

Editorial

Following on from last months lightweight edition of your favourite monthly, we have this month what one might call the heavyweight edition. We have been lucky enough to have many of our regular contributors write for this magazine with items that are of current interest.

We weren't able to get to the barbecue trial at Great Bromley for several reasons. However, it would appear to have been very well attended and very well received (even the comedian seemed to be successful). I was pleased to hear that the expert riders tackled the Bromley Gulch. I was disappointed when it was omitted from last year's trial. Included in this issue is a set of results from the event and in Dabbers Diary there are some photographs taken by Mick Brown at the event. One thing is for certain and that is that this must be the only trial outside of Egypt (if they hold trials in Egypt) where the competitors are entertained by belly dancers!

Roy Bannister together with his wife Gill made the journey from the Southend area to join up with members and friends of the

Woodbridge Club at the Weeting Steam Rally. Speaking to Roy after the event, he and Gill fully enjoyed their time with the lads and lasses of the Woodbridge club with a special thanks going to Chris Bater for the organisation he poured into the event.

Whenever Geoff Daw is involved, there always seems to be some element of the unexpected. Geoff went to the event equipped with the small chicken but from our own experience these birds are somewhat unpredictable. Suffice to say that the sparkle had gone out of the bantam and I gather that much amusement was had at Geoff's expense especially as there was a large metal skip, steam powered rock crusher, and a junk yard auction available on site. Geoff is convinced that he was nobbled by Ray Gibb. It was Ray, or so it would appear, who supplied the sparkler equipment, supposedly from a very defunct lawn mower.

Mark Gibb was exhibiting what I am led to believe is the female second cousin three times removed of Little Eric. Erica, as I am informed is her name, would appear to have impeccable manners.

Our charioteers, Roger and Heather were present, but from the

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

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

The August Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 13th August 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

photograph of the event supplied to me I am a little worried about the amount of dieting that Heather is undertaking!

Peter Eaves, not satisfied with just attending the MotoGP at Donnington made the trip to the Day of Champions held on the Thursday prior to the race meeting. He has written of his experiences. Considering the amount of rain that fell during the day of the races, my initial envy turned into joy when I was able to watch the meeting in the dry in my front room rather than having rain down the back of my neck as if I were in Scotland. May I add my name to the comments Peter makes at the end of his article.

Arbutnot time is here again and I am pleased that Mick Brown has been able to raise two club teams.

More later on in this edition.

I am finding the Picture Caption competition a little frustrating as readers would appear to enjoy the pictures but are unwilling/embarrassed to add their own public captions. I shall continue for another couple of months and then perhaps try something different.

Best wishes,

Jim



Secretarys Scribblings

Thanks to everyone who helped to make the Leonard Cheshire Charity BBQ Trial another successful event. We had our best entry yet, even though Ray Gibb and Roy Bannister had to pull out - hope you're both feeling better now. Although it was overcast, the weather stayed fine and we were able to enjoy the BBQ and entertainment outside. As usual all the credit must go to Mick Brown who did the lion's share of the work. Expect he has covered the day in more detail elsewhere in this newsletter. Results are also included.

Enjoyed a pleasant wander round the Classic Bike Show and Jumble at Battlesbridge the following Sunday. The Greeves marque was well represented with static displays and motocross "demonstrations" courtesy of the Pre-65 Moto-X Club. In an effort to get Classic Bikes along early in the day, riders and pillioners were given free entry before 11:00am. It did the trick as there were a lot of nice machines lined up on the field.

Enjoyed yet another brilliant weekend at the Weeting Steam Fair. Anyone selling ice cream and/or cold drinks did a roaring trade in the hot sunshine. As usual steam engines were trundling all around the site, not just in the arena. There was an amazing array of old tractors, historic cars and commercial vehicles plus motorcycles and bicycles. The Showman Engines looked quite magical in the evening all lit up along with the old-fashioned fairground rides. The Wall of Death was also there again this year. Thanks to Chris Bater and family for making us so welcome once again.

After Tye Farm, the next Pre-65 Moto-X Meeting is scheduled for Sunday 7th August at Marks Tey. Maybe it'll be a bit cooler than sunny Sudbury - sounds as though that was a scorcher race-wise as well as weather-wise.

Don't forget our next Tim's Tour on Saturday 13th August - lookout for more info from the Management amongst these pages.

