

Editorial

Sadly, in the last month there have been two deaths which mean quite a lot in their own way to the off road fraternity.

I am sure we are all aware that Don Smith finally succumbed to his problems after the last Trials & Tribs was given out. Several people from within the club attended the cremation and the following 'wake' at Bury St Edmunds. As befitted the man, there were attendees from all over the country - Sammy from Hampshire as well as Bill and Mick Wilkinson from darkest Yorkshire, and even some from Scotland. The list could go on and on.

Personally, I have found the death of Don quite hard to take as, along with many others of my age group, Don was invincible, whenever he was knocked down, which was not uncommon, back he would come with even more vigour.

Those of us who rode National Trials in the 70s and early 80s cannot have been unaware of Brian Fowler who was perhaps best known for his involvement in the Suzuki trials machinery that was quite popular at the time. Brian had what might be called a 'presence' and love him or hate him he was always there to help, or that is my memory of the man. At the time a big man in every way. Sadly though, he suffered from ill health in recent years.

A reasonable turn out at the Crab and Winkle. The wind was quite cold though, blowing over the marshes and then meeting the old railway embankment. Once again we are grateful to Brian Horrigan for allowing us to attack his back garden/orchard leave alone his own private nature reserve. On talking to Brian, he is a

little surprised that we haven't made use of the ditch in the 'new' piece of land. He is threatening to lay out a section along the ditch for our next visit! Not many years ago the marshy areas were very damp but even though we haven't been short of rainfall in this, one of the driest parts of the country, we have been very short of that vital accessory for all good trials. Seems that this year, the only bit of mud worth mentioning, came to the assistance of Chris Bater in breaking his fall from the newly acquired baby Honda. Somehow, I don't think we shall be seeing Chris aboard that machine again, or at least not in the near future. The dryness of the 'going' was the main cause of the very low loss of marks even though it was damp and slippery on the Saturday. There's no doubt that a steady wind provides a significant amount of drying out.

Well, we have a first this month. Our first piece of poetry and very welcome it is too. A very big thank you to Russ Jarvis and his Mum for the item.

Underground Royal Enfields. No not a subversive, pot smoking element in our midst but the far flung essential wartime home of Royal Enfield in the chalk caverns of Wiltshire. Our Dabber in Chief has made a tour of the sites and his report is included.

On the same day as the Anglian Classic was the Witley Long Distance Trial. Several Eastern stalwarts made the journey down to the vicinity of the Hogs Back to take part in this stamina sapping (or so I am informed) event. I gather that the weather wasn't quite so clement as we enjoyed at Covenbrook Hall. Once again good results from 'our men' but not winners of the team award on this occasion.

The November Plonkaround

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

Saturday 13th November 2004

Start 12 noon

Trials practice for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars

Our man/correspondent (I omitted the hyphen on purpose) from Thorrington is currently enjoying his longish term retirement introductory holiday in Formentera. This island, one of the lesser Balearics, is well known as a mecca for off road motorcycling. Mick informs me that his local hostelry has a Bultaco Sherpa mounted on the wall behind the bar.

Our sick and injured list does not seem to get any shorter. The latest progress report I have on Andy Spreadbridge is that he is showing some improvement but will need to be transferred once again to Norwich in order that the expert plumbers located there can put him back together. Our cancer/various sufferers are all doing well according to my informants even though their numbers seem to increase by the day! I shan't know about my

cancer state until I am reviewed (with a tv camera) in February but before then I have a meeting with Broomfield's surgeon general to hopefully arrange for the removal of my gall bladder.

I have included a very disturbing article regarding a chemical pollutant that is present in our day to day existence. If you have any great feelings or thoughts as to what can be done to rid ourselves of this I shall be only too pleased to collect and collate your responses and forward them to the appropriate authorities.

Thumpers time is here again! We will need all the help we can muster to ensure that the event remains at the very high standard it currently enjoys.

Best wishes,

Jim

Please Note:

The closing date by which all articles and adverts to be included in the next issue of Trials & Tribulations should reach the editorial office is the 25th of the month preceding publication.

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.

