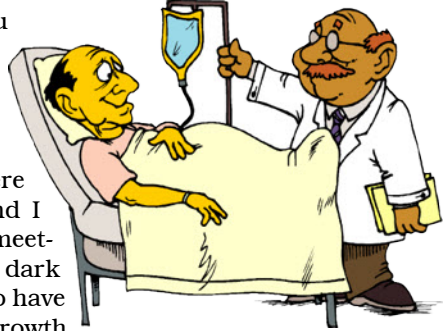


Editorial

Well, here I am again. Don't know for how long but all being well I should have finished my terms of internment at the Broomfield Butlitz for a couple of years. I know that I shall have to make further visits during my lifetime but I hope beyond hope that I don't spend too much more excessive time in their care. A big thankyou to all of you who signed the card that Heather arranged and sent to me. I can assure you that it was very much appreciated.

Sadly, due to all this nonsense there wasn't a Trials and Tribs last month and I haven't been able to attend the last few meetings held by the club so I am a bit in the dark as to what has been going on. However I do have some spies dotted around in the undergrowth so with a bit of luck I shall be able to fill you in on what some of our worthies have been getting up to.



During my recent stays at Broomfield Butlitz I have been lucky to meet some very interesting characters and I really must express my thanks publicly to Peter Eaves for his visits. Peter is a real master at alleviating boredom and boredom is something that is a real problem when you are in the in-between stage, not 'proper poorly' and getting better and able to get up and do things.

One of the inmates I spent some time with was Danny Barber also known when he raced on the grass as Danny Fynn. Some of you will be aware that this gentleman was behind the very successful grass track and long track frames that bore his name during the late fifties, sixties and seventies. That helped pass some long hours, reminiscing about the past - at the time he was competing. I was officiating at grass tracks.

Seems that a small (but friendly) invasion of Kent took place recently so that the 'invaders' could take part in the OWLS Long Distance Trial. This event would appear to have become very popular especially amongst the 'older' trail bike

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From 12 noon

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riders. From what I have heard, machinery with an 'electric leg' is just about a requirement for the event! Dave Blanchard, a brave man to ride a machine with minimal suspension travel, low footrests AND kickstarter has written a report for us. However, Dave is wishing to ride something a bit easier in future, anno domini plus a long term illness causing him to look for the easier life. I haven't seen any mention of it in the papers yet but I understand one 'elderly' member of the 'invaders' was discovered by two Kentish lady walkers answering a call of nature. I gather that quite a conversation ensued between these ladies and our heroes, the ladies being most surprised that such geriatrics rode motorcycles or in the case of one Serow rider from the Boxford area of Suffolk managed to fall off at their feet.

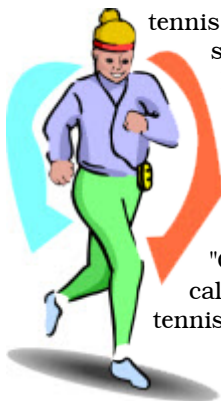
Tennis Ball

While out one morning in the park, a jogger found a brand new tennis ball, and seeing no-one around that it might belong to, he slipped it into the pocket of his shorts. Later, on his way home, he stopped at the pedestrian crossing, waiting for the lights to change. A blonde girl standing next to him eyed the large bulge in his shorts.

"What's that?" she asked, her eyes gleaming with lust.

"Tennis ball," came the breathless reply.

"Oh," said the blonde girl sympathetically, "that must be painful. I had tennis elbow once."



I must admit that my faith in human nature took a knock a couple of weeks ago. Pompous Norman, a man who, although I find some of his motorcycle ideas to be a bit weird, announced that he was the proud owner of a Harley Davidson! OK, I realise that for a person who earns his living from outfitting the twin shock rider with high quality suspenders but who himself has often extolled the virtues of rigid rear ends or in later times the latest in monoshock set ups, owning a Harley could be just one further step down the slippery slope. There was I visualising what he would look like wearing the standard regalia beloved of our Harley fraternity - you know leather cap and chain, belt with magnum buckle and garish but black tee shirts but I needn't have worried. Things became a lot easier on the mind when he arrived chez nous with the aforementioned velocipede. Yes, it was a Harley but to me a beautiful creation in khaki with not one square inch of chrome anywhere to be seen. Yes it was one of the first ex-army Harleys to be let out of captivity.

