



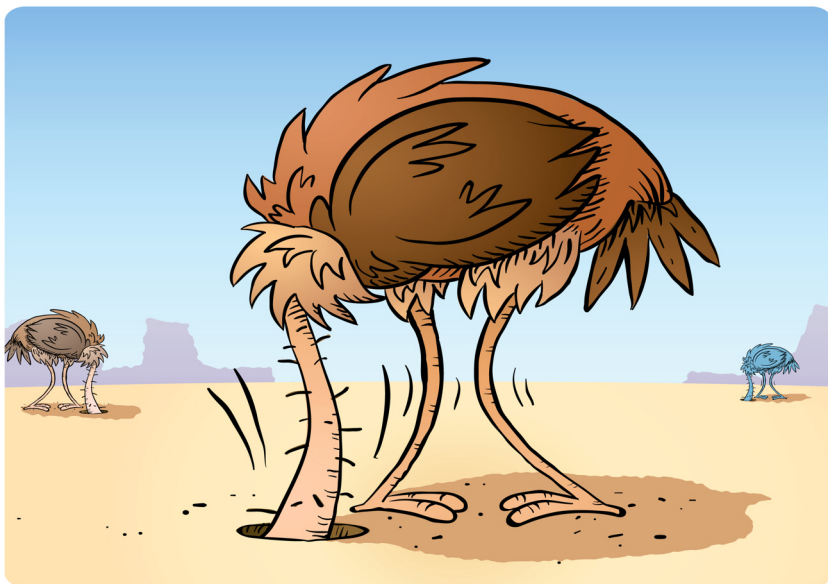
Trials &



Tribulations

MARCH 2011

Vol. 2 Issue 3



IF YOU CARRY ON LIKE THIS THE ROGER BIRCH TRIAL
WILL PROBABLY BE OUR LAST EFA EVENT.
YOUR CLUB DESPARETLY NEEDS A SECRETARY.
WITHOUT ONE THE EFA CANNOT FUNCTION.
DON'T LET THIS HAPPEN TO ONE OF THE PREMIER
CLUBS IN THE REGION.

**The Eastern Fourstroke Association &
The Anglia Classic Trials Club
monthly magazine**



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Disclaimer - The articles and comments published herein do not necessarily represent the views of the Eastern Fourstroke Association, they are the opinions of individual contributors and are published with a view that free expression promotes discussion and interest.

Editorial

What a shame about the Snaque Pit trial being cancelled but there again it's something we should all get used to if nobody comes forward to take on the vacant club secretary position. It's a very sad situation when out of 170 club members there's not been one volunteer. "Farcical" as Ted put it the other day. I'm sure somebody out there can do it. It is a responsible job but not something that is beyond the "common man." You'll certainly be appreciated by 169 other club members and by a fair few more from other clubs who enjoy our trials.

Chris Byford-Smiths uncles memoirs isn't wholly motorcycle based but I'm sure many of you will find it interesting and I'm told motorcycle make an appearance later on.

El Presidentes memoirs get better and better by the episode and I'm informed arrangements are being made for a reunion with the said "Inter" and for a photograph to be taken, watch this space.

Back to the Snaque Pit and unfortunately a couple of riders didn't get notice of the cancellation we hope we've learnt from the episode but did you know you can sign up with the Eastern ACU via their web site to receive email notification of cancelled events. Subject, that is, of the club concerned notifying them in the first place.

I hope those of you who went to the Southend Clubs trial a Danbury had a good day, I'm fairly sure you would have done. Unfortunately I couldn't make it having speared my foot on a shard of glass, so really looking forward to Wrabness. Every cloud has a silver lining, for you lot in this case, as I've now had any extra day to work on this edition of Trials and Tribulations. Not that you should notice which is the idea really.

You'll notice that there's three entry forms this month which does swell the mag a little and combined with the Eastern Centre gazette can cause some of you to incur extra postage. There's a solution - both are available electronically.

One of the entry forms is for Aprils Roger Birch trial which unfortunately lost it's Centre P70 Championship status last year and it's not been reinstated this year either due to a twinshock championship being scheduled again on the same day, open to centre but EFA members can enter on the day using the enclosed form. BUT it does help enormously if you pre-enter hence it being in this March's edition.

Many of you will be reading this at the March club night which is, of course, also the AGM. Prizes will be awarded and if anything like last year a good spread will be laid out, just make sure you get to the buffet before Jim and Tracey! That'll be worth an award in itself!

Ignore the rattles and enjoy the ride,

Chris

The Mid Anglia MCC
present
for your enjoyment



Plonkatound

Raydon Pit, Wades Lane, Raydon, Suffolk (Grid Ref TM043389)

Saturday 19th March 2011

Gates will open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks
Youths/Juniors • Twin Shock sidecars

For further information contact:

Mike Harden 01473 310537

email: mikeharden@mypostoffice.co.uk

Spot "Spud" Competition

Remember in the February issue El Presidente's old dog "Spud."
Well he's hidden in this issue somewhere aswell.

Find him, have a word with Ted and Bob's your uncle
you've past the entrance exam and we've found our new
club secretary!



BOYS - GET A GRIP!