Secretarys Scribblings

Spent a very pleasant weekend on the Isle of Wight recently when they ran Round 8 of the Sammy Miller British Bike Trial Championships (no we didn't enter on the outfit, just went as tourists on the road bike)

The Eastern Centre were represented by Dave Spurgeon, Mike Smith and Terry Sewell, all Greeves mounted. Dave did very well to go round the whole event without losing a single mark. The sections were spread out around a single lap of about 32 miles which included lots of cross country tracks which we couldn't follow on the road bike but we did see the sidecars on several sections + the special test which looked good fun.

EFA members have had a successful scrambling season. Last round of the Greeves Only Championship was held at Maylandsea at the beginning of October. Alan Farmer had a mixed day with a win and a DNF after a big crash. Apparently his crash opened the door for Jim Patey to win that particular race. Mark Fletcher had a third place in the second Greeves Only race.

As far as the championship goes Michael Eustace finished second in the Hawkstone Class, Mike Meadows finished third in the Challenger Class with Mark Fletcher coming first in the Griffon Class and Brian Fletcher making it a family affair in third place. Championship overall saw Dave Godley in second place and Mark Fletcher in fourth.

Enjoyed our visit to Brian Horrigan's back garden on the 17th. Although it had been pretty wet prior to the event the ground was surprisingly dry on the day. An awful lot of work had been done in cutting out and marking up the sections. Thanks to Mark and his team for making the trial possible.

Looking ahead there's another Chelmsford Bike Jumble at the Marconi Sports Centre, Beehive Lane on Sunday 7th November.

It's all systems go for the Thumpers now. If you can help by observing please let Ted know. See you at Thorington on Sunday 21st November.

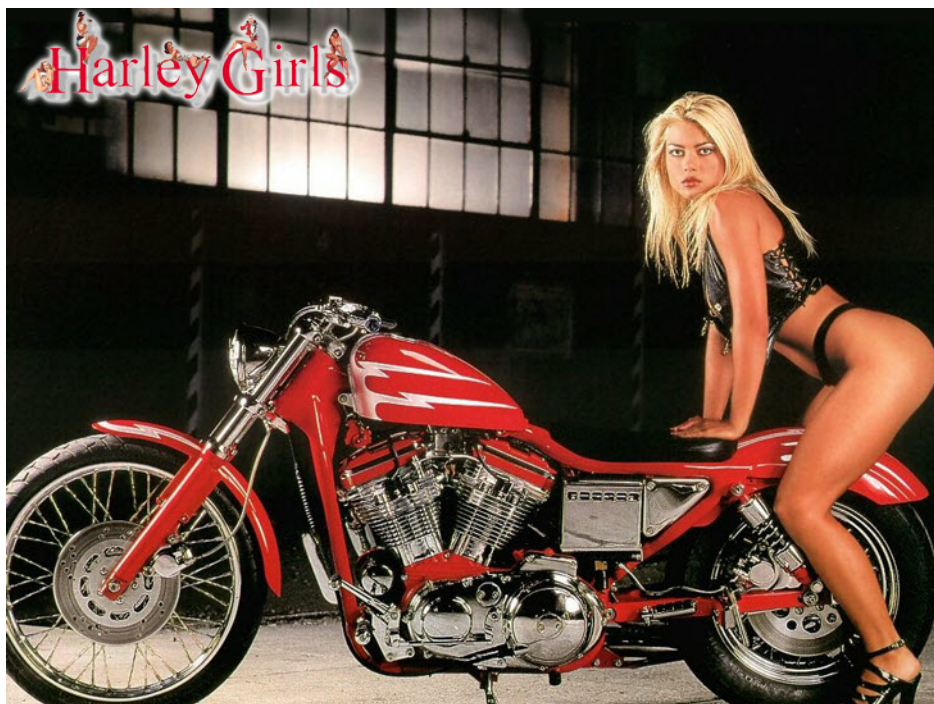
We've squeezed another trial in before Christmas when we visit the Scout's ground at Boxford on Sunday 12th December. It's enter on the day as usual and regs will be available next Club Nite. If you need any info before then please give me a ring - 01621 892606.

