

Editorial

Spring is just about here. You can tell that by the lovely warm weather we have been having for the past week or so and of course the weather forecasters are saying that this warm spell will continue until at least the end of the week! Just tell that to the observers who were standing out at Snaque Pit!

Very nice to see Andy Spreadbridge out and about again. All I would say is please don't over do it, Andy, some of these things do take a long time to heal and you have a good few years ahead of you.

I have not had updates on all our 'old and infirm' but I believe that Peter Eaves is somewhat more mobile following a medication change and "Arkwright" has been given a clean bill of health following his cancer treatment last year. Me, well I am once again on the 'urgent' list for the treatment of my bladder cancer which has flared up again. So, be prepared, you may or may not have the conventional T&T next month as I don't know whether I shall be incarcerated once again in Broomfield Butlitz.

Over the past few weeks it seems that one or the other of Tracey or myself has been under the weather which has caused us to miss out on attending the various events that have been taking place. This has of course made us

unaware of a lot of what has been taking place amongst the 'worthies' of the club. Who knows what El Presidente has been getting up to. No doubt he has lost his way getting somewhere or got stuck in the most inaccessible corner of a car park. Do YOU know the truth?

On a more serious note. This year sees the ACU, and I believe the AMCA, taking a lot more interest in the noise, or to be politically correct, the sound level, made by all competing machines. Up until now the main thrust has been towards enduros and motocross but now trials, and I believe closed to club trials may well come under scrutiny. So far, in this part of the country, we have never suffered from land loss due to excessive noise, well maybe not since the 'open megga' Greeves days of the sixties and early seventies. Sadly, perhaps, country dwellers are no longer as tolerant of excessive noise as perhaps they once were. We all know there are some trials machines which are far too noisy. Let us do our best to ensure that the riders of these machines are made aware of the unsociable aspect of their competing at our venues without undertaking some long overdue silencing. I believe that most machines will comply with the rules, even when at 'full song' climbing the hills of Snaque Pit but there are others!!!

We missed the trial at Snaque Pit, something to do with getting old I feel. We

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The March Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 19th March 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

had a latish night the previous night as Tracey was well involved with the Eastern Centre Presentation evening and then after oversleeping and waking up to a rather cold and raw day I am afraid that home seemed to be very welcoming.

Pompous Norman, now there is a man who is becoming multi talented in his dotage. He informs me that he is considering forgoing the annual pilgrimage to Scotland for a GPS Orienteering weekend in Wales! No, you won't be seeing Norman in running shorts, this is a two, three and four wheeled variation on the theme. Now for someone who only a few years ago always had to be led by the hand between sections and is now regarded as the trail blazer, well this has to be one of the most amazing about turns in history.

Continuing with the Scottish theme, I read that the organisers of the 'main event' have caught on to the multiple application for entries and then transfer of same that has been prevalent for years. I had hoped that the 'new broom' had caught on to this when they took over from the 'old guard', apparently not.

Does this mean that entries to the Pre65 are available as currency also?

Sadly, entries for the Bromley Brook trial are more than a little slow in coming in. I hope that we get an entry which will make all the work and effort put into the new venue worth while. All the reports that I have heard so far point to it being a very good replacement for Frating with good sections and a superb ride round. Make sure you get your entry in to Tracey. It is NOT an enter on the day event.

We must say a big thankyou to our landlord at 'The Alma' who will be moving on before we meet again. I am sure you will all join me in wishing him all the best for his future plans. I believe he has put in a good word for us with the next incumbents.

Those of you who attended the Eastern Centre Presentation will be aware that Laurie Squirrelle was the guest of honour and presented the awards. Her attitude makes one really proud to be associated with the sport of motorcycling.

Best wishes,

Jim

Secretarys Scribblings

Not too much of interest at the Chelmsford Jumble, just a good social event. The Great Blakenham one was a bit better, although the pessimistic weather forecast and snow on the morning seemed to put a lot of stall holders off. Nice to see Roger Birch there, checking out the bargains.

The Snaque Pit Trial went off well. Thanks to Jeff and Co. for plotting out the sections and to our hardy band of observers. Results are included elsewhere in the newsletter. Good to see Andy Spreadbridge getting out and about again.

Working parties have been taking place on the new piece of land at Great Bromley and things are shaping up nicely. Closing date for entries is 7th March so if you're still thinking about entering, do it now, promises to be a good day.

