



Quarterly Quest

Jan 2015 Vol. 26



East London & Essex Section
News Letter

Jampot Rally 2014

The 2014 Jampot Rally was run by the East Midlands Section and was held at the site of a former National Coal Board leisure and sports facility at Church Gresley Hall in Derbyshire. The old hall, some of which was still used as part of the complex, was originally the home of the Gresley family, whose most famous descendent in more recent times was Sir Nigel Gresley, the London and North Eastern Railway Chief Engineer and designer of the famous Flying Scotsman and record breaking streamlined Mallard steam locomotives, who grew up in and is also buried in the area.

As we were not supposed to be allowed on the site until 2pm on Thursday we arrived at the control tents on the car park at the top of the site almost dead on time after a dry and trouble free run up with our sidecar outfit. Although sunny it seemed quite windy as we walked back to the control tent to sign on and it was not surprising when we took a look around because we were quite high up and could see a long way over the surrounding countryside.

Vic Sayers and Dave Evans set up their tents



Having arrived at 2pm I thought that we were probably one of the first from our section to arrive but soon found that most of our lot were already there and our caravans, as ordered by Roy, were already for occupation, a distinct improvement on last year.

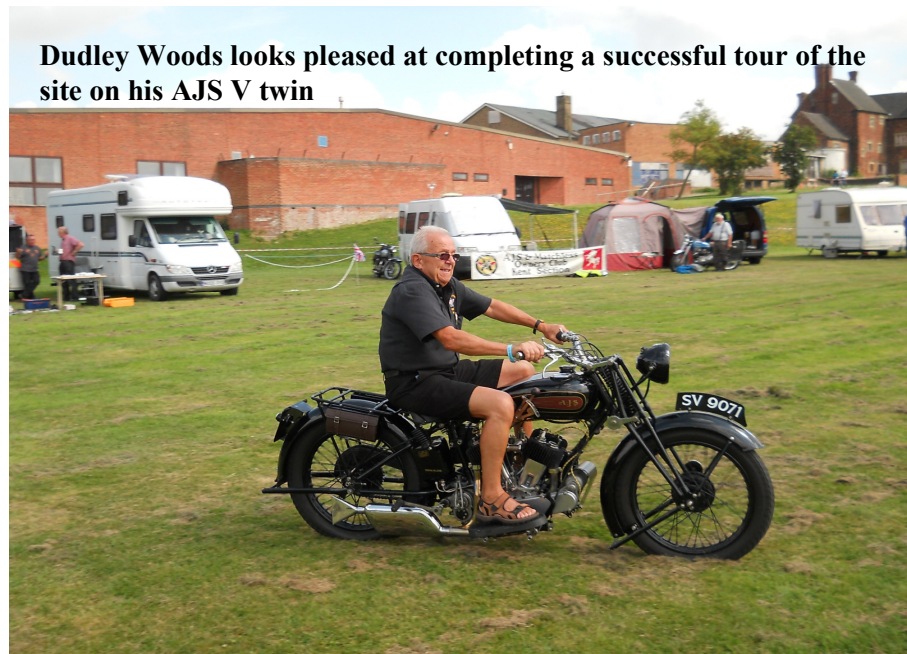
The area in which the camp site was set up was down quite a steep grassy slope and I couldn't help wondering how I would get the sidecar outfit back up again if we got the rain that had been forecasted, given the somewhat lack of traction available and remembering that I had a bit of trouble getting it up a much gentler slope on wet grass when leaving last year's Jampot. For now though it was dry and I was going downhill so there was no problem and the exercise in walking up and down the hill every time we wanted to visit the main complex, or get water, or visit the showers, should do us good in any case. Dudley's and Alan and Margaret Earls gazebos were already erected and placed together so our section had a good gathering place with our various members caravans, motorhomes and tents clustered around it.

Rob Swift and Pat Gill study Dudley Woods 350cc Matchless G3 trials bike



Roy already had a bike on show with a For Sale sign on it. A 350cc trials “special” of dubious origins and fitted with an auxiliary fuel tank from a lawnmower because the glassfibre trials replica tank had not yet been treated for ethanol fuel, Roy took great delight in starting it up at regular intervals to show just how easily it started (nearly always a leisurely first kick – and it sounded in very good health) and by the end of the rally it had gone to a new owner. For the Thursday evening Roy had booked us a place for a meal at the local pub and about 18 of us sat down to an enjoyable evening and Pam and I thank Dave Kewell for running us to and from the site.

