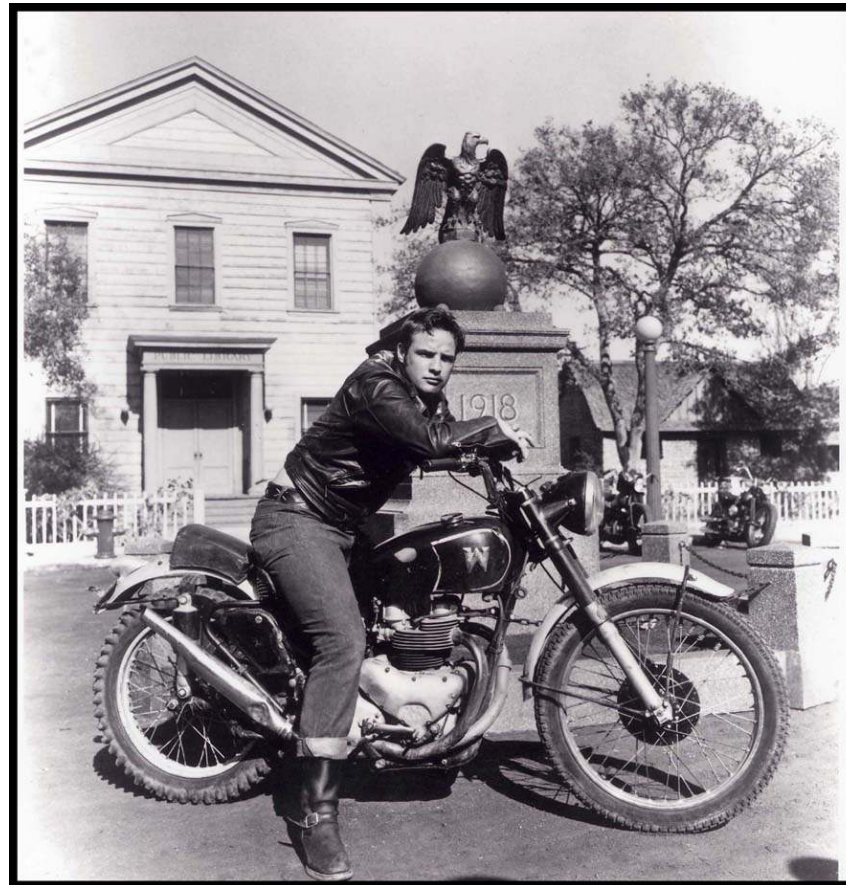




Quarterly Quest

July 2008 Vol.8



East London & Essex Section
News Letter

Kettering (HQ) 17th May 2008. Club Open Day.

After Roy and I had spent the week prior to this event discussing every TV and Internet weather report, we realised that this run to Club Headquarters could be a "wet 'un". However, come the morning of the run it was a cloudy but reasonable looking day and not in accordance with the weather predicted. As the run members assembled it appeared that most of those we expected were present, six starting and so we set off sharp on 8-30am. Commencing with a short run of motorway, we were soon enjoying a nice brisk cross-country trip ably led by Graham Eaton. A scheduled stop for "bacon sarnies" and tea near Bedford fortified us for the trek through a Bedford with its usual Saturday morning shopping traffic, after twice around Market Square! Soon we were on the A14 and on the final leg of the run at which point it started to rain, however we were soon at the Club so considered ourselves lucky.

It was nice to be greeted so enthusiastically by various Committee members, old friends and Alex Burnett and Ron Mathers who had the good sense to travel together by car. After some coffee and the purchase of some spares, from the very busy Jim Gunn, we moved onto an impressive array of jumble items at very reasonable prices and some good deals were done.



There was a good assembly of bikes in the parking area which we looked over which were of a very high standard most, but not all, of the marque. We then proceeded to the marquee for some food which the Club provided free of charge, together with a hot drink. Much appreciated on such a damp day. Later we had a good look at the bikes displayed for sale and proceeded into the workshops at the rear of

the premises occupied by the restoration and servicing tenant operating there, all very interesting. Both Mike and Keith (Fast Boys) who were on their first visit to the Headquarters were impressed by the scope and scale of the set up together with the efficient way it is run. Although I have been there a number of times I too felt the same.

