



# Quarterly Quest

January 2013 Vol.24



1959 G9 Last on the road 1974.

East London & Essex Section  
News Letter

## *The 2012 Jampot Rally at Kelso in Roxburghshire, 23 – 25 August*

The weather forecast in the preceding few days did not promise much in the way of sunshine around the Kelso area and it was with this in mind, together with visions of flood water flowing through the streets of nearby Jedburgh, as shown on the news only a few days previously, that Pam and I set off from home on the Tuesday morning in/on our side-car outfit bound for our midway stopover at Harrogate with me dressed up in the most waterproof specimens of my selection of riding “gear”. In fact we hit no rain at all on our first day’s run and while sitting on the verandah of our night’s accommodation, enjoying a drink and watching the sunny afternoon change into heavy rain we wondered if Roy

Bellett, Vic Sayers and Dave Ayres, who were riding some distance further north to their overnight stop, were getting caught in it (they were).

The following morning it was dry again and we set off north towards the A68 and a much more scenic route than the previous day. Somewhere along the A68 we caught up with Roy, Vic and Dave, who had stopped in a layby to put on their waterproofs as it looked rather bleak up ahead. In fact the rain was fairly short lived and we had a mostly dry run all the way to Kelso. We all started off from the layby together but the solo riders slowly pulled ahead into the distance while I was having to manhandle our heavy combination around the numerous bends. Eventually they disappeared from my view but we caught them up again when they stopped at a roadside snack bar for a cuppa, so we joined them for a break.



I had to admit that despite my previous reservations

Roy’s latest “scruffy” (sorry, I mean original condition) bike was running well, even though the ignition was too retarded and I had to agree with him that my bike was leaking a lot more oil than his was. The previous week I had broken my own usual rule that if everything is running OK then do nothing more before a long trip and changed the oil and filter on my bike but since starting out on the long run north I had noticed that it was now throwing oil out of the filler cap (which it hadn’t done beforehand) and nothing I could do would stop it, so by this time the whole left hand side of the bike and my left boot and bottom of my trouser leg were drenched in oil. It continued to do this the whole week and although it didn’t affect the running it did make rather a mess and the left hand side of the bike (and my left leg) will never go rusty again.

After this second stop the road was not so twisty and I was able to keep the others in sight so we all arrived in Kelso together. Pam and I went to book into the Cross Keys hotel while the others rode down to the rally site, where we joined them an hour or so later, to find that several of our section were already there and Dudley Woods and Alan Earl had put their gazebos up and joined them together to form our section

headquarters. It was only a short (and picturesque) walk from the site to the hotel so, being that there were daytime parking restrictions outside the hotel, I decided to leave our sidecar outfit at the site and Pam and I would walk back and forth to the hotel. In fact there were quite a few rallyists staying at the Cross Keys, with our section alone

numbering 13 with others from the Newbury and Poachers sections and maybe more as well. However, hardy souls Dave Nichols, Dave Evans and Vic Sayer had pitched their tents and were staying on site, as were Rob, Jan and Kerry Harknett,

who arrived on a later day, with also Graham Eaton and Reg Green camping elsewhere within the rally site, with Pat Gill arriving later in his latest transporter.

On the Thursday morning Roy led off several of our section members on a nine mile ride to a booked MOT test for Dave Ayres's bike (intimidation by numbers?) as there hadn't been time to get it tested before they left Essex.

After a successful test (although far from being intimidated the tester seemed determined to give these

Sassenachs no leeway at all) half of the group came back to site while the others went on a scenic ride back to the border crossing (which we had passed without stopping on the previous day) and got a soaking in the process. A steady stream of visitors were arriving on site and by Thursday night the site was already well populated and that evening fourteen of our section members sat down to an excellent dinner at the Cross Keys Hotel.