Our luck with the good weather held for Friday and the runs for that day were not led but by the choice of three route sheets each one decided individually what they would do, with some of our section going off to Donnington Park to watch practice for weekend’s classic races. We went with Dave and Pam Slater to a craft and garden centre based in the grounds of an old stately home with medieval origins. Although it rained for a while later in the afternoon it didn’t persist for long and by the time that everyone was back at site it had cleared up again. Most of us had booked a meal “on site” for the Friday but it was not really enjoyed by quite a few of our number, who decided that they would make other arrangements for the remaining days. Although there were forecast threats of approaching storm conditions caused by hurricane “Bertha” it was still quite pleasant on site and we sat out in the evening, enjoying a drink and a chat.



Saturday dawned quite bright and after breakfast (not too much it seemed) everyone was getting their bikes ready for the day's run. Dudley was having a bit of trouble getting his high compression single to run smoothly, a problem caused by confusion over the direction of the advance and retard lever it seems. This was perhaps fortuitous as while investigating the problem the clutch adjusting locknut came off and dropped into the primary chaincase, better on site than on the road. So Dudley opted to take out his vintage V twin on the run instead. We watched the run leave site, with around 130 to 150 apparently heading out. Then, while the run was in place Pam and I went with Pam Slater to visit a nearby canal marina and craft centre

We got back to site before the run returned and seeing Dudley attempting to remove the elusive lock nut without having to take the chaincase off I helped where I could and eventually, after much fiddling, the nut made a reappearance and was duly refixed in its rightful place. The run started to return soon after and most seemed to have enjoyed their tour around the Derbyshire and Leicestershire countryside. Our section seemed though to have had quite an eventful day's run with a total of two "offs", two bikes falling over, two breakdowns and one running out of petrol. Is this the section's most incidents on a Jampot Rally run yet, I wonder.

On Saturday evening, those who were not having dinner in the complex, or cooking their own, decided to have a "take away" from the nearby Chinese emporium. So, after they had sorted out and eaten their choice, several of the rest of us joined them in the gazebos to spend an enjoyable evening just chatting, drinking and yes, more eating, until it was time to turn in for the night just around the time that the weather was starting to take a turn for the worse. With strong winds and heavy rain for much of the night we awoke to find it still raining hard, necessitating a soaking getting across to breakfast. With the rain showing no signs of easing the decision was made to curtail the day's run with just a very shortened version to the Burton on Trent Brewery Museum about six miles away. With it still raining Pam and I went with Dave and Pam Slater to the brewery museum to have a look around and to see the run come in if it eventually took place. Although the rain eased off for a while it was raining once more by the time the run got underway but fortunately eased off again by the time they all reached the museum and we were surprised to see just how many had actually turned out, giving a fair line-up in the museum courtyard. While they were all there the weather turned quite fair again and although it looked very threatening at times it stayed mostly dry, although very windy for the rest of the day. While having dinner in the complex that evening there was a local area brass band playing for us and very good indeed they were as well. It was good, and perhaps a bit surprising, to see just how many young musicians there were, of both sexes, playing in the band.



After dinner though, and before we went across for the awards and raffle etc we had to take the gazebos down and pack them up because the strong winds were getting even stronger and would have damaged them severely if we had left them. This was really a blessing though because the wind had dried them by then and it meant that they could be packed away dry and also that we didn't need to bother with them in the morning before leaving. At the awards ceremony Pat Gill collected the award once more for the best pre-war Matchless, thereby ensuring that Mary would have her usual cleaning duty once again before next year's Jampot and Dave Nichols collected the award for the Craven Shield on behalf of the Section team that took part in this year's National Rally. Our section didn't do so well in the raffle this year though.

Some of our section members had to leave on Sunday evening and their journeys home varied in how they fared with the weather. It was a pity that they were not able to wait until Monday though because although still a bit windy it was bright and dry. The heavy rain of Saturday night and Sunday though caused problems with getting some vehicles out with especially the motorhomes getting stuck in the mud in places. I was worried about getting my sidecar outfit out but, after checking out my possible route and speaking to others who had been watching previous attempts, Pam walked to the top and by getting Roy to sit on the pillion seat to put weight on the back wheel, slow and steady progress saw us get to the top without incident. From then on it was a dry and uneventful journey back home, with me just getting the outfit put into the garage in time before another torrential downpour. Another Jampot rally was over and I hope that all other section members enjoyed it as much as we did.



