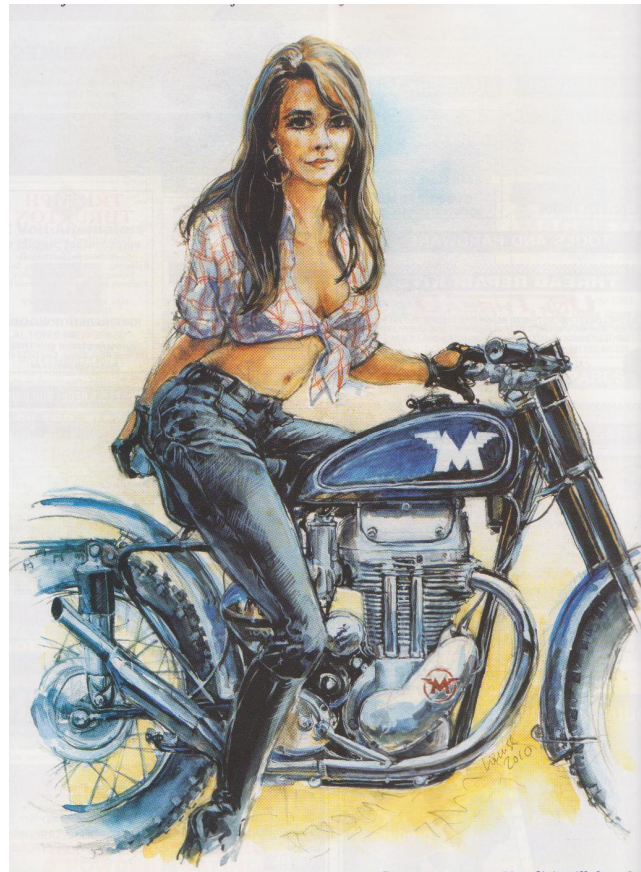




Quarterly Quest

Jan 2014 Vol.25



East London & Essex Section
News Letter

THE SEASON BEGINS

With the cancelation of the Ardingly Run in March the first major run of the season saw some 13 members of the section attend the Eastern Counties meet at Andrews Field on April 21st.

The Airfield near Stebbing is a popular destination with some decent roads on the way and good food on arrival.

As normal the meeting point was Roy's place – otherwise known as Crown Corner – and a good turnout meant over a dozen made their way out into deepest Essex.

One very welcome guest was Bill Redford on his immaculate James Captain which drew a lot of admirers once at Andrews Field. Dave Nichols was on his new Honda as he wanted to run it in and used the opportunity to put some miles on the clock, but I'm afraid one member of the section let us down by attending on a bike not of the marque. Graham B arrived on his Vellolette Venom and despite being told the run was for AJS and Matchless machines only stubbornly refused to go home and get a more suitable mount!

Obviously there were a lot of dumbfounded members from other sections who had to closely inspect Graham's bike to be sure they were not seeing things but he was quite shameless in admitting the bikes origins and was even heard describing it's provenance in some detail!

He has been reported to committee for his faux pas and his conduct will be discussed at the next suitable occasion!



Thursday 25th April saw the ever popular fish and chip supper evening which was well attended. The fish and chips were good and still hot on arrival – thanks Colin – and well washed down with a beer or two. In fact the evening was a very enjoyable experience with one exception. Somehow I found myself lumbered with organising the club entry to the National Rally. I still don't understand quite how it happened but am realising I need to be careful of what conversations I get into with our esteemed president.

One more note on the fish and chips night, for some reason Chairman Denis seemed to think the food was being air lifted in and dropped by plane and took appropriate safety measures as can be seen in the photo below.



The May 9th club night saw a very interesting and entertaining presentation on stealth technology given by our host at the Squadron, Alan. I think all who attended were surprised by how the stealth systems were developed and the technologies and materials used. Alan is clearly very knowledgeable regarding aircraft and military aircraft in particular and may be asked to give further talks in the future.

Due to the HQ open day the day before and the approach of the IJR the following week interest was limited in the runs proposed for Sunday 12th May and the British Owners meet at Jericho Cottage became the chosen option.

