

Editorial

November is always a very busy month in this household. Firstly, we have the Chelmsford Novice and Sidecar trial. This is followed almost immediately by the Eastern Centre board meeting and AGM which takes place on Remembrance Sunday. Then of course we have the Thumper at the end of the month. This year, yet another event was included, it being the tri-annual visit to Rugby by chairman Ted and myself to update our Clerk of the Course licences. It may seem most odd to those of you who have suffered attending a Clerk of the Course seminar in the Eastern Centre but we thoroughly enjoy our days at Rugby - it is both interesting and informative and you come away feeling that the day has been very worthwhile. Can anyone seriously say that after attending what we have to put up with in this centre?

The Thumpers. What a wonderful day even though it was a bit on the cold side but thankfully the rain soon went away and we were left with a typically pre-65 autumn day, specifically designed for trials, or so it seemed to many of us who can

remember what trials were like pre-65.

The overnight rain certainly did away with Chairman Ted's worries that the trial was going to be too easy and that we would have to find a winner by means of shutting our eyes and sticking a pin in the programme!

Another aspect of the event was that our OUR president decided that the weather and conditions underfoot were too much for Little Eric's health and well-being! Instead, El P was circulating in his role of (???) on his Japanese traily, definitely post 65!

I don't think there were as many spectators this year. However, one particular spectator, who really ought to know better, attempted to cause some annoyance with Tracey, Ted and myself at the commencement of the event, but this was quickly dealt with.

It was nice to receive the Email from Hamish Eadie, all the way from very very rural France. The contents of this Email were included in the Thumpers programme.

There was the usual crop of non-starters, some of whom you know full well will not turn up on the day or will present their apologies in the week running up to the event. I was sorry that Len Huttly and his travelling

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The December Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 10th December 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

companion were both non starters, although, Len has entered in the past and didn't show. It should not have been the weather that caused the no-shows because it did not put off the Brimelows who came all the way from Nantwich in Cheshire.

Sadly there were two non starters who have very good reasons. Those of you who were at the Thumpers will be aware that John Kendall has suffered some heart attacks in the week to 10 days running up to the event and many if not all competitors signed a card which has been sent to John. I have not had a recent report on him, but understand that he is at home and in good spirits.

Secondly, some of you may have been surprised that Laurie Bird did not enter or ride the Thumpers. Sadly, it would seem that Laurie's riding days may well be over as he has fractured his sixth vertebrae. I believe this to have been a work related accident but I could be wrong. Never-

the-less, it would appear most likely to have put paid to any hopes he has of continuing his Bantam riding.

I am sure we all send our best wishes to both John and Laurie, hoping that we shall see both of them in the near future.

Hopefully, some time before the end of the month/year we shall be in a position to expand the size of the Thumpers website. Currently I am preparing back copies of this magazine for inclusion on the site. Also, following discussions with Mick Brown, we are hoping you have a humour section which will comprise jokes which are perhaps inappropriate for this magazine and other 'funnies' which are only suitable for computer/web presentation.

It just remains for me, on behalf of the Revolutionary Council, to wish you and yours a Happy Christmas and a five free New Year.

Jim

Secretarys Scribblings

Another successful Thumpers has come and gone. Must echo Tracey's sentiments and thank everyone who helped on or before the day, especially our gallant band of observers. Roger enjoyed his ride on the solo and was pleased to crash round to finish even if he did lose lots of marks. Apparently he did his best to re-arrange the rockery on Barrie Clark's section, said it made a change from colliding with trees! Was particularly proud of getting through Edie and Sylv's section for a one, pity it was at the fourth attempt! Thanks to everyone who contributed to the collection of goodies for the observers, especially Jim Mason who gave us the Jennifer Lopez perfumes.

Regs for Boxford are included in this Newsletter. It's enter on the day so hope to see you all on the 11th.

