

Editorial

First of all, a very happy new year to all our readers. We seem to have got over the Foot and Mouth and 14/28 day problems so let us hope that 2003 will be a year without too many problems. Mind you, it looks as if the government are determined to make it an offence to sing carols in public before next Christmas! I wonder what else they have in the pipeline? Watch this space!

I am sure you will join Tracey and me in sending our condolences to Ian and Sylvie following the death of her Mum on New Years Eve.

You may have noticed, especially if you ventured to the Tunstall trial, that it has been raining a bit in recent times. Well it is now a case of 'for Boxford please read Raydon'. Yes, the Boxford trial has had to be moved to Raydon due to the state of the ground. There is no way that we could venture into the scout land with the likelihood of the sort of damage that could have been done to their camping area etc. A great pity but we must attempt to look after the land and the landowners. Both land and owners who view us in a good light are becoming harder to find as each year goes by.

Seems that shed erection is not just the hobby of the motorcycle fraternity if television adverts are anything to go by - seems that even well known ex-footballers are involved with the hobby! Pele, well known footballer (so I am told) has been seen over the last few months extolling the virtues of shed erection and the necessity of getting help and advice if your erection does not come up to expectations. Well that's what I think he is talking about or have I got it wrong?

Very sad to see in the new years edition of the T+MX that John Draper has died. Many of us of more advanced years will remember John as perhaps the best ever British born exponent of riding the sandy motocross courses which were and are the norm in Holland and Belgium. I have many good memories of John from the fifties and early 60s, initially with him riding the 'Goldie' scramblers for the BSA factory and then more latterly as a Cotton rider for his local factory. John lived near Cheltenham and of course Cottons were made 'on' the quayside at Gloucester at that time. I have no idea how tall John was but there was no doubt that his feet had to remain firmly on the pegs. I hope that John's death was not hastened by what I believe to be his phobia about contacting the

*EFA Sweatshirts - latest styles - get yours
in readiness for Easter from*

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

The January Plonkers

Raydon Pit, Wades Lane, Raydon, Nr Ipswich, Suffolk

Sunday 26th January 2003

Start 10.00am

A trial for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars

medical profession. Back in the early sixties if my memory serves me right he suffered problems with kidney stones which cut short his top level riding career, he was the quickest thing on two wheels for the first half of the race and then the pain started and he was even lucky to finish the race. I believe this went on for some considerable time until he was finally persuaded to get things sorted and it led to his being 'dropped' by BSA.

Nice to hear that the local lifeboatman, Mark (R.N.L.I.) Wilson had a good holiday back in the autumn aboard a narrowboat on the Shropshire Union Canal. He advises me that the regulation headgear was put to good use! I don't know whether he traversed the Pontyscillite aquaduct but that is something I would like to do even though I do have a very great fear of heights!

Do you get the Sporting Motorcyclist? The Sporting Motorcyclist is the magazine that is used throughout three of the 'four centres', the South Eastern, South Midland, and the Southern which carries out the duties provided in this part of the world by the Eastern Centre Gazette. Why aren't we in the Eastern Centre part of it I hear you cry. Well, 'WE are the EASTERN CENTRE' is, I believe the answer, whatever that is mean't to mean! Anyway, in the monthly Pre67 column, written/edited by Bob Adams, there was a very good write up by Alan Ketley which one can only hope will get a few more of them from 'Sarf ov the ribba' to come and join us in the celebration of East Anglian mud plugging. Hopefully, this article in the SM will counteract any bad press we receive from the unfortunate problems which afflicted John Pattinson and Les Matton

Our own escapee from the Southern centre, Mick Brown, has been both brave and foolish by riding in a trial some forty years on. Yes, back in '62 Mick qualified for and rode in the Southern Experts trial. However, his desire to ride in the 'current' event does make one doubt his sanity but that is another story! Back 'in his day' our Mick was obviously no mean rider as there are several

'names' further back down the finishing list. He's still riding a Cub - now that's another thing that makes one wonder about his sanity!

Gradually, very gradually, computers, email and the internet are beginning to enter the lives of some of the most 'stick in the mud' Pre 65 riders and Henfield owners. I have been suggesting to Tracey for quite some time now that perhaps we should or to put it more correctly, she would write a 'never ending' series of articles on using a computer where we can pass on some of the tips, advice and knowledge that we have accumulated over the years - well with me it is nearly a lifetime as my first encounter with computers was, wait for it, back in the fifties!

