



The Journal Of the AJS & Matchless Owners Club Ltd

Jamopot

EST.
1952

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In this issue

Ray's
Resto

In My Fathers
Wheel Tracks

Out and About
In The Hills

2019
Alternative Rally



A quick guide to main services and contacts.

Contact or visit us

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Parts Service

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Telephone for details if paying by cheque
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Kettering Classic Motorcycles

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Motorcycles for sale can be seen on the
back page of "The Jampot" each month, or
browsed on line at:-
www.kettering-classics.com
Parts and Classic Bike Sales websites are
also accessible via links on the main club
site.

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The Club operates a 'HELPLINER' service
to assist members with technical queries.
Call +44 (0)1844 216868 or (0)7926
883416
from 09:00 to 21:00 GMT/BST
[email: helpliner@jampot.com](mailto:helpliner@jampot.com)

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We prefer email but you can also send by post. If you wish to write a letter to a club official or to the Jampot magazine please send it to the Kettering address, clearly marked with whom it should be forwarded to.

DATING SERVICE AJS & MATCHLESS

(Norton 1963 to 1969)

Dating Certificates for 'age-related numbers'
£10.00 to Members inc. postage;
£70.00 to non-Members
Certificates of Authenticity
£10.00 to Members inc. postage;
£70.00 to non-Members

Fee in connection with Reclamation of original
Registration Numbers (DVLA 765 Scheme)
Members £30.00 Non-members £70.00
See website for up-to-date details

Machine Dating Officer, Roy Bellett,
Rose Cottage, Frog Lane, Kelvedon Hatch, Brentwood,
Essex, CM15 0JJ. Ph: 07860 824862 9AM-8PM
[Email: dating@jampot.com](mailto:dating@jampot.com)

All enquiries a clear, close-up photo of frame
and engine number stampings must always be
provided. Cheques made payable to 'AMOC Dating'

Website Access

Both members and guests can access the
Club's website at

www.jampot.com

The website is packed with information,
technical tips, photographs and reference
material.

A full member will require their **membership
number** to register on to the website.

If you forget your membership number
you can be reminded by contacting the
membership secretary at Kettering HQ (it's
also printed on the magazine carrier sheet).

If you forget your website identity and/or
password (after registering) you can ask for it
to be reset by emailing

webmaster@jampot.com

Only **members** have access to current
'for sale' adverts and certain other
features of the site.

UP FRONT

THE OLD JOKE "PISTON BROKE" BECOMES ALL TOO TRUE

It is worth replacing the fuel lines on stored or re-commissioned bikes, as ethanol can swell the petrol pipes and cause a bike to run far too lean, with similar damage.

And it all started out so well. The rain had stopped for a day or two and Barry had organised a section lunchtime meet at short notice. My day was free and I set out early to bumble along the back roads, rather than take the direct route. The Matchless was running well and I was enjoying the autumn sunshine. I stopped for petrol and the bike started first kick. The first sign of trouble was going up the steep, winding hill that is the A272 as it leaves Winchester and heads for West Meon. Normally, this is an enjoyable blast up some sweeping bends, where you can leave the cars behind for a few minutes. And for the first half of the hill it was just that – really enjoyable. Then, slowly, the G12csr seemed to run out of steam, as its "get up and go" attitude seemed to have got up and gone. As we crested the hill, the engine began to clatter, so I pulled in the clutch lever and we coasted to a halt in a convenient layby. A quick assessment revealed the following points to be answered:

1. Was the left cylinder meant to be smoking?
2. Wasn't the kickstarter supposed to go up and down?
3. How had the spark plug gap been reduced to nil?
4. Why was there a black hole where the piston was supposed to be?
5. Had I remembered to put the Peter James Insurance breakdown service number on my new phone.
6. Where exactly on the A272 was I?
7. How long would the nice AA man be?

Whilst waiting, I used the wonders of modern communication technology to inform the waiting section members of my predicament and the fact that they would have to buy their own beer. I received back encouraging comments such as, "it's only one piston, so use the other one" and "JB weld can cure anything". Anyway, after about an hour an overly optimistic AA appeared and said we had to try and get the Matchless going again, before he could put

it on the trailer. Feeling a bit like Stephen Hawkins relating the latest inter-stellar space phenomenon, I pointed him in the direction of the "black hole" that had replaced the left piston and peering into the spark plug hole he was suitably impressed. He put the bike on the trailer and off we went.

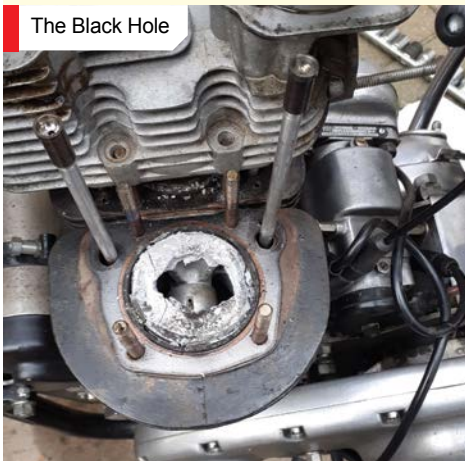
Now comes the time to put on your detective cap. The only causes of this type of damage that I know of are "pinking" due to low grade petrol, wrong ignition timing or petrol running very

lean. I have dismissed the first two because the bike seemed to run ok, idled well and any ignition problems would have been obvious before this happened. So, running lean seems to be the culprit, but it's a single carb and the right piston seems virtually perfect. All the jets in the carb were totally blocked, but as it was full small fragments from the piston this may, or may not, have been the cause. I have filters in both petrol lines and these are both totally clear. The petrol pipe could have swelled, due to the effects of ethanol, but cutting the fuel lines in half showed all seems ok and no sign of any restrictions. I will replace it with ethanol proof fuel pipe from the spares scheme, just in case. The most likely cause of running lean on one cylinder is possibly an air leak on the left-hand side of the cylinder, however I could not see any sign of this. In future, I think I will have both fuel taps open, just in case and will inspect the spark plugs for signs of running lean on a very regular basis.

All in all, a bit of a mystery. Any suggestions just write to the poor editor at editor@jampot.com Any donations of pistons or beer to cry into gratefully received.

Les Ward

The Black Hole



Why only the left piston?



After a short while in intensive care, the patient is well on the road to recovery after major surgery involving a new engine



If you read something in The Jampot that makes you think: share your thoughts! We love to hear from you. editor@jampot.com is your contact. Good or bad we want your comments

**January Jampot
deadline 16th December**

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AJS & Matchless Owners Club

Investing in the future of the marque



Our Parts Service

012967 oil pump plunger priced at £93.00



040114 AMC gearbox kickstart shaft £138.60

181101 slinky guide cable repair kit £10.08

017058 early pushrod 20818-1 £16.86

900723 stainless steel badge bar for all models £90.00

900606 crankpin assy. For M8 G5 & 250 CS +CSR £198.00

Spares Scheme will be closed for stocktaking and Christmas from 16th Dec to 2nd Jan.



Storing bikes at Kettering

Since the departure of the Vincent Owners Club, our club has an underused space at the back of the Kettering premises. One suggestion to utilise this space is to use it for short- or medium-term storage of members bikes. Such as when members move house or have work done on a garage etc and their bikes need

to be stored elsewhere for a period. Initial enquiries show that the insurance to cover this usage would not be excessive, so there is potential to use the excess space in this way. The big question is "would there be enough demand to make this viable?" Write in with your opinions to editor@jampot.com with your viewpoint. Or perhaps you have an even better idea for making use of this space.

HELLO MEMBERS

See the pictures and captions for the latest additions to our spares inventory.

Merry Christmas and happy new year to everyone,
Gary Line
Operations Manager

WRITE LINES

At Jampot Magazine it makes our day to hear from you. Email your letters to editor@jampot.com or post scribblings to Kettering HQ marked 'for Jampot Magazine'

Bike Bake-Off!

I saw Nick Daniel's cake in the November issue of Jampot. My wife made one of my 1960 G12 CSR for my 70th birthday. At first, nobody dared cut it, but when it was cut, it disappeared very quickly. Very nice it was, too. Thanks for a great mag, guys.

Alan Brady. Kent section.

Thanks for your kind Jampot comments Alan. Les is doing a good job, the more input he receives from members, the better our mag will be. Wives do seem very keen to bake AJS&MOC cakes, only eclipsed by our fondness for eating them!

Lawrence

Alan Brady's Matchless before being eaten: What excellent wives we have!



Memories and Nostalgia

Living here in Cyprus there is no classic scene so I await my monthly fix from AJS&MOC and OBM. Congratulations to your editorial and backroom team; my Jampot arrives between the 5th and 9th, followed by OBM up to 20 days later which is usually for the previous month! Each month stirs some emotions and memories. Each time I intend to send a letter but those of you of a certain age will recognize the problem. Being retired we just don't have the time. How we managed to fit work in before retirement is a mystery.

Happy Christmas from Jampot Write Lines! Why not bring in the New Year by sending us a letter? Email to editor@jampot.com or post scribblings to Kettering HQ marked 'for Jampot Magazine'

LETTERS, LETTERS



Ah, even Susi made an AJS one for Lawrence xx

I digress: I came back from riding up to the IOM classic and Manx GP, doing three laps of the mountain course plus the VMCC Jurby event full of enthusiasm, not bad at 78 even if I say it myself. The September Jampot was full of memories. But first a comment on 'easy wedges'; there was a similar article in OBM but not as simplistic as Malcolm Willgress's. I was having similar problems: My solution; Rob Swift, an old friend from the Hampshire section, produces a modified centre stand (courtesy I believe of one of our Hampshire members Cecil Jordon who is no longer with us). It is brilliant. Thanks Rob, for letting me try it out on your bike before purchase.