The fabulous IRC Trials Tyres

400 x 18 (rear)	£65 no VAT
275 x 21 (front)	£45 no VAT



ALSO NOW STOCKING THE NEW MICHELIN X LITE

As used by Doug Lampkin and all the Gas Gas team

very soft - very light



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Tyres available for collection - by appointment

From my van at trials events or by carrier (at £10)

Tel: DOUG THEOBALD 07767 794749
Trade enquiries welcome





YOUR CLUB The Eastern Fourstroke Association **STILL URGENTLY REQUIRES A CLUB SECRETARY** to take over from Peter Sigournay at the AGM. Peter is having to give up the post due to family commitments. For further details regarding this position please contact Chairman Ted or Peter Sigournay.



Remember
NO SECRETARY = NO TRIALS
"simples"



Who do you think these two pictures are of?

Clue; He can still be seen stationary at sections to this day. Although to be fair, under different circumstances.

Answer's at the back of the mag.

"DICK's MEMOIRS WW2"

FROM THE DIARY OF CHRIS BYFORD-SMITHS UNCLE
PART ONE

I joined the RAF on the 23rd July 1941 and did my basic training and passed out as an AC2 and on the 13th January 1942 we left Wilmslow for Glasgow. We boarded a troop ship called "NEA HEALIS" bound for Egypt, and were sent down the hold where we rigged hammocks over the tables we ate from. This was our home for the next month with more and more troops joining us.

On the 14th Feb things came to a head, we had a rowdy night and no one could sleep as it was too hot. We all complained but got no satisfaction so we all walked off the boat. After many promises of better conditions we went back on board and as soon as we were settled the ship moved out into the river so that we couldn't get off again! The next day we moved down to Grenark, things allot quieter, food awful.

16th Feb: We set sail, I got a job in the Officers bar. Plenty of work and went to bed late. I slept on a settee better than down stairs it's like hell down there, crammed like sardines.

17th to 21st Feb: First real day at sea, very rough weather and cold, everyone is seasick, I am bad, laid down all day and had to give up my job until I feel better. We have an

aircraft carrier and destroyers as escorts. Planes are taking off looking for subs. The weather is fine for a change we have done 1000 miles I'm still sick and don't eat much. A plane taking off from the aircraft carrier crashed killing the pilot.

22nd to 25th Feb: Another plane crashed today. I am feeling a bit better now and went to work upstairs again the heat is terrible down below in fact its hell. An American cruiser joined the convoy today. We have done 2000 miles. Today I put on tropical kit and we had a concert and boxing. Birds flew over our convoy and we saw a Sunderland flying boat. Land can't be far away.

26th to 28th Feb: We saw flying fish and the Sunderland again. A Walrus plane took off from an American Cruiser. The convoy changed position as we are getting near land and I am getting fed up with work upstairs. Everybody is sleeping on deck as its too hot below

29th Feb: We went on deck and saw land today we are all pleased. I gave up my job upstairs as they want us to work too hard for nothing. Arrived in FT WA censored (West Africa) have travelled 3000 miles.

Contd on page 17

Onwards and Upwards.....

We think it's the 20th Anniversary of the EFA ascent of Ben Nevis and as we missed out last time we're going to give it a go this year (weather permitting) rather than wait another 20 years. Training so far has been a lap walking round the Talmag Trail with a walk up the Red Marley Hill Climb in the planning stages (hopefully without any bikes knocking us over.) fail to prepare, prepare to fail springs to mind. Anyway we're thinking positive and supplies of Marmite sandwiches and Kendal Mint Cake are being organised for high altitude consumption.

There are other challenges (apart from riding up Pipeline.) If your feet aren't up to the Ben Nevis hike you can always go Mountain Biking on the Nevis Ranges. Hire a bike, hook it onto the back of one of the gondolas which take you up to the top of the range, then it's all downhill from thereon (probably best to miss out the big jump, just in case you go over and the hike doesn't)!

Wallace and Gromit

P.S. If you're green-laneing over on the other side of the M11, we've heard it's a little bit muddy!



A muddy John Wallace being washed down by Jim Patey
Photo's courtesy of Peter Sigournay



ANGLIA CLASSIC TRIALS CLUB

Affiliated to the Amateur Motor Cycle Association

The Wrabness Trial

Pre 65 & Twinshock Trial.

Priory Farm, Wheatsheaf Lane, Wrabness, Essex.CO1 2TA
(Off the B1352 Mistley to Harwich Road)

Map Reference TM 167310

Sunday 13 March 2011

Start: 10.30am

AMCA Authorisation No. AMCA/CT/2227

Clerk of the Course: Chris Byford-Smith

Secretary of the Meeting: Heather Andrews, 22 Bush Grove, Sudbury, Suffolk. CO10 7HH. Tel. 01787 372451

Course: approx. 3 or 4 laps of 10 or 12 sections, all on private land. The sections will provide a challenge for riders of all skills, a straightforward **easy** route with a more challenging **hard** route for the more experienced rider. Riders over 65 years of age can opt to enter a separate class and only complete three laps of a four lap event or two laps of a three lap event. Easier route only, please show your preference in the route box on the entry form i.e. **easy 3** or **easy 2**.