Well, we are instigating the series "Learn to love your computer" which we hope will allow those of you, an ever increasing number, to get to grips with the things and not be put off by the salesmans hype that is still afflicting the market. We constantly hear stories of computer systems being taken to the menders when there is no need for it. OK on occasion there might be but that really is the rare occasion. Very rarely will anything other than a phone call to Tracey be required to get you up and running again without recourse to the gentlemen with pound signs in their eyes.

It is my intention that we shall eventually alternate beginner and intermediate level topics so that those of you who have got an idea and feel for the use of that perky machine in the corner will be able to get more value from its use. We may not be able to help directly with any program problems as it is quite unlikely that we will use the same programs that you use. What we really mean is that we don't automatically use Microsoft programs but instead use the best programs on the market within our price range - quite often a saving on Microsoft prices!

The Jack Thompson observation and navigation trial has once again taken place. Once again we didn't go as we were suffering from the dreaded post Thumpers lurgy. Seems that those who stayed the course vowed never again but I have heard that many times before! Goodness knows how often I vowed never to set wheel into Canada Heights in the past but then foolishness overcomes sanity and there we are searching for the next set of markers once again! I don't



know who the Clerk of the Course was this year but rumour has it that he was riding a late model Gas Gas - not a good omen!

Once again a huge entry at Tunstall for the Foresters, don't know quite how many but chairman Ted informs me that he thinks it was 100+! Rain on the way there - rain throughout the three laps of fifteen sections - and rain on the way home! Very enjoyable I should think but I am not sure that too much thought was given to the health of the observers from the comments that have come back to me. A shame as we need observers in a big way.

Our Presidente made his long awaited return to competing following holidaying and holidaying and his shoulder problems. However, I understand that Little Eric caused El P to come into hard foot contact with a log or root which made the eyes water! Finish the trial and then off to casualty where some 7½ hours later our hero was sent home with one broken toe and two dislocated toes! I understand that Little Eric is suffering in sympathy!

Once again we have a busy weekend at the back end of the month with Talmag, Plonkers and Chelmsford all vying to get the entries. Should be something there for all tastes.

To keep the Harley chapter happy I have included yet another picture of a Harley to keep you happy and of course the 'accessory' will keep most of the rest of us happy!

See you at Raydon

Jim

Dear Sir,

I recently rode in a trial on a weekend when it rained torrentially all the time, I thought twice about going, but I had paid my entry in advance, so good-bye to the wife, still tucked up in bed! and off I go.

The Trial was a disaster - five on section one, fell off before section two and ran out of sparks before section three, push back to the start, still p*****g down. So load up, drive back home, not bothering to unload head straight for the backdoor and the shower, funny back door unlocked! must have forgotten to lock it! never mind, strip off, in the shower and head for the bedroom. She who must be obeyed is still asleep in bed, so I snuggle in with her saying it is absolutely evil out there, the rain is coming down like stair rods!

To this she replies YES DARLING I KNOW, AND MY BLOODY SILLY HUSBAND IS RIDING IN A TRIAL!"

Name and address withheld by request

Secretarys Scribblings

Hope you all had a good Christmas and New Year. Many thanks to everyone who sent Christmas cards with kind words of appreciation for the efforts of the Committee during the past year - we try our best to please.

On a sad note we've learned that Sylvia's Mum died on New Years Eve. I'm sure you'd all like to join us in sending sincere condolences to Ian and Sylvia at this time.

Think everything has dried out from Tunstall now and most of the mud has disappeared. Roger got just as muddy observing as he would have done if he'd been riding - at least he only had to clean up what he was wearing and not the bike as well! El. P. is in the wars again - as most of you know the Tunstall trial was the first event he had ridden for some while due to problems with his shoulder. The problems have now transferred themselves to his feet with one broken and two dislocated toes. Hope Little Eric survived in one piece!

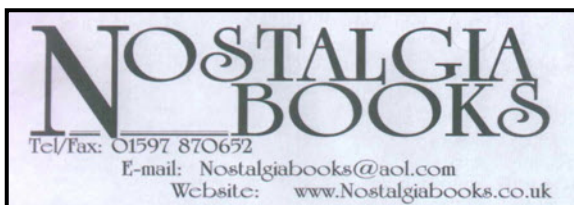
Unfortunately there's some bad news on the Boxford front. Apparently the ground resembles a very soggy sponge and is more than a bit squidgy. Understandably the Scout leader is extremely apprehensive about letting us run the trial there so please do not go to Boxford on 12th January, the event has been moved to Raydon.

Entry forms will be available clubnight or included with your newsletter if it is normally posted to you. If you know of anyone who was thinking of going along to watch please could you let them know about the change of venue.