After much alteration, the Pre-65 Moto-X season gets under way with the first meeting of a packed calendar at Marks Tey on Sunday 20th March. Looking forward to that as it'll seem as though summer is on its way.

The following weekend will be Easter and, after a couple of years thinking about it, we've decided to see what the Red Marley Trial and Hill Climb are all about. The trial is on Easter Sunday and open to various classes of Pre65 machinery with the hill climb for Pre-70 machines taking place on Easter Monday. Promises to be a good weekend in the Worcestershire countryside.

Whatever you're doing have a Good Easter.

Heather

**Q How long would it take
an editor to change a light bulb?**

A About 2 months - he would have to advertise for a blond to help him!

Ian B

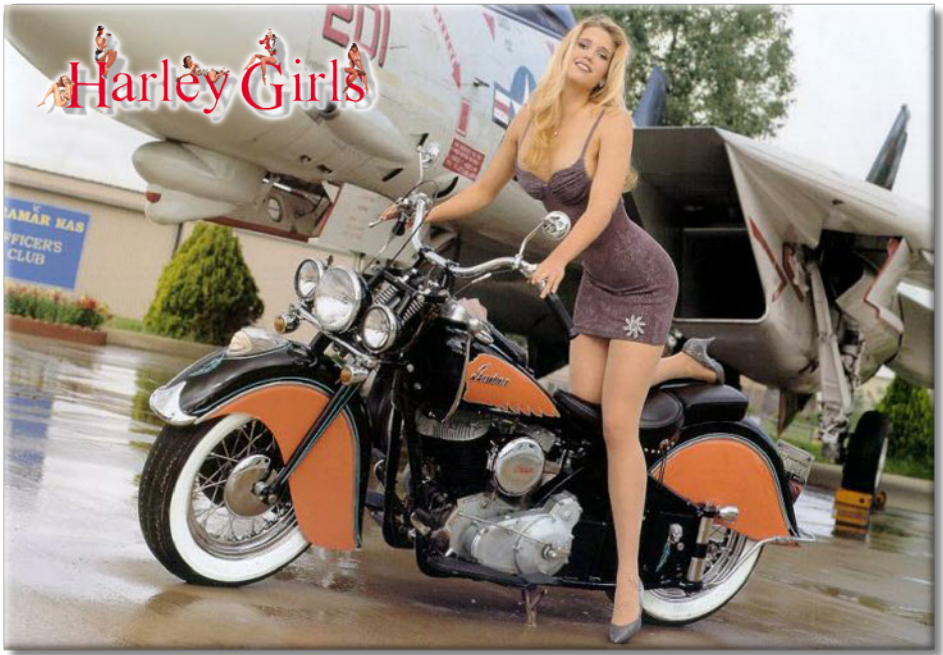
Please Note:

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.



Hi Keith! . . .

Mrs. Keith Jones went into a pet shop and spotted a large, beautiful parrot.

There was a sign on the cage that said \$50.00.

"Why so little?" she asked the pet store owner.

The owner looked at her and said, "Look, I should tell you first that this bird used to live in a house of prostitution, and sometimes it says some pretty risqué stuff."

The woman thought about this, but decided she had to have the bird anyway.

She took it home and hung the bird's cage up in her living room and waited for it to say something.

The bird looked around the room, then at her, and said, "New house, new madam."

The woman was a bit shocked at the implication, but then thought, "That's really not so bad."

When her two teenage daughters returned from school the bird saw them and said, "New house, new madam, new girls."

The girls and the woman were a bit offended but then began to laugh about the situation considering where the parrot had been raised.

Then woman's husband came in from work.

The bird looked at him and said, "Hi Keith."



Snaque Pit Trial

Sunday 13th February 2005

What a good job Jeff Fincham and his gang made of plotting ten sections with three routes I think they got it about right as the results show. The hard route produced a rider going clean and a rider losing forty four, a good spread of marks. Same with the middy route, best performance ten, highest score seventy eight. The easy route was possibly a bit harder than usual, but even these gentlemen need a bit of a challenge now and then. It is also good for riders about to graduate up a class and none of the sections were impossible. The best pre 65 on the easy route was a rider on twenty marks lost and sporting a trick knee, yes a titanium job, is that allowed? The highest scorer lost 103 but he spent all day missing the third wheel. Some of the flash guys on twin shocks lost fewer than twenty, but one nearly scored a ton!

