

# Editorial

Well, the trials season is now well and truly upon us. Our meeting at Raydon, kindly organised by Eddie Hood and Gordon Blackburn, was deemed to be a great success. I realise that there appear to be some of you who, for reasons I don't quite understand, did not know the event was to take place - the entry form was included with the September T&T.

The Sunday previously, the 18th, I and several others from the Eastern Centre attended/rode in the Inter Centre Pre 70 team trial at Winster, near Matlock in Derbyshire. We were unable to repeat last year's success when we won the event, but I don't think we let the centre down as we were in a four-way fight for second place - there was no way we would beat the East Midlands Centre with a team including Dave Thorpe and the like on their home territory. Some body had to come fourth and it fell to us to do just that but the battle was very close there being just six marks covering second, third and fourth places. Had that been on our side we could have come away with either the silver or bronze medal position. This

year our team consisted of Clive Dopson, Andrew Arden, Matt Neale, John Kendall, Roger Higgs and Dave Spurgeon.

Regs and entry forms for the 25th running of the Eastern Thumpers are now available. Following difficulties which appeared last year with the distribution of the entry forms, Tracey has, for this year at least, decided that all those who have entered in the last two years should be sent an entry form by post and this I understand to have been done. This does not, of course, preclude any of you from obtaining an entry form from Tracey for the event. Ted is looking for 'confirmed' observers and for help in laying out the sections etc.

On the same day I was at the Inter centre team trial, the EFA had two teams entered into the Arbuthnot trial which took place in the Salisbury area. Our first team, known as "Eastern Promise", won the team award but I request that you read the report by Donal Daly. During this event, Eddie Renham, well known to many of you, was involved in a head-on collision with an out of control cowboy enduro rider causing him to be admitted to Salisbury Hospital. We are indebted to Dave Blanchard for an

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# *The October Plonkatound*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 15th October 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

article relating to this incident. I am sure our best wishes go to Eddie for a full recovery for both himself and his Ambassador.

Whilst on the subject of those who have recently been hospitalised, I am sure we all wish Andy Spreadbridge the best of luck following his major operation to reconstruct his plumbing.

Have you heard that the President is taking up and new hobby? Seems that following an influx of sheep into the grounds of the presidential palace he is now looking for a shepherd's crook and a suitable sheep dog (one that has been house trained and doesn't chase motorcycles). For further information on this new hobby please ask Ian or Sylvia.

On a more serious note, it would appear that litigation has reached the pre-65 trials movement. The problem would appear to involve trials which include non-inspection sections. The information, which I gained at the recent trials forum at Rugby, would

appear to suggest that our Insurers are being very cautious regarding non-inspection sections and it is thought that this is due to a claim made by one of the 'no win no fee' sharks - sorry reputable solicitors! It must be realised that each of these 'fishing trips' cost the ACU and the insurers many thousands of pounds in legal fees just to prove the organisers innocence. The insurance company would appear to be worried that these types of sections are opening them up to claims. It must be realised that this sort of claim is not usually for tens of pounds but tens of thousands of pounds. Where does this money come from? It comes from our entry fees of course. It makes my blood boil to think that we have riders in our midst who would stoop so low as to make a frivolous claim on our insurance for the sole purpose of self gain.

Best wishes,

*Jim*

# *Secretarys Scribblings*

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Changing the date and venue of our first trial of the 2005/2006 season was a good move weatherwise, although it didn't look as though it was going to be to start with. Just as we drove through the gates of Raydon Pit down came the rain but after a few more short showers the clouds melted away and we were treated to a warm sunny Sunday.

Eddie Hood and Gordon Blackburn did the honours and set out ten varied sections, most of which had three routes. Section No. 2 was the main mark stealer for all routes, with sections. 4, 8 and 10 also taking the most marks from middle and easy route riders.

