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The Journal of the AJS & Matchless Owners Club Ltd

# Jampot



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## Front Seat

“ I hope that the recent *WriteLines* discussion regarding the viability and continuation of Jampot Spares Limited and Kettering Classic Motorcycles is now at an end. JSL's business seems to have been much boosted by the publicity proving, if ever proof was needed, that there's no such thing as bad publicity. It's also true of course that if you live overseas there's never been a better time to buy spares from JSL. Why? Because with the British pound running so low against practically all other major economies, you get a lot of bits for your buck at the moment! The staff at Kettering have also profited by the understanding that they are hugely appreciated in what they do for the membership of the club and the preservation of the marque, and that's good because it must be slightly demoralising to spend your days serving the membership only to be told that you're rubbish! Most importantly, your questions regarding the viability and profitability of JSL and KCM have opened a strong debate within the committee, especially regarding the way that we use our prized facility at Kettering. I'm sure there will be more on this subject shortly.

Inside you'll find a letter from Steve Wilson. For those who don't know Steve he's a motorcycling journalist and author. He's been around for a while now and I first made his acquaintance when he wrote for CBG back in the distant mists of time. He's really a great fellow and loves BSA's – for some unaccountable reason. So when he told me that he was going to ride 8000 miles across Africa on an Ariel I thought he was joking. But he wasn't. Calling it the 'Short Way Up' he's doing it out of his own pocket and minus all the support and backup that was available to Ewan McGreggor and Charlie Boorman. He's also doing it to support an African village and he's asking us to spare a few pennies to help them out. And why not? If Steve says the money will go to a good cause then I for one believe him. Hope you do too.

As promised, the first of a new feature starts in this issue. *Working Bikes* is about the machines that don't simply live to be polished and ridden once in a blue moon! If you like the idea of a series, then I need eleven more features. Any interpretation will do – I used to take my son to school on a 31CSR – apparently it was 'cool' when I pulled up and dropped him off right beside the headmaster's Morris 1000 Traveller. About a thousand words and half a dozen good photo's will do the job, but 'working' location photo's rather than posed in front of the greenhouse, garden wheelbarrow or brown-painted-rolled-steel-up-and-over garage door. And how about some overseas machines from the southern hemisphere or even southern California? Take a kneeling mat with you and set the camera to its greatest capability. If you don't get to use the kneeling mat you'll know that your photo viewpoint is way too high! Over to you then.

Our pre-war officer Rob Harknett tells me that Pre-War Tank Panel Inspection Lamps will be available from Peter Kemp at the Ariel Owners MCC. Price will be approximately 150 euros plus P&P. They will be made in brass and are claimed to be very good reproductions. The first batch is due in early April and if you want to place an order you'll need to be quick as there's a very limited number available. Contact Peter on 01689 876395 or email him at [moriel@tiscali.co.uk](mailto:moriel@tiscali.co.uk). Your order will be confirmed upon receipt of a UK£50 deposit. If you're overseas Rob has offered to help out via Paypal - contact details for Rob are on page 2.

Rob Swift our adverts man has asked me to warn you that the cost of line-age only trade ads will no longer be VAT inclusive, i.e. you will need to pay VAT as an extra at 15% for now - until the government put it back up to goodness knows what level and then it will be a little or a lot more. I suspect a lot more, but let's not dwell on matters of depression.

I'm off to London in a few days from now to visit President Roy and his merry men as they show off their bikes and themselves, and this year's raffle bike, at the Ally Pally Motorcycle Show. It takes a lot these days to drag me up to the smoke from the far west windy peninsula, but living in Muswell Hill for a few years in the 70's introduced me to that iconic building where early television started in the middle of the last century. Sitting on the grassy slopes in front of the Pally in the summer sunshine, looking out over the great metropolis is an endearing memory that will never fade. I'll try to bring a photo or two back for the April *Jampot*, and if you were there as well perhaps you have a shot or two yourself. Send them in by all means.

Have a good month.

Chris Read

”

# Waffle on with TC

I would expect that at the time of writing, (mid-February), most of our A.M.C. enthusiasts throughout the world would be well aware of the absolute disaster that the horrendous bush fires have created in Victoria, (around Melbourne), but this time around, the massive loss of life, (210 dead at this time), has absolutely traumatised the Australian public who have never had a catastrophe on this scale before. In 2008 our state of N.S.W. had a road toll for the twelve months of under the four hundred mark and here we have half that number decimated in just a few days of extreme heat. I guess it's just another example of the way mother nature can wreak havoc on this mortal earth any time she chooses. At the same time we have tremendous floods in Queensland, also with a loss of life. The logical question of course is why couldn't the Queensland rain have fallen on the Victorian bushfires, but I guess God's law takes care of that.

The editor's right when he spelt out that in his position the input is always on the scale of a feast or famine. Many articles/no articles, plenty of adverts/no adverts, heaps of letters/ no letters. There never seems to be just the right balance of everything to make the editor's life easy! I did have an amazing stroke of luck in January, when – out of the blue – I was able to score that elusive Single timing cover of the early fifties, (completely unsolicited). It's too long a story to relate here, so suffice to say it was a stroke of luck to complete the long search.

A reply to a question proffered by our somewhat recalcitrant Frank W. (I won't put in his full title) as regards the 1957 CS Twin and the "S" designation would indicate "sports" as after 1955 all A.M.C. machines were of the sprung frame variety. The extra letter "R" designated a road affiliation, but did seem to me to be rather surplus to requirement, but had a nice ring to it, and definitely grew on the public, much better than Majestic, Monarch Swift & Hurricane and such like pseudonyms. Frank's second query as to the difference between the CS and CSR models in 1958 now that is a conundrum as both had alloy guards, two gallon tank, Siamese exhaust, etc. If the CS/CSR did have a quick detachable headlamp then that well could be the difference, though I thought that only the Single competition models were fitted with these items.

Discovered in a garage not far from here an ex-police Matchless Twin, engine no. G12CSR/X8831, with frame no. A84058 and appears to be about 95% complete with all relevant tinware present. Motor and gearbox appear to be assembled and the numbers could well be correct as factory assembled. There's also one of Frank W's 57/58 A.J.S. 500 CS/CSR models in a state of undress. Maybe some enthusiast might score the both of them as a job lot buy?

Now some late information courtesy of the A.M.C. factory catalogue of 1959, and I quote "of particular appeal" to riders interested in the 500cc class competition, the CS scramble version consists of a high output Twin cylinder engine fitted to the "normal scrambles frame", and to the same basic specification. The CSR version is identical except that it's equipped with standard wheels and tyres and the new large capacity petrol tank", end of quote! So Frank that was straight from the horses mouth – so to speak – so hopefully it can clarify what, for the most part, has always appeared to be a grey area and a region of which very little correct information has always been lacking, especially in our part of the world.

I have just received an, (unsolicited), letter from Les Ward, our machine dating officer, and its obvious Les has been watching – with interest – my querying of the 1963 Matchless G9 currently still being offered for sale through Kettering Classic Motorcycles. Les has picked up the baton on this one, and has literally come up with a plethora of missing information, which I had been searching for over a long number of years, mainly in relevance to the series of 1962 (stamped) machines, which were despatched to the N.S.W police to be used as "station" bikes. Les has mainly clarified that there appears to have been some 29 Matchless G9 models despatched to the N.S.W. police in April 1962. Now I know of six that are still around which equates to around 20% of the original importation, and this does duly squash my estimation, (wild guess?), that only twelve came originally to the police department. However it was somewhat optimistic to expect that half of the original contingent, (12 as I anticipated), were still alive and kicking. Six alive out of 29 is a much more realistic equation and a couple of these are in a fully restored state. Sadly my example, whilst in a running condition (with probably around 12000 original miles on the clock), has been fitted out as a pseudo racer, laughingly referred to by my contemporaries as a G43½, (not quite a G45!). It is fitted with a special petrol tank with indentations for clip ons, which are attached to the front fork downtubes. Twin concentric carburettors were fitted along with fibreglass race seat, rear sets and triangular tyres. It is more show than go, but when I got it, all the original factory equipment came with it, so it wouldn't be all that difficult to restore it to its original condition. Anyhow I would like to sincerely thank Les Ward for his interest in my long-running conundrum, and his information has been invaluable in clearing up a lot of loose ends as regards the 1962 A.M.C. 500cc Twin models – of which catalogue wise – none were ever theoretically produced. Now of course thanks to Les Ward, we officially know differently.

## March 09 Contents

FRONT SEAT	
The editor's comment...	...page 2
WAFFLE ON WITH TC	
An antipodean commentary	...this page
WRITE LINES	
A chance to air your views	...page 6
TECHNICAL TOPIC	
Jens Jacob's broken stand	...page 9
WORKING BIKES	
Clive Pearson's bikes	...page 11
SECTION NOTES	
Around the Sections	...page 14
WOT'S ON?	
Diary of planned events	...page 19
MEMBERS MART	
Sales and Services	...page 20
SECTION DIRECTORY	
There must be one near you	...page 23

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## Chairman's Chat John Lowe

**WELL** hopefully the worst of the bad weather is now behind us and we can look forward to some better riding conditions. The late snow that we experienced in February predictably almost brought the country to a total standstill. Given the mild winters we have had of late, it would have been the first experience that many drivers have had of these road conditions, which may have contributed to the gridlock conditions.

The bad weather did remind me of a time long long ago (1970 actually) when we used to have real winters. Having joined the Fire service I had to attend an establishment in sunny Manchester for my basic training course. I set off intrepidly from my home in Oxford on a balmy day in late September, with my suitcase strapped to the back of my trusty 350 cc steed. As the 3 month course progressed, despite my best intentions to bring the bike back, every weekend it was either, too cold, too wet or too windy and I succumbed to the temptation of a warm train carriage. Eventually the end of the course drew nigh and I was left with no alternative but to ride back home just before Xmas. Well the weather was absolutely freezing, so cold that despairing monkeys of the metallic variety could be seen searching for spherical objects. My riding gear was rather spartan in those days due to my impoverished state, this being brought about by my meagre resources being directed towards entertainment rather than comfort. With the aid of colleagues I dressed in all of the clothes that I had available, which included several vests, shirts, various jackets and finally topped off with a long uniform gabardine raincoat. It was then, because of my bulk and resembling a Michelin man, I realised that I could not raise my arms high enough to put my helmet on. A bit like a medieval knight, my helmet was attached to my head by my comrades and I was hoisted on to my charger to commence my journey. By the time I reached the M6 the cold had already started to breach my many layered defences and the realisation suddenly dawned that I could not stop to thaw out, as I could not take my helmet off and would even have difficulty getting off the bike.

I did eventually reach home in Oxford after 5 hours of misery and then when attempting to dismount the bike, my frozen limbs failed to respond to instructions and I collapsed in a heap in the road, with the bike on top of me. Oh happy days.

Well our planning for the Italian International rally is now almost complete. Sue and I, together with Malcolm and Debbie Arnold and our bikes, are going to travel down to the French Riviera on the train from Calais to Nice. We will then have approximately 180 miles to travel to the rally site. We intend to ride home across the Swiss Alps and then through France and back to Calais. I look forward to meeting up with those of you who are

going to what promises to be a splendid and memorable event.

It was pleasing to see in the last edition of the magazine the large number of letters supporting the Spares scheme and the hard work of Jim Gunn and his team at Kettering. However the correspondence that has appeared and numerous personal contacts, has reinforced my view that the management of the club must become more transparent and we must ensure that you are provided with quality information on committee strategies and this will happen without undue delay.

Well my latest home decorating project has been successfully completed. This should produce sufficient brownie points to spend some time in the garage to ensure that the bikes are ready for some serious riding this year. Safe riding to you all and perhaps we will meet up at a club event during the year.

## JOHN BOLTON

**CLASSIC MOTOR CYCLES  
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## Southern Counties Meet

**29th March 2009**

11:30 Morning stop Real Classic Show Ardingley  
12:30 to 13:00 Gardener's Arms for Lunch  
(Pub is opposite the showground entrance)

## Club Membership Costs 2008

**Standard UK Renewal £24**

**Standard Overseas Renewal £28**

**Overseas Digital Renewal £24**

**Extra Family Member\* £2**

**Spares Discount Scheme\*\* £5**

**New Member Joining Fee £5**

\* Aged 10 or over

\*\* Allows 10% discount on all new spares

## **A.J.S., MATCHLESS & NORTON DATING SERVICE (Norton 1963 to 1969)**

Dating Certificates for 'age-related numbers'  
£8.50 to Club Members; £12.50 to non-Members

Certificates of Authenticity  
£8.50 to Club Members; £12.50 to non-Members

Queries re identification of miscellaneous frame and/or engine number  
£8.50 to Club Members; £12.50 to non-Members

Fee in connection with Reclamation  
of original Registration Numbers  
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Machine Dating Officer, Les Ward  
1 Magnolia Close, Andover, Hants  
SP10 3QW. Phone 01264 357831

**Email: [dating@jampot.com](mailto:dating@jampot.com)**

**UK members please enclose SAE with enquiries.**

**A clear, close-up photo of frame and engine number stampings must always be provided.**

# Magnificent Matchless twins

A pair of 750cc Matchless twins has been added to the National Motorcycle Museum's ever-growing display. They are freshly-restored examples of multi-marque hybrids produced in both AJS and Matchless versions by Associated Motor Cycles from 1964 to 1966. A late 1964 G15 MkII and a 1965 G15 CSR sports, both feature a 745cc ohv Norton Atlas-type engine and AMC gearbox in an AJS/Matchless duplex frame with Norton forks and brakes.



