

Editorial

On behalf of the Revolutionary Council may I wish you all a happy New Year. No doubt 2006 will be no different than previous years and bring up a few awkward incidents etc to deal with. As we should be well aware, the DEFRA business is still on going. Various parties have stated their views on the future of motor and motorcycle sport in the countryside but there still seems to be some intention by either or both the government and its civil servants to ensure that the countryside, which many of us have cared for and enjoyed for decades, and our ancestors for centuries, is now a handed over to citizens from the metropolitan areas who in general are only interested in the "twee" view of our heritage.

On reading again the documents relating to the Common Agricultural Policy and its payments scheme, it would appear that this country is in fact 'gold plating' the text created and published by Brussels. I have not found any reference to matters of motor sport and its affect on the countryside. Nor have I found reference to motorsport in the

documentation published for guidance by the Irish government. However, if you can find such a references then please inform me. I am not referring to the documents created by government departments in this country as we are all aware of the inclusion of banned activities, but documents emanating from Brussels which surely we should be following rather than use them as a basis for satisfying political ends and perhaps gaining some brownie points when it comes to the use of the ballot box

I have always been an advocate of multiple routes in our trials. I am pleased to see that more and more EFA trials are including the 'middy' route. Those of you who find the easy or gentleman's route a bit too easy should really consider raising your game and ride the 'middy' route. Similarly, if the hard route is becoming too hard due to the riders age and infirmity, then why not drop back one level and still have a challenge without emulating a Pakistani cricketer and his score.

Funny thing this getting older, and of course a sizeable percentage of our membership have now reached 'full bodied maturity'. This means of course when the question 'how many

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The January Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 21st January 2006

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

times a night?' is raised it means how many times was it necessary to make a visit to the 'small room' during the night. I must admit this is a very popular topic of conversation. This brings me to mentioning two of our number, namely Andy Spreadbridge and Peter Eaves - for quite different reasons. Andy as we all know suffered a horrific accident but everything is 'coming together' and it is nice to see him back to riding and on full form again - let us hope the improvement continues. Peter Eaves unfortunately spent Christmas in Broomfield hospital, his hip replacement sadly giving him some grief. Initially everything seemed to be going to plan but in the end, complications set in which increased his stay in the Broomfield Butlitz to 10 days. Speaking to Peter, he is at home and seemingly content with the way things are progressing. We look forward to seeing you soon, Peter.

Whilst discussing the list of ailments, I must not overlook Roger Finch. Roger's recovery seems to me to be nothing short of miraculous. It doesn't seem long ago that he was suffering from the effects of the chemotherapy but to see him now . .

Winter weather hit us just after Christmas and caused the cancellation of Mike Hardens Festive Plonkers Trial at Raydon. A shame that, as I know several people were rather looking forward to the day out, plus of course, the possibility of sherry and minc pies! I hope that Mike and his merry men see fit to run the event sometime in the nearish future.

Something tells me that this year might see a change in direction for the EFA (for the better, I hope) but we shall have to wait and see.

Snaque Pit on Sunday!

See you there!

Best wishes,.

Jim

Secretarys Scribblings

Hope you all had a good Christmas.

Thanks to everyone who helped make the Boxford Trial a success, especially our Phill and Elliott Smith, E.I.P, Sam Appleton, Roger G, our observers and the Scouts for letting us use the Spinney. Results can be found elsewhere amongst the pages of this newsletter.

Didn't realise Peter Eaves had been stuck in hospital over Christmas recovering from a hip operation - hope they treated you well and you'll be out and about soon Pete.

Next in the winter series of Jumbles at North Weald takes place on Sunday 15 January in Hangar One. Admission £3.

The first Kempton Park Jumblie for 2006 takes place on Saturday 28th January. Be there for 10am to bag the bargains.

Don't spend all your money on the 28th 'cos the Pre-65 Moto-X Club have a Classic Bike Jumble on Sunday 5th February at The Bungalow Cafe; Marks Tey. Apparently pitches and entry are free and things get under way at 8am. The club's website has more details - www.pre65.com

Local bikesport lost one of it's characters recently when Alf Gray passed away recently. Alf could be found mainly at grasstrack and speedway meetings, especially the moped speedway, at Great Cornard but he also turned up at Pre-65 Moto-X and came to watch his son and grandson, Paul and Luke, competing in trials.