We couldn't get to the Bike Jumblie at North Weald the other Sunday. We were a bit late leaving home and by the time we arrived something had happened on the approach road causing the police to close it. We drove round looking for another way in and went back half an hour later but they were still there so we gave up and went to Epping Forest instead - much cheaper!

If you like to ride out of centre the Three Musketeers Trial takes place on Saturday 1st January at Littlewick Green, near Maidenhead with classes for British Pre-65 Solo and Sidecars + Twinshocks. More information from Richard Chandler - 0118 950 8761.

Back in the Eastern Centre there's Tunstall Forest on Sunday 2nd January, always a good event.

All the Best for Christmas and the New
Year

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.

BUMPER STICKERS

I didn't work my way to the top of the food chain to eat vegetables



Nuclear Power

Two strangers are sitting in adjacent seats on an airplane. One guy says to the other, "Let's talk. I hear that the flight will go faster if you strike a conversation with your fellow passenger."

The other guy, who had just opened a book, closes it slowly, takes off his glasses and asks, "What would you like to discuss?"

The first guy says, "Oh, I don't know; how about nuclear power?"

The other guy says, "Okay, that could make for some pretty interesting conversation. But let me ask you a question first; a horse, a cow and a deer all eat the same stuff, but the deer excretes pellets; the cow, big patties; and the horse, clumps of dried grass. Why is that?"

The first guy says, "I don't know."

The other guy says, "Oh?... Well then, do you really think you're qualified to discuss nuclear power when you don't know crap?"

Pedro's Patter

The Chelmsford and District Auto Club was formed in 1938 by motorcyclists and light car owners. Club life was put on hold during 39 - 45 whilst the enemies were repelled. My introduction to the club came about when it undertook to manage the RAC/ACU Training Scheme for prospective motorcyclists. I enrolled in this night class venture at the age of 14 in 1948. The brief was to teach motorcycle maintenance, riding skills and road safety.

Gordon Lee, a competent trials ace, was our main tutor for the eight weekly classroom sessions and a further eight playing field practical lessons, culminating in a test on a field laid out with many road layouts, signs etc with an RAC examiner. Successful performers came away with a big smile and a certificate. The machine used was an exWD James 122 cc, hand change. During this period, myself and fellow pupil, John Richardson, got to know several members of the CDAC and applied for membership. We also reapplied for another 16 weeks of training (where else could one have access to a my motorcycle?)

John and I cycled to local trials, scrambles, and grass tracks, until our 16th birthdays. In my instance, monies accrued by undertaking paper rounds, butcher rounds, fruit-picking etc were invested in a new BSA Bantam 125cc, plunger frame, Lucas ignition, from Albons garage at Shenfield. John acquired a 1938 250 AJS, girder forks and rigid frame. Then in apprentice employment it was our introduction to budgeting, repaying of parental loans on bikes, clothing etc, petrol, mum's house keeping, entertainment, etc.

The club was both social and sporting - several families were involved hence sidecars (combinations). Social trips to Walton were undertaken on sunny Sundays. Indeed a kite was flown from the beach to guide latecomers to the party. Excursions to view the London to Brighton old bike run were undertaken. The Ilford Amateur Motorcycle Club ran a well patronised Christmas party which was much acclaimed and attended by many Eastern Centre members - 80 per cent on bikes, 'cos not too many cars (affordability). Treasure hunts and touring trials were organised during the summer months. Club members at large ensured they were available for organising scramble and grass track promotions. In hindsight this was because it was part of the social scene, mates enjoying like company. There wasn't the counter attractions of today - television, computers, and, sticking my neck out, people had more commitment and energy than today's youth. However, I digress. During winter months it was trials time and the scramblers and grassers did observer duty. If they so desired, the scramble machinery could be readily converted to trials trim by changing tyres, gearing, low compression piston, or compression plates and soft cams.

To be continued

Hi Jim

I would just like to say a big "thankyou" to everyone concerned with the Thumpers trial. It was very enjoyable and pushed me to my physical limits, but not beyond! I feel very privileged to be able to compete again and hopefully can for some time yet!