On Sunday 21st August, A & J Fundraisers Club are organising a fundraising rally in aid of Little Haven Children's Hospice. It's from 10:00am to 5:00pm at New Acres, Burnham Road, Althorne (on B1010) between Althorne and Burnham-on-Crouch. There are displays of vintage vehicles, live music, belly dancers, craft and charity stalls plus a 3 acre garden and a large collection of domestic bygones and refreshments. Sounds like a good day out with something for everyone, and all in a good cause.

Looking ahead to September, there's lots on Sunday 4th with the Ipswich Old Bike Jumble at Great Blakenham, the Colne Valley Run for any vintage club members amongst us, think it's also the day of this year's Essex Air Ambulance Run so plenty there to choose from.

Have a good time whatever you get up to.

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.



The management invites everybody interested to a 'jaunt along the promenade'.

We will be meeting outside chairman Ted 'place' departing at 4 o'clock on Saturday 13th August. The tour will finish at Mistley chippie with a duration of 45 miles on route.

See you there

By order of the Management

THE DENTIST

A 'Tractor Boy' goes to the dentist and asks the cost of a tooth extraction. "£85 for an extraction, sir," was the dentist's reply.

"Haven't you got anything cheaper," replies the Tractor Boy, getting agitated.

"But that's the normal charge for an extraction, sir," said the dentist.

"What about if ye didn't use any anesthetic?" asked the Tractor Boy, hopefully.

"Well it's highly unusual, sir, and it could be quite painful, but if that's what you want, I suppose I can do it for £70," said the dentist.

"Hmmm, what if yer used one of your dentist trainees, and still with no anesthetics?" said the Tractor Boy.

"Well it's possible, but they are in training, and I can't guarantee their professionalism, and it will be a lot more painful. I suppose in that case we can bring the price down to, say £40," said the dentist.

"That's still a bit much, how about if you make it a training session and have your student do the extraction with the other students watchin' and learnin'?" said the Tractor Boy, hopefully.

"Hmmm, well OK, it'll be good for the students, I suppose. In that case I'll charge you only £5," said the dentist.



The 'Dick Little' British Bike Trial

Held in scorching weather at Bagshot Heath on Sunday the 19th of June 2005.

It ain't half hot Mum! Would have been an understatement/comment on the day. This one factor caused many a retirement even amongst the most experienced and tough regular trials riders. One by one they dropped like flies due to heat exhaustion, until we had a total of 25 retirees who thought the midday sun was getting just a shade too much! No one could blame them under the circumstances.

I almost gave up after the first lap, especially as my slow pace had put me behind schedule. But! In a moment of madness I decided to scramble the last two laps at top speed, before my iced water diet wore off! Yes! This was the secret, no fizzy cold drinks or tea or coffee. Just regular sips of iced water by compliments of the cool box we had taken with us. Also, a cotton Rugby shirt and denim jeans instead of the regular trials gear, this kept the outside body temperature reasonable.

We had fifteen observed section's, and three laps to complete. Our observers and officials did a great job with riders showing their appreciation by donating gifts for the observer's raffle. Every observer took something home with them and this should happen more often. So well done to Peter Donaldson and the Sunbeam Club for showing how it should be done.

That hard working man Mike Holloway was chief COC ably assisted by the aforementioned Peter Donaldson. Peter is another tireless worker from the well-known Sunbeam Club. So thanks men, we do appreciate it.

The overall winner on the day was Ken Ward. Ken was riding under the GEST banner and entered on his 250 BSA. He rode the harder white route for a loss of 14 marks and 1 gallon of perspiration! Brilliant ride in such difficult conditions!

Best class A was Colin Mote from the Erith Club, on a 500 Ariel (which I believe is the ex Alan Ketley bike). Colin is fairly new to British Bike trials although an excellent rider on the other more modern stuff. He has adapted to pre-65 without any problems it would seem. He had a determined ride for a loss of only 20 marks on the white route. An outstanding effort indeed!

The unit construction class B win was secured by Graham Rodemark (Sunbeam Club) on one of those famous little Triumph Tiger Cubs. Graham lost 39 marks and 2 gallons of perspiration. A really good steady ride and a well deserved win.