Those of you who come along on Tim's Tours will also be sad to learn that Tim's Dad passed away during the autumn. You'll remember that he'd stroll along to meet up with us when we ended up at the Earls Colne chippy.

They'll both be missed.

See you at Snaque Pit on Sunday 8th January. You can enter on the day and entry forms are enclosed in this newsletter. As usual there'll be three routes and, as he's riding, Rog is going along to make sure the easy route is just that!

All the best for 2006

Heather

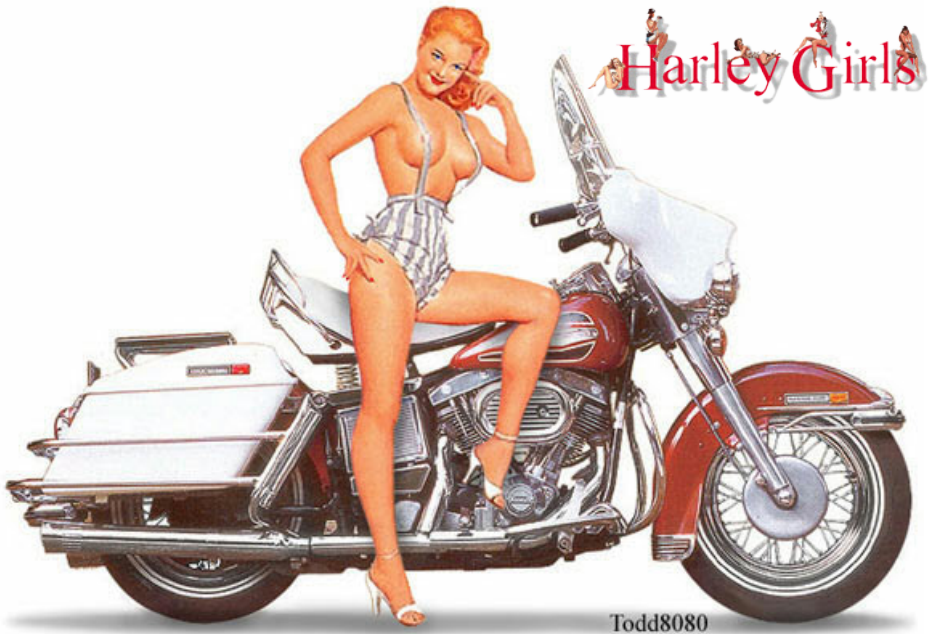
Please Note:

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.



Arthritis

A man who smelled like a distillery flopped on a subway seat next to a priest. The man's tie was stained, his face was plastered with red lipstick, and a half empty bottle of gin was sticking out of his torn coat pocket. He opened his newspaper and began reading.

After a few minutes the disheveled guy turned to the priest and asked, "Say, father, what causes arthritis?"

"Mister, it's caused by loose living, being with cheap, wicked women, too much alcohol and a contempt for your fellow man."

"Well, I'll be damned," the drunk man muttered, returning to his paper.

The priest, thinking about what he had said, nudged the man and apologized.

"I'm very sorry. I didn't mean to come on so strong. How long have you had arthritis?"

"I don't have it, father. I was just reading here that the Pope does."

Actual Headlines from Newspapers in 2004!

***Astronaut Takes Blame for Gas in Spacecraft
[That's what he gets for eating those beans!]***

The 2005. Jack Thompson British Bikes Trial

Sunday December the 4th saw the sixteenth running of this very popular event at the first class venue of Canada Heights. Damp and sticky going was the order of the day with just enough 'chill' in the air to keep riders cool.

There were two laps of 18 sections to negotiate of varied going. Clearly the COCs had done a great job in taking advantage of every twist, turn, camber and climb that was possible to extract between the begins and ends cards for each section. They had carefully studied form throughout the whole course to obtain a challenging day. Their efforts really showed.

Class A pre-unit and 'The Jack Thompson Trophy' went to Len Huttly (Matchless) riding the white route. This is the 'hard route' but this is not so obvious, as super trials rider Len, went clean! Takes some believing doesn't it! Young Mark Baker was 2nd with just 3 lost and the 'North Kent Trials Combine Award' for good measure. That always popular rider and gentleman Richard Whitebread, (AJS) was 3rd with 12 marks lost.

Considering young Mark Baker only has the odd ride on Mick Bridgers Ariel, his performance is very special indeed. It would be great to see Mark on a pre-unit springer more often, because I am convinced he has the making of a top 'centre rider' in this class! How about a whip round to buy him a bike of his own?