Due to recovering from my stay in hospital I am afraid that I haven't the energy or the will power to create a 'wots on' for this month but I am sure you



Two well known reprobates - one not dressed in black and lacking his calculator (adding machine)

all have a pretty good idea of what is happening especially if you read the magazine and see the items relating to Mike Hardens Plonkaround, Tims Tour and the Weeting Rally. I would like to think that all will be well supported.

Best wishes,

Jim

EuroEnglish?

The European Union commissioners have announced that agreement has been reached to adopt English as the preferred language for European communications, rather than German, which was the other possibility. As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a five year phase-in plan for what will be known as EuroEnglish. In the first year, "s" will be used instead of the soft "c". Sivil servants will reseive this news with joy. Also, the hard "c" will be replaced with "k". Not only will this klear up konfusun, but typewriters kan have one less letter. There will be growing publik enthusiasm in the sekond year, when the troublesome "ph" will be replaced by "f". This will make words like "fotograf" 20 percent shorter. In the third year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double letters, which have alwaysben a deterrent to akurate speleng. Also, al wil agre that the horrible mes of the silent "e" in the languag is disgrasful, and it would go. By the fourth year, peopl wil be reseptiv to steps such as replasing "th"by "z" and "w" by "v". During ze fifz year, ze unesesary "o" kan be dropd from vords kontainig "ou" and similar changes vud of kurs be aplid to ozer kombinations of leters. Zen "sh" wil be replased with plain "s" and plural form ending with "s" wil go as wel to ensur afixation akurat at al tim. Ze word wil becom sorter and sorter; quik to typ and mor uniq zan befor. After zis fifz yer, ve vil hav a reli sensibl riten styl. Zer vil be no mor trubl or difikulti and evrivun vil find it ezi tu understand ech ozer. Ze drem vil finali kum tru.

Don't forget! You learnt about this latest directive from the EU in this magazine!

Secretarys Scribblings

Seems a long time ago now but it was nice to visit Snaque Pit when the trees were starting to come into leaf and the bluebells were in flower. We were pleased when the rain stopped at the beginning of the event but unfortunately it didn't stay away quite long enough. Never mind, several of you had some good rides and it was nice to see so many riders taking a turn at observing.

Still on the subject of trials, we've received a note from the Woodbridge Club inviting us to join them at Blaxhall where they are holding a series of evening trials, the first one being Saturday 29th May starting at 4.30pm. These are aimed at beginners, novices and fun riders although everyone is welcome. Entry is on the day and will cost £7.50 for adults and £5.00 for under 16s. If you need any more information please contact Trevor Andrews on 01379 586303.

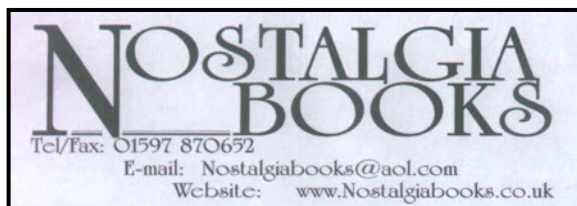
The Colne Community School, Brightlingsea are holding a Mayfair on 16th May and their theme is Festival of Transport. If anyone is interested in taking their bike/bikes to help out with the display you would be most welcome. Contact Steve Morgan, Chairman of the Colne Parent Teacher Association via Telephone No. 01206 303511.

Billed as the biggest outdoor motorcycle show in Europe, the BMF Rally takes place over the weekend of 22nd/23rd May at the East of England Showground, Peterborough. For more info visit www.bmf.co.uk.

While on the subject of the BMF, it seems that they have managed to arrange a meeting with Alun Michael, Minister of State for Rural Affairs to discuss the use of mechanically propelled vehicles on Rights of Way and put forward the case for continued legitimate recreational use - hope they can persuade him to see sense.

The Triangle Club are running a Treasure Hunt on Sunday 6th June for riders and drivers on two or three wheels. Entry forms are available from Tony Cole on Telephone No. 01473 425170; entries close on Friday 21st May.

Heather



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

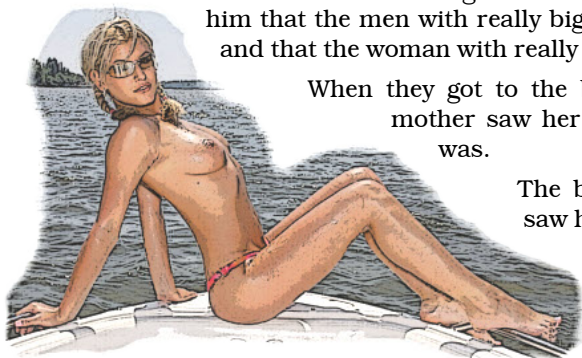


The Nude Beach

A father, mother, and son were going to the Mediterranean coast for their holiday and were going to visit the nudist beaches while they were there. They didn't want their son to get a distorted view of beauty, so they told him that the men with really big dicks were really really dumb, and that the woman with really big tits were really really dumb.