While all this had been going on, unknown to us they had been judging the bikes parked outside and we were delighted to be informed that Keith had been awarded second prize for his lovely G15 in the Best on Show! (It was whispered that it would have won first place but as the G15 is regarded as a "hybrid" a standard machine was chosen, so don't tell anyone else this news) After photographs had been taken and Keith interviewed by Classic Bike magazine, our thoughts turned to the run home. As Alex had kindly taken the larger items purchased home in his car, we donned our "wets" and set off. The less said about this journey the better, rain all the way and led efficiently again by Graham with Roy and Dudley at the rear and no stops for sarnies! A brisk but steady run saw us all home safely although VERY wet. Although somewhat spoilt by the weather on the return journey an interesting and enjoyable day out in good company, and supporting the

Open Day venture of the Club.

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Dennis

Front Cover

MARLON BRANDO ON HIS MOTORCYCLE IN BETWEEN TAKES
FROM THE MOVIE *THE WILD ONE*

PHOTO, CIRCA 1953. Note the W on the gas tank is the upside down M. They wanted to cover up the name brand for the movie. Like sometimes you see labels gone or blurred out on products. BTW, the IMDB states that the inverted M logo was done by the bike's actual owner, stunt rider Wally Allbright to reflect the first letter of his first name. This was the first film where the motorcycles' logos were not obscured !



Right Roy's Copy Built from Bits and Help from Dave Slater. It was built over the Christmas break but took longer to sort the oil leaks and charging system than building the complete bike.

The Telescope Of Time

Part 2 (of 2)

By the start of the 1960s the car manufacturers were making cars fairly affordable and for those who could not afford a new one there were many cheap used models available. “Moving up” to a car was the desire of many “general user” motorcyclists who saw a car as being much more practical as transport than a motorcycle as well as being more socially “acceptable” and so started the inevitable slide from general popularity of the motorcycle as everyday transport and with it all the practical things which had been introduced for that market. Left with an increasingly youthful and sports orientated enthusiast market who saw the practical models which remained on sale as staid old men’s motorcycles, manufacturers gradually altered their ranges by “adjusting” the styling to suit their remaining market, both in the UK and increasingly in the USA. Practical weather protection, along with enclosed chainguards and deep mudguards were replaced by increasing amounts of chromed and alloy parts to reflect the sporting aspirations of the buyers. I have to admit at this point that in those years I also had those sort of aspirations, even if my bank balance didn’t quite lend itself to the purchase of a new bike. These changes did not happen all at once though. The “ride to work” market did not collapse immediately and it was a gradual process that took place during the twenty years until the end of the 1970s. However, by the start of the 1980s the signs of total transformation to the leisure market were already there as although the majority of bikes were still really just bechromed versions of what would now be described as the “classic” motorcycle shape the styling of models known as trail bikes, which were derived more or less from the American street scrambler models, was starting to move more towards the looks of specialised moto-cross bikes than the previous “modified road bike” fashion.

The last and fourth era really takes us from the start of the 1980’s up to the present day. During this period the manufacturers have almost completely abandoned the practical motorcyclist who just wants reliable, practical, relatively cheap, as well as enjoyable (choose your own reasons) transport as there were apparently not too many of them left and the big sales were almost totally with the leisure market. We can have bikes now that are undoubtedly reliable, fun and in some cases cheap as well, but somewhere along the way most of the practicality has been lost. Motorcycles have once more become toys for weekend and leisure use and thereby perversely returning to the same sort of situation as motorcycling was deemed to be in the pioneer days. Increasingly during the 1980s and almost totally during the 90s and beyond, the market was driven by a fixation with race styled (both track and moto-cross) bikes or American heavy “cruisers” and whereas previously if someone wanted a race styled motorcycle then they would modify a road bike, they now can buy them “off the shelf” and it is riders who want something practical who have to do the modifying in order to carry any luggage. Meanwhile mudguards have almost completely disappeared, as have effective chainguards, making many of today’s bikes of little practical use in bad weather. If you want to go touring then it seems that the market is provided for only by huge galleons of motorcycles which while capable of gliding serenely across continents, not only cost the earth but are so heavy that you dare not get into a situation where you need to move one about on foot, or attempt to turn it around on a road with excessive camber. It seems that motorcycling is moving ever more up several “blind alleys” defined as “classes” or “categories” by the press.