It has been reported that one of the Centre's officers, the one riding the small chicken who lost 23 marks, commented that the section markings were not as per ACU Trials Standing Regulations. Well, the Eastern Centre Handbook 2005 edition states that the centre trials regulations apply to all events above closed to club, so the EFA can carry on being different! But we better get it right at Great Bromley! Don't worry Jeff and gang; you did a great job as did the observers who stood out all day in a bitter wind.



Bromley Brook Trial

Well, we've less than two weeks now to the Bromley Brook Trial and surprisingly, I've not received the entries I was expecting, particularly since it is a new piece of land. I suppose there could be a number of factors not least of which is that it is an enter **BEFORE** the day event – **NO ENTRIES WILL BE TAKEN ON THE DAY** and anyone wishing to ride for Championship points will be expected to enter on the Gazette Entry Form. So, if you intend to enter this trial, please ensure your entry reaches me by 7th March for Championship class riders, or I will accept late entries up to Thursday 10th March on either T&T or Gazette entry forms.

Opposite is a map of the new venue, the entrance to which is directly opposite the Seven Rivers Leonard Cheshire Home where we have run a charity trial for several years. For those who have never been there before, coming from the A120 roundabout, you go to the Frating cross-roads but instead of turning left as you would to go to Thorrington, you turn right and carry on along that road. You cannot, or shouldn't be able to, miss it (except ELP possibly).

On the map is shown the expected sections. However, please note that this does NOT mean that these sections will be used. Much will depend on the final entry we get and of course we will need observers to man the sections. On this topic, please, if you have no intention of riding but you will be coming along, then please consider observing. We are always looking to build up our pool of observers and there are certain members of the club who have never observed. Please consider doing your part in the running of the club and its events. We have recently formed a new team of organisers and section layers and their efforts are very much appreciated. However, please remember that they are doing this not just for their enjoyment but also for those who ride and it is only right for all to consider doing their bit to help the smooth running of events we run.

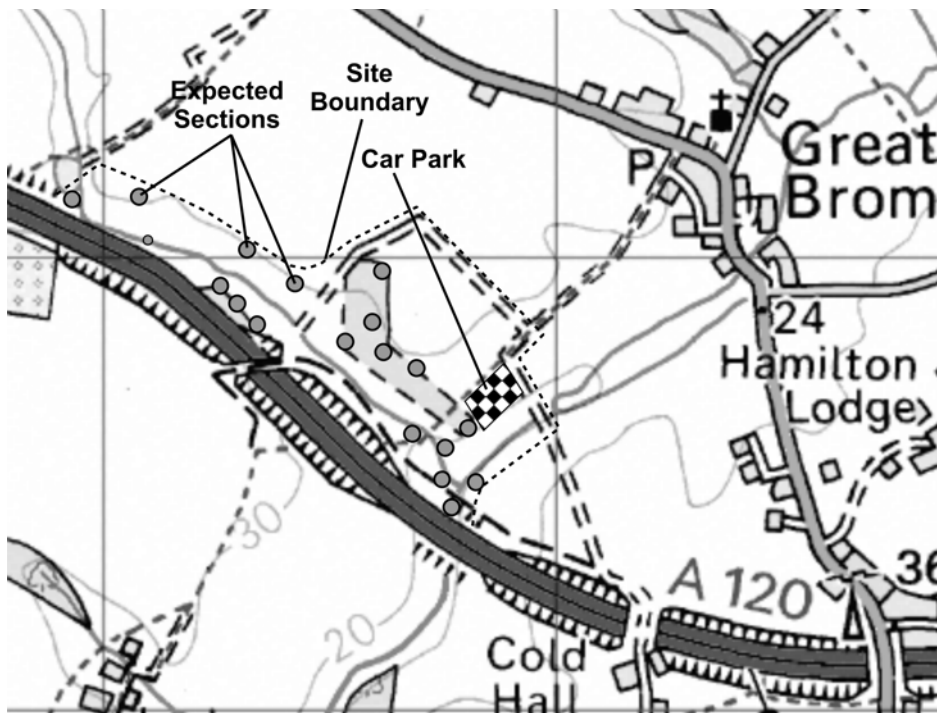


The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

Ireland's worst air disaster occurred early this morning when a small two-seater Cessna plane crashed into a cemetery.

Irish search and rescue workers have recovered 1826 bodies so far and expect that number to climb as digging continues into the night.



eFay

Welcome to eFay



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The Two Sisters



Two sisters (one blonde and one brunette) inherit the family ranch.

