



Quarterly Quest

January 2007 Vol.2



CR3-125

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East London & Essex Section
News Letter

Section News

The guys of *East London & Essex* have for many years considered the Queen Elizabeth Bridge at Dartford to be *the Bridge to Far* due to the unfortunate happenings each time we cross. However, due to our collective misfortunes in East Yorkshire, it has now been totally eclipsed by the Humber Bridge. Firstly; Will & Ginny Powell were unable to ride, or even take bikes to the Jampot Rally as Will had severe back pains. Secondly; Dave Evans bike refused to restart shortly after crossing the Humber. Fortunately a gentleman in a nearby car repair shop agreed to help, resulting in Dave arriving at the site with himself & his bike in the back of a van. Thirdly; Roy Bellett's recently acquired G12 Deluxe developed a misfire and reluctance to start when being ridden by Will on the Saturday run. The problem was eventually attributed to a faulty magneto. Fourthly; Dudley Woods was having trouble starting his pre-war G8 due to overheating during the Saturday mid way stop. A change of spark plug got the bike running again but Dudley lost several items when the toolbox lid vibrated loose after the hurried repairs. Fifthly; yours truly had clutch/gearbox selection problems at Castle Howard on the Sunday run which resulted in being trailed to Hutton le Hole. Attempts to resolve the problem, in front of the camera of our esteemed editor, resulted in complete gearbox failure: later diagnosed as missing teeth on the third gear pinion. But all these problems pale into insignificance compared to the misfortune that befell Alex Burrett on the journey back south. Cruising happily at 55 mph down the A1(M) the bike suddenly locked-up, necessitating a hasty retreat to the safety of the hard shoulder. Luckily Roy saw him and was able to catch up with Dave and Dudley who returned to pack the bike into the box trailer and Alex into the car with the luggage. Later investigations revealed a seized crankshaft and shattered con rod (see photo). However it was not all doom & gloom as mostly we enjoyed the rally. East Yorkshire did very well to stage the event with only a year to prepare; the site was excellent, the runs interesting, the scenery stunning and the welcome from the locals waving at the roadside really good. For good measure Pat Gill once again won the Collier Cup for best pre-war Matchless: this time a Silver Hawk, and Rob Harknett won the Clubman of the Year for his work with the pre-war register. Several members joined with the British Bike Club (Maldon) to attend the Essex Country Show at Barleylands Farm over the weekend of 9/10th September, an event that regularly attracts 40,000 visitors. Our parades and static display drew a lot of interest and hopefully a couple of new members. We have been renewing their acquaintance with a couple of local shows over the past month. The first on the 23rd Sept was at the Motomobilia day at Battlesbridge Museum, which is a combined classic car and bike event, incorporating a large autojumble and has been running for many years. Six members met at the Green Man to ride the 25 or so miles to the venue, where they were greeted by a further 7 who had made their independent arrangements. Incidentally, we still start our runs from the Green Man, as it is a more central location than our new club night venue at the Squadron. The second event was on 8th Oct where 18 members assembled at the Green Man to ride out to Coal House Fort. We first went to this riverside fort, which was manned during WW2, last October. It was such a good day, that we had to repeat the experience with more than 100 classic bikes and military vehicles lined up on the parade ground Apart from those arriving en masse, with an impressive entry through the main gate, 6 other more local

Section News

Club nights at the Squadron seem to be going from strength to strength: on 12th Oct we had no less than 33 members and 3 guests in attendance. We were happy to welcome Steve; who is looking for a '57/8 G80S just like his dad's;

Peter and Morag Bride who have recently purchased a 350; Richard Smith who makes a welcome return after meeting at Coal House Fort & Trevor Ingrave, who we first met whilst organising the 2004 Jampot. Which brings us to the 2008 rally. Roy & our esteemed editor Chris have concocted a plan to hold the Jampot in Cornwall (see October Front Page): to this end we have been forcibly volunteered to help with the organisation of said rally. Surprisingly this met with little resistance; so there you have it; the first rally to be hosted by a remote section. Watch this space!!!. The section AGM resulted in the whole committee being re-elected, once again unopposed, for the coming year. The AGM is the forum for section members to comment on how things are run, but as little was said we have to assume that the committee get it right most of the time. The section funds have been swelled by the usual donation from Barleylands to thank us for our attendance at the Essex Country Show. This will help pay for the wine at the forthcoming annual dinner.