What every
office needs



The telescopic rigid class for this year rode the harder white route. The winner was Graham's 'Old Dad' Bernard Rodemark, on his 290cc C10 BSA sidevalve single. Unbelievably he lost just 53 marks! So how on earth did he get that bike round and over those logs etc. for that score? Perhaps the extreme heat and hence evaporation on the day had somehow lightened the bike and rider, helping them to float easily over those difficult obstacles. Well done Graham's 'Old Dad', another Sunbeam Club rider!



Our security is in their hands!

The girder fork bikes ride the easier red route due to the delicate nature of the riders. This was won with a loss of 33 marks by yours truly even after chucking away a couple of frantic 5s due to my scrambling technique over the last two laps. As you will realise I have never done scrambling in my life as yet. As I said previously, the answer is in the iced water (as well as riding for the Sunbeam Club), but I am not giving away the secret ingredients!

Many thanks Sunbeam Club and Helpers, you are a great bunch of enthusiast's.

Dave Blanchard

LIZZY . . .

After living in the remote wilderness of Kentucky all his life, an old hillbilly decided it was time to visit the big city.

In one of the stores, he picked up a mirror and looked in it. Not knowing what it was, he remarked, "How about that! Here's a picture of my daddy."

He bought the 'picture', but on the way home he remembered his wife, Lizzy, didn't like his father. So he hung it in the barn, and every morning before leaving for the fields, he would go there and look at it.

Lizzy began to get suspicious of these many trips to the barn.

One day after her husband left, she searched the barn and found the mirror.

As she looked into the glass, she fumed, "So that's the ugly WITCH he's runnin' around with!"



Pedro's Patter

Hats off to Mick Brown on his presentation of the charity trial and his brave entertainer efforts. No doubt there's a report elsewhere but I'm of the opinion everyone enjoyed their role in the proceedings for the benefit of the less privileged.

Another very successful effort, in my opinion, was the Great Cornard scramble where our members put in sterling performances on a hot day. Very energy-sapping, and stamina was required over a technical course in today's parlance. Yesteryear it was quoted on regs as undulating grassland!

What's in a name! Difficult as a spectator cos one doesn't see all the action, but Mark Fletcher, Alan Farmer, Jim Patey, Sam Appleton, were doing it good when I was taking note. May there be many more 'last time meetings' on this cracking course.

Thursday the 21st July saw me at Donington Park for the 'Day of Champions'. The MotoGP circus had arrived in town and was gathered there for Sunday's British Grand Prix, it's truly awesome. The aces are hounded by baying enthusiasts around the tented workshop areas, dozens of scooters zipping around. There's indoor trial displays. The GP

boys were entertaining us by squirting a quick go-kart driven by a large four-stroke lump around a loose surface track. An enormous market would provide you with all the gear, clothes and special offers galore. You could go for a F1 or F2 sidecar ride, two laps, as my boy Gary did. He came back awestruck and with arms two inches longer and somewhat pumped-up, reckoning he couldn't have done any more. Our friend Jim Patey will understand this. They had seemingly lost four guys at the halfway stage of proceedings. The alternative to this was a ride around the circuit driven by the stars, Steve Parrish and Co!! Despite Gary's efforts he couldn't get a ticket for Dad. I never wanted to be a 'clippie' anyway. Then there was the auction of stars memorabilia, leathers, hats, gloves, books, signed posters, also a ride with Randy Mamola on the two-seater Ducati, one on Saturday and one on Sunday. They both went for over a grand!

Whilst writing this and watching practice, seemingly £170,000 was raised for the charity, Riders for Health, who supply Honda 125s to medics in Africa who tend the needy in the wilderness. In the future an enduro is to be run on the international scene in Africa which



will also contribute to the cause. Also another scene if one gathers an amount of thousands of pounds for the charity means you can go on a 14 day ride across Africa escorted and organised!! Ian and Sylvia where are you? Don't hide.

Sunday 24th July was the British MotoGP. We arrived at 8:00am and it was very busy. The rain commenced during practice. The BMW race was an eye-opener, I've never seen BMWs move like that - impressive machinery and brave riding.

Then, on with the 125s. Hordes of the little screamers, lots of fallers, some got back on, some didn't. It's not funny riding very quick tiddlers in those conditions. British wild card, 17 year-old Dan Linford, finished 9th. Bet he rode schoolboy trials!