Moving onto the article on the ACU national rally. This revived memories of the late 80's when Graeme Way, myself and others did it for three years or so getting gold medals. The icing on the cake; when it finished in Staffordshire, going down to my narrowboat moored on the Staffs and Worcester canal for a boozy night at the Dog and Partridge at Hatherton marina.

Likewise, the article on the Solstice Camping Weekend stirred great memories of old members of our Hampshire section: Ian Farrington, Nick Carter and Norman Powers. Finally, the article on the D-Day anniversary reminds me of when most years we travelled from Portsmouth via ferry to be part of the celebrations.

It is great to see not only new members; the life blood of the club, with the stalwarts we saw at National and Alternative rallies and other events. Their names are embedded in my memories, together with Hampshire members who have played a part in the national evolution of the club. Keep up the good work.

Ps. Since writing this letter I have received this month's Jampot. I am often asked if I would return to the UK. My answer an emphatic NO. Looking at the Hampshire Jampot Rally, other pictures and articles though, if I needed one reason to return it would be for motorcycling and the club.

Ken Pee, Cyprus

Ah Ken, your letter reminds me of the much-lamented TC, who wrote a review of the previous month's Jampot every month for years and years....

Lawrence

North London anyone?

Can anyone tell me what happened to the North London Section?

Several years ago, I seem to remember quite an active section of the club in that area. I knew several of the blokes from that section, including John, and Brian who used to go on continental trips with Malcolm Sagers. He had a combination with a shark painted on the side, in fact my son travelled in it on one of the Jampot Sunday runs possibly across Dartmoor.

John was a larger-than-life character who you would possibly hear before you saw him, I would often see him at autojumbles, especially Kempton park. Looking back through old magazines, I can't find any mention of the section and wondered when they fizzed out? One of the members, I can't remember his name, owned a motorbike shop up in Kilburn or around that area. I like to think that some of the guys are still around? Can anyone shed any light on this lost section or did I imagine it??

Kevin O'Brien; South Essex section and founder of the East London & Essex section.

Dear Reader, over to you ...
Lawrence

Hampshire section history, the 2019 jampot, and the future.

Sorry, folks, but, because of where I live abroad, I am always going to respond to articles 2 months in arrears. The September jampot was full of this year's jampot, stirring memories of years gone by. It was obviously a great event and extremely well organised. Wish I was there was my emotion. The photos together with those of my good mate (Graeme Way) in his letter brought a further flood of memories and nostalgia. But how can the club and the classic / historic movement be sustainable. A question often asked. We have to involve our younger family members, (like the jampot with its jampot lass etc.) Is one example. However, keeping their interest is a problem. I know from experience. My two sons have followed my love of bikes, but want electric starts, low maintenance, abs, blue tooth, sat nav etc. But they still have the camaraderie that bikers (please excuse the term not liked by purists) have. Maybe this could be part of the answer. The professional approach to rallies is one. The difference between our (the Hampshire section) alternative rally in the late 80's and this year's Hampshire national rally is huge in terms of the planning and organisation. Bikers flock to large organised events. I went again this year to the IOM Manx and classic GP. Thousands of bikers not just our age group plus modern and classic bikes. Result great interest, no aggro, great atmosphere regardless of age (and my sons wanted to be there). Maybe (a contentious point) our rallies could become more of a get together of all like-minded bikers and bikes. I realise I am being a "devil's advocate" but, using modern speak, thinking outside the box can be thought provoking.

Ken Pee, Cyprus

Must do Better.

Dear Editor
I have owned my 1961 Matchless G2 since just before its 21st birthday when I was just a teenager. Due to other distractions, after passing my test I never progressed to a bigger bike. To my shame I had never joined the owners club but as I have plans to restore the old girl on retirement, a couple of years ago I thought I would treat myself to membership. I am hoping to get started on the restoration next year once all the other retirement jobs are completed, new kitchen, bathroom etc.

I was struck by the advertisement in the October 2019 edition of Jampot from the club parts service. Showing the shiny black paint on various frame components. In June I took advantage of the chance to order a club sweatshirt to wear while riding my other recently acquired motorbike. Additionally, I thought I would order the lightweight engine exploded view diagram to put on my garage wall for encouragement and as a aid once the task gets underway. The poster arrived having been rolled up, held with elastic bands and placed in a padded envelope with the sweatshirt. Consequently, it arrived looking like it had been slept on. I did send a photograph with an e mail to the spares service which did not elicit a response. Now this brings me back to the shinny painted new items in the advertisement. If this is the care taken when posting things out of Kettering, then what sort of condition do spare parts arrive in. Now I know this is a low-cost item I ordered and people may be volunteers, but I have paid for it, nevertheless. I am left wondering; is this lack of care and poor customer service illustrative of why the British motorcycle industry collapsed?

Great magazine by the way, keep up the good work.

John Yorke

Hi John

I am writing regarding your recent letter to Jampot magazine.

Thank you very much for bringing this to our attention John. This must have been really annoying for you all round. Please accept apologies from me and the club committee, both for the state of the poster and that you did not receive a reply from Kettering. This is less than the service we would like to provide. I am sorry to hear about it.

We are acting on your comments. In future posters will be sent in a card tube and you should receive a free replacement within about a week; we have ordered tubes and will send a poster to you as soon as we have them. If you haven't received it within ten days please mail me personally to let me know.

I hope this aberration won't dissuade you from using the spares scheme in future, they aspire to provide a good service. However, if you are ever unhappy with any aspect of the club please do let your club officers know. Feedback is essential for them to know what can/ should be improved.

Thanks for your kind comments about the magazine; don't forget to send us pics and a write-up of your rebuild. My pal Mark has one; they are lovely bikes!

Once again, my apologies that you had to contact us

*All the best
Lawrence*

Hi Lawrence

Thank you for such a lovely response, you certainly know about customer care. I will commit to keep a record of the renovation so I can submit it as an article in the future.

Thanks again and kind regards John

A great example of the time and effort Lawrence has put into our club. I would like to say a big thank you to Lawrence for his help with the magazine and the positive impact he has had on our club.. Les Ward



Not the condition you want a poster to arrive in

**Les takes over setting the letters from January. Welcome him to the post with a bumper bag; members love letters...
Ta ta for now, Lawrence x**

Summer Shed Time

RAY'S RESTO

Having stripped and cleaned the cylinder heads and had them head blasted by an old school chum with a bespoke engineering firm I was ready to seize the opportunity of Mel having gone to her weekly game of Ping-Pong.



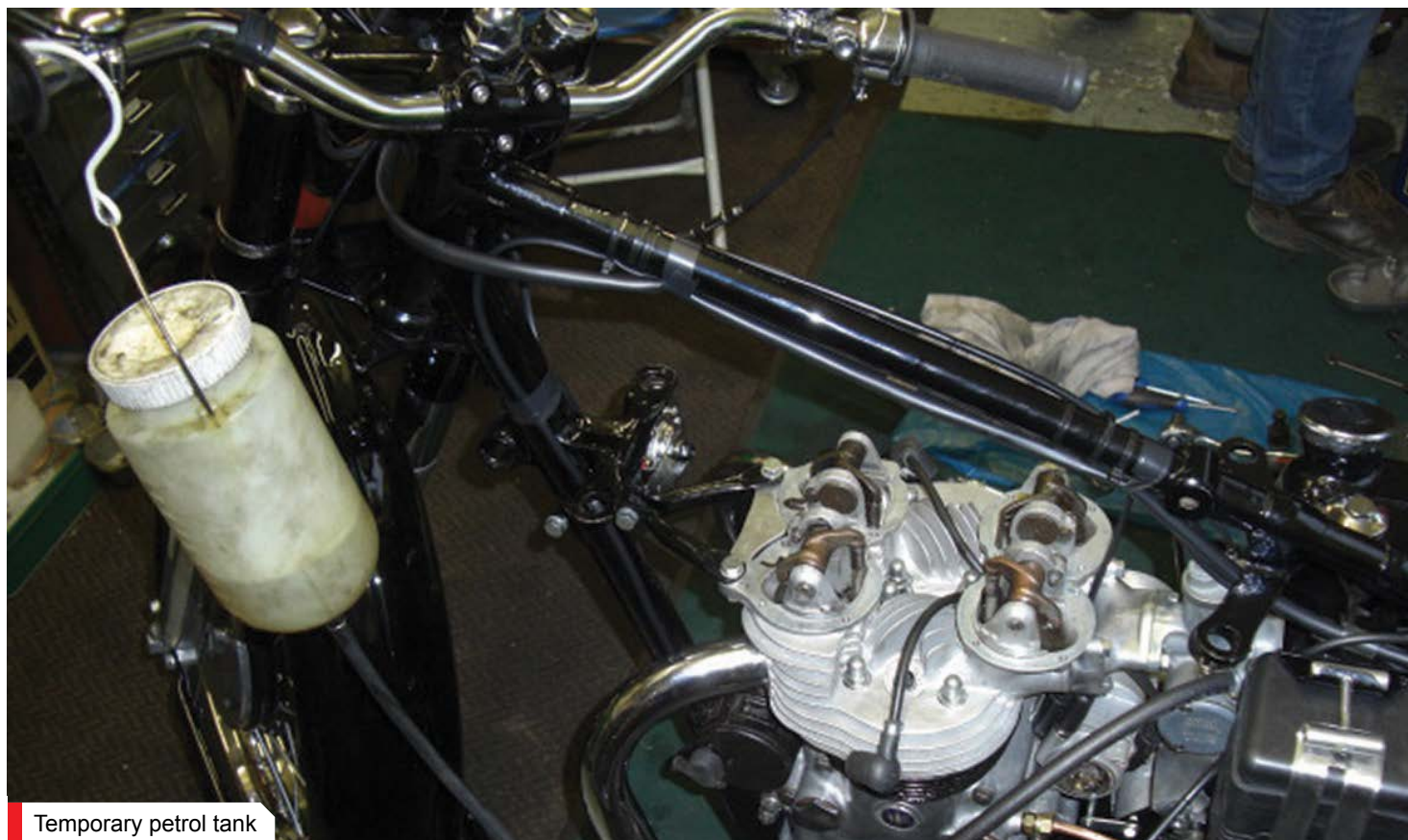
Bike as bought

I cranked the oven up to number 7, wrapped the heads in Baco foil and roasted them for half an hour in order to fit the new valve guides previously hidden away at the back of the freezer. Happy days; job done. Well I wasn't yet completely in the clear as the kitchen smelled like a machine shop so I opened all the windows, cleaned the oven, scrubbed the work surfaces and... relaxed with my secret. That was until Mel began to cook the evening meal when I had to confess. It took a few days to get rid of the smell. I am now looking for a small electric oven otherwise a complete withdrawal of catering support has been assured.