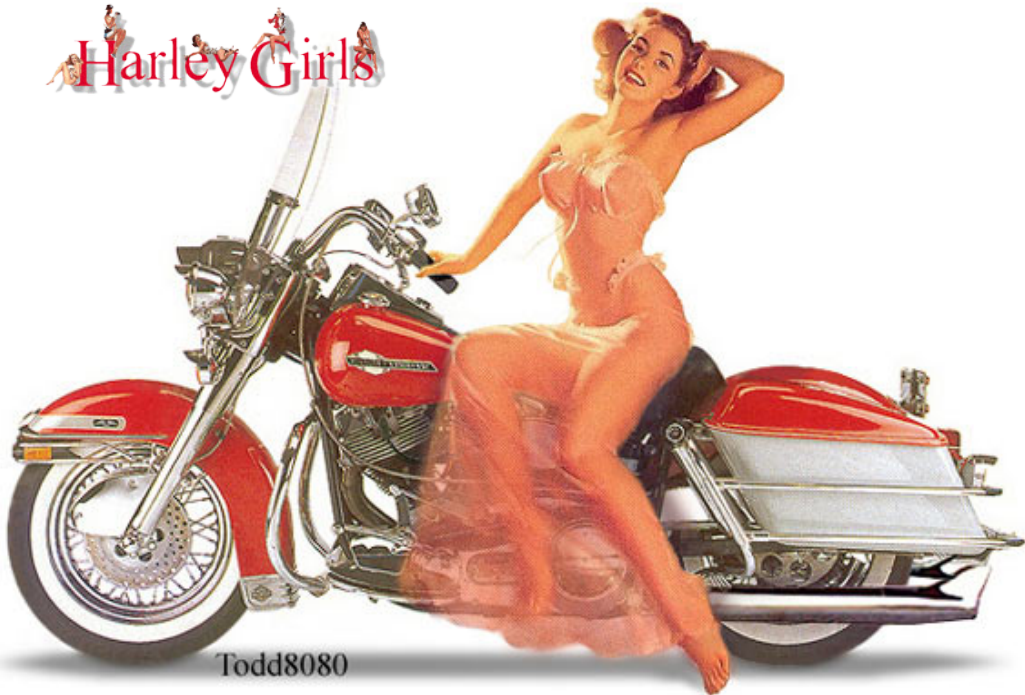
As there wasn't a vast amount of queuing everyone got round the 4 laps pretty quickly, leaving time to take the scenic route home.

I'm sure all those who rode would like to join Roger in saying thank you to Bob Drane for the off-road Tim's Tour on Saturday 24th September. No doubt you'll be able to read more about it from The Management elsewhere but it was a really enjoyable run even on the little 125 CG Honda.

If you haven't already, and you get the chance, do visit what's left of Brooklands. It's a fascinating place not only for bikes but cars and-planes too. The day we went they were celebrating 100 Years of Velocette Motorcycles with "parades" around a circuit laid out amongst the sheds and lock-ups. These sheds and lock-ups told the story of Brooklands and displayed cars and bikes so the noise of the bikes echoing around the buildings while you were wandering around inside really added to the atmosphere. There was also a chance to see them attempt the test hill which was apparently constructed in 1909 for acceleration and braking tests. There's not much of the old racetrack left but we did manage to scramble up part of the banking which is incredibly steep. More information can be found on their website - [www.brooklandtsmuseum.com](http://www.brooklandtsmuseum.com).

*Heather*

P.S. Just to set the record straight, Roger did finish the Timber Woods Long Distance Trial. There was a mix-up with rider numbers and the provisional results on the website showed him as a non-finisher. This was sorted by the time the results proper were published. He went round with a chap on a 250 BSA and had a great time. The organisers had reduced the length of the event to 88 miles this year to give competitors a more leisurely day !



Todd8080

***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.

## Father of my child

A chap is in the queue at the supermarket checkout when he notices that the rather dishy blonde behind him has just raised her hand, smiled and said hello to him. He is rather taken back that such a looker would be waving to him, and although familiar he cannot place where he might know her from, so he says, "Sorry do you know me?"

She replies, "I may be mistaken, but I thought you might be the father of one of my children!"

His mind shoots back to the one and only time he has been unfaithful, "Geezus!" he says. "Are you that strip-o-gram at my bachelor party?"

"No," she replies, "I'm your son's English Teacher."



