



Quarterly Quest

October 2009 Vol.14



East London & Essex Section
News Letter

The 2009 Jampot Rally at Kimbolton School

“The caravans (Roy had ordered five of them to be “on site” for our section) will be there on Thursday afternoon so you can come up then if you want”, said Roy at the previous club night. So having found out that Denis Fox, Dave Slater, Ron west and Alan and Margaret Earl from the Kent section were also going up on the Thursday, Pam and I abandoned our intention to go up on the Friday morning and decided to join the rest by travelling up on our sidecar outfit on Thursday afternoon – a wise decision, as you will read later. Kimbolton School and castle is in a picturesque setting and made an ideal site for the rally, it is only about 65 miles away and we had a good run up in rather windy but dry and sunny weather. The others had already arrived and when we arrived Dave Slater was changing the rear wheel on his car as one of his tyres had started to de-laminate. Ron had also had tyre problems with one of his trailer tyres puncturing on the way. As there were eight of us we decided not to “muscle in” on the Heart of England section’s barbeque and went for an excellent meal in the “New Sun” public house in Kimbolton village. Dave kindly gave Pam and myself a lift in his car, so I was able to enjoy a welcome Guinness

(or two). It was still warm enough outside for us all to sit and chat for a while when we got back to the site. It was the only night when it was really warm enough to do this.



As others arrived on the Friday morning it became obvious that Pam and I had made a good decision to go on Thursday. Vic Sayers , Dave Nichols and Alan Jennings had both come through heavy rain on their bikes as, I assume, had Alex Burnett and Dave Kewell in their cars and

Dudley with the van. Alan Jennings phoned to say that he had broken down with water in his electrics, which was a bit of a surprise as we had only had a couple of light showers at the site. However, as Alan Earl and I went out to rescue him and got close to where he was stopped it was obvious by the amount of water overflowing the drains along the roads that there had been far more than a shower there. However, with all back on site everyone managed to get their tents up in the dry. Rob, Jan and Kerry Harknett arrived and having put their tents up went over to start setting their disco up for the Friday night entertainment. They were providing the entertainment for the Friday and Sunday nights, with the Saturday night entertainment provided by a Glam Rock tribute band – the less said about them the better, professional they weren’t (at least in my opinion).

Sixty or so bikes went out on the run to the Club HQ and Jampot Spares at Kettering on the Friday afternoon and considering that they had only had to return from a few miles away they were all surprisingly late back. Apparently the computer at Jampot Spares decided to throw a fit and “go slow”, just what you need with so many people waiting to be served. Alan’s bike had unfortunately also decided to throw a fit and for the second time that day it arrived back on site by trailer. Still, everyone got back in time for dinner, which was taken in the school canteen and being provided by the usual school catering staff. I must say that Pam and I thought that the food was the best that we have ever had at a Jampot rally and there was a considerable choice (provided that you weren’t among the last ones in), especially for those like Pam who prefer fruit and cereal for breakfast rather than a “full English” every day (although you could have both if you liked – and many did). After dinner Pam and I went into the school theatre, which was behind the bar



area and which we used for the entertainments.

Rob, Jan and Kerry were spending time setting up their sound system (which the Saturday group should have done, but very obviously didn’t) and the room slowly filled up until all the tables were occupied and it was standing room only. Pam and I left a bit earlier than the rest. Apparently Alan Earl spent some time trying to get his key into our

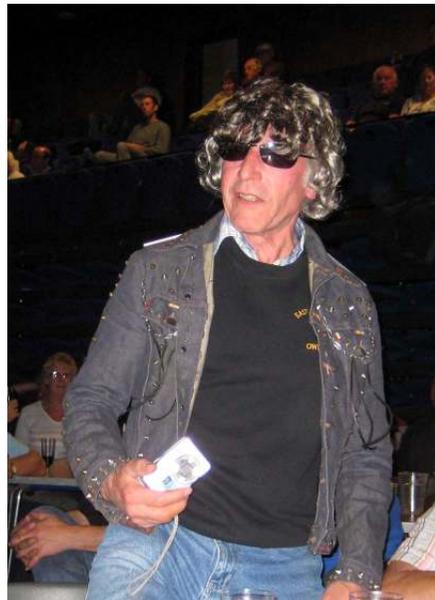
caravan door by mistake, but I never heard anything although Pam said that she thought someone was trying to get in at one stage. It was only the following morning when we found out from Tony Surby (who was sharing the site with us) that it had given them a bit of a chuckle watching the attempts of Alan to open the door of what they knew was the wrong van.

