

# Editorial

Well the DEFRA business is beginning to take a stranglehold on our sport even though the government and their henchmen, the aforementioned DEFRA are continuing their assertions that they are not banning motorsport. I must admit that they haven't taken the step of putting an out and out ban on our activities but they are doing it by the back door, something that the present administration have become past masters at. The problem now arises whether if the administration changes its colour this coming week, whether the new incumbents can do anything about it before our sport is permanently destroyed. I understand that it is not easy to overturn decisions such as DEFRA and our government have made until the next round of payments and applications are due to be made.

Interestingly, I have today downloaded from the Internet the Irish government's guidelines regarding the single payment scheme and there is no mention of any activities considered detrimental to the use of the land. Instead there is a fairly firm reminder that the land should be looked after for fertility and soil structure so that it retains its agricultural capabilities. This I believe to be in line with the EU's own directive and is, I believe, also the way that the 'directif' is being implemented in other countries, including France! Yes, once again it seems that the British administration are 'gold plating' the instructions from Brussels and blaming the EU for their biased interpretation of the rules. No wonder there is such hatred shown to things European by the people of this country when our government uses such underhand tricks to implement some of their unpopular

legislation. Mind you, some of us have been aware of the distorted interpretations of EU directives for a long time. The 'Not our Fault Mate' attitude!

Now, how does this DEFRA thing affect us in the EFA?

Well I am sorry to have to announce that the Stour Valley Trial due to take place next weekend has had to be called off. Mick Brown and Don Daly together with Chris Cook and Stuart Penfold have put one hell of a lot of work into the preparation for the event only to have this government department (DEFRA) effectively put the frighteners on some of the landowners they were counting on providing land for the event. This, and the attitude of the Great Bromley parish council regarding the use of the land at Bromley Brook, was the final straw. Mick writes his thoughts on the subject in the second draft of his Dabbers Diary. Yes, he had already written the piece before the bombs started to go off.

I am sure we all commiserate with Mick and co for all the work they have put in. All we hope is that the High Court action which looks very likely will permit us to carry on as usual next year. Whatever happens it will be too late for a lot of events this year. What must be realised is that throughout the country there will be a lot of land that will be permanently lost to our cause.

I accompanied Tracey to Rugby for a Chairmen and Secretaries meeting where most of the centres of the union were represented. It soon became very obvious that we, here in the Eastern Centre, are likely to be in a far better position than many of the centres farther north and west of us. We tend to use land for trials which is not generally considered to be in agricultural use - just think of Thorington, the Snaque Pit, Broomfield, Royal Oak etc but . . .

# *The May Plonkatound*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 14th May 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

when you start talking about the Yorkshire Dales or the Welsh hill sides, the Peak District etc, then you are talking about land where the farmer relies on a subsidy to make ends meet. The regulations as intended to be implemented by DEFRA would require whole hillsides to be declared free of subsidy, perhaps several hundred acres. This obviously puts these sites in jeopardy. In some instances, 60+ years of harmonious work between club and successive landowners being discarded in favour of some misguided political dogma.

What has become evident is the fact that DEFRA would appear to have failed to appreciate the feeling throughout the countryside or the number of events that take place.

I apologise for using so much of my editorial on this subject but it IS the most important attempt by the administration of this country to destroy the sport that some of us have spent a lifetime involved in/with. I have been involved for the best part of 57 years having first held an observers board at

the age of 8 at a Dartmouth & DMCC trial, down in Devon. I do not want that legacy destroyed to promote someone's political dream.

On a brighter note, we held a very good trial at Chattisham - pity about the low entry. Oh, if you are short of wheel grip why not ask Sam Appleton about the novel method he used to gain extra traction after finding he was suffering lack of grip on the first lap of the trial!

Thanks to Dave Blanchard for another article and for responding to the caption competition. I have included another competition this month so why don't you have a head scratching session and come up with a few ideas?

I understand Dave and his son had entered the SVT but of course that has now been put on hold, at least for this year.

Get your sponsorship money ready for the Leonard Cheshire Charity BBQ trial! Mick Brown will soon be around with his begging bowl!

Best wishes,

*Jim*

# *Secretarys Scribblings*

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It's all systems go for the Stour Valley Trial on Sunday 8th May. A big vote of thanks to Mick Brown for all the work, time and effort he has put into this event. There's still time to enter if you'd like a varied and interesting ride around the Essex countryside, we'll have some Entry Forms here tonight.