## ***Green is the Colour - Saturday 24th September***

The Grand Finale for the year took place in fine sunshine on Saturday 24th September. The first group of us leaving the 'Alma', led by Roger 'G', to meet Bob Drane as arranged on the Coggeshall bypass. We passed through Aldham then Great Tey and after this, Earls Colne. I think we took a wrong turn somewhere on Gulliver's Travels - "Told you your secret was safe with me Roger!". We met Bob and his 'merry men' a little later than intended but all was well.

Departing from the aforementioned Coggeshall bypass we shortly encountered our first green lane, quickly followed by a second, as we approached Burton's Green. Once we left the conventional road, Geoff Daw was getting slightly off line (sorry Sidg if I have breached a copyright) and experienced some spectacular tank slappers which were quite entertaining as you followed.

"The problem is", Geoff explains, "I have a full fairing and cant see where the front wheel is going." This was remedied by him standing on the footrests and peering over the faring as we rode.

After Burton's Green, Turner's Green, High Garret and Stisted, where, between the last two places, there was another delightful off road section. Bradwell was next on the route, then Cressing, White Notley, yet another lane, then Great Leighs. Finally another off road bit before we reached Tesco's just outside Braintree and sampled the excellent nosh at the adjacent chippy.

Our thanks go to Bob for giving us a peep at what he excels in during his spare time and hopefully we will be privileged to partake in this excellent pursuit some time again.

Those who took part were as follows:

Peter Eaves, Alan Farmer and daughter Megan, Peter Sigournay, Roger Gulliver, Geoff Daw, Don Daly, Paul Gray, Jeff Fincham, Mick Brown and me.

### **The management**

**PS** Our thanks to all participants who rode on our tours. We wish you all a safe feet up ride throughout the coming winter.



## Letter to the Editor

The Editor,  
Trials & Tribulations,  
25 Seabrook Gardens,  
Boreham,  
Chelmsford,  
Essex CM3 3BX



Dear Jim,

I did enjoy the report on the Timber Woods trial in the September Trials and Tribs. Also the front cover photo of Roger Birch was top quality. Although I did not know him personally, from the tributes in the September journal it was obvious how respected a member of the EFA he was. A sad loss to the motorcycling world as we know it.

Getting back to the Timber Woods trial and the photograph at the bottom of page 12 of Trials and Tribs in particular, I can identify a few riders for the readers.

On the far right is none other than Chris Brown on his 197 Norman (DSL 568). This was the bike that Chris rode in the very first Stour Valley Trial. So you can see that this is his long distance bike.

In the centre is Ian Watkins on his late forties 350 Matchless (779 UXA). Ian had a puncture on the day about a mile from the start. Not a good start I would think?

Chris and Ian were part of the winning team, this included Peter Donaldson and they rode under the name of Besa Geezers! This is the same Peter Donaldson who for so many years organised the Pinhard Prize.

To the left of Ian at the start line is Ken Ward on his 250 BSA. I will remember him for his outstanding ride in the Dick Little trial recently.

On the very far left and a bit cropped is, (I think) Derek Baker on his Beta Alp 200. Derek didn't do so well this year but still beat me hands down as he usually does.

To the left of Derek and completely out of camera shot, is me on my Honda XL185. Yes! A 1938 Ariel it is not! But it was a 'suck it and see' type of day for me as the bike hadn't run since 1995. It had a worn front MT43 and a skinny worn trail wing tyre on the back. Standard Honda gearing was a hazard but the quick action throttle was a luxury? The only other problem I had was learning to use the 'wrong feet' to work the pedals. My worst result ever as I lost 19 points and was 44<sup>th</sup> overall position.

No complaints though, I thoroughly enjoyed the day and the challenge of something unusual to ride.

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## Noisy Neighbour

A man mentioned to his landlord about the tenants in the apartment over his. "Many a night they stamp on the floor and shout till midnight."

When the landlord asked if it bothered him, he replied, "Not really, for I usually stay up and practice my trumpet till about that time most every night anyway."

