



Quarterly Quest

April 2009 Vol.12



East London & Essex Section
News Letter

Dudley does some Exporting

In November 2008 Sergio Gavoni (the organiser of the 2009 IJR), asked me if I could find a 1951-55 500cc AJS or Matchless single. On speaking with the honourable president, he told me that Richard Cove of the Suffolk Section had mentioned that he knew of one for sale. On telephoning Richard he confirmed this giving me the name of the seller Colin Taverner of Colchester.

I telephoned Colin and arranged to view the motorcycle, which was a 1956 Matchless G80. I visited him inspected the machine, took photographs and made note of the condition (concur!) . These were emailed to Sergio together with the price which was non negotiable.

After a few days, Sergio replied that the person who was originally interested did not want it as it was a 1956 model and not 1955! However his cousin Marco would buy it instead. I therefore gave Colin a cheque and at the same time asked if he would be willing to sell the 1930 AJS R6 350cc Twin-port which was also in the shed, an agreement was made, I confirmed I would send him a cheque when I received payment for the G80 from Italy.

On Wednesday 19th November Roy kindly took me to Colin's to collect the bike, before departing we inspected the AJS R6 and the 1925 350cc AJS sv restored by Colin's father the late Les Taverner in 1975 (see Radco for details), the condition of this bike is A1 not having been touched since although it is regularly ridden on the Banbury run etc.



On arriving at my house, the G80 was unloaded, fuel was switched on, carburettor tickled, taken over compression, and it fired up first kick. It was then stored in my garage locked to my G80 and M16C (replica). We then needed to pack the G80 for export to Italy; I spoke with Jim at HQ who informed me that there was a company in Derby who had recently exported two Matchless's to Milan. I called them they informed me that the shipment was £280.00 plus Vat and the cost of packing £250.00, this I felt was expensive. Having imported my Triumph Bonneville from South Africa,

which was shipped in a Honda crate, I spoke with section member, Mike who suggested that we speak with his son at John's of Romford. Roy called him to be informed that most of the bikes delivered were not in crates, those which were unpacked on arrival and the crates returned with the driver. I therefore got in touch with one of my sons friends who works for Lambda Motorcycles in Carshalton, he confirmed that they had both wooden and steel crates and that if I called in I could have one.

. On the 3rd December I called in and collected a steel Yamaha crate that he had unpacked the previous day

The next day I took the crate and the G80 to my Packing office where we put the G80 into the crate. This was fairly easy but involved removal of the front wheel and Mudguard and the tail section of the rear mudguard. The bike was carefully wrapped in old blankets and Bubble wrap to ensure it was not damaged, finally the cardboard cover was put on. We did remove the delivery labels, which described the contents as being a Yamaha 185 made in China!

The crate was loaded onto the trailer and together with the two boxes of spares for Sergio taken to Basildon for transport to Milan. Shipment cost £195 plus insurance of £71, much cheaper than the other quotation.

On arrival Sergio collected it with Marco, took it to Sergio's workshop, where they unpacked, reassembled, filled it with petrol, once again it started first kick! A very pleased Marco then took it home in his van. Those who did not see it before shipment can see it at the AJR.



Dudley

New Member

This Quarter we welcome New Member Phil Davis of Harlow. He has not missed a club night since he joined And is now Currently trying the piece back together A 1957 G11.

Winter Wonderland

This year a four inch blanket of snow disrupted my usual weekly ride up to the High Beach tea hut, but although I did have to venture out once (by car) during the bad conditions for an unavoidable reason I was glad that I never had to endure the chaotic conditions that others needed to. True that it has been some 15 years since we last had a snowfall like this and obviously young children who had never seen snow this deep before could be excused the excitement of the snow, but I find it completely baffling to see the extent that adult newscasters get overexcited and worked up about such an event so that it completely dominated the National news for a whole week. Certainly deep snow causes travel chaos, it always has done initially, but eventually everyone copes and adapts like people always have. In fact coping and adapting to such an event has occupied quite a bit of thought on my part over the years. Before I got married and moved to Brentwood I lived just five miles from work, I was a young motorcyclist and point of honour ensured that I would always manage the conditions no matter what - and I always did. However that changed somewhat when I moved to Brentwood and my journey to work more than doubled in length as well as now going in the same direction as the majority of traffic instead of cutting across it as I had previously done.