The touring model, supplied to White's of Darlington in October 1964, has the large tank emblems, nicknamed 'knee-knockers' seen on AJS and Matchless machines from 1962 to 1964. The Norton-engined G15 followed a 750cc Matchless-engined G15 sold on the US market in 1962.

Shipped to AMC's US agent JB Berliner in April 1965, the brightly-finished CSR has twin Amal Monobloc carburettors, sweptback exhaust pipes and dropped handlebars. This model was reputed to be capable of 115mph. The restorations were carried out for the Museum by Norton twins specialist World Vista.

The National Motorcycle Museum is at the intersection of the A45 Birmingham-Coventry road and the M42 motorway. It is open every day from 9.30am to 5pm (except 24-26 December). Admission charges: Adults £6.95, Senior Citizens £4.95, Children (under 15) £4.95, Family Tickets (2 adults and 2 children) £20.00.

## Eastern Counties Meet 2009

The Squadron, North Weald Air Field  
Sunday 5<sup>th</sup> April from 10:30 to 15:00 - All Sections Welcome



The Cafe opens for breakfast at 09:30 and serves lunch from 12:00 to 14:00



**AJS & MATCHLESS O.C.**  
Sussex

### Anniversary Camping Weekend

Friday 12<sup>th</sup> to Sunday 14<sup>th</sup> June 2009

**The Piltdown Man Public House**  
(A272 Between Newick & Uckfield)

Campfire Friday and Saturday night  
Outside Bar with Harvey's real ales  
£5 Full English Breakfast Saturday & Sunday  
Saturday run leaving at 11.00a.m

Credit Crunch Saturday Evening menu from £1.00  
Yes as seen on local T.V that's a choice of main courses from £1.00.

### Free Camping

In return we encouraged you to make full use of the pubs catering and bar facilities as such we will need an idea of numbers in advance

Please contact your Section Secretary or  
The Sussex Section Secretary Andy Davis  
Tel: 01444 454508 (Answer phone) or email [andydc2000@hotmail.com](mailto:andydc2000@hotmail.com)

By Monday 1st June 2009

### Jack Emmott?

**THANK** you once again for another year's Herculean effort on our behalf, please keep at it.

The 'Motorcycle Apprentice' tome was in my Crimbo stocking; I did look thoroughly but could not find the *Jampot* cover girl I wrote to Santa about. It is many years since I read a whole book [waitforit!] in one sitting. Well I did it this year; no Christmas day TV for me. I unwrapped it, readit, ate, readit, ate, snoozed, readit some more, ate some more and finished the book. A really interesting read covering some recognisable ground in sixties life and engineering circles and I developed at least two more rounds for the club quiz next winter. I have read most if not all the books on the AMC range including the parts book for the 1954 single! Terrific value too from Veloce publishing. I am signed up to their newsletter and got a little extra discount and delivery just in time for Xmas. A recommended read / addition to the AMC library.

Now for a challenge: I would like to know all there is to know about Jack Emmott, he gets a brief mention on pages 77 - 79 of 'M/c App' above. I also have somewhere in the loft an article from a sixties Motorcycle Mechanics showing the Speedway bike he made. I bought my racing leathers from his shop just after he died so I know he had a shop. I still have the 'TT' brand leathers by the way but they have shunk badly and I thought they were a good brand too ;-). What I would like to do is gather as much info as possible and possibly recreate the bike he made using the 350 trials motor I have. I doubt I could find an original bike unfortunately. It would make an interesting exhibit on our club stand and at the Jampot and it would combine my two main interests of AMC and Speedway.

**Richard Shepherd**  
I.O.M.

[www.toylander.com](http://www.toylander.com)

### Why 2010?

**I UNDERSTAND** that the Club proposes to celebrate The AJS Centenary in 2010 in a number of ways which looks quite exciting. So much so that I am persuaded of the desirability of acquiring an AJS machine, and negotiations towards this are in hand!

All of my books, however, point to 1909 as the year when Arthur founded the company, whilst several authors write that the

first true AJS machines were not produced until 1911, earlier efforts having been powered by bought-in engines. Has 2010 been chosen as a happy compromise between the two suggested dates of origin?

Whilst on the subject of AJS, a glimpse through the last two years of *Jampot* reveals that of the 24 cover pictures published, no fewer than 17 have been of AJS bikes, leaving Matchless with a paltry 7 scored! Is this woeful imbalance purely coincidental or is there an editorial bias, subconscious or otherwise?

Nice to see that the festive feminine element featured on December's cover has continued into the New Year!

**Andrew Ross**  
Warwickshire Section

*I'm sure somebody on the committee will come back with the answer to your first question and 'pure coincidence' is truly the answer to your second query. It's a Matchless on this month's cover! - CR*

### Junior Prejudice

**I'VE** always been more than a little prejudiced against the 'junior' member of the AMC stable, that is until I recently purchased an original and very charming G2 from a fellow club member residing in



Wiltshire. I purchased the bike with the intention of entering this year's *Westward Ho!* run, but unfortunately participation is not going to be possible this year. Based on advice from other members I thought the bike, which being lightweight is very manoeuvrable (ideal for backtracking down country lanes at night!) would be ideal with its newly replaced electrics and excellent mechanics. I have not been disappointed as it rides like a dream, and would easily maintain a cruising speed of 50 mph, which is my average on a Model 30 anyway. This is a great bike which I'll

hopefully enter into the *Westward Ho!* next year, and in the meantime will enjoy potting around the Norfolk lanes.

**Dave Speck**  
Norfolk

*Nice looking machine Dave. Reminds me that my '64 G2 CSR was possibly one of the best AMC's that I've ever owned. Why I sold it I shall never fathom... - CR*

### Elec-trick Starting

**I am** a relatively new member of the club and my main reason for joining was the ready availability of Ajay spares at reasonable cost. My continued membership rests upon the same reasoning. So please can we move the discussion on from 'Do we need the spares scheme?' to 'What new parts should the scheme be researching, developing, manufacturing and selling?' In that spirit, can I make a suggestion? In discussion with a fellow ancient rider of an equally ancient Ajay, recently, we were ruminating over the possibility of fitting an electric start to my '54. Kicking over ideas is often easier these days than kicking over my bike. Starting that can be a trial now that I am getting on in years and this innovation would obviously help.

Surely, the technically proficient out there in the club are perfectly able (working closely with the scheme) to design and develop a starter motor, perhaps derived from a modern Japanese machine but fitting into the casing for the old dynamo. This would fit exactly where the dynamo fits on my bike, in the round hole in the engine plates and could provide the motive power to start the engine, could it not? Enhanced modern battery power would also be needed, we decided, to power the lights otherwise running, courtesy of the dynamo – but now replaced by some clever starter 'mechanism/electronic jiggery pokery'.

Taking the next step (into fantasy perhaps) might it not be possible to also fit a dynamo into the same casing but with reversed polarity – all powered by the chain? I honestly have no idea how this might be done but there is only a polarity difference, so I am told - and that motors are, therefore, really only dynamo's suffering from an identity crisis. Perhaps... we were well into our swing by now... the same clever mechanism could do both jobs - but cleverly change direction (and polarity) once the engine was started and thus miraculously transform into the dynamo for the benefit of the battery and lighting set

up? And all achieved at the very lowest development and production cost, of course.

I have no idea if this is a new idea - is that likely, given that it only took two tired codgers half an hour -and a couple of, admittedly, stiffish vodka/tonics, to come up with it? And I have no knowledge to permit me to comprehend whether or not it is technically feasible. But if it is, then it would help to transform my riding experience on all too frequent 'bad knee days'. It would also be likely to generate income for the scheme, as I suspect there are many, like me, who still want to ride their old bikes but want some help to get them started.

Can I also suggest that such an innovation, if it could be made for our marque would also be a saleable item for other marques and offer a wider market for the club - and more income to help out during difficult times. I offer it gratis to the world since it sounds easy enough for someone who knows how 'wires' work and does not think that a 'file' invariably comes, at huge expense, from Microsoft. I'm just guessing that they might also need a screwdriver, though probably only a small one. If this idea is old hat or impossible to do cheaply, I would ask the technically minded to be kind in their refutation... there has been too much ill-will generated recently. Perhaps there is someone out there in Jampotland who has the necessary brains, the kit and the shed to make this happen or else the goodness and humanity to let me down gently. Of course, if such an item is already available, that would be good to know too. Has anyone else come up with great ideas for developing clever new parts, ideas that rely on new technological developments which can be bolted on to existing machines, without resort to hacksaws and bludgeon? I like my bike as it is - when I can start the damn thing.

**Brandon Wells**  
Via email

*The idea of a starter-generator is not a new one and the Siba-Dynastart on my old Bond minicar only let me down about twenty-five times. I've often looked at the vacant dynamo position on my AMC alternator twins and wondered whether I could graft in a motor and chain-driven sprag-clutch drive to the crankshaft? But I think the chaincase would have to develop quite a bulge to accommodate the gearing. And singles would be even more difficult wouldn't they? Anybody got any inventive ideas? - CR*

## Google Earth Jampot

**WHEN** we were talking in a Section meeting after we got back from Cornwall last

summer and discussing the photos posted on the Club's website, it was pointed out that, whilst the site shows just a few photos of the 2007 rally, many people who came to Wantisden wouldn't be aware of the many more photos that are on the East Suffolk Section's own website.

Although we have made some attempts to get a link inserted to direct people to our site, it seems this is not possible.

Anyone interested can find them on [eastsuffolkjampot.co.uk](http://eastsuffolkjampot.co.uk)

Another thing for those interested. No-one would have noticed a high-flying satellite passing overhead sometime that weekend, but just look on Google Earth. When you focus on Wantisden, you'll find the Jampot rally laid out in detail. If anyone looks carefully, they may just be able to spot themselves on the site!

**Albert Usher**  
Via email

## Spares USA

**I'VE** been a member of the North American Section over 20 odd years, and very active. Last year the club had that trouble with the overseas parts supply! You people in England are very lucky to have an auto-jumble 3 or 4 time a month. Here in the US auto-jumbles are few and far between and Daytona is gone to the Harley crowd - taken it over. Few vendors show up and all they have is after-market parts for Triumph, BSA and Norton. I was born in Palestine under British Dominion and in 1949 you guys left - but left behind tons of motorcycles. My first machine at the age of 15 was Matchless War Department 350. Today I'm 73 and own 13 machines, 6 AMCs. I'm a JSL customer and Jim Gunn is a super person and he always takes the time to answer all of my questions. Here in USA there's a lot of British Iron and much AMC thanks to the Club Spares. We also face here the economy crunch, this is a global problem. So be grateful that you can drive on Saturday to Kettering, view the machines on display on the floor, and purchase what spares you need. I wish we had such a place here in the USA.

**Isaac Mizrachi**  
USA

## "I Smell A Rat"

**UPON** reading the January *Jampot*, I note that Frank Westworth had a wry smile whilst reading Bill Bruty's letter of discontent. When I read Frank's letter I was positively in hysterics. In deepest darkest East Yorkshire we use the "I smell a rat" term, when something does not ring true and arouses suspicions. So here we have

someone who, in our quarters, we regard as a respected member of our club, sledging certain aspects of the club namely Jampot Spares and Kettering Classic Motorcycles. I question the motive behind this tirade. We all remember the letter of Brian Lingard of last spring, when he vented his feelings regarding the spares scheme. Being a forthright northerner I feel some of the points Brian raised were justified yet little in the way of support was published. As it was turned into a PR exercise for Jampot Spares. Now, I feel we have an excellent spares scheme but like I am not perfect, neither is the spares scheme, yet we all learn and change from our life experiences.

I realise the number of businesses trading in our hobbies consumables has grown and rightly has the competition for our custom. Now some of Jampot Spares' competitors have different qualities to those offered at Kettering and as such attract a different clientele.

I have recently restored a Lightweight and upon the receipt of my order for spares, Jampot Spares actively encouraged me to use one of its competitors. I now realise that it is not only Jampot Spares that provide an "exceedingly good service" and maybe there are points to be learned and appreciated from other spares providers.