# Pedro's Patter

The Grand Slam International Grass Track at Rhodes Minnis in Kent was the highlight of my month's sporting interests. Not many foreigners but plenty of home-grown talent. In the Under 21 Championship, Lewis Denham improved on 04's second spot by winning - what style - absolutely marvellous. Sons of famous fathers figured in the solo Grand Slam. Paul Hurry winning from Daniel Rolfe from Germany, Mitch Godden in third.

The 500 sidecars provided excellent entertainment on this their debut on this circuit.

Two Chelmsford competitors, Shaun Harvey and Danny Hogg, finished second but also notched fastest lap of the day, not only in their class but also compared with the solos!! Two more veteran Chelmsfordians, Nick Radley and Craig Mathieson, finished third, the winners being Lester and Anthony Goodwin. Several of us felt the 500s provided better racing than the 1000 cc chairs who continually made indifferent starts and varied considerably in their abilities.

The slickly run meeting was marred by several prangs (sidecars) resulting in stoppages and re-runs. These resulted in two concussed passengers, one broken arm (passenger), driver with a crushed vertebrae, and driver with a bruised ankle. One outfit went

out of control and escaped all the fences and hit a car, shunting it into another. It could have been worse!

On a saner note I enjoyed the last 'Tims Tour' in conjunction with Bob's bye-way excursions and the fish and chips were good as was the company. Young Miss Farmer made her debut ride behind Dad, Alan, and obviously enjoyed it. I think she'll make a good sidecar passenger if Alan turns to chairs.



From the couch, I viewed Tony Rickardson taking his 6th world speedway title at the age of 35. Didn't he do that in style. Likewise, Valentino Rossi took his 7th World MotoGP title, Great indeed but also making my day was Carlos Checa finishing third in the race in Malaysia.

Once again, the grass trackers are organising a go-kart meeting raising funds for worthy causes. An evening meeting this year starting at 6:00pm on Friday December 9th. The venue is Winchmore Park in Kent and the event will run for two hours. 35 teams are required and a minimum of £195 per team. Multi driver teams are required. A technical and interesting track, well organised, recommended as a 'rejuvenator' for the ageing trials riders or observers. Phone me on 01245 353297 for details and contact information.

Ride on!!

**Pedro**





# Eastern Fourstroke Association

## Pre 1965 Trials Club

### PROVISIONAL RESULTS

**PRE 65 AND TWINSHOCK TRIAL - WADES LANE, RAYDON**

**Sunday 25th September 2005**

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

#### HARD ROUTE

54	Mark Fletcher	500 Royal Enfield	0000	0021	0000	0000	0000	0000	0000	1000	0000	0001	5
59	Trevor Baker	250 OSSA	0000	0000	0000	0000	0010	0000	0000	5000	0000	0000	6
51	Peter Teager	250 BSA	0000	5005	1011	0000	0000	0000	0000	5100	0000	1010	21
39	Colin Sadler	248 Royal Enfield	0000	2251	0000	0100	5010	0000	0000	3000	0000	2530	30

#### MIDDLE ROUTE

62	Gordon Blackburn	350 Triumph	0100	3010	0000	0000	0000	0000	0000	0000	0000	0000	5
49	Roger Finch	325 Bultaco	0000	2121	0000	0000	0000	0000	0000	0000	0000	0000	6
50	Philip Porter	350 DOT	0000	3011	0000	0001	0000	0000	0000	0000	0000	3000	9
55	Brian Fletcher	500 Royal Enfield	0000	2111	0000	0100	0000	0000	0100	3111	0000	1000	14
61	Eddie Hood	175 BSA	0000	3213	1001	0001	0000	0000	0001	3020	0000	0000	18
46	Alan Robinson	350 BSA	0000	3231	0000	1300	0000	0100	0000	0102	0000	1110	20
53	Jeff Fincham	350 Rariefield	0000	3315	0000	0301	0100	0000	0000	5003	3000	0000	28
56	Trevor Andrews	175 BSA	0003	5352	3300	0100	0000	0000	0000	2100	1000	1100	31
58	Paul Gray	350 Triumph	1100	3525	0001	0531	0000	0000	0000	0120	0000	2025	39
42	Barrie Clarke	250 Sprite	2500	5353	0150	2531	0000	0010	0000	5353	1000	1525	71