Things were moving on rapidly now so with wheels in, engine and gearbox in, front and rear mudguards on, a front bracket for the saddle made and fitted (it previously had a dualseat) it was time to wire it up, which I managed from memory, following the original cable colours. I buy all my wiring bits from the Kempton auto jumble for about £10 including the harness sheathing and the crimp connectors which have always been entirely satisfactory.



Finished bike



Temporary petrol tank



Detail bike as bought



Timing gears

Once the rewire was done the crunch time in any restoration was unavoidable; what have I messed up, will it go? Just then, chums Sprid and Peter turned up. Fortunately, 'Thrifty' Peter had brought his specs since without them he wouldn't be much help as he usually economises on contact lenses by wearing only one at a time. Being unable to deny them some entertainment by putting off the start-up, a temporary petrol dispenser was rigged from rafters and I turned the petrol on. That there were no leaks was a promising start so having primed the sump with oil and a good coating over the rockers plus a graphite paste on all the moving parts we were ready to go. I freed the clutch, primed the cylinders with a couple of turns at half throttle and then a hefty kick. It fired up first time, but would only run on one cylinder. We assumed that it wasn't a magneto fault as it had just come back from a full refurb with new leads and plug caps. Sprid was no help, saying that all of his AMC bikes had run perfectly well on one cylinder. However, after much head-scratching, extensive searching of manuals, several coffee refills and Hobnobs, checking valve clearances and swapping of plugs our combined fettling prowess of well over a century finally hit upon the blindingly obvious in that that one of the new H.T. leads might be faulty. After I had replaced it and twiddled the carburettor it ran sweetly enough, in the shed.

It was now time to turn my attention to the petrol tank. Should I get it sprayed or do it myself with two-pack aerosols? It was whilst dithering that I accidentally spilt some petrol onto the front mudguard which I had brush painted with my Craftmaster coach paint and then varnished. It was there for 20 seconds or so before I wiped it off but seeing that there was no damage to the finish it convinced me to use the same black coach paint on the



Browsing manuals

tank to achieve the deep lustre of the rest of the bike. The plan was to bring it up to the gloss top coat and then rubbed back. My sign writer friend could then line it out after which I could apply three coats of the Craftmaster varnish, which although not specifically fuel-proof has proved resistant provided that I wipe away any spilt fuel.

There had been a couple of small dents in the tank which I had leaded, (much better than filler), then applied one coat of etch primer, two coats of high build undercoat and two coats of gloss, all rubbed back between coats with progressively finer Scotchbrite pads which are ideal for curved surfaces, then finally three coats of varnish. I am pleased with the result and it seems to have hardened off well. Even so, I will still take care not to miss with the nozzle at the petrol station.

A couple of brief sorties up and down the road revealed that the carburation was rough. It wasn't very responsive to adjustment either so I decided to replace the 'correct' carb which had the separate float chamber with the later Monobloc design. I ordered one from Club Spares jetted for a 1955 twin which I guessed would be about right. I set the pilot screw one and a half turns out which proved to be spot on.

It's the first bike of the six that I have restored that rides a perfectly straight line, corners and stops well and without needing any adjustment to the steering or fork alignment. I've fitted in nearly 250 miles between trips on my other bikes and I'm very happy with it.

Many thanks to Spriddler for taking the snaps and transcribing my jottings, not to mention his frequent visits to point out what I was doing wrong or had missed and passing on his lifetime's ignorance of AMC twins whilst dropping Hob Nob crumbs and fag ash into precision assemblies or tutt-tutting as he dug his fingernail into the footbrake arm that I had lovingly painted only a few hours earlier. Quite often nothing much gets done except putting the world to rights but shed time is far more enjoyable, (although possibly less productive) when section chums drop round to create confusion, hide spanners and knock over parts tins or to share Sprid's tales of his foreign 'Grab-a-Granny' camping adventures on his Matchless, provided that Mel doesn't send him home again with my last piece of her bread pudding.

**Restored a Bike? If so, tell us
all about it. editor@jampot.com**



Quick first start prayer



Valve gear



Bottom half in

Family History recreated

IN MY FATHER'S WHEEL TRACKS

80 years on, a nod to my father, motorcycle dispatch rider James Blower, 1920-1960.

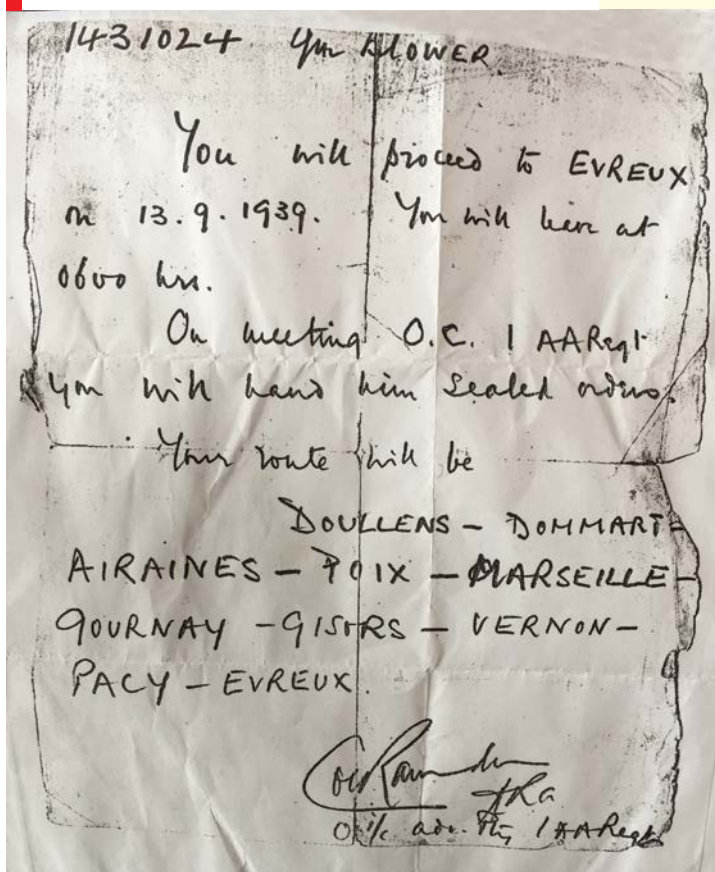
Words and pictures by Paul Blower

After nearly 45 years in the building controls industry I retired from the business in July 2017. I was determined to keep myself busy to avoid any pitfalls associated with retirement and decided I needed a project. A good friend and old colleague, Graham Kinross was in the process of restoring a basket case 1961 Triumph Thunderbird (which has since morphed into a magnificent Bonneville T120). I fancied a similar project and Graham introduced me to Allan Burgess who is a Triumph and Ariel Guru and who was helping Graham with his restoration. I explained to Allan that I had an ambition to follow a route through France that my father had taken as dispatch rider in 1939, the challenge was that I did not have a motorcycle licence or a motorcycle. I had never owned a motorbike and apart from a few sneak rides on my brothers Triumph Tiger Cub at the age of fifteen I had no real riding experience. Allan, was very giving of his time and experience, pointed me in the direction of



My father James Blower on the left in Rome 1944, with the Royal Artillery

A copy of the dispatch rider's orders detailing the route in Northern France 13 Sept 1939. Gunner James Blower was aged 19 at this time and was with the British Expeditionary Force



The Tom Tom sat nav map showing the route we followed. We arrived in Evreux on 13 Sept 2018, 79 years to the day of my father's ride





Paul Blower on the 1946 G3L somewhere on the road to Vernon.

a few marques and I started to do a little research. I discovered that the Matchless G3L was a model used by British dispatch riders during WW2 and that Matchless won the War Department contract to supply the machines after Triumph Factory in Coventry had been bombed. In

preparation, I started fitting out my garage as a workshop and took to the internet to find myself a G3L. I tracked down a 1946 Matchless G3L, which was being sold by a dealer in Northwich. Not wanting to waste any time I drove over to the dealership the same afternoon, asking Graham Kinross

to come with me for a second opinion. The moment I saw the G3L, it was love at first sight. I did the deal and she was delivered to my home the same evening. There were a few oil leaks, but overall, she had been kept in fantastic condition by the previous owners. I set to work with an oily rag and she started to come up like new! I downloaded the manuals and any other technical information I could find. The main oil leak was at the bottom of the push rod tubes and so I followed the manual and stripped down the head. Alan Burgess let me use his sand blaster to clean the head up and he re-ground the valve seats for me. After re-painting the head and grinding in the valves the bike was reassembled. Following the starting instruction contained in the manual I kicked her over and she started first or second kick. I continued to fettle the bike until I was as confident as I could be that she would be up for the trip. During this process I consulted Dave from the Jampot helpline with the various technical issues I encountered and he was a great help. I always came off the line from Dave with a greater understanding of the bike and measures I needed to take to resolve any problems.

