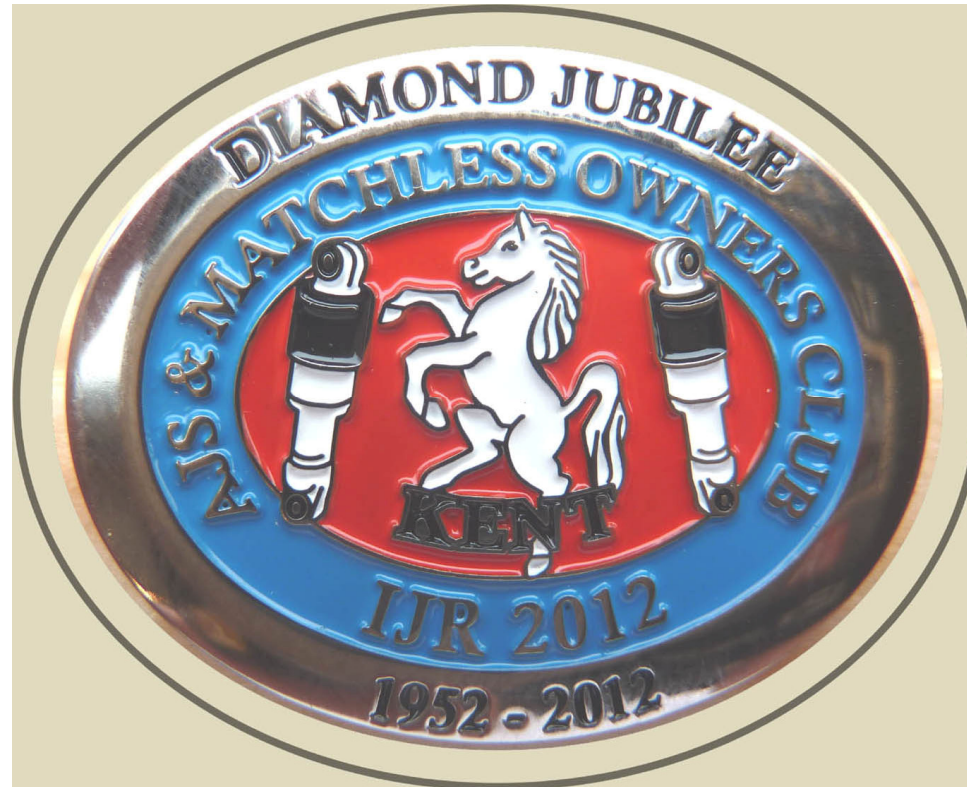




# Quarterly Quest

## IJR 2012

June 2012 Vol.23



East London & Essex Section  
News Letter

## *A JAMPOT RALLY VIRGIN'S VIEW OF THE 2012 INTERNATIONAL*

Thursday May the 10<sup>th</sup> I was at The Squadron attending the Section meeting in all innocence when I happened to be talking to Alan Earl. Alan asked me if I was going to the IJR and I told him that I was still considering it but had not booked and asked if, provided I did so by the deadline of the 18<sup>th</sup>, could I just rock up with my tent and sleeping bag? Alan mentioned one of the guys in the section wasn't going after all and there was a bed free in the accommodation at the Friary. It turned out there was indeed a spare bed in the room taken by our esteemed section chairman, Dennis Fox. Dennis was agreeable to my joining him in the room so I left The Squadron resolved to speak to She Who Must Be Obeyed about attending the rally.

Having been granted permission to attend (after much bowing and scraping) I duly booked in via email to Her Flick, Camp Commandant, and the die was cast. Still belonging to the ranks of the workers I was unable to ride down with the rest of the EL&E contingent on Thursday but managed to get work done by 10-30 and set off for Aylesford by 11 Friday. The ride down was pleasant if uneventful and I duly arrived and booked in. Once I found the EL&E group on the field (I just followed the sound of the most raucous voices) I met up with Dennis who took me to book into the accommodation where I was able to freshen up before the Friday ride out to Headcorn Airfield. It was while waiting for the run to leave I heard that Neville (Spriddler) Bolding had taken a fall in the car park when he arrived at the rally. I've only met Neville briefly twice at the Ardleigh show but have followed his determined battle to ride again after a bad accident when he received awful, disabling injuries. To hear he had re-broken his wrist and the run start was being delayed so an ambulance could arrive was the low point of the weekend. The run itself was good, around 22 miles out to a small but busy airfield then 28 miles back to site. A quick shower and change and out to the marquee to find that all the fish and chips had gone and worse, Rob Harknett had got the last one! (the curry was ok, the plum crumble better) A good few drinks were enjoyed along with the band, Norfolk and Good who played a good set of old favourites. Back to the Friary and a good night's sleep after which Roy's wife gave me the new nickname of "Dora the Snorer" – thanks Karen!