Only the modern “twist and go” scooters seem to be an attempt to provide “practical” motorcycling, whereby the bike can be used as proper convenient transport as well as an enjoyable pastime, yet already, even with them can be detected moves towards styling and image taking precedence over practicality.

Whether the motorcycle, at least in this country, will ever return to being a “practical” means of transport rather than just a “big boys toy” I do not know, but I hope so because otherwise there is little chance of motorcycles ever being considered seriously in general transport plans despite the valliant efforts of organisations such as the BMF and MAG. I am not for one minute suggesting that everything returns to the style of 1950s touring bikes (despite my own preference for that style), but it would it would be nice to see at least some models offering the sort of practical features which seem to be totally absent from the ranges of extremes which are now on sale. We are told by both manufacturers and the press that we now have more choice of styles than ever before, yet in some ways they all seem to be more of the same. True, we do now have the benefits of longer lasting engines with good performance, good brakes and good electrics, but why are they mostly wasted on bikes that seem to only be suitable for short distance “blasts” or summer fine weather “cruises”?. Probably because a lot of motorcyclists ask for such things but then do not buy them new when offered. However, would I be prepared to buy a modern engineered version of a 1962/3 Matchless G80 with deep mudguards and full chaincase if it was offered? If I could get one new and with full manufacturers spares backup plus electric start, modern lights and brakes then yes I probably would now. It is true that several manufacturers are starting to introduce models that are based on 60s and 70s style (and even the 1950s in Royal Enfield’s case) bikes and for me that is a move in the right direction, but the mudguards are still poor and no chance of an enclosed chain it seems, but it is as near as I can get to that new G80. It has taken me 44 years of riding to get to this way of thinking though and sadly I do not know of many others, even among those who are interested in old bikes and/or of my own age group who, if offered a touring version of a classic bike, would choose it in preference to a “sports version,” with skimpy mudguards and lots of chrome or polished alloy, so I guess that those who think like me are destined to plough a lonely furrow in the future