Marking: Will be 1,2,3,5, NON STOP.

Classes: Rigid, Pre-unit, Unit, 2 stroke, T/Shock and Youth (15 to 18)

Entries will be accepted from members of the **EFA** and other invited riders on the official entry form.

Entry fees, £12 adult, £10 youth. A competitor becomes a member of the Anglia Classic Trials Club for the day of the event. If you are a member of the **AMCA**, please quote your membership number.

Entries close half hour before start. Cheques must be made payable to: **ANGLIA CLASSIC TRIALS CLUB** or **ACTC**.

Notice: Helmets must be worn & it is recommended that you wear other appropriate protective clothing. Excessively noisy machines will be barred.

Riding over the field and any other prohibited areas is forbidden and any rider seen doing this will be disqualified. A map will be displayed at the start showing these areas. Please keep to the marked route.

All dogs to be kept on leads.

Observers: Please assist the organisers by bringing with you someone who is prepared to observe. Training given.

**PLEASE SUPPLY A SAE IF YOU REQUIRE THE RESULTS TO BE POSTED TO YOU
RIDERS, A THANK YOU TO THE OBSERVERS AT THE END OF THE
TRIAL PLEASE.**

ENTRY FORM***The Wrabness Trial*****13 MARCH 2011**

Declaration: Motor Sport can be dangerous and may involve injury or death. You must read and agree to the following declaration and paragraphs below, which are designed to create a legally binding relationship in return for you being allowed to enter and compete.

1. I confirm that the information in this entry form and the information and my acceptance to the terms of my competition licence are correct.
2. I confirm that I understand the nature of the competition I am entering and I am competent to take part.
3. I confirm that any vehicle I use will comply with the regulations and will be safe and fit for use in the competition.
4. Before taking part in the event, I will ensure (unless prohibited) that I have inspected the venue, the track and the facilities and geographical features and that I am satisfied that it is safe for me to compete.
5. I will not take part if I have any doubt about my ability or the safety of the venue.
6. I accept that the competition in motor sport may involve the risk of injury or death and I agree to take part at my own risk.
7. Before taking part in the event, I will read and be bound by and comply with general regulations, any supplemental and final instructions issued by the AMCA, the organisers and the circuit owners and the regulatory body.
8. I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication, I will inform the event organiser and seek approval to participate before taking part.

Riders Signature: _____ **Date** _____

***Date of Birth (if under 18)** _____ **AMCA Membership No.** _____

Riders Name: _____

Address: _____

_____ **Post Code:** _____

Telephone: _____ **email:** _____

Class Entered: _____ **Route:** _____ **Machine:** _____ **CC:** _____

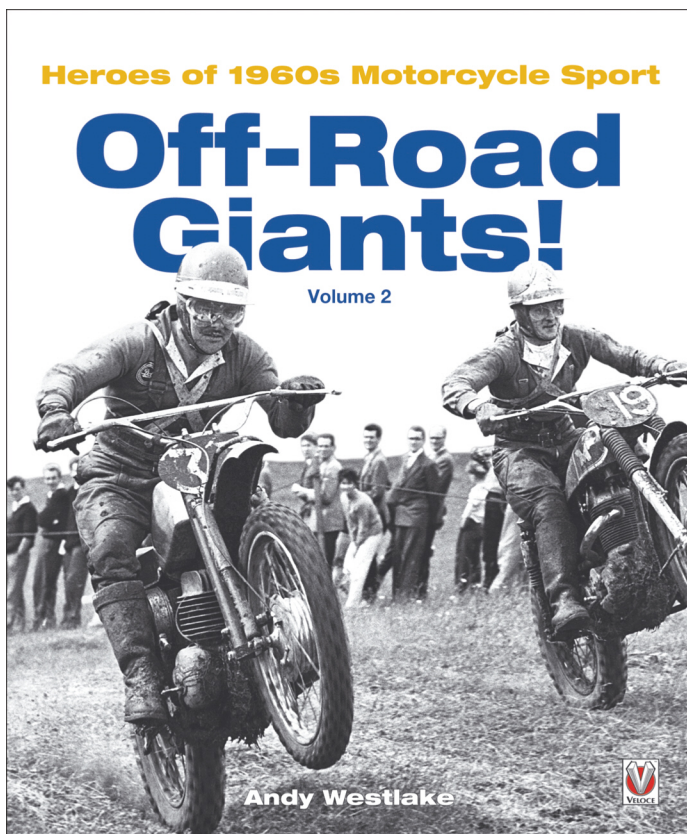
***Parent/Guardian Declaration and Agreement:** to allow the applicant to enter the competition you must agree to the matters set out below, which are designed to create legal obligations on you. Sign below only if you agree.

I (print name) _____ I am the parent/legal guardian.

I have read the entry form and declaration completed by the applicant and confirm the answers are true.

- a) I confirm that he/she is competent to take part in the event and that any vehicle which he/she will use is safe and fit for competition.
- b) I will, before allowing him/her to take part, satisfy myself that the course and the facilities are safe and will inspect same.
- c) I also AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue. I WILL INDEMNIFY AND PAY BACK TO YOU any sum which you may be required to pay as a result of such a claim.