Unfortunately, after just a few years, they are in financial trouble. In order to keep the bank from repossessing the ranch, they need to purchase a bull so that they can breed their own stock.

The brunette balances their cheque book and then takes their last \$600 dollars out west to another ranch where a man has a prize bull for sale.

Upon leaving, she tells her sister, "When I get there, if I decide to buy the bull, I'll contact you to drive out after me and haul it home."

The brunette arrives at the man's ranch, inspects the bull, and decides she does want to buy it. The man tells her that he can sell it for \$599, no less.

After paying him, she drives to the nearest town to send her sister a telegram to tell her the news.

She walks into the telegraph office, and says, "I want to send a telegram to my sister telling her that I've bought a bull for our ranch. I need her to hitch the trailer to our pickup truck and drive out here so we can haul it home."

The telegraph operator explains that he'll be glad to help her, then adds, "It's just 99 cents a word."

Well, after paying for the bull, the brunette only has \$1 left. She realizes that she'll only be able to send her sister one word.

After thinking for a few minutes, she nods, and says, "I want you to send her the word, 'comfortable'."

The telegraph operator shakes his head. "How is she ever going to know that you want her to hitch the trailer to your pickup truck and drive out here to haul that bull back to your ranch if you send her the word, 'comfortable'?"

The brunette explains, "My sister's blonde."

"She'll read it very slow."

Actual Headlines from Newspapers in 2004!

Police Begin Campaign to Run Down Jaywalkers

[now that's taking things a bit far!]



Snague Pit Trial

Sunday 13th February 2005

Results

Hard Route - Pre Unit

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
65 Mark Fletcher	500 Royal Enfield	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
29 Sam Appleton	350 Royal Enfield	0001	0000	0000	0000	0000	0000	0000	0000	0000	0000	1
58 Trevor Baker	500 Ariel	3110	1100	0000	0001	0000	0000	0000	0000	0003	0000	11
66 Brian Fletcher	500 Royal Enfield	0101	1005	1000	5000	1000	0000	5000	0000	1030	3200	29
62 Stephen Parker	350 Royal Enfield	2312	2110	1000	5000	0000	5101	5000	0010	0100	2110	36

Hard Route - Unit

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
34 Peter Teager	250 BSA	0520	0100	0000	0100	1201	0100	0000	0000	0000	0000	14
41 Trevor Hill	200 Triumph	2110	1100	0000	1000	2212	0100	0000	0000	0000	1000	16
14 Kevin Plummer	343 BSA	1000	0111	0000	3010	0200	0000	0000	0001	0000	3015	20
22 Alan Robinson	350 BSA	3221	5100	0001	2200	1010	0000	0000	0000	0000	0000	21
63 Colin Sadler	250 Royal Enfield	0011	0000	0000	0000	1010	5000	0300	1520	1000	535 -	39
18 Jason Sigournay	250 BSA	01	5	10	00	55	01	50	00	00	10	ret

Hard Route - Twostroke

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
46 Dave Spurgeon	246 Greeves	1000	0000	1000	0000	0000	0000	0100	0010	0000	1000	5
44 Mike Smith	250 Greeves	1000	0010	0100	0000	0100	0000	0000	0000	0500	3100	13
53 John Beasley	250 Greeves	3231	1001	0000	5111	0010	0000	0000	0000	1000	5100	27
33 Kevin Teager	250 Banvil	3222	3312	0000	3100	3101	0200	3231	0000	1000	0302	44
67 Steve Nelson	175 Bantam	10	11	10	01	51	50	5	0	5		ret

Hard Route - Twinshock

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
35 DougTheobald	175 Burian	0000	5002	0000	0050	1000	0010	0000	0000	0000	0000	14

Middle Route - Pre Unit

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
40 Andrew Prill	410 Matchless	0001	0000	1000	0000	0000	5000	0000	0000	0000	0210	10
45 Alan Farmer	350 Royal Enfield	1001	0000	1010	1000	0000	0000	0000	0000	0000	2130	11
27 Jeff Fincham	500 Ariel	1005	0000	1000	0000	0000	5000	5000	0000	2000	5315	33
37 John Daly	350 AJS	3152	0000	5353	3020	5100	0000	0200	3010	2000	3555	64

Middle Route - Unit

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
59 Gordon Blackburn	350 Triumph	0001	0000	5000	0000	0000	0000	5000	0000	0000	0310	15
31 Colin Rose	199 Triumph	0000	0000	0000	5123	0000	1100	0150	1000	0000	2100	23
47 Roy Phypers	350 Triumph	1131	0000	0000	3302	0000	0001	0000	1000	0000	2502	25
18 Kevin Harris	250 BSA	2021	0001	5121	3331	0500	2013	5531	0035	0000	5555	78