The advertised run to the Mosquito Museum did not take place due to lack of interest; instead Dennis, Graham & Roy decided to travel to the change of clocks run and inter-section meet. They met up with several members from Kent to help them navigate through the unknown terrain; but once again the Dartford Jinx conspired to intervene. Roy developed a slow puncture and pulled into a service station to inflate his rear tyre. On rejoining the road all but one of the riders had gone: there was no sign of them at the next junction so they made their own way to the pub and actually arrived before the rest of the group.

Some twenty or so members attended club night on the 9th Nov, but Roy and yours truly were otherwise engaged down in Cornwall. We met with our esteemed editor CR, and Dorothy, who entertained us to lunch before meeting with the rugby club where the proposed 2008 Jampot Rally will be held. All in all a constructive meeting and first appraisal of the facilities available at Launceston RFC. Due to the anticipated traffic congestion it may be better to move the event to the second weekend in August. Possibly the rally could be run from Saturday to Tuesday, to tie in with the normal holiday let changeover day for those staying off site or wishing to extend their stay in this beautiful area. Your comments would be welcome. Some 14 members arrived at the Squadron on Remembrance Sunday for an early breakfast prior to attending the service at the North Weald Airfield Museum. The British Motorcycle Club was also in attendance: together we formed a large part of the 100 or so present for the service and laying of wreaths. A lone WW2 Mustang fighter provided an excellent accompaniment to the proceedings.

Lastly but by no means least; congratulations to Morag Bride who has been awarded a Silver Medal by RoSPA for her safe riding skills. In fact Morag did so well she has been invited to join as an observer. Well done!! Alan Jennings.

Life's a bitch The Rally trip to Cornwall.

On Thursday Roy and Alan set off at a sharp 6am for a 3pm meeting in Cornwall and had arranged to meet up at Chris Reed's. The journey down was not too bad a bit slow on the M25 and M4 but once away from the commuting traffic things were fine a quick stop for a (Roy type) breakfast and we were back on the road.

Using all the technical stuff onboard the mission vehicle we were still not able to find CRs House so as we approached Launceston Alan was on the phone for final and precise directions. On arrival we were welcomed in to the lounge and sitting there gleaming was Pluto (the oil in frame Matchless). After a delightful Cornish lunch of homemade soup and local cheese (many thanks to Dorothy), we set off for a guided trip around the countryside near by the proposed site. On arriving at the site my first impression was that the place was just not up to the standard we would have liked but as Rally sites are now harder and harder to find I put this out of my mind and looked at it in a different way. We meet with the LRFC committee for what was a well and interesting meeting leaving the LRFC with a list of requirements and details. As the meeting took us well into the dark it was a quick look at some near by accommodation that we the section could use through out the rally and extend your stay for the rest of the week (it was a bit pricy but just 500 yards from the site). We had a tour of Launceston and then CR escorted us back to our overnight B&B accommodation on a farm come leisure centre. With just one hour before Chris was due to pick us up for dinner, it was time for a quick shower. Well my room had two beds but Alan's had four, my shower was built up off the floor so that when I stepped in my head was way passed the top of the shower head; so I decided to sit down to shower. Now Alan's was different his head hit the ceiling (cant be true with his short legs). So all washed and ready to go Chris whisked us off down the Atlantic highway to Bude where I used to go on our family holidays, Mum, Dad and four kids in a motor bike and sidecar taking some 10-12 hour to get there but that's another tale. Bude had not changed much as I could recollect and the restaurant where we were heading for turned out to be the same little Ice cream shop that on a good day Dad would treat us to one. But now this was one of the top Fish restaurants in the area. Well we sat down to a splendid meal of fresh scallops, Sea bass, and local caught fish was washed down with a glass or two of the best Chablis, followed with desserts and vintage ports. (life's a bitch at the Sharpe end). I was way past our bedtime, as we needed an early start in the morning: breakfast was booked for 8am. Rise and shine breakfast out of the way of we set heading back home, after some discussion on which route to take we elected to go back the same route M5 M4 M25 but we were forced to change our plan as the M5 was closed at junction 20. A quick reset on the satnav and we were on the old A30 and back home in 4 hours 10 minutes and back in the office by 1 O'clock. The ongoing news is that we are still waiting for costing from LRFC.

Roy.