Received a surprise envelope thru' the letterbox the other day - an entry form for the Talmag Trial. After the cancellation of this year's event we all thought that would be it but they seem to have sorted themselves out and it's business as usual on the last Sunday of January 2005.

Heather

Bumper Stickers

Women who seek to be equal to men lack ambition.



The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

I went to buy some camouflage trousers the other day but I couldn't find any.

*EFA Sweatshirts - latest styles - get yours
for the new Season from*

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

Pedro's Patter

Went down to Kent for the Grand Slam International grass track which was held at Rhodes Minnis. The circuit, last used in the 60s and 70s was revived three years ago to bring back the crowds. A mountain grass track, quite technical, very quick lap speeds 55+, and right hand sidecars. Paul Hurry (what a name for a quick grasser!) won the Grand Final ahead of Frenchman Matthieu Fressamin who was chased hard by Kelvin Tatum (son of 'Spud' Tatum). Paul's father Graham (another star of yesteryear) was Secretary of the Meeting aided by Roger Measor - Clerk of the Course (sidecar star of yesteryear).

With obviously loads of experience amongst the organising Astra club the event was very slickly executed and presented in the best possible way.

The following Sunday, off to "Ameys Copse" near Reading for the "Bargepole Trophy Scramble" which incorporated a Greeves Championship round. This demanded the attendance of the EFA 'go faster' men, Meadows, Huxtable, Fletchers Senior and Junior, Bradshaw, and 'ace' Alan Farmer who put his class in place with three firsts. Mark Fletcher ran consistently in 4th and 5th places. A riders course with scope for the aces to show their pace and they did!! I enjoyed seeing the form of guys from the west, known to me by name but not by sight.

The "Eastern Plonkers" team were endeavouring to claim first place in another long distance trial in Hampshire. They enjoyed a hard days ride to finish fifth - very creditable - congratulations lads!! Along for the

ride(?) were Graham Steward, Serow, and "Dodgy" Roger Gulliver "big" KTM. All finished and smiling. The team's performance was extremely creditable with Joe Stollery, 600 Indian, being the only Pre 65 in the entry - 9 marks lost. Bob Drane on the smallest machine, 125 Scorpa on 4 marks and "Stormin" Norman Blakemore 200 Beta acing it with 2 marks lost.

On the same day the Mid Anglian club made good use of Covenbrook Hall, the terrain being courtesy of John Pease. 38 bodies enjoyed six laps with Dave Spurgeon proving to be 'top dog'. I enjoyed observing and witnessed some good rides by strivers and aces and the weather stayed good. One absentee was Don Smith who sadly succumbed to a brain haemorrhage the following Wednesday. His good friend Bill Brooker, chose to absentee himself, instead making himself available at Don's hospital bedside.

Although knowing of the man, but not personally, I have great respects for his conquests over the years, having seen him in action on numerous occasions and 'lined up' against him. One memory. An Eastern Centre championship trial in the Colchester area during the late 50s(?). A little bog at the base of a hill in the meadow. Don and Dave Bickers appear, both Greeves mounted. The section was a 'flat in third' blast into the bog and return. They endeavoured to outdo one another by propelling the maximum amount of Essex s**t skywards which involved much hip movement. John Ruth will yell you a

tale of Don sitting on a stationary bike 'rolling a joint' feet up. John then realised 'no stand!'

His book "Trials Bike Riding" published in 1980 is well worth reading - both novice and ace will benefit.

His wake was attended by many national and local riders and the vicar did him proud.

Ending on a winning note. I observed at a quick glance of the

results - Jim Patey won a Griffon race at Marks Tey after Alan Farmer came unstuck. Well done Jim. Hope you're not 'too bent' Alan.

We all owe a vote of thanks to Heather Gulliver for her efforts as secretary and hope she will enjoy keeping the KTM to Roger's liking!

Be lucky

Pedro E



Received this from recently retired Mick Brown who is apparently undertaking a relaxing winter holiday on the island of Formentera!!

Time is rapidly running out for those of you who are intending to ride this year's event but haven't as yet sent your entry to me.