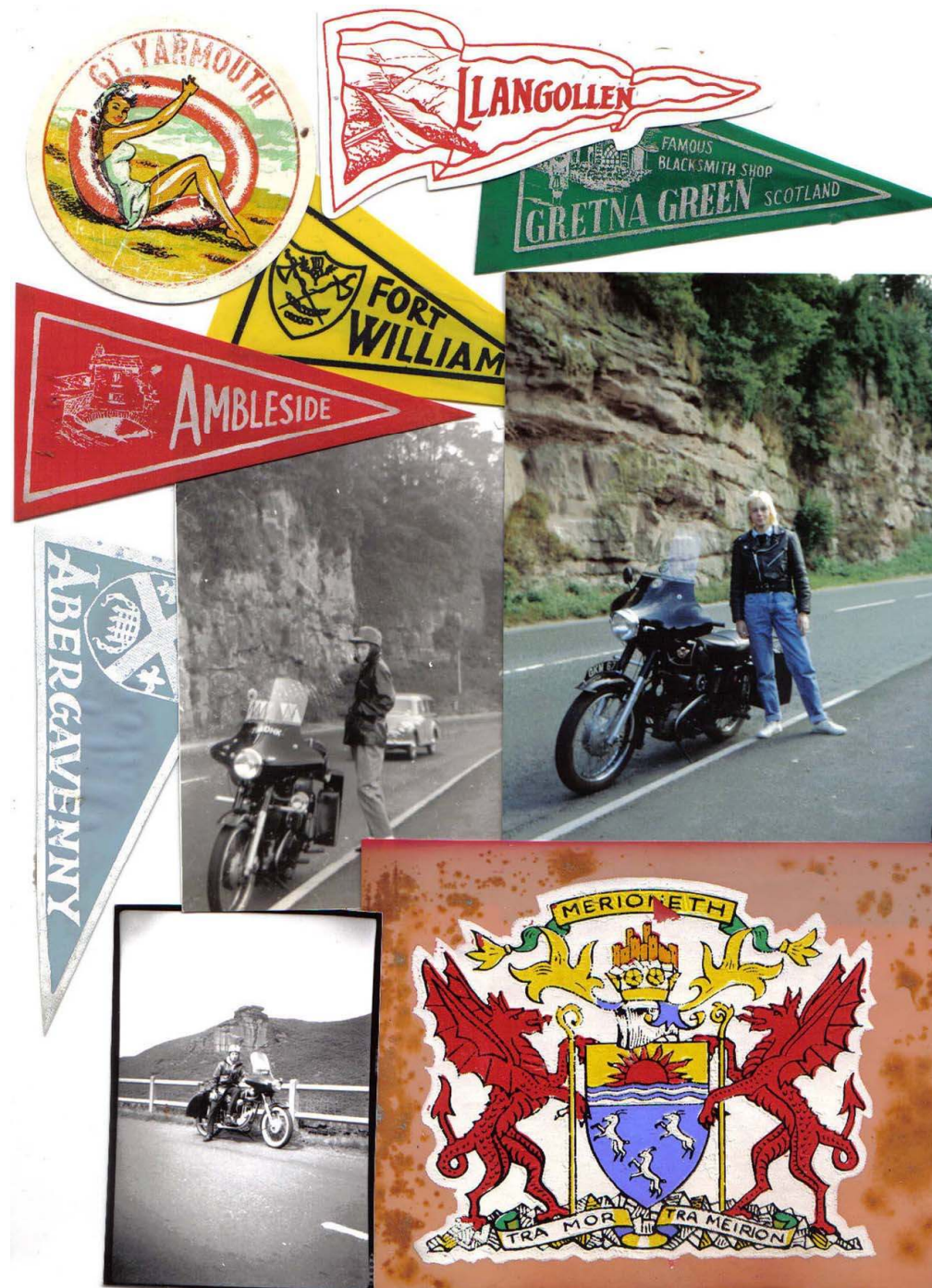


A 1960 AJS model 18, one person’s idea (mine) of an ideal all round practical motorcycle, yet which was, within a few years, being labelled as “staid” (and by that they meant boring) by magazine road testers of the day.

Some time ago Roy asked if I had anything relating to motor cycling of an age gone by

At 15 I brought an ex wd DKW, ugly thing, sold it before I became of age to get a license for a 1937 Mod 26 350 AJS twin port. After a few months the AJS crank broke, the engine blow apart. Triumph, Rudge, BSA, Ariel followed. After almost a year on the road, a purchased a 9 month old 1955 G3/LS for £155. Just before my 17th birthday (1957) I am heading for Wales , see large picture at Ross on Wye 1957, and colour pic, same place, visited when at the 1989 Jampot at Forest of Dean. After a few runs from my Essex home to south and north Wales, Scotland beckoned in 1959. Still a teenager but soon to have a wife and family. I recall it used to take me about 8 hours to south Wales mainly on the A40, 10hrs to north Wales on the A5, 12hrs to the Gretna Green, A1 to Scotch Corner, A66 to Penrith then up over the border into Scotland. The return trip down to the Lake district then across Yorkshire moors to the A1 and home, small B&W pic somewhere on the moors, nr.Patley Bridge perhaps. I always traveled by night, when dawn broke a complete change of scenery awaited me. A Raydot spotlight and headlamp showed me the way, I never once had any lighting problems, or other troubles with the bike. I still have an album full of plastic stickers from those far off days over 50 years ago, also the pudding basin helmet, the Roddark panniers, the travel guides, B & B receipts etc etc. In 1962 the old G3/LS had to make way for an A10 combo, baby needed a seat. The Exchange an Mart found a buyer for the Matchless in North Wales. I was pleased to deliver it to the buyers door. Once again I drove through the night arriving before dawn broke, I think I woke the buyer up, the bedroom window open and I was invited to come in for breakfast. I was promptly paid my £45, the buyer not even looking at the bike, riding it to him from some 200 miles away was good enough proof the bike was OK he said. I was going to thumb it home, but he insisted taking me on the mudguard of his old WD Matchless to the railway station. On arrival he said he would check the train times, he came running back, shoved a ticket in my hand and me in the train which was just pulling out bound for London. It cost me 2/6d to get home from London. I later got a letter thanking me for the bike which he was very pleased with, and as I had delivered the bike to him, he hoped I did not mind him paying my fare home. I never did own up that the 19,000 odd miles on the clock was second time round. I wonder if 718 DHK is still about.