Saturday saw the arrival of Pat and Mary Gill, Peter Berry and Dave Evans. Dave had almost made it to the site on his Matchless G80 until the carburettor decided to inject a piece of rag that he had stuffed down between the front of the seat and the petrol tank and the bike chuffed to a halt – fortunately without any drastic results, although the rag had got a fair way down the inlet tract. The Saturday run was to Oundle, which was another picturesque village and about 175 bikes went out on this one. Meanwhile Pam and I joined others for a tour of Kimbolton Castle, Mary Gill also decided to join the tour and so forgo the luxury of a pillion trip on Pat’s modified Tansad pillion pad on this occasion.

The husband and wife tour guides had been told by the Heart of England section organisers to expect about a dozen or maybe 25 at the most – there were 71 of us going round in the end, we were split into two groups one starting with the inside and the other the outside. The wife started on the outside and so picked up all the latecomers. She ended up taking 47 in her group, the largest group she had ever conducted, on what turned out to be a very interesting



and enjoyable tour. There was another tour due to be held after the Sunday run and a whole lot more took the opportunity for a look around the building. The run arrived back in the afternoon and Alan Jennings bike had behaved itself this time (a false sense of security though) but Dudley did not seem too happy about the way his bike was going. A severe “talking to” and much kicking didn’t seem to work too well, so he



decided to use his other bike for the Sunday run. I wandered over to the autojumble when it was already in full swing, not really expecting to buy anything – there is never much lightweight stuff of interest I thought, but I ended up buying a home made sidestand for my G5, something which I have been thinking of for some time now but never actually bothered to do. After dinner (I shamefacedly admit to skipping the AGM) most of us went to see the entertainment, which was, as already mentioned, supposed to be a glam rock tribute band. However for a start they were miming to a recording of their last show, one of their number was missing due to having a baby, an unforeseen circumstance apparently and to make matters worse their sound setting up was hopeless.

Some stuck it out but most of our group ended up out in the bar area away from the racket. It did seem to get a little better in the second half after some adjustments had been made, but too late for the likes of Pam and I.

On Sunday we had visits from Will Powell, John Puttock and Ian Testro & Kerry. The run went off to the Shuttleworth Collection at Old Warden airfield – at least most of it did because Alan Jennings bike absolutely refused to start once again (it ended up going home in disgrace, with Dudley, in the back of the van) and Alan went off to the venue with Chris Read. While the run was out and Pam and I were having a spot of lunch in our van, I noticed a young policeman (you must be old when policemen look younger I was once told) talking to Ron West outside. After some minutes Ron's bike started up and the policeman rode off on it, looking a bit apprehensive at first. At this point curiosity got the better of me and I was forced to go and see what it was all about. It seems that this chap was keen on modern bikes but had just got an old AJS trials bike which he was hoping to restore. He had never ridden an old bike before though and was really enthused about Ron's bike, so we hope that we persuaded him to join the AMOC. Altogether he was chatting for about three quarters of an hour before he said that he had better go and do some Police work. The run arrived back later on, with Pat's, Dudley's, Dave Slater's and



Roy's bikes having rosettes on them. They then had to line up with the other selected concours bikes outside the front of the castle. Pat got the Collier Trophy for his Matchless and Dudley the Stevens Trophy for his AJS. Later on at the presentations, Dudley also got another award for all his work towards making the Italian International Jampot the

success it was. That evening the entertainment was once more provided by Rob Harknett's disco. With all his experience of past Jampot rallies Rob knows what is needed to stoke up the atmosphere at these events and poor Lucinda Bellett had to leave out of embarrassment at the sight of mum and dad standing on the chairs and waving their arms, although they were hardly alone in this though. The evening all went off very well, bringing another successful Jampot rally to a close. On Monday morning it was just a case of getting packed up and heading off for home.

My first Jampot rally was the Mersea Island one in 1996 and I really only went then to support the section. I never bothered to go to any others until we held our own in 2004, thinking that I was past being interested in rallies. I enjoyed the camaraderie of our own event so much though that I have been to every one since then and Pam has accompanied me for the last three. They have all been good fun and thoroughly enjoyable. If you are wondering whether or not to bother going to one then do give it a try because when you are together with other section members it makes it so much more enjoyable than being a stranger on your own.