Signature of Parent/Guardian: _____ **Date:** _____



The first volume of 'Off Road Giants', published in 2008, was very well received; it gave great interviews with well known riders, machine builders and the author of 'Trials Riding', Max King. The long awaited Volume 2 is just as good, with a good mix of Scrambles, Trials & Grass Track riders, no machine builders this time, but local boy, Bill Brooker, is featured, who of course was a very competitive rider until quite recently and Competition Manager, of what was possible the biggest Trials and Scrambles works team, whilst at Greeves. This book does feature Derek & Don Rickman, who proved an irritation to many of the top 'works' men.

This book was first featured, by Jim in his last T&Ts in December 2010, and a signed copy can still be obtained direct from the author, Andy Westlake, 14 Chapel Street, Buckfastleigh, Devon, TQ11 0AB. Tel. No. 01364 644559. email; andrewwestlake@yahoo.co.uk, £22.50 inc. P&P.

This is the must have book about what is often called the 'Golden Era of Scrambles'. Now, some of you will correct me and call it Motocross, but in 1960 it was called Scrambling, Motocross was forced on us by the Europeans and judging on what they are forcing on us today perhaps we should go back to calling it Scrambling!

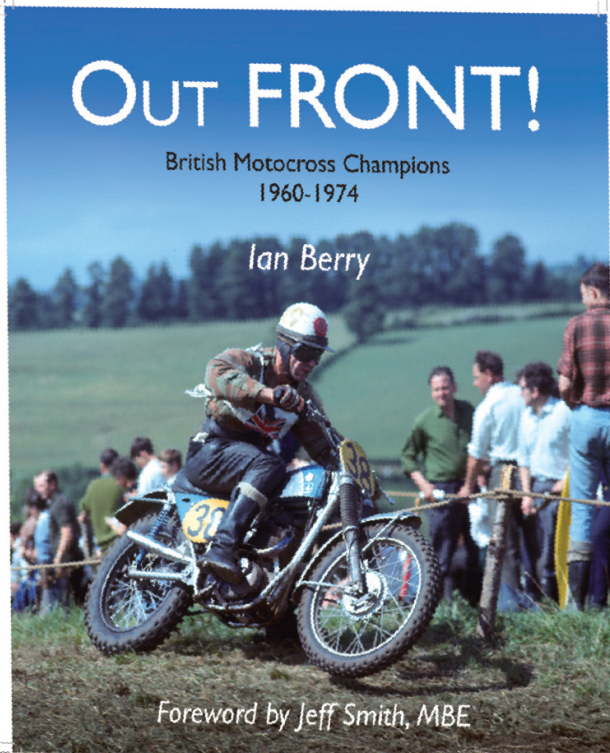
Enough of politics! What a great reference book to have on the bookshelf, written by a local lad, now living in Portugal, Ian's father, Roy Berry, I am told was known by several

club members and he built Ian's first bike, a 197cc Villiers-engined Bantam. The forward, by Jeff Smith is particularly enlightening and he suggests that from this book he has learned much about his fellow competitors of that era, that he did not know when he was racing against them. A great history of the sport is followed by a set of tables showing winners from 1951 to 1974 and then the sporting history top eleven riders of the era is described in great detail.

This book must represent years of very detailed research, all the riders were 'works riders' for most of the careers, but the glaring omission for me, was not including the Rickman brothers, although not real 'works riders' they certainly were a thorn in the side of many works team, but there I'm bound to be biased, being a Southern Centre boy in those days!

Mick Brown

PS, I am reliably informed that this book is sold out and going to re-print, I have a couple of copies available @ £20 a saving of £ 2.95 P&P.



OFFICIAL ENTRY FORM
Eastern Fourstroke Association
TRIAL: CHATTISHAM

Closed to Club
DATE : 27TH MARCH 2011
ACU PERMIT No.

This event is held under the National Sporting Code of the Auto-Cycle Union, the Standing Discipline Regulations of the ACU and the Eastern Centre, Supplementary Regulations and any Final Instructions issued for the meeting.
The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook.

Entry declaration: I/we the undersigned apply to enter the event described above and in consideration thereof:

- I/we hereby declare that I/we have had the opportunity to read, and that I/we understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations as have or may be issued for the event, and agree to be bound by them.
- I/we further declare that I/we are physically and mentally fit to take part in the event and I am/we are competent to do so.
- I/we confirm that I/we understand the nature and type of event we are entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
- I/we confirm that the machine(s) as described below which I/we compete on shall be suitable and proper for the purpose.
- I/we confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it/they will comply with the regulations in respect thereof.
- I/we agree that I am/we are required to register our arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my/our practice or first competition, whichever occurs first.
- I/we enclose the entry fee of £

Acknowledgement of the risks of motorsport: I/we understand that by taking part in this event I/we are exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I/we acknowledge that even in the event that negligence on the part of the ACU, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I/we may suffer, the dominant cause of any serious injury will always be my/our voluntary decision to take part in a high risk activity.

I/we have read the above and acknowledge that my/our participation in motorsport is entirely at my/our own risk.