Colin Atkinson

“NEW” BIKE

As any of you who have been on rallies or ride outs with me will know I have owned and enjoyed a '59 Model 31 for a few years now and still use it for most of my riding.

It was my twin I rode to the Woolwich Armed Forces day this year and displayed alongside many other club members bikes on the club stand and the bikes drew many visitors over to be informed that the factory used to be just up the road and sold raffle tickets!

Although I am very happy with the twin I have for some time fancied owning a big single, either a G80 or a Model 18. Around September of last year I made a speculative purchase on ebay of a cheap “G80” project which turned out to be a “bitsa” and after considering the costs involved in making it somewhere near “right” I decided to put it back on ebay and move it on, recoup my losses and look again for a better prospect.

After looking at a few more “wrong uns” and one wasted journey to Kettering to view a rather nice '53 G80 only to find it had been sold only an hour before I got there I was a little despondent but still interested in owning a thumping 500 single.

In February of this year I saw an advert on the club website from a member in Edinburgh who wanted to sell his '55 Model 18.

I contacted the member and asked a question or two but felt that he was asking a bit more than I was prepared to pay for a bike too far away for me to view before buying – I had after all already been “bitten” by the ebay purchase! I decided to let it go and took things no further.

The bike didn't sell and the owner re advertised it at a slightly reduced price so I again contacted him asking for more photographs of the bike and the frame and engine numbers so I might check on it's provenance. The photographs seemed to show a decent enough bike, the numbers checked out – it's a matching number bike – so I rang the guy and bartered a little. Deal done I arranged for a courier to bring her (once they are mine all bikes take on a female persona) down from the capital of Scotland to Essex.

I arranged to be at home when the courier arrived to greet her and with some trepidation waited for her to be unloaded from the van. I wasn't disappointed – she is far from concourse and has had an earlier restoration and is showing some wear and tear but I don't want concourse with my bikes – well not so far any way,

preferring decent ride able bikes that I won't be too bothered about taking out in the rain and just enjoy riding. I pushed her onto the drive, checked to see there was a little fuel in the tank, tickled the carb and gave her some choke. I swung the kickstart a couple of times with the clutch in to make sure the gearbox was free, took her to TDC on compression, moved the piston just passed with the valve lifter, released the lever and gave the starter a "long swinging kick" – and she fired up, first kick! I took her round the block and the gear box and clutch were fine, the brakes no better or worse than on most of these bikes of ours. As a rule she fires either first or second kick from cold and runs quite sweetly. The dynamo wasn't and still does not charge, it may well be it just needs "exciting" as the PO had it rebuilt shortly before he stopped using the bike and it's a job on the list for me to do. The first time I used her properly was attending the "Nostalgair" event run at North Weald and she rode nicely to and from the event. Different to the twin completely and I very much doubt she would be as pleasant over long distance as the '31 due to more vibration but that's something I might get used to. The last outing she had was for the remembrance Sunday run and again she was faultless. If left on compression there doesn't seem to be much of an issue with wet sumping and once I get the charging sorted I hope to get some use out of her and enjoy her as much as I do the twin. I do love the sound of that big single thumping away through the lanes and she occasionally has a lovely back fire on over run!

I guess the moral of the storey is if you buy from a club member you are far more likely to get a fair deal and that sometimes buying unseen can work out well.