Don't forget to put Saturday 2nd July in your Diary for the Leonard Cheshire Charity BBQ Trial.

Spent a very-enjoyable day around the lanes of Sussex recently courtesy of The Rotary Club of Hove's Centenary Charity Classic Motorcycle Run. Base and starting point for the day was The British Engineerium, a restored Victorian water pumping station, in Hove. We signed on, collected our programme and instructions and spent a little while wandering around the 200 or so machines which had turned up for the run. An interesting entrant in the 3-wheeler class was a 250 CZ which was an immaculate solo with a trailer which cornered just the same as the solo. Michael Webb from the Maldon Brit. Bike Club was there with his Lomax which he'd driven from home in Essex. Although it was aimed at Vintage and Classic Machines there was also a class for Moderns. We were provided with route sheets plus a map but there were also direction markers on the roadside and marshals at strategic points. Setting off in groups, the first part of the run was through a built up area of rather upmarket houses but we soon negotiated the speed humps, hostile motorists and kamikaze cyclists and were out in the country lanes. These were quite undulating with magnificent views across the fields; the wayside banks were full of primroses, bluebells and even some late daffodils. About halfway round the group we were riding with pulled up, "what's going on here we thought" Might have guessed, it's a pub stop. Can recommend The Six Bells at Chiddingfold if you're in the area. It's quite old-fashioned with a stone floor, wooden beams and lots of old adverts like Frys Five Boys, Craven 'A' cigarettes, a recipe for "Empire" Christmas pudding, events taking place at Brooklands, brilliant. We set off again with a different group; one of whom was running on Castrol 'R' so made sure we stayed behind him. We covered some lovely bendy lanes as we carried on around the route, more wonderful views, including the odd oast house here and there amongst the cottages as we made our way through the low weald area of Sussex and back to Hove, having covered just over 70 miles. Lunch was waiting for us on our return together with tea/coffee/squash and a beer tent. We were entertained by The Millstones Big Band and Soul Combo from Blatchingdon Mill School, who were very good, and were able to wander round the Engineerium to check out the exhibits and massive beam engines quietly chugging along. All in all a brilliant day.

I believe the first Tim's Tour takes off on Saturday 7th May, no doubt there'll be more details elsewhere in this newsletter.

We've received a note from Trevor Andrews, Trials Secretary of the Woodbridge Club, inviting us to their Summer Evening Trials. These will all be at Blaxhall Moto-X Circuit and the first one is on Saturday 4th June starting at 4.30pm. Entry will be on the day and will cost £8 for adults and £6 for under 16s.

According to our Classic Scrambles Fixture List there's a Pre-65 Motocross on Sunday 29th May at Great Bardfield. You'll probably be able to find more information on their website [www.pre65.com](http://www.pre65.com). *(Ed: Now I undersand to be Marks Tey - Tracey thinks Great Bardfield has been lost because of DEFRA).*

*Heather*

### **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.





As featured in last months T&T, we are pleased to confirm that our first tour of the summer season will begin from the Alma at 4 o'clock on the 7th May taking in a distance of approx 35 miles and finishing at Long Melford.

All friends and members of the club are welcome.

See you there

**By order of the Management**

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## ***Take Off - Quick!***

During a taxi run, the crew of a US AIR flight to Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. The irate ground controller (a female) screamed: "US Air 2771, where are you going? I told you to turn right on 'Charlie' taxiway; you turned right on 'Delta'. Stop right there! I know it's difficult to tell the difference between Cs & Ds, but get it right!"

Continuing her lashing to the embarrassed crew, she was now shouting hysterically.

"God, you've screwed everything up; it'll take forever to sort this out. You stay right there and don't move until I tell you to! Then, I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air 2771?"

The humbled crew responded, "Yes, Ma'am."

The ground control frequency went terribly silent; no one wanted to engage the irate ground controller in her current state. Tension in every cockpit at the airport was running high.

Then an unknown male pilot broke the silence and asked, "Wasn't I married to you once?"

# Jack Lilley Cup Trial 2005

This is an annual event organised by the very capable and enthusiastic 'Brooklands Section' of the 'Vintage Motorcycle Club'.

For a few years now it has been held at the picturesque and very sporting 'Bagshot Heath' in the county of Surrey. As always it was a great day out for twin shock and British bike riders.