Now to the big one, spinning up, dumping it, the lead changed, capable

men took early baths and Alex Barros showed great skill to lead for many laps as the rain increased and the temperature dropped. Eventually Rossi who had circulated behind Kenny Roberts, back from the wilderness, stormed by both with five laps to go and pulled away, not without his 'moments'. I am unashamedly a Rossi fan. He has to be seen to be believed.

Finally, two snippets that lifted me.

Our Roger Finch seen back on a trials bike - well done Roger - you've had a rough ride - and Stowmarket lady motocrosser, now sadly severely damaged, passed her driving test.

What endeavours!!

Happy riding

Pedro

ARBUTHNOT 2005

Yes! It's Arbuthnot time again and on Sunday 18th of September the EFA will be fielding two teams and we nearly made it three! Loads of dosh, in the form of transfer fees has changed hands this year and a new signing has taken place, so the EFA will be represented by:

'Spirit of the East'	Don Daly (500 Norton)
	Keith Fitz-John (500 Norton)
	Mick Brown (350 Royal Enfield)
'Eastern Promise'	Andy Prill (410 Matchless)
	Stuart Penfold (350 Royal Enfield)
	Chris Cook (500 Norton)

Also making the journey down to the Dorset/Wiltshire border country is Pete Sigournay (350 Ariel) and Ted Collins (500 Norton). If anybody else has entered that I don't know about please let me know ASAP and we can make up that third team.

Some of us will be getting a bit of pre Arbuthnot training at the Raydon 'August Plonkaround' on Saturday August 13th, why not come and join us!

Mick Brown (01206 250462)

Latest! Dick Hobart has entered but Pete Sigournay is doubtful.



Eastern Fourstroke Association

Leonard Cheshire Seven Rivers Charity BBQ Trial

Saturday 2nd July 2005



No.	Name	Machine	Section No.										
No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total

HARD ROUTE

Pre Unit													
32	Mark Fletcher	500 Royal Enfield	0000	0002	0000	0000	0000	1000	1001	0002	0000	1000	8
16	Sam Appleton	350 Royal Enfield	0000	0110	0000	5000	0000	0000	0110	0033	0000	0000	15
1	Andrew Prill	410 Matchless	0000	0013	0000	0010	0000	0000	1111	1333	0000	0000	19
31	Brian Fletcher	500 Royal Enfield	0001	1100	0000	0000	0010	1003	3222	2233	0000	0000	27

Unit													
10	Colin Sadler	248 Royal Enfield	00	05	0	0	0	00	02	03	00	00	Ret

2 Stroke													
14	Graham Steward	250 Banvil	0211	0555	0000	0000	0110	0155	1122	1333	0010	0000	49

Twinshock													
17	Jeff Fincham	325 Bultaco	0022	0033	0000	0000	1000	0000	1131	0323	0000	0000	25
35	Sidge Kenny	346 Suzuki	1031	2105	0000	0000	0000	1205	2111	2335	0000	0000	39

EASY ROUTE

Rigid													
26	Don Daly	500 Norton	1000	5000	3033	0000	1001	0555	5000	5555	3355	2010	76

Pre Unit														
8	Mark Gibb	250 BSA	0000	0000	1211	0305	0000	0552	0000	3115	0001	0000	36	
22	Chris Bater	500 BSA	0001	1000	2110	0000	0011	0353	1101	3335	0233	1000	45	
15	Chris Chapman	350 Royal Enfield	33	01	55	51	02	35	55	35	2	00	Ret	
28	Bruce Davie	500 Matchless	10	00	21	21	11	533	501	103	001	00	Ret	
9	Ray Gibb	600 BSA	Non Starter											

Unit													
36	Eddie Hood	199 Triumph	0001	0000	0000	0000	0000	0050	0000	2032	0003	0000	16
33	Brian Neale	200 Triumph	0000	0000	0000	0000	0000	0001	0000	0232	0005	5000	18
30	Bill Brooker	199 Triumph	0001	0200	0000	5000	0000	0030	0001	0153	0123	0000	27
19	Kevin Goldsmith	350 BSA	0003	0000	3005	0000	0000	1532	3310	0133	0103	0000	40
23	Paul Weavers	250 BSA	0512	5001	5355	5152	0531	3153	5533	3335	0333	0000	105
6	John Ruth	199 Triumph	0 1 1 0										
5	Roy Bannister	250 BSA	Non Starter										Ret