Colin

Biker in trouble with his wives knickers.

Biker on his way to Jampot Rally.

After 60 miles or so, his bike starts to loose power & backfire, it eventually stops, won't start.

On inspection, biker notices a 'rag' protruding from the carburettor, H'mmm!!

Then realises this 'rag' is his wives knickers which he keeps between the petrol tank & saddle.

(Near to his sacred privates) - not anymore?

DJE



A bridge Too Far – ‘The Sequel’ Monday, 14 September 2009

& for this Quest only (from Bolleywood I mean Brentwood) – Always Carry Jump Leads?

Yes it was that time of the year when we find it necessary to go and visit our close neighbours who have similar interests, or put simply ‘the’ Kent Section.

A pleasant evening for riding and 9 members gathered at the ‘old’ Little Chef near the M25 at Brentwood. Once all who intended to go arrived we set off via the back route, Warley and then on through the Ockenden’s. We had just about achieved the last when, following the necessity to cease forthwith, Dudley’s Triumph decided that was far enough. After a quick check and several attempts to restart a flat battery was very soon



most apparent and as nobody had a set of jump leads (electronic ignition) outside assistance was needed. Dudley phoned ET (well actually his son, need to keep the story interesting) to fetch a trailer and after assuring us help was on its way, and Dave’s

Special had been coaxed back into life (you can’t trust a borrowed mag, especially from Dudley) we were off – too the Bridge! Dave of BSA fame, was waiting for us as we passed through the tolls swelling our numbers. by one (that’s 10, but we had lost Dudley, so back to 9). We exited the M25 via the old A2 where, due to the heavy traffic, a few decided they would take an alternative route (a little knowledge is sometimes a hindrance – they went that way last year!). Roy went and gathered them up and we were all, very soon, parking up by the Fighting Cocks (no one joined in).

We were met by Alan Earl who, being most hospitable, insisted he bought everybody a drink (I am sure that next year the numbers on this run will now be greatly swelled by this news). As the evening wore on we were joined by a good turn out of the Kent section and much conversation ensued until it was time to leave. Unknown to several of us some tinkering was carrying on in the car park (absolutely nothing to do with the pub name) as Dave was concerned about the continued running of the Special, plugs being changed etc. Although reluctant to start, by the assistance of Roy's big right foot Dave was away and the rest followed, with the exception of two.

Whilst this was going on, Graham on Roy's G15CS, had started and checked the lights for operation for the imminent departure. During the short delay, whilst the big right foot was being used, the G15 suddenly just stopped? A little apprehension now crept in, never mind when Roy appears we can restart. No, absolutely nothing, another completely flat battery and again no jump leads? (electronic ignition, sound familiar?). After several starting attempts it was found that by keeping the revs over 3000!! (the bike was! being run in having just been rebuilt) the bike would sort of run provided the lights weren't used!! So off we go, 3000 and no lights, great! About a mile and I try to put the sidelights on. No, stop and start all over again. Roy is now riding outrider as we are try to maintain the revs so that we can at least use the sidelights and try and get home. We stop for the third time at the tunnel approach and try changing the wiring around and get things running somehow to no avail, what shall we do? Go for it! Down to the tolls with sidelights on, Roy running outrider, getting near the barrier and slowing down the revs drop off and we start spluttering to a stop. Sidelights off, barrier up and away we go into the tunnel, I didn't realise that the Dartford tunnel was 10 miles long until then (well that's what it felt like!), I kept thinking about the hold-up we would cause if we stopped. 3000 was maintained and out onto the M25 all the way back to the A12 on sidelights riding two abreast. Down onto the roundabout and it's impossible to maintain the revs, despite favourable? traffic lights ahemm... Ok Roy it's your turn now I've had enough concentration for one night. So we swap bikes and I ride outrider whilst trying to show the way, up through South Weald and Coxtie Green in the darkness and finally back to Navestock by about 10.45pm.

Yes, a very pleasant familiar run 'out' to the Kent Section. But can we make the return less fraught next time..... please!

Daphne

The Knebworth Show run. Sunday 13th Sep 2009

This show date was revised due to the June event being “washed off.” Unfortunately this reduced the number of traders and jumbler's attending due to the many other events on this same day and also the public, including our section members some of whom were at the Barleylands Show. However, we mustered five for this run and so with Roy leading Dave Slater, Mike Handy, Keith Smith and myself following we enjoyed a swift run to the show.