The New CR3-125cc

CR3-125 Specifications

Category	Sport
Engine type	4 stroke, air cooled single cylinder
Cylinder capacity	124cc
Bore x stroke	56.5mm x 49.5mm
Starting method	Electric and Kick start
Transmission	5 speed gearbox. Chain drive.
Gear ratios	1) 28.441 2) 19.331 3) 14.380 4) 11.607 5) 9.860
Clutch	Hand operated, wet multi - plate.
Ignition	Coil CDI
Battery	12v
Tyres F \diamond R	Tubeless 70/90 - 17\diamond 100/80 - 17
Suspension F / R	USD Tele' forks / single shock swinging arm
Wheels	5 spoke cast aluminium - black
Brakes F / R	Disc / Disc
Fuel tank capacity	11 litres (2.4 gal)
Seat height	787mm (31")
Wheel base	1320mm (52")
Overall length	1925mm (75.78")
Overall width	680mm (26.77)
Overall height	1156mm (45.5)
Max net power (approx.)	8.0 kW (11hp) @ 8500 rev/min.
Noise level (drive by)	74dB @ 4250 rev/min.
Dry weight	115kg (308lbs)
Max load	150kg (402lbs)



Karen has been out twice on the CR3 and finds it a real pleasure to ride. On our recent trip to the twirles the bike had a lot of admirers and a lot of nice comments.

<u>January—June 2007</u>		Venue	Time
11th January	Thursday Club Night.	Squadron	7.30 PM
14th January	Sunday North weald Jumble	North Weald	10.00 AM
25th January	Thursday Club Night. Ron West Talk	Squadron	7.30 PM
8th February	Thursday Club Night.	Squadron	7.30 PM
18th February	Sunday North Weald Jumble	North Weald	10.00 AM
22nd February	Thursday Club Night Alan Jennings Talk	Squadron	7.30 PM
8th March	Thursday Club Night.	Squadron	7.30 PM
22nd March	Thursday Club Night	Squadron	7.30 PM
25th March	Sunday Club Run To Ardingly West Sussex TBA		9.00 AM
1st April	Sunday Eastern Counties Meet Finchingfield TBA		10.30AM
12th April	Thursday Club Night	Squadron	7.30 PM
26th April	Thursday Club Night. Fish & Chips	Squadron	7.30 PM
6th May	Sunday Club Run	TBA	10.00AM
10th May	Thursday Club Night	Squadron	7.30 PM
13th May	Sunday Jericho Cottage Bike Meet	TBA	10.00AM
24th May	Thursday Club Night	Squadron	7.30 PM
24th-28th May	Fri- Mon 2007 International Jampot	Germany	
3rd June	Sunday 8th Classic bike show Kenebworth TBA		9.00AM
14th June	Thursday Club Night	Squadron	7.30 PM
16/17 June	Air Britain Fly-In. Squadron North Weald		
18th June	Monday Run To Kent Section	TBA	6.30PM
24th June	Sunday Cressing Temple show	TBA	10.00AM
28th June	Thursday Club Night	Squadron	7.30 PM

<u>July-August 2007</u>		Venue	Time
1st July	Sunday Club Run To Battlesbridge	TBA	10.00AM
12th July	Thursday Club Night	Squadron	7.30PM
15th July	Sunday Club Run	TBA	
26th July	Thursday Club Night BAR B Q	Squadron	7.30 PM
29th July	Sunday Club Run	TBA	10.00AM
3rd/ 6th August	Fri - Mon Jampot Rally Suffolk Woodbridge Suffolk		
9th August	Thursday Club Night	Squadron	7.30 PM
19h August	Sunday Club Run	TBA	10.00AM
23rd August	Thursday Club Night/ invite Kent Section	Squadron	7.30 PM
26th/27th August	Sun/Mon Countess of Warwick Show	TBA	9.30AM
2nd September	Sunday Classic bike Festival North Weald North Weald		9.30AM
9th September	Sunday Plumstead		9.00AM
13th September	Thursday Club Night	Squadron	7.30 PM
23rd September	Sunday Club Run	TBA	10.00AM
27th September	Thursday Club Night	Squadron	7.30 PM
7th October	Sunday Coalhouse Fort Tilbury	TBA	9.30AM
11th October	Thursday Club Night	Squadron	7.30 PM
25th October	Thursday Club Night	Squadron	7.30 PM
28th October	Sunday Change of Clocks Run	TBA	10.00AM
8th November	Thursday Club Night	Squadron	7.30 PM
11th November	Sunday Remembranced Sunday	Squadron	10.00AM
22nd November	Thursday Club Night	Squadron	7.30 PM
1st December	Saturday End of Season Dinner	TBA	7.00PM
13th December	Thursday Club Night	Squadron	7.30 PM
27th December	Thursday Club Night	Squadron	7.30 PM