Roger Finch

Observation . . .

On getting up at 7:00am on Sunday, I thought "I must be close to certifiable. I could stay in the warm and dry and play with my Velocette in the shed."

Instead, I'd volunteered to examine the feet up skills of a varied selection of my fellow lunatics at Thorrington. Transport arrangements went awry, so being too cold to ride my Norton I took Annie's Saxo - basic but warm.

Hoping to pick an interesting section I hit the jackpot when Heather said "you are at number 4". No arguments there then!

Quite tight, and long enough for the absent minded to lose their way. All routes took marks, the easy (?) route being nearly as hard as the red and blue. There were a few no-shows but in fairness it was very cold.

Plenty of interest in machinery such as Darryl Glover's lovely flat twin Douglas, and doesn't he ride it well? Also the "Stroud" (?) Panther which wasn't as awkward as it looked. A scattering of Nortons (one of which needs new cam followers and guides - you could hear the Kerlank - Kerlank three fields away).

Chris Cook's 500T behaved for once, though I understand I have to instruct him into what the funny little lever and cable from handlebar to magneto is for.

Ray Gibb really upset me for after cleaning 99 per cent of the section he put his clodhopper down, right on the flat, straight, level, and dry last six feet before the end markers - and then he did it again! He tried to play the gamesmanship card by making Gibb Junior ride the C11 BSA 'grader' (I could use that for levelling my allotment) two-and-a-half inch ground clearance, ways a ton, with rear-wheel steering. Be fair Ray, give the boy a chance.

The Festive Plonkers Trial

Raydon Pit, Wades Lane, Raydon, Suffolk

Wednesday 28th December 2005

Start: 11.00am.

A Trial for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks
Youths/Juniors • Twin Shock sidecars

Bernard Rodemark gave a masterclass on how to climb muddy banks on his C10 special. I understand its sibling, "Little Eric", wasn't allowed out as it was too cold and wet.

Good to see Graham Braybrook out and still very competitive, though why he won't ride a proper bike I don't know.

Philip Porter rode around with his uncle Roger Finch who looked more like his old self - must scrounge a ride on that Jasper.

Trevor Baker looked very capable on yet another new bike - looked like a late 350 Ajay.

Chris Bater had a very uncomfortable off and I hope they are not too sore, Chris!

Seriously, I think that there is a case for allowing really heavy bikes to ride the sidecar route. Myself and 500T at 65 and others in a similar position don't bounce and stretch like we did 40 years ago, and it might tempt a few more heavies out to add to the interest. After all, look at the Talmag, hundreds of people don't go to look at little smoky two strokes, they go to see proper bikes.

Talking of sidecars, Mark Wilson and Garry were absent having entered a MCC trial down Exeter way and found out why German flat twins won't go down narrow gullies! They were, however, represented by the Greeves outfit which seemed to go well after tall Bob had sorted it out.

All for now

Thanks for the day and the wine!

Don Doly

The distraction

Mum and Dad decided that the only way to pull off a Sunday afternoon "quickie" with their 8 year old son in the apartment was to send him out on the balcony with an ice cream and tell him to report on all the neighbourhood activities.

He began his commentary as his parents put their plan into operation:

"There's a car being towed from the parking lot" he shouted.

A few moments passed. "An ambulance just drove by"

A few moments later, "Looks like the Anderson's have visitors," he said.

"Matt's riding a new bike....."

"The Coopers are having sex!!"

Startled, Mother and Dad shot up in bed!!!

Dad cautiously asked, "How do you know they are having sex??"

"Jimmy Cooper is standing out on his balcony with an ice cream too."

Another superb 'Thumpers'!

The overnight rain caused a few worried people to go scampering around Poplars Chase easing the sections. Funny really as only a couple of days previous Chairman Ted had been worried that a lot of the entry was going to be clean at the end of the trial due to the very dry conditions. How wrong he was!

As far as we are concerned the event went pretty well like clockwork other than two administrative problems that should not have occurred, but did.