On Friday afternoon the first of the three runs of the rally took place, about 45 miles around the Tweed valley and the England/Scotland border area. The Scottish Section had a novel and very appropriate way of calling the run to order. They had a section member playing the bagpipes (very good as well). We counted out about 90 bikes following the 20 marshals, a good number for a Friday run, which fortunately arrived back at site before the rain started (which thankfully did not last for long in any case). Not so fortunate was the Saturday run with the sky already looking threatening as we counted out the 20 marshals once more this time followed by around 130 bikes. The rain started almost

immediately and while Pam and I walked around Kelso in not much more than a heavy drizzle all day the run itself, which was to have been around 55 miles around the Border Reivers areas ran into really heavy rain, such that at the lunch stop (which happened to be only about 6 miles from Kelso) a lot of riders, who were already soaked, decided to call it a day and return direct to the site. Things brightened up in the evening though and after a dinner in the main building there was a “live” band to entertain us for the evening and everyone seemed to enjoy themselves.

The weather was considerably brighter on the Sunday morning and the day’s run got underway in bright sunshine. This time there were 26 marshals and 152 following bikes taking part and that day the route of about 50 miles was to visit all four of the border abbeys with a lunch stop at Jedburgh where the bikes were to line up in front of the abbey ruins for a welcome by the Provost of the town. The machine awards were judged at this point, with an extra rosette for the bike picked out as most worthy by the Provost. Alan Earl and Graham Eaton both picked up rosettes for their bikes in their particular categories. It was still warm and sunny when the run returned and long time AMOC member Bill Redford asked me to take his James Captain, on which he had done considerable work, out for a run to see how I thought it compared with my similar model Francis Barnett. I took it for a nine mile run along the main road away from the site and found that it ran really well, running at an easy 50-55mph along the undulating road. Its sweet running engine is a real credit to the amount of work that Bill has put into it over the past few years and a model such as this makes a good ride for anyone who is finding a larger bike a bit on the heavy side as time marches on.

That night the usual awards were presented. I will not list them all here as they will no doubt be printed in the next “Jampot” but I will mention that Dudley Woods and Pat Gill once again picked up the awards for the best vintage AJS and Matchless bikes respectively. This year the Scottish Section decided to award an extra prize, for the section which made most use of the recovery truck – and it came to the East London and Essex Section. I will spare the blushes of those who contributed to the points tally but Alan Jennings must have felt a bit smug this time as his AJS performed admirably this year and gave no trouble. In any case the tasting of the bottle of whisky prize by the section

members turned out rather a surprise when it proved to be cold tea – I have no idea of how many of our members even noticed the difference though. I think it was actually the Scottish section’s retribution on us for the trick Roy and Dave Evans had played on them concerning the badgeless rally polo shirt.

Monday morning saw everyone leaving quite early, except for Alan and Margaret Earl who were staying an extra day. I slithered our sidecar outfit up the damp grassy slope and, after saying goodbye and thank you to the Scottish Section members at the entrance, Pam and I made our way back towards the A68 heading south. We were once more only going as far as Harrogate this day, which I was quite glad of because although the rain was not too heavy on our way across the Pennines, after leaving Scotch Corner on the A1 it got really quite heavy between there and Harrogate. Roy, Vic and Dave were intending to do the whole journey home in that one day and we couldn't help wondering as we sat down for our dinner that evening, as to how wet they were going to get. I was even more glad that we had stopped overnight when we got up in the morning because it was drying out and we left for home in bright sunshine once more and enjoyed an easy and dry ride for the last 200 miles to home. It had been another good Jampot Rally (with about 24 section members attending), the bad weather fears had been worse than the reality turned out to be and I award a big thank you to the Scottish Section for making the event such an enjoyable one for us.

*Colin A*



Vic & Dave getting ready for the Rain.



## EAST LONDON AND ESSEX AT THE 2012 ALTERNATIVE

The morning of the 4<sup>th</sup> October saw me wheeling the Model 31 out of the garage for the short ride out to meet fellow Alternative Rally goers from the section at Roy's

place – oh, sorry, make that Crown Corner!

I had struggled on the run up to the rally to get the bike prepared so was still working on the old girl up to Wednesday evening, but with a new rear tyre fitted, primary and rear chains, oil levels and lights checked and brakes adjusted We were both ready. I had hoped to get a rack fitted but had to make do with a back pack for my gear instead.

A fill up with petrol on the way and off to Roy's place – sorry, Crown Corner – where I met up with Roy, Steve Web, Vic Sayers and Alan Jennings and we were off on the first short leg of the run, out to Ongar then along the A414 and past North Weald to Harlow, where we met up with "Upside Down" Reg Green and Graham Eaton who was run leader and had planned our route to Oxford.