When they got to the beach they split up. Later the mother saw her son and asked where his dad was.

The boy said, "Well, the last time I saw him he was talking to this really, really, really dumb blond, and the longer they talked the dumber he got."





TIM'S TOURS WITH A DIFFERENCE

As mentioned last month, Saturday 8th May sees the first of this year's Tim's Tours. It starts from the Leonard Cheshire Seven Rivers Home, Hall Road, Great Bromley at 3pm.

Mick Brown has devised a 40-mile route with green lane alternatives in places for those of you with road legal/trail bikes. It starts and finishes at Great Bromley so you can bring your machine in a van or on a trailer if need be. Mick has put a lot of time and effort into this "Tour" so please tell your friends and let's have a good turnout to make it all worthwhile.

See you there

By Order Of The Management



Why not treat your children or grandchildren to the latest in Harley Davidson attire.

We appreciate they are likely to be too young to be able to wear the caps with chains etc but what could be a better way of introducing them to the joys of Harleys than to give them a pair of Harley pyjamas.

Home front . . .

By Philip Johnston

First published by the Daily Telegraph 12/04/2004

Motorists have a right to roam, too

The Easter holidays provide an opportunity for those of us who enjoy a walk in the countryside to do so with a hint of summer in the air. This week, our family will head for Devon, where the primroses are fading, to be replaced by a carpet of bluebells. The first butterflies, usually the brimstone, are out and about; and so, too, are the 4x4 off-road cars and occasional motorbike that share the ancient rights of way with ramblers and riders.

It can be irritating as you wander along a track that was reinforced centuries ago for a cart or carriage to find a motor vehicle heading towards you. There is, near us, a path that was once a thoroughfare between villages. It has a stone base and runs for about two miles between rudimentary walls. It remains negotiable even in the wettest weather and is used, but not often, by scramblers. A mile distant, another byway until recently provided an especially muddy stage for an annual motor rally as the cars hurtled through a farmyard and back on to the "proper" road.

It never crossed anybody's mind that bikers and drivers should be forced off these tracks because they might annoy those wanting to partake in "traditional" country pursuits, such as rambling, not least because they were not built for walking on in the first place. But the Government knows better. The Department for the Environment, Farming and Rural Affairs has just completed a consultation on its latest attempt to criminalise the law-abiding citizen (remember horse passports, which must be obtained by June?) called Use of Mechanically Propelled Vehicles on Rights of Way.

This proposes new legislation to restrict the use of cars and motorcycles on "roads used as public paths", which were historically employed by horse-drawn vehicles and which motorists can claim as rights of way, though they are mainly used by walkers and horse riders. Nobody doubts there is a problem with tearaways breaking the law and making life a misery for others. The answer to this is to enforce the law. But Defra would, it appears, prefer to make life difficult for law-abiding off-roaders who have used some of these tracks for many years without being treated like miscreants.

Alun Michael, the rural affairs minister, says in his preamble to the consultation document: "I have been approached by many individuals and organisations who are deeply concerned about problems caused by the use of mechanically propelled vehicles on rights of way and in the wider countryside... There is considerable concern about behaviour that causes distress to others seeking quiet enjoyment of the countryside."

There is something disconcerting about that last sentence. Mr Michael appears to be of the view that the countryside is something only to be quietly enjoyed, as though it were some sort of heritage centre or museum. Yet the decibel level can be higher than most town centres, with the noises of farm animals and agricultural machinery punctuated by shotgun blasts and low-flying fighter jets from the ubiquitous RAF base.

It is not for Mr Michael to decide how the countryside should be enjoyed, nor for Labour, an urban-based party, to mould its own pastoral idyll, shorn of foxhunters, shooters, motorists and any other group it dislikes, and populated only by walkers and riders, though the latter should watch out, too.

Organisations representing recreational motorists are alarmed by his proposals but recognise they are a minority interest without the political clout of ramblers who convinced ministers to introduce new right- to-roam laws a few years ago.