Technical topic

Magneto in Disguise

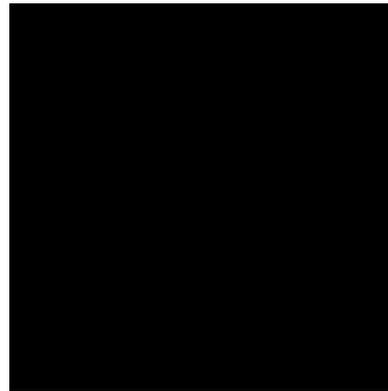
Mention was made in an article last November on twin electronic conversions (The Power & The Glory) of a Boyer Bransden electronic ignition system carefully concealed in a standard Lucas K2F magneto body. Kirby Rowbottom's excellently disguised package is explored here.

THE Boyer Bransden twin electronic ignition conversion comprises two main components; the trigger mechanism which produces an electronic pulse to 'time' the spark generation and the little sealed box of electronics which feed the coils, both together replacing the function of the conventional magneto or points setup.

The spark advance is taken care of by the sealed box of electronic goodies and obviates the need for either a manual (cable) or automatic (centrifugal) mechanical advance and retard system. The problem which some people have with this setup is that whilst it's simple to hide the black box somewhere under the seat, it's less easy to disguise the fact that the magneto or original distributor is missing.

Enter Kirby Rowbottom (Tel: 01889 544758).

Kirby has managed to hide the trigger unit within a K2F body. It's a masterful conversion in that he manufactures a new shaft which runs on two heavy duty sealed bearings within the body of the magneto, male tapered and threaded on it's outer end to accept the standard AMC magneto drive pinion and similarly female tapered on it's inner end to accept the standard Boyer magnetic rotor.



Left: Close up of the trigger stator plate with wires concealed as HT lead



Right: The converted magneto as it arrives from Kirby.

With a trigger stator plate adjustment giving probably 5 or 6 degrees of advance and retard, it's easy to make small timing adjustments once the unit is all bolted up.

The trigger wires which lead to the control box are concealed in a length of three core black cable which emanates from one of the Lucas NT pickups (only two cores used), and looks to all the world just like a standard HT lead. With a 'dummy' HT pickup and lead on the other side of the slip ring, it's practically impossible to tell that this is not a standard K2F and if you use an "automatic" end cap, the disguise is complete.

Using either two 6v, or one double ended 12v coil suitably mounted with heatsink(s) under the tank (or seat), the 'wasted spark' setup means that you can time the machine on either cylinder as both plugs will spark during the firing stroke. Any old problems of uneven timing caused by uneven cam ring profiles, or mechanical wear within distributors will instantly be overcome.

For optimum performance it's important to 'strobe' the timing on any converted machine. This sometimes requires a little bit of ingenuity and caution, e.g. use a wire pointer bolted up to rest close to the outer edge of an alternator rotor and mark maximum advance points in white paint. The caution comes in when running any machine with the primary chaincase cover removed.

Clearly, an overall 12v conversion is a prerequisite before commencing the work. Kirby provides a full set of clear instructions together with all wiring and connectors and will talk you through any problems on the phone.

To say that this unit will transform your twin is an understatement; I thought my 31 CSR was running well until I fitted this unit!

The sudden realisation of perfectly even firing together with a step less and controlled advance curve smoothes even the roughest running and makes the bike seem to be quieter and more controlled in all conditions. With a fat blue spark at cranking speed (which really only a coil can produce), the engine should fire every time, even before the kickstart has reached the bottom of its throw.

The cost for this conversion is in the region of £ 175 depending on whether you want to purchase new coils from Kirby or use your own. Kirby can supply you with a ready converted K2F body, but for obvious reasons would prefer you to supply him with an old body and at least the 'inner' HT pickup for conversion.

Delivery can be anything up to four weeks as each unit is 'made to order'.

