

Editorial

I am sorry that this edition of Trials & Tribulation is what might be called a very lite edition. The reason for this should become obvious. I just haven't received the articles necessary to make your magazine its normal size. However, I must thank Heather for her monthly contribution together with Mick Brown for his Dabber's Diary. Clive Dopson has once again come up trumps and written an article on his exploits at the Scottish Pre 65 trial. I have determined to split his article into two episodes and the second instalment will be included in next month's magazine. So you will see that I am very short of articles for inclusion in this, **your** magazine. From what people say to me I gather that the magazine is well thought of and its arrival each month is eagerly awaited. But, I am afraid that future issues of the the magazine would appear to be a little fraught as to make a magazine it is necessary to have articles. I could, each month, pad the magazine out to its normal 16 pages by including more and more joke pages but this I do not feel is the correct way to go about it. I feel that a balanced approach, as I have attempted to achieve over the past few years, is the correct way. Realistically the

future of Trials & Tribulations is in your, the readership, hands.

It would appear that DEFRA have gone quiet on the Single Payment Scheme. I haven't heard very much for at least a month. I just hope that they are metaphorically 'licking their wounds' rather than planning further action against us and motor sport.

I understand from the Braintree club that they have lost the use of the land at Covenbrook Hall. It would appear that the problem is partly DEFRA related and has caused them to lose access to the car parking meadow. I believe that John Pease, the land owner, has offered the use of another piece of land for car-parking and start area but it is my understanding that there are certain conditions involved in this that currently the Braintree club are unable to meet. This means that their evening trial on August 13 will now take place on Peter Clark's land at Beazley End. I don't know how these problems will affect the Mid Anglia club when they come to run their Classic Trial.

Throughout this edition of Trials & Tribulations there are several photographs which have been taken by Roy Ayres. Each year, Roy sends me photographs he has taken during his holiday in Scotland. I thank him for so doing.

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The July Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 16th July 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

Once again I have been appointed the team manager for the Pre-65 Inter Centre Team trial. I thank the Competitions Committee of the Eastern Centre for retaining their faith in me especially following the problems that I had with the organisation last year. This year's event takes place in the Buxton area of the Peak District and I anticipate that the course will follow very much the same route as was used by the recent Reliance Trial. This event used many, if not all, of the section groups that I would anticipate will be utilised when the Inter Centre Trial takes place on 18th September. I still have not received the regulations for this event so am unable to finalise my team. It must be realised that team members should, if at all possible, be used to riding on rocky terrain. I hope that we can come up with a team which will show that last year's result was not a fluke and that we here in the Eastern Centre really are good all round trials riders.

At the moment the Formula One teams and tyre suppliers are going through the mill. I applaud the action of

Michelin in offering to repay the ticket prices of all those unfortunate enough to have been present at the Indianapolis farce. However, I am at a bit of a loss to understand all of the things that took place prior to the running of the event. It seems that the crux of the matter relates to the speed at which the cars could traverse at a particular corner. Seemingly it was imperative in the minds of the teams and their drivers that it was compulsory to go through this corner at top speed. In my innocence, I was under the impression that driving a car or riding a bike through a corner at racing speeds meant that due consideration had to be taken with regard to a likely visit to the surrounding circuit boundary whether wall or sand trap etc due to limitations in the vehicle performance or that of the associated rider/driver. Seemingly, either their own drivers are unable to control their red mist or the teams do not trust their drivers. Surely it is the responsibility of drivers to race in a manner which is safe not only for himself or herself but also within the



Is this Little Eric's long lost French Uncle?

limits set down by the vehicle. Sadly this debacle at Indianapolis has not done any favours for Formula One nor has it improved the PR status of motor sport in the eyes of the general public. In recent years Formula One would appear to be intent on scoring own goals and they have been very successful in this instance.

As some of you are aware I had to visit my second home, Broomfield Hospital, on Friday for some tests. I had been advised to make arrangements to spend up to three days as an in-patient following these tests due to my being a

taker of Warfarin. Thankfully, it was not found necessary to take any large samples from me for analysis so I was not kept in. However, we did not attend the barbecue at Great Bromley because, in essence, I was still getting over the effects of the anaesthetic. I don't know how the event went but the weather here was at least dry. Thankfully it would appear that the hailstorms of last week were not repeated.