In the class A pre-unit 'Red Route' it was a premier for M. Baldock on his Ariel, unusually only 350cc and quite rare in that capacity. He had lost 17 marks, exactly the same as first class award winner Robin Hodges who did not have quite as many cleans. Robin's Triumph twin is still as 'shiny' as it was 10 or more years ago. Now is that good caring maintenance by Robin, or is his wife addicted to cleaning Triumphs? Anyone brave enough to ask his missus? A second class award went to Geoff Challis on a 500 single entered in the programme as 'Ariel Scraps'. Those 'thrifty' EFA boys certainly know how to build em'!

In the sidecar class it was a win for Paul Fishlock and attractive Debbie Merrell on their BSA 350 with 18 marks lost.

A first class award went to Dave Larkin and Bob Chapman on a big lung Ariel single with one more mark lost than the winners.

Pete Pesterfield and Keith Laker bossed their 500 Ajay around the heights for a second class award and 22 marks used up.

All sidecar competitors deserve an award in my opinion because they are all heroes! Well done Ladies and Gentlemen.

In the class B- 4 stroke unit sprung, white route, Chris Dark stepped out of the shadows for a fine premier win and the NKTC Award. Chris was on his 'ever faithful', Triumph Tiger Cub, he lost 11 marks.

Ken Ward always impresses with the way he handles his 250 BSA. His first class award is well deserved for a loss of 15 marks.

Yet another Tiger Cub was in the awards and piloted by Graham Barton with just 21 marks frittered away. Well done Graham on your second class award.

Plenty of awards were up for grabs in the Class B-4 stroke unit sprung, Red Route. Richard Challis on his 250 Beezer was the man to beat on the day! But, nobody did! So he wins the class premier with a nonchalant 10 marks given away. First class awards went to Mark Kemp on another BSA 250 with 14 marks chucked by the wayside. The other first class award went to that old master Stan Metcalf. They tell me he was on a Triumph 250 (Big Cub?) I didn't see him but that's what it says in the programme. Stan had a great ride on 15 lost. By way of most cleans and one's, he pushed Eddie Herd down into a second class award spot. Eddie was on his 350 BSA.

Another second class award went to Graham Knowler on a Triumph 199cc, (definitely a Cub). Graham totted up 18 lost. Few! There were enough awards in that class to keep the trophy engravers in business for almost a decade!

Backfire into the past for the next results please. Yes! It's the dinosaur girder fork bikes. Ridden by those who want to keep tradition alive and their bodies in tatters. I cannot deny I retired, due to the many log jumps. You see, I have recently acquired a very nice (modern) hernia, this was included (free of charge) in a big box of (old) engine bits bought at Kempton jumble! So the sensible thing was not to 'Hokey Cokey' too much in case parts fell off either me, or the bike! That's my sole excuse for retiring. But masochist and superb rider (never give in) John Excell, stole the Girder fork 'Saga' by a mile. John lost 43 marks on the beautiful green and chromed tank, 'Empire Star' BSA 350. A really determined ride by a senior gentleman. Well done old flower! This was the only award given in this class, which takes the pressure off the trophy engravers a tad.

Sam Appleton was once again the only rider on a telescopic rigid to tackle the white route. Sam's highly developed BSA C10 270cc (but it's only an old sidevalve isn't it?!!) was coaxed around the dips and hollows for a loss of 25 marks. Sam gets 'The Vinall Trophy' once more for his outstanding efforts.

Amongst the more traditional Tele Rigid (class D), the 350 AJS of Ian Watkins came out tops on the red route. Ian of LDT fame lost a measly 8 points to take the premier. One of his LDT riding companions 'Mark Worsfold' chased him hard all the way on a Triumph 500 twin, with just 10 marks lost for a first class award. Second class award went to Mike Barton (AJS 410) who was having quite a good day with 17 marks scattered to the four winds.

Class E- 2stroke, white route winner was that acrobat of a rider, Dave Shave. Now riding a two stroke James in the same unbelievable style as everything else he rides, he lost 7 marks. Geoff Brooker had a really brilliant day chasing him hard on an ageing Bantam with just 12 lost. Geoff gets a first class award for his efforts. The second class award went to Kev Hood on yet another Bantam with 15 marks squandered during a 'sticky going' type of day.

