TO CLUB OFFICERS. OVERSEAS MEMBERS SHOULD ENCLOSE AN INTERNATIONAL REPLY COUPON.**

"The Jampot" is the official journal of the AJS and Matchless Owners Club. It is published monthly and distributed free to all members of the club. No part may be reproduced or published in any form save with the permission of the editor. Views expressed in "The Jampot" are not necessarily those of the editor or the club committee.

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# Front Seat

**THANKS** to all those who have sent me kind notes regarding my decision to stand down as editor. It's nice to know when your efforts are appreciated. Steps are now being taken to get a new editor installed in time for the handover, so anyone who feels like getting involved in any way should get in touch with either Colin Farrington or Roger Norman as soon as possible.

It's still early in the year and we could yet be in for a late cold snap, but as I write the sun is shining outside and I've covered around 1000 miles of motorcycling in the last two weeks.

My job takes me all over the place meeting fellow motorcyclists and the feeling is the same everywhere - anticipation mixed with excitement and impatience.

So don't delay any longer. The air might still be fresh, but tackle up with the right gear and get out on the road. There are lots of club events taking place every week and the sections are coming out of hibernation. The Raids programme is being relaunched and even the race season is underway.

There's no excuse for not having a great time, so let's see you out there!

*Neil Webster*

## Chairman's Chat

**ROADWORTHINESS** for motorcycles: I have received this document in Eurospeak from the FEM giving details of their position on the proposed new regulations for the roadworthy testing of motorcycles.

I think we all agree that a motorcycle needs to be in a good mechanical condition and to comply with the relevant regulations so that it can be safely used on public roads. Of the 15 member states of the European Union, seven do NOT have a roadworthy testing system for two wheeled powered vehicles. In fact in 1992 France decided NOT to introduce a test following a study that proved that the mechanical condition of a motorcycle was not a factor in road traffic accidents.

The EU have decided that there needs to be a Europe wide system and this is in the process of being set up for cars and commercial vehicles. Motorcycles were added to this list at a late stage, but have now been removed on the understanding that a feasibility study will be undertaken. Unfortunately the EU has limited this study to a number of points contained in the directive.

The Committee of International testing Authorities is making various recommendations about what should be tested, but are not on what standards should be required. This would leave the regulations open for manipulation at a later date as a form of retrospective legislation.

The provision in the cars and commercial vehicles directive allows for exclusion or special provisions for vehicles of historic interest. These are described as vehicles which are hardly or never used on public highways.

Obviously this term does not describe the majority of our bikes. Secondly, what does the term 'historic interest' mean? Would a G50 qualify, but not a G2?

Finally, if the government chose to subject older bikes to special provisions, allowing them to participate only in authorised events, thereby forcing them to become no more than museum exhibits, they would suffer a massive loss of value.

Custom bikes are also covered. This could go down the path of only passing bikes that con-

form to rigid type approval specifications. Therefore your bike could fail its MoT because you fitted a different mirror, seat or different wattage bulb in the headlamp.

You can help stop these moves. When your local MP comes to canvas your vote, ask him what he is going to do about this legislation. Alternatively write to the Minister of Transport voicing your concerns.

If any member would like a copy of this paper from the FEM, please write to me enclosing a stamped addressed envelope and I will send them a copy.

**In** the middle of March, nine members from the UK decided to try out the new discounts on the Stena Line and sample some Dutch hospitality prior to the International Rally and went to an indoor camping weekend in Holland. Everybody had a great time and we are looking forward to going back in May.

**I hope** all your bikes are ready and MoT'd and ready for a good summer's riding. Sections are planning their camping weekends and runs and I think that if I went on all those I have heard about I wouldn't have a free weekend until November.

**Following** the announcement that Neil Webster will be standing down as editor of *The Jampot* at this year's AGM, and in order to ensure that we have the required continuity of effort during a required handover of editorial responsibilities, we would like to hear from prospective editorial volunteers by no later than May 16, 1997. Please direct all enquiries in this matter either to myself or Roger Norman.

*Colin Farrington*

## *Secretary's Scribblings*

**START** of the riding season and good weather! Something must be wrong. A series of late and long days a few weeks ago saw me have the pleasure of catching up with another of the club's founders, Peter Sheen, and then two nights later flying off to Poole to present Johnnie Walker with the AMC Trophy donated by Peter.

I must admit that by Friday night I was feeling a bit jaded having covered about 1000 miles on the club's behalf in five days. That said, the company was well worth the trip - even if Johnnie was lost for words - momentarily.

The other highlight, certainly of February, was the rescue of a 7R left in an attic for the past 20 odd years, which some lucky new owner will hopefully have on the track not long after the Stafford Show where Brooks are putting it through their auction. A real 'story book' discovery of which hopefully more later.

Details from the March 2 meeting, which enjoyed a full house, seem somewhat mundane, but here goes.

**Archive appeal** - More a request for help, particularly to some of the senior members of the club. Ron Hughes, who holds the club archives, is looking to fill in the blanks in our collection of past Jampot magazines (or its earlier title).

The issues required are - November 1968; June '67; July '66; October, November and

December '64; January to September '56 and any copies at all pre-December '55.

Original would be ideal, but photocopies would do for now. Please contact Ron or myself and don't forget to keep an eye open at autojumbles.

**Insurance** - The sub-committee have been in discussion with Carole Nash about the club's insurance scheme. A number of members have raised concerns that their enquiries with Carole Nash have not necessarily resulted in an automatic quote against the club's scheme. It would appear that they hold a policy of not directing business to any one particular scheme, only to the best quote - whoever this may be from.

This situation is not helped by the fact that as a company, their computers do not easily recognise AJS and Matchless OC members. In addition,, apparently few members tell Carole Nash that they are members when making enquiries.

So it would seem there are a few lessons to be learned on all sides. One ray of hope from the exercise was their announcement that they would be introducing a new policy level called 'Legends'. Details will be sent on request by Carole Nash, but the benefits are worth considering for the very little extra cost.

**Jampot editor** - Neil has already made an announcement in *The Jampot* that he will be standing down as editor, effective from the AGM in August. While this decision is regrettable, it is nonetheless understandable. However, constitutionally there are a few things which need to be put into motion now due to the importance of the role.

Nobody wants to see things go backwards, so the selection of the right person for the job is paramount. Fortunately we have a volunteer in Chris Read who we believe will fill the role admirably.

Constitutionally however we cannot proceed formally at this stage as an AGM is needed to vote Chris or any other volunteers into the post. Accordingly, and due to the need to see as long a transitional period as possible to smooth the change over, I would request that any other members who wish to stand for election in this central role contact me urgently, and certainly before mid-May to state their intention.

In the interim, investigations into the computer needs for the magazine will be put in hand, noting that both Neil and Frank, and Jim before them, have been fortunate to be able to rely on their own equipment rather than club machinery.

Time they are changing however and the feeling is that we now need to establish our own equipment which can be transferred from editor to editor as needs arise.

**Research and Development Officer** - We have now got a new R&D man in David Brown. David is more than familiar with the Spares Scheme, already being our Admin Officer's partner. David's first major task will be to find a new spring manufacturer, but I am sure Ernie has many other items on his list of 'Things to Do'.

**Vintage spares** - For all you v-twin owners, it looks like we may soon be able to make available a number of parts manufactured by the Brough Superior Owners Club, thanks to some inter-club collaboration. More details will follow once things are finalised by Ron Hughes.

**100 Club** - Response from a random number of sections spoken to is encouraging, so we have decided to launch the club as soon as possible. Keith will issue details in a separate article in *The Jampot*.

**Section Raids competition** - Despite the lack of returned results it was felt that the competition should be tried for at least one more year before a terminal decision was if necessary.

taken.

This year it will run from May 1 to September 30 only. Again Norman will collate results and will issue an article in *The Jampot* to remind you of the rules etc.

By the way, has anybody got the trophy hiding on their sideboard? It was returned to the club stand at Stoneleigh in November, but since then seems to have disappeared. If you are the one who is doing a temporary safekeeping job could you please contact John Partington.

**Club drawings** - Public appeal this time. You may be aware that we hold a large number of the original factory drawings as part of our archive collection. Unfortunately these are generally on paper and are suffering badly with the passing of time.

The appeal therefore is to anyone out there who may have a commercial knowledge or contact in the drawing restoration world. At present we are not sure which route to follow ie more paper copies, vellum or disk. Any experts please contact Ron Hughes or myself.

**Waveney Valley Section** - There have been rumours for a year or so that the Waveney section is no longer in existence. Carol has confirmed that Adam Hill is no longer a club member (since 1995) and a member of the new Norfolk committee has recently written to me asking why the section's name still appears in *The Jampot* and why we as a committee haven't done anything to save or publicise the section.

Frankly, if nobody tells us then there ain't much we can do! But I'm willing to act in whatever way is needed if someone can update me on the actual situation regarding this section.

*Roger Norman*



*Johnnie Walker received the Peter Sheen Trophy from Roger Norman.*

# *Club News*

## *Section Raids 1997*

**THE** inter-section raids competition will be run again this year, using the same rules as were operated in 1996. The only change will be the duration of the competition which will be from May 1 to September 30.

The mileages will be as originally published. Norman Powers holds a copy of these, so section secretaries need only inform him of the sections raided and the number of machines of the marque and he will calculate the points scored.

Please pass details of raids to Norman as soon as possible so that he can publish them from time to time.

The rules are as follows:

## *The Club Raids Programme*

### *The objective*

The programme is designed to create a competitive incentive for Club sections to visit one another on a social basis using bikes of the marque.

### *The Incentive*

An award will be available at the end of the season to recognise the section who has most successfully met the objective of the programme.

### *The Raid*

Defined as an agreed and pre-arranged visit to another section by two or more members of a raiding section. Surprise raids are fun, but if the visitors aren't in for the night then it's not a very sociable occasion. Raids which take place when the visited section are absent, for whatever reason, and cannot therefore be verified by the visited section, will not count for points allocation.

### *The Venue*

Defined as either:

1. A section's normal meeting place as published from time to time in *The Jampot*.
2. A 'halfway house' at an appropriate midpoint between two or more sections, as mutually agreed by all participating sections. Such a midpoint should be on an approximate direct line between two sections, or a triangulation for three, etc.

### ***The Time***

Defined as either:

1. The published date and time of the visited section's normal meeting (eg 1st and 3rd Tuesday of the month).
2. A mutually agreed time and date outside the normal meeting schedules (eg weekends) to accommodate long-distance visits which would not otherwise be possible for a majority of riders during the normal working week.

### ***The Scoring***

Defined as:

One point per mile for each machine of the marque which complete the visit (ie one way trip) as verified by the visited hosts. (Points may be allocated only for bikes of the marque.)

Mileages to be taken from the pre-published 'mileage matrix'. The matrix to be based on the most direct routes (excluding the use of motorways) between published sections as calculated with the PC based 'Autoroute Plus' from Nextbase Ltd.

Midpoint mileages always to be claimed as 50% of the total mileage as represented in the matrix (rounded up if fractions occur).

If sections meet at a midpoint, neither section is required to claim points if they later intend to visit those sections at their home location. However, if sections agree to a 'mid-point' meeting and claim points, they are both judged to have raided each other and therefore may not repeat the raid again in any form which will score points.

If three or more sections decide to meet at a single (mid-point) locations, each section may only claim 50% points with ONE other section present.

### ***The Frequency***

A section may be raided once by a visiting section claiming points.

### ***The Exceptions***

In fairness to sections who have historically hosted established club calendar social events for multiple sections, the programme will not recognise such repeated events as being suitable for points allocation. eg Southern Counties Meet, Maidenhead Bike night, Five Counties Bike Night, Jampot Rally, Alternative Rally etc.

### ***The Results and Rulings***

Results of raids should be registered monthly with Norman Powers who will:



1. Publish a bi-monthly league table of results in *The Jampot*.
2. Rule on any further exception events within the programme.
3. Act as an arbitrator in the unlikely event of a dispute.

### ***The Programme Duration***

1st May to 30th September, 1997

*Note: All calculations based on 'Autoroute Plus' from Nextbase Ltd. Routes assume Full use of any A and B roads and are calculated for the fastest journey with minimum route changes and NO use of motorways.*

**Good luck!**

### ***New Zealand Rally 2000***

**THE** rally will be held in Christchurch, on the South Island in February 2000. Response from UK members wishing to make the trip has been good so far and trip co-ordinator Norman Powers reports that the list is getting longer every month.

The container has now been booked and Norman will pass on any additional information either through *The Jampot* or via a newsletter.

Anyone wanting to book or receive further details should send an sae to Norman Powers at 1 Pollard Cottages, Gore End Road, Ball Hill, Newbury, Berks, RG20 0PE.

### ***Jampot Rally Update***

**IT** has become apparent that the caravan company previously booked to supply the rally site have had second thoughts about the project, reports organiser Arthur Robinson. He requests that members please therefore refrain from calling Glossop Caravans or the organising committee until the matter is resolved.

Further information will be published in *The Jampot* as soon as possible.

### ***Jampot Travel Club***

**NINE** UK club members have just returned from an indoor camping weekend in Holland. A great weekend it was too, reports Travel Club co-ordinator Colin Biddle who confirms that preparations for the International Rally in May are well in hand.

The members took advantage of the Travel Club's discounted fares with the Stena Line and would like to pass on the following tips in light of their experience.

**Group travel** - If you are travelling as a group and want to ensure that you get a two or four berth cabin to yourselves for night crossings, it is necessary for one person to book on behalf of the group. If you book singularly Stena cannot guarantee that you will be sharing with those you know.