May I remind you that this is NOT a twin shock trial but is only open to the recognised Pre 65 classes. Perhaps one day in the future, the Thumpers may well include a class or classes for twin shocks but this day hasn't arrived yet.

Heather and Ted are busy recruiting observers. So, if you are not riding and unable to obtain the 'chitty' (in triplicate) then there is an observer board just waiting for you! I know that we have a good regular list of observers but wouldn't it be nice if we could perhaps double up on the sections so that some of our regulars

could see what does happen on the day of the Thumpers.

No doubt Ted will be giving notice of the working parties on club night. From our own experience this year has been a very good growing year and as yet we haven't had any frosts to kill off the rampant vegetation.

Once again we hope to be able to encourage the riders to bring a 'present' for the observers. Please rest assured that if we get 'too many' they will not be wasted but will be given out at future trials, as has been the practice in past years.

Awaiting your entry,

Tracey

SITUATIONS VACANT

Could you be the person we're looking for ?

Having more or less hung up my riding hat I feel it's also time to hang up my Secretary's hat so a new Club Secretary is required.

I've enjoyed the time I've spent as Club Secretary but feel I'm getting a bit stale and should step down now.

If you feel you'd like to take over, come and have a chat and I'll let you know what's involved or you can always have a word with Ted.

We'll be pleased to see you between now and next

March when the new club year starts.

Heather

BONKERS BOOKS

This months batch of anonymous entries into the Bonkers Books list of titles never to be missed. Can you come up with any to give us a chuckle?

'My First Trial' by Terry Fayed

'Sensible Trials Footwear' by Sonia Foot



Crab & Winkle Trial

17th October 2004

"Hewthorn", Anglesea Road, Wivenhoe, Essex

Harder Route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
32	Graham Braybrook	175 B.S.A.	0000	0000	0000	00100	0000	0000	0000	0000	0000	0000	1
31	Peter Teager	250 B.S.A.	1000	0000	0000	00200	0000	0000	0000	0000	0000	0000	3
28	Dave Spurgeon	246 Greeves	0000	0000	0000	00500	0000	1000	0000	0000	0000	0000	6
27	Mike Smith	250 Greeves	0000	0000	00012	00120	0000	0000	0000	0000	0000	00100	12
39	Mark Fletcher	500 RoyalEnfield	0000	0100	0000	00255	0000	0000	0000	0000	0000	0000	13
38	Brian Fletcher	350 RoyalEnfield	0000	0000	0000	00113	0000	1000	0000	0000	0000	02000	15
33	John Beasley	250 Greeves	1000	1100	00300	00121	0000	0000	0000	01131	0000	10001	18
35	Terry Sewell	246 Greeves	0000	0000	5000	00312	0000	0000	0000	5000	0000	01000	19
16	Kevin Teager	175 B.S.A.	1000	01200	00100	00553	0000	01100	00300	31100	0000	10000	29
26	Colin Sadler	199 Triumph	1000	15000	00005	00551	0000	0000	0000	10051	0000	00011	32

Twin Shocks (Harder Route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
10	James Williams	250 Yamaha	0000	0000	0000	00513	0000	0000	0000	0000	0000	50001	15
11	Mark Gibb	125 Honda	0000	00005	00500	00015	0000	0000	0000	00110	0000	00010	19
17	Ray Gibb	199 Bultonda	01000	05000	00003	00053	10000	02500	03511	01552	00030	00510	57

Twin Shocks (Gentleman Route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
29	Sidge Kenny	325 Suzuki	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
40	Daniel Cranfield	250 Fantic	00000	00000	00000	00000	00000	00000	00000	50000	00000	00000	5
5	Robert Clark	325 Bultaco	00000	00000	00000	05000	00000	00002	00000	01010	10000	01000	11
14	Doug Maggs	325 Bultaco	10000	00000	00000	00100	15500	00002	00000	01500	00000	50000	26
30	Chris Bater	125 Honda	05001	11001	10150	50050	01001	00122	00000	10155	50000	53000	58
23	Brian Cook	125 Honda	00000	50002	05005	00555m	00000	05013	01103	55530	00500	00000	74
9	Chris Byford-Smith	325 Bultaco	000	000	000	000	000	000	000	005	00	00	ret