Best wishes,

Jim



The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

What do you call a fish with no eyes? A fish.

Secretarys Scribblings



At the time of writing entries are coming in steadily for the Leonard Cheshire BBQ Charity Trial. We shall have enough to make the event worthwhile and should have a good time whilst raising some money for the Seven Rivers Home. Thanks once again to Mick Brown

for all his hard work. More news later.

The Woodbridge club have two more evening trials during July. The first one is on Saturday, 9th July and the next is on Saturday, 30th July. They are aimed primarily at beginners, novices, pre-65 and fun riders, although all grades are welcome to take part. Start time is 4.30pm at Blaxhall Motocross Circuit. Enter on the day for £8.00 if you're an adult or £6.00 if you are under 16. If you need any further information, Trevor Andrews is the man to contact on 01379 586303.

Don't forget the Weeting Rally if you're at a loose end on 17th and 18th July. If you'd like to take a bike, I'm sure there's still time to arrange it, just give Chris Bater a ring on 01473 622550, or just come along for a look round, it's a good family day out.



Looking forward to the Pre-65 Motocross at Tye Farm which is down on the Calendar as 10th July. Trouble is the Classic Sprint and Jumble at North Weald is on exactly the same day. Perhaps we'll have to visit the Scramble in the morning and the Sprint in the afternoon to keep everybody happy.

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.



Please note that the next Tim's Tour will take place on Saturday 13th August.

More details to follow in August's Trials & Tribs.

By order of the Management



In The Dark . . .

Wife: Oh, come on.

Husband: Leave me alone!

Wife: It won't take long.

Husband: I won't be able to sleep afterwards.

Wife: I can't sleep without it.

Husband: Why do you think of things like this in the middle of the night?

Wife: Because I'm Hot.

Husband: You get hot at the darndest times.

Wife: If you love me I wouldn't have to beg you.

Husband: If you love me you'd be more considerate.

Wife: You don't love me anymore.

Husband: Yes I do, but let's forget it for tonight.

Wife: (Sob-Sob)

Husband: All right, I'll do it.

Wife: What's the matter? Need a torch?

Husband: I can't find it.

Wife: Oh, for heaven's sake, feel for it!

Husband: There! Are you satisfied?

Wife: Oh, yes, dear.

Husband: Is it down far enough?

Wife: Oh, that's fine.

Husband: Now go to sleep. The next time, it's your turn to get up and turn the thermostat down.

Wife: Yes, dear.

How true!

A man in a hot air balloon realized he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am."

The woman below replied, "You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude."

"You must be in Information Technology," said the balloonist.

"I am," replied the woman, "How did you know?"

"Well," answered the balloonist, "everything you told me is, technically correct, but I've no idea what to make of your information, and the fact is I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip."

The woman below responded, "You must be in Management."

"I am," replied the balloonist, "but how did you know?"

"Well," said the woman, "you don't know where you are or where you're going. You have risen to where you are, due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault."

Rigidly Towards Rannoch

My Scottish Holiday 2005

by
Clive Dopson

Part 1



The 2004 Scottish pre 65 trial was very eventful for me with machine problems, so I decided to write a piece for the EFA and Haslemere Motorcycle Club newsletters. As there were not too many complaints, I am afraid I decided to do another instalment for 2005.

Entries for the trial are now required earlier than ever and preparation was delayed when I had to miss the Talmag due to a Far East business trip. Matthew Neale swapped from riding the Douglas to the Norton and duly won the class, even though he only dabbed once, he was given thirteen marks.

Three local trials were used for preparation which in the last event showed up a problem with the kickstart mechanism, which was fixed only a week before leaving home. The plan was for me, Matthew and Darrel Glover to travel up together, Matthew to ride his dad's Triumph Cub and Darrel was going to take a mountain bike. Darrel is more into mountain bike racing now, his pedal bikes cost more than some trials bikes but he has ridden the six-day and the two-day before, and once won the rigid class in the Talmag on the Norton. The



Clive Dopson - 500 Norton

evening before we left there was a change of plan, Darrel and I to travel together because Matthew had to attend a meeting in Northampton in the morning, so he would drive up later on his own.