**Over 55s** - It should be noted that Stena Line do a concessionary rate for over 55s, which entails considerable saving over the standard fare. This is subject to the same club discount as full fares.

**No Limits travel** - Several people have contacted me for information and some appear to be under the impression that discounted fares have been arranged for the International Rally only. This is not so.

Any Stena Line crossing used by club members and their families can be discounted, even if you are taking a car abroad Scandinavian members can also take advantage of the offer on Stena's routes in the region.

**Booking telephone number** - Please remember to use the 0990 343434 number for bookings with the Jampot Travel Club. This takes you directly to the people who know about the deal. the number given in the Stena Price Guide takes you to Stena staff who are not aware of the club and confusion will arise.

**Extension to other clubs** - It has now been agreed with both our Executive Committee and with Stena Line that we may extend the 'Jampot Travel Club' discounted fares to other motorcycle (or car) clubs.

This will be done with the intention of firstly passing on the savings and other benefits and by doing this to obtain larger numbers of bookings for these club as a whole. We hope this will secure our position with Stena Line form future years.

If members are aware of other clubs or groups that may wish to benefit from the deal with Stena, please ask the secretaries to contact Colin Biddle, with an sae, at the address inside the front cover.

## ***TT rally***

**THE** popular British Bike Rally is back in the Isle of Man TT calendar this year, meeting at Mooragh Park in Ramsey on Mad Sunday, June 1.

Entries are open from 10am on the day, with judging from 2pm and prizegiving from 4. There will be a £100 prize for the Classic Bike Guide Challenge Trophy, awarded to the best British bike and the prize will be doubled to £200 if the winner is a subscriber to CBG!

## ***Danish delight***

**DENMARK'S** Mosten MC are celebrating the 15th jubilee of their British Rally between June 6 and 8 at Allingbro, Denmark. There will be a run, contests, hot food and a party, plus a quarter mile sprint race. Details from +45 86 48 90 10.

## ***Bookworms***

**LOOKING** for a rare motorcycling book or magazine? Specialists The Border Book Company of Shropshire may have just the thing and have an open weekend over the May Day holiday period of May 3-5. Call 01694 724599 for details.

# WOT'S ON?

## April

- 17th WORCESTER - Evening Run. Meet A38 viewpoint 7.15pm.  
19th BRISTOL - Section meal. Details John Allen 01454 319559.  
19/20th YORKSHIRE - Camping weekend, Dent.  
20th WEST MIDLANDS - Road Run, Derbyshire. Andrew 01922 23571.  
20th WORCESTER - Run to Derbyshire to meet W. Mids. Meet A38 viewpoint 10.30am.  
25/27th NEWBURY - Westward Ho! Run.  
27th KENT - Mystery Tour. 9.30am Polhill layby.  
26/27th Classic Bike Show, Stafford.  
27th POACHERS - Slappers Run. 6.30pm Horncastle.

## May

- 3/5th CHESHIRE AND NORTH WALES - John's Camping Weekend. Sunday morning run 10.15am.  
4th BRISTOL - Breakfast Run. Meet Clifton Bridge 7.45am.  
4th FENRUNNERS AND HERTS - Run to Finchingfield.  
4th POACHERS - Championship trial, Benniworth Walk Farm.  
4th YORKSHIRE - VMCC Wetherby Run.  
5th POACHERS - Breakfast Run. Meet Horncastle 9am.  
5th NOTTS AND DERBY - Run to meet Poachers. Details Bob 0115 9307 024.  
5th DORSET - May Day Pied Piper Run. 1.30pm Clubroom car park.  
7th CHESHIRE AND NORTH WALES - Annual General Meeting.  
8th OXFORD - Guest speaker Phillip Hingston, Maico M/C.  
8/10th FIM Motocamp, Hardum, Denmark.  
9/11th Welsh Rally.  
10/11th CHESHIRE AND NORTH WALES - Classic Car Show, section stand.  
11th Southern Counties Meet. Thurlow Arms, Baynards. Details Luky 0171 652 4579.  
11th YORKSHIRE - Tony Head's run to Whitby (for 'Endeavour').  
12th FENRUNNERS - Concours in the car park, Girton.  
**16/19 INTERNATIONAL JAMPOT RALLY, Lelystad, Holland.**  
17th POACHERS - Green Lane Run.  
18th POACHERS - Run to BMF Show. Meet Boston 8.30am.  
18th BMF Show, East of England Showground, Peterborough.  
24th POACHERS - Trial, Wickenby Airfield. 6pm.  
24/25th WEST MIDLANDS - Andy's Trial and Camping Weekend.  
25th POACHERS - Slappers Run. Meet Horncastle 6.30pm.  
25th HERTS - Enfield Pageant Show.  
26th POACHERS - Run to Sandringham Show. Meet Boston 9am.  
26th KENT - Salute to Speed meeting at Crystal Palace.  
25/26th Sandringham Spring Spectacular, Sandringham Estate, Norfolk.

## June

- 14/15th SURREY - Camping weekend at Thurlow Arms, Baynards. ALL WELCOME.

- 15th Banbury Run (at Towcester).  
 19th DORSET - Run to Nantes - Rallye de Loire Atlantique. To book contact Allan 01258 860345 as soon as possible.  
 20th **Club Fun Day, Cadwell Park. Details Elaine 01332 663660.**  
 21st Classic Bike Show, Kempton Park.  
 21st WEST MIDLANDS - Camping weekend. Details next month.  
 21st **Basil Chilvers Camping Weekend, combined with West Mids.**  
 29th Castleford Cavalcade.

## July

- 5/6th National Rally  
 17/19th FIM Rally, Krakov, Poland.
- 19th An invitation to all members to attend the Rocket 3/Trident OC Track Day at Cadwell Park. Celebrities both current and past, famous machines etc.  
 Cost: Track only £40  
       Rally, camping and BBQ £43.50  
       Rally only (no track) £15  
       Day ticket (no track or BBQ) £8.  
 Contact Elaine Parker on 01392 272923.
- 27th VMCC Founders Day Rally, Stanford Hall.

## August

- 16-21st HAMPSHIRE - Camping week, Breage, nr Helston, Cornwall. ALL WELCOME.  
 Details at a later date.  
 22/25th **JAMPOT RALLY. Organised by Dark Peak section.**

## October

- 10/12th **ALTERNATIVE RALLY, Alderwasley, Derbyshire.**

## November

- 15th Midland Classic Bike Show, Stoneleigh, near Coventry.  
 15/23rd International Motorcycle Show, NEC, Birmingham.

*Please send details of events to Lesley Reeday, 1 Little Church Lane, Sileby, Loughborough, Leics, LE12 7NE, by the 20th of the month prior to publication.*

## ***Jampot 200 Club***

*FUND Promotion Officer Keith Coleman has submitted the following details of a new fund raising initiative being launched this month.*

**THERE** will not be the traditional raffle this year, *he writes*, as we were unable to find a suitable prize motorcycle. All being well we will run one next year and we are already scouring the country for a worthy prize.

In the meantime there is a need to boost club funds for the day when we may need to consider manufacturing parts which are currently only available secondhand, the supply of which will inevitably dry up.

The Committee have therefore discussed the concept of a '200 Club'. Simply, members wishing to participate would pay, by standing order once or twice a year, a sum totalling £26 (50 pence per week). Monthly draws would take place, the winners receiving cash prizes.

It is anticipated that providing 200 members join, there would be monthly prizes of £50 and £30, augmented each quarter by a £250 prize and annually, at the Jampot Rally, one £500 draw.

This idea offers the club valuable income and for the participants a much better chance of winning a prize than the lottery - and you know what good cause is going to benefit.

An application form is included below. Please return application forms, with your bank details completed, to me. The standing order will not be invoked until there are sufficient participants to enable the first monthly draw to be made. Details of winners will appear in each issue of *The Jampot*.

I hope that as many of you as possible will decide to join. The more we have the larger the prizes and of course the larger the income for the club.

### ***AJS and Matchless Owners Club 'Jampot 200 Club'***

#### **Rules**

1. The club will be known as the 'Jampot 200 Club'.
2. Membership will be open to all club members and their families.
3. The subscription will be 50p per week, payable either half yearly or annually by standing order or annually by sterling cheque.
4. The draw will be made at either a club event or a section night during the month.
5. The draws will start once there are 100 subscribing members. If membership falls below 100 the committee may vary or suspend the draws until there is a viable number of subscribers.
6. If the draw results in an unallocated number winning, the prize will be placed in a special prize fund to be distributed with the main draw in August, the number and amount of the prizes to be determined by the committee.
7. If the club is over-subscribed a second draw may be started subject to (5) above.
8. If any member wishes to leave the club they must give notice in writing to the promoter.
9. There will be monthly prizes of £50 and £30, quarterly £250 and annually £500. All prizes are paid by sterling cheque.
10. All numbers will be in the draw for all prizes, therefore it would be possible to win the maximum of £830 in the August draw.

## ***Application for Jampot 200 Club***

*I wish to apply for entry to the Jampot 200 Club.*

*Please tick as appropriate:*

I enclose a cheque for £26.00 for one year's membership.

I wish to pay by standing order. (*Please complete the mandate below.*)

Name:

Address:

---

Section (if applicable):

### ***Standing order mandate***

To ..... Bank Ltd  
(name and address of your bankers)

.....  
.....  
.....

Please pay to Midland Bank Ltd, 86 Main Street, Frodham, Warrington, for the account of AJS and Matchless Owners Club. Sort Code 40.21.28. Account number 31061240, the sum of

\* £13.00 on receipt of this instruction and six monthly thereafter until further notice.

\* £26.00 on receipt of this instruction and annually thereafter until further notice.

\* *delete as appropriate.*

Please quote draw reference number ..... on all payments.  
(leave blank)

Name of account to be debited: .....

Account number: .....

Signature: .....

Date: .....

Address: .....

*Please return this form to:  
KJ Coleman, 15 Kabin Road, Norwich, NR5 0LW.*

# Letters

## *NZ fans*

**MY** wife and I have just returned from a long awaited trip to New Zealand, during which we were lucky enough to attend the NZ Jampot Rally. It was held in a beautiful part of the South island, in good weather and was a wonderfully relaxed affair.

We were made very welcome and enjoyed the whole weekend including the AGM, which was a model of brevity!

I know there has been discussion about the 2000 Rally, but I for one will now be saving to go. It was clear from the presentation at the AGM that the organisers are working very hard to make it a memorable event and will have great welcome waiting for everyone coming from overseas. If we can turn up in large enough numbers they will be very happy.

The chosen location will be an ideal jumping off place to visit the rest of the South Island (and has good connections with the North Island) and anyone going will have a golden opportunity to enjoy the many things which NZ has to offer.

We will certainly take the opportunity to go places which we could not fit into our four weeks this time round.

If anyone has any immediate queries, Doug Almond is the primary UK contact for the NZ register, but I would be happy to talk to people as well.

*Brian Osley, Chepstow.  
01291 622123.*

## *Keep it simple*

**FOR** the record, I have owned all the post-war models of the marque over the last 30 years, on-road and off-road, save for a 600 twin, and consider myself a 'rider' not a museum curator.

Owners of pre-war machines have my admiration as well as my sympathy when it comes to either rebuilding or keeping one going, but I do despair on occasion at the fanaticism some owners of post war models show over problems that are mostly self-inflicted.

The bombardment of late over oil filtration is an example of this.

I could agree, for instance, that on pre-alternator singles the three most cursed design flaws would be tin chaincases, separate mag and dynamo and fork end caps, but where does oil filtration come into the 'points to watch' list?

I've taken over bikes, as I'm sure all us crusaders have, where the drained oil was no more than thick rusty water, or where it wouldn't leave the crankcase at all due to all the sludge in there, but once it was cleaned up in the respective places, regular oil changed thereafter have led to no more ado.

I've also encountered some very tired engines in the past, but never with tired oil pumps.

The mechanics of these machines could not really be simpler, but some still get it wrong when they 'have a go' and torment is more often than not the result.

There ought to be a book made of the sometimes ingenious adaptations some have made, including all the disasters and the long term outcomes of both. I feel most would then come to

know that if the manual states 260 main jet, it won't be any better off for fitting a 300, etc.

Twelve volt lighting/electrics are great, but only suit these bikes with precise attention to what components are doing what, and I've seen all the same rushes to the aspirin bottle when it all goes horribly wrong again.

My point is simply this - if you need high performance, 12v, clinically oiltight and mechanically perfect you should buy something modern, or accept the singles and twins for what they are and ride them as such.

When it comes to spares, if you're really stuck and not just wanting another cheap gearbox to put with the other 15 you've stashed away, shout up, there's lots about and contrary to popular belief they aren't all going to disappear before the millennium celebrations!

This brings me to my last point - spare parts. The club is to be congratulated on its spares scheme. Things like this mean that someone has to do a lot of work to put it all together, just for us to have it there, so use it!

I'd also like to say the same for Richard Gaunt. If people like him didn't do the job for Matchless and AJS parts would you?

*Will Whitlam, Nottingham.*

## ***Community project***

**THANKS** for the interest in my query about lightweight racers. Is anyone interested in the following idea?

What if the club adopts the idea of a lightweight racing entry as a club representative and with whole club support? This should be an official project and discussed as such by the club committee.

One section takes on the task of rebuilding a CSR machine to be fully race prepared in preparation for next season. The section involved must have access to lightweight spares and engineering expertise of the highest order. All other sections would provide a helpline number that could be used by the main section when they need help.