12th January is also the date for the Maldon Brit Bike Owners Club Jumble at the British Legion Hall, Witham so if you're not riding the trial and are looking for some bits and bobs why not pop along and see what's on offer there.

Weekend of 25th/ 26th January could be a busy one as it looks as though EGP have their motorcycle jumble at Kempton on the Saturday while the Talmag Trial is on the Sunday.

Looking ahead to the AGM in March, we'll have to start collecting in the various trophies for engraving and presenting so if you have a trophy please could you bring it along to the February clubnight or give me a ring on 01621 892606 to arrange it's safe return. Thanks to those of you who have already handed theirs back.



Nostalgia Books, PO Box 4, Llandrindod Wells LD6 5WF



Actual lines out of U.S. Military OERs (Officer Efficiency Report)

- Not the sharpest knife in the drawer.
- Got into the gene pool while the lifeguard wasnt watching.
- A room temperature IQ..
- Got a full 6-pack, but lacks the plastic thingy to hold it all together.
- A prime candidate for natural deselection.
- Bright as Alaska in December.
- Gates are down, the lights are flashing, but the train isnt coming
- So dense, light bends around him.
- If brains were taxed, he'd get a rebate.
- If he were any more stupid, he'd have to be watered twice a week.
- Wheel is turning, but the hamster is dead.

EFA CHAMPIONSHIP 2002

<i>Event</i>	<i>Pre Unit</i>	<i>Unit</i>	<i>Two Stroke</i>	<i>Three Stroke</i>	<i>Four Stroke</i>	<i>Five Stroke</i>	<i>Six Stroke</i>	<i>Seven Stroke</i>	<i>Eight Stroke</i>	<i>Nine Stroke</i>	<i>Championship</i>
<i>Name</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>1000m</i>	<i>Position</i>
Pre Unit											
Mark Fletcher	10	10	10	10	8	8	10	10	76		
Sam Appleton	8	8	9		10	9	9	9	62	2nd	
Brian Fletcher	6	7	9	9	7	4	8	8	49	3rd	
Alan Farmer	5	5	6	7	6	3	7	7	46		
Chris Mace		4	7	8		7	6		32		
Graham Braybrook	9	9			9				27		
Steve Parker		6	8			5			19		
Roger Finch						10			10		
Ray Humm	7								7		
Jeff Fincham						6			6		
Mark Gibb						2			2		
Mark Wilson						1			1		
Unit											
Peter Teager	8	10	9		9	10	10	8	64	1st	
Colin Sadler	7	8	10		10		8	9	52	2nd	
Kevin Plummer	9	9					9	10	37	3rd	
Trevor Baker	10								10		
Trevor Andrews						9			9		
Kevin Harris							7		7		
Graham Andrews							6		6		
Two Stroke											
Colin Teager	9	10	9	8	10	10	9	7	72	1st	
Graham Braybrook			10	10		9	8	9	46	2nd	
Dave Spurgeon	10			7			10	10	37	3rd	
Mike Smith	8			9			7	8	32		
Kevin Teager			8	6				6	20		
John Chapman						8	6		14		
Bob Spencer						7			7		
Terry Sewell							5		5		

Colin Taverner

Championship Recorder

Little Johnny was sitting in the courtyard turning a bottle of liquid back and forth, watching the bubbles. The Priest walked up and asked him what he was doing?

Little Johnny replied, "I'm looking at the most powerful liquid in the world."

The Priest said, "But Johnny, Holy Water is the most powerful liquid in the world. Did you know that if you put Holy Water on a pregnant woman's belly, she will pass a boy!"

Little Johnny said, "Big deal! This is turpentine. If you put this on a cat's ass, he'll pass a Harley Davidson!"

Learn to love your Computer...

by Tracey



Well this isn't the first time I've said I'll do a series of articles on using your PC. However, Jim has specifically requested that I do so and has given me guidelines on what I should include. I recognise that such a series of articles is not going to be popular with everyone particularly those without a computer. Nevertheless, there are an increasing number of people with computers and I do agree with Jim that anything we can do to help people get to grips with their high tech device could be beneficial to many. I would therefore ask those without a computer to bare with us.

Before I begin, however, I must clarify one thing - I use an IBM compatible computer and apart from a brief introduction to computers using a cheap Acorn Electron back in the mid to late 80s, I always have done. As a result, What I have to say will relate to such computers (referred to as PCs from now on). I apologise to those with MAC computers but that is life. After all you can't guide anyone in using what you don't know yourself. This also applies to the operating system. Jim and I are still using Windows 98 Second Edition. It is a version of Windows that we are happy with and apart from the fact that we are weary about upgrading to Windows XP or ME or 2000Professional, we cannot afford to do so and don't see the need just yet.