The other 2-stroke class ride the red route. Another famous old motorcycle by the name of Francis Barnet, ridden by Tim Streatfield, was bullied around the course for a lowly loss of just 5. This is a great showing by the rider and his 197cc Fanny B. Two first class awards were on offer and these went to Roger Wait and Terry Sewell, both on 'Thundersley' Greeves trials bikes. Roger on 11 and Terry on 14. Second class awards were also up for grabs and Doug Johnson got his for losing just 17 marks, whilst John Dudley took the very last award for 19 lost. Doug rode his DOT and John was on another of them 'Essex' Greeves bikes.

Good planning, good plotting, great organisation as always, brilliant results sheet. I hope I interpreted it correctly? Well done Sidcup, for running the very popular, 'Jack Thompson British Bikes Trial'.

Dave Blanchard.

BOOK REVIEW



'Politics to Partyin' - Motorcycles forever' *by Ian Mutch*

This is an attractive, large format book full of both colour and black and white photos printed on attractive matt paper. It is more of a coffee table or bench book than a sit down and read a lot book. It's good for thumbing through and spotting faces and places that you may have known or seen. A great book for old rockers, Harley boys and girls and what the author calls 'The biker subculture of Great Britain'. (I don't think he mentions trial riders, and you can't get a much lower subculture!)

Do you recognise the name of the author, Ian Mutch? You should as he has dedicated a large part of his life to motorcycles and motorcycling politics in particular. He has been a regular motorcycling columnist and now edits the Motorcycle Action Group's Streetbike magazine.

This is a great fun book jam packed with information and pictures, many of them taken by the author, and great value at £12.99 plus £2 post and packing.

You can order it from PO Box 18519, London E11 4HF.

Cheques Payable to I Mutch.

Advice For Husbands

It is important for men to remember that as women grow older it becomes harder for them to maintain the same quality of housekeeping they did when they were younger. When men notice this, they should try not to yell. Let me relate how I handle the situation.

When I chucked my job and took early retirement a year ago, it became necessary for Nancy to get a full-time job both for extra income and for health insurance benefits that we need. She was a trained lab tech when we met thirty some years ago and was fortunate to land a job at the local medical center.

It was shortly after she started working at this job that I noticed that she was beginning to show her age. I usually get home from fishing or hunting about the same time she gets home from work. Although she knows how hungry I am, she almost always says that she has to rest for half an hour or so before she starts supper. I try not to yell at her when this happens. Instead, I tell her to take her time. I understand that she is not as young as she used to be. I just tell her to wake me when she finally does get supper on the table.

She used to wash and dry the dishes as soon as we finished eating. It is now not unusual for them to sit on the table for several hours after supper. I do what I can by reminding her several times each evening that they aren't cleaning themselves. I know she appreciates this, as it does seem to help her get them done before she goes to bed.

Our washer and dryer are in the basement. When she was younger, Nancy used to be able to go up and down the stairs all day and not get tired. Now that she is older she seems to get tired so much more quickly. Sometimes she says she just can't make another trip down those steps. I don't make a big issue of this. As long as she finishes up the laundry the next evening I am willing to overlook it.

Not only that, but unless I need something ironed to wear to the Monday's lodge meeting or to Wednesday's or Saturday's poker club or to Tuesday's or Thursday's bowling or something like that, I will tell her to wait until the next evening to do the ironing. This gives her a little more time to do some of those odds and end things like shampooing the dog, vacuuming, or dusting.

Also, if I have had a really good day fishing, this allows her to gut and scale the fish as a more leisurely pace. Nancy is starting to complain a little occasionally. Not often, mind you, but just enough for me to notice. For example, she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. In spite of her complaining, I continue to try to offer encouragement. I tell her to stretch it out over two or even three days. That way she won't have to rush so much. I also remind her that missing lunch completely now and then wouldn't hurt her any, if you know what I mean.

When doing simple jobs she seems to think she needs more rest periods than she used to have to take. A couple of weeks ago she said she had to take a break when she was only half finished mowing the yard.

I overlook comments like these because I realize it's just age talking. In fact, I try to not embarrass her when she needs these little extra rest breaks. I tell her to fix herself a nice, big, cold glass of freshly squeezed lemonade and just sit for a while. I tell her that as long as she is making one for herself, she may as well make one for me and take her break by the hammock so she can talk with me until I fall asleep.

I could go on and on, but I think you know where I'm coming from.