The section I have in mind as the central builder of the bike is Yorkshire, for two reasons. One, they seem to have access to spares; two, they have a man who specialises in lightweights, namely Peter Robinson. He also has an engineering background.

I know also of Mark Hatton of South Wales who has built some extremely efficient 250 CRSs and has a knowledge of their disadvantages. I have no doubt that there are other lightweight experts amongst club members.

I suppose one must come down from the clouds where costs are concerned, but when you look at the club accounts we are not exactly poor, are we?

One last thought - 'A few drops of enthusiasm are worth many hundreds of pounds'. As I said, it's just an idea.

*A Hopkins, Ardgay.*

## ***Oxford section***

**THE** Oxford section of the club is very active and caters for members of the AMOC with all interests, from green lane riding to rallies and road runs.



We have a comprehensive programme of events, which includes quizzes, interesting guest speakers and general interest events., so whether you are an eactive rider, restorer, or just have an interest in bikes of the marque, there will be something for you.

The section is also very proud of the fact that we have won the club's Craven Shield for the pasy few years, which is indicative of the riding spirit of the 'Oxygents'.

However we do have a problem, and that is that we only have around ten 'stalwart' members who actively support section events. We know from the membership lists that there are a large number of club members within our catchment area, so if you are one of these members, why not come along and join us?

We meet on the second Thursday of the month as 8pm at the Duke of Marlborough, Wooton, near Woodstock.

In order to attract new section members, we will be holding an open evening on June 12 at the Duke of Marlborough, so if you are one of the 'missing' Oxford members, you are personally invited to attend on this evening. You are assured of a fery warm welcome.

If you shoud require any further information, please do not hesitate to contact me on the number shown in the section directory.

*John Lowe,  
Section secretary.*

## ***Bike search***

**DOES** anyone know ther whereabouts of a 1953 AJS Model 20, RSU 133. My father and me rebuilt it in the late 1980s, after which it was sold to someone in Watford. If the present owner is in the club I would be pleased to hear where the bike is now. We have some photos showing its original restoration.

*Dan Nash, Church View, Main Street,  
Tingewick, Bucks, MK18 4NN.*

## ***More AFS***

**IN** the last *Jampot* I noticed a number of machines in AFS livery. During research on information unconnected with motorcycling I came across a picture of a 1954 G3LS registration NYV 308.

Whether or not it still exists, or even belongs to a member I don't know, but if someone now owns the bike the picture of the bike on an AFS exercise is on page 46 of 'The Bedford Story. Part Two' published by Venture Publications of Glossop, Derbyshire.

As a matter of interest, does anyone know if YEV 372, a 1954 G3LS still exists? I sold it in 1957 to purchase my present G9.

*Douglas Payne,  
Benfleet.*

## *Charles Marshall*

**I FIRST** met Charles Marshall when Chris Groves, Mike Brennan and myself decided to start a section of the club in Newbury and arranged a meeting at the Blue Ball back in November 1988.

We placed an advertisement in the local newspaper and were given some column space to help plug the meeting. We believed that we may get about six turn up and were more than pleased when 12 arrived and the seeds were sown.

It was then that Charles enquired of Chris, "Is this section interested in organising trials?" That was the start of a wonderful friendship that was to last a too short ten years, but in that time we all regarded Charles as the perfect English gentleman, delightfully a little eccentric in his storm coat and on a 1940 G3 Matchless, often seen riding with his spaniel Samson on the petrol tank, but a true motorcyclist in every sense of the word.

In the Spring of 1989 we held our first trial with a lot of help from the East Berks lads, where some 90 riders took part. Since then, thanks to Charles' generosity we have held two trials each year on his farm and although the number of competitors has never again reached that high total, we have been well supported and it is very popular with members of the Newbury section.

Charles was very sceptical about foreigners, having never been abroad, but when he attended the Jampot in Luxembourg that soon changed. The overseas members loved him, he loved them and he was then bitten by the 'ride your bike abroad' bug. Had ill-health not bothered him these last three years he would have been riding dispatch more on the 'wrong' side of the road than the 'right'!

In 1992 he took part in the 'Round Britian Ride' with the National Committee, visiting all the then section of the club, and it was his bike - the oldest on the run - that never missed a beat, a credit to his skill at fettling a motorcycle.

His dream was to restore his father's 1932 500cc Ariel and had it not been for his illness I am sure he would have done so and rode it proudly on the Westward Ho! Run sometime in the future.

The resurrection of the Newbury Motor Club's Westward Ho! Run was something Charles longed for and it is fitting that this year it will be in its fourth year.

I well remember browsing in a card shop in Vancouver, Canada, in 1992 and seeing a card with him and dog both wearing goggles and riding a motorcycle. Yes, his fame had crossed the pond and he was delighted when I told him what I'd found. He had also appeared on the 'That's Life' television show riding the bike with dog on tank.

These past three years he suffered, but in all that time I never heard him utter a word of complaint and to the end he fought one of the most wicked illnesses that can befall a human being. He was due to have a bone marrow transplant in mid April, his brother Angus being the donor, but his chances were slim as this was a form of leukaemia of which there had only been a dozen known cases and there had never been a successful cure. Perhaps it is well that he was saved from the final suffering.

I was privileged to be the last person to have a ride out with him, in mid february when he rang to say he was desperate to go for a ride. He was staying at his sister's house as all his family were down with flu, so he had to be away from infection, and having had another dose of chemotherapy he was in great form.

It was a beautiful Spring day, if a little chilly, and on arrival he was thrilled that his G3 had fired second kick, as by then he was not too strong.

He rode like a man possessed and it was all I could do to keep up with him on my 650 AJS CSR as we rode the lanes for some 12 miles or so. When we arrived back at the farm I could

see that it had taken it out of him., but he was delighted to have had the wind in his face again. Sadly that was the last time I saw him. Ten days later he passed away.

So long, old friend, we shall miss you, not only the Splinters, but all the members of the club, and one day we shall all ride together where the sun never sets.

*Malcolm Arnold.*

## *Video guide*

**DOES** anyone know of a video of the stripping and rebuilding of an AJS/Matchless twin engine and gearbox. If not, has anyone ever thought of making one?

I have some back to motorcycling over the last three years and although I'm pretty practically minded, I feel that the job in question might be a little too technical without expert help. I'm used to working with wood, not steel!

If anyone can give me a ring on 01283 212281 I would be most grateful.

*FJ Richards, Swadlincote.*

## *Mystery find*

**I RECENTLY** came across this rare picture. I believe it is a factory studio shot of a prototype 500cc v-twin lightweight they were developing when they went bust. Maybe the obvious expense of such a project played a part in their downfall. Can any members supply more details?

*P Hiner, London.*



*Mystery AMC v-twin shows lightweight base. Can anyone shed any light?*

## Rubber solutions

**ABUSED** by some and taken for granted by most, it's that thin piece of rubber in contact with the tarmac which brings you home safely after every run. Judging by my postbag and the odd phone call or query at a club meet, the choice of rubber seems to be something of a dilemma for many people.

Should they choose a conventional 'classic' tyre for that original look, or should they perhaps consider something more exotic and rounded, not to mention lower in profile, to enhance that cornering clinginess?

I wouldn't dare to even start to recommend particular tyres here, save to say that I've always had good service from both Avon Roadrunners and Dunlop TT100s. But how many know that the speed rating of a particular tyre can dramatically affect its cost, not to mention your bike's ability to sit firmly on its centrestand?

## One tread - two tyres

For instance, a Dunlop Roadmaster K81 (TT100) is 'H' rated for speeds of up to 130 mph. It has a lowish profile (90% series) and make your bike sit rock steady on its centre stand. It also costs in excess of 50 pounds per casing for a rear.

On the other hand a Dunlop K82 has exactly the same tread pattern, but with a slightly deeper profile it makes your mainstand somewhat shaky on slightly uneven ground. The K82 is only 'S' rated to speeds of up to 113 mph but comes in at about 20 pounds per casing cheaper than the K81.

Fortunately, none of my AMC machines are ever likely to exceed 80 mph (not with me riding them anyway) and they've all had centre stand extensions fitted. So K82s certainly save me a few bob on rubber supplies.

## Size Comparisons

Another matter to ponder is the relationship between the four tyre sizing systems which are still referred to by books, specialists and rubber suppliers alike.

These are the original Imperial measurements, the Imperial interim (90% series) measurement system and the now totally universal metric measurement system (in 90% and 80% Series).

The following table might help some people to realise the relationship between the various systems when they come to choose their new rubber.

Whilst theoretically all tyres within a given row are interchangeable in terms of fitting size, the profile of each may be subtly or indeed dramatically different depending which end of the row you're looking at.

Imperial	Imperial 90% Series	Metric 90% Series	Metric 80% Series
2.25	-	70/90	80/80
2.50	3.10	80/90	80/80 or 90/80
2.75	3.10	80/90	80/80 or 90/80
3.00	3.60	90/90	100/80
3.25	3.60	90/90	100/80
3.50	4.10	100/90	110/80
4.00	4.25 / 4.60	110/90	120/80
4.25	4.70	120/90	130/80
4.50	5.10	130/90	140/80

## Speed Ratings

For our old British bikes, the common tyre speed ratings really fall into four categories, namely:

P (or -)	95 mph	150 km/h
S	113 mph	180 km/h
H	130 mph	210 km/h
V	over 130 mph	over 210 km/h

If you're never going to go much over 50 or 60 mph on standard tarmac roads, you've got to ask the question as to whether you want to spend a lot more money on anything over a P or S rating.

## And finally...

What tyre pressures should you use? Wherever possible use and adhere strictly to the tyre manufacturer's recommendations where they're given.

Older Imperial sized tyres provide part of the suspension on our old bikes and pressures are typically lower than for modern tyres. I tend to set fronts at between 18 and 20 PSI with rears between 26 and 30 PSI depending on load. However, if using a modern tyre, particularly a low profile 80% series, it's imperative that you do not run the tyre under inflated.

Pressures for these tyres will typically be higher and the tyre will be harder under correct inflation to ensure that the loads are correctly spread and balanced throughout it's construction. Pressures of 30 to 45 PSI are common for both fronts and rears.

Under-inflation will significantly endanger your life as the tyre becomes totally unpredictable under cornering or braking manoeuvres.

*If you know of some good tyre lore, or have some preferences or useful tips for rubber choices, why not drop me a line and share your views with the readership?*

CR

## Chaincase Neoprene

*DICK Jarrett writes from Ipswich regarding his discovery of a new way of sealing tin chaincase.*

**HAVING** recently renewed my long dormant relationship with AMC singles it was no surprise to find myself thrust immediately into the leaky primary chaincase problem. In attempting to ponder some as yet undevised method of sealing every AMC 500 single owner's chaincase by the year 2000 I went to see what the local neoprene store had to offer.

There I found an extrusion as shown in the diagram, which immediately riveted my attention.

The extrusion snugs tightly into the contours of the case and is securely held by the case edges and the aluminium band.

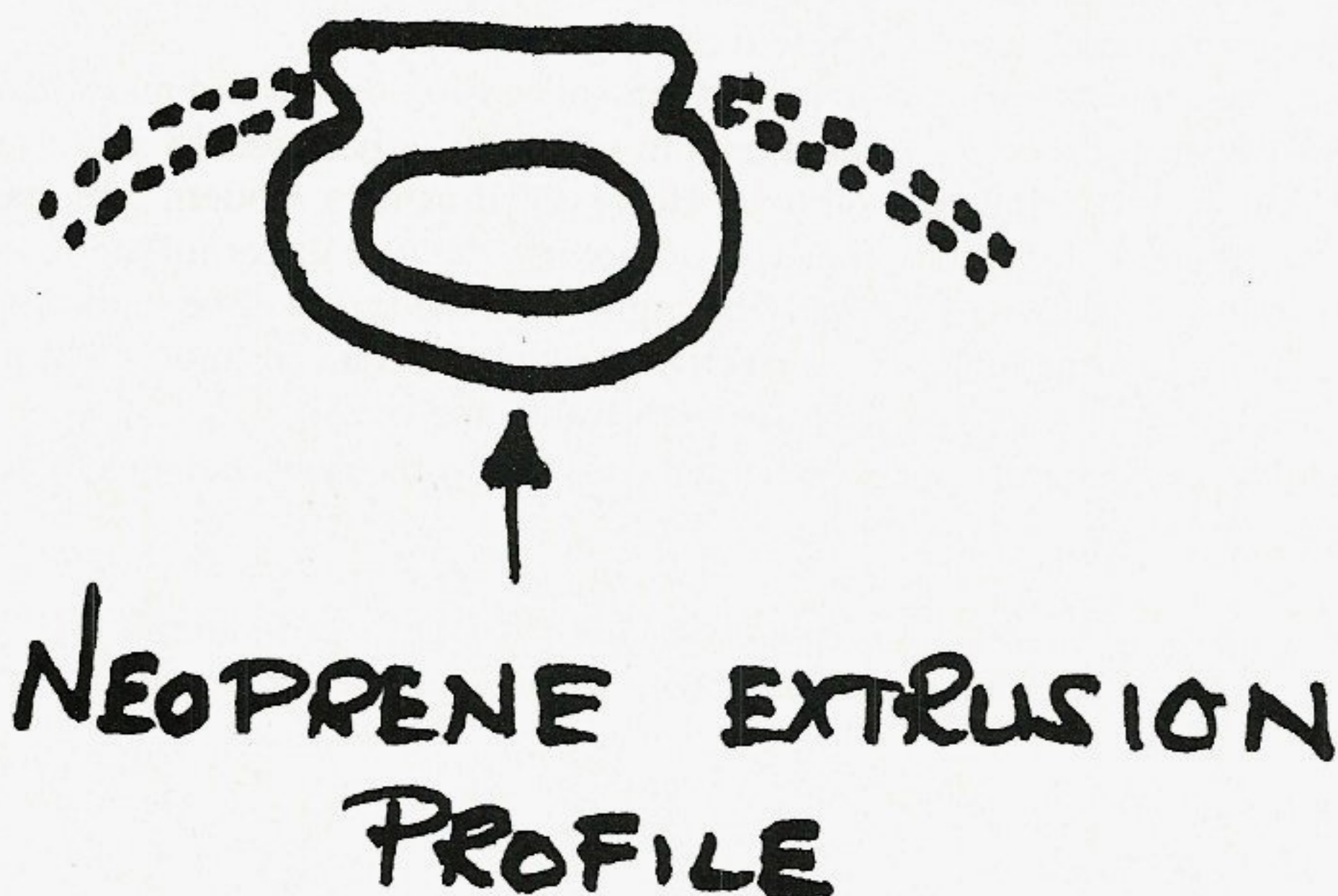
The edges of the case need to allow for the greater thickness of the sealing strip and this can be accommodated by placing an extra packing under the outside case. This can be say, a quarter to three eighths of an inch to avoid distortion when the casing nut is tightened.