The weather was dull with with a cold wind and so a hot drink and eats were required, at least for some. Despite the low number of jumbler's some bargains were found and as Bob Russell was attending in his car he kindly offered to transport the larger items an offer gladly taken up by some. Eventually the announcer was calling for parade ring attendance but without much success from the early marques called and when the AMC bikes were required only Roy and Dave took pity on the organiser. After some nagging from Roy I did

enter and found it was a much smaller entry than usual. Dave gained the Matchless runner-up award and as mine was the only AJS entered I was given that award!! How embarrassing, I subsequently wished I had refused the award on the grounds of lack of competition but meekly accepted it. I consoled myself that the bike had received several admiring comments both inside and out of the ring. The run home was equally brisk and as we had missed the North Weald Air Show Roy, Dave and I dropped into the airfield but found the event was near to closing and so left for home.

Dennis

The Making of the 2010 Calendar.

In November 2004 I was at the International Motorcycle and Scooter Show in Birmingham when Jodi Oram walked onto the club stand. Jodi was a prominent 'Page 3' model at the time and was also appearing in the Crossbow Calendar for that year. She very kindly posed on the raffle bike and I took about 10 photos, one of which I printed on the front cover of



Jodi Oram

the *Jampot* for December 2004. It wasn't the first time that I'd featured a young lady on the front cover for Christmas, but that was the shot that most people remember, and also the one that started a trend which has got me into trouble with a few, but delighted the many.

In my teenage years I grew up with girls on bikes. In the sixties they rode pillion wearing mini-skirts and gave a whole new meaning to the use of a bar-end mirror. In the seventies they adorned the covers of popular motorcycle magazines and appeared in trade ads for practically all makes of bike, not least of which was Norton. And even today, despite a heavy dose of political correctness gone crazy, pretty girls still adorn Harleys practically everywhere in the motorcycle press. And strangely, for anyone who's seen this club's calendar offerings of the 70's and 80's, you can find prominent members' wives draped over bikes wearing very little

indeed! So could we get away with something a little more risqué for the 2010 club calendar, and put it back on everybody's agenda when it comes to spending a few pennies before Christmas.

For the last eight or nine years the club calendar has featured members' bikes. It's been cheap and cheerful, with emphasis on cheap at just £4 – which is considerably cheaper than many other one-make club offerings. But lately sales have been dwindling with less than 35% of the membership buying a calendar in 2009. Given that the annual calendar has historically been one of the major fund raisers for the club, the falling sales have been a blow to the coffers and clearly an overhaul was needed to revive its ailing fortunes.

Roy and I had previously discussed the pros and cons of a girlie calendar for the club and we'd run into several problems. Where could we shoot such a visual extravaganza? A professional studio was out of the question in terms of cost and even if we could afford it there were the logistics of getting at least a dozen different bikes in and out for the various shots. Professional models were also prohibitively expensive and the amateur model lists we found were full of girls who were heavy on the piercings and tattoos and light on the looks of the sixties. And finally, professional studio owners were also professional photographers and they themselves charged a fortune – and of course would own copyright to all the shots after the event. So maybe it wasn't going to happen after all.



Ceri Taylor

But then in January 2009 I attended the Ally Pally motorcycle show in North London, intent on getting some photos for the magazine cover. It was there that I met Ceri Taylor, a striking young freelance model with a delightful smile who came onto the club's stand and posed with the raffle bike. We got talking and I asked her if she had some friends who might consider the idea of posing for a club calendar. She did, was excited at the prospect, and we exchanged contact details and went on our ways.

Then we had a breakthrough on finding a location for a shoot. It was a lovely location in Essex, spacious, private, with copious lawns and greenery complete with its own small lake. Most importantly, nearby was a wonderful store of machines of the marque just waiting to be photographed beside some attractive

young ladies. We also had a breakthrough with the photographer...well, actually, I was always going to do the job, but the breakthrough was when I convinced Roy that I could really do it! It did after all mean that I'd have to control and cajole three very young and attractive young ladies who, at times, really weren't wearing very much clothing. Roy wasn't sure whether I'd survive the ordeal!