Rider's signature: Date: DOB (under 18)

For riders and passengers under 18 years of age - I accept the above conditions of entry to this event and give my approval:

Signature of parent or person with parental responsibility:

Riders and Passengers under 18 years of age who cannot produce a valid ACU Competition Licence/Trials Registration must also complete a Parental Agreement form (Single Event) in addition to this entry form.

RIDER

Surname: First name(s):

Address:

Postcode: Tel: Email:

ACU Licence/Registration No: ACU Affiliated Club :
(of which I am a member)

Class/Grade Entered: Route

MACHINE

Make: Capacity: cc Stroke: mm



Eastern Fourstroke Association

Pre 1965 Trials Club

Affiliated to the Eastern Centre Auto Cycle Union

PRE 65 AND TWINSHOCK TRIAL

DATE: 27th March 2011

Start: 10:30am

VENUE: The Water Run, Chattisham, Nr Ipswich, Suffolk

ACU PERMIT No: TBA

OFFICIALS:

CLUB STEWARD: TBA

CLERK OF THE COURSE: Richard Challis, Lic. No. 38598.

SECRETARY OF THE MEETING:

Heather Gulliver.

3, Eaton way, Great Totham, Maldon, Essex. CM9 8EE.

Tel 01621 892606.

JURISDICTION: Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to ACU affiliated members of the Eastern Fourstroke Association riding Pre-65 Solo machines, invited EFA members riding Twinshock machines and EFA Youth members..

COURSE: approx 4 laps of 10 sections - multiroute course - all on private land.

MARKING: As per TSR 22B - Non-stop basis.

ENTRIES: To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of **£12.00** (adult), **£8.00** (youth) which includes Insurance Premiums, Licence Subscription and all levies. Please make cheques payable to EFA. Please supply a SAE if you require the results to be posted to you.

ENTRIES CLOSE: One hour before the start.

CLASSES: **SOLO**, Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock, Youth. All solo.

ROUTE: Hard/Easy



Eastern Fourstroke Association

Roger Birch Trophy Trial

TRIAL: Centre Restricted

DATE: Sunday 17th April 2011

Start: 10:30am

VENUE: Hall Farm, Hall Road, Great Bromley, Colchester, Essex

Grid Ref: TM 078258

ACU PERMIT No: TBA

OFFICIALS:

ACU STEWARD: TBA

CLUB STEWARD: Ted Smith

CLERK OF THE COURSE: Brian Fletcher (license no: 38513)

SECRETARY OF THE MEETING:

June Kent,

30 Clayhall Place, Acton, Sudbury, Suffolk CO10 0BT

Tel: 01787 379192

JURISDICTION: Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to adult and youth members of clubs affiliated to the Eastern, South Eastern, South Midland and Southern Centres riding Solo or Sidecar machines.

START & FINISH: Great Bromley, Colchester, Essex

COURSE: approx 4 laps of 10 sections - multiroute course - all on private land.

CLASSES: Rigid, Pre-unit, Unit, 2 Stroke, Twinshock, Youth

ENTRIES: Must be on an OFFICIAL ENTRY FORM and sent to the Secretary of the Meeting with a fee of £14.00 Solo, £8.00 Youth and include two 9x4 SAEs. Cheques and POs to be made payable to Eastern Fourstroke Association.

ENTRIES OPEN: 4th March 2010

ENTRIES CLOSE: One hour before the start for EFA members only

ROUTE: Hard/Easy

ACU Membership will be checked

This entry form to be used only by members of the Eastern Fourstroke Association .

OFFICIAL ENTRY FORM
Eastern Fourstroke Association
TRIAL Roger Birch Trophy Trial

Centre Restricted
Sunday 17th April 2010
PERMIT No. ACU

This event is held under the National Sporting Code of the Auto-Cycle Union, the Standing Discipline Regulations of the ACU and the Eastern Centre, Supplementary Regulations and any Final Instructions issued for the meeting.
The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook.

Entry declaration: I/we the undersigned apply to enter the event described above and in consideration thereof:

- I/we hereby declare that I/we have had the opportunity to read, and that I/we understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations as have or may be issued for the event, and agree to be bound by them.
- I/we further declare that I/we are physically and mentally fit to take part in the event and I am/we are competent to do so.
- I/we confirm that I/we understand the nature and type of event we are entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
- I/we confirm that the machine(s) as described below which I/we compete on shall be suitable and proper for the purpose.
- I/we confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it/they will comply with the regulations in respect thereof.
- I/we agree that I am/we are required to register our arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my/our practice or first competition, whichever occurs first.
- I/we enclose the entry fee of £

Acknowledgement of the risks of motorsport: I/we understand that by taking part in this event I/we are exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I/we acknowledge that even in the event that negligence on the part of the ACU, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I/we may suffer, the dominant cause of any serious injury will always be my/our voluntary decision to take part in a high risk activity.

I/we have read the above and acknowledge that my/our participation in motorsport is entirely at my/our own risk.

Rider's signature: Date: DOB (under 18)

For riders and passengers under 18 years of age - I accept the above conditions of entry to this event and give my approval:

Signature of parent or person with parental responsibility:

Riders and Passengers under 18 years of age who cannot produce a valid ACU Competition Licence/Trials Registration must also complete a Parental Agreement form (Single Event) in addition to this entry form.