Under the new proposals, "roads used as public paths" will be reclassified as restricted byways which motorists will not be allowed to use. Anyone who wants to designate a particular byway for vehicle use will have to show it has historically been open to motors. They will have one year in which to do so, a timescale

QUICKIE:

The Mistress



A man and his wife, in their fifties, were having dinner in a restaurant. The wife says "Who was that woman I saw you with the other day?"

The man says "That was my mistress".

"MISTRESS!", she says, "I'm going to

leave you!"

"Well", says the man."don't forget, the house is in my name, our vacation home in the Carribean is in my name, the Mercedes is in my name, - even your BMW is in my name".

The wife looks round the restaurant and says "Hey, isn't that your friend Charlie over there ? Who's he with?"

"Thats HIS mistress"

"Oh", says the wife,"she's not as good looking as ours."



Please Note:

The closing date by which all articles and adverts to be included in the June issue of *Trials & Tribulations* should reach the editorial office is Wednesday 26th May.

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.

that recreational motorists say is impossibly tight, given the research of land records that will be necessary.

Furthermore, they will be unable to argue that because the road was made for horse-drawn vehicles it should be open to the modern equivalent. "I do not think it makes sense that historic evidence of use by horse-drawn vehicles, or dedications for vehicular use at a time before the internal combustion engine existed, can give rise to rights to use modern, mechanically-propelled vehicles," says Mr Michael portentously.

The motorists' umbrella organisation Lara (the Land Access and Recreation Association), which represents off-road groups such as the British Motorcyclists' Federation and the Jeep Club, is sympathetic to attempts to enforce the law against "cowboy" motorists who ruin the countryside for everyone. But they maintain that the Government's proposals will simply restrict the available resources for the legitimate off-roader while doing nothing to curb the activities of the yob, who does what he likes anyway.

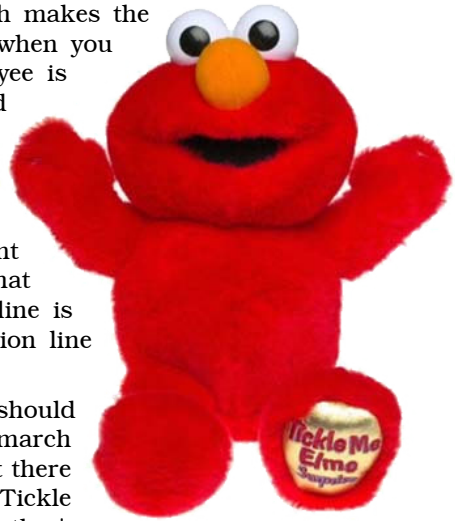
Campaigners say motorists currently have access to just four per cent of the country's tracks and byways and fear the new measures could threaten some of the country's oldest motor rallies that use some of those likely to be closed off. They could also affect anglers, cavers, climbers, canoeists and others, including the handicapped, who need car access to the countryside

However much we all enjoy a quiet stroll and might prefer our countryside to be pristine and unmuddied, these proposals are simply unfair, yet another example of a law-abiding minority being persecuted. It is wrong for laws to be made to restrict a legitimate activity simply because someone does not like it, unless it is positively harmful: otherwise, let's start with a ban on eating burgers and chips on trains.

It must also be possible to work out a way in which all those who enjoy the countryside, whether on foot, horseback or from the seat of a car can do so in harmony - without state interference.

philip.johnston@telegraph.co.uk

There is a factory in America which makes the Tickle Me Elmo toys. The toy laughs when you tickle it under the arm. A new employee is hired at the Tickle Me Elmo factory and she reports for her first day promptly at 0800. The next day at 0845 there is a knock at the Personnel Manager's door. The Foreman from the assembly line throws open the door and begins to rant about the new employee. He complains that she is incredibly slow and the whole line is backing up, putting the entire production line behind schedule.



The Personnel Manager decides he should see this for himself so the two men march down to the factory floor. When they get there the line is so backed up that there are Tickle Me Elmos all over the factory floor and they're really beginning to pile up. At the end of the line stands the new employee surrounded by mountains of Tickle Me Elmos. She has a roll of plush red fabric and a huge bag of small marbles. The two men watch in amazement as she cuts a little piece of fabric, wraps it around two marbles and begins to carefully sew the little package between Elmo's legs. The Personnel Manager bursts into laughter. After several minutes of hysterics he pulls himself together and approaches the woman.

"I'm sorry," he says to her, barely able to keep a straight face, "but I think you misunderstood the instructions I gave you yesterday".....

"Your job is to give Elmo two test tickles".