2 Stroke													
21	Ryan Maggs	250 Banvil	0000	0000	0000	0000	0000	0222	0000	0001	0001	0000	8
25	Andy Spreadbridge	250 Greeves	0000	0000	0000	2000	5000	0113	0000	0103	0000	0000	16
12	David Habbins	250 Firefly	0000	0000	0000	0000	0000	0233	0000	0332	0113	0000	21
2	Chris Huxtable	250 Greeves	0110	0000	2110	0000	0100	0015	1530	2332	0232	0500	44
3	Mick Honeyball	246 Greeves	0000	0000	1031	0000	1503	5533	0001	0333	0033	0000	46
4	Tim Bradshaw	250 Greeves	0000	1000	3331	0033	0500	5555	0230	3333	0333	0500	73

Twinshock													
34	Richard Challis	156 Fantic	0000	0000	1000	0000	0000	5100	0001	0101	0001	0000	11
20	Doug Maggs	325 Bultaco	0000	0000	0000	0010	2000	0021	0011	1331	0003	0000	19
11	Chris Byford-Smith	326 Bultaco	0020	0001	0000	0000	0003	0000	0300	0333	0101	0000	20
18	Rob Clarke	247 Montesa	1110	0000	1100	0000	0010	0113	0010	1332	0233	1000	30
27	Chris Stokes	325 Bultaco	2000	2500	5015	0050	1350	2222	0100	3533	0033	0000	63
7	Jack Tyson	125 Yamajet	3233	5105	1030	1120	3100	2333	3233	3555	0333	3100	87
24	Paul Cooper	350 Bultaco	0	0	5	5	5	1	3	3	0	0	Ret

Rigidly Towards Rannoch

My Scottish Holiday 2005

by
Clive Dopson

Part 2



After breakfast Matthew and I set off to Kinlochleven and Darrel prepared to cycle along the Mamore Road again, as the observing gang had the sections at Callart Falls. Once at the School House I fitted a new kick-start lever and decided to be careful how much I used it during the day, which meant bump starting or finding a spectator to keep it running between sub-sections. Our first sections were Pipeline, to which Mum and the others walked and then they were going to Lower Mamore. I was determined to have a better day but a five at the top sub of Pipeline was the best I could achieve, but at least the footrest did not break this year.

The upper part of Cnoc A Linnhe was being used and I cleaned the first two subs but the Norton ground out and then in trying to force it, it reared up and landed on top off me. The crowd was very helpful and seemed more concerned for me than the bike. Slightly winded, bruised and with bent front mudguard and clutch lever I returned to the road where some friends (puncture repair team) were waiting. After a new clutch lever and Mars bar the remaining sections back to the School were not bad, odd marks were dropped but no five's and better than Friday. At the car I refuelled the bike and collected yet another clutch lever before going to Lower Mamore to meet the family. These sections went well before riding up to the Mamore sections, the first a steady



Jpan Westbrook - 250 BSA

dab but the next was harder than usual starting lower down the stream below a slimy slab. After much looking I thought the Norton would plonk up the first part but on starting realised it was much more slippery than I thought. I stopped before the begins card but the observer insisted I was in and therefore had a five. With nothing to lose I restarted at the bottom and managed to three it. Subsequently I was told a steward got involved and thought the second score should stand, but in the results it was still a five.

The run to Callart Falls was much better than last year with two footrests, to see the observing gang and Darrel. but a bad five in the first Callart section was disappointing before a steady climb up the hillside back to the track. At this point you really feel you are heading far home. The next three groups consist of 6 sections, which together are probably the worst for a rigid, but only one stop was given away and I even beat Matthew on one section. The last section at Coire Dubh is a good example, there had not been many cleans then Scott Dommatt hit it flat out in second on his Cotton and just hung on to clean it. I took a really long run on the Norton and although it was not too fast it just kept going for 3 or 4 dabs. Then Matthew had a brilliant ride on the Cub, at the top it turned left to end two feet before the bank. Matthew turned, pointed it at the ends cards and gave it a big handful, the front wheel landed just past the ends cards in a hole which gave him a perfect over the handlebars dismount onto the bank, no damage done.