I know that I probably look like a saint in the way I support Nancy on a daily basis. I'm not saying that the ability to show this much consideration is easy. Many men will find it difficult. Some will find it impossible. No one knows better than I do how frustrating women can become as they get older. My purpose in writing this is simply to suggest that you make the effort.

I realize that achieving the exemplary level of showing consideration I have attained is out of reach for the average man. However guys, even if you just yell at your wife a little less often because of this article, I will consider that writing it was worthwhile.

Note: This article was found next to the author's body. The cause of death is still under investigation.



Southend & District Motor Cycle Club

affiliated to the Eastern Centre A-C.U.

On the 26th February the Southend Club is running the first round of the centres Pre 70 Championship but it will be on our new venue at Rochford. This is the furthest south event this centre has had for some time, but it comes at a price. We need a big entry to help pay for it but have not put the entry costs up. We will have the normal two or maybe three routes so that all our normal riders can ride, I hope in a safe and happy way. Twinshocks are also invited to enter.

I am going to be Clerk of the Course with help from our 'Pre 70' boys.

An entry form for those not riding the championship class will be included with your copy of the February Trials and Tribs.

See you there!

Roy Bannister

Q. What's black & shrivelled & hangs from the ceiling?

A. An Irish Electrician!

Heard on BBC Radio Suffolk so there is no need to report Dabber to the Race Relations Board!



Eastern Fourstroke Association

Boxford Trial - 11th December 2005 - Results

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

HARD ROUTE

Pre Unit													
10	Roger Finch	500 Jasper	1233	1101	0100	0000	1000	1111	0000	1100	0000	0100	21
71	Sam Appleton	350 Royal Enfield	5131	0030	1000	0000	1000	0101	0000	0005	1000	0011	25
18	Stephen Parker	350 Royal Enfield	3533	3353	0000	0000	0000	5321	2000	2001	1000	3522	57

Unit													
93	Peter Teager	250 BSA	2353	0211	0001	0000	0000	1200	0000	0101	3000	1151	34
72	Mark Kemp	249 BSA	2233	1100	0000	0000	0000	2211	2001	1155	1000	1015	41
2	Trevor Hill	199 Triumph	3153	0333	1001	0000	1000	1031	0000	1110	3000	3232	45
11	Colin Sadler	199 Triumph	3332	2233	5000	0000	0000	3115	3030	3101	0000	0020	49
9	Philip Porter	350 Dot	2533	1100	5200	0000	1000	0015	0500	5500	5503	2203	64
91	Jason Sigournay	250 BSA	2123	3222	3000	5000	1003	1101	5500	5150	5000	5551	74
74	Alan Robinson	350 BSA	3353	5333	0352	0000	0000	5315	5000	0501	5000	5233	81

2 Stroke													
19	Mike Smith	250 Greeves	2533	0000	0000	0000	1000	1100	0500	5000	0000	1101	29
68	Dave Spurgeon	246 Greeves	3233	2000	0000	0000	0000	5211	5000	1000	0000	3110	33
92	Kevin Teager	250 BSA	3333	2533	2113	1100	1000	1310	3351	1131	3303	3531	79

Twinshock													
17	Trevor Baker	250 Ossa	1253	0013	0000	0000	0000	0100	0000	0000	3000	0200	21

Rigid							
73	Ian Preedy	Little Eric	1000	0003	0000	0000	0000 0000 0011
78	Chris Bater	500 BSA	3011	0000	0000	0000	0000 0000 0001

Pre Unit												
3	Jim Patey	350 Royal Enfield	0000	0000	0000	0000	0000	0000	0000	0000	0000	1000
76	Mark Gibb	250 BSA	0000	0100	1000	0000	0000	0000	5000	0000	0000	0000
15	E.J.Smith	350 Royal Enfield	0000	0000	0000	0000	0000	0000	0000	0000	2500	1000
94	Jeffrey Fincham	350 Rariefield	1001	0001	0000	0000	0000	0000	0000	0000	5000	0000
70	Bruce Davie	500 Matchless	120	001	100	0500	010	2000	500	000	000	1000
83	Chris Chapman	350 BSA	5	3	3	0	3	0	0	3	51	35

[illegible]

Youth													
86	Elliott Smith	125 Honda	1513	3300	5200	0000	0000	5000	0000	0000	0355	41	
96	Jack Tyson	125 Yamajet	3032	1000	5125	1100	0300	1300	0000	5310	3331	3355	66