When he heard what I intended to do, my friend Paul Harper from Aberdovey

I had an ambition to follow a route through France that my father had taken as dispatch rider in 1939; the challenge was that I did not have a motorcycle licence or a motorcycle.

The 1946 Matchless G3L clubman.
Right to Left. Bob Hall, Paul Blower, Paul Harper





offered to join me. This was great news but Paul didn't possess a bike licence either, however he is man always up for a challenge and a bit of adventure. (With his wife Derry Paul he sailed around the world as part of the Blue Water Rally in 2009/10.) Paul won't be embarrassed if I describe his talent for conversing in any language! by adding an O or an E to the end of the English word and adopting the

local accent. This was very useful on our French trip.

I did some research on training organisations on the internet, then signed us both up for some direct route training with RJH Rider Training in Northwich. Rob and Lisa who run the training School were brilliant, always accommodating and full of enthusiasm. After some trials and tribulations, Paul H

and I obtained our full licences and had got the biking bug, I acquired a Honda VFR Crossrunner and Paul bought himself an Africa Twin. (After having a go on my G3L in France, Paul H got bitten by the sound and feel of the Matchless and has subsequently acquired a 1958 G3L, which he has been riding around mid Wales on some fantastic routes accompanied by his wife Derry on the pillion.)



Paul Blower and Jean Jacques Laine Laine in Roucourt.
Jean Jaques is the Grandson of Madame Laine Caulier who's family became friends with my father and the other young British soldiers who were billeted in Roucourt in 1940

Bob Hall a neighbour and good friend from Aberdovey offered to drive the LWB van that we needed to transport the three bikes down to Dover and across to Dunkirk. We left Aberdovey on Monday the 10th of September and returned the following Saturday.

For me, the trip through France was nostalgic and quite moving. I had a letter with me that had been written to my father in 1945 and from the detail contained in the letter we managed to trace members of the same French family that had befriended my father and his fellow soldiers in 1940 when they were stationed in the small village of Roucourt. We had some assistance from a lady whom we met outside the Mayor's office, who after some enquiries led us to the house of Jean Jacques Laine Laine. We were so lucky to find and meet Jean Jacques and his family. The family had lived in this beautiful village for over 200 years. I left Jean Jacques with a copy of his grandmother's letter to my father.



The 1946 Matchless G3L. The bike was almost faultless on the 240 miles covered. My thanks to Dave on the Matchless helpline for his advice in getting her ready for the trip

Roucourt
on the 5th June 1945

Madame Laine Caulier
Roucourt
par Cantin (Nord)

My dear Jimmy

I am very happy because.

I received your letter on the 2th June.

All the family is very well.

My soon Jean is married and

Mary is a young girl of nineteen years old. She is very happy of your letter.

We had understand your letter very well, for a English boy, it is very good and you write again in French and I answer in English for you learn French and I learn English.

I hope your convalescence is very good and than you will go in England in a little time.

We made it to Evreux on 13th September 2018 following the same route that Gunner James Blower had ridden as a dispatch messenger aged just nineteen on the 13th September 1939. I cannot be sure what bike my father did the route on, as sadly he died in 1960 when he was still quite young and we never really got chance to really know him. He was brought up on the Isle of Man and was a TT enthusiast. I feel sure that he would have been a fan of the G3L, as it was extensively used by the British military throughout the war years. I did 230 miles on my 72 year old machine during the trip and she performed like new. The one minor issue I had, was a reluctance to start sometimes without a plug change when she was warm. I think I have now cured this by tweeking down the oil feed to the inlet valve.

We made the route back up to Dunkirk on the bigger bikes, I wanted to give the G3L a well-deserved rest. Using the Tom Tom sat nav to choose the "exciting route" option, we virtually followed the same route back. Bob drove the van back up to the Air B&B where we were staying that evening and in the manner of the true gentleman that he is, had had a cold beer waiting for us when we arrived.

We visited the British War cemetery in Arras at the start of the trip and the Menin Gate at Ypres on route back up to Dunkirk, both moving experiences. We had passed smaller roadside British War cemeteries on the route down to Evreux and they were quietly acknowledged with a biker's nod.

Been on an adventure? Got a bike with a story? Share your story with other club members. We'd love to hear from you. editor@jampot.com is your contact.

Every Picture Tells a Story

IAN AND SUE FARRINGTON OUT AND ABOUT IN THE HILLS OF GREAT BRITAIN

Words and pictures by Ian Farrington



At the top of the Healy Pass

Just a few photos to show some of our adventures this year. As well as the usual rallies such as the Jampot in Horndean, we have ventured further afield into the Yorkshire Dales and some of the higher areas of southern Ireland.

Sue Farrington and the well-travelled Matchless at the coffee stop, travelling the Ring of Kerry anti-clockwise



At the Tan Hill Inn. Great Britain's highest inn

Ring of Kerry, southern Ireland this year



**Been out and about on your bike?
Write in to the Jampot and tell us all
about it. We'd love to hear from you.
editor@jampot.com is your contact.**



Storm clouds look menacing, but the rain held off

East Midlands Section put on “a bit of a do”.

2019 ALTERNATIVE RALLY

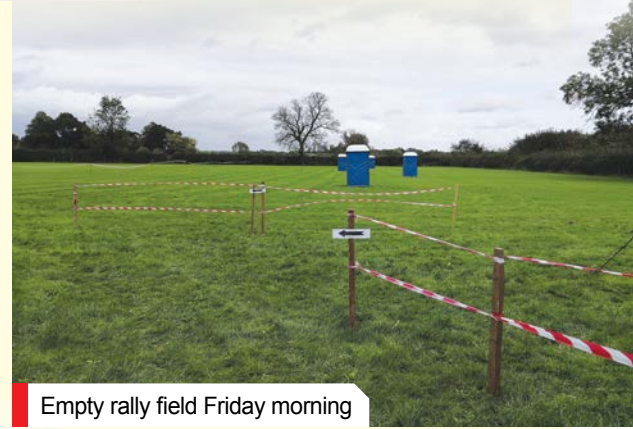
Once we decided to organise an Alternative Rally it became obvious that our section meeting place, the Odd House Inn, was the perfect venue. A pub that serves “real” ale, has a reputation for good food and a large function room, plus a suitably flat field on the opposite side of the road – job sorted!

Words and pictures by the East Midlands AJR Committee

The first to arrive, Ivor Ward



Some of our rally reception ladies



Empty rally field Friday morning

We quickly formed a rally committee and began planning. Unfortunately, a couple of hic-ups, like the chef leaving the week before the rally and a week of rain beforehand, caused us a few worries. Although a new chef started four days before the rally (talk about thrown in at the deep end!) we could do nothing about the weather, which only got worse. However, the rally went relatively smoothly and it appeared that our careful planning paid off. We'd like to pass on a special thank you from our committee to Dave for providing the reception area and the ladies for manning (womaning ...?) the reception and coffee/tea areas.

Members began arriving Friday morning despite the awful wet weather, the first one (Ivor Ward) at 9.30am! Members steadily arrived during late morning and early afternoon, and 26 braved the persistent rain and joined the short run in the afternoon to the Triumph Factory Visitor Experience at Hinckley. Typically, upon arrival and as everyone went inside, the rain stopped and the sun came out! A short run back allowed riders to dry out and enjoy a beer or two before the evening meal and a pleasant noggin and natter in the function room.

Our recycling initiative





Friday Run arrival at the Triumph Factory Visitor Experience in the pouring rain



Some of the riders on the Saturday Run



Dutch member Louis de Grave on his reliable 1953 G3LS



Furthest Travelled winner Chris Moore on his ever faithful 1959 M16

To our delight, Saturday dawned bright – and dry! Our rally run planner and leader, Graham, led 44 bikes on an enjoyable 25 mile tour of some of Leicestershire's finest scenic lanes to finish at Quorn & Woodhouse Station on the Great Central Railway. The GCR is the only double track, mainline heritage railway in the UK, with full size steam engines passing each other – just like the "olden" days!

Graham had arranged storage for helmets and coats etc in the station marquee and bar, plus discounted tickets to go on the trains. The engine sheds via Loughborough station were also open to the public that day and well worth a visit. Allowing plenty of time for lunch, train rides, museum and engine shed visits, the run left four hours later to enjoy another 25 mile scenic ride back to the rally site. (As an aside, most of this run formed part of the planned Sunday Run when we organised the 2014 Jampot Rally but which had to be cancelled due to Hurricane Bertha!) That evening, once again, a few drinks and dinner were followed by more noggin and nattering!

Although disappointed at the weather and the turn out (notably a few missing AJR regulars), we were pleased that everyone appeared to enjoy a good weekend. The new chef coped well with the breakfasts and evening meals which were ample and delicious, albeit slow in distribution but worth the wait and enjoyed by all. Our section meeting room was cosy but ideal for eating and chatting, with the bar in an adjacent area nearby.

Now for the stats: 65 attendees; 15 sections represented (including Holland); one non-section member; 18 AJS's; 27 Matchless's; 7 other classic British bikes. One no-show and one member who sadly had to return home early. Only one breakdown all weekend, on Saturday an East Midlands member suffered a broken chain link but one of the breakdown vans took him home for a quick fix and he re-joined the run at the station. Dave Langlands from Perth remembered to put his bike in his van but forgot his "flat" key so our Don Eades went home and made a replacement. Both received service over and above the expected! We employed the drop off system on both runs which worked exceptionally well.

Graham, led 44 bikes on an enjoyable 25 mile tour of some of Leicestershire's finest scenic lanes to finish at Quorn & Woodhouse Station on the Great Central Railway

Some of the bikes at the Great Central Railway



The run fills the car park



Saturday evening in the function room



Chris Moore being presented with the John Trant Furthest Travelled Trophy by Matt Dillon

The John Trant Trophy for furthest travelled went to – surprise, surprise – Chris Moore from Cumbria who did a relatively short trip for him of only 210 miles!