After a short stop we set off again and all went well until Vic decided to make a slight detour onto the A1. As we know Vic likes to open his bikes up a bit and possibly thought he would do a little solo riding to blow some cob webs away, and once the front runners had been caught up and stopped we waited for him to catch up however we did start to wonder if he had decided to go to London for the weekend instead of the Rally! Steve was despatched to find our missing rider and eventually Vic arrived, but no sign of Steve .....

Reg was talking about pitching his tent there in the lay bye but Steve found his way back and off we set again. Apart from a complete idiot in a golf or some such "hot hatch" trying to take a couple of us out when he got impatient with our progress of around 50 in a 40 limit there were no more incidents.

We negotiated the Hemel Hempstead roundabouts without mishap and continued to the planned breakfast stop at Berkhamstead. Graham had scouted out possible watering holes and come up with a cafe above an antique shop – and a very good find it was. The tea and breakfasts were very good, the only negative being the 3 flights of stairs up to the cafe! Suitably watered and fed we returned to the bikes and were promptly asked to clear off by a young lady from one of the offices as the noise was disturbing a meeting!



A quick, uneventful run followed up the A41 past Aylesbury then along the A418 and A40 to Witney and on to find the camp site at Aston. The Oxford branch had recommended a petrol station on the way in for refuelling however when we visited it to top up we found it was due to close that evening and not re-open until after the rally had ended!

We found the rally site which was not to open until the following day (Friday) so after a look around went on to Bampton where most of us were going to “camp” at the “Talbot Hotel”. Reg was meeting his wife so we had parted company and were to meet up again Friday when the Rally opened. Alan and Margaret Earl joined us at the pub/hotel and we went for a meal at a nearby bistro (Roy’s choice)

Pat Gill and mate Tony had arrived to swell the ranks and after breakfast we made our way to the rally site. Vic set up his tent in the field as did Reg and along with Roy’s mate “Dave the taxi” we took a ride into Witney.

The afternoon saw the run to the Rickman Metisse factory. I for one found the visit very

interesting and enjoyable, particularly when one of the prototypes was started up! The Steve McQueen desert racer replicas were fabulous and each bike is hand built. (I saw the bikes again last weekend at the NEC bike show) The weather wasn’t so good for the ride back to the site but it was a short run so it was back to the pub to change and Alan kindly offered his services as designated driver and shuttled us all back for the evening of beer and fish supper (the Oxford section did us proud on both counts!)

Back to the Talbot and I retired to my single room – more like a cupboard with en-suite cupboard – while Alan and Graham shared a twin with a bathroom somewhere along the corridor and Dave the taxi and Steve each had twin rooms. Roy had a suite which would have slept half the section .....



Breakfast was duly eaten Saturday morning and there were one or two starting issues with a couple of the bikes after their night outside in the damp but we soon got to the Rally site where Richard Smith had arrived. It was soon time for the Saturday run and the section was asked for volunteers to help out with marshalling duties which some of us agreed to and off we set. The destination was the saw mill in the grounds of Blenheim Palace which still cuts timber. The river was too high for the mill wheel to be operated but the beam engine and forge were popular, especially the forge with our esteemed president who made a poker to take home. He swears it was the forge and the making of the poker that were of interest and not the rather attractive young lady working as a blacksmith who demonstrated her considerable talents! Dave the Taxi spotted a single on a trailer which had a "for sale" notice attached and did a deal to buy it. It seemed a good price and Roy reports he is happy with it.

Time to go and of course the marshals left first however the return journey was far more straight forward and a lot of marshals were not needed and ended up back at base waiting for the rest of the group to come in. Alan was last to arrive apparently having had starting issues with his bike again but managed to eventually get going and got back under his own steam. As on Friday after a shower and change Alan ferried us to the rally site for an evening of beer and banter with friends old and new and an excellent hog roast. All too soon it was time to get back to the Talbot however I have to report that on arrival I was press ganged by Steve Web and Dave the taxi into further drunkenness and frog marched down Bampton High Street to a hostelry named the "Morris Clown". A band was playing live music (pretty good too) and the landlord can only be described as a "character". Well "nutter" would probably be just as accurate! I eventually managed to escape my captors after Alan found where I had been taken and got back to my cupboard for some sleep.