A slight difficulty is that part of the strip outside the case is slightly bulkier than the currently available rubbers and ideally the aluminium clamping band needs to be three quarters to an inch longer. With a struggle the exiting one is just long enough. It is likely that by paring of the outside rubber edge slightly this problem can be overcome.

There is an additional soft round extrusion which will thread into the hole within the main extrusion, and I have used this to give a good seal at the join. This extrusion could be drawn through the main rubber to beef it up if desired.

It goes without saying that the edges of the separate chaincase halves should be perfectly trued before assembly.

The neoprene extrusion is manufactured by Walker Rubber & Plastics Ltd., of 22 Farthing Road, Sproughton Industrial Estate, Sproughton, Ipswich, Suffolk, IP1 5AP, (01473 749131). Its product code is 151535 and the cost is approximately £2 a metre.



## *Mystery Unthreaded*

*WILLIAM Bennett from Macclesfield writes:*

IN reply to Bernard Harding's enquiry concerning the obscure threads on his petrol taps (*Jampot* March '97), I may have the answer.

I think 7/16" x 19 TPI is what's known as a "fastening thread of Whitworth form, used on pipe fittings, valves etc., where pressure tight seals are not made on the threads". Details of the thread form is covered by British Standard specification BS 2779.

Taps and dies for 7/16" x 19 TPI can be obtained from Tracy Tools Ltd., 2 Mayors Avenue, Dartmouth, South Devon, TQ6 9NF, telephone 01803 833134.

*David Ellis from Newbury has provided us with four very useful tips:*

### *Centre Stand Wear*

**THERE** have been many tips on how to cope with worn centre stands. On my 1962 G12 I stripped the centre stand, only to find that the total wear amounted to about 1mm.

Not enough to explain the lack of lifting height. The problem was not wear, but the use of modern tyres with higher profiles. In this case the only option was to have extensions welded to the stand's feet for a cost of £5 at the local "blacksmiths".

### *Wheel Alignment (for beginners)*

**FOR** months my bike tended to steer to the right, then months would pass when it steered to the left. I had always used string or a straight edge along the side of the tyres to align the wheels. I eventually realised that it had depended which side of the bike I used for wheel alignment as to which direction it would steer.

The problem was caused by the fact that the rear tyre is 6mm wider than the front, (i.e. 3mm each side).

So, do not spend a year thinking your bike is bent, like a fool I know. Measure your tyres and allow for the difference if you use the string or straight edge idea. Alternatively, make up a straight edge with blocks on to line up to the wheel rims. Ah, but are your rims the same width?

### *Bearings, Bushes and Brass*

**BEARINGS** and bushes from the usual suppliers of AMC parts can sometimes be rather expensive.

Bearing supply companies such as BSL, who have 104 branches nation-wide, can often sell these parts for far less.

For instance, for part no 010090 H/W swinging arm bushes, you could pay £19.85 per pair, or you could try BSL. The identical part is "Oilite FGH.2x1" for which I paid £6.72 per pair.

So, look in Yellow Pages for Bearing Suppliers, take your old parts along and save some brass.

## ***Lethal Weapon - Centre Stand***

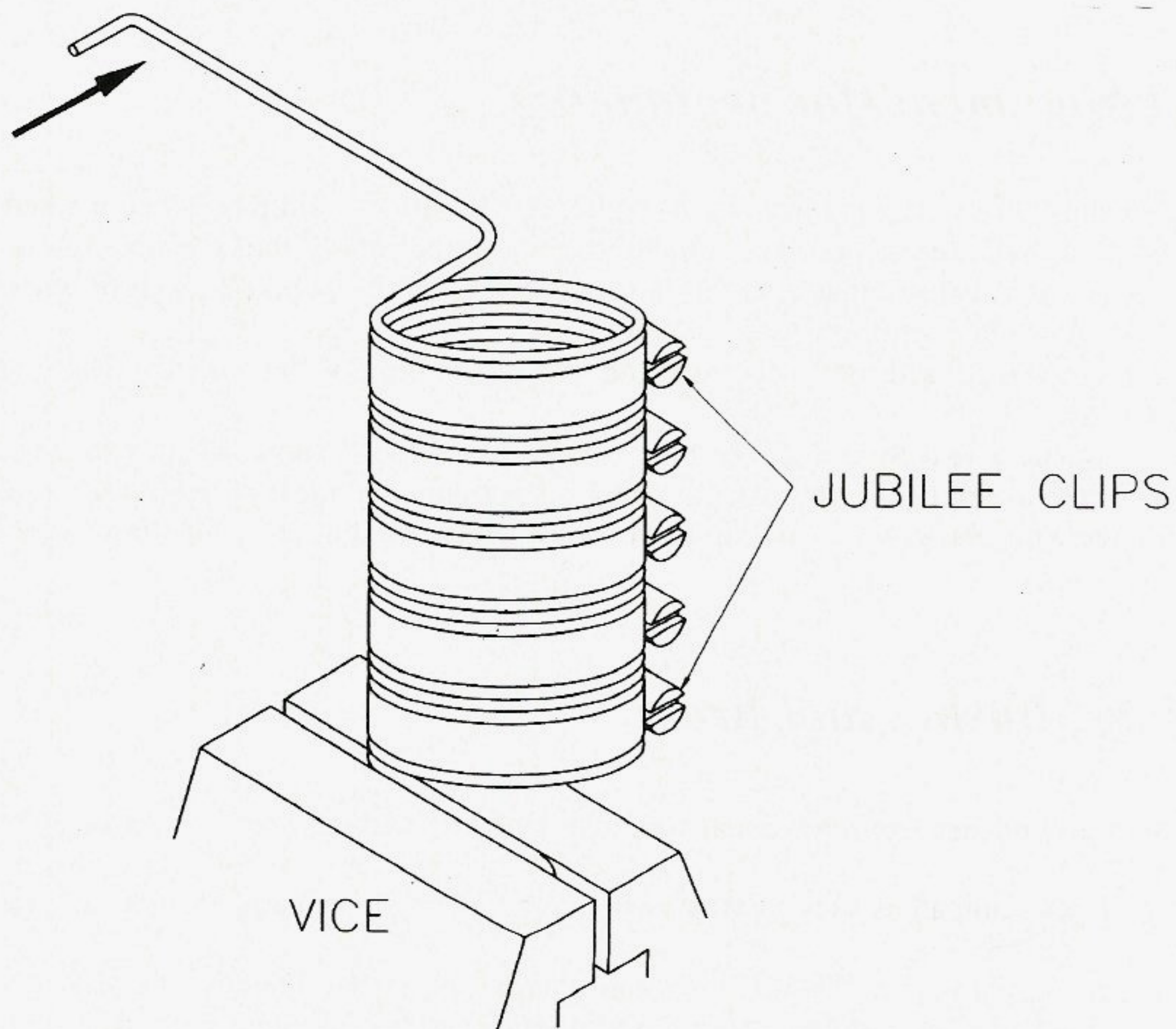
**OF** all the jobs that need to be done on our bikes, this is probably the most likely to cause injury. It has always scared me and I hate tackling it, so I took the coward's way out and sat down to think about it first.

As a coil spring is wound up, its outside diameter decreases, so the solution would be to devise a method of clamping the outside of the spring as it is wound up. Take 5 or 6 new Jubilee clips, not worn out damaged ones. Fit the clips around the spring and tighten. Clamp the short tail of the spring securely in a vice (see diagram).

Wind the spring up about 45 degrees. The clips can now be tightened a little more. Wind the spring a bit more and again the clips can be tightened. Continue this process until the spring is at the angle required. The spring will unwind slightly each time but gradually reaches the required angle. (My G12 spring needs winding half a turn, which was easily attained using this method).

The clips may need to be re-positioned such that they can be released when the assembly is on the bike. This can now be done one clip at a time.

Fit the stand to the bike making sure the short tail of the spring is in the frame hole and the long tail is underneath the stand cross tube. Release the Jubilee clips and the spring will gradually unwind. This method is easily controlled and fingers and nerves remain intact.





# Waffle on - 45 years later!

**THE** British branch of the owners club was established in 1952, which co-incidentally was the year I obtained my first roadworthy machine. And here we are in 1997, with both of us battling on!

I think the club is doing far better than I and as we approach the 50 year mark, the gulf will widen even further.

The club must be one of the better 'one marque' organisations and its influence permeates to all corners of the globe. A lot of credit must be attributed to the UK section of the club from where the hub of the organisation operates.

From just a handful of members in the early seventies (possibly less than 100), the club has blossomed in the ensuing 25 years to well over the 3000 mark and is still expanding. Of course nothing happens easily and it took a lot of hard work on the part of many club members to accomplish the position it holds in the world today.

*Chris* Read's column on the technical side of AMC folklore tends to be gathering momentum and it beggars the mind as to when a total compilation of topics can be assembled. Maybe it can be published in book form as I'm sure there would be a market amongst our marque devotees.

It could also be 'padded' or expanded with all the information our erstwhile member John Allen has collected/collated over many years of AMC devotion. This would make the reading doubly interesting.

*The* article on stainless steel parts from Bill MacGregor gives an insight - or potted crash course - into a variety of options of the available material, plus Bill's obviously vast experience in this area.

Of course malcolm Lee has long since been a household (AMC) name in this market and his cottage industry in this field has led to his products gracing many AMC restorations in preference to the steel/chrome alternative.

*Technical* question! Are there just too many listed modifications to the original factory design of the oiling system for the twin engines?

Truly, has there ever been so many variants on a theme specially organised to ensure that a motor was protected under any eventuality that may possibly occur in the lubrication department?

The motor has a bevy of springs, balls and other types of valve that must clearly make the design the most protected unit of all time.

Instead, the result in a lot of cases appeared to take on the format of a national disaster as rods 'ran' on journals, centre bearings developed clearances and sumps filled up when the motor was not regularly run.

To overcome all expected past and future problems the original design was modified with a lot of positional changes taking place as pressure relief valves were redesigned three times from 1950 to 1955 and then discarded altogether in 1956, only to be re-introduced in 1960, once again in a new position.

Even that was not enough! After engine 8084 (650cc motors), the large capacity oil pumps were fitted and the pressure relief valve was transferred to the pump plate as from engine number 8912.

The non-return valve had five changes from 1949 to 1962, whilst the crankcase filter blow-off valve had a felt filter, alloy plunger and spring from 1949 to 1960 at which time it was discarded, only to be re-introduced in 1963.

The crankcase pressure release valve only had two options, with the alloy cylindrical block driven by the inlet camshaft from 1949 to 1951, when a hole in the driving side crankshaft exhausted to the primary crankcase.

The previous listings contain some seventeen options that were used over some 16 years of motor manufacture to cover the oiling system, though to these have to be added the variations used to get oil to the rockers plus added lubrication to barrels.

This Pandora's Box of variables can add up to a nightmare from parts collected at swap meets. The main trouble can be that so many of the parts are interchangeable, but not compatible when a job of a specific nature has to be accomplished on the oil front.

Never was the phrase 'Caveat Emptor' ('Let the buyer beware') more applicable than in the twin motor area.

At the last saw meet I attended I was approached by an AMC single enthusiast who had weakened and purchased a 1951 Model 20 to match his 1951 Model 18S, thus getting the matched pair.

However, it apparently has a total loss oiling system courtesy of a screwed hole in the timing side crankcase half.

His question - as a singles enthusiast - is, 'why is this so?' Plus of course his engine is missing an important part, ie the pressure relief valve. The next question was 'where do I get one?', which is easier said than done. There is nothing listed in the Spares Scheme booklet!

Maybe some Good Samaritan out there will pop one out of an assembled motor and allow it to be copied and machined up!

Nothing is impossible, but things like these one-offs do seem to be escalating in price as time goes by.

On the Oz TV we have been watching Scottish comedian Billy Connolly do a tour of Australia followed by a tour of Scotland, and one has to admit that he seems to have somewhat of a poetic licence as far as dropping the F word in is concerned.