ACU Permit No: C32363

Gentlemen

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
15	Richard Challis	250 B.S.A.	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
34	Ian Preedy	250 LittleEric	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
36	Roy Rhyders	350 Triumph	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
4	Kevin Goldsmith	350 B.S.A.	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	1
37	Bob Drane	246 Honda	0000	0000	0000	0000	0000	0000	1000	0000	0000	0000	1
8	Jeff Fincham	350 Ratfield	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	3
24	Colin Rose	199 Triumph	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	3
2	Jason Sigourney	250 B.S.A.	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	4
13	Mick Honeyball	250 Greeves	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	4
20	Ryan Maggs	250 Banvil	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	5
25	John Phillips	246 Ariel	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	6
12	Albert Dove	225 Banville	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	8
21	Chris Huxtable	250 Greeves	0000	2000	1000	0000	0000	0000	0000	0000	0000	0000	18
3	Nick May	500 Ariel	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	19
7	Keith Fitz-John	250 A.J.S.	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	20
1	A Robinson	350 B.S.A.	55000	20010	00000	10152	00000	10100	00312	13100	00000	20000	37
6	Ted Collins	250 B.S.A.	5										ret
18	Peter Horrex	175 B.S.A.	23	53	55	3	2	1		3	53	30	ret
19	Bill Brooker	199 Triumph	00000	00000	10001	00005	00005	000	000	53	000	100	ret

Youth (Gentleman Route)

[illegible]



THE WITLEY LONG DISTANCE TRIAL

It's time for another long distance trial, this time with the Witley Club, starting just south of Guildford, alongside the A3.

I'm late starting but luckily the Eastern Centre contingent of Bob Drane, Norman Blakemore, Joe Stollery, and Graham Steward (no Ian Preedy this time) wait for me. Bob, Norman and Joe had again entered as the Eastern Plonkers Team. Results etc., from Bob Drane can be found elsewhere in the newsletter,

Off we go, winker on and position ourselves to negotiate crossing the A3 to get onto the first byway with not far to go for the first section which was a rocky hill (I was more than happy with a three). All the sections were non inspection.

After that Graham Steward and I found ourselves on our own down the next byway but we soon stumbled across some others and discovered we'd all gone the wrong way. After a little ride round we're back on route and as luck would have it we meet up with the rest of the Eastern Centre gang on the next section. I asked Norman (Team Leader) if he'd like me to take over up front and lead now? All I got was a nod to indicate he'd prefer me to stay at the back, I don't know why!

After more sections which were relatively straightforward it was off to a nearby garage to fill up. Lots of other riders all had the same idea so the garage organised a lad to fill up your

tank with petrol, hand you a ticket with the amount spent on it and you took this to the cashier (simple).

Off we go again, and again we got separated, well there was that dual carriageway to contend with. To make matters worse it's started raining now. I'm going along on my own this time and what do I see, Norman, Bob and Joe coming towards me!! They didn't know where Graham was either and were looking for the next byway, which seemed to be hidden in a hedge. We decided that the team would carry on and I'd go back and look for Graham but I couldn't find him.

I did get stopped by a lady in the woods (has my luck changed ?) no, she told me my winker was still on and said she'd seen me ride up and down the track a couple of times, I explained we'd got separated from one of our mates and I was looking for him. She said the bikes had made her dog run off and then asked two embarrassing questions - where have you been and where are you going? Well, I mentioned Binstead and the scrambles track (saw Team Blobby in the results at the Bill Turner meeting the other week) and showed her the route card mounted on the handlebars. She told me I needed a proper map, with that I said if I see your dog I'll send it back to you and made my escape.

With time pressing and the rain still coming down I abandon the search for Graham and come across

three lads riding around lost, we eventually find a byway and the next thing I know they were gone! I decide to make my way back to the start and luckily spot some signs for Haslemere and Guildford.