Lightweight Leanings

Although I have been interested in motorcycles since my early years I have never been “marque specific” in my interest and have never really understood devotion to a particular make (or even nationality) of motorcycle to the exclusion of all others despite whatever merits another might have. As such I was not exactly a likely candidate to join the ranks of a club such as the A&MOC. After all, I had never owned an AJS or Matchless, after all, in the early to mid sixties when I was young, they were considered “old men’s bikes” by those I tended to associate with, so I never wanted one and when I got older, well, one just never appeared in my garage from the many swaps and acquisitions which just happened over the years.

This omission in my motorcycling life changed at the end of 1993 when I advertised in Old Bike Mart that I wished to swap my Land Rover for any 1950s/60s single cylinder motorcycle of 350cc or over which was in a reliable running condition (I wasn’t too worried about the cosmetics) and what turned up was a Matchless G5 350cc lightweight. Quite coincidentally, about the same time I met Kevin O’Brien, who said that I ought to come along to our local A&MOC section meeting as they were a good crowd as well as being a local club. At that time the meetings were being held at “The Drill Hall” out back of Stanford Rivers and being in the bar, there was not really a lot of chance to get to know too many at first. Nevertheless I also joined the main club, although this was really only a formality as for me the club is our section and I do not have too much interest in the main body of the A&MOC. Soon afterwards we moved to having the meetings at Fyfield village hall which, at least as far as I was concerned, was a great improvement as I could speak to people other than in a bar.

Now I had often read disparaging remarks about the AMC lightweights from AMC guru Frank Westworth in his Classic Bike Guide (I have to say that although our ideas on preferred motorcycles are completely different, I can really relate to Frank’s general writings about motorcycling as a hobby and enjoy them enormously) and soon found that such views were generally reflected by the club as a whole, with the Jampot magazine rarely mentioning lightweights and then usually with a derogatory comment following or in the various letters from members, and seemingly totally committed to what appeared to me to be just two models, heavyweight singles and twins. Even the spares scheme seemed to pay only token service to the lightweight models. First impressions of the National club were not encouraging and just seemed to confirm all what I had suspected about “one make” clubs. Fortunately this was not true of our local section. Although I was the only one using a lightweight at that time, I found that they were a great bunch of people – and twelve years later, they still are. As for the G5 lightweight, I was at a loss to understand why they always seemed to be looked down on by the AJS & Matchless club at large because I could not find anything wrong with it. It went well, started easily and seemed to run really well, certainly able to easily keep up with the heavyweight 350s and most of the 500s as well without seemingly causing any stress to the engine.

One difference with my bike though was that it was (is) a “bitsa” in that it is fitted with a complete front forks wheel and headlamp from a heavyweight bike, which means that it has a 19 inch front wheel and the full 7 inch front brake. With a 3.00 front tyre fitted instead of a 3.25, to keep the overall diameter roughly the same as the original, it not only handles really well, but stops well enough for 350 performance as well (not too sure about the same brake with a 650 CSR twin though!). I know that the Francis Barnett forks as fitted to earlier 250s are not well thought of and I have to agree (from experience with a Francis Barnett). Although they work well enough when in good condition and are a darn sight better than the forks which BSA fitted to its Bantam or the Metal Profiles rubbish which were fitted to many other lightweight bikes, their pressed steel construction makes them an absolute pain in the backside to work on – or indeed fit to the bike. Also the British Hub Co 6 inch front brake which went with them did not exactly cause the tarmac to melt when used hard. So I was glad that my bike did not have them and “to Hell” with originality.

I suppose that over the years I have become known in the section for being a “lightweight” enthusiast and I have come to know quite a lot about them. However most of my knowledge is not of the “hands on” type, because I have never had to do any work to the engine or the cycle parts. Up until I took it “off the road” a couple of years back I clocked up about 1500 miles each year on my G5 and apart from general checking and lubrication all I needed to do was change a worn carburettor slide and clean the contact breakers occasionally. It never gave me any trouble, so I was not going to upset it by taking anything apart. A pity that I could not say the same about the transmission though, as I have been inside the gearbox three times now trying to fix a problem. This first manifested itself on the way back from the 1996 Mersea Island Jampot Rally, when it became obvious that the rumbling from the gearbox was definitely getting worse, as was the oil leak from the final drive sprocket.