A good breakfast and a pleasant few hours spent on the field talking rubbish before the Saturday run to Canterbury. This would be the 4<sup>th</sup> weekend running I'd visited Canterbury! The run totalled 65 miles and I'd guess 40ish outward. The Kent section had done a marvellous job arranging a complete floor of a car park exclusive to the rally and free of charge! A few of us found a quiet watering hole with good beer, tasty sandwiches and a very pretty young barmaid and had a spot of lunch. A short spell of sightseeing and it was time for the ride back. Dennis and I found ourselves in a group who rarely exceeded 45mph on what for me was a boring ride which seemed like hard work and was little fun. When we got back I was so tired I had trouble getting the bike on its main stand, much to the amusement of our erstwhile President who encouraged me with cat calls and laughter! Bike secured on the stand and in search of liquid refreshment a very refreshing glass of Pym's was found and consumed. A shower and ready for the evening meal. (Earlier this time in an effort to get in front of Rob!) Such a good time was had that the bar ran out of cider and some ales, and the guest band Chickory Tip played 30 minutes longer than they were supposed to in front of a full dance floor (thankfully only playing their '70's hit "Son of my Father" the once) During the evening prize giving took place, however we couldn't understand how a rider from Norfolk took furthest travelled. It turned out that was one of a few errors which were corrected on the Sunday evening. Prize giving was over seen by that well known double act of "Bellett and Swift". (Think "Little and Large" but without much "Little") Another good night's sleep followed by a better breakfast, check the bike over and off on the Sunday run to Historic Rochester. As I was leaving Sunday so as to be back at work Monday I had already packed and Roy took care of my luggage so I could leave for home from Rochester. I have to say I found the outbound run a little long in Sunday's heat at 51 miles. I left the parking area before the return run set off, very tired but with a little regret that my first IJR had come to an end. Hopefully it will not be my last. My lasting memories will be of the model 31 behaving impeccably, some lovely roads ridden in fabulous weather, good company and lots of laughs. Of poor old Neville, some terrible marshalling and plenty of banter and mickey taking. Just what you would expect and hope for of a bike rally in fact. If I could change one thing it would be to have the bar open for when the runs returned! I only wish I could get to Kelso for The Jampot. Roll on The Alternative!

**Dave Walling, aka Bigwol, aka Dora-the-Snorer**



## ***My Second IJR being 20 years apart.***

It is many years since my previous IJR. As a “new boy” it was in fact my first contact with a main Club event in 1992!! I even made the front page of the Old Bike Mart with a picture of my newly Restored G80, courtesy of our then section secretary Kevin O’Brien!! As I only spent the day there I did not really get the full atmosphere of the event, how different it was this time.

Various members made their own way to the rally, but I went with the section run group ably led by Graham Eaton. and accompanied by Roy Bellett, Dave Nicholls, Steve Webb, Alan Jennings Dave Evans, Vic Sayers and myself.

We were warned by Roy not to have a large breakfast as we would be stopping for this purpose mid run. After a trouble free run and in the near vicinity of Brands Hatch (how appropriate)

We arrived at the “Oasis” a motorcyclist friendly eatery. With a wide selection of breakfasts of different sizes can you guess who had the largest plate available and duly demolished it?! We were then requested by the owner to parade the bikes and selves outside for photographs and duly obliged.

Off again and after a sizeable diversion caused by roadwork’s Graham led into the Rally site, The Friars a Carmelite religious centre set in very large grounds! After booking in at the Control tent and finding our section of the site, we duly parked up and set the boundary for the rest of the rally.

Those camping set about organising themselves, while those less hardy set off to the Friars to take up their booked accommodation (I was one of those). The Friars staff made us very welcome and fed and looked after us very well in our bed and breakfast deal, main evening meal being taken in The site restaurant arrangement.

We had gone to the Rally a day early with our usual intention of assisting the Kent section in the preparation of the site but they already accomplished this! We were therefore able to look after ourselves and settle into our allotted area, erect tentage etc . Although early we were not the only Ones, and we found a surprising number of foreign members among and they came from far distant parts along with the UK members. We were later told that the total of rally visitors numbered 335! The weather being superb helped tremendously with these figures and our enjoyment of the event.

The scheduled runs for Friday, Saturday and Sunday looked interesting and some of us were enlisted to marshal for the Friday run. I “obliged” on this run and it lead to the airfield at Headcorn which was very busy making it not only for a welcome cool drink but interesting for those of us interested in aircraft, The roads were “interesting” but tight and totalled about fifty miles quite enjoyable.