Unfortunately, heavy rain again greeted us on Sunday morning as everyone was packing up and making their way home, we hope successfully and without incident.

Many thanks to all of you who made the effort to attend, despite the dreadful weather, and we hope you enjoyed the weekend, you certainly made it for us!

Till next time ...

Regards, the East Midlands AJR Committee



The rally field entrance Sunday morning

**Been to an event, then tell us about it.
editor@jampot.com is your contact**

Anonymous rallyist ready for home in the pouring rain



The unique black & gold rally badge



The newly made flat key



We would like to include all shows in which the **AJS & Matchless Owners Club** is represented. Please keep us all update throughout the year.

Wot's On?

2019

Your wotson organiser is now Gary Jones who can be contacted at watson@jampot.com. Section organisers please email your events before the 14th of the preceding month.

DECEMBER

- | | |
|--|--|
| <p>1 Heart of England - Jack Thompson Trial, Canada Heights. Meet on site.</p> <p>2 East Berks - Christmas Dinner & Awards Night, 7.30 for 8.00, £12.00 per head, reservations/payments to Graham on 07789938588, email g.loyd@logicelectrical.com.</p> <p>6 Poachers - Annual Dinner at Woodthorpe Hall @ 19:00.</p> <p>8 Heart of England - Pre-Christmas lunch run. TBA.</p> <p>10 Heart of England - ENCMCC's 'Stuff the Turkey' evening meal (Heart of England invited - see Paul). Venue TBA.</p> <p>11 East Suffolk - Voting for Awards and buffet.</p> | <p>12 Bristol - Run, meet car park on Avonmill Lane, Keynsham at 10:30.</p> <p>12 Heart of England - Nigel's Mystery Quiz. Meet at The Lamb, Stoke Goldington @ 19:30.</p> <p>26 Poachers - Boxing Day Run at Market Rasen @ 11:00.</p> <p>26 Heart of England - Wild & Woolly Scramble. Arm Farm, Blisworth. Meet on site (Gary).</p> <p>27 Poachers - Charity Trial at Withcall.</p> <p>27 East Suffolk - Cold Turkey Run. Leader and venue TBD.</p> |
|--|--|

JANUARY

- 1 Heart of England** - Stony Stratford. Meet on site.
- 1 Hampshire** - New Year Lunch Time meet at the West Meon from noon. Ride or drive it will be great to meet up.
- 9 Heart of England** - Bob's Music Quiz. Meet at The Lamb, Stoke Goldington @ 19:30.
- 11 Hampshire** - Annual Dinner at the West Meon. See Barry for details.
- 23 Heart of England** - Conway's TT Board Game. Meet at The Lamb, Stoke Goldington @ 19:30.
- 26 Heart of England** - Talmag Trophy Trial. Meet on site. (Gary).

AJS & Matchless Owners Rallies

2020 29TH MAY - 1ST JUNE

International Jampot Rally Slovenia.

2020 20TH - 24TH AUGUST

Jampot Rally. Vigo RFC, Meopham, Kent DA13 0RN.

2020 2ND - 3RD OCTOBER

Alternative Rally, Lincolnshire.

2021 INTERNATIONAL JAMPOT RALLY

Germany.

Dates for your Diaries

2020 14TH/16TH FEBRUARY

New Zealand International Rally - Tahuna Beach Holiday Park, New Zealand. Organised by the New Zealand Register. Pre-rally tour of South Island available. **Contact Murray McLean.** matchlessnz@icloud.com +64 3 525 7024.

Star Guest!

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AND GP HERO
FRANKIE CHILI!



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[@classicbikeshows](https://www.instagram.com/classicbikeshows)

[@classicbikeshow](https://www.twitter.com/classicbikeshow)





**Deadline Date:
10th of the month.**



Bristol
Meet 1st Tues The Fox
(PH), Easter Compton
Enquiries: John Allen
01454 319559
bristol@jampot.com

BRISTOL With Geoff Wright in the Grand Canyon Steve did his Keynsham run. He eventually found the coffee stop but he was dead sure of where we were having lunch. Neil got a puncture in his 650 Panther but this was cured when Patrick supplied him with a repair aerosol can. These seem to work pretty well even with tubed tyres. Patrick is spending the whole of November in Australia. Pete Manley has sold his Greeves and is running in his 500 Matchless with the de Groome recon engine. JA is sampling single malt in Isla and may be selling his W650 to get a lighter modern bike. You wait for nearly a year for an autojumble then 2 come along at once, Shepton on 30th Nov and Timsbury (near Bath) on 1st Dec. Some traders may kip in their vans and do both.
Tony Colman



Bristol's Neil's Panther with a thorn in it's paw. A prime example of 4 supervisors to 1 operative.



Cheshire & North Wales
Meet 1st Weds
Helsby S&S Club
Enquiries:
John Turner
01516 775647

CHESHIRE AND NORTH WALES The section has been lucky to have a few new members joining in the last few months. They have been attending the section meetings, and Simon, an electrical engineer has made himself useful sorting Roy's wiring out. So, it was very sad that in the space of one month, we have lost two of our longstanding members. First Ray Huntington followed by Dave Dawson. Although neither had been active members for some time, both attended meeting whenever they could. Our thoughts are with their families.
John Turner



East Berks
Meet 1st & 3rd Monday
Burnham Cricket Club
Burnham, Berks.
Enquires 0118 940 3081
www.amoc-eastberks.co.uk

EAST BERKS By the time you read these notes, our Awards Night Dinner will have probably happened. There has been very little "on the road" activity since the last issue. Even Crashby has only done a couple of track days. At the start of November, Rex took the RoSPA advanced rider test and gained a silver. Terry took his beautifully restored Scott to Kop Hill, only for the exhaust to fall off on the way home. He's just started on the restoration of a 1966 AJS 650GSR. Give the quality of his restorations we look forward to seeing it on the road. He says that there are always some non-standard fittings and no one seems to notice. A challenge for the rivet counters....

Given the lack of recent activity and the time of year, a bit of a review of the year is pertinent. On looking at previous section notes there were a couple of things which members of the section did, that didn't get any mentions and one section note which was duplicated. In Feb/March, Rex and Mary spent a month touring New Zealand on a hired BMW. The July section trip to Mid-Wales was also joined by DY who stayed with Gareth Jones in Llandridod as did Rex who joined the trip after four days touring in Derbyshire. Both arrived on the Friday riding in the rain whilst the others were keeping dry in cars. Several members attended the Jampot Rally either

staying over or riding down for the day. All comments were favourable. One major trip which was missing from reports this year was the section tour of the South West. Six riders on classic bikes of which five were bikes of the marque rode down through Somerset, North Devon and the Cornish coast to Cape Cornwall and Land's End, returning along the south side and over Dartmoor. They took in Porlock and Lynmouth Hills on the way out as well as Zig-Zag Hill on the way home. With a bit of "on road elektrikery bodgery" on one bike, all six bikes made the 750-mile trip back home. Crashby is hatching a cunning plan for a trip to France next year. Merry Christmas and a Happy New Year to all.

Rex Morrey



E. London & Essex
Meet 2nd & 4th Thurs
at Stapleford Airfield,
near Abridge, Essex
Enquires
07860 824862

www.jampot.com/eastlondon/

EAST LONDON AND ESSEX The section meeting on 10th October was not so well attended as usual as several members were away to attend the Alternative rally. However, we were pleased to have a visit from club member Mike Shaw, in England on a visit from Monthault in Brittany. We hope you enjoyed your evening Mike and would be pleased to see you again on any future visits to the area that coincide with our meetings. Roy, Dave Walling, Steve Carvosso, and Graham Eaton rode up to the Alternative rally, led by Graham on a scenic route to where they were staying off site at a farmhouse from which they shuttled back and forth to the rally site. They had a dry ride on the outward journey but it seems that was not the way it was for most of the weekend and the ride back home took place in continuous torrential rain. However, despite the wet weather all of their bikes (and presumably riders) performed well with no reliability issues.

On our 24th October meeting we were also pleased to welcome a returning member to the AMOC John Leijis from Harlow, owner of a Matchless G9 Clubman Sports. We hope that you will become a regular section member in the future John and that you get much future enjoyment from your Matchless twin.

Colin Atkinson



East Midlands
Meet fortnightly Weds
at The Odd House
Snarestone
Enquiries
01283 362901

EAST MIDLAND At the East Midlands section following the hosting of the alternative rally, a collective sigh of relief came over us as it was deemed by all those

attending a success, despite the very wet weather we were "blessed" with. For details of the event, please see Lesley's account which should be elsewhere in the MAG. Many thanks to Kath and her team for all the time and effort they put in to make it all happen. As a footnote it took the portaloo suppliers 2 attempts to remove them, finally using a four by four pick-up to drag them from the field as it was so waterlogged! Hope everyone who attended made it home safely, you all deserve a medal. Don Eades was his usual devious self, his bit's in the bag night was even more tortuous than normal. The usual format is to put parts from a bike in the bags with a few "household" items thrown in for confusion i.e. a melon baller or such like. Not Don, nothing was bike related, which resulted in a lot of head scratching and fumbling trying to get just one of the items to fit somewhere on a bike, nevertheless it proved to be a very entertaining evening, well done Don (and Jen no doubt).

Matt Dillon



East Suffolk

Meet second Wednesday

See section website.