I get back to the A3 and see a garage which I remember seeing on the way to the event only trouble is it means turning round on the dual carriageway. I eventually manage this and make it back to where we started from. First person I see is Graham Steward who has got back before everybody else. Apparently he met up

with a very nice man who got him round the rest of the event!

Only the special test left now. This goes up and down the side of a hill a few times. I enjoyed doing the special test but when the results arrived they only confirmed what I had always suspected - I've got the fastest bike (400 KTM) and I'm the slowest rider from the Eastern Centre!

Roll on next year and more events of this type, maybe on a different machine with satellite navigation!

Roger and Out

THE WITLEY LONG DISTANCE TRIAL RESULTS

Class 1 (up to 401cc) (116 entries)

Finish Pos	Name	Machine	Marks Lost	Special Test
16	Norman Blakemore	Beta	2	2:10.01
22	Bob Drane	Scorpa	4	2:03.56
33	Graham Steward	Yamaha	5	2:05.06
95	Roger Gulliver	KTM	17	2:31.62

Class 3 (British Bike)

Finish Pos	Name	Machine	Marks Lost	Special Test
1	Joe Stollery	Royal Enfield (Indian)	8	2:08.53

Class 5 (over 50s) (38 entries)

Finish Pos	Name
7	Norman Blakemore
10	Bob Drane
13	Graham Steward
19	Joe Stollery

Team (18 teams)

Eastern Plonkers Norman, Bob and Joe 14 marks lost - 5th position

Note from Bob Drane:

- There was an entry of 145 riders.
- I was the only 125cc in the event
- Note that I had the best special test time of the "Eastern Plonkers"

Very important

BAN DIHYDROGEN MONOXIDE!

Dihydrogen monoxide is colorless, odorless, tasteless, and kills uncounted thousands of people every year. Most of these deaths are caused by accidental inhalation of DHMO, but the dangers of dihydrogen monoxide do not end there. Prolonged exposure to its solid form causes severe tissue damage. Symptoms of DHMO ingestion can include excessive sweating and urination, and possibly a bloated feeling, nausea, vomiting and body electrolyte imbalance. For those who have become dependent, DHMO withdrawal means certain death.

Dihydrogen monoxide:

is also known as hydroxyl acid, is the major component of acid rain and . . .

- contributes to the “greenhouse effect.”
- may cause severe burns.
- contributes to the erosion of our natural landscape.
- accelerates corrosion and rusting of many metals.
- may cause electrical failures and decreased effectiveness of vehicle brakes.
- has been found in excised tumours of terminal cancer patients.
- contamination is reaching epidemic proportions!

Quantities of dihydrogen monoxide have been found in almost every stream, lake, and reservoir in America today. But the pollution is global, and the contaminant has even been found in Antarctic ice. DHMO has caused millions of dollars of property damage in the midwest, and recently California.

Despite the danger, dihydrogen monoxide is often used:

- as an industrial solvent and coolant.
- in nuclear power plants.
- in the production of styrofoam.
- as a fire retardant.
- in many forms of cruel animal research.
- in the distribution of pesticides. Even after washing, produce remains contaminated by this chemical.
- as an additive in certain “junk-foods” and other food products.

Companies dump waste DHMO into rivers and the ocean, and nothing can be done to stop them because this practice is still legal. The impact on wildlife is extreme, and we cannot afford to ignore it any longer!

The American government has refused to ban the production, distribution, or use of this damaging chemical due to its “importance to the economic health of this nation.” In fact, the navy and other military organizations are conducting experiments with DHMO, and designing multi-billion dollar devices to control and utilize it during warfare situations. Hundreds of military research facilities receive tons of it through a highly sophisticated underground distribution network. Many store large quantities for later use.

Editors Note:

I have it on very good authority that here in Essex we have storage facilities containing very large quantities of the stuff!

Plea to MONTY

My name is Russ James Jarvis
I'm new to this trials lark
I ride on my Montesa,
assuming I can get a spark
I get so damn disheartened,
'cause my bike will misbehave
And then I'm so frustrated
that I stomp and rant and rave.