#### EASY ROUTE

45	Ian Preedy	275 Tacobsa	0000	2203	0000	0000	0002	0000	0000	3200	0000	1001	16
63	Ted Smith	350 Royal Enfield	0110	5253	3000	0000	0000	0000	0000	0000	0000	2000	22
52	Doug Maggs	325 Bultaco	0000	3355	1000	0100	0000	0000	0000	0020	0000	1010	22
37	Bruce Davie	500 Matchless	0100	3555	0100	1111	2000	0000	0100	0000	0000	0000	27
44	Mick Honeyball	246 Greeves	1000	5333	0000	1501	0111	0000	0000	1001	0000	0231	33
47	Thomas Moye	125 Honda	0000	3533	1000	1110	5500	2000	0000	0012	0000	2101	37
60	Stephen Griggs	242 Montesa	1200	5533	3510	3321	5050	1000	0000	2020	0003	2112	61
43	Brian Cook	200 Honda	3000	5555	1011	5500	3223	0050	0100	0110	00mm	3022	71
41	Chris Chapman	350 Royal Enfield	5001	35mm	1012	5111	0312	5502	0000	3mm	0000	2222	80

#### YOUTH

57	Luke Gray	200 Honda	1000	5535	1210	0000	1202	0000	0000	1100	0000	0102	33
48	Leon Moye	125 Honda	0110	555m	3100	0500	5330	2001	0010	0000	0000	0311	51
40	Jack Tson	125 Yamajet	3210	535m	3112	2212	1002	2002	0001	3001	0000	3213	59
38	Ryan Hyde	125 BSA	m	m	553m	55m	m	m	m	m	m	m	Ret

Thanks to Eddie Hood and Gordon Blackburn who worked so hard in clearing away the summer greenery and setting out the sections and thanks to all those who came and volunteered to observe, we couldn't have run the event without you.

Our next trial is on Sunday 16th October at Wivenhoe.  
See you there.

*Heather*



# A Presidential Communique

Dear Jim,

I would like to thank Eddy Hood and all those who helped him produce a most enjoyable trial. My minder, Ted, and I had a very pleasant day and it was good to see some new faces and bigger machinery. The event was just right to start off the winter trials session. Also many thanks to the observers who did a great job as always.

Ian Preedy



Seal of the President

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## This months Picture Caption Competition

AllFunnyPictures.com



*Surely, this could only take place in America.  
Don't forget to forward your captions to me for publication.*

# Four go to Goodwood

*From Donal Daly*

We were all agreed it was the best weekend possible. Andy Prill, Stu Penfold, Chris Cook and myself, plus on the Sunday Mr and Mrs Brown, Keith Fitz-John and Ted Collins on his Triumph Adventurer - still not fit enough to compete.

But first things first. It was mooted that we visit Millers Museum on the Saturday - myself, I would have passed but it didn't come to that as special arrangements had been made for us to visit the Goodwood Revival Meeting, and what a day that turned out to be, from start to finish.

Arriving in the car-park we unloaded the ex Braybrook Enfield, now on seemingly permanent loan from the Sarjeant brothers to Stu who looks after it very well; Andy Prill's immaculate 410 cc AMC springer, and the two 500Ts belonging to O.F.T.C. Heavy Plant division, and proceeded to ride into the circuit inner sanctum amongst some very important historic machinery, amongst others 'Babs' the Parry Thomas special, a dozen or so racing Porsches (ask Andy, I don't know what models), Bugatti 35Bs and eight cylinder DOHC blown racers.

Quite literally dozens and dozens of exotic cars and bikes of all descriptions.

Whilst on the exotic - some of the ladies were mouth-wateringly glammed up .

On top of this the aircraft - Battle of Britain flight plus two other Spitfires, two P51 Mustangs who gave a superb display, a P47 thunderbolt (five tons of sheer aggression), a B17 Fortress, a Curtiss radial fighter plus others.

You could have a ride in a pre-war de Havilland biplane airliner (the 'whisper jet' of its day) or a 'chopper'.