So what should be included? PCs by their very nature are complex devices and it is very difficult to know exactly where to start. There is so much that I have learned about them over the years that I could write a book - a big book at that! As such there are a few things I shall have to assume you are already aware of. However, it may be that a series of tips and tricks may be of more benefit to you. Please let me know what you would prefer. Of course, you know how to switch the PC on - don't you? If not then its return to Start. But what happens when you switch your PC on, what is the PC doing whilst it is running up and loading Windows?

First of all, as you have probably found, make sure all floppy disks have been removed from the floppy drive. It won't do any damage if a disk is inserted but unless it is a system disk it won't run up your PC and load Windows; even if it is a system disk it won't load Windows! What it will do is display a message to the effect that the disk is not a system disk and tell you to replace the disk and then press any key. If you get this message, eject the disk and just press any key. The PC will then continue running up from the hard disk within your PC - but what is it doing?

Very briefly it is loading the Operating System, i.e. Windows (most people use one of the versions of Microsoft Windows although there are other operating

systems available for the PC). However, in loading the operating system it is loading a whole mass of vital software without which the PC would not work.

I don't know everything that is loaded on my machine and although there are many common files loaded in all PCs, each PC will load different files dependent on the equipment you have fitted into your PC. Such software includes drivers for the different parts of your PC. For example, all PCs have a video driver without which you would not get any display on your monitor. Jim and I have a mini-network at home which requires the use of a network board to be installed in the PC. However, without the drivers that come with the board, we'd have no possible chance of completing the board's installation and so we could not use the network. All CD ROM drives require drivers and although a driver disk may not be supplied with the drive, it still uses drivers installed when Windows is installed; these are called generic drivers. Printers also require drivers although these are loaded as and when needed. Another example is sound cards which need a driver; even hard disks require drivers.

The operating system also loads several other files it needs that are very important to the operation of the PC. Two files in particular are important as they contain information on how the PC should be configured and hence they should not be touched unless you are instructed to do so by someone in technical support. Two other very important files comprise the registry but these are so vital to the PCs operation you do NOT touch them at all. Damage these files and you're probably looking at reinstalling Windows AND all the programs you use!!! The PC also checks the state and amount of memory your PC has and these days that would generally be something between 32Mb and 256Mb.

If for any reason Windows doesn't fully run up and you get "the blue screen of death" (if you've got this at any time and you probably have so you'll almost certainly know what I mean) - DON'T PANIC. Believe me what appears in this window often means so little to me that its not really worth taking notice of. You'll likely have little option but to reboot ('boot' is a term used to describe the process of running up your PC) and sometimes, perhaps most times, you'll have to press Reset on the front of your PC.

In the process of rebooting you may now get a menu appear giving you the option of how to reboot. However, this depends on how far the process got the first time around. If you get this menu, and its only there for maximum of 30 seconds, press 1 to reboot to Windows. If you fail to do this and wait the 30 seconds for the PC to take the default action it will boot into Safe Mode meaning it will not load any drivers or a whole load of other data and you'll have to reboot yet again. If this still doesn't work, it could be worth just switching off your PC for at least five minutes and then trying again.

Well, that is about all the space that Jim tells me is available for this month. However, before I finish, let me say that we are always at the end of a telephone if you should need any technical support. We'll not always have the answer but it could be worth a try before you take your PC to be repaired for something that is so straight forward that it could be sorted out over the phone. Our contact details are on the inside front cover of T&T so give us a call if you have a problem.

Jack Lilley Cup Trial - November 2002

Bagshot Heath has been used many times past and present for motorcycle sport and is the current venue for a very popular pre 65 trial organised by the Brooklands section of the VMCC.

Typically English rain had been dominating the weather pattern for some time before the trial, so difficult conditions for this event were to be expected with lots of fun to come due to the many steep hills that abound this heath.

On the day fifty-six regular pre 65 riders assembled at the signing on area as the rain was falling steadily. An awning had been erected at the back of the signing on van to keep the officials dry. As always the organisers were cheerful and sociable, despite the weather being none too friendly. These gallant volunteers were here to marshal so that the riders could enjoy their day's sport.

As usual there was a hard and easier route laid out in the style suitable for all types of older trials bikes, with the normal four laps of ten sections to be ridden. Plus, just the one special test for the speed merchants among us to have fun on and of course to be used as a decider if a tie break situation arose.