Middle Route - 2 Stroke

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
55 Terry Sewell	246 Greeves	1100	0000	2100	0000	0000	0000	0051	0000	0000	1050	17
57 Eddie Hood	175 BSA	0111	0000	5010	0000	0000	5000	3300	0000	0000	0210	23
12 Robert Bond	175 BSA	0512	1000	1220	0000	0000	1000	0515	0010	0000	3325	40
28 Trevor Andrews	175 BSA	1111	0000	2121	0000	- 000	0111	0510	0100	0100	050 -	41
30 Barrie Clarke	250 Sprite	5211	0000	5310	0010	000	5021	0105	0150	0010	3532	58
11 Doug Barrell	175 BSA	130	000	110	005	00	50	00	00	00	33	ret

Middle Route - Twinshock

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
48 Mark Gibb	200 Bultonda	0000	0000	0101	2300	0000	1000	1000	0000	0000	3223	19
9 Chris By4D-Smith	326 Bultaco	1101	0000	5253	1001	0010	0000	0050	0001	0000	5315	41
8 John Ruth	212 Fantic	110	00	52	51	00	0	0	0	0		ret
17 Keith Fleet	250 Yamaha	52	55	5	3	5	3	5	5	5		ret

Easy Route - Rigid

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
16 Chris Cook	500 Norton	1111	0000	2330	5011	0000	0000	0020	0010	0000	3335	36

Easy Route - Pre Unit

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
42 Roy Ayres	350 Royal Enfield	1122	0000	2110	0000	0000	0000	0000	1000	0000	3555	29
39 Ian Preedy	500 Arsefield	3352	0000	1111	5000	0000	0000	0000	0010	0000	3231	32
64 Ted Smith	350 Royal Enfield	1312	0000	5300	5221	0100	0000	0020	0000	0000	5213	39

Easy Route - Unit

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
51 Brian Neale	250 BSA	1011	0000	2000	0020	0000	5000	0000	0000	0000	3320	20
54 Daniel Cranfield	350 Triumph	1515	0000	2022	3000	0001	0000	0000	0000	0000	1100	24
21 Mick Brown	199 Triumph	2501	0000	1000	0000	1020	0000	0000	0010	0200	3332	26
43 Roy Bannister	250 BSA	5213	0000	3001	0333	0010	1100	0100	0010	0000	1510	36
56 Albert Dove	350 DOT	1115	0000	2022	5550	0000	5000	0000	1500	0000	5555	60
10 Roger Gulliver	500 Triumph	3225	3100	5553	3132	5555	1001	0---	1010	3000	3---	103

Easy Route - 2 Stroke

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
23 Mick Honeyball	246 Greeves	2113	0000	2300	3331	0000	0000	0000	0100	0500	3335	42
20 Keith Fitzjohn	250 AJS	5233	0000	2330	2333	0000	3300	3000	2000	1000	5531	58
25 Chris Huxtable	250 Greeves	1111	0001	3332	3555	5313	2000	----	2251	0000	5533	90