The results were on the Thumpers website by 7:30pm the same evening and we hope that all who should have received a set of the printed results have done so.

We have included copies of some Emails received by us - its nice to know that we and the club are appreciated.

It just remains to thank everyone, organiser, official, observer, rider et al who made the day so worthwhile.

Jim & Tracey

Just a quickie,

Thanks for a brilliant day. Really enjoyed it. No bruises either. BUT..... tell me - how on earth do you get all those results typed so quickly????? You are both geniuses.

Thanks again
LUV Joan
XX

Super trial with even quicker results and very satisfying too. First real time out on my new bike and only ridden twice this year - last April - so was very pleased with my result and both Andrew and I finished on twenty nine, he second to an excellent ride by young Mark Fletcher and me about 20th and some satisfying rides. Expected to be absolutely jiggered by the end, but I felt good - well as good as a 71 year old can be - and I seem to have a fresh keenness to ride a little more. But we are so busy with the ponies all over the country. We've been to Switzerland, Norway, Belgium and this year we are off to Sweden as the International Breed Show is in a different country each and every two years. Then its France and then Germany - perhaps I shall pack it in by then.

Back to Andrew on the last section, tackled after he had mended a puncture. He was going for a struggling three when two very helpful, but a trifle over enthusiastic onlookers pulled him out of the section before he had stopped! But it wouldn't have made any difference to the result, he would have still been second. I just got there to

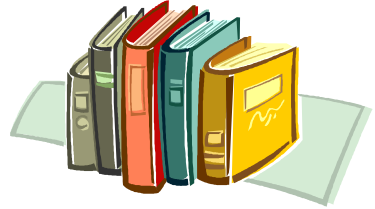
see him complete the section, the only time I saw him all day. We both enjoyed the trial and look forward to seeing you all next year.

By the way, both Andrew and I found that we were being chatted up at sections by so many people this year, perhaps after all these years we are now accepted by the good folk of East Anglia.

Hey, I must tell you this. On about section 7 or 8 some ten years ago, I had trouble with my 250 Royal Enfield and I needed a bit of string or knicker elastic and eventually got something to cure the problem. Well on Sunday, I asked this lady observer, "lovely lady, uh, about ten years ago, do you remember me asking you if you had any knicker elastic I could borrow to fix my bike?" She looked puzzled, and I then said, "...and did you give me a FIVE??" - and off I went with a chuckle. Well, you've got to have a bit of a laugh haven't you. She observes every year and like the rest is so pleasant.

Thanks - love to all
Maurice and Andrew Arden

BOOK REVIEW



'101 Things to do in a shed' *by Rob Beattie*

This is a fun retro-style book with DIY ideas and diagrams providing 'hours of fun for boys of all ages', according to the author. He feels that every man should have a shed and gives tips on how to use your shed and its contents to build all manner of jolly fascinating things.

I personally would recommend this book to the ladies! How many times has the old man got under your feet when you are making the Christmas puddings, icing the cake or stuffing the bird? OK so give him an early Christmas present, I mean the book! and send him to the shed for 'hours of fun'!

You will be amazed what he will learn to make for you, things that you have always wanted like a house name plate, a trug for the garden, a catapult for chasing cats, a tin-can telephone (to communicate with the shed), stilts?, and that box cart that you have always wanted.

There are also handy tips (useful around the house?), magic tricks (Christmas entertainment?), and scientific experiments (God forbid!)

Go on ladies, buy this book now for the man in your life, it's bound to make this Christmas different.

Published by Ebury Press, and available from all good bookshops for £9.99.



USA Coast to Coast

An every day tale of Harley folk
Part One - Florida and Katrina

The idea of travelling across America coast to coast by motorcycle isn't new, its been done many times before. In fact our travelling companions on this trip did it back in 1996 together with 4 other members of the Suffolk Triumph Owners Club. Watching the video they made of the '96 trip together with our own experience of USA motorcycling made this trip something that just had to be done, as the Harley advertising blurb puts it "if you need to ask you wouldn't understand".