I was an early starter on one of the oldest bikes in the trial and after the first lap a few others and I thought that the sections might be a shade too tough due to the slippery conditions. But how wrong we were! From the second lap onwards the drier sand underneath the wet stuff was being churned to the surface by spinning rear wheels and although the ground was cutting up, the grip was getting better every lap. The wise and experienced Clerk of the Course, Steve Austin, and his band of helpers had used their crystal ball to good effect and knew this would happen at some point in the trial. Clever stuff men, well done! Even the rain behaved itself during the day and kept bearably light and consequently refreshed overheating trials riders.

CLASSIC MOTORCYCLE ENGINEERING

- Servicing
- Repairs
- Renovation
- Spares
- Welding
- Fabrication
- Wheelbuilding
- Turning
- Tuning
- Recovery



Will Hawkes
Unit 2
Granary Buildings
Eastgate Street
North Elmham
Norfolk
NR20 5HN

Tel/Fax: 01362 667119

Trials Sidecar Specialist • New Chairs

Made To Order

Secondhand Chairs and Complete Outfits always in Stock

Fitting, Modifications, Alterations • Loan Outfit Available

• Free Advice and Tuition •

It was a really good day for everyone, although some riders thought they had not ridden all that well due to the changing conditions, but were then pleasantly surprised when the results dropped through their letter boxes a few days later. It's difficult to tell how the results will look after the final section when ground conditions are as changeable as they were during this trial.

Award winner for the Jack Lilley Cup was once again Jeremy Tester riding his Dad Lionel's 350 Ariel WNG Girder fork bike, losing just 22 marks in total. Unusually for a pre 65 trials rider he had ridden to the event on his modern road bike and therefore must have been well and truly warmed up and raring to go? So that's his secret of success then is it?

Alan Shorter took runner up spot on his 'immaculate' 350 AJS losing 37 marks. Nice cleaning job Diane, you should start your own business 'valeting' trials bikes! But back to Alan because he was one of the speed merchants I mentioned earlier and became the fastest man over the special test, with, a scorching time of 8.22 seconds from start to stop. Alan now has a fast reputation to maintain, so we will watch for his time in the coming Talmag Trial at Aldershot in January. No pressure mate, just go for it! We will all be watching!

Danny Briggs who rode in a not too fit condition still took third place with a loss of 46 marks and a 9.02 time, which was just enough to beat an out of practice Reg Sayers who also lost 46 but took 10.67 seconds to complete the speed merchants bit.

The 'ThurLOW Cup' was won by John John's with 26 marks used up to complete the harder white route and a very quick 8.53 seconds special test.

Another rider on the harder route was Roger Wait who had secured a win in his class to take home the 'Steve Lilley Cup' with 41 marks grudgingly expired and a time of 9.69 secs. This speed was still good considering the conditions and fast competition on the day.

Many thanks to the 'Brooklands Section' of 'The Vintage Motorcycle Club' it was a really memorable day.

Dave Blanchard

An Amish woman was driving her buggy to town when a highway patrol officer stopped her.

"I'm not going to cite you," said the officer. "I just wanted to warn you that the reflector on the back of your buggy is broken and it could be dangerous."

"I thank thee," replied the Amish lady. "I shall have my husband repair it as soon as I return home."

"Also," said the officer, "I noticed one of your reins to your horse is wrapped around his testicles. Some people might consider this cruelty to animals so you should have your husband check that too."

"Again I thank thee. I shall have my husband check both when I get home."

True to her word when the Amish lady got home she told her husband about the broken reflector, and he said he would put a new one on immediately.

"Also," said the Amish woman, "The policeman said there was something wrong with the emergency brake,"

Us Baby Boomers

I can't believe we made it!

If you lived as a child in the 40's, 50's, 60's or 70's, looking back, it's hard to believe that we have lived as long as we have . . .

As children, we would ride in cars with no seat belts or air bags. Riding in the back of a pick up on a warm day was always a special treat.

Our cots were covered with bright coloured lead-based paint. We had no childproof lids on medicine bottles, doors, or cupboards, and when we rode our bikes we had no helmets. We drank water from the garden hose and not from a bottle. Horrors. We would spend hours building go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes. After running into the bushes a few times we learned to solve the problem.

We would leave home in the morning and play all day, as long as we were back when the streetlights came on. No one was able to reach us all day. No mobile phones. Unthinkable.

We got cut and broke bones and broke teeth, and there were no law suits from these accidents. They were accidents. No one was to blame, but us.