On the day only three of us were at Crown Corner, myself, Denis Fox and Dave (Newel?) A short run out to the outskirts of Blackmore saw us find a good turn out and selection of bikes parked up on the green and more arriving by the minute. Wooden prop stand supports had thoughtfully been provided and very much needed due to the soft ground. Bob Russell arrived on his twist and go scooter more or less as we did and we went in search of a welcome coffee (Dave had cake as well – Denis and I are watching our figures) and by the time we had finished our refreshments several other section members had arrived, Alan Jennings, Dave Nichols, John ? Keith ? and Colin A among others. It was my first experience of Jericho Cottage and I must say I was impressed by the turn out and variety of bikes there. Perhaps the rare appearance of the sun made the event so well attended.

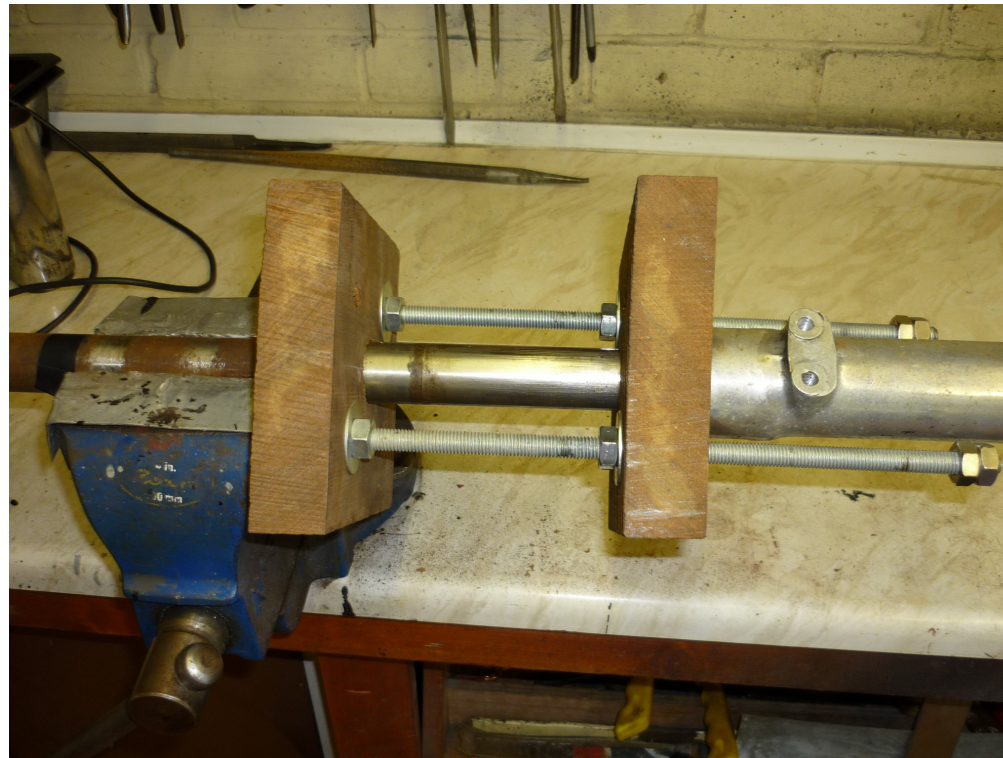
This was an opportunity for me to test run the club logo-d hi vis vests which Steve Web has sourced and is supporting through his company and I have to report I found mine to be very good, in fact I didn't notice it at all on the move, no flapping around or billowing out in the wind so thanks Steve. I dare say those who wore them on the IJR trip will report their findings.

Fork Seal Remover

Attached photo of front fork seal removal tool (without damaging the ally. leg) made up from hard wood and threaded studding. Dreamed up by Alex and myself to free off 30 year old rusted fork stanchions.

The stanchion has to be gripped tightly in a vice with one of the timber blocks hard against the side of the vice. By opening the two blocks of wood with the nuts on the threaded studding, the internal spring can be compressed against the internal bush thereby moving both the bush and the oil seal. Heat may be needed on the ally leg if require. QED

John Puttock



ROY'S LATEST ACQUISITION



He was heard to say

“An oil change and some air in the tyres and she’ll be good to go!”

Dave Wallins

**THE 2013 ACU NATIONAL ROAD RALLY
AND THE “SQUADRONEERS”**

At this year’s fish supper evening I somehow found myself tasked with organising the section’s team entry to this year’s ACU National Road Rally. It was decided to enter a 3 man team consisting of Roy “el Presidente” Bellet, Dave “the run” Nichols and me, Dave “Bigwol” Walling. Having looked at the category options we thought we would “blood” ourselves in National Road Rally terms by attempting the “Daytime Bronze” Award. – At the time of writing each member of the team, plus Bob Russell who rode on his modern Honda scooter as an individual, have been provisional granted this award.