This year the trial could have been cancelled because our regular COC Steve Austin had phoned in sick with a bad case of 'Chicken Pox'! He is probably OK by now (well at least I hope so) so maybe I will bump into him on the Owls Long Distance Trial, which will be on the 24th April. If not I hope you are a lot better mate, we all missed you.

Back to the trial. The man of the day in everyone's opinion was British bike rider Mike Holloway. No! He wasn't competing because he cancelled his ride at the 11th hour and volunteered to step in to Steve's shoes as COC. He is a gentleman and a scholar as well as a great COC and a great rider who knows his British bike sections really well. So many thanks to Mike for giving up his ride so the rest of us could have such a great days fun.

There are three main awards in this trial. The unit construction bikes compete for the 'Steve Lilley Cup' whilst the pre-unit springers do battle for the 'Thurlow Cup'. Both of these classes have to ride the harder white route to be eligible for the award.

The coveted Jack Lilley Cup is up for grabs by those riders who compete on rigid rear end bikes. These can have either telescopic front forks or the museum class, girder type forks. The telescopics do of course have a slight advantage over the 'undamped' girders but this matters not a jot to the riders who are there for the atmosphere and nostalgia.

In four laps of ten good and varied sections, Roger Wait (Horsham Club) on a 1965 Greeves TGS 260 had the beating of all the other unit construction bikes on the hard route with a loss of only 3 marks. His closest rival on the day was Richard Faggetter (VMCC Club) on another Greeves Anglian who was chasing him hard on a total of 6 lost. 'Old Bert Greeves' would be proud to know that his designs were having a great day many years after they left the drawing board. Also in this class was a lady who always shows strong



## The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. . . . . to brighten up the day.

I went to a seafood disco last week . . . and pulled a muscle.

determination whenever and wherever she rides. On her 1965 BSA C15, the one and only Joan Westbrook (Sunbeam Club) rode virtually one handed in an attempt to spur broken bones in her hand to mould back into twistgrip mode.

Now the big pre-unit springers can be a handful, with their longer wheelbase and 'generally' heavier weight. This does depend of course on the time and effort you can put in to develop them to a more competitive standard. But even so they are still very big bikes! So when I report that John Johns skillfully rode his 1954 Ariel HT5 around the course for absolutely no marks lost it will not take too much imagination to realise what an outstanding ride he had. His Haslemere Club must be very proud to have him as a member. Another Ariel HT rider but this time from the Windlesham Club, did the same sections for a loss of three marks. So well done to Graham Barton!

In the rigid class there was a war on to take the win! This must have been the friendliest trials war in history as John Excell (riding for the VMCC Club on this occasion) stormed the course without losing a single mark! He then proceeded to storm the special test to take the 'Jack Lilley Cup' from the ever threatening and strong grasp of Bernard Rodemark (Sunbeam Club) who was also clean. Bernard was piloting his nicely developed 250cc BSA C10 sidevalve with telescopic forks, whilst John rode his ever faithful BSA Empire Star with girder forks. Superb rides from both gladiators and a day for them both to remember for a long time to come. Another good ride in this class came from Mike Barton who had just one little dab all day. Mike rode the more traditional AJS tele rigid under the Windlesham Club banner.

Great rides from great riders, great sections from a knowledgeable COC. An exciting special test for all to play on. Friendly and efficient, marshals and observers. All these ingredients made for a great sporting day out!

Many thanks from all of us, to the 'Brooklands Section' of the Vintage Motorcycle Club.

*Dave Blanchard*

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**Actual Headlines from Newspapers in 2004!**

***Juvenile Court to Try Shooting Defendant***

*(see if that works any better than a fair trial!)*





# Chattisham Challenge Trial

'Water Run' Chattisham, Nr Ipswich, Suffolk

Sunday 17th April 2005

ACU permit No. C32984

## Twin Shocks

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
55	Jim Mason	250 Suzuki	11111	00011	00020	10000	00010	00000	00000	00000	00000	00000	11
60	Richard Challis	156 Fantic	12001	01133	30305	05000	00500	00000	00100	00000	00000	05000	39
46	Chris Byford-Smith	325 Bullaco	13023	00533	01035	10503	00010	00000	00000	00000	00000	00150	45
48	Doug Maggs	325 Bullaco	03330	20333	03355	31302	00121	51000	55005	00000	00005	50100	81
57	Rod Chapman	125 Honda	153	233	355	221	000	000	00000	010	31055	010	ret



## Youths

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
71	Harrison Payne	80 Yamaha	25131	01335	13355	20000	11011	31000	50000	00000	00000	20001	59
51	Jack Tyson	125 Yamajet	33555	05555	55555	51555	33515	55555	21535	55555	22305	55555	207



A very enjoyable trial if slightly harder than usual. A pity about the smallish turn out but the fine weather may have mean't that water skiing rather than trials riding was the order of the day!.