Not being one to relish cleaning my bike during the worst of the winter weather I used to cover all the chrome parts with grease then use it without any regular maintenance other than lubricating all parts which needed it. I would then give it a major clean when the Spring weather returned. With much longer journeys now involved I realised that this might not be quite enough when during one snowy period I noticed that my rear brake was starting to get very sticky. I put a bit of oil on the brake cam and pedal pivots and hoped that it would get better all on its own. Unfortunately road salt had got between the cam spindle and the alloy brake plate with the obvious corrosive results. One evening while carefully coming to a halt at the start of Brentwood High Street the back wheel suddenly locked on the ice. No problem, just release the rear brake - except that it wouldn't anymore and with a totally locked back wheel the bike gracefully and embarrassingly dumped me in the road just where everyone was waiting to cross. I then had to pick the bike up and push it across the icy road with the back wheel locked, until I could kick the brake arm back to its normal position and release the brake. Anyone who saw the whole thing probably thought that I was giving the bike a right good kicking in retribution for dumping me. Now common sense would say that I should have fixed it that night, but outside, freezing and in the dark, no way. So the following day (Friday) it was too and from work again in the same sort of icy conditions with just a front brake to use. When being honest with myself I have to admit that I was perhaps a bit more reckless in my younger days than I usually now like to think that I was. It did start me thinking about a lighter bike for winter use though, one that I could possibly keep upright if such a thing should happen again - so I bought a secondhand Honda 50 stepthrough for winter use.

The little Honda did its job admirably, until I got a bit too confident that is. In very bad weather I usually took the main road route to work rather than the back lanes which were my normal way. This particular snowy morning I decided that I didn't want to go all the extra way through Brentwood and that my trusty Honda would be able to get along snow packed Sandpit lane with no problem - Which it did, until I got to the end where there is a steepish drop to where it joins the ³T² junction. Very gingerly coming to halt using both brakes gently, I then needed to take my foot off the rear brake in order to put my feet on the ground. However, I still needed to hold the front brake on in order to stop me rolling across the road I was joining and as soon as I took my foot off the brake pedal and needed to apply more pressure on the front the front wheel slid away and I was left standing astride in the road with the bike sideways on the ground between my legs - just a bit too confident for my own good. I used the Honda 50 for a couple of years as my winter ³all weather² bike and my procedure in those days was to have summer and winter bikes for commuting use, with all work being done on the one not being used during its ³layup² period. This meant that although the little 50 was fine in really bad weather it was somewhat lacking when I needed a bike at other times during the winter period when the weather was good, so I started looking around for something which would be comparatively weather protected but more suitable for longer journeys - and ended up with a Russian Voskhod (of all things) complete with chunky block tread tyres which were not ideal for wet roads but were ideal (I thought) for snow.

Life with the Voskhod, which was the first bike I had ever bought new, was a great disappointment because the pre-delivery preparation by both factory and dealer was abysmal (and clouded my attitude towards bike dealers for many years). I took delivery at the start of January 1976 and by the start of March it had spent as much time off the road as on it. However on this particular day in March it was running well. The day started not too badly but by midday it had started to snow heavily. This continued throughout the rest of the afternoon, so that when it was time for me to go home (from Barking to Brentwood) there was a carpet of snow laying on even the main roads and traffic was sliding all over the place.

I started off gingerly on the Voskhod among traffic which was already struggling, the low seating position, slow action twistgrip and the block tread tyres helped a lot and could have been designed for such conditions - which considering its place of manufacture, it probably was. Eventually I got to the Arterial Road and on the stretch towards Gallows Corner it was just a case of staying upright and keep going, but once I left Gallows Corner and started up the A12 (which wasn't dual carriageway in those days) it was a different matter as it was uphill all the way and cars were sliding, into the kerb, across the road as well as backwards and also being abandoned in places. With plenty of footing and clutch work I managed to inch my way past them all and keep out of the way of those who were still going till I got to the turn off for Pilgrims Hatch and even steeper hills. Up Weald Park Way I came across cars all over the road and with the occupants trying to get them up the hill by pushing and stuffing lumps of carpet under uselessly spinning wheels. On another day I would have felt guilty about not stopping to help but by then I was past caring about anything except getting home and powered and footed on past them. Getting home eventually happened over two hours after leaving Barking. I was covered in snow from the blizzard, soaking wet through my waterproofs and frozen stiff, but I had made it and hadn't even fallen off, also the bike had not let me down. I switched it off, patted its tank and went indoors for a hot meal and a thaw out. It was a good journey to recall but one I wouldn't have liked to repeat even then, let alone now. However, learning of Vic's heroic efforts in the recent snows, just to get to and from a regular club night on his bike, did make me feel a little bit ³wimpish² - but I soon got over it!