Remember accidents?

We had fights and punched each other and got black and blue and learned to get over it.

We ate patty cakes, bread and butter, and drank cordial, but we were never overweight . . . we were always outside playing. We shared one drink with four friends, from one bottle and no one died from this.

We did not have Playstations, Nintendo 64, X-Boxes, video games, 65 channels on pay TV, video tape movies, surround sound, personal mobile phones, Personal Computers, Internet chat rooms . . . we had friends. We went outside and found them. We rode bikes or walked to a friend's home and knocked on the door, or rung the bell, or just walked in and talked to them. Imagine such a thing. Without asking a parent!

By ourselves! Out there in the cold cruel world! Without a guardian - how did we do it?

We made up games with sticks and tennis balls, and ate worms, and although we were told it would happen, we did not put out very many eyes, nor did the worms live inside us forever.

Footy and netball had tryouts and not everyone made the team. Those who didn't, had to learn to deal with disappointment

Some students weren't as smart as others so they failed a grade and were held back to repeat the same grade. Tests were not adjusted for any reason.

Our actions were our own. Consequences were expected. No one to hide behind.

The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law - imagine that! This generation has produced some of the best risk-takers and problem solvers and inventors, ever. The past 50 years has been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all.

And you're one of them. Congratulations!

TALE OF TWO TRIALS

The "Southern Experts" 1962 & 2002

In 1962 I was lucky enough to qualify to ride in the Sunbeam clubs Southern Experts Trial organised in conjunction, I think, with the Waterlooville club. To qualify you had to win a trial or a capacity cup. In 2002 I was lucky enough to be spending a long weekend at a Warner Hotel at Cricket St. Thomas, near Chard in Somerset. I then realised this was the weekend of the 2002 Southern Experts catering for pre 67 machines in addition to modern, so forty years on here I am entering the same trial, no qualifying this time! apart from geographical.

The 1962 event was based at Nyewood on the Hampshire/Sussex borders and the 'Motor Cycling' report states that this was the 25th running of the event and attracted an entry of 98 solos and 27 sidecars. It was a brand new course with many new sections, according to Secretary of the Meeting, Ralph Venables, that's how he signed the finishers certificates but I reckon that he played a big part in the Clerk of the Course duties as the course took us around his home on the north side of the South Downs east of Harting. The weather was sunny and dry with a drying wind, thank goodness as gradient was the name of the game today plus three or four rock sections. A section still talked about today 'the Swoop' must have been 1 in 1 at it's steepest!

Interestingly the course only contained 19 sections, 12 on lap 1, and 7 on a shortened lap 2, but we probably rode 30 miles on lap 1 and say 20 on lap 2, all in colourful Sussex/Hampshire downland.

1962 Results

solos	1st	S. H. Miller	500 Ariel	5 marks lost
	2nd	D. R. Smith	250 Greeves	17 marks lost
sidecar	1st	R. J. Langston	500 Ariel	25 marks lost
	2nd	D. E. Rickman	498 Metisse	35 marks lost

I finished down in 33rd place, on a Cub, but happy to be in front of several works' riders.

When I spoke to RGV about this event recently he asked me if I remembered the John Giles saga, I replied no, so he explained that John Giles had failed the scrutineering because his rubber horn bulb was missing, so he had no audible form of warning! As he sat dejectedly near the start he spotted an old tennis ball in the grass which he forced onto his horn, but it still did not work! Watching all this was Ken Heanes who suggested that John presented himself to the scrutineer again. The plot was that when John pressed his tennis ball he would nod his head and Ken press his horn in unison! John Giles passed scrutineering and went on to finish 15th, Ken Heanes finished 30th.

The 2002 event took place near Crewkerne in Somerset, about three miles from where we were staying, and again organised by the Sunbeam club in conjunction with the Yeo Vale MCC.



THE SUNBEAM CLUB'S 1962

Southern Experts Trial

This is to Certify that Competitors in the 1962 Southern Experts Trial finished in the following order of merit :—