RIDER

Surname: First name(s):

Address:

Postcode: Tel: Email:

ACU Licence/Registration No: ACU Affiliated Club :
(of which I am a member)

Class/Grade Entered: Route

MACHINE

Make: Capacity: cc Stroke: mm

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Additional contact details:

Kelly at BB Embroidery, Brookfield, Tey Road, Earls Colne, Essex, CO6 2LQ



Times They Are Changing

In the 1990's the Eastern Four Stroke Association was just that and quote "awful, stinky, smelly things should be banned."

How times are changing. The photo was taken at "Bures Pit" in that period and is of my last Bantam, not modified as todays examples, like wise the gallery

Contd from page 6.

1st Mar: A canoe came out full of black natives selling fruit etc.

2nd to 6th Mar: Re-fuelled with oil. Food is still bad and the heat is like hell. The place is called White Man's Grave, not allowed ashore in case we catch a disease. Officer Commanding South Africa Forces inspects us at our boat stations. The river is quite rough and two native's canoes overturn and a boat puts out and saves them. We take on water and oil and have concerts and lectures on board. We put to sea and form into a convoy. Escort two Destroyers and a Cruiser with a Walrus plane.

7th to 10th Mar: We hear that two ships were torpedoed two mile out of Freetown. Everyone is doubled up with stomach pain and we found out it is food poisoning. 4000 miles. We have aerial practice (we think its real) panic! Still got poisoned stomach. My mate goes down with appendicitis and is operated on aboard. It's getting hotter. We have travelled 5000 miles and just passed the Equator. Riot about food and sent it back, food improved since.

More to follow next month.

An 'Inters' Tale

BY IAN PREEDY. PART THREE.

With the Norton parked outside our family home in Tottenham it was time to sort out a plan of action. Money was scarce so I decided to only change what gaskets I could to make it more oil tight, check over the carb then finally spend time with a new tin of "Brasso" and one of my fathers old vests polishing 'till my fingers were numb!

As our house was a terraced one and there wasn't any rear access all work carried out on my machines, once they were assembled, was carried out on the pavement between the front door and the kerbside. An area of about five feet in width with the added hazard of a drain grid just off centre! My mother lost count of the times she came out to tell me dinner was ready only to find me, having removed the grid, with my head and one arm in the drain trying to recover something that had rolled down it with a magnet on a piece of string! There would follow several sentences about what thoughts the neighbours would have on the activities of "next doors lunatic son" and did I know how many germs were now on my hands! Needless to say I was not allowed near the dinner table until my hands had been scrubbed red raw with carbollic soap.

As winter approached the dark evenings were going to be a problem. I needed a lead lamp. I would make one, easy, and then connect it in the house, not so easy. I would not be able to have the front door open to plug it into the passage wall socket, where then could I connect it? I had an idea. The front room of our house

was only a couple of yards away from the pavement and in the front room was a rather crude looking chandelier made of wood in the shape of a cross, the four ends of which supported bakelite bulb holders. My father being of a frugal nature thought that four light bulbs were an extravagance where one would do the job. That being the case the chandelier hung at a rather strange angle from the centre of the ceiling. I could plug my home made lead lamp into one of the spare bulb holders on the chandelier.

I found a piece of old lighting cable and fitted a bulb on one end and a bayonet fitting on the other. The next evening, as my father made himself comfortable in his armchair in the front room, strategically placed under the one light bulb, with collar and stud removed, sucking vigorously an a "Rennis" indigestion tablet, he settled down to read his library book. I entered, stood on a chair to get my lead lamp wire into the room by opening the top of the sash window just enough to accommodate the wire but not enough to make a draught. "What's all this?" he asked. I explained my need for light and as I connected it said "It'll be fine nothing to worry about." And it was okay. Occasionally I would hear a great amount of tutting and the armchair being moved around to follow the dim glow of the single forty watt bulb as it moved from one side of the room to the other as I moved my lead lamp to various positions on the bike to see my work outside. It worked well until one night a neighbour in a hurry didn't see the wire on the pavement,

hooked with his foot stretching it bow-string tight. My father witnessed the chandelier smash into the ceiling with such force it dislodged a large lump of plaster from it before plunging the whole house into darkness. Needless to say lots of lectures followed on plastering costs and expenditure had to be spent on light fittings and bulbs. My mother took dealing with the irate neighbours in her stride, but to miss half of "Emergency Ward Ten" was something she didn't let me forget for months! That year I was given an early birthday present – a large torch!