The journey was uneventful, with Darrel driving to Stirling where we refuelled, as in previous years we overtook the Gibb's van near Scotch Corner. The others who were observing were behind us in the van, that being Matthew's dad, Brian, Trevor Harvey and Roy Ayres. My mum, sister and niece, together with Pat Ward, flew from Heathrow on Wednesday and went on the train to Mallaig on Thursday. After Stirling it was obvious we were going to have a very wet trial, as the water in the streams was deeper than I had seen for twenty years. We detoured to Kinlochleven to sign on and get some programmes before getting to the hotel to meet the others and have a swim before dinner. Matthew arrived late and just got dinner saying the roads were getting worse.

Friday morning we set off just after eight o'clock to Kinlochleven, Darrel decided to cycle from Fort William up over the Mamare Road to get to the sections at Meall Na Cruaidhe 1 where the others were observing. The first problem was when we stopped at the Kinlochleven Community Centre for Matthew to sign on, the BMW would not start, the electronics seemed to immobilise the car for half an hour so we decided to sort the bikes and start from there. Despite the rain, there were crowds of spectators and at our allotted time we went up on the ramp to start, already agreeing that we would stop at the car on the way out. Charlie Harris started on the same minute as me riding a Royal Enfield. When we got to the bottom of the ramp he stopped to talk to someone and when I grabbed the front brake the nipple came off at the bottom end, so the cable had to be changed at the car.

Finally we arrived at Loch Eilde Burn sections but somehow Matthew and I were on opposite sides of the stream and a fence. The water was deeper than normal and with only a two bike length run up I started and immediately ground out before the begins cards, so both the Norton and I ended up in the water. This was not a good start but eventually the section was cleaned before it jumped out of gear on a bank past the ends cards, so again I fell off and this time some engine oil was lost, more of this later. The next few sections took one mark before we arrived at two sub-sections at Leacann Na Faire. These sections replaced Loch Eilde Mor, but were a lot more difficult taking a five and three from me. Matthew and Len Hutty cleaned the first only after my five showed them where the big rocks were in the water.

We went past the scene of last year's first puncture and the observing team to get to Mal Na Cruaidhe 2, again two completely new continuous sections in a tight slippery stream, I was pleased to loose only three. The next double subber had the deepest water so far but the Norton went well and I was pleased with a dab equalling Matthew and Len. There were two more groups before the Blackwater Dam road was reached at which point it was really raining and I checked the oil level which was getting low. Matthew agreed to go on ahead and bring some oil from the car back to Pipeline whilst I rode slowly. Pipeline was as bad as I have ever seen it plus the line around the step was not possible

within the markers. A clean and a battling five were the best I could achieve but Matthew cleaned it before we headed to the Aluminium Works where my mum and the others were waiting. By this time there were a lot of tired riders, who arrived to see the water deep enough for white water rafting, a struggling three or five in the first sub saw me heading for a hole which had drowned the previous three bikes, so a tactical five was taken. Matthew drowned the Cub twice here but luckily Darrel was on hand to help as Matthew struggled with cold fingers.

Cnoc A Linnhe was just as wet and took two tired stops, the second breaking the clutch lever and on restarting the kick-start sheared, so now I had to be very careful not to get stranded between sections. I changed the clutch lever but the next few sections were very hard work due to tiredness and took a lot of marks, not helped by a new sub on Caolasnacoan which was very un-Scottish. Finally the last pair at Camas Na Muic were reached but by now, time was getting tight and nobody was attempting the sections due to the deep water. We signed off back at Kinlochleven completely soaked but luckily as we were parked at the community centre we used their changing rooms, Darrel put his bike in the trailer and came with us to wash off the bikes on the way back to the hotel. The day had been the hardest I could ever remember in the Pre 65 trial, the results showed I was in second place in the rigid class, four marks and four places behind Graham Wilkinson on a side-valve Triumph twin.

to be continued next month



Matthew Neale - 200 Triumph

DOUBLE WHISKY

A businessman entered a pub, sat down at the bar, and ordered a double whisky. After he finished the drink, he peeked inside his shirt pocket, then he ordered another double whisky.