SOLOS

- | | | |
|------------------------------------|------------------------------------|---------------------------------|
| 1. S. H. MILLER (497 Ariel) | 29. R. R. COOPER (246 James) | 58. N. B. WAGER (246 Greeves) |
| 2. D. R. SMITH (246 Greeves) | 30. K. HEANES (347 A.J.S.) | 59. A. L. DOVEY (249 Barnett) |
| 3. K. J. SEDGLEY (246 Greeves) | 31. R. J. DAVY (246 Greeves) | 60. W. F. ELLIOTT (246 Dot) |
| 4. M. G. DAVIS (246 Greeves) | 32. C. A. M. LAMBERT (346 Enfield) | 61. B. VALDER (246 Greeves) |
| 5. D. J. RICKMAN (499 B.S.A.) | 33. M. E. BROWN (199 Triumph) | 62. M. B. SMITH (246 James) |
| 6. C. HARRIS (246 Greeves) | 34. B. R. BOWLER (246 Dot) | 63. A. M. BUDGEN (246 Greeves) |
| 7. C. J. CULLEN (245 Greeves) | 35. A. M. CHANT (252 Greeves) | 64. G. C. LUING (249 B.S.A.) |
| 8. P. T. STIRLAND (246 Greeves) | 36. D. J. READ (199 Triumph) | 65. R. J. GOODRUM (249 Barnett) |
| 9. G. R. ADSETT (246 Greeves) | 37. B. P. WORMAN (249 B.S.A.) | 66. P. HADINGHAM (249 B.S.A.) |
| 10. D. F. DODD (347 A.J.S.) | 38. J. REES (199 Triumph) | 67. G. J. WEST (246 Greeves) |
| 11. J. V. BRITTAIN (248 Enfield) | 39. P. H. FRASER (246 Greeves) | 68. J. W. GRAZIER (246 Dot) |
| 12. S. ELLIS (199 Triumph) | 40. G. W. BEAMISH (343 B.S.A.) | 69. J. C. CHURCH (246 Greeves) |
| 13. P. C. WILSON (347 A.J.S.) | 41. W. FOX (246 Cotton) | 70. S. J. WHITE (246 Greeves) |
| 14. J. M. BRUSH (199 Triumph) | 42. G. FARLEY (199 Triumph) | 71. T. JOHNS (199 Triumph) |
| 15. J. R. GILES (199 Triumph) | 43. A. J. HOWE (249 B.S.A.) | 72. R. H. SMYTH (249 B.S.A.) |
| 16. D. J. FREEMANTLE (248 Enfield) | 44. B. THORN (497 Ariel) | 73. B. W. KETTLIE (199 Triumph) |
| 17. H. W. TAYLOR (246 Greeves) | 45. G. L. COPPUCK (246 Greeves) | 74. W. MOULDER (249 B.S.A.) |
| 18. J. E. LEE (249 B.S.A.) | 46. R. F. ADAMS (199 Triumph) | 75. R. J. CROSBY (246 Greeves) |
| 19. B. W. MARTIN (249 B.S.A.) | 47. R. V. BROWN (199 Triumph) | 76. M. S. WEBB (249 B.S.A.) |
| 20. J. L. STONE (347 A.J.S.) | 48. A. J. DAVY (199 Triumph) | 77. R. G. CLARK (199 Triumph) |
| 21. I. A. HILLIER (246 Greeves) | 49. W. G. R. FAULKNER (343 B.S.A.) | 78. A. GODFREE (199 Triumph) |
| 22. S. T. COOPER (199 Triumph) | 50. M. DURHAM (347 Ariel) | 79. R. J. BRUNTON (347 A.J.S.) |
| 23. R. J. MAY (246 Dot) | 51. A. C. BRISTOW (199 Triumph) | 80. S. NEALE (499 B.S.A.) |
| 24. D. J. ADSETT (246 Barnett) | 52. D. J. RADFORD (199 Triumph) | 81. G. JOHNSTONE (246 Greeves) |
| 25. A. D. STANFORD (210 Triumph) | 53. M. J. WALLER (347 A.J.S.) | 82. D. CRANFIELD (246 Dot) |
| 26. D. H. HOWLETT (246 Greeves) | 54. M. DISMORE (246 James) | 83. P. APPLEFORD (246 Greeves) |
| 27. D. MITCHELL (497 Ariel) | 55. R. S. TRUE (249 B.S.A.) | 84. B. A. NASH (347 Matchless) |
| 28. J. S. PAYNE (199 Triumph) | 56. M. STRANK (347 Matchless) | 85. R. KELLY (497 Ariel) |
| | 57. J. CONNOR (246 Greeves) | |