Saturdays run was to Canterbury and once again the lanes were tight and this time with a lot of foliage all around which made for some concentration, which some did not manage to the amusement of those not involved!! At the mid run stop the Kent section had excelled themselves and obtained a complete lower “floor” for the run bikes making life so much easier for all concerned. After an interesting visit in good company and food we returned clocking some 65 miles, although traffic was very heavy. We were later told that 215 bikes were on this run.

A few of us decided to give the Sunday run a miss for a variety of reasons and those that did go only said “it was OK”. I wanted to circulate the site again and look for interesting bikes and people which I did with amazing results. There were so many bikes from many different periods that were in excellent condition and being ridden, that talking to the owners was fascinating, especially their home locations. I spoke with people from Norway, Sweden, Denmark, Holland France, Germany, Italy Switzerland Poland and Australia, apart from UK members.!!

Looking back over the event is interesting. Overall the the food arrangements were good, the Beer , well OK but regularly ran out!! The entertainment OK especially so on Saturday presentation night. The band were very professional had everyone singing and many dancing, a great atmosphere.

All too soon it was Monday morning and we were dismantling tents and section accommodation Including those lent to the Kent section and others! Our duty done and the lorry and trailer loaded we were able to prepare ourselves for the run home and five set forth. Led by Dave Nicholls Roy Bellett, Vic Sayer, Alan Jennings and myself had a steady ride home with no problems. An excellent end to a very enjoyable rally.

One cannot possibly convey the full picture and pleasure of the time spent in the company of our Section members and their families who often attend rallies., about seventeen members attended this one throughout plus some day attendees. We also enjoyed the company of some of our long term distant friends Dave Speck and John Catton and of course the Surbey family

*A great Rally in Great company. Dennis Fox*





## *The 2012 International Jampot Rally, Colin's view*

This was the first time that Pam and I had attended an International Jampot Rally and we really only did so this time because not only was it going to be held in the UK but, being held in Kent it was so local to us that even if we were not staying then I could have attended on a daily basis. In fact the accommodation was kindly organised for us by Alan and Margaret Earl, at the Aylesford Friary where the event was being held. Pam was not too sure about this at first when words such as “basic” and “not on-suite” were bandied about, but as it turned out the rooms were quite acceptable to us and the “not en-suite” didn’t cause much of a problem (at least to us it didn’t, as we had a toilet and shower located right next door to our room, you just had to make sure that you were up early enough to beat the rush). Being that the accommodation price also included a breakfast each morning I thought that it was good value for the money and the friary grounds made a delightful setting for a relaxing time when we weren’t at the rally site itself.

On Thursday morning we headed off to the Rally site from home after waiting for the local parentage to finish taking their little darlings to school, approaching the Dartford crossing with the usual trepidation as air cooled motorcycles, especially with a huge sidecar attached, do not take kindly to long traffic queues as they are not exactly suited to “filtering”. I need not have worried on this occasion however as it was a straight run through and down the M20 and A229 almost right to the rally site itself. As it turned out we were the first of our section to arrive, so after introducing ourselves to Kent section member Ian Fraser there was nothing for it but to try out the tea room and it was while tucking into a sandwich and my first Danish pastry of the weekend (there were to be quite a few more Danish pastries for me that weekend as the caterers had both those and sandwiches, as well as tea and coffee on sale between meal times all weekend) that we saw the others arrive and went over to join them. While Pam set about helping Alan and Margaret Earl in the reception tent once we had erected it, I went and helped our section members to stake out our claim to a fair size chunk of ground to erect our own tents and gazebos. With everything sorted out all our section members went for a meal at a pub in a local village, which had been arranged by Alan Earl and Pam and I are grateful to Dave Kewell for giving us a lift there and back and so allowing me to have a very small measure of alcoholic beverage for once.



Although quite a few people (more than had been expected) arrived on the Thursday, Friday was when the main bulk of participants turned up. Pam had been giving out tickets for a complimentary 60<sup>th</sup> anniversary mug to each member as they signed in because the mugs were on their way from Kettering and didn't arrive until quite late on the Friday because of severe delays when the M25 was shut due to a bad accident. When we started giving the mugs out quite a few of the visitors from abroad were surprised to see that it was for the 60<sup>th</sup> Jubilee of the Club (mirroring the 60<sup>th</sup> jubilee of our Queen in fact) as they hadn't realised that this year was anything special as far as the Club was concerned. Perhaps not enough had been made of that fact by the Club in recent times. At least Alan and Margaret Earl were into the Jubilee spirit, Alan with his red, white and blue ribbon decorated pith helmet and Margaret wearing her magnificent crown for most of the event, she surely must have been the most photographed person during the weekend and quite rightly so.