2 Stroke							
84	Jim Mason	250 Sprite	0000	0000	0000	0000	0000
87	Trevor Andrews	175 BSA	0000	0000	0000	0000	0100
69	Terry Sewell	246 Greeves	0000	3000	0000	0000	0000
21	Bob Spencer	250 Greeves	2000	0000	0010	0000	0000
98	Tony Wright	175 BSA	0000	0000	3010	5000	0000
6	Keith Fitz-John	250 AJS	0010	1000	0000	0000	5000
99	Mick Honeyball	246 Greeves	1000	0000	1500	0100	5000
1	Chris Huxtable	250 Greeves	0000	0000	3235	1000	0100
5	Albert Dove	225 Banvil	00	00	35	00	0
Ret	Andy Spreadbridge	250 Greeves	0	1	1	0	0
Ret							

Twinshock													
79	Ray Gibb	124 Honda	0000	0000	5001	0000	0000	0000	0000	0000	0000	0100	7
81	Chris Byford-Smith	326 Bultaco	1000	0000	1000	2000	0000	0000	0000	0000	0000	0050	9
8	Luke Gray	200 Honda	1200	1100	0100	0000	0000	0000	0000	0000	0000	0500	11
89	Doug Maggs	325 Bultaco	1220	0021	0000	0100	0000	0000	0000	0000	0000	0500	14
80	Rob Clarke	246 Montesa	1000	1100	0000	2211	0000	0000	0200	0000	2000	1303	20
20	Brian Cook	200 Honda			5	5	3	5	0	5			Ret

Solos Riding Sidecar Route												
4	Hal Plummer	80 Yamaha	3020	5053	5555	5000	0305	5555	3010	5513	0555	104
22	Ryan Hyde	125 BSA	211	05	55	0	1	0	5		5	Ret
100	Tim Bradshaw	250 Greeves	0	0	535	0	0000	3	3			Ret



USA Coast to Coast



An every day tale of Harley folk

Part Two - UFOs and the Golden Gate

Finding accommodation on the first three nights of our journey was no problem, simply pick a destination on the map and choose a motel on arrival, we were usually spoilt for choice. It was on the fourth night that the plan fell apart. Our destination for that day was a town called Laurel, Mississippi. All through the afternoon we had seen the damage caused by Katrina, many fallen trees and fences and the clear-up effort in full swing. On reaching Laurel it was a case of no room at the inn and that applied to all the inns in town! We pushed on towards Brookhaven, a much larger town but still the same story, with so many displaced people and relief workers, everywhere was full. We were advised to head north towards Jackson, the state capital (about 50 miles away) where we might have more success. We headed north, after about 20 miles we decided to drop off the interstate



Muleshoe, Texas



Roswell Harley Davidson Shop

and try our luck, this time we found rooms at a motel that had been closed for refurbishing but had been reopened at the request of the local Red Cross. Many of the other residents were refugees from New Orleans. One man we talked to told us that he was a fisherman, he knew that his home had survived the flood but he had no news of his boat, also that they had originally been housed in a better motel but had been moved out to make way for relief workers. It also surprised us that these people were

being fed and clothed by the local church and not by the state.

The next day we set off hoping that this was a one-off. We crossed the Mississippi into Louisiana but by 5 o'clock that afternoon we struck unlucky again. This time a 70 mile Northward dash up the I 49 to Bossier City where we did get rooms, nice ones too! The following morning we decided to continue our journey west on the SR 82 , keeping us about 100 miles

further north than our originally planned route. This change solved the accommodation problem but much worse was to come, that night we stayed in Paris, Texas, a DRY Town, well you can't have everything. Funny those Bible belt towns, gambling is OK but you can't get a beer!

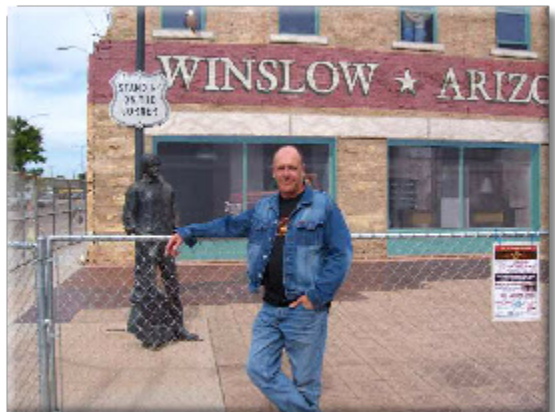


massive dishes mounted on rails in a Y formation, each leg 13 miles long, you may have seen them as they have featured in many Hollywood sci-fi movies.