The Voskhod may not have let me down that time but it proved a disaster in the long term and could not be relied on, so I considered going back to the Honda 50, which I still owned, and possibly fit it with chunky tyres and use it just for the worst weather conditions. Before that happened though and while my wallet was still having palpitations over the possibility of replacing two perfectly good tyres with another type, I noticed something hanging inside a junk shop in Goodmayes while driving my wife and son to see her parents. I don't know if you all remember the notorious Ariel 3 three wheeled moped of the early 1970s, but there was one hanging from the roof in this shop. It took at least another half mile of pondering before I decided to go back and see it. The problem with having an estate car is there is nearly always enough room available to allow the most outrageous spur of the moment purchases to take place before one has the chance to regain sanity. For some no doubt perverse reason I have always been tempted by unpopular designs of bike so home we went with my new ³bad weather² transport. I couldn't possibly fall off this I thought as the two rear wheels would not allow a slide that I couldn't control. Fortunately it was in good mechanical condition because I needed to purchase not two but three new tyres before this one could be MOT'd. (by then I had shut my mind to any economic reasoning behind this latest venture). It was ready just in time for the onset of Winter and in a fit of complete madness I ³eagerly² awaited the first snowy day and a chance to try it out.

I did actually use it twice for the return journey from Pilgrims Hatch to Barking - the astonished looks from drivers passing by me on the A127 needed to be seen to be believed and after getting over the initial embarrassment I quite enjoyed it (and also the ribald comments from my workmates when I arrived). The bike (or is it trike - the DVLA took some time to decide and initially wanted to charge me 3 wheeler road tax) did the job quite as I expected and I never felt that I was going to fall off. However the banging and crashing from the hinged engine box at the rear as it bounced over all the frozen lumps and ruts in the frozen roads meant that I never really felt fully in control either. I had a top box fitted to it in order to carry my lunch etc, but the severe pounding it got just pulverised everything inside, so reluctantly I realised that once more I had not found my bad weather ideal. Although I hadn't completely give up on the Ariel 3 at that time I thought that I would give my sidecar outfit a try. I had read in old motorcycle magazines of how good sidecars were in very bad weather, and being that I had just bought a new sidecar for family use I decided to give the previous one (which of course I had still kept) a try on the next bad weather day. Yes, of course I would get held up in the traffic along with the cars, but everything was slow in those sort of conditions anyway. Also the sidecar with the choice of brakes and permanent drive to one definite wheel could often keep going or get going again when cars were unable to make progress, even if keeping going in a straight line sometimes meant doing so with the outfit proceeding ³crab like² with the rear wheel spinning. If it did stop then you can often help it along with a push, jumping back on once traction had been regained. Another benefit I found was that I felt less cold on the outfit. I can only assume that this was because the tension from anticipating a slide, which was always present on a solo in those conditions, was absent when on the sidecar outfit - and when stuck in a traffic queue, well it was just an opportunity to warm up the hands by holding the cylinder barrels and you didn't have to put your feet down on the frozen ground. The sidecar then remained my vehicle of choice for bad weather up until my job changed to one in London. No room for the sidecar there, so I used the train for the three worst weather months of the year and only took the bike to Brentwood station, about 3 miles each way. The 50cc stepthrough was just about ideal for that and so it proved.

All this was quite a while ago now and I have stopped looking for an ideal ³bad weather² motorcycle, although I still want an ³all weather² one. I like cleaning and washing bikes in freezing winter weather even less now than I did back then and consequently the Royal Enfield which I bought last year now looks so dirty that someone at the High Beech tea hut the other week asked me if I had been ³off roading² it - the cheek! I am actually a bit embarrassed about my neighbour across the road seeing it. He is always washing and cleaning his bike (I don't think that dirt would dare stick to it) and the other week he was moaning to me about his grandson not cleaning his own one and that he was having to do it for him - so I dare not let him see just how bad my one is at the moment. There are probably not many advantages in getting older (unless you count the bus pass and fuel allowance) but one thing about being retired is that if I was intending to go out on my bike and on opening the curtains I find that there is a blanket of snow on the ground I can think to myself, ³Naah, not today² quickly close them again, put the kettle on and settle down in an armchair with an old motorcycle magazine and read about those ³Fifty Winter Riding Tips² that used to be published every year.