Never having attended an "International" before, I didn't know quite what to expect. I thought that perhaps it might have had a more international flavour than the normal Jampot rallies that we have attended and as it was hoped that those attending would have pre-booked (although about 100 attending did not I understand) I suppose that I expected that perhaps we would have had a few national flags of both the UK and visiting nations around the reception area and perhaps a welcome phrase in the various languages to stress that it was in fact the International event rather than a normal Jampot rally that was taking place. To be honest it seemed no different from a normal Jampot rally to us, but perhaps that is the idea in any case. Nevertheless it was an enjoyable event in very picturesque surroundings and the superb weather (when the weather during the preceding weeks had not been too good) just made it all so much the better.

My dislike of taking part in large club runs, especially so when my bike is attached to a rather large sidecar, is well known amongst section members so it will probably be no surprise to learn that we never went on any of the runs. We did watch them all go out though and they all seemed well supported, with over 70 bikes and 90 people going out for the shorter Friday run to Headcorn airfield and 216 (including marshals) going out on Saturday's run to Canterbury. Pam lost count of those going out on the Sunday but it was somewhere around 180 bikes that headed off to Rochester.

There were a few problems for various section members during the weekend, a couple of broken clutch cables, a kickstart lever falling off (but fortunately retrieved by someone), a lack of amps from a dynamo and suspected dirt in a carburettor, but nothing major or seemingly too expensive. Probably the most unfortunate person that I knew about was Club chairman Rob Swift who, having the last three runs on his long time owned AJS model 8 which he was selling to Alan Earl at the end of the event, had the misfortune to break a kickstart spring, necessitating a quick rebuild job to replace it so that Alan could try the bike out and ride it home. When Rob couldn't remember for sure which way a cup washer had been fitted when he took it apart, Dave Kewell, Bill Redford and myself, all of us having rebuilt lightweight gearboxes a few years back, had a look but none of us could be absolutely certain that we could remember which was the right way to fit it. In the end Rob put it back the way he thought it had been and as Alan subsequently had a successful test ride on the bike I guess he must have been right. I hope that Alan has many happy miles on his new acquisition and if he is as pleased with it as I am with my own lightweight then he will.

With such hot weather some would have liked the bar to be opened earlier in the day so that those coming back from a run could get a drink, but the licence for the site did not allow it until 6pm. The best that could be done as far as alcohol was concerned was that on the Saturday the caterer was selling strawberries and cream with Pimms (all very Wimbledon!), I have to admit that it was quite a nice touch and more refreshing than I expected. On our way to the marquee for Saturday dinner I noticed that Norfolk section member Dave Speck's bike was sporting a winner's rosette. Dave's bike had broken down on the run earlier that day when his contact breakers had failed to contact. So, seeing Dave in the queue I asked him if his award was for the day's "best breakdown" (it was actually for best twin), which didn't get quite the response I expected because he hadn't even noticed that the rosette had appeared on his bike and was quite surprised to learn that he had been awarded anything. The awards were presented on Saturday night, rather than on the Sunday (which apparently is the "traditional" day according to an "anguished" few) because as the weekend was not a bank holiday it was known that quite a few would be leaving on the Sunday evening. This was followed by the main entertainment, music from a live band, a group from the early 1970s called Chickory Tip. I only remember them for one hit record (yes, they did play it), probably because it was from around the time that Pam and I got married. However, they caught the mood of the audience marvellously and the evening went really well and was seemingly enjoyed by everyone there, including Pam and myself. It is not often that we stay to the end of the entertainment at a Jampot rally but we did this time.

The Sunday run got under way in what seemed to be even hotter weather, but as far as I am aware there were no problems and the Rochester destination was apparently less crowded than Saturday's Canterbury venue. As far as our section was concerned I have to thank Karen Bellett and Mary Gill for providing excellent cakes on the rider's return – enjoyed also by those of us who gave the runs a miss. Once the Sunday run was over quite a few rallyists had to pack up and leave in order to get home for work the following day, so there were less people around that evening and I personally feel that to have the award presentation on the Saturday night was the right decision, it was just unfortunate that there was a slight mistake over the distance mileage awards which had to be corrected on the Sunday. Monday morning dawned dry and sunny again so, being that the tents and gazebos were not dripping wet they were all able to be taken down and packed away in quick order and by 10 am we were all packed up and ready to leave the site.