So with falling member numbers the need for all spares providers to "hot up" their quality of service is very real and we must not rest on the laurels and reputations of Messers Collier & Stephens. So the hirsute gentleman has merely used one of JSL's competitors to kick start a further Jampot Spares PR exercise. If this is the case Jampot Spares needs to observe the various modes of customer care used by its competitors and embrace the positive aspects.

**Colin Frow**  
East Yorkshire

*Colin, just to make it clear; when you say that "...some of the points Brian raised were justified yet little in the way of support was published", I published everything that I received on the subject and held nothing back. - CR*

## Spares Scheme not Sacred

**IS** a Spares Scheme necessary? There are, after all, several alternative well established suppliers of AMC spares. The difference is that the spares scheme was created by volunteer club members to try to ensure that other members had a source of supply of vital parts by corralling unwanted trade stocks and rescuing second hand units destined for the scrap heap. The classic bike parts trade has

grown up to take advantage of the increasing popularity of riding and restoring old bikes.

The club has every right to be proud of and grateful to the hard working volunteers who built up the Spares Scheme to the point where a Marketing Manager was necessary. Ernie Merryweather fulfilled this function with distinction until a separate limited company was created. Thus Jampot Spares Limited is a product of natural evolution, is still very much a club service and, in my experience, has continued the expansion of the range of parts available. I have a propensity for buying 'dogs', so my consumption of spare parts is impressive, about 30 orders in the last 6 years. This week I ordered a primary chain by 'phone at 10.00am on Wednesday and it arrived in North Devon at 11.00 am on Thursday. I did remember to look up the part number first.

I admit to having some reservations about Kettering Classic Motorcycles. At the time I thought that accepting Ernie Merryweather's offer to take over Northants Classic Bikes was a better alternative. It would have meant one competitor less, Ernie would have been saved the hassle of selling his business in the open market and Roger Norman and his team the headaches of creating KCM. Having said that, if KCM has a steady turnover of bikes, is not leaking money and makes the occasional contribution to JSL's finances, then it is fulfilling its function and we should probably leave well alone.

I have always admired the outstanding journalistic talents of Frank Westworth. He edited the best classic bike magazine of its day with 'Classic Bike Guide, and has established 'RealClassic' as a worthy successor to GBG as the No.1 old bike mag. It was therefore very disappointing to read his condemnation of JSL. The Spares Scheme is not sacred and many members, including me, use the other outlets from time to time. I don't think that JSL is "Big Business". Three people staff JSL, KCM and the Club's admin office. Hardly Civil Service manning levels.

**Doug Almond**  
North Devon

## The Business - Kent's View

**KENT** section members spent a recent club night discussing the issues raised about the Club's business in *Jampot* correspondence, in particular the spares scheme and bike sales and have authorised the scribe to send a letter to *Writelines* expressing their concerns.

Bill Bruty's original letter posing doubts about the viability of JSL and KCM in the current trading environment is entirely reasonable. Jim Gunn has largely answered this and doubtless full figures will be pub-

lished and available at the AGM on 7<sup>th</sup> March. It is however quite different when Bill's letter is used as a platform by Frank Westworth to launch an ill-considered attack on the usefulness and efficiency of JSL and KCM and those who run these operations.

Most of this section's members have made extensive use of the spares scheme and some have disposed of machines through KCM including at least one shipped to USA. All of us are well satisfied with the speed and efficiency of the scheme and the friendliness of Jim & Co. Frank seems to have been singularly unfortunate in his attempts (now terminated) to buy from the scheme. How odd then that he appears to be the only person so afflicted - none of the letters in *Jampot* or comments on the website forum make similar complaints. Even those letters raising points about the scheme's finances make no complaint about the service received.

Frank makes much of the availability of parts from other sources. How strange he does not appreciate that in quite a few instances these parts are only available because of the spadework and initiative of the people in JSL. Without the investment in volume orders many items would not be manufactured as it is doubtful whether anyone else would take on the commercial risk. Frank must know all this and as a respected journalist, it's surprising he risks his credibility in penning such nonsense.

Kent section now wishes to make it quite clear that we fully support the team at JSL and KCM in their work to ensure the efficient running of these related businesses and deplore the claims by only one member that their efforts are unsatisfactory.

**Mike Chiles**  
Kent Section

## The Last Word

**STOP IT**, stop it, stop it. Enough, enough, enough. Boring, boring, boring. To the minority of members who are not satisfied with the conduct of the club, Spares Scheme and KCM, go and join another club where your tiresome and lengthy correspondence may be better appreciated.

**Peter Rose**  
Sydney, Australia

*I have to say that I agree with Peter's sentiments. Surely that's enough? There's a lot of pro-JSL/KCM that I haven't got around to printing and no con-JSL/KCM left out. I can't tell you not to send anymore - that's your choice - but it does seem as if the matter has been well aired. Will someone start us off on a new subject? - CR*



[www.ariel-short-way-up.co.uk](http://www.ariel-short-way-up.co.uk)  
steve@wilsonbsa.fsnet.co.uk

**IN** May 2009, I and my friend Tony Page are shipping our Ariel motorbikes to Cape Town. From there we start on an 8000 mile ride which we are calling the Short Way Up. The focal point is Kawaza in eastern Zambia, and one object of the exercise is to raise money for the school/clinic/water project there.

We are meeting the expedition costs ourselves. All the money we raise will go straight to Kawaza via an existing registered charity.

I apologise for this begging letter, but having seen the village and school, and its hopeful, cheerful spirit in the face of hardship, I wanted to do something, and I'm sure you would have too. Anything you can give will help more than you can imagine.

For further details and to give online, go to our website on [www.ariel-short-way-up.co.uk](http://www.ariel-short-way-up.co.uk). Or just send a cheque or postal order, made out to "Kawaza School-Short Way Up", to Kathy Archibald at the address below.

Thank you.

*Steve Wilson*

**Kawasa School Charitable Trust,  
c/o Mrs Kathy Archibald,  
Enterprise House,  
Meadow Drive,  
Hampton-in-Arden,  
West Midlands, B92 0BD**

## Technical Topic Jens Jacobs from Germany reports:

At the 2008 International Jampot Rally in Poland the centre stand of one member of our group was broken during a ride. As a result one of the legs dragged over the road producing a trail of sparks and was potentially quite dangerous. By pure chance I looked under my own bike only to find my own centre stand was broken too and probably near to separating into two pieces.

It seems that the construction has a weak point. The small hole (perhaps used during the process of manufacturing) allows water into the connecting cross-piece and rust then forms from the inside. The hole is also just in the line of maximum tension when the bike is turned on one leg of the centre stand, which I do sometimes.

I would recommend that you look under your bike occasionally!



## President's Post Roy Bellet

**NOT** much as changed in the way of life since our last chat. I have to say, the free drinks seem to have dried up and the lunches have come to a halt. Not before a couple of visits that I have to mention. The first being a trip for an evening club meet at the East Suffolk section on the 9<sup>th</sup> February. As it happens this turned out to be one of the wettest nights we have seen in I don't know how long, leaving parts of Essex coping with 3-4ft of water. This however failed to dampen our evening and although it took a little longer than anticipated Karen and I arrived safe and sound. We had a very enjoyable evening and were made very welcome with most of the section in attendance. After an update on their 2009 calendar of events given by Albert, I spoke briefly with regard to current club matters covering a few points that had been raised and also mentioned the forthcoming International Rally for 2010 in Ireland which generated some interest.

Three days later it was off to the Oxford Section to assist ex-President Malcolm to give an update on this year's Italian IJR. Dudley accompanied me in his official capacity as my personal translator and navigator in which I have to say he is doing a sterling job. On finding the evening venue we proceeded to look for somewhere to eat, only to be told by three of the local pubs "no food on Thursdays". No worries, the local Indian Restaurant didn't let us down. So once fed and watered we went to the meet. Between Dudley, Malcolm and myself we gave an update on the rally and had a general chat and then we headed home only to be meet in Essex by a snow storm. (Suppose you could say the weather hasn't been very kind to me this month).

By the time you read this Karen and I will have enjoyed an evening of fine wine and dining courtesy of the Kent section at their annual awards dinner on 28<sup>th</sup> February, which I am sure will have been a great night. Finally my own East London and Essex section, along with the help of a few others, will have hosted the revival of the Ally Pally classic event. A full report will follow from one of my (little) foot soldiers in the next JP. I look forward to seeing you very soon, until then ... Keep 'em polished!

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Mar09/1

New



## DRIVE IT DAY **26th April**

THE primary aim of DID, of course, is to showcase the historic vehicle movement. Some have suggested that - in this age of concern about emissions - we are acting unwisely in encouraging people to use old vehicles: we disagree, obviously. The historic vehicle movement, as our survey of 2006 showed, is a significant contributor to society: hundreds of thousands of people derive pleasure from it, tens of thousands earn some or all of their income from it, and it contributes over £3 billion to the national economy. All of that depends on freedom of use: lose that, and the movement will, inevitably, decline. To *uphold the freedom* we need, above all, to keep legislators on our side. Two things that always weigh heavily with legislators when they are considering new measures are, first, the number of voters who will be adversely affected and, second, whether the benefit resulting from the proposed measure is sufficient to justify upsetting that number of people. DID helps both: it shows the large numbers, and by making an obvious contrast with the other days in the year when it is rare to see anything over 20 years old, it shows how little historic vehicles are used. It thus demonstrates that restrictive measures will have negligible benefit on emissions, but would upset large numbers of people.

Can the Section Programme Secretary remember to tell *Wot's On?* in the *Jampot* and the Secretary to the FBHVC [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) of your plans

## IT'S ON AGAIN!

In spite of the doubts cast at last year's meeting, Newbury Section are please to announce that the **WESTWARD HO!**  
**NIGHT RELIABILITY RUN** will take place from the 3<sup>rd</sup> to the 5<sup>th</sup> April 2009.

Come and enjoy the camaraderie at the Rising Sun and at the Tors, plus the getting cold, wet or lost in between.

Details and application forms from  
**Bill Dorling**  
5, Blacklands Road,  
Upper Bucklebury,  
Reading, RG7 6QP.  
Ph: 01635 864256

# THE 2009 International Jampot Rally ITALY

Email [ijr2009@jampot.com](mailto:ijr2009@jampot.com) or Tel 01277 636500 for UK Bookings  
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\*\*\* Final payment details \*\*\*

All payments are to be made in Euros, no credit cards, debit cards or cheques are acceptable.  
When the UK deposits were transferred, the exchange rate obtained was approximately 1.09, i.e. 44 Euro per deposit.

### INTERNATIONAL JAMPOT RALLY 2009

The international JAMPOT RALLY 2009 will be held in Borgo Priolo (PV), at the Agriturismo-sporting centre La Torretta, (see [WWW.torretta.it](http://WWW.torretta.it)) on May 29<sup>th</sup>, 30<sup>th</sup> and 31<sup>st</sup>.

The programme for the three days will be as follows:

#### 1<sup>st</sup> day Friday 29 May

Arrival, signing on for the rally, information on the centre and rally programme, delivery of documentation and badge, assignment of rooms, camping or camper space, meeting other participants, organizing the groups for the runs on the 30<sup>th</sup> and 31<sup>st</sup>, possibility of trial/off road run at the centre, dinner served in the restaurant.

#### 2<sup>nd</sup> day Saturday May 30<sup>th</sup>

For the participants who arrived on the 29<sup>th</sup>, continental breakfast (tea, coffee, milk, brioche, bread, biscuits, cheeses, jams, etc.). For latecomers signing on up to 10.00am. At 10.30am group departure, in escorted groups of 30-50 motorcycles, (we await confirmation from the authorities) to the Castle Visconteo and a

visit to the Ducal Plaza.

At 14.30 groups depart for Pavia for visit to S.Pietro in Ciel Di Oro, S. Michele and attractions of the city, (again we await confirmation from the authorities) Motorcycle parking in the Cathedral Plaza or Plaza Victoria).

At 18.00 group departure, anticipated arrival time 1900.

At 20.30 party in the piazzetta of La Torretta, with barbeque, orchestra and dancing.

#### 3<sup>rd</sup> day Sunday 31<sup>st</sup> May

For the participants who arrived on 29<sup>th</sup> and 30<sup>th</sup>, continental breakfast (tea, coffee, milk, brioche, bread, biscuits, cheeses, jams, etc.).

Registration of the daily arrivals up to 10.00 am.