Continuing west into Arizona we picked up the old route 66, this state boasts the longest continuous stretch of the original mother road, 144 miles, and a very active preservation society aims to keep it that way. The new I 40 may be better for trucks but you can't beat the old road on a bike. Our next point of interest



We travelled across Texas for the next three days, not all dry towns thankfully, and into New Mexico. Our first overnight stop there was Roswell, the town that made the news in 1947 with stories of a UFO crash landing and alleged government cover up. We always thought this to be a small place, wrong again. Every business in the town exploits its history to the full and 'little green men' and 'flying saucers' feature on every shop front, logo and tee shirt in the place. Staying with the outer space theme we travelled across the San Augustin Plains, home of one off the world's largest radio telescopes, to be exact 27



was London Bridge, rebuilt across Lake Havasu, it looks much better in the Arizona desert than it ever did over the Thames, still with pigeons but at least they have palm trees to roost in! North into Nevada and a nights stay in Las Vegas, in fact night-time is the time you want to see it, just another town in daylight but it transforms after dark. Quote of the



holiday comes from a Las Vegas cop we spoke to in a diner at breakfast, he told us that he had ben a cop there for 25 years, when asked how the place had changed he replied “back then this place had a lot more dirt but a lot less assholes”, could apply to many places here I reckon.



San Francisco cable car

We left Las Vegas and headed for California across Death Valley, switched off the engines at the top and coasted for 13 miles down into the Valley, quite a cool day, only about 100° on the valley floor. The following morning we rode through the Sonora Pass in the Sierra Nevada, 9700 ft above sea level, we had to scrape frost from the seats of the bikes before we set off.

Finally into San Francisco across the Golden Gate Bridge and a trip down to China Beach for photo with the bridge in the background. After the ceremonial dip in the pacific it was off to find the Eagle Rider depot and return the bikes. We had covered 3900 miles in 18 days, visited 11 states and met many friendly Americans along the way, the Harleys never missed a beat and no saddle sores to report .One final excursion was to Alcatraz, visitors are told that inmates were entitled to three things: shelter, food and medical attention, everything else, including work was a privilege, now that’s an idea for our overcrowded jails!

Scrooge



Recently a "Husband Super Store" opened where women could go to choose a husband from among many men. It was laid out over five floors, with the men increasing in positive attributes as you ascended.

The only rule was, once you opened the door to any floor, you HAD to choose a man from that floor; if you went up a floor, you couldn't go back down except to leave the place, never to return.

A couple of girlfriends went to the shopping centre to find some husbands...

First floor

The door had a sign saying, "These men have jobs and love kids." The women read the sign and said, "Well, that's better than not having a job or not loving kids, but I wonder what's further up?"

So up they went.

Second floor

The sign read, "These men have high paying jobs, love kids, and are extremely good looking." "Hmmm," said the ladies, "But, I wonder what's further up?"

Third floor

This sign read, "These men have high paying jobs, are extremely good looking, love kids and help with the housework." "Wow," said the women, "Very tempting." But there was another floor, so further up they went. "

Fourth floor

This door had a sign saying "These men have high paying jobs, love kids, are extremely good looking, help with the housework and have a strong romantic streak."

"Oh, mercy me," they cried, "Just think what must be awaiting us further on! "

So up to the fifth floor they went.

Fifth floor

The sign on that door said, "This floor is empty and exists only to prove that women are impossible to please. The exit is to your left, we hope you fall down the stairs"

LIFE'S MYSTERIES ARE ON YOUR TV

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

- The Eiffel Tower can be seen from any window of any building in Paris.

Do you remember, some time ago, Trials & Tribulations reported on a trials rider who had a disastrous day at a trial, retired and came home early, remember?

Well briefly what happened was that in torrential rain this poor bod had a five on the first section, fell off at the second and later ran out of sparks before retiring and going home. Back home, not bothering to unload, he heads straight for the shower and then into the bedroom where he finds his 'better half' still in bed. He snuggles in with her saying 'it's absolutely evil out there' she replies 'Yes Darling I know, and my Bloody Silly Husband is riding in a Trial!'