John Purbrick 01473 623593

www.ajsmatchlesseastsuffolk.co.uk

EAST SUFFOLK When Club Chairman Roy Bellett was visiting on the Section stand at the Copdock show in October, we arranged to pass over to Kettering the "shop-front" stand that has been a much-admired feature of the section display for many years. The "shop-front" was built many years ago by myself and John Trant for the Yorkshire section display at a show that ran for a few years in Bradford's vast wholesale market, then, some years later, since the Bradford show wasn't being repeated, this Section was offered the chance to acquire it. The title "Plumstead Motorcycles" seemed a good idea at the time, but with the move to Suffolk, the relevance of "Plumstead" "has confused some local show goers, since there's a village of Plumstead up in Norfolk! Recently, it has been out of use and stored in the stable at my house since the Copdock display is now supported by

the Club's exhibition and show organisation, so it's good that it will have a new purpose in the showroom at Kettering. We're into the winter months' pattern of events now, and after the usual news and business, most of November's club night will be taken up with a "Bits-in-a-bag" event ably run, as ever, by Mick and Chris Dykes. Then, at the end of the month, it'll be the Glow-worm Supper at the pub, an autumn fixture that we always look forward to, that rounds off the season's evening runs.

Albert Usher



East Yorkshire

1st Wednesday The

Bell Hotel,

Market Pl. Driffield

Bill Vivian

01430 879224

EAST YORKSHIRE Due to bad weather East Yorkshire section have only enjoyed one Sunday ride-out this past month. Some thirty members turned up at David "Mr. Sunbeam" Armstrong's house in Driffield for his annual breakfast gettogether of bacon, sausages etc being cooked by Graham "Jamie Oliver" Wiles. The well-fed group, led by David then set off for a ride over the Wolds but surprisingly after the steep climb to Cowlam only eight riders remained to battle against the freezing wind and drizzle on the Wold top. Arriving in the relative warmth of Wykeham Forest the intrepid riders agreed to carry on and were eventually rewarded by the sight of sunshine in the valley below. To celebrate this apparent miracle David produced a bottle of Stones Ginger Wine which was eagerly consumed. Continuing on to Dalby Forest aglow with spectacular colours it was time to make for home. A fitting end to our riding season.

So what about the other twenty odd who didn't complete the ride? Are they getting soft in their old age or were they too full of that breakfast? In their defence £168 plus more to come was collected for Yorkshire Cancer Research. Won't be long now to our Christmas lunch at the Bell.

Bill Vivian



HAMPSHIRE

Meet 1st & 3rd Thurs

The West Meon (Hut),

West Meon, Hampshire

GU32 1JX

Enquires 023 9259 3116

hampshire@jampot.com

HAMPSHIRE We only managed two attendees to the Alternative, Rob & Ray (not to be confused with Rob Roy, although saying that Roy was also sharing the brick-built tent with the tile for tarpaulin roof), various fully justified reasons explained our low turnout although the severe weather warning probably contributed. Five riders gathered on a somewhat cool morning to traverse Hampshire, Sussex and Surrey to join with other adjacent sections for the Surrey Section "Not the change of the clocks meeting". Despite the sunshine (it was defiantly sunny, Laurie was there) it was apparent that winter is on its way as we each took turns in front of the open fire for a bit of a warm when we arrived at the Royal Oak in Holmbury St Mary. Ken, ever keen not to complete a run without a puncture, scored another deflation on the way home but managed to still ride home after a puff of air as the tyre sealant did its job. We now plan to treat him as a lucky talisman and to make him lead our runs to attract all of the sharp metal shards before the rest of us navigate any tarmac. Nick has been experiencing some unwelcome swelling but appears to be on the mend now and back in his riding boots.

Duncan Moss



Heart of England

Meet 2nd & 4th Thurs

The Lamb, 16-20 High

Street, Stoke Goldington,

Buckinghamshire,

MK16 8NR

www.heartofengland.weebly.com

HEART OF ENGLAND HoE's Young Gary is renowned for his modernity and generosity; our tech expert, always first to buy a round, always ready to help a good cause. Yet his generous donation for our



East Suffolk Copdock



HoE Where's Young Gary's Card - It's CASH!

Macmillan run astonished: No magic plastic; it was cash! He normally has to wait for someone else to arrive at The Lamb so he can buy two drinks so meeting the minimum card spend...

Lawrence led the run in without losing a soul. Blessed be the Cheesemakers. A goodly crowd tucked in to a hearty breakfast from the Macmillan volunteers. The food, raffle tickets, tombola, art and cakes raised almost £5000, a fantastic effort.

Our last October meeting surprised; Barry the only one to arrive by PTW. True, it was cold and torrential but are we become Winter Walter Softies? Thankfully yes Merry Christmas from all at Heart of England. www.heartofengland.weebly.com or Facebook @ajsmoc.

Rock-Ola Ruby.



Oxford's happy campers at the AJR

dinner in January and we have booked The New Times, Tiptree for January 15th. George is taking bookings so please let him know if you are attending asap. We also agreed to move the January club night from January 1st to the 8th, as The Alma should be busy. The December club night is on the 4th, and we will have our usual "thank the landlord evening". There could be a daytime ride as well, weather and time permitting.

Gordon Levett

travelled (again).

It was a shame that Steve H's run was hit by the weather, fog this time. Only 3 turned out enjoying a good run once the fog had lifted. Thanks for your efforts Steve, perhaps we can do the same run next year a bit earlier in the year?

The trip to Barrow Maritime Museum attracted 4 members who enjoyed a day out, stopping off at Alan A's excellent workshops on the way back.

Please note that our first club night of the new year is on 2nd January. Let's see if we can have a good showing of bikes for this and the usual runs over the festive season!

All the best for Christmas and New Year,

Dave Ashcroft



Newbury & District
Meet 1st & 3rd Tues
The Bowlers Arms,
Wash Commonx
Enquires: 0118 9712828

malcolmarnold47@gmail.com

NEWBURY AND DISTRICT As soon as I had sent off the notes for the November-Jampot we were told there had been a slippage to the opening plans of the new cricket pavilion where we meet. One of the backers had to pull out and left the opening date put back to April 2020. So, it's business as usual for us at the Bowlers Arms for a good while at least. However, our meeting of the 5th November saw us decamp to 'The Gun' at Wash Common due to the cricket club having a huge Guy Fawkes bonfire and fireworks display and we were told our usual cosy meeting place would be swamped by those attending. About ten of us had a good look at Dave Macmanus's crankshaft and cases from his 1931 Sunbeam 500cc. which had been making rumbling noises recently. Our mine host and customers found it very interesting if a little rather strange to find on a table in a pub! Our GMT Run saw four turn out for an enjoyable ride out to the Pewsey Vale where lunch was taken at a garden centre. Despite all the recent rain, the roads were reasonably dry except for one huge puddle near Woodborough the size of the Serpentine! MA.

Malcolm Arnold



North Essex
1st Wednesday.
The Alma, School Road,
Copford Green, Copford,
Colchester, CO61BZ.
Contact John Walsh,
northessex@jampot.com

NORTH ESSEX October was a bit quieter for events, although we did have a day time ride to Pin Mill, the off-road section had a good day out and the Pre 65 scramblers had a couple of good meetings. We had another good turnout for the October club night, and it was decided to have an awards evening and



Notts & Derby
Meet 2nd & 4th Thurs
The Gate Inn, Awsworth.
Additional meets on 2nd
Thursday for the months April
through to October.
Enquiries: 07923015175

NOTTS AND DERBY Sorry I've not been in touch for a while but I have been laid up with Yellow Jaundice for about 5 weeks and in and out of hospital. Still not yet fully fit to go to our club nights as yet. A big thank you to Ken And Maggie for holding things together for the club nights and everyone that has taken on the rides of recent and helped in anyway. Many thanks. The invites for this year's Christmas Party are ready and being sent out. The date for this 12th December so please reply as soon as possible to Lyn and Myself as soon as possible so we can get things under way. I am hoping to get all the paper work prepared for the AGM and sent out in the next couple of weeks, and just as a reminder to you all the AGM takes place on the 9th January 2020 at the Gate at Awsworth. The date for the Club night for the 26th December 2019 has been cancelled. Finally thank you all for your support to the section during this past 12 months. Here's hoping for another good year in 2020.

Roger Pannell



North West
Meet 1st Thursday 8pm
Chamock Richard F.C.,
55 Charter Lane, Chamock
Richard, Lancashire PR7 5LZ
Enquires Rob Cowell
01254854359
robcowell@msn.com

NORTH WEST The Hotpot night was a great success again. 50 members and partners enjoyed a great hotpot followed by Apple pie and custard, all served up by Katy's Kitchen from Chorley.

4 members rode to the Alternative in Derbyshire. They got very wet on the journey to and from the rally but said the Saturday was a good day. Big Chris was awarded furthest



Oxford
Meet 2nd Tuesday
The Burditch Hall
Castle Road Wootton
near Woodstock OX20 1EQ
Enquiries 01869 248322
oxford@jampot.com
www.oxford-jampot.co.uk

OXFORD Amazingly five attended the AJR back in October. I say that because the weather forecast wasn't good. It wasn't actually so bad but enough to make riding off the camping field 'interesting' while it was raining for pack-up and ride home. Plenty of hanging up required once home. Thanks to East Midlands for hosting it. One to reminisce over. Soon we must discuss the future of the Oxford section. We also can make it a formal item for inclusion at the section AGM – which is on January club night. It would be good if you can attend. Mostly the issue is low numbers on club nights. It's fairly obvious to anyone how attendance during 2019 has dropped. We pay to hire the Burditch Hall so can't sustain that with low attendance. We may need a new venue that doesn't cost. We'll have to keep the section going somehow.