What little planning was needed started back in March, the start point would be Orlando, good choice of flights and also the nearest Eagle Rider depot to the East Coast. The finish point, San Francisco, a great place to visit where we would have a day and a half to see some of the city once the bikes had been dropped off. Good use was made of the internet to book flights, arrange bike hire (18 days) and book first and last 2 nights accommodation, plus a motel in Las Vegas as it would be a weekend when we arrived there. We had a rough idea of the route we would take but this was certain to be modified on a daily



Daytona Beach -
Enjoy your day!



(hourly) basis according to what we found to see and do and not forgetting that we needed to be halfway across by day 9.

We departed from Gatwick on Sept. 7th and flew with American Airlines to Dallas Fort Worth. A.A don't seem to have much of a staff retirement plan as they seem to employ the oldest cabin crew we have ever seen but that said the service was faultless, the in-flight food was really good and you certainly got more leg room than in Mr Branson's 'peasant class'. On arrival at Dallas we were photographed and fingerprinted as part of Uncle Sam's' answer to the terrorist threat, but at least it didn't involve queuing any longer than in previous years. Two hours later we were on another A.A flight bound for Orlando, a flight time of three hours or so and it was odd to think that it would take us a week to get back to this point by road. Within minutes of landing we were through baggage reclaim and heading away to our first nights accommodation, U.S internal flights are just as routine as bus travel but with



Daytona Beach - Vehicle Entry!

LIFE'S MYSTERIES ARE ON YOUR TV

Things you would never know if it weren't for the small screen:

- If being chased through town, you can usually take cover in a passing St Patrick's Day parade - at any time of the year.



The Trusty Steed

security searches on departures of course. Our lady taxi driver cheered us up with warnings of the perils of biking in America (we never saw one bike accident during our stay) and she was so busy chatting that she took us to the wrong motel, same chain but at the other end of town. A quick call on her mobile to the desk clerk at the required motel and we were off again this time with dire warnings about the part of town we were staying in.

After a good nights rest it was off to find Eagle Riders depot in Orlando, a challenge for yet another taxi driver, he got there, eventually. We were greeted by Mike the guy we had dealt

with via email to arrange this hire. Two gleaming 2005 Electra glides stood in the workshop and these we guessed were ours. Looking at the panniers and top box and then back towards the luggage we had carried in it looked like it might be a tight squeeze. After what seemed like a mountain of paperwork and signing my life away several times over we where taken to the bikes for instruction on daily maintenance and locking up etc. After packing our belongings (no problem as it turned out) we were off.

First stop Daytona Beach, just to make sure it was actually coast to coast (dip a hand in the Atlantic, no cheating and all that). Daytona Beach, well there might have been a beach there, we arrived just days after Hurricane Katrina and about 48 hours before Hurricane Ophelia. There was a lot of angry looking surf pounding the beach and lots of white froth blowing about in the strong wind, it was tricky to get JUST your hand wet! Time to be somewhere else we thought.

By the following day we were standing on Florida's west coast. It was very hot and the Gulf of Mexico as calm as a boating lake. It was hard to imagine the destruction that Katrina had caused 400 miles along the beach. Our planned route from Florida was west along route 84, passing through Alabama, Mississippi and Louisiana which would keep us at least 130 miles North of New Orleans. We had seen the news coverage of the hurricane damage in the days prior to our departure and as we agreed that a Harley would make a lousy

Actual Headlines from Newspapers in 2004!

***Cold Wave Linked to Temperatures
[who would have thought!]***

boat decided that 'downtown' New Orleans was definitely out. The one thing that we hadn't taken into account was the impact of both the hurricane and the relief effort on three states in terms of displaced people and aid workers . . .



The Alabama State Line

AH VEY

In Jerusalem, a female journalist heard about a very old Jewish man who had been going to the Wailing Wall to pray, twice a day, everyday, for 60 years.. So she went to check it out. She went to the Wailing Wall and there he was!