Weeting Steam Engine Rally and Country Show

A date for your diary in July is the Weeting Steam Engine Rally and Country Fair on 16th, 17th and 18th July; Weeting is just outside Brandon in Suffolk and makes a really good weekend out.

Chris Bater is organising a display of pre-65 machinery under the banner of the Woodbridge Club and would be pleased to hear from anyone who would like to add to the collection - his phone number is 01473 622550. There's space for camping/caravanning so why not come for the weekend.

Some of us of a 'certain age' were able to relive the time of our teens or twenties over the Easter week. Yes it was 40 years ago this Easter that Pirate Radio or 'watery wireless' arrived off the shores of Essex.

My memory of the arrival of Caroline is somewhat sketchy as I was in my own mind confident that Radio Atlanta was first on the scene. Seems that I have been wrong all these years. I well remember hearing Atlanta for the first time at a 'cycle shop' in Barking, the Loxford Cycle Shop. Can't for the life of me remember the name of the chap who ran it but this tiny shop, a lot smaller than Tom Kirby's emporium in Hornchurch, furnished the grass track, speedway and road race scene with some very competitive machinery. I know that I was absolutely enthralled with what I heard, so different from the staid BBC and pretty formal Radio Luxembourg.

I was disappointed when Atlanta and Caroline merged, expecting the larger Caroline operation to impose its style on what was to become Caroline South. Thankfully, this was not to be and broadcasts from the Mi Amigo seemed to carry on as before but with the addition of the famous Caroline bell.

I have never been a fan of the Beatles, especially after some of the stories told me by a recording engineer friend of mine relating to the musical abilities, or should it be inabilities, of the group during their early recording career. This mean't that when 'the pirates' went into Beatle euphoria I had to find another 'pirate' to listen to. I found Radio 390, does anyone remember it?





Well, this past Easter week, BBC Essex through one of their presenters, Steve Scruton, convinced the BBC hierarchy that a celebration of the start of the pirates should take place to coincide with the 40th anniversary of the events. Thankfully, the BBC did not put up too much of a fight and Steve and BBC Essex were seemingly given a fairly free hand - I guess if it didn't cost anything - or the total cost would be less than the day rate for a third rate actor in Eastenders.

Those of you who were aware of the festivities will know that a weeks worth of programmes, 24 hours a day, were broadcast from a light vessel owned by the Pharos Trust moored off Shotley where quite a number of engineers and presenters lived onboard the vessel just as was the case some 40 years ago, albeit then some miles offshore and at the mercy of the North Sea. It wasn't just the youngsters who lived onboard but some of the original pirates who these days are in possession of their 'bus pass'.

Not only were the programmes broadcast on medium wave as was the case with the original pirates but it was also broadcast on the internet. I spent some of the week in hospital but I gather from 'er indoors that 'Pirate BBC Essex' was running just about full time in our household - television didn't get a look in!

It was wonderful to hear the informality again, unrehearsed banter between the DJs, something that disappeared overnight when the BBC created Radio 1 with its quite severe set of dos and donts.

It was wonderful to hear the likes of Keith Skues and Dave Cash sparring - just like old times. A certain amount of hilarity was brought to bear by Dave Cash bringing Daphne on board with him. Suffice to say that Daphne appeared to get 'legless' most evenings!

Were you a 'Frinton Flasher'? This time we had, probably the same people, flashing from both Harwich and Shotley. It really turned back the years.

I believe that there is a chance that this concept will be repeated at some future time as the lords and masters of the BBC are almost embarrassed by the success of the venture. In fact, Keith Skues is now turning his Monday evening radio show (10:00pm 'til 1:00am) into a replica of his pirate radio shows with the same music. Wonderful, made Tracey and myself feel years younger!

OWLS Long Distance Trial 2004

Now in its second year the OWLS Long Distance Trial is the first round in the South Eastern Centre 'Long Distance Trials Championship'. This event took place on the 4th April and the 9.00 am start was at 'Deepdale' in East Sutton, which is near the old town of Maidstone and within the smell of 'Hop Fields' in the garden of Kent. Other aromas were experienced along the way but not all of them were rose scented.

The total distance for the route set was 89 miles, but this was probably exceeded by those who failed to follow their 'road book' carefully and therefore took a wrong turning here and there.

Eight really good sections plus a special test against the stopwatch would be the decider to find an overall winner and also an individual winner for each class. These tests of skill were absolutely spot-on for this type of trial because the rules were absolutely no inspection of any part of the efficiently marshaled and observed areas.