Easy Route - Twinshock

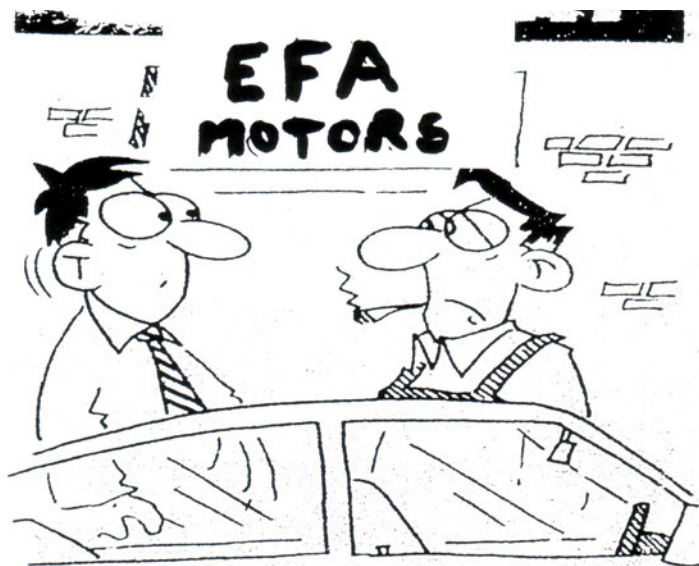
Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
36 Stephen Lumley	200 Fantic	1121	0000	0002	1000	0000	0000	0000	0002	0000	0102	13
52 Ray Gibb	125 Honda	5001	0001	0000	0200	0000	0000	0000	0000	0000	0501	15
15 Jim Mason	250 Suzuki	0111	0000	0101	2000	0000	1100	0050	0000	0000	3301	21
61 Ian Paton	250 Bultaco	1011	0000	2000	0303	2000	5000	0300	1520	1000	5355	48
32 Brian Cook	250 Ossa	5221	0200	5333	3333	0000	0001	0011	0200	0500	3555	66
24 Rob Clarke	247 Montesa	5321	0010	1122	3323	0000	0550	0005	0150	5000	5313	67
49 Doug Maggs	325 Bultaco	1125	0100	5155	3333	0500	3010	5000	5120	3000	5551	79
19 Ian Bennett	247 Montesa	3553	3301	5313	5333	0010	5305	3003	0123	3000	3555	96
60 Stephen Griggs	242 Montesa	3252	5153	5005	3555	515	505	533		555	ret	

Name	Machine	1	2	3	4	5	6	7	8	9	10	Total	ret
7 Jack Tyson	125 Yamajet	33	5	55		35		5	55	55			

Thanks to Everyone who helped with this event, Jeff and Co. for plotting the sections and the observers for braving the elements, hope you were kept well entertained. Also thanks to Andrew Prill for allowing me to use his van to shelter from the cold wind on Section No. 1 and to the riders for getting round as quickly as they could.

Next EFA Trial is on Sunday 13 th March at Great Bromley, near Colchester, hope to see you all there.

Heather



"Your dipstick didn't reach the oil so I put a longer one in."

PRESS & TRADE TRIAL

Wednesday February 23rd at Mallory Park

I enjoyed this event last year but did not think I would bother this year as it is a long way to go for a trial, but then Sam Appleton was invited as Young Classic Motorcyclist of the Year and Dad Tony said he would drive! So off we go!

We nearly did not; as you will remember we had a lot of that white stuff last week! Up at five and Thorrington was covered in it, however, as I approached Colchester things improved a little and Tony decided to go. A good trip but Mallory was covered in snow when we arrived just behind the Morton's works team.

The entry had suffered with the weather with several riders not showing, including those South Coast softies Mike Jackson and Sammy Miller. However, Surrey Cycles Neville Lewis had made it as had ACU Chief Executive, Neil Hellings. This is getting quite a habit rubbing shoulders with the ACU top





brass, couple of weeks ago at the Red Tape trial I met up with Brian Bonny, ACU financial Director, who I had not seen since 1962 in Fort William, when we rode in the Scottish as members of a CSMA team.

The snow certainly spiced up the sections for the gentleman standard riders, but young Sam and I suspect one or two others went clean and put up fast times in the special test. As this was a charity event, you paid a quid to tackle the special test, which was a timed mini-scramble over several hundred yards, and you could have several goes.

Despite these good performances none of the aces won the event as the organizers use a reliable 'random pin' method for picking winners, they also accept bribes! Have not seen the results yet, but we know the winner of the event was a rider who kept his feet on the ground all day and never turned a wheel in anger! You see the organizers were short of observers (where have I heard that before?) so this chap volunteered to observe and won the trial!

Like the rest of us he also received a commemorative T shirt and enjoyed a free buffet at the end of an enjoyable day. The event was organised by staff of Mortons Motorcycle Media and the AMCA AJS & Matchless (Poachers) Club.

Mick Brown

Bumper Stickers

He Who Hesitates Is Not Only Lost, But Miles From The Next Exit.

Nobody believes old people!!

Everyone thinks they are senile.

An elderly couple who were childhood sweethearts had married down in their old neighbourhood and are celebrating their 50th wedding anniversary.

They walk down the street to their old school.

There, they hold hands as they miraculously find the old desk they'd shared and where he had carved the words, "I love you, Sally."

On their way back home, a bag of money falls out of a Group 4 security van practically at their feet.

She quickly picks it up, but they don't know what to do with it so they take it home.

There, she counts the money, and it's fifty thousand pounds.

The husband says, "We've got to give it back."

She says, "Finders keepers," and she puts the money back in the bag and hides it up in their attic.