My one gripe with the show was that on the Australian leg of the tour he used (of all things) a Harley-Davidson trike. Why could he not have used a machine of UK heritage on the tour?



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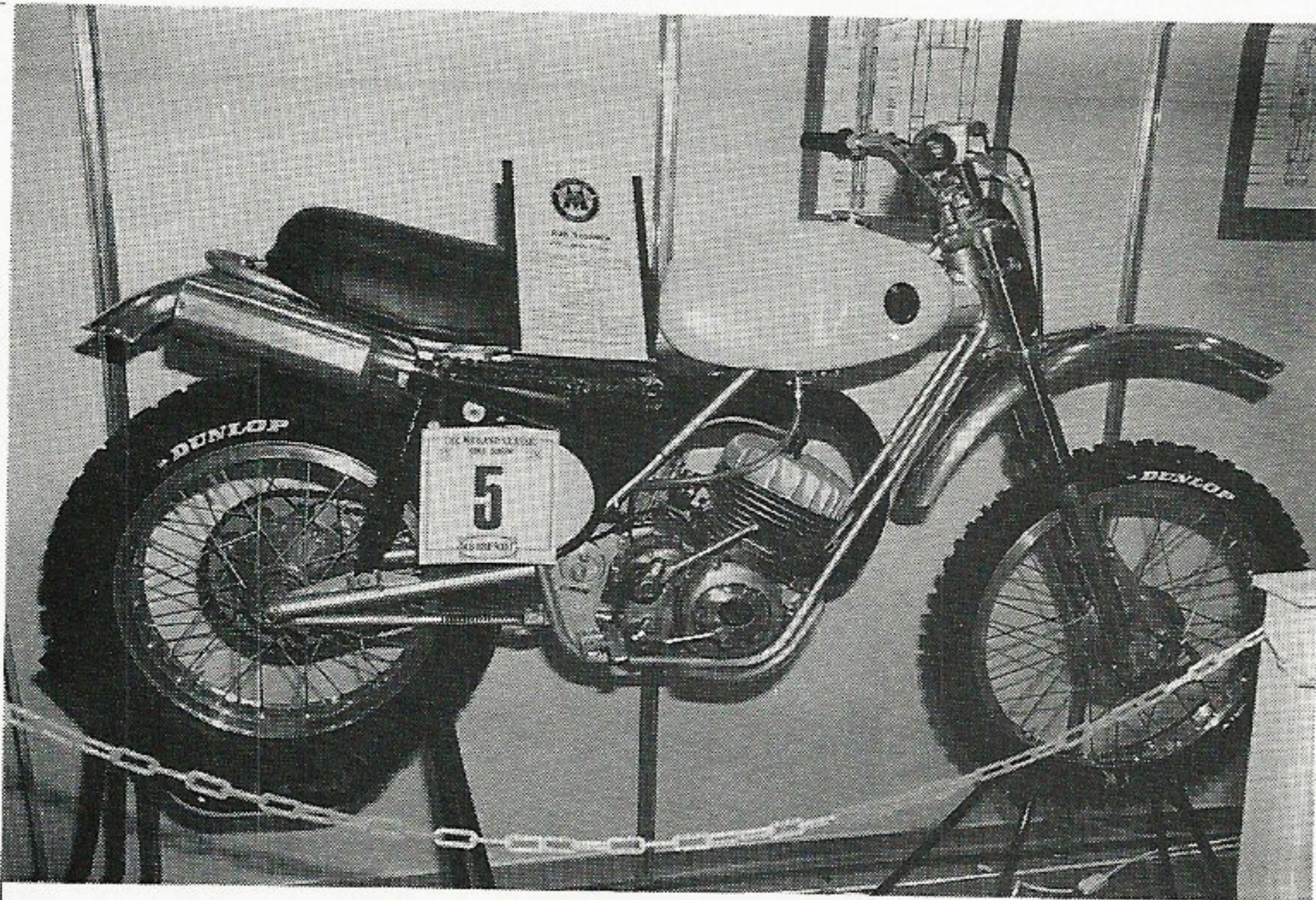
*All carried out on the premises.*

**Ken de-Groome, 'The Bungalow', Fen Road, Newton,  
Wisbech, Cambs. PE13 5HX. Tel & Fax: (01945) 870382**

# *Bikes of the Month*

*AN* unusual pair to this month. Seldom seen in these pages are the later two stroke off roaders that carried the *AJS* badge into the late seventies and early eighties.

The photos show both the pukka moto cross Stormer and the enduro, trail trim Red Devil. I wonder how many of these are still around in club circles today?



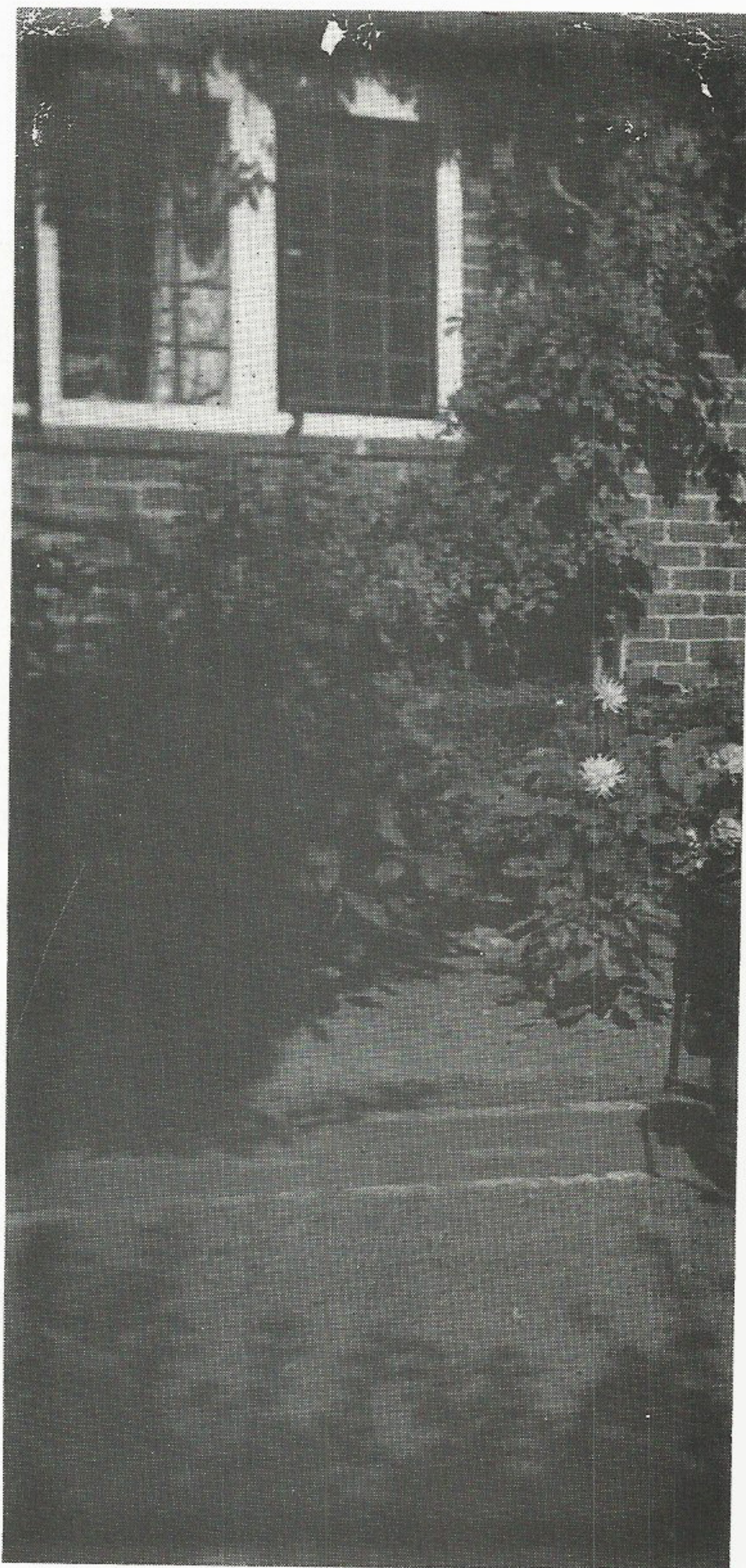
*The odd couple. Are there any Stormers (top) or Red Devils still providing fun and games for club members? If so, let's hear from you.*

## *Factory special*

A **TRUE** time capsule shot. The rider is Alan Heather and the picture was taken in the mid 1950's.

The machine was on loan from Jock Robertson's experimental shop at the Woolwich AMC factory for about two years.

"It was a damn nuisance constantly being stopped by police asking to see the log book," wrote Alan, who last saw the distinctive number plate gracing a Mercedes car in Newton Abbott.





# Section Notes

## *Bristol*

**THE** Section has gone quiet again but with constant rain and fog it is hardly surprising. Our meeting at the Fox on the 3rd Tuesday was thinly attended and apologies were received from Tony Coleman attending one of his aero engines in Italy. Conversation was of such high quality that we had a round of chip butties to round the evening off.

'H' and Karen are safely back from India and 'H' lost no time in organising a working luncheon which was held as usual at Ham near Berkeley. Alan Freke continues to improve and came with the writer as he cannot drive yet. Serious flooding was encountered on the way home through the Berkeley Vale but relax! We were in a Landrover.

The writer has vacuum varnish impregnated his rotor coil in our new vac oven and will test it in the coming ride to Bishops Canning where we meet our friends from the Newbury Section.

John Allan's marches run was a great success as with unerring accuracy he took a 'weather window' and rode in sunshine all day. I hear that Frank Westworth rode and enjoyed his trip.

Shepton Mallett bike jumble was big this year and to greet us, stalwart No 10, our Chairman Ralph. Ralph hasn't been too good lately, so we were all pleased to see him looking so well and in harness again. Herbie Tanners stall was there but he was absent, so best wishes Herbie via the Notes.

Bristol Section are greatly saddened by the passing of Charles Marshall. We pray that his family will be comforted.

*Paul*

## *East Berkshire*

**FEBRUARY** ended on a sad note with the passing away of Charles Marshall of the Newbury Section on February 28th. He was only 36 and had many friends in the motorcycling and farming worlds. All who knew him would agree that he was a true gentleman and a great ambassador for our Club. The funeral took place on Thursday March 6th with standing room only in Winterbourne Church and about 30 motorcycles in the procession. About a dozen East Berks members attended. No doubt Malcolm and Co will produce a fuller account in the Jampot. He will be greatly missed by us all and especially by Felicity and their three children.

On February 15th, the Section mustered to Kempton Park for a Classic Off Road Show. Many thanks to Ralph and Ted for all their hard work in getting the stand sorted together with several other helpers. The backdrop of the stand depicted the factory gates and wall at Plumstead together with the works competition van. The event was very popular with a lot of us jostling our way past the displays to see an interesting collection of machines. We had about eight machines on our stand, including Roger's IOM G45 with the well ventilated crankcase.

A subsequent Club night saw all the assembled EB technical experts pondering over why the drive side conrod had let go, as Roger brought in some of the remains that he'd recovered

from the said crankcase. And why is it always the drive side? Roger concluded that it was related to us being in the Northern Hemisphere and that 'down under' it's probably the timing side that gets it.

This being related to the 'obvious' link between the direction that the bath water swirls down the plug hole and the possible preference of which big end gets the oil. This could be the beginning of a heated debate.

Some of the other machines on the stand were: Ralph's scrambling Typhoon, Jim Grantham's special G9 as depicted in February's Classic Motorcycle, Mick Baldwin's over-bored 'Big Bang' scrambler and Roger's IOM 7R. Apologies for errors and omissions here as I've no reference material to hand and I must get these notes done now!!

Not much else has happened since the last Section Notes, so I'll have to make something up as usual. I'm getting deeper into the mysteries of attaching sidecars. It's no wonder the Mini took over this role (only joking). But I'm sure that it will be worth it in the end, think of all the spares that you can carry. Even better, leave them all at the International and load up with duty-free instead. It also looks as if a lot of ferries charge the same for sidecars as for solos - now that's one over the Mini, especially if you have got a fully populated bike and double adult sidecar.

Now that the weather is starting to pick up I've noticed that bikes are starting to appear more frequently on the roads again. And this year our Section committee will be promoting more use of road bikes. They'll be mothballing their cars, removing the cobwebs from their exhausts and practising the art of not falling over again. A few may struggle, but I'm sure that it will all come flooding back to them at the first greasy roundabout they encounter.

What all this means is that the Rider of the Year competition will be based upon points gathered for Road Runs and Club Nights only, and a special prize might even be awarded. We've wondered what to do with that one armed sweat shirt for ages. Run leaders will be instructed as to how they can help with keeping the points table up to date.

*Gary*

## *East London and Essex*

**ALL** good things to report this month as we had a lively weekend at the Picketts Lock Bike Show over the weekend of February 22nd/23rd resulting in us walking off with the award for the Best Club Stand.

The award has always eluded us in the past but we certainly had our best turnout of machines to date, including the G50 race bike which East-Ender Vic Sell owns and races. I believe that the bike has had a full life of racing and is not an over restored museum piece. Thanks to all of those in the Club who gave up their time and helped out in whatever way and also a thank you to Bob and Jean Edwards who were the only 'non-Sectioners' present and as usual they brought along their Harris G80.

Reg Green (Mr Sheen has a clean machine) was the only one amongst us (and we had over 20 bikes on both days) who won an individual award which was for best post 1960 bike in the show. Full credit to Reg as he restored the bike eight years ago; he has used it regularly ever since and the red 650 CSR still looks like it has just been restored.