Colin

The infamous Ariel 3. You don't see many of these in the ³jampot² - thank goodness



An Evening With Colin Seeley

“Do you want to go to the talk by Colin Seeley at the Newbury Section”, said Roy. Not really I thought, driving all that way around the M25 just for an evening did not appeal to me at all. “No, you can come with us and can then have a drink when we stop for a meal first as you wont be driving”. Well, that sounded a lot better, even after he added that I would of course be expected to be the section reporter on the event – in time for the next “Quest” edition. So, on the afternoon of 11th March I was collected at my front door by Roy and, together with Dudley, Dave Nichols and Graham Eaton we headed off towards Newbury, arriving quite early at the “Bird In Hand” pub where Colin Seeley was staying, meeting him in the car park where he was examining two bikes in vans which were to be put on show at the talk later on, before making our way inside for our meal. The meal was very good, although the others failed to tempt me into trying the scallops. After we had all finished eating our Newbury Section Guide led us off for the short drive to the Burnham Cricket Club venue in convoy, with him travelling with Colin Seeley in the lead of the four vehicle convoy with us bringing up the rear. For some reason which we have yet to discover, Colin’s wife Eva seemed to prefer making the journey as a passenger in one of the following vans rather than in Colin’s car.



The event was very well attended with over 100 people packed into the hall and Colin gave a very interesting talk on his life within the racing world, which started at 8pm and with a short break went on till 11pm. By the time that I started going to races Colin Seeley was racing BMWs and I only knew about his involvement with AMC machinery through the old magazines which had been passed down to me and which were responsible for me getting interested in motorcycles in the first place. What I didn’t know was that he had also raced as a scrambler before taking up sidecar racing, successfully competing on Greeves machinery.

. It was as a sidecar racer that I remember him and he spoke of the enjoyable times when Racing AMC machines with his regular passenger Wally Rawlings and his friendship with top Swiss racer Florian Camathias, one of racing's larger than life characters. It was with one of the ex-Camathias Rennesport BMW engines, tuned by Helmut Fath that I remember seeing Colin and Wally racing when I started to become interested in going to race meetings.

As his business built up Colin retired from racing to spend more time with the company. Seeley frames became legendary for their light weight and good handling and with riders Derek Minter, initially, John Blanchard and then John Cooper they gained their reputation. I well remember seeing John Blanchard trying out the experimental bike with the Fath URS engine at Brands Hatch. It was not running well at the time though still sounded great and I hoped that it would have a successful future, but alas for various reasons it was not to be. Colin had two TT replicas on display during the talk. One was from his sidecar racing, but the other was a manufacturers team award for the 1969 senior TT. I was in the Island that year (my first TT visit) and remember one of his riders, Tom Dickie on his Gus Kuhn Seeley, coming home for a well deserved third place behind Agostini on the MV, Alan Barnett on the Kirby Metisse and just ahead of Derek Woodman on another Seeley model. Looking through my programme I see that there were ten Seeleys taking part in that race with another four in the Junior race. His rider John Cooper was also instrumental in encouraging a further move into the lightweight classes with his desire to build a Yamaha engined Seeley, the resulting Yamsel models I remember as being "the bike to have" at the time when my own racing interest was at its greatest.

After the break Colin spoke of his disappointment with the initially promising QUB Seeley 500 two-stroke which remained underdeveloped and the unfortunate involvement with Bernie Ecclestone's racing ambitions which ultimately led to the overstretching of his time, resources and eventually the "going under" of his company. After a break away from racing Colin came back to manage the JPS Norton rotary race team, but when things started to turn "nasty" at Norton (how sad that, as with that other great make, Indian, Norton is today more remembered for the latter day financial chicanery and legal wranglings than for their fine bikes) he went on to head up what became the rival Duckhams Roton racing team and it gave him much satisfaction that they often beat the official Norton team bikes.

I already knew of his involvement with the Roton but I never knew that he was still involved in bike racing and he gave an incite into just how much big money dominates top flight racing today, to the extent that a modern superbike racing team can expect to pay out about £600 for every lap a rider covers at a race circuit. It all seems a far cry from the shoestring racing of the 1950s and early 60s. I wonder if the riders really enjoy it any more than they did then?, probably not.



Tom Dickie on his Gus Kuhn Seeley (left) passing B Edwards at the Bungalow on his way to third place in the 1969 Senior TT. Tom was one of the riders who gained Colin Seeley the manufacturer's team trophy that year.