The next day, two CID officers are going door-to-door in the neighbourhood looking for the money and turn up at their front door.

They say, "Pardon me, but did either of you find any money that fell out of a Group 4 security van yesterday?"

She says, "No."

The husband says, "She's lying.

She hid it up in the attic."

She says, "Don't believe him, he's getting senile."

But the officers sit the man down and begin to question him.

One says, "Tell us the story from the beginning."

The old man says, "Well, when Sally and I were walking home from school yesterday . . ."

The CID officer looks at his partner and says, "We're gettin outta here . . ."



Dave Blanchard's

Motorcycling Help Books

Curing transmission snatch.....by Lucy Sprocket
Spoke re-tensioning.....by Buck Ald'r
How to fix punctures.....by Ivor Solution
Fast solo cornering.....by Eileen Dover
Skim your cylinder head.....by Michael Flatly
Tuning your carburettor.....by Eric Idle

2004 Club Championship

	Raydon 11-1-04	Snaque Pit 15-2-04	Frating 14-3-04	Chattisham 28-3-04	Woodbridge Good Friday 04	Snaque Pit 26-9-04	Crab & Winkle 17-10-04	Woodbridge 24-10-04	Thumpers 21-11-04	Boxford 12-12-04	Total	Champ Position
Pre Unit												
Mark Fletcher	9	10	10	10	-	10	10	9	10	9	87	1st
Sam Appleton	-	-	9	8	10	9	-	10	9	10	65	2nd
Brian Fletcher	7	7	-	-	-	8	9	8	6	8	53	3rd
Roger Finch	8	9	8	9	-	-	-	-	-	-	34	4th
Steve Parker	-	-	6	-	9	-	-	7	7	=	29	5th
Graham Braybrook	10	8	-	-	-	-	-	-	-	-	18	6th
Clive Dopson	-	-	7	-	-	-	-	-	8	-	15	7th
Ray Humm	-	-	-	7	-	-	-	-	-	-	7	8th
Chris Mace	-	6	-	-	-	-	-	-	-	-	6	9th

Unit

Colin Sadler	10	9	10	9	10	10	9	9	10	10	96	1st
Peter Teager	9	10	-	10	9	0	10	10	9	9	76	2nd
Alan Robinson	-	6	8	8	5	-	-	8	-	-	35	3rd
Jason Sigournay	8	7	-	-	-	-	-	-	-	8	23	4th=
Steve Weedon	-	8	9	-	6	-	-	-	-	-	23	4th=
Trevor Andrews	-	-	-	-	7	-	-	7	-	-	14	6th
Eric Gregory	-	-	-	-	8	-	-	-	-	-	8	7th

2 Stroke

Graham Braybrook	-	-	10	10	10	-	10	10	9	10	69	1st
Dave Spurgeon	10	10	9	-	9	10	9	-	10	-	67	2nd
Kevin Teager	-	8	5	8	6	8	5	8	-	9	57	3rd
Terry Sewell	8	9	8	-	8	9	6	-	-	-	48	4th
Mike Smith	9	-	7	-	-	-	8	9	8	-	41	5th
John Beasley	-	-	6	9	7	-	7	-	-	-	29	6th
Steve Weedon	-	-	-	7	-	-	-	6	-	-	13	7th
Ryan Maggs	-	-	-	-	-	-	-	7	-	-	7	8th
Barrie Clarke	-	-	-	-	5	-	-	-	-	-	5	9th

Colin Taverner

Championship Recorder

Please address all comments or queries regarding the championship table to the Championship Recorder.

Use's for a hot air gun . . .

Everyone knows that a hot air gun is very useful around the house for DIY jobs but I have used them to check spark plugs and magneto performance.

The first time I used one for this was when I had trouble with Sue's Speed Twin. It was difficult to start when hot. I had done all the regular checks including putting an ohmmeter on the non-resistor spark plugs to see if they had gone high, no problem they were just fine. I then had an idea to check them when hot, so I used the hot air gun to get them really warm. Checked them again and to my surprise there was a heavy resistance in them at almost working temperature.

These plugs were brand new 'old stock' so beware, never think that new parts are faultless!

The second time I used this versatile tool was when my AJS was due for a magneto overhaul.

I had been having hot starting problems for some time and laid the bike up for a year or two due to lack of time. I eventually removed it to send it away for repairs.