With repairs completed the Norton was back in use. It was an eye catching machine and I used it regularly for runs into the countryside and of course for trips to the "rocker" cafes such as the "Ace", "Busy Bee" and "Ted's Café" on the Southend road. Most of my friends now had Gold Stars or big Triumphs and things got a bit hair-raising when we all went out together. Each one of us trying to prove his was the better bike! When we went to the "Ace" on the North Circular road we went via Muswell Hill situated near Alexandra Palace. The sound of six or seven big bikes plus my "Inter" roaring up this hill was something never to be forgotten, along with the patience of my friends who, on the outset of a journey, would wait calmly for me whilst I gave them a demonstration on how to bump start a motorcycle that doesn't possess a kick start. I suppose it caused some amusement to watch me run along by the side of it. Clutch in, first gear, then run like mad and at the last moment jump onto it side saddle, a cross between Geoff duke and Roy Rogers (the singing cowboy of Saturday morning picture frame.) If I got it

right it was great but there were the odd times when me and the bike ended up in an undignified heap! It did nothing for my "street cred" the time it happened in Tottenham High Road!

Tottenham was a North London suburb and our road was situated in what was termed as "a nice residential area." Various houses in the road had now acquired their first family car, cleaned and polished to within an inch of it's life. House were painted, gardens and hedges maintained to a Percy Thrower standard and crisp white net curtains were at the windows, some of which twitched occasionally when they saw that "the boy over the road had his head down the drain again!" The post war austerity years were gone and rationing was over, jobs were plentiful. Morris Minors and Ford Populars were dotted along our road making the statement that their owners were nice hardworking people who were "on the way up." Then you got to the front of our house where the kerbside contained the "Norton Inter" a B.S.A "Road Rocket" a "trials combination" a "Standard 10 Pick Up" and any other bike I was working on at the time! The only statement this was making was that I had too many projects and no where to work on them that didn't upset either parents or neighbours!

Around about this time I was summoned for speeding doing sixty mph in a thirty limit. Pleas that I was only in second gear made no difference to the court, I was fined and my licence endorsed. Now was the time, I knew, I should start to thin out the stable and get rid of some bikes and keep the neighbours and parents happy.

To be continued.

Dear Chris

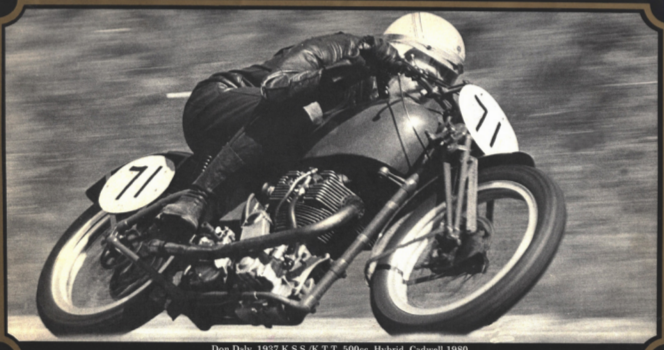
Could you please put this notice into the Trials & Tribulations.

As I am sure you are all aware, that Chris Bateman organised the Weeting Steam Rally event for several years, since his passing, I have carried it on for him.

This year the 2011 WEETING STEAM RALLY takes place on Friday 15th, Saturday 16th and Sunday 17th July. If you wish to take part, by coming for the weekend or perhaps for a day. Could you let me know by sending me your name, address and telephone number to be able to forward you your tickets and be able to contact you, if required. Also, the type of bike (or bikes) you will be bringing to ride around the ring and the "track" or just to show at our stand. Please let me know before April 10th 2011, as I have to let the organisers know the details, to go into the programme. Looking forward to hearing from you soon. If you have not been before why not come and join us.

Alan

Contact: Alan Robinson, Beacon Cottage, Lt Bealings, Woodbridge, IP13 6NB Tel:01473 625010 Mob:07767 870421



Don Daly, 1937 K.S.S./K.T.T. 500cc. Hybrid. Cadwell 1980.

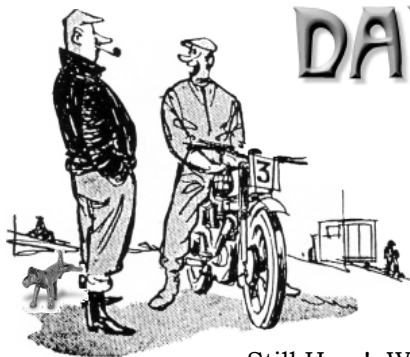
DECEMBER 1981

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Velocette
owners club

Don Daly "Mr December" 1981

Don Daly, 1937 K.S.S./K.T.T 500cc Hybrid. Cadwell 1980.



DABBERS DIARY

Still Here! What a great job our new editor is doing, he probably won't want this old squit! Talking about 'old squit' that handy Andy got the right idea, don't chuck nothing out till you have given it a second look. I was clearing out me toy chest recently & I came across an old table tennis set or 'Ping-Pong' as we called it, or 'Wif-Waf' as it is known to the elderly posh. The net was rotten, the balls dented & punctured but the net support brackets provided some useful metal strip and the bats some treasure that I have put to good use. Yes! The pimpled black rubber from the bats has been turned into knee grips on the Cub tank.

Now what has been going on, I enjoyed Little Bealings, first ride there for me, and the first time out on the Cub for nearly a year after a few mods, it worked well and has now been stripped for a overdue paint job, last one was about twenty years ago. Only blot on the landscape, as Chris mentioned in his editorial last month, paddock racers doing wheelies in public areas are not appreciated and they risk disqualification and possibly banning from future events.