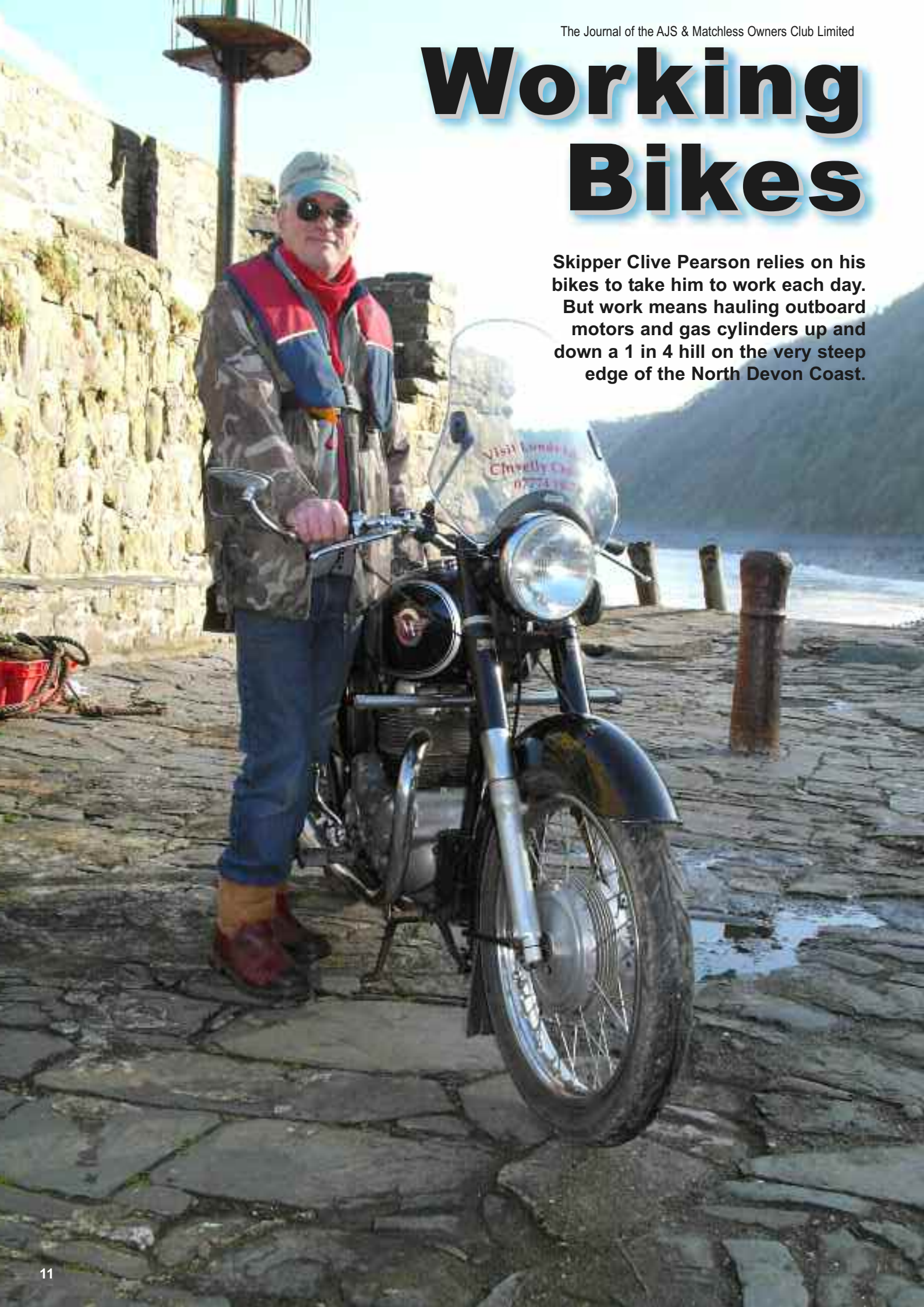
At 10.30am departure in groups for an organized ride into the hills up to the Penice Mountain (giving outstanding views of the whole alpine arena from the Monviso the Daring Mountain). Barbecue near the footsteps of the Brallo, return to La Torretta, with dinner and awards in the restaurant.

#### 4<sup>th</sup> day Monday 1<sup>st</sup> June:

Breakfast and departure by 12.00pm

# Working Bikes

**Skipper Clive Pearson relies on his bikes to take him to work each day. But work means hauling outboard motors and gas cylinders up and down a 1 in 4 hill on the very steep edge of the North Devon Coast.**



## Working Bikes

I returned to motorcycling in 2001 after buying a 1959 Model 16 A.J.S 350cc which I had to extensively overhaul before it became reliable for transport. I loved the freedom and exhilaration of biking again after some 30 years without a bike. I had owned three notable bikes, an A.J.S Model 18, a Norton ES2 and a Matchless G9 with a sidecar. I use my present bikes whenever I have an excuse to get out and ride. I also own a 1959 G12 Matchless which was also largely rebuilt and a 1976 B.M.W R100RS which has had only a few minor problems. I have loved all three bikes - they each have their own character and compliment each other. They are used all the year round and I choose which bike to ride according to the journey being undertaken.

The A.J.S and Matchless are used mainly for more local commuting and club runs whilst I tend to use the B.M.W for longer journeys, touring and when wet and cold where the heated grips and efficient fairing keep me warmer and drier than either of the British bikes. They are also brilliant winter bikes as there is less chrome and the mudguards are plastic.

From April to October I run a charter boat the 'Jessica Hettie' from Clovelly to Lundy Island. We carry a lot of people with a variety of interests but mainly we dive, fish and look for wildlife including the legendary Puffin. We swim with the seals usually several times a week. They are playful and will approach swimmers. Sometimes, in order for a photo to be taken, they have to be pushed away!

In recent years we have seen hundreds of Dolphins and in August 2008 two Minke Whales circled the boat with a snorkeller going eyeball to eyeball; an amazing experience for everybody on board. We have featured in various T.V programmes with the presenters Bill Oddy, Kate Humble, Matt Baker, Mike Dilger and Miranda Krestovnicoff in 'Coast'.

We catch Mackerel most days for lunch which I fry with rosemary, sea salt and black pepper, sometimes garlic. I cook with a very efficient primas stove swapped for a 3 bearing 1936 Austin 7 crankshaft! We only catch enough to eat or what people can use for themselves. There is a no-take zone on Lundy, so we cannot catch fish in that area of the east coast. Being a skipper I can show people how to be as humane as possible. All fish to be kept are dispatched immediately, all others are returned alive.

2008 will be remembered as a wet and windy summer by motorcyclists and many others dependant upon the weather. Aub is my crew on most of my trips. I pick him up either on the A.J.S or Matchless at around 8 am and load up with a cool box of ice and our gear. The hill down to the harbour is 1:4 in places. The run back up the hill is not easy but both bikes perform well. The A.J.S having less power needs to rev well, the Matchless cruises uphill easily with plenty of power. Having had two stainless rear carriers made to the original pattern I carry all sorts of gear including outboard engines, calor gas cylinders, fishing and diving gear. Care must be taken not to overload as this makes the front wheel and steering feel light - not a good idea on a 1:4 hill!

There are few days each year where one or more of the bikes are not used for shopping, commuting or club runs on a Sunday morning. The run down the A39 from Clovelly to Piers Café to meet the West Country Riders on the last Sunday of each month is always a ride I look forward to, where a good few friendly faces become friends over the course of time. I intend to join a R.O.S.P.A course to improve my riding skills as I am sure I have some bad habits which I may be unaware of.

During the winter I am a potter (as in clay). It has been part of my living for 37 years, so I get the workshop sorted out, light the pot-bellied stove and get down to making a good stock of pots hopefully to be sold the following summer in our Clovelly showroom. I get a lot of opportunities to ride in the winter but I do prefer to have a reason for a journey and generally don't ride just for the pleasure alone except for club runs with the N.D.B.M.O.C in Bideford who are a very friendly bunch of chaps.

I toured the west coast of Scotland this year with only one wet day; it was stunning, hardly any traffic- brilliant bimbly country, wonderful scenery and several other bikers enjoying their rides.

I think that the bikes are improved by regular riding; niggling problems are soon sorted if you need the bike. Electrics work better for being used and even on a wet day with mud on the road a quick hose and brush have the bike shiny again. A leather off, an hour 10 feet from the workshop fire and everything is dry again. A gentle spray with duck oil seems to keep the rust at bay ready for the next trip... maybe tomorrow.



*Top:*  
Clive and Aub with coolbox and buoyancy aids ready for the run down to the harbour.

*Above and Below:*  
When you live and work by the sea and you own things made of metal, it's a constant battle with the salt.

Visit [www.clovelly-charters.ukf.net](http://www.clovelly-charters.ukf.net) if you want to book passage on the 'Jessica Hettie' from Clovelly to Lundy.





# **Around** The **Sections**

Edited by Reg Stubbs

**Bristols** "proper-job" scribe is soaking up the South African sunshine. Yer actual perscriptorius temporaris is proud to have once met Precious McKenzie, now the holder of four Commonwealth Golds and the MBE. Having suffered an appalling childhood in SA, he took up weightlifting to develop his weakened body. Frustrated by Apartheid, he moved to Bristol. Well, somebody has to! I saw him lift two 6' men seated at the ends of a ladder. Impressed? Well you should be... Mr McKenzie is just 4' 9" - Bantamweight. This was about 1970. He opened our Village Fete. (Truly, a fete worse than death). He must have thought "Enough!" because he then emigrated to New Zealand where he is now a consultant on industrial lifting techniques. "Precious," a film of his amazing life is due for release soon. Happily, SA is involved, as is Anthony Hopkins (if he can stop that old Indian in time). Oh yes. Motorcycling! JA's Sunday run was a bit chilly but no real problem for six fit young studs. Whilst we thawed out in the hostelry, Tony Coleman informed us of his impending SA holiday. I asked anyone if they were jealous. 37 hands shot up around the bar. The Club Stand at Shepton Mallet was excellent. I need a folding kickstart lever, but Spider stopped me nicking one there. He's a hard guy. It must be the hat! Geoff Warr and Roger Bayliss were skulking on the Douglas stand. I won't tell anyone. Geoff had just been awarded "Best Private Entry" (sounds unprintable!) for his TWN Cornet This could be the one I drooled over in 1957. A batch of new ones was being uncrated at Claude Rye's Fulham. Very advanced spec. £129/10 shillings. I did have the ten bob. Geoff's bike is surely unique in the club; however, his first name is common-as muck. This was recently mentioned (more politely) by Our Tone. The AGM roll-call sounds like those delightful little stationary engines at a Steam Fair. "Geoff - Jeff - Geoff - Jeff - Geoff - Jeff".

February's meeting of the **Cheshire and North Wales** section was fairly well attended despite the snow and the competition from a Liverpool v Everton match. We were able to welcome new member Keith Marsden to the section. When I say new member, Keith joined the club last year but this was his first visit to the section. Keith owns a very nice very original 1953 model 16. The bike had one owner from new until Keith's brother (who is in the trade) was alerted to its whereabouts, a deal was struck and the

machine found its way to Keith's garage, and he is looking forward to joining us on our outings this summer. Which brings me to that very point. So far, the section has shown interest in attending the steam rallies at Kelsall, Tabley House and Astle Park. The railway exhibition at Glyndfodwy Railway station Llangollen the week starting 18<sup>th</sup> April, where we will be displaying our machines, the Thundersprint 9<sup>th</sup>, 10<sup>th</sup> May where we have a club stand again. Birkenhead Park Transport Exhibition (date to be confirmed) where again we will have a club stand. On Sunday 5<sup>th</sup> April we will be visiting Andrew Engineering for the open day. Malcolm Leigh asks that we furnish him with expected numbers for that one, so that he knows how many are staying for lunch. On Wednesday 15<sup>th</sup> July we will be visiting the North West Section; we will meet up at Helsby for the run over. It is hoped that we will have a Sunday run to Llangollen railway some time in March taking in the Horse Shoe Pass. Hopefully more runs will be organised as the summer goes on. Any member interested in the above please get in touch with me, or better still get along to the section meetings.

**East Berks** had their AGM on 19<sup>th</sup> Jan. It was longer than usual with more members participating in the discussion. We'll have to study the CCTV tapes to find out how we allowed this lack of control to happen. In previous years all we've heard is "carry on as before" in-between the slurping of beer. This makes the AGM minutes easy to produce as they are just the previous year's freshened up a bit. Even a trip to France was suggested and we will be planning some sort of weekend away to respond to this. The only resignation from the existing committee is Brian Mills. Brian has been our Treasurer for 21 years and we would all like to thank Brian for his unstinting efforts over this time and for keeping us on the right side of bankruptcy. He's earned himself a well deserved rest. DY has added this role to his extensive portfolio and we look forward to another 21 years of unstinting effort... but we are prepared for a little disappointment along the way. Last month I mentioned that four members took part in the Exeter Long Distance Trial. I've since found out that the sub zero temperatures must have suited Graham as he achieved a Gold Award. Apparently in the freezing fog they all ended up covered in white frost and sliding around on black ice - sooner than me. The Talmag trial has also taken place, but I have no results yet as our last club night was cancelled due to adverse weather.