All too soon Sunday morning had arrived and after breakfast and checking out we made our way to the Aston and Cote playing fields to meet up with Vic, say our goodbyes and make our way home. Reg was going on elsewhere so did not return with us. Unfortunately there were again starting issues with a couple of bikes and in Alan's case when we got to the site he had quite a bad petrol leak which needed to be taken care of. Some repairs to the mag, a replacement plug (with an adaptor to convert a long reach to short reach supplied by Roy and a carb strip clean and re-assemble later and we were ready to set off.

The journey home was pretty uneventful, one wrong turn made I think in Aylesbury the only thing worthy of note except that it was bitterly cold. A stop for a coffee was made in Berkhamstead again, although in a different place, and off we went again. Graham left us at the outskirts of Harlow and various members of the group dropped off as we went, my last riding partner being Roy before the final few miles home.



My thanks to the others who made the trip with me. The company was great as was the banter and humour. Thanks should also go to the Oxford Section who put on a great rally and special thanks to Graham for sorting out the route and finding the refreshment stops!  
Looking forward to the 2013 Jampot at Reading!

Dave (bigwol) Walling

I nearly forgot that Norton Pete Berry was there for the Saturday



**January—June 2013**

		<b>Start Venue</b>	<b>Time</b>
10th January	Thursday Club Night.	Squadron	7.00 PM
13th January	Sunday Jumble	Witham	10.00 AM
24th January	Thursday Club Night.	Squadron	7.00 PM
<b>30th January</b>	<b>Wed Mid week Run</b>	<b>Crown corner</b>	<b>11.00AM</b>
14th February	Thursday Club Night. Bits in a Bag	Squadron	7.00 PM
<b>13th February</b>	<b>Wed Mid week Run</b>	<b>Crown corner</b>	<b>11.00AM</b>
28thFebruary	Thursday Club Night	Squadron	7.00 PM
<b>10th March</b>	<b>Sunday Run To Ardingly West Sussex</b>	<b>J28M25</b>	<b>9.00 AM</b>
14th March	Thursday Club Night.	Squadron	7.30 PM
<b>20th March</b>	<b>Wed Mid week Run</b>	<b>Crown corner</b>	<b>11.00AM</b>
28th March	Thursday Club Night	Squadron	7.30 PM
<b>3rd April</b>	<b>Wed Mid week Run</b>	<b>Crown corner</b>	<b>11.00AM</b>
<b>7th April</b>	<b>Sunday Run TBA</b>	<b>Crown Corner</b>	<b>10.00AM</b>
11th April	Thursday Club Night.	Squadron	7.30 PM
<b>17th April</b>	<b>Wednesday Mid Meet</b>	<b>The Squadron</b>	<b>11.00AM</b>
<b>21st April</b>	<b>Sunday Eastern Counties Meet</b>	<b>TBA</b>	<b>10.00AM</b>
25th April	<b>Thursday Club Night Fish &amp; Chips</b>	Squadron	7.30 PM
<b>1st May</b>	<b>Wednesday Mid Meet</b>	<b>The Squadron</b>	<b>11.00AM</b>
9th May	Thursday Club Night.	Squadron	7.30 PM
<b>11th May</b>	<b>Saturday Open Day Kettering</b>	<b>TBA</b>	<b>8.30 AM</b>
<b>12th May</b>	<b>Sunday Run To Battles Bridge</b>	<b>Crown Corner</b>	<b>10.00 AM</b>
<b>12th May</b>	<b>Sunday Jericho Cottage Bike Meet</b>	<b>TBA</b>	<b>10.00AM</b>
<b>15th-20th May</b>	<b>Wed- Mon 2010 International Jampot</b>	<b>France</b>	
23rd May	Thursday Club Night	Squadron	7.30 PM
<b>29th May</b>	<b>Wed Mid week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
<b>5th June</b>	<b>Wednesday Mid Meet</b>	<b>The Squadron</b>	<b>11.00AM</b>
13th June	Thursday Club Night	Squadron	7.30 PM
<b>19th June</b>	<b>Wednesday Mid week Run</b>	<b>TBA</b>	<b>11.00AM</b>
27thJune	Thursday Club Night	Squadron	7.30 PM