The National Road Rally is a “National Scatter Rally” run under strict rules of the National Sporting Code of the ACU and the Bronze Daytime Award requires riders to complete between 200 and 290 miles as designated point to point between official check points. There is a time limit on completion of 10 hours and each rider has a rally card which must be stamped at each control with the distance completed in that section and a running total of mileage covered kept. A start control is chosen by the riders but the start time is 12 noon, this year on July 6th and finish time 10pm. When I rang the ACU to add the team entry to our individual ones I was asked for a team name. I chose “the Squadroneers” in honour of our section meeting place, and because I couldn’t think of anything else!

Our team chose Hein Gerike at Braintree as our start control and as a start only control which was only open for a 20 minute window we decided to make an early start. Saturday July 6th arrived with the promise of a hot dry day ahead and I set off to meet Roy at his home at 10am, from there we rode to Writtle Green to meet up with Dave Nichols. John ????? turned out to see us off and an impromptu photo shoot took place by the duck pond.



(One or two locals were heard to observe that Roy's bike looked as though he had just dragged it out of the pond and wondered if there were any more in there?)



Once the photos were taken we bid farewell to John and set off to Braintree. On arrival we found somewhere for a hearty breakfast and met up with Bob. A number of bikers on a variety of machinery arrived at the control and after a short wait (and having our cards duly stamped) we were given the “go” signal as the clocked ticked round to midday.

Our next “check point” was 30 miles to a petrol station at Sawston, as this was unmanned instructions were to make a purchase and present the receipt to the next check point who would validate the mileage and provide the all important stamp on the rally card. We took this opportunity to top up tanks and were soon off again to Ely, 25 miles, where the check point had been set up in a car park of an industrial area, outside an indoor arena/fitness centre. The people staffing the check point here – all check points are manned by volunteers – very kindly let us buy some bottled water in return for donations to the charity they were supporting. Cards stamped and thirsts quenched and we set off a further 25 miles to Wisbeech.

The Wisbeech check point is at a bike shop called “Gildo’s” and was unanimously voted as best check point by the team. On arrival we were offered a visor wash and cuppa with a choice of refreshments ranging from soft drinks, tea and coffee to sandwiches, crisps, cakes and biscuits. Again all that was asked was a charitable donation and the ladies looking after the refreshments stall were cheerful and very busy! We met up with Bob at Wisbeech, something which was repeated through the day at various check points. (I think he was keeping an eye on the new boys)

Our next check point was another 25 miles along possibly the best roads for our bikes we covered to a place near Boston called Langrick at the Station Cafe. The cafe didn’t appear to actually be at a station, though we had crossed a level crossing a few miles back. Roy had arranged for Roger Limb to meet us at Langrick and take some photo’s.

When we left Braintree there were a few guys on Triumphs and a BSA Rocket and they seemed to be following the same route as us, at times though they left before us and arrived at the next check point after, (draw your own conclusions) and they pulled in to the car park and left amid a cloud of smoke, mainly from the BSA.

Roger got the teas in and suitably refreshed we set off to Stibbington. We had a little delay here as our route took us back over the level crossing and just as we got there the crossing gates were closed! This is a proper old fashioned manned level crossing and the gates opened and closed manually. We had to wait for not one but two trains to pass through before we were able to get going again to Stibbington, topping the tanks up on the way. Going by the route cards this part of our rally was a trip of 30 miles – in reality 48! It had become clear between the first couple of check points that rally miles often bear little relation to road miles. The Stibbington check point was in the car park of yet another cafe/diner, however this one was closed so no tea break for Roy this time!

Next up was a 30 mile run to St Neots, awkwardly positioned in the car park of a pub called the “Wait for the Waggon” on the north bound carriageway of the A1. This meant we had to ride past the check point going south, turn around at a roundabout and back to the check point to be signed off, then north to the next exit and back past the check point again going south. The lady at this check point was fascinated by the bikes and asked if she could take some photos, a fellow rally rider on a modern BMW GS also taking a picture or two and stating how nice it was to see classic bikes on the rally.