In fact motorcycling activity in general has been curtailed recently by the weather. We are all looking forward to a decent summer this year to make up for the non-

events of the last 2 years. But again we should be prepared for some disappointment. Best wishes to all. Garry Jones

Not much to report on the riding front for **East London & Essex** due to the cold and frosty weather; although a couple of us did ride up to the London Motorcycle show at Excel Centre. Only went by bike because the parking was free, but the traffic was horrendous, especially during the evening rush hour. Good luck to those that commute to London by bike. The highlight of the month was an illustrated talk by member Geoff Thompson on restoring steam locomotives. Geoff is connected with a company that leases engines to various preserved railway lines. The digital photos were projected with help from the local camera club and enabled Geoff to show details of the latest restoration. Those who complain about the cost of spares to keep their bikes running would nearly die if they had to foot the bill for a steam loco: £96,000 for boiler repairs alone. Many thanks to Geoff for keeping us entertained for more than an hour and also to Malcolm, from the camera club, for operating the equipment. Club night on the 8<sup>th</sup> was almost snowed off, as it started snowing heavily about 6:30. Nevertheless some dozen or so intrepid souls managed to get to the Squadron, luckily including Kathy who opened the Bar. More surprising was Vic who once again came by bike. This time however on a Suzuki as his AJS has been damaged in a collision with a car (didn't see you guv). Thankfully Vic was unhurt; but not sure if the same still applies to his feet, as he was last seen riding towards home with both feet firmly planted and the back wheel struggling to stay in line. Only another 18 miles to go - wonder if the boots and Vic's legs held out. Alan Jennings.

The **East Midlands** Annual Dinner and Awards Evening was held at The Appleby Inn on Saturday 7<sup>th</sup> February, where some 36 of us sat down to an excellent meal, superbly organised by Eric Brooker. This was followed by the Presentation of Awards, Clubman of the Year was awarded to Andy Smith, Jampot Road Trial to John Renwick, Stephen Barnes Trophy to Eric Brooker, The Curtis Trophy to Paul Rush (this was such a close result that a presentation was also made to Mick Leach) and finally The John Smith Trophy to Ahem, Me!! As a finale a raffle was held to raise funds for Macmillan Nurses, this was prompted by John and Julie Grew, whose son Tom benefited from their care, a sum of £106 resulted. Andy Smith caused much hilarity when for his selection of a prize he chose a bottle of "Muc Off" cleaner, now Andy is well known for his preference for his bikes to have a used, oily, well used patina, he tried to fob

us off by saying it was for his granddaughter's grass track bike, yeah, right! We will be looking with interest at his steeds in the future. By the time you read this it will be short notice, but do not forget that John Grew will still be looking for material for his Images Night on March 18<sup>th</sup>.

**East Suffolk** members first pub lunch of the year was at the Cherry Tree at Woodbridge. In addition to the normal crowd, new members Chris and Maureen and Colin and Cathy were there giving first sighting of the tidy lightweight that Colin just acquired from Andy's. Many of the section bikes are off the road at the moment – in one case because the annual date for the MOT renewal coincided with the start of the snowy weather, so the bike still has to be legalised. Some folk have been working hard in their sheds. Brian's late short stroke single is due to appear soon, we hear, fully built in AJS candy blue and Robert is putting the final touches to the basket case lightweight that he took on a few months ago. Meanwhile Richard has been busy in the secretarial shed completing reassembly of the lathe that he bought some time ago as a retirement project. As we'd hoped there was a phenomenal turnout for the February meeting when Club President, Roy Bellett visited us with Karen. We enjoyed learning from him about progress with plans for the various events and developments in the club. The programme for spring and summer months is ready to be distributed. Fingers are crossed for good weather at the end of May when the Sandlings run is scheduled and it was agreed that the East Anglian Air Ambulance is the charity that we will support. Our disappointment for the loss of the camping weekend that was going to be coupled with meeting neighbouring sections at Redgrave. The meet will still be on, but access to the field behind the pub is not now available. The Landlord who was there last year has moved on. Roy's visit was also a chance to sort out details of the route for the annual inter section meet held for many years at Finchingfield. After a less than enthusiastic welcome there last year from a new Landlord, this year it will be at the East London & Essex section's base at the North Weald Airfield. The run leaves at 9.30 on the 5<sup>th</sup> April; from the A137 lay-by. Before that, though, there will be your chance to enjoy the last meet on the winter programme at the Cross Keys, Henley on the 22<sup>nd</sup> March. Then it is out and about on the P&J

**Hampshire's** AGM proved to be fairly quiet affair. In short the books balance and everything in the garden is rosy. Rumour has it that there was a bit of a disturbance at Kempton recently when a number of moths were spotted fluttering over an area of the site. On further investigation it tran-



spired that, rather than being another event attributable to global warming, Growler had opened his wallet and was reluctantly handing over a fiver in exchange for some AMC hardware. Luckily a happy snapper was around to record the event for posterity and to convince the inevitable unbelievers. February is normally the quietest month and this is reflected by the shortness of these notes. However, our 2009 events calendar will be days away from kicking off in earnest by the time you read this. The opening event is, as usual, a gentle jaunt across to Brighton to welcome the Pioneer run home. The run on the 22<sup>nd</sup> provides an ideal opportunity to shake down your bike prior to the serious business later on in the year. Things are generally concluded with lunch at a local pub so why not join us. Give Ian a call on the number at the rear of the *Jampot* if you fancy giving it a go and would like timings confirmed.

**Kent** section reports that due to the truly appalling weather their bikes have been standing in their garages awaiting better days, but that hasn't stopped the hardy hikers from taking their monthly walk. This time Ian and Karen Munro conducted a dozen or so on a tour of Chislehurst and pointed out a number of interesting sites that many frequently ride/drive past without appreciating. Not many knew about the cockfighting arena or the memorial to

the man who invented BST. It was a good stroll around with an enjoyable lunch at the Bull. Club night on 16<sup>th</sup> and it was great to see Alan Jacobs (biscuit) again who is enduring constant hospital treatment but nevertheless found time to come and see his club mates. We all wish you well Alan and appreciate the effort you made in coming along. Alan Earl wishes to make it clear that in his e-mail to the recent AGM he was making a plea for those who from time to time organise events for groups of members to let the dates be known early on so that they can be included in the section calendar and hopefully avoid clashing with events that are carried forward year on year. Mike Chiles of advancing years shared his birthday cake around, which, was notable for having an illustration of his Bonneville on the icing. Maybe start a trend here? Roger Norman gave a comprehensive demonstration and talk about Teledraulic forks, the various design changes, how to strip and rebuild them, useful hints and tips and pitfalls to watch out for. It's a constant surprise to those of us who think AMC bikes remained much the same over the post-war years to learn about all the detail changes that took place. Further discussion about the ongoing *Jampot* correspondence concerning JSL and KCM led to members agreeing a letter should be forwarded to *Write Lines* by the scribe on behalf of this section giving our firm sup-

port to the team at Kettering for the excellent attention they give to our requirements and deploring some of the recent claims made about their performance.

It was a dark and stormy **Newbury** night, (I've always wanted to start with that). The AGM was due to start at eight but snow lay all around and was falling fast, so in the proud traditions of the club we cancelled and re-scheduled for the following week! However in true Hitchcock movie style one member did not check his answer phone and so set off alone into the night... so in theory he has attended for the AGM twice. How many attendance points that gives him I cannot imagine. The re-arranged meeting saw the same committee re-elected on a manifesto of providing fine spring days for each club run with a guarantee that it will remain dry and nobody will ever break down... it works for those in Westminster so why not in Newbury? On a serious note the attendance awards including the new Potter Cup were all scooped by Mr M. Lane who has almost been an ever present attendee in the last year. Whilst the Clubman of the year award went to Peter "Spider" Fletcher for his unstinting work for the section and indeed for the Club. The Hard Luck offering that nobody likes to win went to the owner of a certain red Matchless now being re assembled....I am not sure if the hard luck was in purchasing the bike or in the work it has involved...in any case he deserves to keep his anonymity. The meeting finished with a proposal that we do more for the ladies of the section, although my wife thinks they do enough for her if they get me out of the house for long periods of time preferably taking "that old pile of scrap iron" with me. I don't think she much cares for motorcycles anymore and I think I am, as usual, on very thin ice...

**North West** section held its annual AGM with over 27 members present and we welcomed two new members Jeff Chambers and Chris Pearson hope to see you out on the runs this year. The AGM went smoothly with many committee members willing to continue their roles. John handed the running of the library over to David and a big thanks to John for all his contributions to the library over the past years. It was suggested in the meeting, that the section might like to raise money and contribute towards a charity. Phil had a look around at the members and said "an old folk's home would be suitable". I remember Lawrie said once he feels his age until he gets on his trusty matchless and then he feels twenty one again! Maybe we all want to be twenty one again. We had a bit of disappointing news that Mark has sold his Matchless on Ebay, maybe he is going to collect stamps. We enjoyed his company on many runs. When

he gets fed up with his stamps, we hope he might buy another bike or just come to the section club nights. Next meeting the committee will distribute schedule of runs and activities for the coming year. Safe Riding.

**Oxford.** Well just to catch me out the *Jampot* arrived before February club night, so I am able to report Malcolm Roy and Dudley did visit the section to talk to us all about this year's International Rally in Italy. We did try to give them a warm welcome and it worked due to the number of heaters brought in by members to heat our room, which is renowned for not coping with the cold weather. It is especially appreciated that Roy and Dudley had left home in Essex that afternoon to be with us for a few hours. The evening gave a chance to fill in any gaps about the event and how to get there. Roy had his bookings list and although he told us Oxford has nine attendees, it was only possible for us there on club night to think of seven, so come on - own up if you are numbers eight and nine. It is good to hear the total numbers for the rally are well up so it will be a good event for the club, especially as it is a first for Italy. The section Ladies Night at the Lord Kitchener-Curbridge was another success with two good long tables taken up. Everyone seemed to enjoy the night and the raffle prizes were well spread out with lots of winners. It is also the time for awards of the previous year and no surprises that Derrick got Rider of Year for miles clocked up on a bike of the marque. Hard Luck

Trophy might easily have gone to either of two members but justifiably was awarded to Mike Crook for a string of woes. Just to prove it here is a picture with his hand on the trophy. The Clubman of the Year – awarded by vote was given to our chairman Andrew. In keeping with his style, Andrew kept us entertained with his account of what the section has been up to – not forgetting to thank all the ladies for their support. We expect to have a three-man team entry for the Westward Ho! This year on 3<sup>rd</sup> April so hope to do well. Before that on the 29<sup>th</sup> March, John will hold his traditional April Fools run from the Total Garage at 10:00, so we would be glad to see you there.

The first **Poachers** meeting of 2009 saw Dangerous Brian. Jim and AP as the only ones on two wheels. The meeting went with a swing, everyone looking forward to a full calendar for 2009. The 18<sup>th</sup> Biscathorpe trial saw 42 riders doing 8 sections times 4. Steve Holt was best of the day on a sticky venue. Other winners were Shane Lockley, Mick Ash, Brent Cordon, James Middleton, Lee Richmond, Harold Allen, John Garrod and Dave McGregor. 24<sup>th</sup> Jan initially good weather with just AP AND Dangerous Brian on bikes which turned to heavy rain on the way home. A welcome to Tony Richards, the owner of an A10 and a Rocket 3, who has been riding with us for some years. He will probably be weaned to AMC shortly. The section summary has been put back to the next meet. The local weather is the worst for some years, none the less



**Sections continued...**

the old G3, not being concourse has had a few miles put on it. DB has bought a 350 AJS trials machine with which to attack the lanes. Ron Hughes is nearing completion of his 1939 359 AJS. Mick Seager who has a foot in the RE camp has moved again as the pub has closed. This is the second one that the unruly lot have seen off.. Bob, Sharpie and AP made it to the Hag café on Sunday for the winter run. Although not a bad day there had been a lack of graters so a decision was made to sit it out for a cuppa and a natter. All that the Gg3'S got was a ride home. The annual AGM on the 10<sup>th</sup> Feb saw Jim, AP the only ones on two wheels on a cold slippery night. The AGM lasted all of ¾ of an hour. Roger went through the agenda efficiently. A lack of volunteers saw AP and Pete G re-elected as Secretary and Treasurer. Pete does a sterling job. Balance sheets were on hand to show a very healthy situation. The Alternative Rally was discussed at length and when the weather picks up a work party will be put together to thrash out jobs and the weekend agenda. It is a nice site out in the sticks in the wolds and a few miles from the sea. A welcome to the section is extended to John Sanderson with a 500 Ajay single and Barry Brackenbury who is looking for an Ajay twin.