**July-August 2013**

		Venue	Time
<b>3rd July</b>	<b>Wednesday Mid Meet</b>	<b>The Squadron</b>	<b>11.00AM</b>
<b>7th July</b>	<b>Sunday Section Run To Battlesbridge</b>	<b>Crown Corner</b>	<b>10.00AM</b>
11th July	Thursday Club Night	Squadron	7.30 PM
<b>17th July</b>	<b>Wednesday Mid week run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
25th July	Thursday Club Night	Squadron	7.30 PM
<b>28th July</b>	<b>North Weald Bike Feast</b>	<b>North Weald</b>	<b>8.30AM</b>
<b>5th August</b>	<b>Monday Evening Run To Kent Section</b>	<b>J28 M25</b>	<b>6.30 PM</b>
8th August	Thursday Club Night	Squadron	7.30 PM
14th August	<b>Wednesday Mid week run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
22nd August	Thursday Club Night	Squadron	7.30 PM
<b>23rd– 26th</b>	<b>JAMPOT RALLY Emmer Green East Berks.</b>		
<b>28 August</b>	<b>Wednesday Mid Meet</b>	<b>The Squadron</b>	<b>11.00AM</b>
<b>11th September</b>	<b>Wednesday Mid week run</b>	<b>Crown Corner</b>	<b>11.00A</b>
12th September	Thursday Club Night	Squadron	7.30 PM
26th September	Thursday Club Night	Squadron	7.30 PM
<b>29th September</b>	<b>Section run to Battles Bridge</b>	<b>Crown Corner</b>	<b>10.00 AM</b>
<b>4th-6th October</b>	<b>Alternative Rally</b>	<b>Stoke Bruerne HOE</b>	
10th October	Thursday Club Night	Squadron	7.30 PM
13th October	<b>Sunday Run To Ardingly West Sussex</b>	TBA	10.00 AM
<b>23rd October</b>	<b>Mid Week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
24th October	Thursday Club Night	Squadron	7.30 PM
10th November	<b>Sunday Remembrance Sunday</b>	Squadron	10.00 AM
14th November	Thursday Club Night	Squadron	7.30 PM
<b>20th November</b>	<b>Mid Week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
28th November	Thursday Club Night	Squadron	7.30 PM
30th November	<b>Saturday End of Season Dinner</b>	TBA	7.00 PM
<b>11th December</b>	<b>Mid Week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
12th December	Thursday Club Night	Squadron	7.30 PM

## *The Next Quarter*

10th January	Thursday Club Night.	Squadron	7.30 PM
13th January	Sunday Jumble	Witham	10.00 AM
24th January	Thursday Club Night.	Squadron	7.30 PM
30h January	Wed Mid week Run	Crown corner	11.00AM
14th February	Thursday Club Night. Bits in a Bag	Squadron	7.30 PM
13th February	Wed Mid week Run	Crown corner	11.00AM
28th February	Thursday Club Night	Squadron	7.30 PM
10th March	Sunday Run To Ardingly	J28M25	9.00 AM
14th March	Thursday Club Night	Squadron	7.30 PM
20h March	Wed Mid week Run	Crown corner	11.00AM
28th March	Thursday Club Night	Squadron	7.30 PM

### **Section Committee**

Chairman: Dennis Fox 0208 554 7608 [denjune@btinternet.com](mailto:denjune@btinternet.com)

Secretary Roy Bellett 01277 373203 [g15.mk2@btinternet.com](mailto:g15.mk2@btinternet.com)

Treasure John Puttock 01245 421259 [jayandjayputt@talktalk.net](mailto:jayandjayputt@talktalk.net)

Scribe Alan Jennings 01277 653943 [jackiealan@aol.com](mailto:jackiealan@aol.com)

Technical Help Ron west 017085 764331 [ron.amc24@tiscali.co.uk](mailto:ron.amc24@tiscali.co.uk)

Dating Officer Pat Gill 01992 813253 [matchlesspat@aol.com](mailto:matchlesspat@aol.com)

Reg Green 01277 362836 [reggiegreen@btinternet.com](mailto:reggiegreen@btinternet.com)

**Web Site address:** [www.ajs-matchless.com/eastlondon](http://www.ajs-matchless.com/eastlondon)