The whole venture was at last starting to look viable, so Roy and I put a stake in the ground by setting a date for the shoot and told Ceri to select two other girls to work with her. We also started to look for a lad to work with the girls, just to 'balance' the formula and hopefully pre-empt the complaint that it was only for the boys.

With the date set, Ceri confirmed two other models and we started to pray for good weather because all the shots would be outside. I packed four digital cameras with a selection of lenses, a bag full of spare batteries, flash units and stands, reflectors, and a netbook to store the images as I took them. I prepared commercial releases to be signed by all the models so that we could retain copyright and use the images in any way that we wished. This would include our right to 'air-brush' out all tattoos and piercings as the images we wanted were more aligned to the sixties than the noughties. Roy selected the machines that we'd use and recruited other members from the EL&E Section to bring their bikes, plus an old Land Rover and a Ford Mustang dating from the mid-sixties. Finally we were ready to go.

I'll not bore you with all the details of the shoot but fortunately the sun shone upon us that day. It was extremely hard work for all concerned. After two days my knees were killing me and Roy could hardly walk. I'll not elaborate on that – work it out for yourself. What was even harder was sorting the images after the shoot and trying to bring in excess of 1000 shots down to a final fourteen. Then there was the proofing and the finishing options and finally the calendars were delivered to Kettering along with a couple of thousand board-backed mailing envelopes. The web notice went up for pre-ordering with a preview of each month, the press releases went out, the first advert appeared in the Jampot, the press adverts were placed, the promotion posters were discussed and processed, and the club's website forum erupted with comment.

So far the reaction has been positive and sales are picking up speed. We've released our calendar about a month earlier than most of the other clubs and the editors of the popular press are, so far, very supportive of our initiative to do something different. If we sell about 850 we've broken even and covered our costs. If we sell 3000 we could make about £7000 for the club.

Only time will tell as to whether the gamble has paid off – and the results will determine whether we'll try another similar venture next year or go back to something less risky. A famous American industrialist once said, "You always want to be the lead dog in a dog team – all the others have a poor view". Let's hope this club will continue to lead.

The 2009 Alternative Rally

Woodthorpe Park – Nr. Alford, Lincolnshire

2nd – 3rd October 2009

4 members of the East London & Essex Section, Vic, Roy and Dave met Graham, who had arranged a route, at the St.Anns Castle PH in Gt. Leighs. A bright fresh morning, just right for a good run. We headed out via Braintree, Castle Hedingham, turning off at Sturmer to cut through the back roads, Great Bradley and Dullingham, into Newmarket for a stop for



breakfast. Once we had managed to secure Roy's jacket around his excess baggage we were off again, out via Ely, Welney (the road wasn't flooded as you often hear on the travel news – far to dry!). Through busy Wisbech up to the truck infested A17, before turning North on the A16 for Boston. About time for afternoon tea isn't it? says Roy! So we notice a sign 'to Farm Tea Rooms' just off the main road at Stickney. Some of us are content with tea and cake, but others are feeling more peckish so decide to have a hot pasty with trimmings

(guess who?). Off once again, not far now, up into the Wolds and finally arriving at the site just after **3.00pm????**. Approximately 130 miles from Gt. Leighs.



Friday morning we rode into Alford as the rally wasn't opening until midday and breakfast was not available on site. We met up with Pat there (now 5 of us), who had travelled up that night. We found somewhere to breakfast, just £3.95 for the full works, which kept Roy running smoothly for the day (well a good part of it anyway). We spent some time in the morning 'adjusting' the carbs on the G15, which was running rather rich and certainly improved things. The Friday run set off about 3.30pm taking a short route out to the coast and up to Mablethorpe. Very Southend-

on-Sea, a bleak grey day to look out over the North Sea whilst having an ice-cream (didn't want to spoil dinner?!). The evening meal, provided by the establishment on site, was a Carvery, even Roy struggled to clear his plate (and only 1 visit to the Servery!).

Saturday morning we were awoken by the wind, with scudding grey clouds and the 'feel' of rain in the air. Once Roy had made the tea we headed for breakfast on site and then made ready for the run which was heading off at 10.00am. While chatting the presence of Richard Smith was noted, so now we were 6 This time we had a good run out across the Wolds, leaning at alarming angles when passing gaps in the hedges, past Cadwell Park race circuit and onto East Kirkby and the Lincolnshire Aviation museum. The restored Lancaster there makes taxi runs and I understand you can have a ride, although not run during our visit. There are several period settings around the premises showing re-enactments of the way things would have been during the war at an airfield and elsewhere. Also many displays of aircraft parts recovered from wreck sites that have been excavated by the Aviation Society and the research into them. Well worth a visit by anyone interested in wartime aviation.