Bill Beavis



Poachers
Meet 2nd & 4th Tuesday
The Red Lion (PH)
Spilsby. Enquiries:
01507343562
poachers@jampot.com

POACHERS Only 6 riders turned out on Wednesday 16th October for the last of this year's mid-week runs. Deterred by the wet weather even these riders decided they would rather have a tea and natter at the café and then head back home. On the 20th October 53 riders at South Elkington enjoyed dry weather

and hilly wooded terrain for the Poachers' pre65 trial. Much better weather greeted us on 27th October for the Autumn Run. 28 riders met at JJ's Café Hagworthingham in sunny weather. It was only a short, but nonetheless pleasant ride over to Alford for Bangers and mash provided by Denis and Sue Moore at their home. Not only were we treated to the afore mentioned bangers and mash but also a delicious bramble and apple crumble with plenty of custard. A huge thankyou to Denis and Sue for their hospitality. When you receive this edition of Jampot there will only be a few days to the Christmas Dinner at Woodthorpe, so if you haven't got your tickets contact John Hattersley asap. May I thank John Hattersley, Ian Fairhead and Roger Limb for their help this last year in compiling these Notes. Don't forget the Boxing Day Run from Market Rasen. Merry Christmas.

Stuart Hill



South Essex
Meet last Saturday of every month. The Shepherd and Dog, Gore Rd, Ballards Gore, Stambridge, Essex SS4 2DA.
Kevin O'Brien 07513 607841

SOUTH ESSEX Not a great deal to mention this time of the year as runs have been run and bike shows have been and gone in general, but by and large it's been a good start to our new section as it's not even a year into existence yet and we managed to attend a few events and get out on the bikes when possible, but now is a good time of the year for getting around the table at the pub to have a natter about any ideas we may have for 2020 and who is doing what etc, obviously as winter draws on their will be less bikes out on the road but I quite enjoy winter riding if it's a nice dry day, motorcycle clothing is pretty good these days for keeping out the cold and I must admit that for some years my 'modern' bikes have all had handlebar fairings or screens and they really do work well in rainy conditions and keep the cold of your body, can't imagine a winter period without one now if I was going very far, plenty of the old 1950/60s fibre glass type still about at jumbles, I know Rob Harknett has always favoured those and they can look good on our old classic bikes!

All for now

Kevin OBrien



Surrey
2nd and 4th Wednesday of month
2nd Wednesday 8pm,
Stepping Stones, RH5 BS6
4th Wednesday 8 pm,
Sadlers Arms, GU23 6JQ
07952 488629
surrey@jampot.com

SURREY Surrey members joined VMCC Brooklands for an interesting film of TT Racing presented by Murray Walker including the first 130 mph lap by John McGuinness. We held our annual October lunch meet on October 20th instead of the usual Clock Change Sunday at Holmbury St Mary and

welcomed members from Sussex, Hampshire and Wey Valley, all very pleasant and convivial. John was there on his G3 and Colin on his newly acquired 1955 Dot trials bike, Mike M was unlucky to get a puncture en route and didn't arrive in till after everyone has gone home. The club evening on October 23rd was a very cosy one especially for John who had nodded off at home at missed it. We enjoyed the lunch and company of Wey Valley members on November 9th at the Four Horseshoes, it was definitely a day for the tin overcoats though.

Luky rode to the Belgium Rally on her modern Triumph to be exact, she also attended the Alternative on her G80.

We wish all our readers and fellow riders a very happy meaningful Christmas and safe riding in the New Year.

Notable dates for December: -

7th. Kempton Off Road Show and Jumble.

10th. Club night at the Stepping Stones.

Please Note: - The last one this year as the one at usually held at the Saddlers is Christmas Day.

14th Wey Valley Christmas lunch at the Four Horseshoes. If interested please contact Dave Chatley on 01252 543599.

26th Annual Boxing Day gathering with the Brooklands VMCC, due to lack of staff the William IV at Little London will be closed and meeting place yet to be decided on.

Check with Mike M or John T if interested.

1st January Annual meet with Sussex Section at the Blue Ship, The Haven. Possible run from Newlands depending on the weather.

John Telfer



Sussex
Meet 1st Wednesday
Hassocks Hotel,
Station Approach, Hassocks,
BN6 8HN. Christine Morris:
01342 894592

c.morris.sussex@gmail.com

SUSSEX November meeting was well attended by 21 members.

Peter gave a recap of events attended by members during the month, which included the alternative, Change of clocks, Skittles night, Ardingly show and the London to Brighton veteran car run. December club night will be our social as usual. January club night will be on 8th January as the first Wednesday is new years day. Our annual meal is on 18th January. We had a letter of appreciation for our donation from the air ambulance charity. The rest of the evening was devoted to a wheel building demonstration, with the use of a jig to centre the rim to the hub before inserting spokes.

The other jig was used to check wheel alignment and final tightening of the spokes. Quite a few members took part, it was interesting and informative. Unfortunately the ladies did not find it so interesting.

Colin Penniford



West Midlands

Meet: 1st & 3rd Tuesdays
Old Halesonians Rugby Club
Wassell Grove, Wollescote
Colin Tolley: 01299 271220

WEST MIDLANDS Three West Midlanders made the short trip to Newton Burgoland for the Alternative Rally, I loaded the Lightweight up with camping gear, donned the waterproofs and set off in the rain. The hour's ride turned into an hour and a half after a couple of wrong turns in Tamworth which had altered a great deal since I had last ridden through before I was greeted with a warm welcome and a coffee by the East Midlands team. The Friday run was an enjoyable wet ride to the Triumph factory museum, the exhibits included Gene Romero's 1972 Trident racer and Steve McQueen's "German" Great Escape Triumph! Andrew and Richard Dove arrived by car on the Saturday morning after their 500 single had developed carburettor trouble on Friday. We enjoyed the rally and agreed that the East Midlands section had done a fine job hosting us, The Odd House pub and staff were great and the road runs were ideal if a little damp? Thanks to all involved.

There was no ride out after the Remembrance Day service at Claverley as only Martin Kaese turned out on his bike, everyone else opting for 4 wheels, a roof and a heater! But I suppose on this occasion being there is what counts? The Christmas club night this year will be at 7.30 on Tuesday December 17th at Old Halesonians Rugby Club for the usual buffet, quiz and presentations. Happy Christmas

Lee Mitchell



Wey Valley

Meet: 1st & 3rd Tuesdays
Four Horseshoes
Long Sutton, Nr Odiham
David Chatley: 01252 543599
david.chatley@ntlworld.com

WEY VALLEY Here in the Wey Valley, Mallet has been a little remiss, he forgot last month's notes and he apologises profusely to his Wey Valley Brethren.

In Short, Glorious Leader has been doing what he does best, showing the Hampshire's the error of their direction finding, Destroyer has managed to make it through the year without blowing anything up, Teapot continues to amaze all with his riding skill, The Knight rider hasn't been on a rampage lately, and our dear old friend Month Python has resurfaced at clubnights recently.

Tree Hugger still rides BSA's and Mallet did fix his bike, but hasn't ridden lately due to an old injury resurfacing.

It remains then just to say merry Christmas one and all and see you all in the new year. Safe riding and lets see you out there Matchless Maniacs and Ajay Wildthings!

Roger Duffy

EMILY FROM VANCOUVER

Back in December 2016 you very kindly chose my Granddaughter Sophie to feature in the magazine (issue 773) as the Jampot Lass. The Photo I've sent you is of her cousin Emily who lives in Canada and is 17 was over here recently visiting us. Her sister Jessica is a keen photographer and took this photo of Emily on my Matchless and asked if she could be a Jampot Lass (Emily tells us all she is going to be a model and an actress).

Words by Barry Kemp and pictures by Emily's sister Jessica.



Not sure that Emily would want to sit on the bike as it was in 2009

Hi, Les, here is my Granddaughter Emily, who is 17 and lives in Vancouver. On a recent visit to the UK, Emily asked if it was possible for her to be a JAMPOT LASS like her younger cousin Sophie. The photo was taken by her sister Jessica who is a keen photographer.

The girls are well travelled and have lived in Bristol UK, Los Angeles USA (twice) Helsinki, FINLAND and now Vancouver, CANADA.

Her burning ambition is to be a Model, Actor etc. and is studying all in all the necessary arts.

Her trusty steed is my 1953 Matchless G80s which was restored from a wreck (see pic) in 2009 by a very good friend of mine and I acquired NELLY (NLY) in 2015.

Emily



Emily and Barry Kemp's trusty steed, a 1953 Matchless G80s

Immortalise the lady in your life by making her a Jampot Lass! Send a photo of her with a bike of the marque to editor@jampot.com and we will be in touch!



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The Kent Section is hosting The 2020 Jampot Rally

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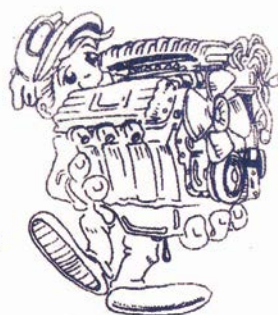
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BIKES FOR SALE



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1961 AJS model 14, g2 engine, runs and stops 90% complete. Needs finishing £850 (as does the advert David - 07977663308 davidwhitehurst100@hotmail.co.uk -Adverts Ed) Edinburgh.

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AJS M31CSR. Matching numbers. Original transferable reg. Rebuilt a couple of years ago, reground crank etc. Tidy but not particularly shiny. £4500 ono stevenpickard@yahoo.com

PARTS

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WANTED

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Wanted good condition but used down pipe for 1952 500 single, Thanks Rob 07541214667

Wanted chain guard for a 1961 Matchless G12CS or drawing with measurements so that I can fabricate one. 01497 831719, pburbridge@gmail.com
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Wanted - Chainguard for 1961 G12 650 Matchless. Dick Emmons 01491 671761 or dickemmons@btinternet.com

Wanted a 1958 Matchless G80 Front frame with or without V5C. Roy 07860 824862.