Colin

Ally Pally 2009

Thursday, our first show day, started early for some as Dave Nic had to meet Roy B and depart at 6-30am for the show with two bikes in the trailer! On arrival Roy was just about to order his usual "full English" when he received a 'phone call that the Club van had arrived with the stand equipment and had to be unloaded immediately. The Security guys were hard men until Roy pacified them with his usual "charm". They worked so quickly that by the time I arrived on my Model 20 at 9am they had erected the main stand unit, another first, which is quite large and complicated. Well done guys. We then got stuck in to finalise the layout and by 11am were ready to place the bikes when Dudley W and Alan J arrived with the rest of the bikes for display. Once unloaded we placed them so that they represented some of the machines built during each decade commencing with the Twenties through to the factory closure, plus a display of off/road machines. Those displayed were Pat Gills 1929 Matchless Silver Arrow and 1933 D80 Sports, Dudleys 1930 AJS R6 and 1937 Matchless G80 Clubmans, Alan Jennings 1948 AJS 18 and 1967 G80CS, Dave Kewells 1961 Matchless G 3, Dennis 1954 AJS Model 20, David Nic AJS 18S competition special, Roy's 1965 G15CS and his "Rusty Trusty" 1955 Matchless G 9, which aroused much interest and amusement. By this time the stand looked quite impressive and was further improved by the arrival of Mr Phillip Miller with the wooden Matchless G3L model for display. Of course also on show was this years Club raffle bike and very nice too! It certainly interested the public and ticket sales. We finally departed the show just after midday feeling quite satisfied with our mornings work.

Friday morning another sharpish start and for most of us another difficult run on the A406 and entry roads to Ally Pally. Ron West kindly drove me to the event, where we were to staff the stand for the first days public viewing, together with Roy Bellett, Dave Nicholls, Dudley Woods and Alan Jennings. We were agreeably surprised by the large public attendance for a weekday and saw many old friends and some clubmates. The stand attracted many favourable comments some even from the Trade folk! The raffle bike was receiving much attention and with Roys high pressure selling technique and our slick money taking style 280 tickets were sold during the day. However by early afternoon things had slowed down a bit and we were able by rota to visit the rest of the stands. We were surprised to note that we were the only Classic bike club stand in attendance and this proved during the rest of the show period an advantage, in that classic period visitors spent more time on our stand than perhaps they would have otherwise have done and gave us more opportunity to "sell" the Club and raffle tickets! The show finally closed at 5pm and we all set off for home in the usual rush hour traffic.

Saturday was an even busier day and with only Roy, Dave and Dudley and Chris Read paying a visit from the depths of Cornwall things were very hectic! Many visitors viewed the stand and purchased raffle tickets and by the days end the total sold was 568.

Sunday and the last day of the show. What a day we had. We were joined on the stand by Lawrence Howes the Club Secretary and Chris Talbot the Club Treasurer, who had driven down from Kettering in the Club van to return in the evening with the dismantled stand. They arrived early and spent the day with us "working" the stand.

The usual gang of Roy, Alan ,Dave, Dudley, Ron and Dennis were in attendance and several section members spent some time working with us during the day. Much time was spent "talking up" the Club, we hope to some effect. There were some quite positive results with visitors leaving the stand with application forms and other documents, hopefully some new members from a wide variety of local and distant locations. But all day the "hucksters" were out "persuading" the public to buy raffle tickets and Roy had some serious competition in this area from Lawrence, who in particular excelled with the ladies from the number he brought to me to relieve them of their money! Again, the stand was receiving many compliments and visitors were surprised when we explained the particulars of the spares scheme and other benefits of membership and took with them copies of the club magazine etc. Gradually the day wound down and we were delighted when it was announced that our Dave Kewells nice Matchless 1961 G3 had won second prize in the Classic Concours, this made the day for us.

When we finally totalled the number of raffle tickets sold we were amazed that they amounted to 1123! There must have been some sore throats on Monday morning. Finally at 5pm we were allowed to commence dismantling the stand which was completed surprisingly quickly considering its complexity. With the club van loaded quickly we said goodbye to Lawrence and Chris who had been such good company and workers during the day. We hoped they enjoyed their time with us and later heard they had made good time on their return journey and arrived safely. Meantime the team had been steadily loading the display bikes, except for mine, and when finished I was allowed to depart for a nice run home down the A406 on my M20. An interesting and amusing and hopefully successful venture.



Dennis

<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 Restoration	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 Cressing 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

April 2009

Sun 5th Eastern Counties Meet 10.30 Squadron

Thu 9th Club Night

Thu 23rd Club Night

Sun 26th Drive It Day Section Run

May 2009

Thu 14th Club Night Fish & Chips

Sun 17th Jericho Cottage

Sat 24th Kettering Open Day

Thu 28th Club Night

Fri 29th IJR Italy

June 2009

Sun 8th Knebworth Show

Thu 11th Club Night

Sun 14th Section Run TBA

Sat/Sun 20th-21st Air Brittan North Weald

Thu 25th Club Night

Section Committee

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