Rob H.



International Jampot Rally (IJR) Poland

On Wednesday 6th May I met with Dudley and Roy to load 'some' of the bikes and gear onto the van, making sure we left adequate room for Pat's 2.

Thursday 8th May, EARLY flight out of Stansted. Picked Roy up at 3.00am! off to the airport. Check in and the plane is on time as it's the first flight of the day. 1hr 50min flight to Gdansk arriving ahead of schedule. Waited at baggage reclaim, waited and waited. Good here comes mine. No more? Roy's has been left at Stansted and will be out on tomorrow's flight! Chris Rotta is at the airport to collect us and take us on the 50 min ride to the site. The weather is superb just as it was back home in the UK.

What a surprise, the Castle and setting where we are staying is amazing!

Rzucewo Castle – IJR Site



Pat, Dud and Tony arrive early afternoon and we quickly unload. A run is soon arranged into town too get fuel and of course a toothbrush for Roy. Is that all, what no pants?

It's at this point that my problems started to manifest. Lots of misfiring and once back at the site lots of fettling and road testing to try and find the problem. Thank you Pat, Roy and Alan Earl (use of lots of tools) for your attention, a dirty carburettor was eventually disclosed.

It was apparent a run was arranged for Monday when our contingent would be going home, so it was decided to go to the destination of the run on Friday. After a fine breakfast we set off for Hel, a town on the end of a spit of land approximately 25 miles long. Our run was lead by Chris Talbot (National Club Treasurer) and his wife, who was keen to go and had the advantage of a GPS.

Once there we decided to soon stop for refreshments, but were then stopped anyway by the local Gestapo, I mean police, for entering a 'No Vehicles' area. We were made to switch off and push the bikes the 100yds or so to the next junction. Our run to Hel and back, despite this was very pleasant with the fine weather and the cool sea breeze.



Hel (and back)



St. Mary's Oliwa

Saturday morning and coaches have been arranged to take us all into Gdansk to have a conducted tour around the old city centre. On the way we stopped at Oliwa, a suburb of Gdansk to visit St. Mary's church, where we were given a rousing organ recital and a guided tour, followed by sandwiches, drinks and ice creams.



Old City Gdansk

On to Gdansk for a walking tour, then in the afternoon on the way back we stopped at a private collection of classic bikes and cars, with more food and refreshment. The owner and his staff were giving run support on the Sunday.

In the evening a Gala dinner was enjoyed with much merriment and dancing (much more by some). Dudley being nominated as lightest on his feet by Chris's wife Anna.

Sunday again dawned crystal clear and off for the main Run, which was well organised with Police escorts and split into about 4 groups. At this point problems once again appeared for .Despite starting the bike briefly prior to starting off, would it start when needed, would it—!

Kashubian Eye



Everybody had by now departed and following a quick?? plug change I was underway. It was at this point that Dudley reappeared, the nipple having come off the ignition cable. He then jumped in a car with someone who was going to the midway halt. I followed some others who were doing the same as I had no map! The run was heading for a midway stop at the 'rural' village of Nadole, where 'ways of old'? were being demonstrated with local music and much singing. A plentiful spread of food was once again provided. I managed to re-establish my position and yes, it started, followed by cheering! Off for a short ride to the next point of interest, the Kashubian Eye viewing tower that had been erected in 2006 at 44 metres high, adjacent to a reservoir in a prominent location to give views over the countryside.

Apparently this reservoir had been built to act as the head for pumping water up to from the huge costal lake nearby, for powering the hydro electric

plant. This replaced the previous 'unfinished' nuclear plant, couldn't get it started?

Pat and Tony used this stop as an opportunity to get fuel from a nearby garage. The run again prepared for off and now I am preparing early! No... it's not going to start, quick get a plug and spanner out! Off we go again. We make our way back towards the site, but just before we again stop, this time at a large hostelry, again a very large spread of food with music and the chance to sample some local snuff?! or take part in the band! A long and enjoyable day.

Upon arrival back at the Castle, it's all hands on deck to get the van loaded, this time we have to accommodate the bike of the President, who unfortunately had a coming together with another club member on the ride from the UK.