## Red/Blue [harder route]

No.	Name	Class	Machine	1	2	3	4	5	6	7	8	9	10	Total
69	Mark Fletcher	Pre Unit	500 RoyalEnfield	01000	00010	00233	20000	55110	00000	00000	00000	00000	00000	24
70	Sam Appleton	Pre Unit	350 RoyalEnfield	00000	00303	35333	00001	21005	00000	00000	00000	00000	00000	32
65	Peter Teager	Unit	250 B.S.A.	50111	00533	55335	11002	51001	00000	00000	00000	00000	02212	58
67	Colin Sadler	Unit	248 RoyalEnfield	20111	03335	35335	21015	31000	00000	02000	15002	10050	20000	69
66	John Beasley	2 stroke	250 Greeves	10333	32533	35333	50035	53211	01000	10100	00100	00000	00000	74
54	Alan Robinson	Unit	350 B.S.A.	10210	00533	55555	30053	53053	00000	00005	00010	50000	00021	81
68	Brian Fletcher	Pre Unit	500 RoyalEnfield	52313	33033	35533	53303	33331	00000	10100	50000	02100	22101	88

## Gentlemen

No.	Name	Class	Machine	1	2	3	4	5	6	7	8	9	10	Total
63	Jeff Fincham	Pre Unit	350 Rariefield	52012	00033	01005	01100	00000	00000	00000	00000	00000	00000	24
56	Colin Rose	Unit	199 Triumph	32121	20131	02353	00001	00000	00001	00000	00000	00000	00000	31
49	Ryan Maggs	2 Stroke	250 Banvil	13122	00003	00003	10055	05000	00000	00000	00000	50000	00000	36
64	Eddie Hood	Unit	199 Triumph	11102	01333	33355	00011	10000	00000	00001	00000	00001	00000	39
59	Les Fox	2 Stroke	250 Greeves	53122	00353	05355	10000	01112	00000	01000	50000	20000	00000	56
50	Andy Spreadbridge	2 Stroke	250 Greeves	25120	01133	32335	05510	00000	50000	00102	00000	00100	21005	62
44	Barrie Clarke	2 Stroke	250 Sprite	31123	05333	05333	05015	01101	00000	00200	00000	00010	10550	66
53	Bob Drane	2 Stroke	246 Greeves	23533	13333	13555	11110	10103	51000	02005	00000	00005	00150	81
45	Alister McFarquhar	Pre Unit	350 RoyalEnfield	55333	23333	13553	21001	21003	50500	05003	00000	00220	30000	85
61	Albert Dove	2 Stroke	225 Banville	33335	23255	35555	11131	30100	00000	51055	00005	30005	50000	102
52	Kevin Goldsmith	Unit	350 B.S.A.	5	003	5	1	0	3	2	0	0	55555	ret
62	David Habbn	2 Stroke	250 Firefly	3	1	5								ret

## **THIS IS THE BEST LAWYER STORY OF THE YEAR, DECADE AND PROBABLY THE CENTURY . . .**

A Charlotte, NC, lawyer purchased a box of very rare and expensive cigars, then insured them against fire among other things.

Within a month having smoked his entire stockpile of these great cigars and without yet having made even his first premium payment on the policy, the lawyer filed a claim against the insurance company.

In his claim, the lawyer stated the cigars were lost "in a series of small fires."