Just to confirm my suspicion I put the magneto in the vice to give it a spin by hand to see how weak the spark was. It was a really good spark! So now the doubts started and I wondered if my diagnosis was wrong? Out came the electric drill to spin the magneto at varying speeds to see if the spark disappeared. It didn't! It was still good. Next step was to warm it up with the trusty hot air gun. Spin it again with the electric drill and you could actually see the spark getting weaker by the second as the hot air gun did it's job until it eventually needed really high revs to produce any spark at all.

Dave Blanchard

Math Whiz

The teacher asked little Johnny if he knows his numbers.



"Yes," he said. "I do. My father taught me."

"Good. What comes after three."

"Four," answers the boy.

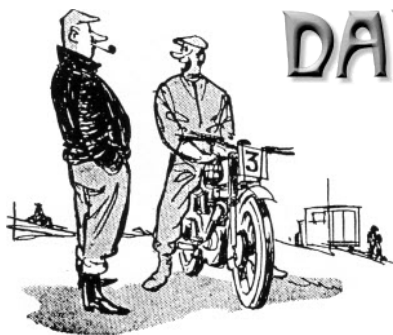
"What comes after six?"

"Seven."

"Very good," says the teacher. "Your dad did a good job."

What comes after ten?"

"A jack," says the kid.



DABBERS DIARY

What a busy month! What with getting an unexpected lift to the Talmag at the end of January, then the following week south of the river again for the CSMA Red Tape trial, then the Snaque Pit and a Bromley Brook Trial working party. Oh! and nearly forgot, we managed to squeeze in a meeting and a route recce for the Stour Valley Trial.

The Talmag as usual was a great social gathering and the boys from the Eastern Centre featured well in the results. Essex boy Roger Higgs, from Rayleigh, tied with Len Hutty Jnr., they were both clean but Len put up a much faster special test. *(Editors Note: Roger, a member of the Chelmsford club put his slow special test time down to repeatedly stamping on the brake pedal instead of the gear lever!)* Others well up in this class were Mark Fletcher, Andrew Arden and Sam Appleton. Matthew Neale was best rigid on Clive Dopson's Norton. Alan Hornsby and Bob Chapman put on a very good performance and finished in fourth place in the sidecar class. Since the event I have heard the same comments that I have heard after several Talmags and they always concern the observation. To be fair to the observers, I think that they like everybody else, are enjoying meeting friends that they have not seen since last year, they also have to cope with seeing round the crowds of spectators and photographers. They are bound to miss something or get distracted, aren't they?

Also at the Talmag were most of the editorial team of Classic Competition News. I met Editor Dave Gittins for the first time plus old mates Mike Jackson, Gordon Jackson and Charlie Harris. Unfortunately, publisher Andy Foulkes was abroad. I hope this publication will survive, but the new management do not seem too well organised. The magazine is more professionally presented now, but dropping unforgivable clangers and not delivered on time, watch this space!

Down to Bagshot Heath North the following week, for the Civil Service Motoring Association, Red Tape Trial. This event was run as you would expect with great efficiency and masses of paperwork! Would you believe by the time I had got the results, on A3 paper, I had also received a dozen sheets of A4! I asked the Secretary of the Meeting if the results would be on their website, 'No' he replied 'But what a good idea, I 'spose we could'. Remember this is the largest motoring club in the country with legions of full time staff. Perhaps they will catch up with the EFA soon!

Colin Sadler and I made the trip down to Surrey for this enjoyable and challenging event, with three laps of twelve sections, some very long and good value for money. There were some very good rides with the winner, Graham Barton 500 Ariel, going clean. Colin lost eleven and I was way back losing 52.

Snaque Pit was good, well I enjoyed it, great climbs and great drops, although I understand not everybody enjoyed them. All part of the game I say and Jeff Fincham with his mates made a good job of the course plotting.

Work at Bromley Brook continues and all is nearly ready. I have just got in from the latest working party, with helpers coming from as far away as Ipswich and Bury, I am sure Clerk of the Course Brian Fletcher was glad to see them.

Today we trimmed out another half dozen sections making a total of around fourteen for Brian to play with.

Well I reckon that's enough old squit from me, looking forward to the Press Trial at Mallory Park next week, going with a VIP this year. Yes! None other than our own 'Young Classic Motorcyclist of the Year' Sam Appleton and Dad, Tony. Should be a laugh, for them any rate.

Dabber

Stop Press

Have just received this picture from Highgrove, with permission to publish, bet you didn't know old Dabber was so well connected!



End Thought . . .

If everything seems to be going well, you have obviously overlooked something.