All this on a warm sunny autumn day. I believe around 125,000 people attended over the three days, and most seemed to be enjoying himself - laughs aplenty provided by some very convincing lookalikes, Laurel and Hardy aboard a Ford model 'T', with Dad's Army marching around, rifles at the slope, in that lovely slouch affected by the genuine cast plus Marilyn and others. Lots of GI wannabes in jeeps etc.

Our bikes were in front of a line of racing cars and later on Pete Sigournay and family were spotted eyeing up our bikes. You could almost see the thought processes - how in God's name did that lot to get in here?

We slid out around 4:00pm as we still had around 60 miles to go to get to our hotel.

I had a room just big enough to get a single bed in. Cookie had an enormous suite with a four-poster plus jacuzzi. Stu was in a shed out the back, I don't know where Andy ended up - luck of the draw I suppose.

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## **BUMPER STICKERS**

If at first you don't succeed, skydiving is not for you

## ... on to the Arbuthnot

After a good breakfast we made our way to the start, as usual the Inn, which having changed hands is still welcoming our trial.

Off we went in a bunch, both teams kept fairly well together all day. Though dry and very dusty the ruts in places were horrendous, not helped by meeting lots of horses and modern trail riders coming the other way-the result of co-operation between the two, the bikes marshalling the horses round and a big charity event. It was to result in a bad accident later on when a Pre 65 rider and a trail rider collided head-on, Eddie Renham collected a broken leg and other injuries. Our lot had a few 'offs' but nothing serious.



*Eastern Promise - Andrew Prill, Stewart Penfold and Chris Cook*

Norton's seem to be on the increase in this event with at least seven including a very period looking 1936 600 OHV trials sidecar ridden by Mike Ramsay with his pretty daughter as passenger. Heaven help the poor little soul, I'm sure she didn't know what she was in for. I saw them at lunch get applauded in and I am pretty certain they finished.

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## Actual Headlines from Newspapers in 2004!

**New Study of Obesity Looks for Larger Test Group  
[weren't they fat enough?]**

The sections, 10 in all, looked pretty reasonable this year. I was riding the colonial route which I found much easier and lost four marks only, on the last two, due to my knees having turned to jelly.

I very much enjoyed the ford (quite deep) and the two timed sections, one a hill climb up a short section of track, the other a special test round some trees, though I overdid it and missed the box. Andy Prill made FTD here and I believe Chris Cook was second. All the results are provisional as the published results are not to hand



*Keith Fitz-John - Don Daley - Mick Brown*

The 'Eastern Promise' team of Andy Prill, Stu Penfold and Chris Cook won the team award with Andy winning his class, Stu being runner up and Chris gaining a second class award in the competition rigid class.

Mick Brown was first in his class whilst Dick Hobart on his 350 AMC rigid road bike was runner up in the Colonial class. I don't know the results at the moment for the remaining EFA members.

***Footnote:***

Reg Glading rode his bike from the Isle of Wight and lost use of the clutch but rode the trial and then rode home.

George Tyndale, 1936 'A' series Vincent HRD, bog standard road bike, got around, no air filter, push start! (magneto?)

We went past Hugh Viney's house, AMC's star rider in the Forties and early Fifties, at Compton Abbas and according to Mick, Madonna's residence, where he once again failed to spot anything of note on the washing line.

Best of luck

*Donal*

# Get Well Soon!

My son Steve and myself were competing in the 2005 Arbuthnot trial and were having a great day.

We had completed all of the sections, the last one being 'White Sheet Hill', and so we were on the final by-way back to 'Barford St. Martin', which was the start and finish area.

Steve was following my Ariel on his AJS and our progress was very relaxed. On a straight bit of byway I first noticed a cloud of dust. Then I spotted two bikes, one on top of the other and then a pair of riding boots with legs still attached, poking out from underneath a bramble bush. These legs were trapped under the two bikes and almost immediately I realised that it was Eddie Renham that was in trouble.

Stopping our bikes short of the accident we ran to assist Eddie. His 197cc Ambassador colonial class bike was still running, even though at that angle it shouldn't have been. The bike on top of Eddie's was a modern Enduro type and had already stopped. Its rider was picking himself up from the other side of the track and by now his two mates had arrived and were looking concerned about him. But he was fine and full of innocence, or so he said after gathering his thoughts?