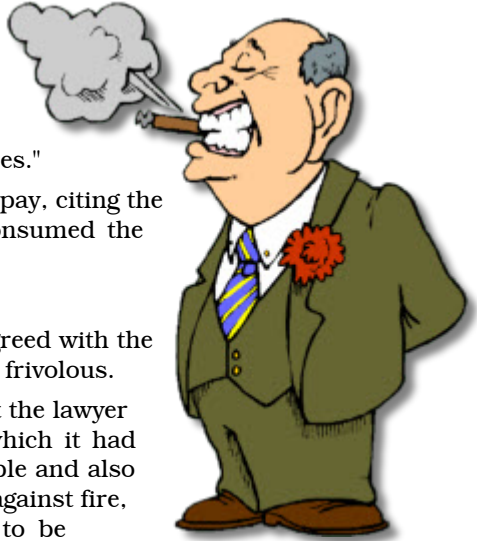
The insurance company refused to pay, citing the obvious reason: that the man had consumed the cigars in the normal fashion.

The lawyer sued . . . and won!

In delivering the ruling the judge agreed with the insurance company that the claim was frivolous.

The Judge stated nevertheless, that the lawyer held a policy from the company in which it had warranted that the cigars were insurable and also guaranteed that it would insure them against fire, without defining what is considered to be unacceptable fire, and was obligated to pay the claim.

Rather than endure a lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000.00 to the lawyer for his loss of the rare cigars lost in the "fires."



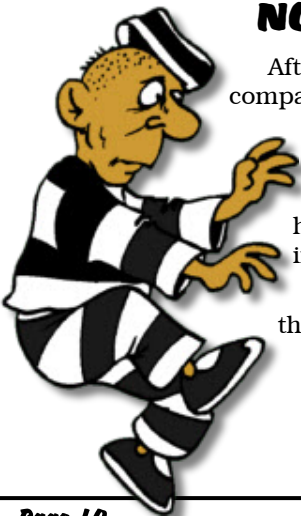
## **NOW FOR THE BEST PART . . .**

After the lawyer cashed the check, the insurance company had him arrested on 24 counts of ARSON!!!!) with his own insurance claim and testimony from the previous case being used against him.

The lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000.00 fine.

This is a true story and was the 1st place winner in the recent Criminal Lawyers Award Contest.

## **ONLY IN AMERICA!!!**



## **THE FUTURE OF OUR SPORT IS THREATENED BY DEFRA GUIDANCE ON LAND USE - Latest Update . . .**

As you all ought to be aware, our sport is currently being threatened with extreme curtailment if not extinction by the current government through its agency DEFRA who have been required to implement the Europe wide Single Payment Scheme (SPS).

The ACU, contrary to reports which have been maliciously circulating within the centre, are working flat out with the AMCA, MSA and LARA to ensure that the government, its ministers and DEFRA are fully aware of our concerns.

LARA, the umbrella body for the two, three and four wheel fraternity, have set in motion a legal challenge to the decisions of DEFRA and it is understood that sometime this week the government will have to respond, failure to do so automatically means that the challenge is heard in the High Court. The fact that there is a general election this week is irrelevant, the legal challenge MUST be answered by Margaret Becket, the minister to whom it was addressed. The government MUST respond - the fact that they are attempting to safeguard their jobs is too bad - they determined to make the guideline announcement when they did so they must take the consequences.

What has come to light in the past couple of weeks is that a club, not a million miles from here, has written to DEFRA stating that clubs are likely to go ahead with their meetings in defiance of the DEFRA guidelines. This has proved to have been very detrimental to our case as DEFRA are now quoting this correspondence as a deliberate attempt by motorcycle clubs to defy the legislation. We understand that this has put paid to up to three weeks work by LARA, the ACU etc. This sort of action by clubs, however upset they may be, must not be allowed to be repeated.

The ACU, LARA and the other organisations are setting up petitions with regard to the DEFRA problem. PLEASE, if you have the opportunity, add your name to the petition. It really does matter. Perhaps we are clutching at straws but if we don't stand up for our rights then one thing is for sure and that is that Tony Blair, Margaret Becket and the current government will be given the free hand they are looking for to destroy us. Don't forget this on Thursday!

I share Mike Rapley's (T+MX) concern that less than 20% of the countries clubs had responded to the ACU's request for details relating to events cancelled or land lost due to the actions of DEFRA. Haven't these clubs any regard for the future of the sport we love? Please ensure any other club you belong to has responded and is taking the concerns of the ACU to heart.