We were now 2 check points away from completing and set off the 25 miles to Stevenage. By this point I must admit I was looking forward to finishing and getting home to some dinner, a shower and comfortable chair! We met up with Bob again at Stevenage, the check point having been set up in a lay by in the old town high street outside Bike Stop, a motor cycle clothing and accessories shop who again offered refreshments. I chose a can of something very cold (non alcoholic I might add) while Roy went for a bag of chips! Where does he put it?

Another 25 miles, Harlow and the last check point where a lovely young lady completed and authenticated our rally cards at 8.20pm so we could send them in and claim our individual and team awards.

Our “rally miles” came to 215, within the parameters for the Bronze Daytime Award and we had completed the 10 hour rally in 8 hours 20 minutes on 50 odd year old bikes which never missed a beat. Roy had clocked the mileage at nearer 258, not including our trip from home to the Braintree Start Control, or from Harlow back home. Rally rules state you must take at least 3 breaks of no less than 15 minutes, well we certainly did that!

I arrived home around 9.20, tired sweaty and hungry but with a sense of great achievement and can understand why Bob Russell takes part every year.

I’d like to personally say thanks to Bob for planning his route and allowing us to follow it, and to Dave for driving the route a few days earlier to make sure we stayed on track.

Next year Daytime Silver!

Dave (Bigwol) Walling

The IJR at Celles-sur-Belle

We had a large turnout at the recent IJR with members arriving by several routes and modes of travel. Alan & Jackie Jennings took two days by car via Caen. Peter Berry also came by car a few days earlier after visiting friends. Alan & Margaret Earl drove down towing a trailer. Pat Gill & Tony drove overnight in Pat's van. However the most adventurous were those who rode down on their bikes: Roy, Vic, Steve, John, Little Reg, Dave Ayres & Les on their AMC bikes, with Dave Nicholls & Dave Evans on modern bikes.



Dudley followed in his van carrying four bikes, various spares and camping equipment.

The ride down included an overnight stop north of Le Mans after crossing the Channel in the shuttle. Vic was the run leader using non motorway roads, also avoiding the peage system. Apart from the riders becoming detached due to traffic conditions, the ride was uneventful with all arriving safely at the rally site. Dave A did however discover that his rear shock absorbers had collapsed. Efforts to repair them with items bought in the auto-jumble proved unsuccessful, so for the rest of the week-end he rode Roy's spare bike.

The rally was held in the grounds of a beautiful old abbey within walking distance of the town square and hotel where many of us were staying. The camping field was close to the abbey, below the town by the banks of the stream (River Belle). The rally started on Friday afternoon with a ride-out to a local gallery containing bird sculptures made mainly from motorcycle fuel tanks and exhaust systems. The French marshalling was effective but somewhat unusual: riders overtook the column and blocked other traffic at each junction. The following morning was hot & sunny with a choice of two different runs, to either a motorcycle museum, or the airfield at Niort. The idea was that they would be reversed in the afternoon. Most of the section elected to attend the museum in the morning, including Roy's guest Steve Bones the MD of the recently resurrected Matchless brand name. We were back on site by lunchtime: then it rained! The rain did not stop for the next few days; soaking everything and eventually flooding the camping field. Our guys who were camping had the foresight to pitch on the higher ground so were not affected by the weather: unlike some whose tents were flooded and campers bogged down. For most this curtailed any further riding; but our intrepid trio of Roy, Dave A & MD Steve continued on the further organised runs. The rest of the section spent most of the next two days sheltering in Alan & Margaret's gazebo drinking tea & coffee. As an alternative we could also visit the local motorcycle museum which contained a large collection of "as found" bikes & mopeds. (Roy would approve). These were mostly of French manufacture, including many makes that are unknown to most British riders. Those that were riding home made plans for the return journey; organising an overnight stop in Rouen, some 270 miles distant. Meanwhile we loaded the vans with the bikes and other equipment that would not be needed in the morning.

Come Monday morning it was still raining. Dudley loaded the camping gear in his van and the riders were ready for the off. Unfortunately Les & Steve's bikes had succumbed to the weather and refused to start. Carole Nash came to the rescue: recovering the bikes and sending the riders via Eurostar. Those riding, set off somewhat belatedly following Dudley who was using his satnav for the journey home. Once again the French traffic intervened, causing some of the riders to lose sight of the van; adding to the difficulty of finding the Campanile Hotel. Eventually everyone arrived by 8:30, wet & tired knowing they had similar conditions the next day. The onward journey to Calais was without major incident and they arrived early to board the shuttle. When they arrived back in England it had at last stopped raining.