Not concerned with the other rider, Steve and me were there to help Eddie and with a bit of a struggle we got the bikes off his legs. Steve managed to very gently get Eddie out of the brambles, taking great care because the situation looked pretty serious. Eddie soon made it clear that it was a head on collision and he was OK. We suggested he stayed on the ground to recover from the shock and he did. He was moving all of his body parts and only mentioned a pain in his right leg. Other than that he was lucid, alert and calm. His bike had a bent front mudguard, bent forks, snapped handlebars and it looked like the front wheel was buckled as well.

After the dust had settled and talking started between both riders it was clear from our point of view that the Enduro rider had been really shifting, with proof of this being the really long skid mark in the dust as he tried to slow down. I suppose that this is the way things are going now because there are 'no Gatsos' on the by-ways and therefore no points to register on the speeders licence. Consequently some riders can behave irresponsibly and get away with it whilst giving us motorcyclist's a bad name.

I tried to telephone for help but couldn't get any signal out in those wild and distant places. Steve tried and got a weak signal and contacted the start area to say we had a man injured and a bike that needed recovering. A little later the back markers came along and they too had trouble getting a phone signal. This was eventually accomplished by standing on a motorcycle with the phone held very high. Steve had some calls back from the start via his mobile and eventually was talking to the ambulance crew and he and a back marker were trying to describe our position to them. This was made more difficult because some place names on the map were identical even though they were two different areas! This is not unusual in the heart of the countryside and is no problem if you know the lie of the land.

Eddie's two team mates had by now backtracked to see what the problem was. They were really shocked to see poor Eddie on the ground and obviously injured but still not complaining one little bit!

The other rider had checked his bike and declared it OK and suggested that it wasn't worth putting it through the official channel as bike repairs were cheap anyway. I quite quickly put him straight because a man was injured, as well as his bike being badly damaged and it **was** on a public highway! So! We would require his details! I said to one of Eddie's mates don't let him leave before you get his address etc. and he did get it.

We must have been there about an hour or more. The recovery and ambulance were on their way, although the ambulance was going to be another half hour or so due to the nature of the terrain. Eddie said to us, "You go on and finish your trial I will be OK now". No way mate! We are staying here until you are safe and your bike is recovered.

The ambulance crew arrived and the hospital (off road?) trolley was deployed. The crew (one was a lovely young lady) did their stuff and checked Eddie over. He still only mentioned about a pain in his right leg, but only when he laughed. They removed his boot and put on the pump up splint. I think they put a bit more air in than you would use for trial's pressures? Before attempting to get him onto the trolley he had to suck on some special air which numbs the pain. This makes the patient feel drunk and possibly a bit adventurous. After a few deep breaths Eddie is getting the benefit and declares that it's great stuff. So we all want some now but didn't get it!

With plenty of the special brew inside him Eddie suddenly says. "Get that bike off the trailer, I'm riding it home"! Considering the situation we had some good laughs with Eddie as he lay there waiting for professional help to come. He reckons the paintwork on his bike had also been scratched, this original finish looked like top class stove enamelling to anyone who suffers with myopia.

When we got him on the trolley I put a hand on his shoulder and said, " See if you can get a cheap vasectomy when they get you in the hospital mate"! He smartly replied. " It's a bit too late for that now"! Soon after this he was in the ambulance and doing a three point turn in a Wiltshire by-way. Then the helicopter arrived! So, Eddie was now a bit disappointed as an opportunity to fly had been missed.

After a couple of days I telephoned his wife to check his progress. He has a broken right thigh bone and a big flap of skin pulled up on his left leg. There are other scratches and bruises in line with a head on collision as well. But he cannot have a pin inserted in his thigh until the other cut leg is healed in case of cross infection. So he has to stay in Salisbury Hospital for a while yet.