# The Roolz of Trialz . . .

I was the clerk of the course at the recent Chattisham trial and was presented with a bit of a predicament the like of which I thought had long been overcome. The problem arose because an observer was talked into believing that it was 'alright' to ride a section without complying with the trials rules which have been in existence without change for the last fifty years or more. I refer to the commonly quoted 'crossing ones tracks' rule. Well, to the best of my knowledge this has never been an ACU rule but instead has been turned into a rule of thumb i.e. crossing ones tracks is not permitted. In fact the rule as formulated/printed is that it is regarded as a failure if the rider fails to proceed in a forward direction through the section - that means to move in a forward direction between each pair of section markers. It then becomes obvious that if a loop is ridden where the rider crosses his own tracks then he must have ridden in a direction opposite to the intended direction of the section.

In the instance that took place at Chattisham, I was informed by the observer that riders on the hard route had convinced him, against his own, better (as it turns out), knowledge of the rules that crossing ones tracks i.e. failing to ride the section in a forward direction was now permitted. This having reluctantly been accepted by the observer, all the riders on the hard route then rode the section in this unapproved manner.

I am still not sure whether I made the correct decision to allow the section to be ridden on the remaining laps in this unorthodox manner. Needless to say I was not happy about it. The rulebook TSR 22 (j) is quite specific in its requirement that this sort of action shall be deemed a failure and be awarded 5 marks lost. If the event had been a status higher than closed to club I have absolutely no doubt that I would have requested the observer to consider amending his 'card' OR I would have seriously considered abandoning the results for that section for riders on the hard route. The clerk of the course is not permitted to order the observer to change a mark but may request that the observer consider changing his marking due to a misunderstanding or misinterpretation of the rules. The observer is a 'judge of fact'.

In finishing may I make the plea that this sort of action is not repeated. Firstly it is against the rules and equally it is against the spirit of trials as many of us have grown up with. Equally it is very unfair to the observer to question his/her knowledge of the rules and is not to be encouraged.

*Jim*

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## Bumper Stickers

FEW WOMEN ADMIT THEIR AGE, FEW MEN ACT IT

# Kids comments about the sea

A number of primary schools were doing a project on "The Sea." Kids were asked to draw pictures or write about their experiences. Teachers got together to compare the results and put together some of the comments. The kids were all aged between 5 and 8 years.

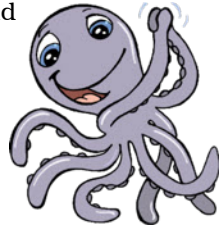
This is a picture of an octopus.

It has eight testicles. *(Kelly age 6)*



Oysters' balls are called pearls. *(James age 6)*

If you are surrounded by sea you are an island. If you don't have sea all around you, you are incontinent. *(Wayne age 7)*



I think sharks are ugly and mean, and have big teeth, just like Emily Richardson. She's not my friend no more. *(Kylie age 6)*

A dolphin breaths through an asshole on the top of it's head. *(Billy age 6)*

My uncle goes out in his boat with pots, and comes back with crabs. *(Millie age 6)*

When ships had sails, they used to use the trade winds to cross the ocean. Sometimes, when the wind didn't blow, the sailors would whistle to make the wind come. My brother said they would be better off eating beans. *(William age 7)*

I like mermaids. They are beautiful, and I like their shiny tails. How do mermaids get pregnant? *(Helen age 7)*

Some fish are dangerous. Jelly fish can sting. Electric eels can give you a shock. They have to live in caves under the sea where I think they have to plug themselves into chargers. *(Christopher age 7)*



My mom has fish nets, but doesn't catch any fish. *(Laura age 5)*

When you go swimming in the sea, it is very cold, and it makes my willy small. *(Kevin age 6)*

When me and Sarah went to the sea side in the summer holidays, we hid in the sand dunes and watched my big sister doing it with her boy friend. It was fun. *(Lauren age 7)*

When I grow up, I want to be captain of a big ship, and have lots of sailors. *(Valerie age 6)*

Divers have to be safe when they go under the water. Two divers can't go down alone, so they have to go down on each other. *(Becky age 8)*

# Important Warnings

*In these days of the 'nanny state' the warnings on consumer items are a constant source of amusement - viz*

On the "CycleAware" helmet-mounted mirror:  
"Remember: Objects in the mirror are actually behind you."

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**FOR  
SALE**

## **Pre 65 350cc Triumph Twin trials**

Runs very well but needs a little painting and decorating

Contact Eddie Hood

01473 833499 or 07751 116003

**£975 ono**

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## **This months Picture Caption Competition**



That's what I call a Gas Fire!