All loaded we headed for dinner and the award's presentation and an early night, as we have to be at the airport sharp.



To sum up.....

It was only my second IJR, but they can't get any better surely? The weather obviously was a great bonus, but I am sure all those who went will agree, the location, hospitality and food were superb.

Thank you Chris & Anna!

Also a quick thank you to all our party who attended for your good company and help when needed!:

Pat, Mary & Nick Gill, Tony ?, Dudley, Alan & Margaret Earl and last but not least Roy.

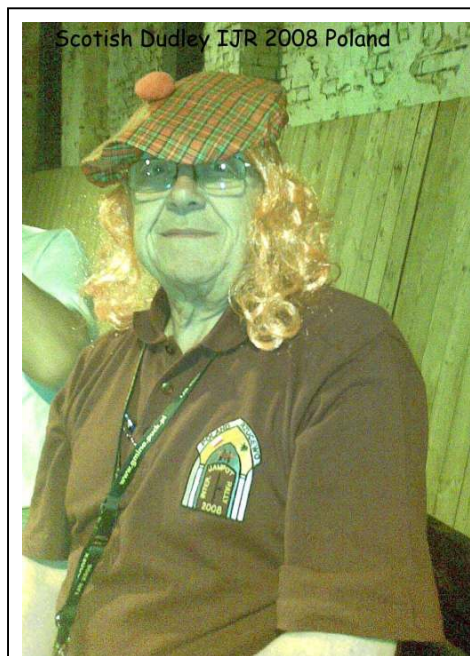
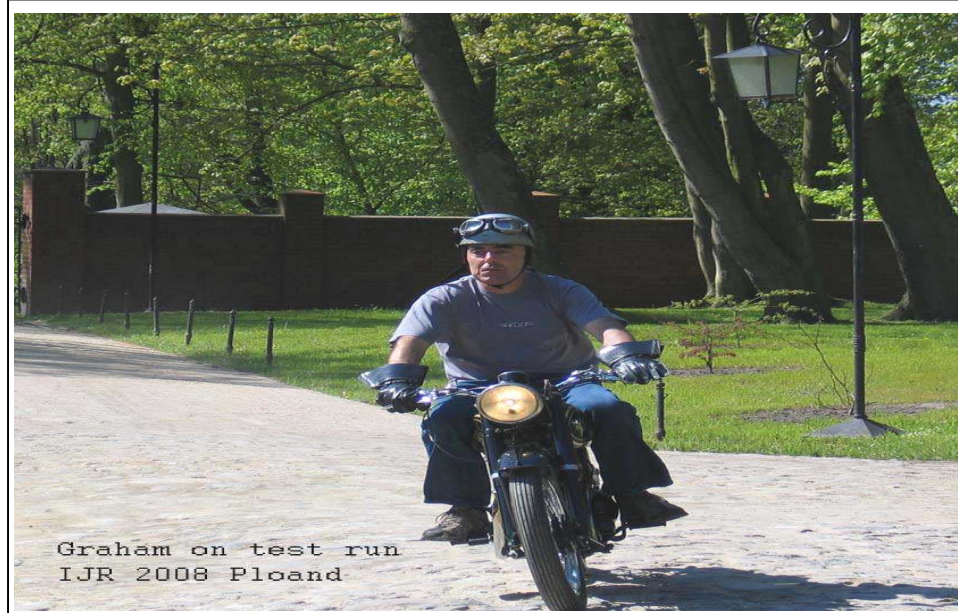
Lastly another thank you to Ronnie West without who's help I would not have been able to go in the first ;place!

Graham (John Travolta)

Make sure you check the front Brake ancor Bolt. This was a German rider on his way to the IJR rally, It happened at Sixty MPH when he braked hard. Luckey for him he only suffered a scuffed Elbow and his pride.



Photos of the Quarter



Photos of the Quarter

Wednesday 4th June

10 meet at the now fenced and boarded up Green man (another pub gone, it was a good job we moved), by the time we had got to Kelvedon Hatch there were 11 as Alex B had the time wrong and joined on.



We rode through some nice country lanes ending up at The Kings Arms, the meeting place of the North Essex section. As we dismounted a worried Gordon Levitt introduced himself as John Lay was on holiday. He was a bit taken back as there were only three of them there but the number grew as the evening went on.