The section at Am Badach is the opposite, a reasonable section of slippery slabs which the rigid rides really well as long as you trust it will grip and do not panic, a very pleasing clean and a small round of applause put pressure on Matthew. All that remained was along the Mamore Road, drop over the new bridge, Jackson's, a scrappy three was achieved but then being lazy I decided to go back over the bridge which meant going up a large step down which we had just come. The most stupid accident ever occurred at my second attempt to get up with the bike on its side on the top of the step with me laying on top of it with riding shirt, tee shirt and me all hooked up on the rear brake arm. Two trashed bits of clothing and a bruised and cut chest resulted.

I always try really hard on the last section but this year it was really difficult up a little step between trees, Matthew skipped the Cub to the ends cards very neatly. I had no choice but to hit the high part of the step to keep away from the trees. A big crashing five followed before dropping back to the School House with again ten minutes to spare having only used the kick-start six times



The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

Two fat blokes in a pub, one says to the other "Your round."
The other one says "So are you, you fat**d!"

during the day. Again everything was loaded up before washing the bikes at the garage near the hotel. Darrel and his mountain bike had a lift back with us having completed over 60 miles nearly all off road, the highlight of which was overtaking trials bikes coming down from Mamore Lodge.

The bikes were sorted and ready for the Sunday journey home before a swim and dinner. Personally I was as battered and bruised as I had been for a long time and would not be sure of the result until later, although both Matthew and I thought the second day had been better. After dinner Matthew, Darrel and I went to Kinlochleven for the results, which were ready when we arrived at twenty past ten. Mick Andrews and Dave Thorpe had both lost three for the day, to finish first and second on 15 and 18 marks respectively. Len Hutty had moved up to 6th on 27 marks in total and Matthew had lost 16 for the day to move up ten places to 32nd on 53 marks. I had lost 57 on the day to finish 91st, one place and 2 marks ahead of the second rigid of Graham Wilkinson. Awards were presented and we collected a bottle of Scotch from the observer's raffle for Trevor Harvey.

The marks show that this was easily the hardest trial ever and it was unfortunate that the course markers had decided to try some new sections in the year that the weather made normally rideable sections impossible. This is the third year the Mick Andrews Trophy has been presented for best rigid although I have been riding the Norton on and off since 1986, perhaps next year a change of bike may be interesting, we will have to see.

So another year is over but plans for 2006 need to be sorted as soon as possible.



Matthew Neale - 200 Triumph



A day in July

On 16th July, early in the morning, well 9:00am is early for me, Gill and myself set off to look in at the Weeting Steam Rally that I had kept hearing about.

We arrived at Weeting around 11am and were surprised to find how big a do it was for such a small village, one that's not even on some maps. There was acres and acres of it.

We eventually came across an unsavoury looking bunch of petrol heads in one corner of the site but as the the smoke cleared from the steam engines I could see it was none other

than our friends, or should I say fiends, from the Woodbridge club.

They looked after us well with tea and home-made cakes from the good looking female members of the club. I must say they were quite good to us, yes, I must say that or I may get knocked off my bike the next time I ride in Tunstall Woods. They did make me an honorary day member to let me ride 'Erica' in the ring with them as they had more bikes than riders.

Tragedy struck Geoff Daw as his little chicken lost the will to live before the parade, it lost its sparkle. After a strip down, Geoff realised it was down to a coil given to him by Ray Gibb from, I think, a lawn mower, so he was looking for either a solicitor or a



BUMPER STICKERS

We have enough youth, how about a fountain of smart??



Roy and 'Erica'

chaplain to either sue Ray or get the last rites for his bike.

Geoff was told about a rubbish skip down at the bottom of the field, put there for all the scrap metal. Ray pointed out the steam-driven rock crusher that was working near by!

That's one thing about a motorcycle club, you get some good advice from its members. In the end the chicken stayed as a static display

(with a for sale notice attached). It was also mentioned to Geoff that an auction was going on in another field, but as most lots sold for only a pound it meant that two people had to club together to buy it.

At that juncture Gill and myself made our excuses and left.

Roy



Has Heather been on a diet?

LEONARD CHESHIRE Essex

Dear Eastern Fourstroke Association Members,

Thank you all for raising a wonderful £1800 for us this year, I know Mick was worried that the sponsorship was coming in very slow this year, but you all put in a great effort and made the day a huge success. The money will go towards the continuing refurbishment of our dining room. We love having you here as it something quite different for our residents to see, they enjoy seeing the motorcycle's and the evening entertainment, so we all look forward to next year and a good day's fun.