Alan Jennings



The 2013 Jampot Rally at Emmer Green, Reading

The report of this rally, by now, will have been read by all of you in the October issue of the “Jampot” so there is probably not a lot more that I can say about it which you do not already know, but as Roy still has this little space to fill in the “Quest” I will try and add a little from my own perspective.

Pam and I had a good run to the site with our sidecar outfit. I have a dread of traffic snarl-ups on the western part of the M25 and M4 so I elected to turn off up the A41 to Aylesbury and then drop back down towards Reading and I feel that this was a wise decision as traffic congestion and air cooled bike engines with sidecars do not go very well together. Also the country road run down from Aylesbury to Emmer Green was far better than slogging along the M4.

We were staying in one of the caravans which Roy had organised to be “on site” for us, except that ours was not on site for a further few hours after we got there. However, eventually the last two vans, which included ours, turned up and were parked for us. Assuming that they were ready for use was a mistake as a number of problems arose which meant numerous phone calls to the providers and ended in a hunt for an apparently spare battery that was not discharged, amongst all the other vans. Still, with all problems sorted in the end fifteen of us went off for an evening meal in a nearby pub. Pam and I enjoyed what we had ordered and I was glad that I never ordered the spicy chicken dish that Roy had as by the end of it he was giving a fair impression of sitting in a sauna rather than a restaurant.

It seems that there was some confusion with Friday’s run as, from what I can understand, half of them went off without the others, but all seemed to end up having some sort of run even if it wasn’t the one originally planned. As for myself, I had a mission to take as many photos as I could of one of the military Matchless (John Tinley’s) for the use of a friend who is restoring a similar model on behalf of Roy, who is collecting the various parts needed as and when he can find them.

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It was unfortunate for the runs on both Saturday and Sunday that the weather was unpredictable and after getting wet on the Saturday quite a few, having woken up to rain on the Sunday morning, decided not to go out on the Sunday run, which ironically turned out to be drier than Saturday's. Pam and I watched both runs go out but as most of you will know I am not keen on taking part in the runs myself.

The Rugby Club where the event was held did all the on-site catering themselves and a very good job they made of it I thought. The breakfasts especially were certainly ample and to my knowledge the bar never ran out of beer in the evenings. On the Saturday night the live band was playing in the marquee but although there was nothing wrong with their abilities I don't think that their repertoire was quite as varied as the Jampot article suggested and it seemed to me that the crowd seemed to thin out (or moved to the bar) earlier than would normally have been the case.

All things considering, the weather didn't really spoil things too much and our section had Dudley's and Alan and Margaret Earl's gazebos (joined together) to keep us dry during the rain squalls. Pat and Mary Gill assured me that their Dog Ted enjoyed his first Jampot rally, even if Roy and Karen's dog Milo didn't exactly make him welcome. This was my twelfth Jampot rally now and Pam's eighth and we enjoyed this one just like all the others and we both give a special thanks to Dave and Pam Slater for running us around in their car during the weekend and so saving me having to keep putting on and taking off my riding gear all the time.

Colin Atkinson



It looks like a sunny interlude, so it's probably Friday



Dudley prepares to give his bike the proverbial “long
Swinging kick” or something similar

Notes



Ace Cafe 2nd December 2013 Matchless London Fashion Shoot.



Alan Roy Steve Bones & Dave N with the Hat.