I start off enthusiastic,
so full of energy
Then 'Monty', my Montesa
starts to misbehave on me.
I'm not saying I'm an expert,
but I'll conquer many sections
If 'Monty' does what he is told,
with no Jarvis rejections.

I know a bad workman blames his
tools
But I know I'm right, you see
'Monty' has his own mind
and he doesn't like to be
run through mud and dirt and grime
He likes to keep himself clean
But really he should think a bit,
and stop being so mean!

First he snorts and smokes and shakes
Then after much perseverance
He'll come to life, only to buck
And give me skyward clearance.
Sometimes he's good, and merely
smokes
To register his objection
And sees me through, sometimes a two
Or even clears a section.

Mostly though, despite my pleas
'Monty' doesn't play the game
and so, MY ARSE IN NETTLES
will be my claim to fame.
Does anyone here know 'Monty'?
Can you get through to his heart?
I'm new to this game,
I want to do well
If only the bugger will start.



The teacher asked, "Harry what is your problem?"

Harry answered, "I'm too smart for the first Grade. My sister is in the third-grade and I'm smarter than she is! I think I should be in the third-grade too!"

Miss Brooks had enough. She took Harry to the head master's office. While Harry waited in the outer office, the teacher explained to the head master what the situation was. The head master told Miss Brooks he would give the boy a test and if he failed to answer any of his questions he was to go back to the first-grade and behave. She agreed. Harry was brought in and the conditions were explained to him and he agreed to take the test.

Head Master: "What is 3 times 3?"

Harry: "9".

Head Master: "What is 6 times 6?"

Harry: "36".

And so it went with every question the Head Master thought a third-grade should know.

The Head Master looks at Miss Brooks and tells her, "I think Harry can go to the third grade."

Miss Brooks says to the Head Master, "Let me ask him some questions?"

The Head Master and Harry both agreed.

Miss Brooks asks, "What does a cow have four of that I have only two of?"

Harry, after a moment: "Legs".

Miss Brooks: "What is in your trousers that you have but I do not have?"

Harry: "Pockets."

Miss Brooks: What starts with a C and ends with a T, is hairy, oval, delicious and contains thin whitish liquid?

Harry: "Coconut",

Miss Brooks: "What does a man do standing up, a woman does sitting down and a dog does on three legs?"
The Head Master's eyes open really wide and before he could stop the

answer . . .

Harry: "Shake hands"

Miss Brooks: Now I will ask some "Who am I" sort of questions, okay?

Harry: Yep.

Miss Brooks: You stick poles inside me. You tie me down to get me up. I get wet before you do.

Harry: Tent

Miss Brooks: A finger goes in me. You fiddle with me when you're bored. The best man always has me first.

The Head Master was looking restless and a bit tense.

Harry: Wedding Ring

Miss Brooks: I come in many sizes. When I'm not well, I drip. When you blow me, you feel good.

Harry: Nose

Miss Brooks: I have a stiff shaft. My tip penetrates. I come with a quiver.

Harry: Arrow

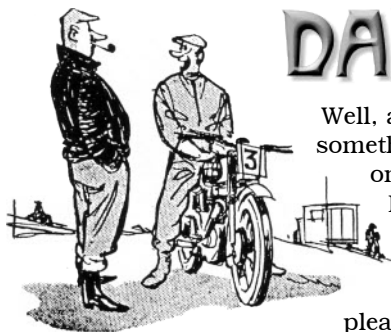
Miss Brooks: What word starts with 'F' and ends in 'K' that means a lot of heat and excitement?

Harry: Firetruck

The Head Master breathed a sigh of relief and said to the teacher,

"Send Harry to university, I got the last ten questions wrong myself!"





DABBERS DIARY

Well, as I said last month, here we go again, with something a bit more interesting this month. Well, only if you are interested in Royal Enfield's. But I thought that was one of the rules of the club and anyone not owning an Enfield or showing an interest in the marque could be hauled up before the Revolutionary Council, not a pleasant experience. So, sit up straight, read on and take interest!

Whilst down West recently, visiting Mother-in-Law and trying to drink Wadworth's dry of 6X, I took the Enfield Model 'G' out and about around Bradford on Avon.