The **Scottish** annual dinner was voted a great success. The venue was the Royal Hotel in the Bridge of Allan which did us proud. We were accommodated in a spacious room which was not so large that we felt lost in it. Our party was about forty strong with the welcome appearance of not only of partners and friends who we see from year to year but also others we have not seen for a while. All in all thanks must go to Bill Curry and George Smart who found and organised the venue. One of the highlights of the evening was the launch of our section regalia, i.e. t-shirts, sweatshirts and polo shirts. Bill Curry has produced a smart dark blue design featuring the club logo. A poll of the members attending decided we would have "Scottish" above the AMC logo and "Section" below at least that was at the last count! The highlight of the evening was Steve Pennycook who modelled the Polo Shirt on an improvised catwalk complete with obligatory twirl. February's section meeting had a good attendance considering the weather and it was good to see Dave Raeburn present as he has a very long journey back to Berwick. Our best wishes go to Bill Keogh whose wife Pat passed away recently. Our thoughts are with Bill at this time.

**Surrey** section saw 2 cub nights in February. First were our bits in the bag

night once again organised by Martin but to all accounts much more difficult than in the past in that the bags were filled with miscellaneous items not of two or four wheel origin. The items were so diverse that the best score was apparently 2 out of 20 and even the score of 2 resulted in a draw between Mike Monk and Charles. Interesting to see how they split the first prize – probably without much difficulty – and who got and how was the booby prize split? Second club night organised by Charles B and the Chairman was our film night. The film was based on various stars of the American motor cycling fraternity together with film of everything from desert racing to what amounted to speedway racing with basically soaped up road going machinery. Interesting to see what the Americans were doing in the 50's/70's. The writer however thought that the motor cycling scene in the UK at that time was equally if not more spectacular. Next meeting is a quiz night. Unfortunately your scribe will be sunning himself on his annual holidays.

Just one **Sussex Section** diehard left The Thatched Inn at 8 a.m. on a cold, wet and windy Sunday for the 60 mile run to the Talmag Trial. Maximum Clubman points then for P.11 Peter for Run Leader, Back Marker, mileage logged, and participant on his trusty '46 G80. Peter also hosted the following week's Theme Night with his swinging arms and wobbly wheels to demonstrate wheel building and the importance of noting hub offset and lacing pattern prior to disassembling the old wheel, and the unexpected necessity to ensure that the new stainless spokes would actually fit the hub holes upon re-assembly. Shuffling along in a minus 5 degrees breeze one could have mistaken the queue for 'Compo' audition aspirants were it not for the unmistakable Kempton waft of greasy burgers, fried onions and coffee. The main hall was a-bob with woolly hats, knapsacks and anoraks (of thermal fleece and 'about-to-be fleeced' sorts) endeavouring to thaw their extremities. The lunchtime rendezvous saw a beaming Chopper clutching a broken-lugged, bolts missing, crusty, ("Bargain, it's got new bearin's mate, honest") Albion three-speed doorstop, and P.11 Peter having sold some shed bits to stallholders and thus in profit was thinking about buying himself a coffee. 'Pillion of The Year' Ann, having finally dragged Smoky ("Just seen a lovely Trident for only £875") Steve away from the seller, smiled menacingly when Spriddler (clearly uninhibited by common sense) mentioned that Chopper might have space in his van...? Plans for the Westwood Ho! reliability trial on April 3/4th are being laid by half a dozen or so

masochistic insomniacs. At least one team of three is entered and if Chair Jane competes with Storm, her regular husky navigator on her Ural outfit, their six legs will surely entitle her to a team entry. Highlight of the month was unquestionably local man John Renwick's fascinating story of achieving 156.80mph at Bonneville Salt Flats last September, securing the AMA World 1650 c.c class record with his 1586 c.c. naturally aspirated Vincent twin. Designed and constructed entirely by John with on-board data logging and electronics by local member Roger Dale, his immaculate 170 BHP projectile running on Methanol and Nitrous Oxide is the first 'foreign' competitor to take the record, and probably the first also to provide in-cockpit cooling prior to the runs by means of a garden leaf blower. Due to last minute changes by the organisers John only had time for two runs during the five day event but will be returning to Bonneville in September this year for a week of, quote: 'full-squirt' runs when he expects to exceed 210mph. We wish him well.

Here in the glorious **Wey Valley**, not a lot has been happening as nobody seem to be doing much or if they are, they're not letting me know. Mallet, Glorious Leader & Miss Piggy didn't make it to the first club night of February due to rather a lot of snow, which is actually quite a rare event in the Wey Valley area. To my memory, the last time it snowed like this and caused the problems that it has, was all the way back in 1984/85. It was my first winter at work, I won the dept snowman competition, top prize was a bottle of champagne. It has been particularly bad this year as usually it doesn't stop Mallet going to work on the bike, but for a few days this time round, he had to walk in, leaving Thumper (Model 18S) snug in the shed and Old Faithful (1980 Honda Superdream) under cover hidden by a two foot snowdrift! There has been a little bit of mischief though, apparently Miss Piggy went out in the winter blizzard looking for essential supplies and fell foul of an avalanche in Glorious Leader's garden. She was only found the following day when some sharp eyed grandchild spotted her pink boots and black helmet poking out of the snow! Seat pad is getting on quite well with his Francis-Barnett rebuild, looking good in the photo's he shows us, and Glorious Leader has hopefully finalised our road run calendar. The first run of the season should be the Pioneer run where we will meet up with our Hants brethren to harangue, ahem!, I mean cheer in those madmen from Sussex section on their vintage machines that look as though they were new in our Granddaddy's time. See you out there Matchless Maniacs & Ajay Wildthings.



## Jampot Spares Ltd

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## Secretary's Scribblings Lawrence Howes

**WELL** February has come and gone, proving to be busy again. One of my duties as Secretary is to distribute minutes of the committee meetings. They are sent to all section contacts and displayed on the club website for any member to see what is happening within the club management. Interestingly, I have found out this month that members are actually reading them! This is amazing to me but just what the committee wants as we are aiming for a very open style. There has been a large amount of feedback on the last committee meeting minutes after a change of style. It was largely positive, however one member wrote to say he wanted much longer minutes to be written. My wife, the lovely Susi, upon seeing the request said "WHAT! Does he have any idea how much time you waste on that stupid club? Find out where he lives so I can go round and kill him". This illustrates why anti-terrorist police always shoot female terrorists ASAP and allow the male ones to surrender.

It is easy to underestimate what most committee members do for the club. One often has to look at the time that committee

members, such as Eamonn (our amazing webmaster), post on the website. It is almost always late. The reason is the amount of work they do for the club, often fitted around a full time job. They give an enormous amount of their spare time, with no recompense or thought of reward. Often it is many hours a week and also many days throughout the year to attend committee meetings, go to shows and fulfil other commitments to help the club.

One instance is the strategic review currently being organised by our Chairman, John Lowe. He intends to revitalise the club. Basically he has said "upwards and onwards!" Membership has been declining steadily over the years but for mainly avoidable reasons. Although most classic bike clubs are losing members, some notable exceptions have seen a large rise in numbers. John wants to emulate this for our club and enhance the benefits to all the members of belonging to the AJS&MOC family. He has received input from the committee and other members but is still actively canvassing for even more opinions. When this is done he will arrange all of it into a wide-ranging plan

for the committee's perusal and approval in April. This all takes time. Luckily John has a very understanding wife, another Sue!

In 2010 it is the 100<sup>th</sup> anniversary of the first completely AJS manufactured motorcycle. To celebrate this milestone, accompanying the minutes, I sent to the section contacts a 'Centennial Celebration for AJS ~ projects for investigation' document. We are working on many treats for your delectation in the near future. In this matter Michael Crook, who thought he had escaped committee duties, is in charge. Much more is being planned besides and all this work by your elected officers and other volunteers has to be co-ordinated. This is my task. If you have any suggestions for the club please feel free to contact me or any committee member with them. If you want to volunteer some help as well, that would be even more welcome. If you just say the committee should do more work, don't be surprised to see a tall, leggy, gorgeous blonde striding up your driveway, carrying an axe. She probably hasn't come to chop wood for you. I wouldn't open the door!

# Wot's On?

## MARCH

- HERTS** - Sunday Runs most weekends, for details contact Rob 01279-792329.
- 8 **EAST MIDLANDS** - Spring Run - John Grew.
- 8 **HAMPSHIRE** - Vintage Racing at Brands Hatch. Run from the Thatched at 9.30am.
- 8 **POACHERS** - Pre-65 Trial, Benniworth, 10.30am.
- 10 **YORKSHIRE** - Slide night at the Conservative Club, Gildersome.
- 12 **BRISTOL** - Thursday run, meet 10.30am Aust Warth.
- 12 **HEART OF ENGLAND** - Summer Planning Evening. 7.30pm White Horse.
- 15 **POACHERS** - Winter run, 11am Hagworthingham.
- 16 **KENT** - Section Meeting - Clutches. 8.15pm Fighting Cocks.
- 15 **YORKSHIRE** - Sunday Run.
- 18 **EAST MIDLANDS** - Images Night - John Grew. Spade Tree, Newton Burgoland.
- 18 **KENT** - Old & Bold Run. 10.30am Polhill.
- 19 **SURREY** - Bring & Buy night, Foley Arms, 8.30pm.
- 21 **BRISTOL** - Section Meal. The Eastfield Inn, Henleaze - Details John Allen.
- 21 **EAST SUFFOLK** - Pub lunch - 12.30 The Cross Keys, Henley
- 22 **HAMPSHIRE** - Run to watch the Pioneer Run arrivals at Brighton. Meet 8.45am 'Micks', Portisdown.
- 22 **KENT** - Pioneer Run, Brighton. Meet 10.30am Polhill.
- 22 **POACHERS** - Poachers Bag Road Trial, 10am.
- 22 70<sup>th</sup> Anniversary Pioneer Run, Epsom Downs to Brighton, departs 8am.
- 22 **SURREY** - Pioneer Run. 8am Tattenham Corner, Epsom Downs.
- 22 **SUSSEX** - Run to watch Pioneer Run, meet 8am Leonards Lee Gardens.
- 25 **SUSSEX** - Theme Night, Thatched Inn, Keymer.
- 26 **E. LONDON & ESSEX** - Club night talk by Pat Gill.
- 26 **HEART OF ENGLAND** - Conway's Ultimate TT Board Game, 7.30pm White Horse.
- 29 **BRISTOL** - Morning run. Meet 10.30am Hambrook Common.
- 29 **E. LONDON & ESSEX** - Club Run to Ardingly, West Sussex.
- 29 **HAMPSHIRE** - Run to Southern Counties Meet. 10.15am Petersfield Services.
- 29 **KENT** - Run to Southern Counties Meet, 10.30am Polhill.
- 29 **SURREY** - Run to Southern Counties Meet, 10am Newlands Corner.
- 29 **SUSSEX** - Real Classic Bike Show, Ardingly Showground.
- 29 **Southern Counties Meet, 12.30pm, The Gardeners Arms, Ardingly.**
- 29 **YORKSHIRE** - April Fool Run.
- 29 **WEY VALLEY** - Run to the Southern Counties meet.
- 29 **WEST COUNTRY RIDERS** - Piers Cafe, Otterham, A39

## APRIL

**HERTS** - Sunday Runs most weekends, for details contact

- Rob 01279-792329.
- 2 **SURREY** - Ride A Bike Night, 7.30pm Foley Arms.
- 2 **YORKSHIRE** - First evening run, Bridge Café, Otley. 7.00 for 7.30pm.
- 3/5 **Westward Ho! Reliability Road Trial. Details Bill Dorling 01635-864256.**
- 4 Sidecar Saturday at the Ace Café.
- 5 **Eastern Counties Meet. 10.30am The Squadron, North Weald.**
- 5 **POACHERS** - Pre-65 Trial, 10.30am Flintwood Farm. CLUB CHAMPIONSHIP.
- 9 **BRISTOL** - Thursday run. Meet 10.30am Mill Lane car park, Keynsham.
- 9 **HEART OF ENGLAND** - First evening run to Star Rowing Club. 7.30 White Horse.
- 10 **SUSSEX** - Good Friday Run. Meet 10.30am The Thatched Inn, Keymer.
- 10 **WEY VALLEY** - Ivan's Memorial Run. Meet 10.30am Ivans paddock.
- 12/13 **Red Marley Pre-65 Trial and Hill Climb, Great Witley.**
- 12 British Bike Day at the Ace Café.
- 13 **WEY VALLEY** - Dave's country ramble. Meet 10.30am Ivan's paddock.
- 19 Club Committee Meeting, Club HQ, Kettering, 11am.
- 19 **EAST SUFFOLK** - Shakedown Run. Jack's Treasure Hunt. 11am Horse & Groom, Melton.
- 19 **HAMPSHIRE** - Mayor of Havant's Charity Appeal classic run.
- 19 **SUSSEX** - Breakfast run to Bo Peep Hill Climb. 9am The Thatched Inn, Keymer.
- 19 **YORKSHIRE** - Pateley Bridge run. 10am for 11am, High Harefield Farm.
- 21 **BRISTOL** - Evening run. Meet 7.30pm Clifton Bridge.
- 22 **EAST MIDLANDS** - Burton Bridge Run - John Renwick.
- 22 **SUSSEX** - First evening run. 7.15pm sharp from The Thatched Inn.
- 23 St George's Mods 'n' Rockers Special at the Ace Café.
- 25/26 International Classic Motorcycle Show, Stafford.
- 26 **BRISTOL** - Sunday run to meet Newbury & Oxford at Clyffe Pypard. Meet 10am A38 layby near Bedminster Down.
- 26 **EAST YORKS** - Sunday Run. Departs Fimber Bottoms Teapot Café, 11am.
- 26 **HAMPSHIRE** - FBHVC Drive It Day - The Rennie Run. 9am breakfast @ Popham, 11am run to West Meon Hut.
- 26 **POACHERS** - St George's Run. 10am Hagworthingham.
- 26 **SUSSEX** - Engineerium Run.
- 26 **WEST COUNTRY RIDERS** - Piers Cafe, Otterham, A39
- 27 **EAST SUFFOLK** - First Evening Run. 7pm Spencer's Garage, Martlesham.