She watched him pray and after about 45 minutes, when he turned to leave, she approached him for an interview.

'Rebecca Smith from CNN. Sir, how long have you been coming to the Wailing Wall and praying? '

'For about 60 years. '

'60 years! That's amazing! What do you pray for? '

'I pray for peace between the Christians, Jews and the Muslims. I pray for all the hatred to stop and I pray for all our children to grow up in safety and friendship. '

'How do you feel after doing this for 60 years? '

'Like I'm talking to a solid brick wall!'

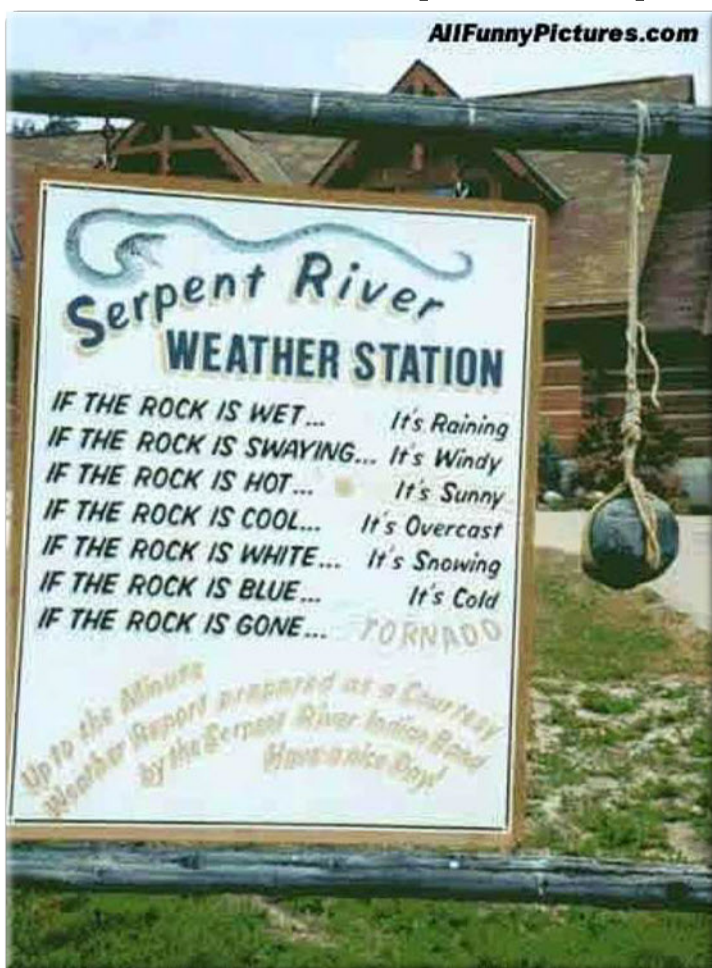
GREAT WRITER

There was once a young man who, in his youth, professed his desire to become a great writer.

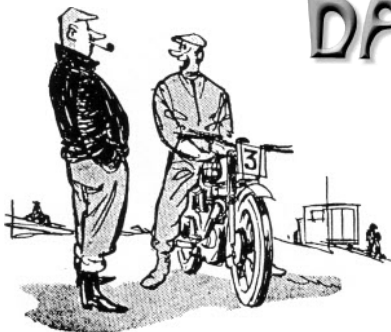
When asked to define "great" he said, "I want to write stuff that the whole world will read, stuff that people will react to on a truly emotional level, stuff that will make them scream, cry, howl in pain and anger!"

He now works for Microsoft, writing error messages.

This months Picture Caption Competition



DABBERS DIARY



I am writing this on the Wednesday before the Thumpers. Here in Thorrington it is overcast, freezing cold but dry, so the course at Poplars Chase Farm should be as we left it on Remembrance Sunday, decidedly dry! But a lot could change before the weekend as snow is forecast! Let's hope not, but by the time you read this we will all know how it went and who won what. The website www.thumpers.org.uk

shows a good entry of 108 but I was a bit worried about Tracey's invitation to 'bare' with us! Now I have heard of global warming, but be careful! We don't want you and Jim getting frostbite!