Fortunately we had another good run through the Dartford crossing and no hold-ups on the rest of the journey, so we were home indoors an hour later – just in time for lunch!. It had been another good Jampot Rally (where I also got re-aquainted with a couple of friends that I hadn't seen for years) which Pam and I thoroughly enjoyed.

People have said to me at times, "Why do you want to go to the rally if you do not go on the runs?" and I have to say that I also used to think that way. My first

Jampot was in 1996 at Mersea Island. I went on one of the runs and didn't enjoy it at all, so I never went to another Jampot after that. It was our own event in 2004 which changed my attitude as it was the atmosphere itself, I realised, which was the enjoyable part, the actual runs didn't matter. Since then I have been to every Jampot and since 2007 Pam has gone with me. Our run is the one to the event itself when I have the sidecar or, if I have a car and trailer (as in 2011) I use my bike to explore the local areas by myself, which I find more enjoyable than a mass run – each to their own, it's all enjoyable. I have changed my mind completely about attending the Jampot rallies (at least in the UK) now and yet I would probably never have done so if I hadn't bothered to give them another try but in a different frame of mind. If you never try it then you will never know what you are missing.

*Colin A*





<b><u>July-August 2010</u></b>		<b>Venue</b>	<b>Time</b>
<b>1st July</b>	<b>Sunday Section Run To Battlesbridge</b>	<b>Crown Corner</b>	<b>10.00AM</b>
12th July	Thursday Club Night	Squadron	7.30 PM
<b>15th July</b>	<b>North Weald Bike Feast</b>	<b>North Weald</b>	<b>8.30AM</b>
<b>18th July</b>	<b>Wednesday Mid week run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
26th July	Thursday Club Night	Squadron	7.30 PM
<b>6th August</b>	<b>Monday Evening Run To Kent Section</b>	<b>J28 M25</b>	<b>6.30 PM</b>
9th August	Thursday Club Night	Squadron	7.30 PM
15th August	<b>Wednesday Mid week run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
<b>19th August</b>	<b>Sunday Section run British Owners Day</b>	<b>Crown Corner</b>	<b>10.00A</b>
<b>23rd– 27th</b>	<b>JAMPOT RALLY KELSO SCOTLAND</b>		
23rdAugust	Thursday Club Night	Squadron	7.30 PM
13th September	Thursday Club Night	Squadron	7.30 PM
<b>19th September</b>	<b>Wednesday Mid week run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
27th September	Thursday Club Night	Squadron	7.30 PM
<b>26th September</b>	<b>Section run to Battles Bridge</b>	<b>Crown Corner</b>	<b>10.00 AM</b>
<b>5th-7th October</b>	<b>Alternative Rally</b>	<b>Oxford</b>	
11th October	Thursday Club Night	Squadron	7.30 PM
14th October	<b>Sunday Run To Ardingly West Sussex</b>	TBA	10.00 AM
<b>17th October</b>	<b>Mid Week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
25ndOctober	Thursday Club Night	Squadron	7.30 PM
28th October	Change of Clocks Run	Crown Corner	10.00AM
8th November	Thursday Club Night	Squadron	7.30 PM
11th November	<b>Sunday Remembrance Sunday</b>	Squadron	10.00 AM
<b>14th November</b>	<b>Mid Week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
22nd November	Thursday Club Night	Squadron	7.30 PM
27th November	<b>Saturday End of Season Dinner</b>	TBA	7.00 PM
<b>5th December</b>	<b>Mid Week Run</b>	<b>Crown Corner</b>	<b>11.00AM</b>
13th December	Thursday Club Night	Squadron	7.30 PM
27th December	Thursday Club Night	Squadron	7.30 PM





## *The Next Quarter*

14th June	Thursday Club Night.	Squadron	7.30 PM
17th June	Sunday Knebworth	Crown Corner	9.00 AM
20th June	Wed Mid week Run	Crown Corner	11.00AM
24th June	Sunday Ace Cafe	Crown Corner	9.30 AM
28th June	Thursday Club Night	Squadron	7.30 PM
1st July	Battlesbridge	Crown Corner	10.00 AM
12th July	Thursday Club Night	Squadron	7.30AM
15th July	North Weald Bike Show	North weald	8.30AM
18th July	Wed Mid week Run	Crown corner	11.00AM
26th July	Thursday Club Night	Squadron	7.30 PM
6th August	Monday Run to Kent Section	Junction 28 M25	6.30PM
9th August	Thursday Club Night.	Squadron	7.30 PM
15th August	Wed Mid week Run	Crown corner	11.00AM
19th August	Sunday Run British Owners Day	Crown Corner	10.00AM
23rd August	Thursday Club Night	Squadron	7.30 PM
23rd—27th August Jampot Rally Scotland			

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