In the evening a Pig Roast was on the menu and the 'President' was involved with the usual handing over of the tinware (once he had eaten the pig). Plans were then made for departure in the morning. Vic had the need to get off early, so we bade him farewell before turning in. Pat was going to the Copdock Show so he set off after giving Roy one (his cup of tea), as they were sharing. Dave decided to go and visit his son in Norfolk (on the way back?), so we planned to part company upon reaching the A17. Roy and I headed South on the A16 to Spalding then out across the fens via the A1073 to Peterborough, then the A1 to Huntingdon, Royston, Buntingford, Bishops Stortford and home..Richard had declined our company on the return run, concerned about the reliability of others machinery hampering his progress?

In summary an enjoyable run there and back with no problems, the weather being most considerate! A very 'friendly' rally which was well organised with a well run venue and excellent food. The standards as usual, very high!

As a foot note we would point out that we did in fact meet up with Alan Jennings (heavily disguised with facial hair), who had made his own way there, having no mechanical issues 'whatsoever' during the entire Rally. (Alan 'Morini' Jennings).



Daphne



Our Tent



Minutes AGM Meeting 23rd October 2008 @ The Squadron
North Weald

Meeting commenced at 8.40pm

1 Apologies for absences: Will Powell, Ron West

2 The Committee then resigned in usual practice.

3 The Chairman then requested that the Minutes of the 2007 AGM to be agreed as correct. This was proposed by D. Nicholls and seconded by D.Woods.

4 John Puttock, the Treasurer, then made his report very clearly emphasising that the improvement in our current balance of £1171-37 was due to last years balance being reduced as a result of the expenditure on celebrating our 25 years anniversary. As we had not subsidised so many events this year our balance had therefore improved a little, to the level that we considered prudent to maintain in order that deposits etc that may be required for future events could be met.

As usual he advised that a set of accounts were available for scrutiny by any interested member.

5 Section scribe, Alan Jennings then made a brief report emphasising that he can only report events that he personally has witnessed unless members supply him with information. Any news of new restorations, events or other items of interest he will be very pleased to report on.

6 Secretary, Roy Bellett reported that despite the bad summer weather the Section had supported most of our planned events, in particular the Main Club events such as the Jampot Rally, International Rally in Poland and the Alternative Rally. As a result he felt that the season had not been too badly affected by the weather and was pleased with our efforts

7 Although absent from the meeting the Technical Officer asked for it to stated that he is available for advice and assistance with the supply of the specialist tools he holds on behalf of the section.

8 Pat Gill, the Dating Officer advised that he had only inspected three machines during the past year and so had not been very busy.

9 The Chairman, Dennis Fox then reported, and stated that he too had been very impressed with the support from the Section members for our various events. The social scene was successful with good times being had at the Fish & Chips supper and the End of Season Dinner held at our new venue Toot Hill Golf Club. Our trip to the National Motorcycle Museum was well supported by both our members and guests, but also by other sections and clubs and was a good day out. Various members had as usual been successful in the concours field the most prominent being the awards won at the Jampot Rally. The Trevor Bailey Shield was won by Vic Sayers and Pat Gill won the Collier Trophy as usual! There were also several other awards won but too numerous to mention here. The efforts made by Roy Bellett and members who effectively organised and ran this years Jampot Rally brought great credit to the section and he called for applause for these stalwarts, which was generously given. He then thanked the members

of the committee for their support, in particular Roy Bellett and also the section members for their continued support which sees our section continue to grow and gives the much encouragement.

10 The Election of Officers followed and as no nominations for office had been received Dennis informed members that the present committee offered themselves for re-election and this was Proposed by Keith Gray and Seconded by Dave Nicholls.