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## **Last months Picture Caption Competition**

Here are a few captions to the trumpeter?

Rocket nose cone found in Essex!

Ace tuner Heinz cures megaphonitis.

Mobile pebble dashing machine for hire.

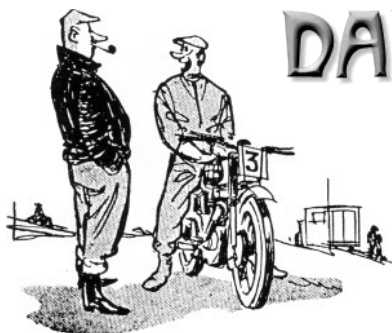
Moped rider breaks the sound barrier!

I thought it was puffed wheat that was shot from a cannon?

Regards, Dave Blanchard.

Send your entry or an amusing photo to the Editor in time for the next issue of T & T.





# DABBERS DIARY

(2nd Draft)

## Stour Valley Trial

Yes! I had written this piece in a very upbeat mood and dispatched it, via email, to our editor. Then disaster struck, our landowner friend at Nayland Airstrip rang me on last Friday morning to tell us that his land agent had advised him not to allow us to use his land for trials sections. This was because it could affect his subsidy under the Single Payment Scheme. The landowner was very sorry and said that we were still welcome to ride through on his private track. So on Saturday Don Daly and I spent the day rehashing the event and setting out additional sections at the other available locations. All the other landowners were contacted and we had the thumbs up from all of them, with only one condition, and that was from the owner of Bromley Brook.

He was quite happy for us to use his land providing the Parish Council were happy.

Well despite writing to the Great Bromley Parish council explaining to them the difference between our events and the very noisy Motocross practice that had been taking place at Bromley Brook, we had not received any reply. We had also given them advance notice of our two charity events scheduled to take place this year.

Well when I got home on Saturday, quite satisfied that Don and I had turned what promised to be a 4 Star event into a least a 3.5 Star event, I found that we had received the final knock-out blow for the Stour Valley Trial. It was





a letter from the Parish Council It stated in its final paragraph that they sought our co-operation 'through restricting your motorcycle rides to the public highways in Great Bromley? Thank you'. This together with the other contents of the letter made it quite clear that they not happy with our event, so the farmer had to say sorry, but no not this time.

So we had lost half the sections in probably the two best locations, so after conferring with Clerk of the Course, Chris Cook, who was in Scotland we felt the best decision was to **cancel the event in its present form.**

All the riders will have their entries returned and given the choice of not travelling, in some cases a long distance, to the trial, or coming along and having a good ride around the Stour Valley and competing on what land we have available and observing each other. For further details please ring me 01206 250462.

This is of course a big disappointment after all the hard work that had gone in to this event, this included getting sponsorship from the 'Classic Competition News' Magazine. CCN had provided enough backing to cover all our costs and leave some over for Leonard Cheshire Charity who are generously allowing us to use their premises as a start and finish venue. So if you have been thinking about subscribing to this great magazine that covers all branches of classic off-road motorcycling, do so now! There will be subscriptions forms at this trial or the magazine can be contacted by telephoning:-

Sarah Jones, subscriptions, 01273 616040.  
Email: [sarah@classic-competition-news.co.uk](mailto:sarah@classic-competition-news.co.uk)

## CHARITY BARBECUE TRIAL

Saturday 2nd July – Seven Rivers, Great Bromley

Put this date in your diary now, the Belly Dancers have now been booked and section sponsors are actively being sought, so if you know of a company who may be interested, and it can be as little as £25 to help sponsor a section, let me know. This year we will be having a book stall of good quality books, some brand new, for sale. Plus, a stall for interesting motorcycling memorabilia and bric-a-brac, so sort out your sheds and donate that interesting piece of junk that you have wondering what to do with for years. To kick this off we have a autographed copy of Sammy Millers 'The Will to Win', a one piece waterproof riding suit, in black, and a nice picture of Mike Hailwood.

As I am not a permanent fixture now at Seven Rivers, some help with the course preparations would be welcome. There will be stinging nettles to clear and hopefully a couple of new sections to trim out. If you can help please give me a ring on 01206 250462.

*Dabber*

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## ***End Thought . . .***

DAM : Mothers Against Dislexia