The last Club night in February was a very busy evening as we had decided to have a celebratory drink of bubbly from Club funds following our success at the show. Roy Bellet also put on one of his 'fumble through the sheet' events which was as popular as ever, a big thank you is in order for his wife Karen who arranged the food. The main feature of the evening was

Doug and Gwen Payne's nostalgia trip down memory lane with their slide show plus black and white photo's and talk of Club life in the 50's and 60's with the eventual disbandment of the original Essex (West?) Section in 1969.

Doug and Gwen obviously had lots of good times to look back upon including continental touring, camping etc. They were happy days I am sure and all done on their G9 which they bought new and still own today. We thank them both for their presentation on the night as a lot of effort had been put into the making up of all the wall displays.

I can't think of anything else to write just now as it's late and I am tired, so if I have left anything or anyone out it's not intentional, just avoidable (just now!).

Goodnight one and all.

*K O*

PS. Received a card from New Zealand member Duncan Anderson, last seen living in Essex six months ago. Duncan is in Perth, Australia, and on his way to Singapore. He sends his regards to all those that know him and says that he'll see us soon!!

I promise - I'm really going this time!!

## *East Midlands*

OUR riding season started last Sunday with the Frostbite Run under the guidance of John Hallam, our Secretary. It was most enjoyable and one could appreciate the beauty of the East Midlands countryside which is just beginning to shed the winter gloom.

The highlight of the run was a stop at the Staunton Harold reservoir viewing point, which was a new experience for me and several other riders as well. Seven members turned up, six on AMC machines and one K100 BMW. So after a very pleasant ride in dull but reasonably warm weather, we adjourned to a local hostelry with an excellent selection of good beers, although I am alarmed at the increasing number of pubs which set out every table for dining.

At our last ordinary evening meeting, Charles Parker arrived on a very nice Matchless G15; this of course provoked quite a bit of ribbing because Charles is our Hon Treasurer, and at the previous meeting, which was our AGM, we had passed a healthy balance sheet unanimously.

Charles was due to come on the Frostbite Run but, apparently, he started his bike on his drive and put it on full lock to negotiate an obstacle, when the motor cut out and defied all attempts to restart it. Additionally, the hooter started to bleat at a frequency corresponding to Charles frantic kick starting efforts. Looks like a short circuit somewhere around the steering head Charles.

Another 'dark horse' was Fred Richards who arrived on an AJS Model 31. This is a very tidy machine indeed and Fred really got a bargain with his purchase which included quite a few spares as well. I couldn't help but show my envy and must have turned a bright shade of green.

We now have a list of Club events for the coming year which has room for a few more, so if any member has any ideas for other venues which would be of interest to everyone, please let the committee know. One event that I am looking forward to is Mike Pritchard's run to the Crooked House at Himby. This really is a strange experience and one not to be missed.

Just a bit of news for other Section members who might read these notes; the annual Historic Transport Pageant and Vehicle Parade organised by the Leicester Mercury newspaper is to take place on Sunday May 18th at the Abbey Park, Leicester. This is an outstanding event which is first class and well worth a visit. To my mind it is the best free show in the country



and features every vehicle one can think of.

That is all for now, new members are welcome at The Oaks, Newton Burgoland. Next meetings: April 16th and 30th, May 14th.

*Norman*

## *Heart of England*

AS the days are getting longer so our activities are growing. We have had some successful Club evenings, the first being Ernie's 'bits in a bag'. Twenty enclosed inanimate objects kept us quiet for a long time but eventually Tim Anderson emerged with 14 correct, closely followed by Bob Nunn and Conway Urquhart with 12 each.

The newcomers amongst us could only gawp with amazement at such expertise until one old hand let it slip that the bags were the same as last year!

On February 28th, ten of us, including partners, enjoyed an excellent annual dinner at Wootton near Northampton. As most of us have now reached the age when we can't sit still, after each course the men all moved two places to their left round the table. This meant that we all got to know each other and had some very enjoyable and very different conversations.

Most recently we have held our summer planning meeting to which five singles turned up. Not one was less than 500cc and the largest were a very neat competition 600 and a stretched late Panther of 650cc.

We now have a full programme of events lined up until the end of September for the Club 'Thursdays' with at least one event per month at the weekend. We shall therefore endeavour to make a full contribution to 'Wot's On' month by month.

Our overnight trip this year will be to Matlock at the end of June, to practise finding our way to the Jampot Rally two months later. On second thoughts, as we are planning to visit the Bass museum en route, the trip to the Jampot will probably seem like the first time!

*Gearbox*

## *Hertfordshire*

WELL, this may come as a great surprise to some of you as it did myself, but Rob and all of last year's, and the year before and the year before that etc, have all been re-elected again as Chairman and committee. I bet old Major wished he was in the AJS & MOC! All those nights I sat up worrying about my position was for nothing.

Right then, here we go again. Not a lot to say for February. A run up to the Silver Ball cafe on the 16th started dry but did it dribble on the way back. The run back took a little longer than it should due to a certain bike breaking it's clutch cable, and after all his work over the winter months in preparation too. Still, it was fixed in well under two to three hours, thanks to all those who tried to hinder.

Not so pleased to see at the time of writing that Steve is still unable to get a moped through it's MOT with a pass. Now he says that the frame is bent, a lame excuse to me. Now come on, buck your ideas up, you can't expect your son to keep asking for a lift, and anyway it is your fault.

Andy has sold his BSA Sloper, can this be true. He has purchased a machine from those

British Bike destroyers, the dreaded 'nips', glad that I haven't slipped that low!

One last point, due to lateness turning up for runs, there may be fines imposed also for turning up with little or no petrol. Some Clubs are already doing this at about £5.00 a time, you have been warned.

*Melvyn*

## *Kent*

**HELLO** again, as promised in last month's *Jampot*, the results of the past year's awards will now be revealed in reverse order; with a slight pause for dramatic effect.

The most used machine award goes to Bill Hawkins, over 5000 miles including a trip to the South of France. The next award is to Tony Cooper, who wins the coveted Clubman of the Year Trophy; QUIET PLEASE LADIES AND GENTLEMEN, the Dennis Birch Trophy to Alan Patman and the Sandpit Trial 1996 to Alan Farmer.

This concludes the Kent Section annual awards ceremony. Thanks to all the other members who have helped out in the past to make the Section run smoothly.

The first meeting in March was at The Haycutter for our skittles evening, the more knowledgeable of us wearing lots of ankle protection as the enthusiasm with which some of the balls are returned could leave you with similar injuries to Goldie owners with slipping timing.

One technique that is effective is to make sure that you keep your ankles between you and the returning missiles; this accounts for some creative manouvering but ensures that everyone gets to talk to everyone else as the safer spots in the skittle alley are sought out.

After we gallantly let the girls beat us in the first half there was a slight pause for refreshment and I can't remember the final score.

Each month there are new members turning up at meetings, so a welcome goes out to Allan, Dave, George and Steve. If everyone can get their bikes on the road at the same time for a run it will be an impressive sight.

This Sunday, March 16th, there is another meeting at the sandpit for falling off practise, must be careful, as last time I didn't fall off while I was there but managed it on the way home and have only just rebuilt the damage, still I had wanted a new tank and seat!

Also on the 23rd, there is the first official Club run to Brighton for the Pioneer run, where we hope to support John Pryme, a local member on his 1913 AJS.

Ride safe, ride free,

*Chris*

## *Newbury*

**OUR** meeting on February 18th found us entertained by a talk about green lane riding and our rights within the law given by two members from the East, Roger Ashby and Dave Gregory. They kept us all in rapt attention with their tales of riding the country byways, making us realise how fortunate we are to have so many green roads in our neck of the woods. Our thanks to them both for a thoroughly interesting evening.

The following weekend we were at the farm laying out the Sections for our Trial on March 2nd, ably assisted once again by John Thomas who brought along his 250 BSA to ride the

Sections, and despite it being a little wet over the past month the ground was remarkably dry.

It was a sombre occasion for the Trial and thoughts turned to cancelling it owing to the untimely death of dear Charles Marshall on February 28th. However, his wife Felicity, his brothers and mother would hear none of it, stating that he would have wanted it to go ahead, so on Saturday 1st we put the finishing touches to the course.

The Trial produced 32 entries and all were sad to learn of the loss of a great Club member and enthusiast, so just before the start of the event, we held a minute's silence in respect to him, and I could swear that even the birds stopped singing for you could have heard a pin drop.

We welcomed a journalist from Trials and Motorcross News who gave a good account of the Trial which sported a lovely photograph of East Berks member Derek Hookey on his 350 Matchless to accompany the article.

The Trial itself was another corker, the weather after a rather damp start turned out to be a beautiful day and once again Adrian Steele showed them the way round on his 500cc Royal Enfield as he didn't drop a single mark on his way to winning the Pre-Unit class from Andy Bamford (Matchless) with 23 dabs.

Bryce Haines won the Unit class on his 250 BSA, dropping 16 marks from Lee Peck (BSA) with 19 and John Thomas 35. Ron McBeth and Pixie Briggs both on AJS were joint winners with eight dabs apiece in the Rigid class and the Clubman class was won by Rod Bartholomew on a Greeves with 36.

The meeting on March 4th saw us all put on our thinking caps as Jimmy Simpson placed before us a picture quiz consisting of 50 cuttings from various motorcycle magazines. Bob Lawmon won with 30 points from myself with 23 and Dave Ellis with 20. A big thanks to Jim for keeping us guessing and the effort he went to in setting it up.

The weather was perfect when on Thursday March 6th we assembled at a local undertakers in Newbury to have our last ride ever with Charles Marshall. It was lovely to see so many Club members in attendance.

Four of us led the hearse and limousine, Guy Westmorland followed on Charles' WD G3 with over 30 riders from many Sections of the Club bringing up the rear.

It was an emotional sight as we headed out of town and a very moving event took place as we passed the Bagnor work site of the A34 by-pass. All the workers and security guards stopped work and donned their caps/hard hats as we rode by to the farm where a stop was made to pick up the family for the short journey to the parish church of Winterbourne.

Six 'Splinters' acted as pall bearers, carrying the coffin to the alter for a lovely service before he was laid to rest in the family plot. Afterwards, we were asked to join the family for drinks at the Winterbourne Arms (where we used to meet) and the 'guvnor' was pleased to note we didn't have any muddy boots on!

It is very warming to know that Charles' family and his mother and sister have agreed to be our guests at this year's Westward Ho! and present the prizes. I'm sure that he would be delighted and no doubt will be riding with us.

A final word of thanks must go to all Members of the Club that turned out to honour such a wonderful chap. Only the good die young as they say and it is certainly true of Charles Marshall; a sad loss to motorcycling and all who knew him.

Safe riding,

*Malcolm*

## Norfolk

**OUR** first Club Run of the year took place on March 2nd to Horsey Mill. Seven stalwart members, not including myself, turned out on a wet Sunday morning. The array of bikes comprised of a BSA B40, AJS Model 31, two Japanese machines (the AMCs being left at home in the warm and dry) and one very mouth watering Velocette Venom.

My admiration goes out to those who attended, but especially to Janice and Marie, the two pillion riders. Sunday runs are already planned for March 30th and April 27th for which an imaginative suggestion has been made by new member Peter Bowen.

For my part I have suggested compiling a register of motorcycles owned by our Section members, this register to also include spares and tools. The idea being to enable fellow members looking for bikes or parts to buy, or equipment to borrow, to know where to look and who to ask.

I can understand peoples' reluctance to reveal what machinery they have in their sheds and garages, but think it would be beneficial if set up and monitored properly. Do any other Sections have similar schemes in operation? I would be interested to know.

Whilst on the subject of other Sections, from what I can deduce, our neighbours, the Waveney Valley Section is in all probability defunct. Through conversation with ex Secretary Adam Hill and correspondence with Roger Norman, I believe that Waveney Valley has been inactive for about 12-18 months. However, if there are any ex members out there who wish to rejoin an AJS & MOC group, you would be made most welcome in Norfolk.

*Garth Jeffery*

## Northumberland

**SPELL** of fine, warm weather for the time of year enabled members to enjoy their bikes more than usual over the early part of the year. I suspect that with the 'tax exempt' now the norm for us, many more bikes remain insured, fuelled up and ready to take advantage of any periods free(ish) of salt and snow.

The February Club meet was enlightened and entertained on the art (became a science) of painting, particularly cellulose.

Whilst writing this I have just noticed the Section list of 1996 Prize Winners. The lucky(?) winners know who they are so I will avoid any unnecessary deformation of character and list the prizes themselves.

1. Best Breakdowns. (two awards this year - Rod through cases, chain snap locking back end - AA recovery).
2. Best Puncture Prize. (winner had punctures on two consecutive runs, won despite marks deducted for being on Triumph Trident 900).
3. Best bike attending most runs prize.
4. Best Falling Off on a public road prize.
5. Longest Journey in a single day on British classics (three awards for 400 miles each on Norton, Matchless and Triumph).

In fact all prizes were shared amongst four members with particularly high standards being set in the Best Breakdown category.

Our Club Captain, Ian Ives (Birdseye), hopes that other Sections will take advantage of the excellent camping facilities at our Corbridge meeting place and visit us for a camping week-

end. Phone 01207 571909 for details. European members visiting the UK may be interested to know that Corbridge is about 30k West of Newcastle, very convenient for ferries!