After much poring over the manual and “Classic Mechanics” articles on a lightweight rebuild I tentatively delved inside the box, after carefully decanting its three and a half pints of oil on to the garage floor when the cylindrical box rolled over while I was not looking, leaving the clutch cable exit hole at the bottom, instead of the top, where I had left it in order to prevent just such a thing happening. Is there any other bike where the gearbox holds more oil than does the engine oil tank? I doubt it. It’s truly amazing just how far that much oil can spread on a concrete floor, still at least the concrete will not go rusty now. However, the advantage of such a large gearbox casing is that there is quite a bit of room to get fingers inside when needed, so it was not too difficult to locate the worn bearings at each end of the main shaft and change them, along with the final drive oil seal. All bolted back together and in the frame, I found that I could not select any gears – The quadrant had moved as I pushed the outer case home and I had been daft enough not to try the selection again for the final time before putting it back in the bike. All apart again and another three and a half pints of oil drained out (into a can this time) to sort out this little oversight and this time it all worked well.

All went well for a year or two, but then the final drive oil leak started again and there were also still rumblings from the gearbox, although the gearchange was absolutely fine – In fact it was superb. I took off the primary chaincase once more and saw that the clutch seemed to be moving “out of true”. It must be the mainshaft bent, I thought. So it all came apart again and although I could see nothing wrong with the shaft fitted I ordered a new one from Russell Motors, along with yet more bearings. All rebuilt once more and back in the bike it still seemed just like it always had. It still ran very well and the gearchange excellent. In another year or so though the final drive oil leak started again. With so much oil in these boxes this can always be a problem anyway, because the final drive seal is constantly flooded with oil, but this one gradually got worse and worse until it started lubricating the rear tyre, so when I took off the primary chaincase again and saw that the clutch was still moving out of true I had a brainstorm and assumed that my gearbox must have been built up by a previous owner out of mismatched parts and that the mainshaft was running out of true in the box itself. At the 2003 VMCC Founders Day I saw a lightweight gearbox for sale in the auto-jumble and bought it for rebuild. In the mean time I continued to make my oily way around on the G5. It was almost getting as bad as Alan Jennings G80CS at North Weald this year and I was always looking for grass or gravel to park it on to save me from too much embarrassment. The new gearbox turned out to be in quite good condition, but it had a later mainshaft fitted. This meant that I either had to buy yet another mainshaft from Russells, or try getting a new clutch centre – or indeed a complete clutch. I decided to go for another new mainshaft and subsequently built up the new gearbox, complete with a new 18t standard size gearbox sprocket. It was already to change over – and that is how it stayed for over two years, for reasons that I am not really sure about other than that I was playing around with other things at the time. Ever so often I would look at the gearbox, move it to get at something else, or try to hide it so that I wouldn’t have to think about having to fit it sometime, but it still did not get done despite section members ever so often asking me about what had happened to my bike. Then all of a sudden, a few weeks ago I was looking at my rather sorry looking G5, all dust and alloy corrosion, in the garage and had a massive twinge of conscience.

On went my replacement petrol tank from Dave Kewell, to replace my leaking old one (we will gloss over the cause of said leak), complete with shiny new badges which I had bought about a year ago and on went the replacement gearbox. It was at this stage I noticed that the clutch was still running out of true – in fact it was running eccentrically. Being that all the component parts seem as they should be I can only assume that it has always been like that. In fact all my gearbox problems seem to have been caused by the fact that with the clutch running as it is, there is quite a difference in primary chain tension at different rotational positions of the clutch unit. I had probably set the primary chain tension at one of its slack points, which was then tearing the gearbox bearings to pieces on what must have been the extremely tight points.