Ring a bell? Yes, the town that rang the death knell of this famous old manufacturer in the UK. On my last visit I had asked a friend to see if he could find out anything about the factory or anybody employed there. He had found me a wonderful book all about the underground works which were scattered around this part of the country and it contained a whole chapter about Royal Enfield's.

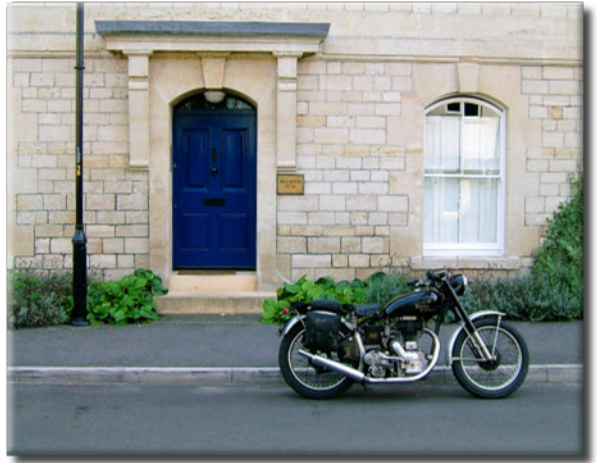
In June 1941 the 720,000 square foot Westwood Quarry was allocated to the Royal Enfield Motorcycle Company for the manufacture of No.3 anti-aircraft predictors. Following conversion and installation of equipment, output began in July 1942, of No.3 predictors and a range of other gun-control equipment, including hydraulic control gear for the 40mm Bofers anti-aircraft gun. Meanwhile all motorcycle production was still at Redditch. At the end of the war several thousand bikes were returned to RE's for rebuilding and stored in the very damp mushroom area of the quarry. These machines included 250 & 350 side valve bikes, more modern OHV types and the two stroke 125cc 'Flying Flea'. In these damp conditions the bikes began to suffer so the company sought

alternative accommodation. A disused warehouse in Trowbridge and an old brewery in Bradford on Avon was used for storage. Greenland Mill in B on A became the factory. This former old woolen mill on the banks of the Avon was once owned by the family of General Sir Henry Shrapnell, inventor of the Artillery shell named after him.



Entrance to Westwood underground works

Still paying attention!
Good, I managed to locate the Old Brewery in Wine Street, now luxury flats, but all that is left of the old mill, is Mill House, which were RE's offices in the town, this still looks across the river Avon to the now derelict Avon rubber company's factory. The ex. WD bikes were stripped down here, re-stoved, fitted with teles and sold as new! I wonder if any of our Enfield's passed through this process?



Greenland Mill

In the 1950's much of RE's bike production migrated to Wiltshire, with much of the Crusader being produced at Greenland Mill, which also produced the Meteor.

When Major R.W. Smith died in 1962, his family had owned the firm throughout its history, the writing was on the wall. By 1963 all over ground premises in the town had been closed and production of the 700cc twin Constellation and later the 750cc Interceptor was concentrated at the underground quarry in the delightful village of Westwood just a few miles outside of B on A. This production line ran alongside the defence related work that was still being carried out, but by 1970, after an asset stripping exercise by the new owners the underground factory finally closed. The last batch of Interceptor engines went to the Rickman brothers for their Rickman Interceptor sportster, a machine that was arguably too good for it's ageing engine, known by some as the 'Royal Oilfield'!

Must tell you before I finish that Royal Enfield occupied Westwood quarry during the war with some pretty impressive neighbours, they included, The Elgin Marbles, most of the British Museum artefacts, collections from the Bodleian library and the Imperial War Museum, most of the Victoria & Albert Museum treasure plus the 'Crown Jewels'!

All this was guarded at night by a member of museum staff and a constable from the Wiltshire constabulary!

Much of what I have written came from a charming old gentleman, Mr Hancock, who I meet in Westwood whilst trying to find the quarry entrance on the Enfield. He had worked in the quarry for Enfield's and filled any gaps that I could fill from the book, plus a lot more.

Dalber

End Thought . . .

Experience is something you don't get until just after you need it.