Thank you all again!

Gill Sleightholm
Seven Rivers Manager

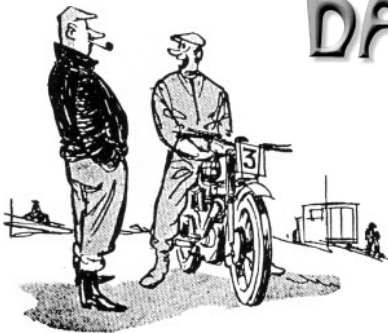
USEFUL CONVERSIONS

- Ratio of an igloo's circumference to its diameter - Eskimo Pi
- 2240 pounds of Chinese soup - Won ton
- 1 millionth of a mouthwash - 1 microscope
- Time between slipping on a peel and smacking the pavement - 1 bananosecond
- Weight an evangelist carries with God - 1 billigram
- Time it takes to sail 220 yards at 1 nautical mile per hour - Knot-furlong
- 65.25 days of drinking low-calorie beer because it's less filling - 1 lite year
- Half of a large intestine - 1 semicolon
- 1000 aches - 1 megahurtz
- Basic unit of laryngitis - 1 hoarsepower
- Shortest distance between two jokes - A straight line
- 1 million-million microphones - 1 megaphone
- 1 million bicycles - 2 megacycles
- 2000 mockingbirds - two kilomockingbirds
- 10 cards - 1 decacards
- 1000 grams of wet socks - 1 literhosen
- 1 millionth of a fish - 1 microfiche
- 1 trillion pins - 1 terrapin
- 10 rations - 1 decoration
- 2 monograms - 1 diagram
- 100 MPs - Not 1 decision.

This months Picture Caption Competition



That'll make your eyes water!



DABBERS DIARY

The Charity Trial proved to be the best yet and that's not me bragging, that's what a lot of people told me. What is definite is that we had the best entry ever, thirty four riders. Probably the best sections yet with the experts riding the deep gully, the rockery and everybody finding the thick, black unseasonable mud.

Best of all was the cash this event raised, much to my surprise we have just topped



Graham Steward - 250 BanVille

£1800 and thanks must go to all my helpers who made it all possible, especially the Observers, Heather for handling the paperwork, Don Daly for helping me tame the stinging nettles, Brian Fletcher for vetting the sections and

Actual Headlines from Newspapers in 2004!

War Dims Hope for Peace

[I can see where it might have that effect!]



Andy Spreadbridge - 250 Greeves

our own 'Antiques Road Show' Peter Eaves for running the Motorcycle Memorabilia stall. Thanks also to those of you who donated articles for the stall. I still have a number of good photographs of members, taken by Russell Lee of Sport-pics, on sale at £1 each; see me on club night if you are interested. I hope all who attended enjoyed the evening, the barbecue looked better this year, the dancers looked better to me, but I am still not so sure about that dodgy comedian.





Tim Bradshaw - 250 Greeves

I am looking forward to the Arbutnot this year and as you will see elsewhere in this issue we are fielding two teams again, plus a couple of reserves.

Whilst down west I shall also be riding in the Frome Classic Club's 'Circuito Del Mendip', this is a 100 mile ride around the Mendip Hills and its continental sounding name probably has something to do with the famous Difazio family,

Richard Difazio is the chief marshall and grandson of Pascall Difazio who came over from Italy in 1910 and opened a cycle and motorcycle business in Frome in 1914. Richards's father is of course Jack Difazio, famous for his hub centre steering system.

Whilst talking about things foreign I was interested to hear that the modern 'Workshop of the World', China, is about to buy into the former 'Workshop of the World', Birmingham. Let's hope they don't fall into the same trap as our motor and motorcycling industry fell into, that is, lack of investment into future development, mind you there is not much you can do to improve on the wok!

Also in the foreign vein I realized whilst in Spain last time that size really does matter! The girls swim thongs are getting smaller and the boys swim shorts are getting bigger, I ask you, can you imagine going swimming in cargo shorts down below your knees! What are these lads trying to hide? I believe it's the little bloke big car scenario all over again, and have you seen the latest blokes wrist watch fashion, they are huge, big as alarm clocks on their wrists can't work that one out at all.

Dabber

End Thought . . .

The early bird may get the worm, but the second mouse gets the cheese.