Wanted Matchless G80CS and Matchless G80TCS typhoon please, I like off road style and these would be nice sat next to my P11. Would prefer fully restored or very close to, can collect in UK , please

call 07976167778 or e mail hiyaandy@hotmail.com Andy (Sheffield)

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Sections

BRISTOL The Fox, Easter Compton. 1st Tues. 01454319559 bristol@jampot.com

BORDER BayHorseInn, West Woodburn, 1stWeds, Ian Ives, 11 St John's Terrace, Dipton, DH9 9DT, 01207 571909 captainianives@yahoo.com

CHESHIRE & Nth WALES Helsby Community Sports Club, Helsby, 1st Weds at 8pm. John Turner; Ph:01516 775647

CHILTERN CarriersArms, Watlington, S.Oxon, OX49 5AD. 19:45 1st Monday. Eamonn Townsend, 45 Greenwood Meadow, Chinnor, Oxon, OX39 4JH, 01844351480

DORSET & WESSEX These sections are closed due to lack of any attendance. Should any one wish to set up a Section in the Dorset area please do so via the Jampot

EAST BERKSHIRE Burnham Cricket Club, Taplow Common Road, Burnham. 1st & 3rd Mondays.Contact David Younger, Durnore, Blakes Lane, Hare Hatch, Twyford, Berks, RG109TA, 01189403081 youngerdavid@btinternet.com

EAST LONDON & ESSEX Stapleford Airfield, near Abridge, Essex. 2nd & 4th Thursdays, 7pm. Roy Bellett Ph:07860824862. Evenings: Alan Jennings Ph:01277 653943. www.jampot.com/eastlondon

EAST MIDLANDS The Odd House, Snarestone, DE12 7DQ Fortnightly Weds. John Renwick, 70a Scropton Road, Hatton, Derby. DE65 5DT. Telephone 01283 362901, johnrenwick.sec@gmail.com

EAST SUFFOLK See section Website. 2nd Wednesday. John Purbrick, 8, Squires Lane, Martlesham Heath, Ipswich. IP5 3UG. Tel: 01473 623593 john.r.purbrick@btinternet.com

EAST YORKSHIRE Glenn Rawding 110 Wolfreton Lane, Willerby, Hull, HU10 6PT East Riding of Yorkshire 01482 650193 07990 518636

EXETER Informal Section at present. Alan Smith Ph:01392 430485 alansmith3@gmail.com

FENRUNNERS Girtton Social Club, Girtton, 2nd Mon. Kate Pascoe-Haynes, Alconbury Tel.01480 896120 haynes1@btinternet.com

HAMPSHIRE The West Meon (Hut), West Meon, Hampshire GU32 1JX 1st and 3rd Thursdays from 7pm. Ray Farmer Ph:023 92593116 hampshire@jampot.com

HEART OF ENGLAND The Lamb, 16-20 High Street, Stoke Goldington, Buckinghamshire, MK16 8NR. 2nd & 4th Thurs Jon Martin tel:01296 670420 heartofengland@jampot.com www.heartofengland.weebly.com

HERTFORDSHIRE The Goat, Hertford Heath, 1st Thursday. Rob Harknett, 1 Parkfields, Roydon, Harlow, Essex, Tel:01279792329.

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JURASSICS These sections are closed due to lack of any attendance. Should any one wish to set up a Section in the Dorset area please do so via the Jampot

KENT The Cock, Henley Street, Luddesdown, Gravesend, Kent DA13 0XB 1st & 3rd Mondays, 8pm. John Bugg Mews Cottage, The Street, Shorne, Gravesend, Kent DA12 3EA 01474 823547 jrbugg@hotmail.com

NEWBURY & DISTRICT The Bowlers Arms, Wash Common, Newbury. 1st and 3rd Tuesday of the month. Contact Malcolm Arnold, Meadow View Cottage, Beenham Village, Berks RG7 5NX. 0118 9712828. malcolmarnold47@gmail.com

NORTHUMBERLAND No Regular Meeting. Dave Astley northumberland@jampot.com

NORFOLK Colin Farrington, 21 Chapel Lane Coltishall NR12 7DR Tel:0160 3736999 norfolk@jampot.com

NORTH DEVON Contact: Doug Almond, 50 Pixie Dell, Braunton, N.Devon, EX33 1DP Tel:0127 1816941 dougal50@talktalk.net

NORTH ESSEX The Alma, School Road, Copford Green, Copford, Colchester, CO61BZ. 1st Wednesday.Contact John Walsh, northessex@jampot.com

NORTH STAFFORDSHIRE mmeeting 8pm on the last Wednesday of the month. The Swan Inn ,Swan Bank, Talke, Stoke-on-Trent, Staffs.Ian Massey 01782 721740, mob. 07976908178

NORTH WEST Meet 1st Thursday 8pm, Charnock Richard F.C., 55 Charter Lane, Charnock Richard, Lancashire PR7 5LZ. Contact Rob Cowell, 01254854359 or 07899807501. robcowell@msn.com www.ajsmatchlessnw.org.uk

NORTHERN IRELAND Alfie Blair, 46 Clagan Road, Claudy, Co Londonderry, BT47 4DB Ph:02877781264 or 07730981346 a.blair@btinternet.com

NOTTS & DERBY 2nd & 4th Thursday at The Gate, Awsworth, Notts. Roger Pannell, 28 Steinbeck Road, Carlton, Notts, NG4 1FF Tel:01159129764 or 07923015175 rogerandlyn@hotmail.co.uk

OXFORD The Burditch Hall, Castle Road, Wootton nr Woodstock OX20 1EQ. 2nd Tuesday. Contact Bill Beavis Ph:01869248322 oxford-jampot.co.uk

POACHERS (LINCS) The Red Lion, Spilsby. 2nd & 4th Tues. John Hattersley, Watery Lane, Goulceby, Louth, LN11 9UR. Ph:01507343562 poachers@jampot.com

PRE-WAR & WD NotActive

QUANTOCKS NotActive

SCOTLAND The Hawes Inn, South Queensferry, Edinburgh. 2nd Mon. Rod Towers, 92 Main Street, Kirkliston, West Lothian. EH29 9AD. Ph:01313332844 scotland@jampot.com

SOUTH ESSEX (The Kursaal Flyers). The Shepherd and Dog P.H, Gore Road, Ballards Gore, Stambidge, Essex, SS42DA. Last Sat of every month, 12.30 onwards (lunchtime). Kevin O'Brien 07513607841

SOUTH KENT No regular meets at present.

SURREY 2nd and 4th Wednesday of month. 2nd Wednesday 8pm, Stepping Stones,RH5 BS6. 4th Wednesday 8 pm, Sadlers Arms, GU23 6JQ.Luky Trenchard 07952 488629 surrey@jampot.com

SUSSEX Hassocks Hotel, Station Approach, Hassocks, BN6 8HN. 1st Weds. Christine Morris, 01342 894592, c.morris.sussex@gmail.com

WARWICKSHIRE The Tiltyard, Leyes Lane, Kenilworth, 2nd Monday. Alan Jening 01327 879070, a.jennings350@btinternet.com

WEST MIDLANDS Old Halesonians Rugby Club, Wassell Grove, Wollescote 1st & 3rd Tuesday. Colin Tolley, 0129 9271220, colintolley.condor@gmail.com

WEST LONDON The Black Horse, 425 Oldfield Lane, Greenford, UB6 0AS. Every Wednesday after 21.00. John Bradford, 4 Bury Avenue, Hayes, Middx. UB4 8LF. Tel. 0208 061 9595

WEY VALLEY Four Horseshoes PH, Long Sutton, Nr Odiham, Hants. 1st & 3rd Tues of the month. David Chatley, 140 Ship Lane, Farnborough, Hants., GU148BJ, 01252 543599 david.chatley@ntlworld.com

WORCESTER No Contact at present

YORKSHIRE Gildersome Conservative Club, Street Lane, Gildersome, Morley, Leeds. LS27 7HX. 2nd Tuesday. David Pegden, 6 Woodkirk Grove, Tingley, Wakefield WF3 1JW 01132538601 David.pegden@yahoo.com

Overseas

ARGENTINA VACANT

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BELGIUM Vincent Van Vlerken, 2490 Balen Belgium, vincentvanvlerken@hotmail.com, 0032/484.189.486

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ITALY Registro Storico Italiano. Sergio Gavoni, Via F. De Lemene 6, Milano. Ph. 02 38008073, Mob: 335-5621702. ajsregistrostorico@fastwebnet.it (www.ajsmatchlessclubitalia.it)

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NEW ZEALAND Marty Hewlett, 51 Killen Rd., R D 2, Katikati. Ph/Fax 00647 5490931 amccompys@gmail.com

NORTH AMERICA John Diederich 118 Pointe Harbour Lane, Mooresville, NC 28117-3511 Ph:(704) 663-2555 cycletoys@aol.com

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SOUTH AFRICA Robert Currie, 49 Queen Street, Irene, Gauteng. 0083 South Africa. cell phone: +27 83 4126611 robcurrie@ragdoll.co.za

SWEDEN VACANT

SWITZERLAND Hans W. Reist, Keltlenweg 21, CH 4132 Muttentz BL; Ph. (41) 61 311 7283, hanswreist@vtxmail.ch

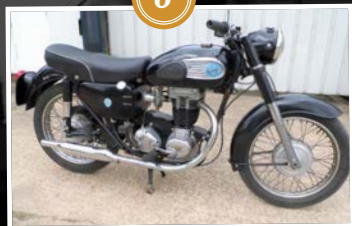
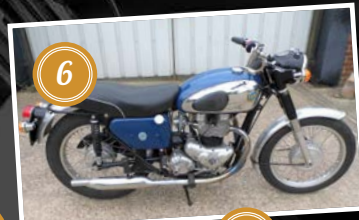
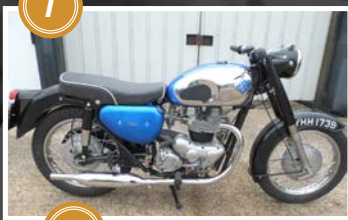


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