November 6th saw me at the Chelmsford jumble which was a bit disappointing with only a couple of stalls outside, not as good as in Pedro's days. Then it was a quick pub stop and on to the Chelmsford trial at Broomfield, a good entry, but I did not see many Pre-70 Championship contenders. I hope this does not become the norm.

Although I could not find what I wanted at the jumble, just a Cub gasket set, I did find some other treasures, like you do! A nice 1952 Royal Enfield book and a 1948 Enfield 'G' instruction book. I bought them from an ex. Royal Enfield and Eastern Centre trials rider, Monty Seabrook.

On the stall opposite Monty was a general stall which was selling amongst other things, bundles of 1950s and 60s Motor Cycle News at the bargain price of £1 for about half a dozen. Now I have seen these on sale elsewhere at £1 each! I think Dick Hobart and I cleaned him out!

Now a few of our older readers will remember when MCN carried a competition called 'Find the Rider'. The rider's head and torso was blanked out and you had to place a cross where you thought the bridge of the rider's nose was, you could have two goes for a tanner (6d) or up to fifteen for half a crown (2/6). Well on the front page of the March 3rd 1965 was announced the £250 winner of the competition. Non other than the aforementioned Monty Seabrook, with a picture of him on his Enfield 350 Bullet.

It reports that Monty was delighted at his win as he was getting married in September, and he hoped that he would now be able to keep the Bullet.

That's not the end of the story, as the result of the competition shows that the nose they were looking for was none other than my old Southern Centre riding mate Mick Whitlock on his 250 RE Crusader. Mick, of course went on to be well known for the production of the Cheetah and Whitehawk trial bikes, plus frame building for the Beamish Suzuki and later working with Eric Cheney.

HOW to cope with speed-cops,

an essential piece of advice for Rumi owners...

Scene: a lay-by somewhere...

Rumiste "Is there a problem officer?"

Cop "Just that you were doing 75mph on a 40mph stretch on this contraption! Licence please."

Rumiste "I lost it...about four years ago for speeding, drunkenness and dangerous driving"

Cop "Registration papers?"

Rumiste "You're joking, I stole this last week."

Cop "Stole it!"

Rumiste "Yep. Stole it, killed the owner, hacked him up."

Cop "What!"

Rumiste "His head is in the plastic bag on the carrier"

Cop retreats slowly, never taking his eyes off the lunatic scooterist, fumbles for his radio ~ and calls for back-up. Five minutes later our Rumiste is surrounded by police cars and armed officers,

Cop on loud-hailer "Step away from the bike"

Rumiste moves away and police swarm over, open the plastic bag to find a cabbage. Senior Cop approaches rider.

"My colleague reports you stole this, hacked up the owner, and worst of all you cannot produce any papers"

"Realv. Here's my licence and registration papers. Bet the liar said I was speeding too..."

The Eastern Centre seems to have monopolized this competition for a couple of weeks, because on March 17th a certain John Godley of Holbrook won the £250.

Also in the news this week were Greeves winning nearly all the awards at the Braintree clubs trial. The report tells us that this was a single lap trial of 15 sections, with an entry of 73 riders. Winner was John Pease (250 Greeves) 7 marks lost,

1st class and runner up John Kendall (250 Greeves) 10 marks lost. First of the 2nd class winners was John Beasley (250 Greeves) 17 marks lost. The only non Greeves award winners were D. Reeves and K. Beevis on 250 BSAs.

In the previous week's edition the report of a trial run by the Leiston motor club tells us that the event was won by T Kenny (250 Greeves), it states that Sidge Kenny 'put up a sparkling performance against fellow clubman John Kendall (Greeves)'.

Just think this was over forty years ago!

Dabber

End Thought . . .

I will never put off 'til tomorrow what I can forget about forever