SIDECARS

- | | | |
|--------------------------------|-----------------------------------|-----------------------------------|
| 1. R. J. LANGSTON (497 Ariel) | 9. R. G. HEWITT (499 Metisse) | 16. A. BARTLETT (490 Norton) |
| 2. D. E. RICKMAN (498 Metisse) | 10. L. F. BAKER (499 B.S.A.) | 17. A. F. WHEELER (349 Triumph) |
| 3. K. R. KENDALL (497 Metisse) | 11. D. YEATES (497 Ariel) | 18. A. J. WAKEFIELD (649 Triumph) |
| 4. J. A. MASLEN (649 Triumph) | 12. R. ROUND (499 B.S.A.) | 19. C. R. F. COPE (497 Ariel) |
| 5. W. BROWN (649 Triumph) | 13. R. P. E. STEDMAN (499 B.S.A.) | 20. A. J. DONADEL (499 B.S.A.) |
| 6. A. L. WRIGHT (246 Greeves) | 14. W. C. SLOCOMBE (499 B.S.A.) | 21. A. E. FOWLER (598 Matchless) |
| 7. R. ZIEL (495 Velocette) | 15. M. COLE (499 B.S.A.) | 22. G. ALLINGTON (498 Matchless) |
| 8. G. G. MILTON (497 Ariel) | | 23. P. J. CHALLIS (497 Ariel) |

16th December, 1962

REV
Secretary of the Meeting

Editors Note:

Looks as if our Mick Brown was no mean rider in his youth. I remember in the sixties that it was quite an achievement for a rider to be accepted to ride in the Southern Experts and then to finish in the top half . . .

Make good note of the worthies he beat!

We arrived in the area on Friday in thick fog and heavy drizzle, in fact the road to our hotel was closed, due to the collision of a unfortunate motorcyclist and an equally unfortunate deer. Saturday was spent with a trip to the coast at Lyme Regis and some pre-trial training in the swimming pool, jacuzzi and bar, not necessarily in that order, but more of that later!

Sunday dawned damp! Early breakfast, left Ann, my lady wife, to her beauty treatment and massage, and felt my way through the low cloud to the trial start. At the start I meet Mike Hann, pre 67 C of the C, who told me that the pre.67 sections had been changed at least twice since the original course plotting but he hoped they would be OK! We were hastily despatched before our official start time and asked please to get on with it in view of the poor visibility! The course was mostly in dense woodland on a steep hillside, all on private land, three laps of 15 sections. The programme listed three riders from the Eastern centre, James Yearly from Braintree, John Lowen from Colchester on modern machinery and yours truly pre.67. As I write this, a week after the event, I have not yet received the results, so cannot report on their rides.



M.E.Brown 200 Triumph - Southern Experts Trial 1962

Mick - 'sans' beard - 'avec' beret

My ride was a disaster! arriving at the first section, already having got lost, was it me or the route marking? Fallen off, definitely me? or was it too much of that pre-trial training! Five on section one, but things did improve with a couple of cleans and some non-stop rides through the sections. Between the sections was a different matter, under the conifer woods the visibility was very poor at eleven in the morning! And under the broadleaf forest the dead leaves provided a very effective but unwanted front brake! After many stops to clear front and back wheels I returned to the start for refreshment. I was surprised that two local stars, and potential winners of my class, the Hand Bros. had retired and gone home, after struggling round for another half lap I am afraid that I joined them. Back to the hotel for some more of that training!

2002 Results

Modern	1st	Chris Curtis	270 Beta	87 marks lost
	2nd	Rob Warner	270 Beta	89 marks lost
Pre 67 (pre-unit)	1st	Julian Wigg	500 Ariel	63 marks lost
	2nd	Mike Hann	500 Ariel	96 marks lost
Pre 67 (unit)	1st	Darren Small	350 BSA	70 marks lost
	2nd	Paul Ray	350 BSA	71 marks lost

To sum up, two vastly different events, but forty years apart. Which one did I enjoy the most? Well, in 1962 I competed with some of the top riders of the day, that's like riding with Doug Lampkin today! This year was tough, but it was an experts trial, so I knew what to expect and aren't we lucky to be able to compete in our chosen sport as we approach bus pass age! Finally this weekend was overall a great success and I would recommend the Hotel/Trial idea to anybody. Some members, I know, have sampled Warner Hotels and can vouch for their value for money deals. If anybody is interested in a Trials Weekend, we have the ideal venue to try it out in this centre, nr. Lowestoft.

Go on enjoy yourself and spoil the Good Lady, lets have a chat if you are interested.

Mick Brown

Please Note:

The closing date by which all articles and adverts to be included in the February issue of Trials & Tribulations should reach the editorial office is Monday 27th January.

Material for inclusion in the magazine may be supplied in the following forms:

handwritten • typed • computer hard copy • fax • email • floppy disc

If providing computer hard copy, a font size of 12pt minimum is preferred whilst articles supplied on floppy disc should be saved in text format.