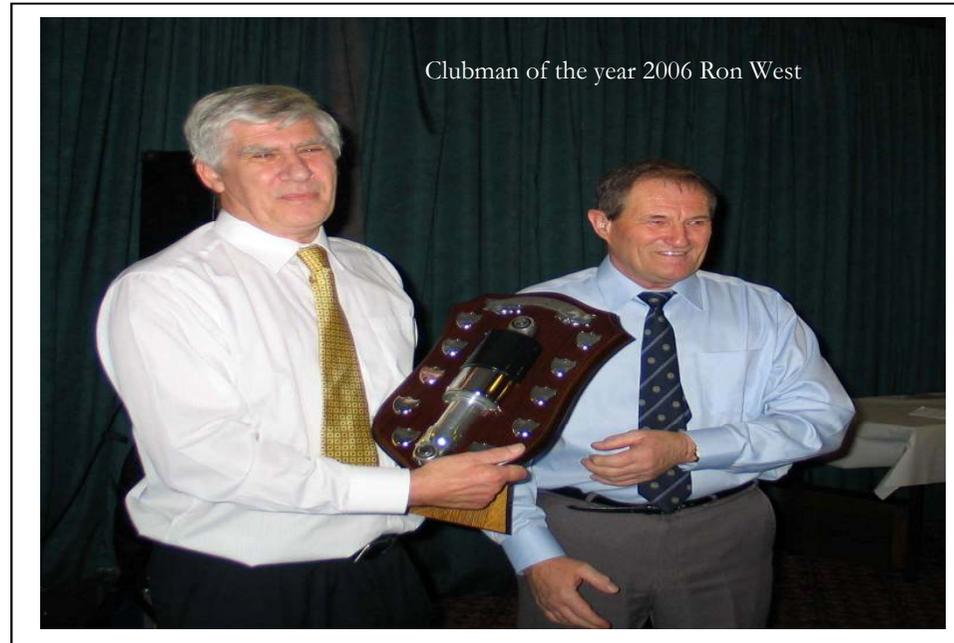
I now know that I had made a wrong decision in getting another mainshaft instead of another clutch and that eventually I am going to have to do something about it. But for now, it has fired up and run – if only on its stand – and I will probably eventually get around to putting it back on the road for a while before I do anything else to it, just to see how it lasts this time but it will have to await its turn of duty amongst my other bikes, I am spending enough as it is on MOTs and insurances without increasing the amount. One annoyance though was that when I came to put the rear chain back on I found that it hung in a great loop. It turns out that my other gearbox sprocket was not the standard 18T which I thought (and had bought) but the alternative 20T part. My gearing has now been effectively lowered by quite a bit and being that I was happy with it as it was I will probably now find that the bike seems to be over-revving at the 50-55mph gait I usually run it at. Oh well! Time will tell.



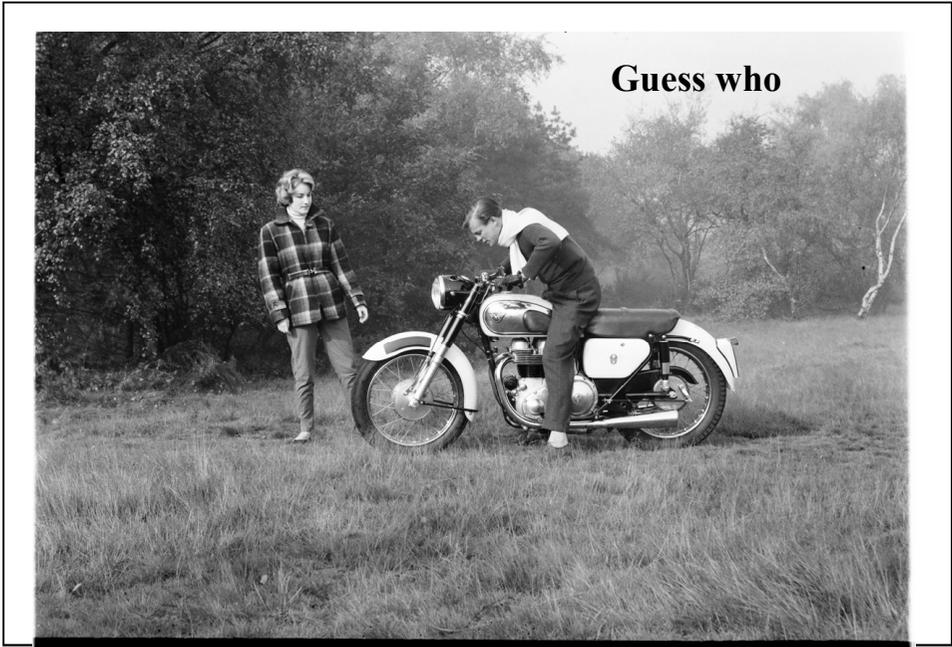
Colin



Photos of the Quarter



Photos of the Quarter



The Next Quarter

January 2007

Sun 14th North Weald Jumble & Maldon Owners Jumble

Thu 11th Club Night

Thu 25th Club Night Ron West Jampot Rebuild

February 2007

Thu 8th Club Night

Sun 18th Section Run North weald

Thu 22nd Club Night Alan Jennings Gear Box Rebuild

March 2007

Thu 8th Club Night

Thu 22nd Club Night

Sunday 25th March Run to Ardingly

Section Committee

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