We quickly ordered some food only to be told that sandwiches were laid on for later. Will and Ginny arrived a bit later on their super bikes.

By 9 pm. they had beaten us with a total of 15NEs and 13 ELAEs and we were ready to make a move and beat the fading light just as Dennis, Vic, Alex, Dave E pulled away and followed by fast boys MH and KS there was a shout that the sandwiches were there so the remaining four tucked in.

By 9.30 the light was gone so it was a full beam ride home, in all a good night and all enjoyed the run. More to come in 2009.

Sunday 8th June – Mary & Pat's BBQ.

Roy said, 'Are you going to Pat and Mary's BBQ?', because if you are you can ride my P11".
'Yes', I said, but only if you let me write a Run Report?!!

11 of us assembled at the Green Man for a gentle run around the surrounding countryside with a view to ending up at Pat & Mary Gill's who had very generously agreed to host a BBQ for those members who wished to attend.

Sunday turned out to be a beautiful day and once all were assembled Dave & Linda assumed the usual slot at the front to guide us on a very pleasant rural run, which went something like this, as far as I remember?:

Stondon Massey, High Ongar, Fyfield, The Lavers, Matching green, (Quite please horses and carriage!) Hatfield Heath, Foster Street, Epping, Fiddlers Hamlet and into Theydon Bois. Not exhaustive but something like that Dave?

Upon arrival at Pat & Mary's, Colin and Pam were all ready there and we were ushered through to the garden, still on our bikes, where an impressive display was laid out and the BBQ was warming nicely. Drinks all round and a wander around Pat's most impressive display of bile's in various stages, from completely restored too, well, piles on the floor! Including very rare sidecars and components.

The BBQ, was by this time well underway with Pat and Mary's daughter Andra carrying out the cooking. Well, what a spread – absolutely superb, if you didn't attend, well you just won't know what you missed!

I will therefore end by thanking Mary & Pat on behalf of everybody who went along, for their excellent hospitality. Words cannot really describe – it was in the eating!

Once again, thank you.



<u>July-August 2008</u>		Venue	Time
6th July	Sunday Club Run To Battlesbridge	TBA	10.00AM
10th July	Thursday Club Night	Squadron	7.30 PM
20th July	Sunday British Owners Jumble	TBA	10.00 AM
24th July	Thursday Club Night BAR B Q	Squadron	7.30 PM
27th July	Sunday Classic bike Festival North Weald	TBA	9.00 AM
1st-4th August	Fri - Mon Jampot Cornwall		
14th August	Thursday Club Night	Squadron	7.30 PM
18th August	Monday Evening Run To Kent Section	TBA	6.30 PM
28th August	Thursday Club Night	Squadron	7.30 PM
31st August	Sun/Mon Countess of Warwick Show	TBA	10.30AM
11th September	Thursday Club Night	Squadron	7.30 PM
21st September	Sunday Run TBA		
25th September	Thursday Club Night	Squadron	7.30 PM
12th October	Sunday Run TBA	TBA	10.00 AM
9th October	Thursday Club Night	Squadron	7.30 PM
23rd October	Thursday Club Night	Squadron	7.30 PM
26th October	Sunday Change of Clocks Run	TBA	10.00 AM
9th November	Sunday Remembrance Sunday	Squadron	10.00 AM
13th November	Thursday Club Night	Squadron	7.30 PM
27th November	Thursday Club Night	Squadron	7.30 PM
29th November	Saturday End of Season Dinner	TBA	7.00 PM
11th December	Thursday Club Night	Squadron	7.30 PM
25th December	Thursday Club Night	Squadron	7.30 PM

The Next Quarter

July 2008

Sun 6th Battlesbridge Show

Thu 10th Club Night Kent Section Visit

Sun 20th British Owners The Cuckoo Radley Green

Thu 24th Club Night

Sun 27th Classic bike Festival North Weald

August 2008

1-4 Fri- Mon Jampot Rally Cornwall

Thu 14th Club Night

Mon 18th Evening Run to Kent section

Thu 28th Club Night

Sun 31st Countess of Warwick show

September 2008

Thu 11th Club Night

Sun 21st Section Run TBA

Thu 25th Club Night

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