*Ian Douglas*

## *North West*

**MARCH** Club night was a pie and peas supper at the Travellers Rest, attended by approximately three dozen members, including some spouses.

The first Section organised run for this season will have been to the Houghton Tower sprint on April 8th. The organiser of this event, Ken Chapman, a member of the VMCC Section has been very ill and if you read these notes Ken, you will know we all wish you a speedy recovery.

Later in April a number of us will attend the Classic Bike Show at Stafford, and of course in May we will be heading for Holland and the International Jampot.

*Lawrie Roberts*

## *Notts and Derby*

**SPRING** must have arrived! There was a fair selection of bikes outside the Dewdrop on March 13th, including some 'never-before-seen' machinery, even an 'A' reg AJS single. Nice to see some new faces around here too.

We were all waiting (with bated breath, naturally) for the results of Will's quiz, given at the previous meeting. Kevin was in 3rd place with 13 out of 20 and wins half a pint of ale, Geoff was 2nd with 14 points and wins a full pint, while Andy scored 16, thereby winning a jar of pickled pigs. No, better you didn't ask.

Good to see Maggie back amongst us (and the sausage rolls were much appreciated, too). Also, Sydney back on a bike again.

There has been much discussion of photographs lately. How about some pictures of our Section to liven up these notes?

*Roy*

## *Oxford*

**THERE** didn't seem to be much time left for the theme of last club night, which was meant to be a photo show, but Derek and I had a reminisce with the ones that we brought along. Black and white tends to date things a bit, especially when it's the same bike.

Noggin and natter in the bar gave me a chance to update on what progress I'd made on getting the bike back together, which at the time wasn't much. I was still working on swinging arm movement. John Lowe suggested that a new pin would take up wear and I've since worked out how to take up the side play. Meanwhile, I await the return of the bottom half of

the engine from Ken de-Groome.

Our normal room was still available at the Duke for talk of a more formal nature, such as Mike Hallam informing us of the results of a new member survey. It seems that Classic Bike gave a good return on advertising along with friends of existing members joining the Club. The percentage of bikes was greater for 350cc followed by 500cc, then 650cc and lightweight. Something for the spares scheme to take into account I guess.

Gerry Holdstock told us that he had received a call from Roger Ashby for a map of green lanes which he used. Gerry has no map of course - it's all in his head - so he led a group of ten, including one outfit on a run one Sunday.

After a dry January it had rained, producing an inch of slime which gave Roger the challenge that he had asked for. A pub lunch and a finish at Shilton Ford for a wash off completed a day when the President of the Bonanza led the President of the AJS & MOC.

A point raised by Brian was that with different levels of knowledge between us all, we should make sure to share experiences of what we do with our bikes. I know Mike is waiting for me to say how I cure that swinging arm so I'll pass that on for sure.

John got general agreement for us to issue an annual mileage game challenge to Newbury with the actual game being decided on alternate years by alternate Sections. Gerry will make a trophy so it should be fun. Another thing we are looking at is having a banner of some sort for use at the Jampot and so on.

There was a February run planned for the 16th and four of us turned up in the rain, the previous day having been sunshine! I was able to attend due to Mike's generosity of lending me his 350 and he led Brian, Derrick and myself off from Wooton through the villages towards Bloxham, to the North West of Banbury turning South to Long Compton for lunch as he had arranged with the landlady, so we were well received despite our appearance.

Suitably refreshed and warmed it was hard enough to go back out and head back to Wooton. Still there was also plenty of people walking the lanes besides us riding. That's the run of the year for me. Hopefully I'll have plenty of run-in miles before the Welsh Rally in May. Keep an eye on the programme and see you on two wheels.

Cheerio for now,

*Bill*

## *Poachers*

**THE** February 16th Trial at Panton for Club members only attracted 42 entries on a wet and windy morning. Blasting his way to No 1 spot on his 500 Triumph, Buck Mison showed everyone how to do it. In fact he was heard shouting on the last lap 'that's the way to do it', losing three marks.

Tony Bilton (BSA B40), getting to grips with the slippery conditions, came 2nd with 10 marks lost. In 3rd place was Mark Francis (AJS rigid) who was well pleased to lose just 12 marks. Dave Irish was out for the first time on his newly acquired ex Tony Bilton Matchless. There was a first time finish for Dave Pearson on his Unit BSA. Man of the meeting must be Brian (Buck) Mison, the only rider on single figures. Wait whilst Ron gets his Matchless done.

Our last two meetings at the Red Lion have been well attended, though bikes have been in short supply, with Pete Simpson, fast Frank Sharp, Len Warner, myself and Vernon Brooks braving the elements. Actually, for the first March meeting, the weather was lovely. I gave the Super Rocket an airing, putting up with the 6volt lights.

Vernon, Rob Ianson and myself went on a pre season Slappers Run on Sunday. Vernon out

on the A65 BSA with lights. Having been up at the Harrogate Show and jumble all day with 'Stormin' Norman Lowes, Tot Wheatley and Gordon Pocklington. Some nice bikes about but none of us parted with much of the folding stuff. Tight lot us Poachers.

Richard Bell is back in circulation after a spell in South America. He has been doing quite a bit of riding out there but I don't know what he has been riding.

Errol and Mark Francis have been tying up all of the loose ends for the Sammy Miller British Bike round, trying to smooth the farmers into our way of thinking.

Mark Gunson and myself have finalised the route for our L E to J O G trip in June, the day after 'Fun Day'. Hope that we don't fall off or else it could be a painful journey.

I was over at Ken and Maggie Odilins last week. They're off to New Zealand this month to visit their son. Sussing it out for the future Rally.

Remember, let the bike stop before you try to get off. Cheerio,

*A Poacher*

## *Sussex*

**THE** month started with another fine day for doing some work on the hut, this time the floor was completed.

We barely had time to wash off the creosote before turning out again the next day for the Frostbite Run on February 16th. The weather man had taken due note of the event and the bright sunny weather of the previous day changed dramatically to provide the necessary gales and sub zero temperatures which are normally required to make such events worthwhile.

To complete the picture, Kevin had chosen a scenic route to the top of Beachy Head, where the windchill factor increased several fold. After half an hour in the pub and several bowls of hot soup later, everybody felt a bit better and Keith decided not to return home for the blowlamp as Helen was now able to move her limbs once more. Venturing out to face the return journey with fresh vigour, we discovered that it was raining; horizontally!

On March 26th we held a special meeting to chew over some of the options for our mass invasion of Holland in May, and were pleased to see Bill and Paul from Surrey. We probably created more problems than we managed to solve on the night due to the large number of options that become available when you live near the Channel. However, things are much clearer now and arrangements are well in hand.

Club night on March 12th saw Dick giving his talk on road safety with lots of useful tips on roadcraft and accompanied by his holiday snaps of various road hazards around the county.

*Peter*

## *Yorkshire*

**FEBRUARY** club night on the 13th brought out an attendance of 40 including three visitors from East Yorkshire; what better way to demonstrate support for the newly ensconced 'Board' of Messrs Head, Trant and Taylor. Official business was quickly dealt with, main items as follows:

A. The Annual Dinner Dance has been dropped due to lack of support; to be replaced, hopefully, by an evening meal with formalities kept to an absolute minimum.

B. Brian Ward (East Yorks) confirmed the joint run on July 13th, the two Section's to meet at Malton market place at 11am, more details later.

C. Section spares have been catalogued and priced up, lists are now available for the Grand Sale.

Main event of the night was another fascinating talk by Jim Whitham, this time his topic being magneto's, what causes them to spark and more importantly, why they suddenly decide to go on the blink. Thank you again Jim.

The Trials boys opened a new season at Flappit on February 9th with Julian Ford a convincing winner, but please could we see more entrants (and observers) in future.

Various rebuilds are under way in the Section with bits and bats being swapped left right and centre.

On my visits to the nearby autojumbles in early March I met up with a number of Club members from the Yorkshire and other Section's including Alan Hermiston from Dentdale (hope I used the correct spelling) who used to run the Sportsmans Arms pub. The only name that he could remember from the past was Brian Dean and still owns an early fifties G9.

At last the weather has improved sufficiently to allow some short rides, my old faithful Beesa twin is back in service after being treated to a new gearbox oil seal, caused a bit of embarrassment last back end with pools of oil .....

The Hugh Viney special is also ready for take off after a spot of fettling during the dark months. I hope that my eager anticipatyion of the riding season will be fulfilled along with members everywhere.

Safe riding,

*DP*

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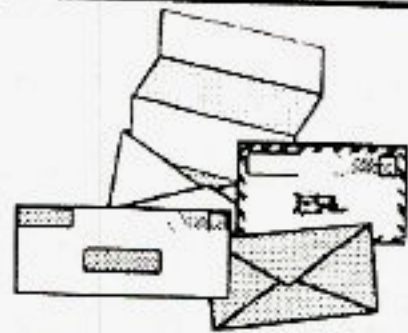
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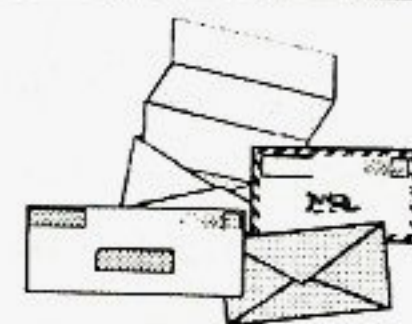
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**ENGINES; 1956 16MS**, new big end, rebore & piston to fit, with engine plates & SR1 magneto. 1952 G80, v.g., dismantled to view, minus oil pump. £200 each. Green AJS instruction books (factory), 1949, 1952 & 1956. Also 1948 parts list. £10 each inc. postage. Ring Mike on 01300 320446.

### WANTED

**ELDERLY RIDER OF AJS** machines in the '40s seeks 1949-55 AJS 16MS or Model; 20 in original or pristine condition (as per Model 20 on page 13 of March Jampot). must be 100% condition & ready to ride. North-west area if possible but will travel if really worthwhile. Ring 01244 532762 after 6 pm.

**CENTRE STAND FOR 1936 MATCHLESS FY 250** sloper. Also hand gear change gate, 4 speed, headlamp brackets, clutch lever bracket to fit Burman gearbox, tool box, cover plate for kickstart return spring. Any pictures or technical information to assist restoration. Ring Roy on 01733 333351.

**AJS TWIN**, preferably in original condition but happy to buy an authentic restoration, original number essential. Genuine private buyer has cash available appropriate for a good Ajay. Please phone Clive on 01305 784314.

**1931 AJS MODEL 31**, wanted by Kiwi member. Prefer standard, must have MOT & registration & panniers/rack for touring. Possible later model if '61 not available, Price to £2500. Arriving UK early May. Contact Alec Rolle, 2/14 Arapiki Rd, Nelson, New Zealand or phone/fax 643 5476510 (NZ) *(Alec; Please ring me when you arrive in the UK- Advertising Manager.)*

**HELP! BINKS CARB** numbered KBA 0430 as fitted to H6 & H9 needs sliders, mixing chamber top & "S" retaining clip. Can you supply dimensioned sketches, photos or loan/sell these parts? Please phone Chris on 01449 767193.

**FOR 1941 WD G3L MATCHLESS;** pair of front mudguard stays, front stand, set of headlight brackets, r/h fork slider, rear stand. Please write to Chris Moore at 41 Albert St, Millom, Cumbria, LA18 4AF.

**SPEEDOMETER, AMMETER & standard piston** for AJS/Matchless 350 lightweight. Phone Bob on 01708 475552.

**"OLD FASHIONED" TYPE** motorcycle clothing. Waxed Belstaff type preferred. Jacket & trousers if possible but jacket only will do. Condition not important but must be useable, size XL 44/46 chest, trousers 40 waist. Call Stuart on 01706 827700, answerphone if out.

**COMPLETE CLUTCH TO FIT** 1939 Matchless Model X or could any member suggest a way to fit an alternative clutch? Please call Graham on 01492 517790.

### TRADE ADS

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**PHONE 01283 740085 (9.30am - 8.30pm)**

*Callers welcome but by appointment please*

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**4 Mill Road, West Drayton, Middx, UB7 7EQ. Phone 01895 449336**  
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SAE for enquiries or ring 07-337 53096 anytime for AJS & Matchless help!

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**The AJS & Matchless Owners Club has, almost certainly, the best & largest spares scheme in existence for classic motorcycles. The Spares Scheme is available to all members of the Club with no additional fee payable, but not to non-members.**

**The additional charge of £5.00 on the membership form purchases the Spares Discount Card, entitling the holder to a 10% discount on most purchases.**

**The Scheme is at 25 Victoria Street, Irthlingborough, Northants NN9 5RG, Phone 01933 652155 (mornings only), Fax 01933 653929.**

The Spares Scheme is closed Sundays & Mondays.

# SECTION DIRECTORY

## BRISTOL

The Fox, Easter Compton. 1st Tuesday. Contact John Allen, 28 Grace Close, Chipping Sodbury, Bristol BS17 6NS. 01454 319559.

## CESHIRE & NORTH WALES

The Railway Inn, Helsby. 1st Wednesday. Contact John Partington, Southdale, 24 Hooton Road, Hooton, South Wirral L66 7NL. 0151 327 3454.

## CHILTERN

The Three Horseshoes, Chinnor Road, Towersey, Oxon. 1st Sunday of every month, 12 noon onwards. Contact Andrew Killick, 8 Baker's Piece, Kingston Blount, Oxon OX9 4SW. Ph/fax: 01844 352226.