Dave "Bigwol" Walling



<u>January—June 2015</u>		Start Venue	Time
8th January	Thursday Club Night.	Squadron	7.00 PM
22nd January	Thursday Club Night.	Squadron	7.00 PM
12th February	Thursday Club Night	Squadron	7.00 PM
26th February	Thursday Club Night	Squadron	7.00 PM
12th March	Thursday Club Night.	Squadron	7.00 PM
26th March	Thursday Club Night	Squadron	7.00 PM
29th March	Sunday Run To Ardingly West Sussex	J28M25	9.00 AM
1st April	Wed Mid week Run	Crown corner	11.00AM
6th April	Monday Southend Bike Show Ace Cafe	Crown corner	8.00 AM
9th April	Thursday Club Night.	Squadron	7.00 PM
15th April	Wednesday Mid Meet	Squadron	11.00AM
23rd April	Thursday Club Night Fish & Chips	Squadron	7.00 PM
26th April	Sunday Eastern Counties Meet	Andrews Field	10.00AM
6th May	Wed Mid week Run	Crown corner	11.00AM
9th May	Saturday Open Day Kettering	Crown Corner	8.30 AM
14th May	Thursday Club Night.	Squadron	7.00 PM
10th May	Sunday Run To Battles Bridge	Crown Corner	10.00 AM
10th May	Sunday Jericho Cottage Bike Meet	Crown Cornor	10.00AM
20th May	Wednesday Mid Meet	Squadron	11.00AM
28th May	Thursday Club Night	Squadron	7.00 PM
11th June	Thursday Club Night	Squadron	7.00 PM
17th June	Wednesday Mid Meet	Squadron	11.00AM
24th June	Wed Mid week Run	TBA	11.00AM
25thJune	Thursday Club Night	Squadron	7.00 PM

<u>July-August 2014</u>		Venue	Time
1st July	Wednesday Mid Run	Crown Corner	11.00AM
5th July	Sunday Section Run To Battlesbridge	Crown Corner	10.00AM
9th July	Thursday Club Night	Squadron	7.00 PM
15th July	Wednesday Mid week Meet	Squadron	11.00AM
23rd July	Thursday Club Night	Squadron	7.00 PM
3rd August	Monday Evening Run To Kent Section	J28 M25	6.30 PM
13th-17th	JAMPOT RALLY North weald.		
13th August	Thursday Club Night BBQ?	Squadron	7.00 PM
19th August	Wednesday Mid week Meet	Squadron	11.00AM
26th August	Wednesday Mid week run	Crown Corner	11.00AM
27th August	Thursday Club Night	Squadron	7.00 PM
2nd September	Wednesday Mid week run	Crown Corner	11.00A
10th September	Thursday Club Night	Squadron	7.00 PM
16th September	Wednesday Mid Meet	Squadron	11.00AM
24th September	Thursday Club Night	Squadron	7.00 PM
27th September	Section run to Battles Bridge	Crown Corner	10.00 AM
2nd-4th October	Alternative Rally	Norfolk Sutton Staith	
8h October	Thursday Club Night	Squadron	7.00 PM
13th October	Sunday Run To Ardingly West Sussex	TBA	10.00 AM
21stOctober	Mid Week Run	Crown Corner	11.00AM
22rndOctober	Thursday Club Night	Squadron	7.00 PM
8th November	Sunday Remembrance Sunday	Squadron	10.00 AM
12th November	Thursday Club Night	Squadron	7.00 PM
26th November	Thursday Club Night	Squadron	7.00 PM
28th November	Saturday End of Season Dinner	TBA	7.00 PM
10th December	Thursday Club Night	Squadron	7.00 PM

Show Days and Wednesday Meets

29th March Sunday Run To Ardingly West Sussex	J28M25	9.00 AM
6th April Monday Southend Bike Show Ace Cafe	Crown corner	8.00 AM
26th April Sunday Eastern Counties Meet Andrews Field Crown Corno	0.00AM	
9th May Saturday Open Day Kettering	Crown Corner	8.30 AM
10th May Sunday Run To Battles Bridge	Crown Corner	10.00 AM
10th May Sunday Jericho Cottage Bike Meet	Crown Cornor	10.00AM
5th July Sunday Section Run To Battles bridge	Crown Corner	10.00AM
3rd August Monday Evening Run To Kent Section	J28 M256.30 PM	
25th October Sunday Run To Ardingly West Sussex	TBA	10.00 AM
8th November Sunday Remembrance Sunday	Squadron	10.00 AM
15th April Wednesday Mid Meet	Squadron	11.00AM
20th May Wednesday Mid Meet	Squadron	11.00AM
17th June Wednesday Mid Meet	Squadron	11.00AM
15th July Wednesday Mid week Meet	Squadron	11.00AM
19th August Wednesday Mid week Meet	Squadron	11.00AM
16th September Wednesday Mid Meet	Squadron	11.00AM

Section Committee

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