View Video. <http://www.youtube.com/watch?v=Q3ccCJ03WqE>

<u>January—June 2014</u>		Start Venue	Time
9th January	Thursday Club Night.	Squadron	7.00 PM
23rd January	Thursday Club Night.	Squadron	7.00 PM
13th February	Thursday Club Night	Squadron	7.00 PM
27th February	Thursday Club Night	Squadron	7.00 PM
13th March	Thursday Club Night.	Squadron	7.00 PM
27th March	Thursday Club Night	Squadron	7.00 PM
30th March	Sunday Run To Ardingly West Sussex	J28M25	9.00 AM
2nd April	Wed Mid week Run	Crown corner	11.00AM
10th April	Thursday Club Night.	Squadron	7.00 PM
16th April	Wednesday Mid Meet	Squadron	11.00AM
24th April	Thursday Club Night Fish & Chips	Squadron	7.00 PM
27th April	Sunday Eastern Counties Meet	Andrews Field	10.00AM
7th May	Wed Mid week Run	Crown corner	11.00AM
8th May	Thursday Club Night.	Squadron	7.00 PM
10th May	Saturday Open Day Kettering	Crown Corner	8.30 AM
11th May	Sunday Run To Battles Bridge	Crown Corner	10.00 AM
11th May	Sunday Jericho Cottage Bike Meet	Crown Cornor	10.00AM
21st May	Wednesday Mid Meet	Squadron	11.00AM
22nd May	Thursday Club Night	Squadron	7.00 PM
12th June	Thursday Club Night	Squadron	7.00 PM
18th June	Wednesday Mid Meet	Squadron	11.00AM
25th June	Wed Mid week Run	TBA	11.00AM
26th June	Thursday Club Night	Squadron	7.00 PM
28th June	Woolwich Armed Forces Day .	Crown Corner	8.00 AM

<u>July-August 2014</u>		Venue	Time
2nd July	Wednesday Mid Run	Crown Corner	11.00AM
6th July	Sunday Section Run To Battlesbridge	Crown Corner	10.00AM
10th July	Thursday Club Night	Squadron	7.00 PM
16th July	Wednesday Mid week Meet	Squadron	11.00AM
24th July	Thursday Club Night	Squadron	7.00 PM
28th July	North Weald Bike Feast	North Weald	8.30AM
4th August	Monday Evening Run To Kent Section	J28 M25	6.30 PM
7th-11th	JAMPOT RALLY Church Gresley.		
14th August	Thursday Club Night	Squadron	7.00 PM
20th August	Wednesday Mid week Meet	Squadron	11.00AM
27th August	Wednesday Mid week run	Crown Corner	11.00AM
28th August	Thursday Club Night	Squadron	7.00 PM
3rd September	Wednesday Mid week run	Crown Corner	11.00A
11th September	Thursday Club Night	Squadron	7.00 PM
17th September	Wednesday Mid Meet	Squadron	11.00AM
25th September	Thursday Club Night	Squadron	7.00 PM
28th September	Section run to Battles Bridge	Crown Corner	10.00 AM
3rd-5th October	Alternative Rally	Samlesbury Preston	
8th August	Wednesday Mid week run	Crown Corner	11.00AM
9th October	Thursday Club Night	Squadron	7.00 PM
13th October	Sunday Run To Ardingly West Sussex	TBA	10.00 AM
22nd October	Mid Week Run	Crown Corner	11.00AM
23rd October	Thursday Club Night	Squadron	7.00 PM
9th November	Sunday Remembrance Sunday	Squadron	10.00 AM
13th November	Thursday Club Night	Squadron	7.00 PM
27th November	Thursday Club Night	Squadron	7.00 PM
30th November	Saturday End of Season Dinner	TBA	7.00 PM
11th December	Thursday Club Night	Squadron	7.00 PM

Show Days and Wednesday Meets

30th March Sunday Run To Ardingly West Sussex	J28M25	9.00 AM
27th April Sunday Eastern Counties Meet Andrews Field Crown Cornor	10.00AM	
10th May Saturday Open Day Kettering	Crown Corner	8.30 AM
11th May Sunday Run To Battles Bridge	Crown Corner	10.00 AM
11th May Sunday Jericho Cottage Bike Meet	Crown Cornor	10.00AM
28th June Woolwich Armed Forces Day .	Crown Corner	8.00 AM
6th July Sunday Section Run To Battles bridge	Crown Corner	10.00AM
4th August Monday Evening Run To Kent Section	J28 M25	6.30 PM
12th October Sunday Run To Ardingly West Sussex	TBA	10.00 AM
9th November Sunday Remembrance Sunday	Squadron	10.00 AM
16th April Wednesday Mid Meet	Squadron	11.00AM
21st May Wednesday Mid Meet	Squadron	11.00AM
18th June Wednesday Mid Meet	Squadron	11.00AM
16th July Wednesday Mid week Meet	Squadron	11.00AM
20th August Wednesday Mid week Meet	Squadron	11.00AM
17th September Wednesday Mid Meet	Squadron	11.00AM

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