## DEVON (North)

An informal section at present. Contact Doug Almond, 50 Pixie Dell, Braunton, North Devon, EX33 1DP. 01271 816941.

## DORSET & WESSEX

Cobham Flight Refuelling Social Club, Merley Park Road, Wimborne. 1st & 3rd Thursdays. Contact Johnnie Walker, 39 Belmont Road, Parkstone, Poole, Dorset, BH14 0DB. 01202742267.

## EAST BERKSHIRE

Maidenhead Rugby Club, Braywick Road. 1st & 3rd Mondays. Contact David Younger, Durnore, Blakes Lane, Hare Hatch, Twyford, Berks. RG 10 9TA. 01734 403081.

## EAST LONDON & ESSEX

The White Bear, London Road (A113), Stanford Rivers, near Ongar, Essex. 2nd and 4th Thursdays, 8pm -10.30pm. Kevin O'Brien, 5 Eastfield Road, Brentwood, Essex, CM14 4HB. 01277 234126.

## EAST MIDLANDS

The Oaks, Newton Burgoland, Leics. Fortnightly Wednesday. Contact John Hallam, 15B Hough Hill, Swannington, Leics LE6 4RF. 01530 839600.

## EAST YORKSHIRE

Venture Inn, Garton on the Wolds, nr Driffield. 2nd Tuesday. Contact Brian Ward, 12 Beverley Close, Cayton, Scarborough, YO11 3SN. 01723 581193.

## EXETER

Doug West, 1 Court Orchard, Newton St Cyres, Exeter. 01392 851309.

## FENRUNNERS

Gurton Social Club, Girton. 2nd Monday. Bill Redford, 7 Bascraft Way, Godmanchester, Cambs PE18 8EG. 01480 391512.

## HAMPSHIRE

The Red Lion, West Meon. 1st & 3rd Thursdays. Graeme Way, 12 Lovedean Lane, Lovedean, Portsmouth, PO8 8HH. 01705 593025.

## HEART OF ENGLAND

The Swan, Salford, Milton Keynes. 2nd & 4th Thursdays. Tim Anderson, 16 Royce Close, Dunstable, Beds, LU6 2NT. 01582 666784.

## HERTFORDSHIRE

Townshend Arms, Hertford Heath. 1st Thursday. Rob Harknett, 1 Parkfields, Roydon, Harlow, Essex. 01279 792329.

## KENT

The Pied Bull, Farningham. 1st & 3rd Mondays, 8.30pm. Alan Earl, 5 Beagles Close, Orpington, Kent BR5 4PS. 01689 830333.

## LINCOLNSHIRE

The Red Lion, Splisby. 2nd & 4th Tuesday. Contact Paula Hattersley, Watery Lane, Goulceby, Louth. LN11 9UR. 01507 343562.

## NEWBURY

The Star, East Ilsley, first and third Tuesday of the month. Contact Malcolm Arnold, Meadow View Cottage, Beenham Village, Berks RG7 SNX. 01189 712828.

## NORTHUMBERLAND

Tynedale Rugby Club, Station Road, Corbridge. Last Wednesday of the month. Contact Colin Goode, 40 The Gables, Widdrington, Morpeth, NE61 5RD. 01670 790433.

## NORFOLK

Morrison Lodge, Harvey Lane, Norwich. Last Thursday. Andre Heal, 73 Mundesley Road, North Walsham, NR28 0DB. 01692 404476.

## NORTH WEST

Travellers Rest, A581 nr Euxton, Chorley. 1st Wed. Frank Youles, 9 School Lane, Simonstone, Burnley. 01282 774361.

## NOTTS & DERBY

The Dew Drop, Ilkeston. 2nd & 4th Thursday. Ken Odlin, 1 Byron Crescent, Awsworth, Notts. 0115 932 2366.

## OXFORD

Duke of Marlborough, Wootton by Woodstock. 2nd Thursday. Contact John Lowe, 4 Lambs Close, Kidlington, Oxford OX5 2YD. 01865 372167.

## SCOTLAND

The Astor Motel, Broxburn, West Lothian. 3rd Wed. Bill MacGregor, Innisfree, Inverkeithing Rd, Aberdour, Fife, KY3 0RS. 01383 860562.

## SOUTH Lincs & RUTLAND

The Griffin Inn, Irnham, 3rd Wed. M. Dickinson, Gorse Lane, Grantham, Lincs NG31 7UF. 01476 61400.

## SUFFOLK/ESSEX

The Donkey & Boskin, Layer de la Haye. 1st Wednesday Contact Colin A. Howe, 'The Spurs', Bures Road, Little Cornard, Sudbury, Suffolk CO10 0NN. 01787 74295.

## SURREY

The Foley Arms, Claygate, Esher. 1st & 3rd Thursday. Luky Trenchard, 133 Waller Road, London SE14 5LX. 0171 652 4579.

## SUSSEX

The Thatched Inn, Ockley Lane, Keymer, West Sussex. 2nd Wednesday. Peter Jackson, 8 Oakwood Close, Burgess Hill, West Sussex, RH15 OHY. 01444 236133.

## WAVENEY VALLEY

The White Hart, London Road, Blythburgh, Suffolk. 2nd Thursday. Adam Hill, 7 North Parade, Lowestoft, Suffolk NR32 4PA. 01502 588223.

## WEST MIDLANDS

The Commercial, Bromley Lane, Kingswinford. 1st & 3rd Tuesday. Andy Keeling, 56 Greatfield Road, Kidderminster. 01562 864901.

## WEST LONDON

John, 57 Bury Eve, Hayes, Middx, UB4 8LF. 0181 841 5745.

## WORCESTER

The Anchor, Kempsey, 1st Thursday. 3rd Thursday September to March. David Turner, 13 Stotfield Ave, Worcester, WR4 0JJ. 01905 27618.

## YORKSHIRE

The Wellington, Hunslet, Leeds. 2nd Thursday. John Trant, 35 Moorhead Terrace, Shipley, W Yorks, BD18 4LB. 01274 593020.

## NORTHERN IRELAND

Manor Inn, Longstone Street, Lisburn. Ivan Cooke, 19 Armagh Road, Newtownhamilton, Newry, Co Down. BT35 0EU. 01693 878834.

## OVERSEAS CONTACTS:

### ARGENTINA

MM Fissore, Pje Quiroga 5314, 3000 Santa Fe, Argentina.

## AUSTRALIA

**Sydney** - Dave De Lapp, 32 Josephine Crescent, Moorebank, NSW 2170. Ph. (02) 600 9894.  
**Melbourne** - D Devenish, 42 Britten Street, Glen Iris, Victoria 3146.  
**Queensland** - Stan Wilmott, 160 Dowding Street, Oxley, Brisbane, Qld. Ph (07)337 53096.  
**NSW** - HM McIver, PO Box 6291, South Tweed Heads, NSW 2486.

## BELGIUM

Andrew Meynckens, Neerhoevenlaan 96, 2640 Morstel, Belgium.

## CANADA

Mike Partridge, 6-5 Routledge Street, Hyde Park, Ontario NOM IZO (519) 641-2770 (days).

## CHANNEL ISLANDS

John Whalley, Lucerne, La Villiaze Road, St Andrew, Guernsey. 01481 35982.

## CYPRUS

C Constantinou, Alasias 21, Limassol, Cyprus.

## DENMARK

P Hansen, Flintweg 22, Fensmark, 4700 Naestved, Denmark.

## FRANCE

Jean Paul Altayrac, 4 Rue de Labergement, 21130 Auxonne, France. (33) 80 37 47 23.

## HOLLAND

Peter Ros, Verl. Middenraai 30, 7938 PD Nw Balinge, Holland.

## ITALY

Sandro Capra, Corsodi Porta  
Nuova No 15, 20121 Milano.  
Ph. 00 39 2 659 2112.  
Fax 00 39 2 539 2369.

## LUXEMBOURG

Guy Moat, 4a rue de Olm,  
L8392 Nospelt, Luxembourg  
352 308271.

## MALTA

Jimmy Farrugia, AFM, PO Box  
28, Malta Int. Airport.

## NEW ZEALAND

Graeme O'Grady RDI, Kaiapoi,  
NZ. (064) 3 3277271.

## NORTH AMERICA

John Diederich, 7401 South  
Blvd, Charlotte, NC 28273.  
(704) 542 1233.

## NORWAY

JT Jensen, Fjellstua, N-1796  
Kornsjo, Norway.

## SOUTH AFRICA

Gary Reabow, 7 Highland Road,  
Hillcrest, Kwa Zulu/Natal,  
South Africa. Ph. (27) 31 305  
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fax (27) 31 307 3011 (w), (27)  
31 765 5119 (h).

## SWEDEN

Lennart Andersson,  
Backvägen 5, S-18641,  
Vallentuna, Sweden. Ph. (46) 8  
511 77751, fax 8 511 76608.  
Email Ian@cammakaren.se

*Contacts are still required  
for many other countries.*

*Please contact club  
secretary Roger Norman -  
his address is on page two.*



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# MOTOR THE CYCLE

FOUNDED 1903

CIRCULATES THROUGHOUT THE WORLD

No. 2316. Vol. 79

Thursday, August 28th, 1947



The first motor cycle in the world to officially exceed 90 m.p.h. C. R. Collier at Brooklands track in 1910 with his record-breaking 998 c.c. Matchless.

## MATCHLESS

*History*  
1878-1947

FOUNDED in 1878, the early years of the Matchless business were largely occupied in the production of cycles—mainly of the high ordinary or "penny farthing" type.

In 1899, the first Matchless motor cycle was manufactured from the raw materials with their own hands by Charles and Harry Collier, sons of the founder Mr. H. H. Collier, and since that date, Matchless motor cycles have been produced without interruption.

In the early years of the century, the Collier brothers were almost unbeatable in Races and Speed events, and as a result, they were invariably selected to represent Great Britain in International events of that period.

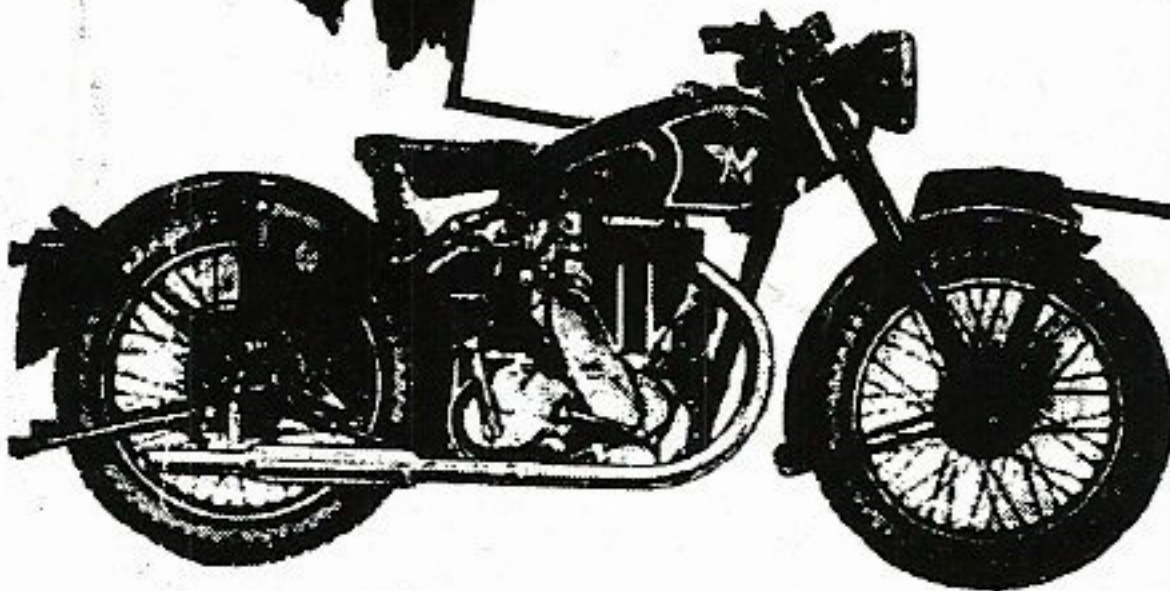
The first Tourist Trophy Race in the Isle of Man in 1907 was won by C. R. Collier on his Matchless, and in the same year, the business was converted into a Limited Company. In 1908, C. R. Collier was second in the I.O.M. event, and in 1909 the winner was his brother H. A. Collier. Charles Collier was again the winner in 1910 with Harry Collier filling second place.

In addition to annexing innumerable records from 1 mile to 24 hours, a Matchless was the first British motor cycle to cover more than 50 miles in one hour, and as far back as 1908, succeeded in crowding over 70 miles into one hour. Two years later, the world's one-mile record was captured at the first recorded speed of over 90 m.p.h.

The famous Model H fully sprung sidecar outfit was marketed shortly after the First World War, and this was followed by many equally famous models of which the 400 c.c. twin-cylinder Silver Arrow, four-cylinder Silver Hawk, 350 c.c. O.H.C. Model L.R. and Brooklands winning Model V2, 500 c.c. are but a few.

The Matchless effort in the Second World War is recent history, but the production of over 80,000 350 c.c. O.H.V. Model G/3L is an achievement of which we are justly proud and many ex-Service riders have paid us the highest possible compliment by purchasing Matchless motor cycles for their civilian requirements.

The Matchless factory, which is now the largest in the world devoted entirely to the manufacture of motor cycles, and provides employment for over 1,000 highly skilled workers, is now working to capacity to meet the overwhelming demands of the Home and Overseas markets for civilian and official purposes.



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