*Remember, you need to get your event details to me by the 22nd of the month prior to publication. But note that if the event is in the first half of the month you need to send it two months before.*

Social Secretary, Lesley Reedy,  
131 Bird Hill Road, Woodhouse Eaves,  
Loughborough, Leics., LE12 8RP - Tel: 01509-890481  
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## 2010 – 100 years of AJS Motorcycles

Mike Crook [michael.crook1@talktalk.net](mailto:michael.crook1@talktalk.net)  
01235 526083

**NEXT** year, 2010, is an important year for the Club. In 1910 A J Stevens (AJS) produced their first Motorcycles, the Models A and B, using the engines produced by Stevens Motor Manufacturing Co. Ltd., their family firm. It has been decided that a number of events will be held during 2010 to mark the centenary of the event. In a very unguarded moment I agreed with a request from the (then) Club Chairman Rob Swift to organise and co-ordinate the events for 2010. To this end I have gathered around me a small group of helpers.

The Club is planning a number of events to take place next year between April and September. Some key events are at the early stages of planning. On these events details will remain vague, until particulars have been agreed in principle, with all the parties involved. As soon as the Club has agreements in place, the outline of the events will be released. The main theme for the year will be 100 years of AJS. One idea we definitely hope to bring to fruition is to undertake a road test later this year involving two AJS motorcycles. One to be a pre war motorcycle, as early as we can find, and a later post war Plumstead AJS. The intention is that the feature would appear in one of the national Motorcycling publications.

For this feature, the later AJS is not a problem. There are a number of fine examples of the later twins available to conduct a road test on. However, the earlier model AJS is a problem for us. There are considerably fewer of these motorcycles that have survived. I suspect even fewer that could be used to undertake a road test or would have a willing owner to make the machine available for it. Can you help us in this quest? Do have an early AJS (i.e. pre 1937) that you would be interested or willing to allow to be used in a comparison? Please contact me (details are at the end of this article) or the Club Secretary, Lawrence Howes, who will pass on the details.

It is proposed that a limited number of various commemoratives will be produced to mark the event. If you have any ideas for these, or for events to mark 100 years of AJS commencing production, please let me know. Rides, photographic competitions, bike meets etc., can be all be considered.

To make 2010 a year to remember, the Club needs your help and participation to organise as many events as possible so that we can mark the centenary of AJS motorcycles.

# Member's Mart & Classified Advertisements

Please send all advertising material to Rob Swift (see front inside cover for address details). Private members adverts of up to 50 words **maximum**, will be free of charge if (1) It's a private advert (i.e. not trade) (2) You are a member of the club and can quote your membership number? (3) The advert contains bikes and/or spares that are of the marque? If you cannot satisfy these conditions, you must include a cheque for **£2** if you are a club member or **£5** if not a member.

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**The deadline for inclusion in the following month's Jampot is the 22nd.**

## Motor Cycles For Sale

Immaculate Matchless "Competition Machine" as shown in Feb - 09 in Jampot calendar, recent total restoration with invoices available for work done with spares £4000 plus. Offers over £4000 required. For further details please contact Alf. Tel: 01132 826246 or e-mail [alf.hemsworth@yahoo.co.uk](mailto:alf.hemsworth@yahoo.co.uk) Now showing correct contact details.

1953 Matchless G3LS, MoT and Tax to Jan 2010, new tyres, chain and front sprocket, good starter and runner. Matching numbers, original reg. no., very original and useable bike. £1900 o.n.o Tel: Steve 07870 584181 (Stockport)

1961 AJS Mod 16 350cc single. Original registration. £1950 For more details Tel: Doug 01271 816941

1953 Matchless G3LS MoT'd and Taxed. New steel rear wheel and tyre. All original frame, engine, gearbox matching numbers. Genuine registration number and buff log book. Restored speedo and new battery. Runner in good condition. Some spares and books. £1750 ono. Tel: CJ 01376 339673

1953 AJS Mod 16 350cc. Original machine in very sound condition. Excellent motor, long MOT. £1650 Tel: David 01270 841032

Matchless G12, extensive re-build, frame powder coated, chromework new or re-chromed, wheels re-spoked. New tyres, brakes, exhausts, battery, seat. Original registration, original log book, current MOT & Tax, full history, numerous receipts and tools. I am moving abroad and cannot take bike. £3300 ono. Tel: Rob 0191 523 7109 (North East)

1960 AJS Mod 20 500 Twin. Black & chrome, original reg and buff log book. Easy stater and runs well MOT & Taxed. £2200 Tel: Adrian 01502 565236 (Suffolk)

AJS 18S 1963 in Blue colour with large chrome tank badges. This bike is in very good condition and ready for use. The bike is equipped with the short stroke engine and duplex frame. Price: 4000 €, no offers. Contact Jens Jacobs GER-MANY, request only via e-mail: [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de)

Matchless G50 built to 1961 Version. This outstanding bike was built by George Beale as a G50 1961 Version. The bike is fitted with belt drive and 6-speed gearbox. It's in immaculate condition and never been fired up, it was stored all the time in the bed room of the late Dierk Kipp. It's ready for Classic Racing. 22.000 €, no offers. Contact Jens Jacobs [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de) (Germany)

1951 AJS 18 This bike is for restoration. All missing parts can be delivered in different condition. We have large quantity of spares for any AMC model in any condition between new and "long time used". Price 2000 € plus cost for wanted spares. Contact: Jens Jacobs [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de) (Germany)

1958 Matchless G11 CS. This is a very rare Competition Bike in outstanding condition, in my experience the best Twin which AMC ever produced. The bike belongs to the collection of the late Dierk Kipp and is unfinished in the process of reassembling. All parts are professionally overhauled, shot blasted and stove enamelled. Price 7000 € Contact: Jens Jacobs [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de) (Germany)

1961 Matchless G80 CS. This is an original scrambler bike with All Alloy Short Stroke engine. The bike is not ready assembled, but all parts are there. The Blue colored tank can be changed with a Red one, there are a lot of superb enamelled tanks in stock. Price 3500 € (+ spares) Contact: Jens Jacobs [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de) (Germany)

AJS 16 MS CT build in 1957. The bike is an original Trial Competition bike with road equipment and fully alloy engine. The engine has had a major overhaul. The bike is ready to use and in superb condition. Price 4000 €, no offers. Contact: Jens Jacobs [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de) (Germany) For Sale:

Rare 1969 Triumph TR6C in excellent mechanical and cosmetic condition. This bike has just been test ridden in the February 2009 edition of 'Real Classic' and received a rave review from Frank Westworth. The bike rides faultlessly and is tremendous fun. It's MOT'd and taxed to September 2009. £5250 OVNO or swap for a pristine classic car, or take a bike in part exchange (AMC, Triumph, Norton, BSA). If you want to P/X a bike or car or have a straight swap then please e-mail me pictures and details. Any trial or test welcomed. Tel: Dave 01692 538434 or e-mail [david.speck@btopenworld.com](mailto:david.speck@btopenworld.com) (Norfolk).

1962 AJS 350cc Mod 8. Extensively rebuilt, powder coated, new wheels etc. A good lightweight, reliable, easy starting British Classic. MoT'd until December 2009. Room needed. £1295 ono. Tel: Tom 07710 381221

## Parts For Sale

AMC Kickstarter just re-chromed. Tel: John 01536 762216

Lightweight petrol tank - blue professional 2 pack paint, unused since respray £50: Amal Monobloc 376/277 (1in) £50: collection of unused stainless steel fasteners British sizes applicable to Lightweight incl rocker box bolts & engine chaincase cover allen screws £25, all prices excl carriage. Tel: Geoff 01937 833716 (Nr York)

Garage clearout - AMC Twins and Singles engine parts, crankcases with cams and oil pumps, barrels, cylinder heads, gearboxes, magnetos, petrol tanks, mudguards and some tinware. Lots of other parts. Tel: Steve 07753 432236

16MS Parts for sale, I have got a fuel tank paint stripped back to the bare metal needs some work under the tank. Front hub, Rear hub c/w sprocket. Front mudguard stripped to the bare metal. Needs a blob of weld to the side of the mudguard its about a inch wide. Tel: Alistair 01789 840058 between 6pm-8pm or e-mail [aallen@tiscali.co.uk](mailto:aallen@tiscali.co.uk) I can e-mail photos of the parts.

Pair of 1961 G12 Crankcases, drive side repaired, with centre web, phone for details. 1 pair Barrels 72mm £30, 1 pair Dome top pistons 72mm +40 thou £50, 1 pair Twin camshafts £50, Siamese exhaust pipes good condition £40. Tel: Alan 07857 648974

AJS / Matchless set of competition steel chain cases (small dome) very good condition. £120 + postage. Tel: Gordon 01276 61946  
Pannier type oil tank good condition & glossy but hand painted. £50. Pannier type toolbox, lid has wrong hinges. £40. Front hub 1955 onwards including brakeshoes £70. Front hub 1955 onwards needs brakeshoes & outer alloy plate. £40. Heavyweight model front foot pegs one pair repainted £35. Rare AJS 1951 type metal petrol tank bages one pair excellent original condition good chrome £70. Allette horn good allround condition with good chrome £50. All prices plus Postage. Tel: Colin 01482 876163 or e-mail [colinfrow@hotmail.com](mailto:colinfrow@hotmail.com)

Lightweight chrome chaincase CSR type good chrome £40 plus postage. Lightweight engine cases 1 pair early type with badge facility, highly polished alloy, minus points access plate. £40 plus postage. Lightweight primary chaincase had repair weld, highly polished. CSR type. £20 plus postage. Tel: Colin 01482 876163 or e-mail [colinfrow@hotmail.com](mailto:colinfrow@hotmail.com)

For sale - 1955 G3LS engine, complete but requires attention plus various other bike bits and pieces of all types. Tel: Rob 07866 214982 or 01743 861212

AJS Big Port spares, found in the collection of the late Dierk Kipp in Germany. There may be more parts, but for the moment I list the following parts: 2 engines, 1 gearbox, 1 Girder Fork (overhauled), 1 frame, 1 petrol tank, chain cases (bad condition) 1 handle bar (overhauled), 1 front wheel, fenders? 3000 €. Contact: Jens Jacobs [jens.jacobs@t-online.de](mailto:jens.jacobs@t-online.de) (Germany)

## Wanted

Wanted - AMC 1964 onwards oval oil tank, plus toolbox and lid, rear subframe as fitted to Mick Andrews CS bike or alternatively a Trials 16C 1960s rear frame I can alter. Also wanted, 2 gallon fuel tank, Wader mag, and any CS spares. Tel: James 01462 491641

Wanted - AJS 18CS / Matchless G80CS Any condition considered, but road ready/ish preferred. Tel: Charlie 01332 557625

Wanted - inlet manifold for twin carburetors to fit Matchless G9 or AJS 31 as supplied in the "race kits". Tel: Ian 07 32056333, Fax 07 3205 6344 or e-mail to [miltomac@telstra.com](mailto:miltomac@telstra.com) (Australia)

Wanted - L/H/S Kidney shaped Tool box urgently required for A.J.S. 500 18S. Please contact [valerie05@sky.com](mailto:valerie05@sky.com)

Wanted - A well sorted AJS, Matchless, or Norton 350cc or 500cc single. Cash waiting and will willingly collect. Tel: Seamus 02825 651342 or 07759 495975

Wanted - front brake anchor plate for a Lightweight CSR hub (opposite hand to standard hub). Cosmetic condition not important, purveyor becomes lifelong friend. Tel: Pete 01487 831282

Wanted - British motorcycle or basketcase in exchange for brickwork carried out by time served tradesman. Tel: Tim 01604 454909 or 07787 327838