After he finished that one, he again peeked inside his shirt pocket and ordered another double whisky.

Finally, the barman said, "Look, mate, I'll bring you whiskies all night long, but you've got to tell me why you look inside your shirt pocket before you order a refill."

The customer replied, "I'm peeking at a photo of my wife. When she starts to look good, then I know its time to go home."

This months Picture Caption Competition

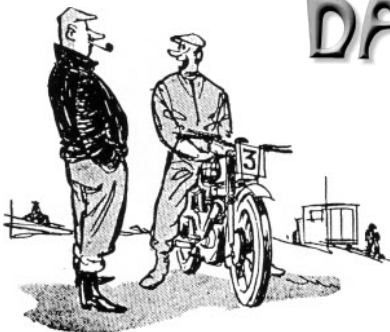


I'll get you before you fly away!

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

BUMPER STICKERS

He who hesitates doesn't get a parking space.



DABBERS DIARY

Well here we are again, sat at the keyboard, staring at the screen and not a clue what to write about. Since last month and my moaning's about those prats at DEFRA I have been in a bit of a daze concerning bikes, not touched the old Enfield or the Cub which does need a bit of attention, but Cubs always do. I have hacked out a couple of new sections at Seven Rivers for the Charity Trial and by the time you read this it will be all over apart from counting the dosh. Let's hope the weather was good and I didn't have to keep the belly dancers warm again this year, but on second thoughts!!!!!!!!!!!!

As I write, the sponsorship donations are still coming in and I am struggling to get all ten sections fully sponsored, but if we don't make it we won't be far short of the £1000 target. I must give extra thanks, this year, to the club members who have made or arranged donations of sponsorship. They are:

Norman Blakemore (3rd year running), Steve Parker (2nd Year). Andy Prill, Bruce Davey and Chris Byford Smith, thank you gentlemen.

It is getting increasingly difficult to source these sponsorships and I am desperately trying to think of new ways of fund raising next year, what about you, the riders, getting yourself some sponsorship from family, friends and workmates. Raise £50 and get a free entry, raise £75 free entry and barbecue, raise £100 free entry, barbecue and 'T' shirt. What about it? Let me know.

Look half a page already, easy isn't it, try your hand and give Jim some copy.

By the way I hope Jim has recovered from his treatment with the Swiss Army Knife at Broomfield and is well on the way to recovery. What else have I been up to this month? Well did spend a bit of time in Spain supposedly looking at the ancient artefacts of Catalonia. Did see the inside of a lot of 'Tapas' bars, the inside of the 'Cava' (champagne) cellars at Codorniu's

Actual Headlines from Newspapers in 2004!

***Red Tape Holds Up New Bridges
[you mean there's something stronger
than duct tape?!]***



Norton Fanciers?

I make no apology for including this picture which also features on the front cover of the July issue of the Eastern Centre Gazette.

Chris Cook, the latest convert to Norton trials machines eagerly studies the line and ability of Clive Dopson at the Pre 65 Scottish. Chris is currently a busy man with his interests and rides in most branches of the sport together with his membership of the Centre Competitions Committee.

Vineyards and the site of those "Seaside" sections in this years Spanish round of the World trials series at Tarragona, What a venue! Right on the sea wall and in front of a Roman Amphitheatre.

Well I suppose I have been quite busy really and the daze I was in probably had something to do with the 'Tapas' bars and that Cava. Well I have just remembered the best bit, my grandson, Oliver, has just got his wings on a TY80. Lots of you dads and granddads must have experienced the thrill when you let go of the back mudguard and there they go like a fledgling flying from the nest for the first time, nearly brought a tear to old Dabbers eye I can tell you. Well must sign off now and complete the programme for the Charity trial and the now famous 'Shed Certificates' presented to each entrant. If you don't enter you don't get one!

Dabber

End Thought . . .

The hardness of the butter is proportional to the softness of the bread.