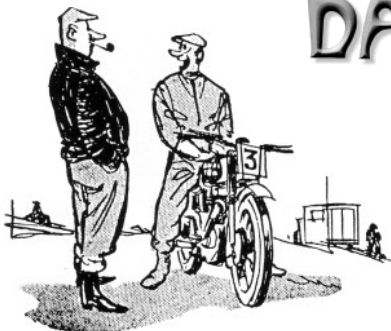
The most amazing thing about the whole day was the calmness that Eddie showed. He never complained, apportioned blame, he showed concern for holding up others during their trial, and most of all he was jovial and polite **even** with all those injuries that would have had most of us screaming out aloud! I think this shows what a great character he really is! A bit of a Hero without any doubt.

Get well soon Eddie Renham! Motorcycle sport needs you.

*Dave Blanchard*



# DABBERS DIARY



Unlike August, September was a busy month for me bike wise, starting on Friday 2<sup>nd</sup> with the 'Perce Simon' memorial walk in the New Forest. This unique event where riders from forties, that I watched in my school mack and cap, swap stories with riders of the fifties and sixties. After unloading the Enfield I managed to ride a few legal miles of the old 15 to 20 mile lap of the sixties before being one of only three other riders to arrive at Ibsley Village Hall on two wheels. I thought I was going to pick up the award for the furthest travelled until Peter Gaunt turned up en route for the Greybeards. Other stars attending included Peter Stirland, winner in 1958, Mike Jackson, Mick Noyce, Gordon Francis, (without his camera) and many other Southern Centre 'Names'. Following an introduction by Mike Jackson, those who were fit enough set off on a walk around some of the old sections. This walk of four or five miles was followed by tea and biscuits, a good chin wag and a look at the various photos and reports that people had brought along. A very enjoyable afternoon!



*Raising a glass to Roger Birch*

*Mick Brown, Andrew Prill, Don Daly, Dick Hobart Stuart Penfold, Keith Fitz-John and Chris Cook together with the ex Roger Birch Henfield 'G'.*



## *Boxford Superior Shepherds* *shepherding services for all and sundry*

### **WANTED**

Following a recent increase in the number of sheep to be tended, Boxford Superior Shepherds are urgently requiring to acquire a sheepdog. Must be house trained and dislike Dahlias.

It was then on to Somerset for the 'Circuito del Mendip' run by the Frome Classic Club, who turned out to be great fans of Italian machinery and the event is named after a famous pre-war Italian event held around Lake Como. The entry of 180 classic machines included everything from belt drive veterans up to British and European beauties of the seventies and eighties even including a step through Honda and a few trials irons. I arrived early at the 'Nunney Catch' truck stop for an excellent breakfast and parked next to 'Mr. Beaulieu', Frank Levy who was riding an interesting Triumph/Greeves that was built by sidecar ace Mike Guildford. Another early arrival was Jeff Clew on his 1948 Douglas and I was lucky to have a chat with him as we viewed later arrivals. The event started at 10.30 sharp and although my riding number was 140, I started on the front row as we were started in signing-on order. The morning run of fifty miles took us past Glastonbury Tor and the famous old scramble course, across part of the Somerset levels, around the old town of Wells and up Cheddar Gorge. After a great ride up the gorge with its sheer rock walls and many bends it got really exiting as I met a chapter of Harley riders attempting to complete a 'U' turn in the middle of the road!

The lunch check was on the shores of the beautiful Chew Valley Lake, which with the sunshine and pine trees, certainly gave the event a Latin feel. The afternoon run had an historical competition connection as we were celebrating the eightieth anniversary of the ISDT which started in 1925 in Southampton. The first day ended in Taunton and we would be climbing a couple of the hills used 80 years ago. They are surfaced today, but on the steepest, Blagdon Hill, some of the older machines required a bit of foot assistance.

I left the Enfield in its old home town for two weeks, lodged in my sister-in-laws garage at Bradford-on Avon, before returning back down West for the Arbuthnot on the Dorset/Wiltshire borders. Hopefully you will have read about this event and the EFA successes elsewhere in the magazine. As promised last month all the EFA riders were able to gather together after the event and raise a glass to Roger Birch who took part in the Arbuthnot back in 1994.

*Dabber*

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

I'd rather be over the hill than under it.