Remember now? Well the poor bloke is still in trouble, he thinks that his wife is on drugs! This Christmas week he was planning to ride in a mid-week Festive Trial and told his wife that he would not be leaving very early as it was an eleven o'clock start and he did not have far to go. He heard the evening before that the trial was off, due to snow. 'Well I'm going out, not stopping in with you whingeing all day'. He stays in bed and about mid morning the phone rings and when he answers some bloke asks **'Is the Dope still there?'**

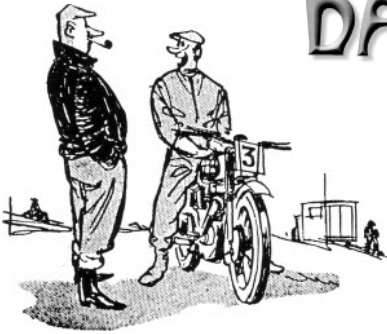
This months Picture Caption Competition



How many times have we just thought...."If I just close my eyes the bitch will go away"

BUMPER STICKERS

A pat on the back is only a few centimeters from a kick in the ass...



DABBERS DIARY

Happy New Year to you all! And I hope you all had a peaceful Christmas, forgive me if I have told you this before, but before I moved to affluent Hesse and had a Henfield we always had a rabbit for Christmas dinner in Dorset. You see that way we could have a leg each; trouble was there was five in our family! But my missus said that didn't matter as I was always legless at Christmas! This year we had something different; Cousin Hubert down in

Dorset killed the family pet pig and sent us up a leg.

Nice bit a pork it was, but a pity about poor old Ink, yes that's what we called the pig, Ink. Why did we call him Ink? Well he was always running out of the Pen!

That's enough of the cracker jokes, down to some useful business. I hope you will have survived the festive season trials without too many bumps and bruises or too many aches and pains, if you haven't here are a few suggestions.

Before you grab for the pain killers, try something different.

What about Golden Emu Oil? Have you tried it? If you have, please let us know if it is any good. Sounds a bit expensive to a tight assed old trials boy like me, but if it does the job I might give it a go. The Emu Oil website tells me that it is used by Bolton Wanderers Players; perhaps they put it on their boots!



A bit like the school picture isn't it! The Thumpers working party of class 2005

At New York's Kennedy International Airport today, an individual, later discovered to be a public school teacher, was arrested trying to board a flight while in possession of a ruler, a protractor, a set square, a slide rule, and a calculator.

Attorney general John Ashcroft believes the man is a member of the notorious algebra movement.

He is being charged with carrying weapons of math instruction.

"Algebra is a very fearsome cult, indeed," Ashcroft said.

"They desire average solutions by means and extremes, and sometimes go off on a tangent in a search of absolute value. They consist of quite shadowy figures, with names like "X" and "Y", and, although they are frequently referred to as "unknowns", we know they really belong to a common denominator and are part of the axis of medieval with coordinates in every country.

As the great Greek philanderer Isosceles used to say, "there are 3 sides to every triangle."

When asked to comment on the arrest, President Bush said, "If God had wanted us to have weapons of math instruction, he would have given us more fingers and toes".

Amongst their other products are listed a Pet Breath spray! And Aboriginal Love Dust tablets! It claims to be "100% safe and is a special formulation of Emu egg shells, herbs and plant extract. Can be taken by either sex & includes a free massage oil". Now! Has anybody tried this!

Now for some that I have tried, first a massage balm containing Arnica. This is a natural plant oil combined with lavender and rosemary oils in a sunflower oil base.

I found it very good for muscular and rheumatic pain, particularly in cold weather on my hands and wrists. But beware do not use on any broken skin.

Next, Rhus Tox cream another good treatment for rheumatic conditions. I used it on my right knee which seized up, following a trials knock, as I was driving down to the West Country for a trial. I stopped on the way and hobbled into a pharmacist, I was recommended Rhus Tox which sorted me out, I rode the trial and even won an award! This can also be used in tablet form, don't be put off by its common name of 'Poison Ivy', but as in all Homeopathic remedies you must follow the directions.

Finally my favourite and probably the most economical, under three quid for 160ml bottle, is Comfrey Oil. This has been used since Roman times and its common name is 'Knitbone'. The goodness is extracted from both the root and the rest of the plant and infused with a natural oil like peanut. There are many ways to use this herb such as a tea, tincture, poultice, compress or ointment. It even makes an excellent garden fertilizer! Good for all sports injuries and the aches & pains that you seem to get with your pension.

What do you use?

If you can add to the above list, please let us know via Trials and Tribulations and write to Jim.

Dabber

End Thought . . .

Puritanism: the haunting fear that someone, somewhere may be happy