Some of the byways were easy going and most riders took this in their stride. But! We soon arrived at some much tougher ones which took all your strength and skill to master. Some struggled to find the techniques of constant forward progress without the need for falling off, stalling, or just stopping for a rest because you had the cramp. Others suffered from exhaustion due to lack of fitness and regular trials training, this would halt their progress on numerous occasions. I was included in the stopping due to my aching leg muscles that were giving me some real gip!

On the day I had great company in the shape of John Excell, Derek Baker, Steve Blanchard and Adrian Dicker. Steve was to lead for the first part of the course with me taking the reins for the final parts. Our little group made good progress considering my old bike slowed them up a lot on the tarmac bits.

This years very strong 'Bexleyheath Club' fielded their successful team once again and came away with a victory for the second year running. Who knows, perhaps they will put on an even more special effort for next year to go for the 'Hat Trick' of wins!



The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

A man walked into the doctors, he said, "I've hurt
my arm in several places".
The doctor said, "Well don't go there any more"

The overall event winner with a clean ride and the fastest special test was Dick Caselton on his Honda XL 250. Dick was also the winner of class B, best over fifty and also a member of the winning team. His two other team mates were, Mick Cheese Honda XR 400, with last but not least, Steve Fellows riding his rare 'Cheney Honda 305'. Steve also picked up a first class award in B group with a clean ride. Well done to those men, especially as they are all over fifty!

Class A 'Supremo' on the day was Gary Morgan, a man from the Normandy Club riding a lightweight Yamaha 125. His was another clean ride but with a quicker special test time than second placed man, Keith Bloxham on his Honda XR 200, who was also clean. There were 3 firsts and 3-second class winners in this category which included my two team mates who were both riding Yamaha Serows. Derek Baker had a first class award with just a dab all day, and John Excell lost 4 for his second class award. 'Smooth and Steady' riding brought them all success.

The heavyweight riders rode in class C and by heavyweight I mean the bikes were big capacity machines not the heroes who rode them. One or two probably needed all that power to transport them around the course anyway. But, very fit and strong boys they all are so their bravery needs a mention here whilst keeping mum about their sanity. Think I will ride in the anonymous class next year, just in case they read this and have good memories.

That man Clive Boughtflower from the Sidcup Club powered his KTM EX520 around the course throughout the day and at the finish of battle was declared a clear winner for class C. A great ride indeed and even better when you consider that he started the event with a 5 point penalty for using a road legal Enduro tyre

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on the rear of his bike. He lost another 6 points in the sections to add to his tally of 11 points lost. Fantastic effort Clive, you must be built like a brick toilet with all the finesse of a ballet dancer on mud. Well done mate!

There were just three riders entered in the British Bike class including yours truly. Just when needed, Joe Stollery from the Woodbridge Club turned on a bit of style to ride his Enfield 500 to a well deserved 'British Bike' class victory. On the way he squandered just 3 points in the muddy section 4. Joe was part of the team called 'Eastern Plonkers' from the much-maligned county of Essex. His 'partners in grime' on the day were Norman Blakemore of the EFA riding a Beta Alp 200, with the third member Bob Drane from the Braintree club piloting another Beta Alp 200. Norman also takes back to Essex with him, an 'A' group first class award, having had a great ride for a loss of just 2 minuscule points.

Another Essex man who rode the Long Distance Trial was the Eastern Fourstroke President Ian Preedy. I had a quick chat with these Essex men before the trial because I know of them from another club journal I sometimes write for. They are great blokes and good riders. Now I have met them I can quite categorically say that there is no truth in the wicked rumour that Essex trials men dance around their bumbags! I don't know who started it? But you heard it here first!

There were two lady riders in this event and they showed Great Spirit. Mandy Seldon from the Sidcup Club was brave enough to take on the men, purposefully competing on her Suzuki 125. So well done to her! Young Nicola Clarke, another Sidcup member confidently controlled her Honda XL 125 to good effect for a very determined and consistent days riding. Keep going ladies! Motorcycle sport needs you!

This event has been a major success due entirely to the extremely hard work and forward planning the OWLS Club carried out over many months previous. I did not see one glum face or hear anybody even remotely moan on the day. Superb organisation, great characters running the whole event, generous use of farmers land, fantastic sections and well laid out road book allowed every rider to thoroughly enjoy the day!

Many thanks from all of us who had the pleasure of riding with the OWLS Club in the 'OWLS Long Distance Trial'.

Dave Blanchard

End Thought . . .

Teamwork means never having to take the blame yourself.