Wanted - Smiths front wheel right angle speedometer drive/gearbox plus gear and pinion that fits inside the brake hub. Required to finish a restoration. Tel: Brian 01252 617682 or e-mail [brianpullen@talktalk.net](mailto:brianpullen@talktalk.net)

Wanted - Original handle bars to fit 1965 G2CSR, the ones where you lean over the tank to reach (giving you a bad back!) Tel: 01270 878506 or [n.hand@homecall.co.uk](mailto:n.hand@homecall.co.uk)

Wanted - Single crankcase stamped 56 18S also a Burman B52 gearbox inner cover also stamped 56 contact: [a.deeprise@btopenworld.com](mailto:a.deeprise@btopenworld.com)

Wanted - Toolbox tinware that will fit onto a 1964 Matchless G12. Tel: John (UK) 07713 333022 or send a pic and price to [jjbikerjonah@aol.com](mailto:jjbikerjonah@aol.com)

## Services & Trade

Wanted - Rigid rear frame. I'm looking for the rear frame to go with the 1947 front part I already have. Any age or condition. Tel: David 01427 788644  
Wanted - has anyone got an exploded drawing of a 1961 G12 engine if so could you e-mail it to me at: jimnixon@btinternet.com

Wanted - ASAP please, a pair of useable Twin megaphone silencers for 1960 G12. I'm not looking for good chrome but must be solid as they are for one of my un-restored bikes. I'm happy to pay the postage cost. Tel: Roy 01277 636500 or e-mail g15.mk2@virgin.net

Wanted - a useable G80 Crankcase ideally stamped 1962. Also G80 Cylinder with all fins intact. Condition and size of bore doesn't matter. A complete rebuildable engine would also be considered. Please contact Erwin: matchless@kraftmaschine.de

Wanted - Kickstart lever for an AMC gearbox. Tel: 02892 651456 or e-mail t.armour@btinternet.com

Wanted - Folding kickstart lever for AMC gearbox, 7/8" spline. Tel: Terry 01454 774265 (Bristol)

Wanted - I would dearly love to find my Fathers motorcycle. It's a Matchless G9 500ccc Twin, reg. number SAE 524. Tel: Richard 01392 466512 or e-mail richard.lovemore@yahoo.co.uk

Wanted desperately - Original BHB 72mm piston for a 1966 Matchless G3, BHB part number 030148. Photos of piston for comparison can be found on <http://matchless.mongeeese.co.uk> Tel: Richard 07811 803377 or e-mail matchless@mongeeese.co.uk

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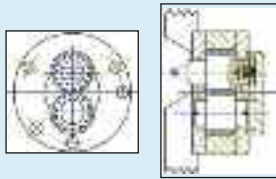
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- DORSET & WESSEX** Meeting informally on the 2nd Wednesday of the month at Wimbourne FC. Contact Phillip Chick 01202 693333 for details.
- EAST BERKSHIRE** Burnham Cricket Club, Taplow Common Road, Burnham. 1st & 3rd Mondays. Contact David Younger, Dumore, Blakes Lane, Hare Hatch, Twyford, Berks, RG10 9TA, 0118 940 3081 [youngerdavid@btinternet.com](mailto:youngerdavid@btinternet.com)
- EAST LONDON & ESSEX** The Squadron North Weald Airfield, Epping, Essex. 2nd & 4th Thursdays, 8pm. Contact Roy Bellett, 32B Radford Way, Billericay, Essex, CM12 0BX. Tel: 01277 636500 Daytime, [g15.mk2@virgin.net](mailto:g15.mk2@virgin.net), Evenings Dennis Fox Tel: 0208 554 7608
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- EAST YORKSHIRE** The Bell Hotel, Market Place, Drifffield, 1st Weds @ 8 pm. Colin Frow, 19 White Gap Rd, Little Weighton, Cottingham, E. Yorks, HU20 3XB, Ph: 01482 876163 [colinfrow@hotmail.com](mailto:colinfrow@hotmail.com)
- EXETER** No contact at present.
- FENRUNNERS** Girton Social Club, Girton, 2nd Mon. Peter Sampson, 16 Newton Road, Sawtry, nr Huntingdon, Cambs PE28 5UT. Tel: 01487 831282
- HAMPSHIRE** The West Meon (Hut). 1st & 3rd Thurs. Ian Farrington, 20 Mapleton Road, Hedge End, Southampton, Hanta, SO30 0GL, 01489 690985 [ian.farrington@ntlworld.com](mailto:ian.farrington@ntlworld.com)
- HEART OF ENGLAND** The White Horse, Husbourne Crawley, Near Milton Keynes. 2nd & 4th Thurs. Tim Anderson, 16 Royce Close, Dunstable, Beds, LU6 2NT. Tel: 01582 666784.
- HERTFORDSHIRE** The Goat, Hertford Heath, 1st Thursday. Rob Harknett, 1 Parkfields, Roydon, Harlow, Essex, Tel: 01279 792329.
- ISLE OF MAN** The Sulby Hotel, Main Road, Sulby. 2nd Weds from 19:30. John Cross, 44 Sleafu Cum Park, Kirk Michael, I.O.M. IM6 1EM Tel: 01624 878469
- JURASSICS** Fox & Hounds PH, Cattistock (Nr Maiden Newton, Dorset) Ph: 01300 320444. Last Wednesday. Contact Chris Lucking 01305 773524 or [lucking650@hotmail.com](mailto:lucking650@hotmail.com)
- KENT** The Fighting Cocks P.H. The Street, Horton Kirby. 1st & 3rd Mondays, 8.30pm. Ian Fraser, 3 Downs Hill, Beckenham, Kent, BR3 5HA Tel: 0208-2491208 [fraser\\_i2@sky.com](mailto:fraser_i2@sky.com)
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- NORFOLK** The Griffin, Yarmouth Road, Thorpe, Norwich. Last Thurs. Phil Weller, 3 St. Martins Gdns, New Beckenham, Norwich, NN16 2AX. Tel: 01953 860455 [wsunbeamer@aol.com](mailto:wsunbeamer@aol.com)
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- NORTH ESSEX** The Crown Inn, 235 Lexden Rd., Colchester, CO3 4DA. 1st Wednesday. Contact John Lay, 14 Laxtons Sweet Briar Close, Leavenheath, Colchester, CO6 4NP, Ph: 01206 263912 [john@laxtons14.freemove.co.uk](mailto:john@laxtons14.freemove.co.uk)
- NORTH STAFFORDSHIRE** Gresley Arms pub on B5367 Alsagers Bank Stoke-on-Trent, 2nd Weds @ 8pm, Ian Massey, 8 High St Woodlane Stoke-on-Trent ST7 8PB, Ph: 01782 721740
- NORTH WEST** The Grapes, on A581 in Croston Village. 1st Wed., after 8 pm. Jim Kenyon, 1A Hall Drive, Middleton, Manchester. Tel: 0161 643 4957 [ajsjim@talktalk.net](mailto:ajsjim@talktalk.net)
- NORTHERN IRELAND** No contact at present.
- NORTH SCOTLAND** No regular meetings at present.
- NOTTS & DERBY** The Gate Inn, Awsworth. 2nd & 4th Thurs. Ken Odlin, 1 Byron Crescent, Awsworth, Notts. Tel: 0115 932 2366 [kenneth.odlin@hotmail.co.uk](mailto:kenneth.odlin@hotmail.co.uk)
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- QUANTOCKS** The World's End, Silver Street, Heatherton Pk., Bradford on Tone, Taunton. 1st & 3rd Thursday from 19:30. Contact David Ellis by email at [djraellis@googlemail.com](mailto:djraellis@googlemail.com)
- SCOTLAND** The Two Bridges, South Queensferry, Edinburgh. 2nd Mon. Alf Burgess, 1 Ramornie Mill Cottages, Pitlessie, Cupar, Fife, KY7 7TH. Tel: 01337 830801 [alfburgess@pitlessie.freemove.co.uk](mailto:alfburgess@pitlessie.freemove.co.uk)
- EAST SUFFOLK** Horse & Groom, Yarmouth Rd, Melton, Woodbridge. 2nd Mon. Richard Cove, Sheenhurst, Alderton Road, Hollesley, Woodbridge, IP12 3RH Tel: 01394 411345 [rcove45@yahoo.com](mailto:rcove45@yahoo.com)
- SURREY** The Foley Arms, Claygate, Esher. 1st & 3rd Thursday. Luky Trenchard, 133 Waller Road, London SE14 5LX. 0207 652 4579.
- SUSSEX** The Thatched Inn, Ockley Lane, Keymer, West Sussex. 2nd Weds. Andy Davis, 9 Swainsthorpe Close, Haywards Heath, West Sussex, RH16 3LA, Ph: 01444 454508 Mob: 07788 754311, [andyidc2000@hotmail.com](mailto:andyidc2000@hotmail.com)
- WARWICKSHIRE** The Tiltyard, Leyes Lane, Kenilworth, 2nd Monday. Andrew Ross, 21 Hoods Way, Rugby, Warwicks., CV22 7EU, Ph: 01788 815448, [ross.a3@sky.com](mailto:ross.a3@sky.com)
- WEST MIDLANDS** Old Halesonians Rugby Club, Wassell Grove, Wollescote 1st & 3rd Tuesday. Phil Writtle, 01384 482243
- WEST LONDON** John Bradford, 4 Bury Avenue, Hayes, Middx., UB4 8LF. Tel: 0208 841 5745.
- WEY VALLEY** Four Horseshoes PH, Long Sutton, Nr Odiham, Hants. 1st & 3rd Tues of the month. David Chatley, 140 Ship Lane, Farnborough, Hants., GU14 8BJ, 01252 543599 [david.chatley@ntlworld.com](mailto:david.chatley@ntlworld.com)
- WORCESTER** Contact: Roger Jenner, Grove Cottage, Walterstone, Herefordshire, HR2 0DT. Ph: 01873 890467, [rogjenner@aol.com](mailto:rogjenner@aol.com)
- YORKSHIRE** Gildersome Conservative Club, Street Lane, Gildersome, Morley, Leeds, LS27 7HX. 2nd Tuesday. David Pegden, 21 Hill Top Lane, West Ardsley, Wakefield, WF3 1HT, 01132 538601 [David.pegden@btopenworld.com](mailto:David.pegden@btopenworld.com)

### Overseas

- ARGENTINA** MM Fissore, Ruperto Godoy 3839, 3000 Santa Fe, Argentina.
- AUSTRALIA** David Baker. Ph: 61 3 9786 4063 [model2a@yahoo.com.au](mailto:model2a@yahoo.com.au)
- BELGIUM** Andrew Meyncens, Neerhoevelaan 96, B 2640 Mortsel, Belgium. Tel: (32) 34 40 11 27
- CANADA** Mike Partridge, 33988 Denfield Road, RR2, Lucan, Ontario, N0M 2J0, Canada. Ph:(519)227-4923 Fax:(519)227-4720 [sales@walridge.com](mailto:sales@walridge.com)
- CYPRUS** C Constantinou, Alasias 21, Limassol, Cyprus.
- DENMARK** P Hansen, Flintevej 22, Fensmark, 4684 Holmegaard, Denmark. [ajsph@stofanet.dk](mailto:ajsph@stofanet.dk)
- FRANCE** Jean Paul Altayrac, 4 Rue de Labergement, 21130 Auxonne, France. (33) 3 80 37 47 23
- GERMANY** Otto Werle, Tulpenweg 13, 74229 Oedheim. Ph: +49 (0)7136 20525 [otto.werle@web.de](mailto:otto.werle@web.de)
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- NEW ZEALAND** (S) Gordon Alexander, Whites Road, Ohoka, RD2, Kaiapoi. Ph (00643) 312 6458 [GordSue@xtra.co.nz](mailto:GordSue@xtra.co.nz)  
(N) Marty Hewlett, 51 Killen Rd., R D 2, Katikati. Ph/Fax 00647 5490931 [compys@xtra.co.nz](mailto:compys@xtra.co.nz)
- NORTH AMERICA** John Diederich 118 Pointe Harbour Lane, Mooresville, NC 28117-3511 Ph: (704) 663-2555 [cycletoys@aol.com](mailto:cycletoys@aol.com)
- NORWAY** JT Jensen, Fjellstua, N-1796 Kornsjo, Norway.
- SOUTH AFRICA** Gary Reabow, PO Box 1414, 3650 Hillcrest, Kwa Zulu Natal. South Africa. Ph. +27 31 7655463, Fax +27 31 7655119 [gary@reabow.com](mailto:gary@reabow.com)
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- SWITZERLAND** John Arpel. Sennhüttenstr 17, CH-8810 Horgen, Switzerland. Mobile +41 79 340 0294 Fax: +41 44 355 3098 [john.arpel@art-allianz.com](mailto:john.arpel@art-allianz.com)

# KETTERING CLASSIC MOTORCYCLES

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