At the end of January the Talmag was well supported by EFA

members and we almost had a winner, well done Mark, better luck next year. I could not repeat my success of last year in the girder class, was going well on the first lap until caught out, by a pinnacle, on section 8, then between sections descending to the foot of the famous Hungry Hill my ankle made the filling in a sandwich between the footrest & a tree stump! Ouch! That will teach me to not go 'off piste'. Any rate I finished, a good trial with some new sections, not all girder friendly, but for late numbers some horrendous queues.

Having just bought into more things 'Tiger Cub' it was time to take stock of my spares shed, some of this stock I have been carrying around since the sixties, so it is time to 'down size' & I have now become known as 'Trader Brown'. My first venture was at the Pre65 Motocross Clubs AGM Jumble at Marks Tey, great fun; you meet a lot of interesting people, engage in a lot of amusing banter & make a bit of cash.

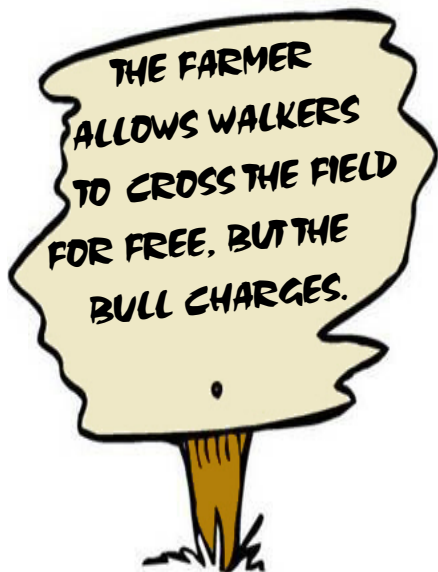
What a shame that the Snaque Pit trial had to be cancelled, I always associated 4X4's with gentleman, but that's a sign of age I suppose, these vandals who have decimated Snaque Pit are a more likes 'Loads a' Money' barrow boys, but that's being unkind to hard working barrow boys!

Just got home from my latest trading mission at Great Blakenham, got a nice and cosy pitch in the hall this time and trading started briskly an hour before the official opening

time, a lot of early birds! I am surprised how many people are interested in Tiger Cubs I came home with a wants list for customers and if it goes on like this I shall be running out of stock!

Well that's about it, I am looking forward to the AGM and really hope somebody has come forward to fill the post of Club Secretary, without one we cannot exist, simple as that! Nobody to look after the administration of the club, means no dates for trials, no permits for trials and that means NO TRIALS! Why not have a word with Pete Sigournay our retiring secretary and find out what the job entails.

Dabber



Answer to "Who do you think this is"
Peter Davies
In the 60's

Membership For 2011

Just a reminder that Club Subs are now due.

The price remains the same at £12.00 for the year for adults and £3.00 for youths.

If you have previously ordered the Eastern Centre Gazette from us do you realize that you can receive it online for free?

If you need help with this please ask.

Should you still require the Gazette in paper form please ask for details.

June,
Membership Secretary

Would you like to receive your Trials & Tribulations by email? A PDF version (with colour) of your favourite club mag. sent straight to your inbox.

No more SAE's and waiting for the post.

If you do, then send me an email to:-

chris.canham@gmx.co.uk

KEEPING TRACK!

February - April '11

FIXTURE LIST OF CLASSIC MOTOR CYCLE EVENTS IN EAST ANGLIA & SOME FURTHER AFIELD

This Fixture list is intended to assist riders and organisers to plan their sporting year. It is not comprehensive and if you know of an event that warrants inclusion, or spot any errors, then please let Mick know. For more information or to include an event in 'keeping track!' contact Mick Brown on :- 01206 250462 or email:-

mbrown21@btinternet.com

Provisional dates are shown in 'Normal Type'. Firm dates in '**Bold Type**'.

Club Subs Are Now Due			
March 5/6	Jersey Classic	AMCA	Jersey Classic Two Day Trial
March 13	ACTC	AMCA	Wrabness Trial
March 13	P65MX	AMCA	Marks Tey
March 20	Dabbers	AMCA	South Runcton, Downham Market
March 26	Clocks go Forward		
March 27	EFA	ACU	Chattisham Trial
March 27	Ipswich	ACU	Bramford, Pre70 Champ
March 27	VMCC Brooklands	ACU	Jack Lilley Trial
April 3	Braintree & DMCC	ACU	Stisted Long Distance Trial
April 3	P65MX	AMCA	Marks Tey
April 5	EFA CLUB NIGHT		THE ALMA
April 15	Essex VMCC	VMCC	Essex Way byway run
April 17	EFA	ACU	Roger Birch Trial, Great Bromley
April 17	Essex VMCC	VMCC	Essex Bluebell Run
April 22	Good Friday		
April 22	Woodbridge	ACU	Blaxhall, Pre70 Champ
April 22/23	MCC	ACU	Lands End Trial
April 25	Easter Monday		
April 29 & 30	E&DMC	SACU	Pre 65 Scottish

These events have been supplied in good faith but neither the Editor nor the E.F.A can be held responsible for errors, omissions or cancellations of any event

Please Note:

The closing date for all articles and adverts is ideally the
25th of the month preceding publication.

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