11 Keith Gray proposed a round of applause for the committees efforts which was very generously given.

12 There being no further business the Meeting closed at 9.15pm

<u>January—June 2009</u>		Venue	Time
8th January	Thursday Club Night.	Squadron	7.30 PM
11th January	Sunday Jumble Witham		10.00 AM
22nd January	Thursday Club Night. Train Restortion	Squadron	7.30 PM
12th February	Thursday Club Night.	Squadron	7.30 PM
22nd February	Sunday Run TBA	TBA	10.00AM
26th February	Thursday Club Night	Squadron	7.30 PM
12th March	Thursday Club Night.	Squadron	7.30 PM
26th March	Thursday Club Night Pat Gill Talk	Squadron	7.30 PM
29th March	Sunday Run To Ardingly West Sussex	J28M25	9.00 AM
5th April	Sunday Eastern Counties Meet	Squadron	10.00AM
9th April	Thursday Club Night	Squadron	7.30 PM
23rd April	Thursday Club Night	Squadron	7.30 PM
26th April	Sunday Run Drive it Day	TBA	10.00AM
14th May	Thursday Club Night. Fish & Chips	Squadron	7.30 PM
17th May	Sunday Jericho Cottage Bike Meet	TBA	10.00AM
24th May	Saturday Open Day Kettering	TBA	9.00 AM
28th May	Thursday Club Night	Squadron	7.30 PM
28th-1st June	Fri- Mon 2007 International Jampot	Italy	
7th June	Sunday 8th Classic bike show Knebworth	TBA	9.00 AM
11th June	Thursday Club Night	Squadron	7.30 PM
14th June	Sunday Section Run	TBA	10.00AM
20/21 June	Sunday North weald Air Britain	TBA	10.00 AM
25th June	Thursday Club Night	Squadron	7.30 PM

July-August 2009		Venue	Time
5th July	Sunday Club Stand Battlesbridge	TBA	10.00AM
9th July	Thursday Club Night BBQ Kent Section visit	Squadron	7.30 PM
19th July	Sun section run Crossing Temple	TBA	10.00AM
23rd July	Thursday Club Night	Squadron	7.30 PM
26th July	Section Run TBA	TBA	10.00 AM
9th August	Section Run Museum Of Power	TBA	9.30AM
13th August	Thursday Club Night	Squadron	7.30 PM
17th August	Monday Evening Run To Kent Section	TBA	6.30 PM
27th August	Thursday Club Night	Squadron	7.30 PM
27th-31st August	Fri - Mon Jampot Rally	Kimbolton	
30th August	Sun/Mon Countess of Warwick Show	TBA	10.30AM
10th September	Thursday Club Night	Squadron	7.30 PM
20th September	Sunday Run TBA		
24th September	Thursday Club Night	Squadron	7.30 PM
27th September	Section run to Battlesbridge	TBA	
2nd-4th October	Alternative Rally	Woodthorp Lincs	
8th October	Thursday Club Night	Squadron	7.30 PM
11th October	Sunday Run TBA	TBA	10.00 AM
22nd October	Thursday Club Night	Squadron	7.30 PM
25th October	Sunday Change of Clocks Run	TBA	10.00 AM
8th November	Sunday Remembrance Sunday	Squadron	10.00 AM
12th November	Thursday Club Night	Squadron	7.30 PM
26th November	Thursday Club Night	Squadron	7.30 PM
28th November	Saturday End of Season Dinner	TBA	7.00 PM
10th December	Thursday Club Night	Squadron	7.30 PM
24th December	Thursday Club Night	Squadron	7.30 PM

The Next Quarter

October 2009

2nd-4th October **Alternative Rally**

Thu 8th Club Night

11th October **Sunday Run TBA**

Thu 22nd Club Night

Sun 25th Run To Ardingly West Sussex

November 2009

Sun 8th Remembrance Sunday

Thu 12th Club Night

Thu 26th Club Night

Saturday 28th End of Season Dinner

December 2009

Thu 10th Club Night

Thu 24th Club Night

Section Committee

Chairman: Dennis Fox 0208 554 7608 denjune@btinternet.com

Secretary Roy Bellett 01245 423982 g15.mk2@btinternet.com

Treasure John Puttock 01245 421259 jayandjayputt@talktalk.net

Scribe Alan Jennings 01277 653943 jackiealan@aol.com

Technical Help Ron west 017085 764331 ron.amc24@tiscali.co.uk

Dating Officer Pat Gill 01992 813253 matchlesspat@aol.com

Reg Green 01277 362836 reggiegreen@btinternet.com

Will Powell 01245 223589

Web Site address: www.ajs-matchless.com/eastlondon