

# Editorial

A combination of health and weather caused us to miss the last trial at Snaque Pit. I have been advised that it was a really good do but not too comfortable for the observers and watchers - a very bitter damp wind. Young Donal writes that the experiment with the easy route for the super heavyweights proved to be a good idea and well appreciated by those who rode it. Let us hope that this can continue - especially the idea of having the three routes as it gives those of advancing years something to get their teeth into before they have to revert to the easy/gentlemen's route.

The regs for Snaque Pit Mk II are included in this edition of the newsletter - hope to see you there!

Made a visit to 'furrin parts' to have a look at the Talmag. We decided to stay the night in Camberley as neither of us were too keen on a pre dawn start. It was the first time that either of us had been to Hungry Hill - don't really know why as I have ridden on just about all the available land in the Aldershot/Farnham area over the years.

Now, the Talmag. I am sorry to have to say it but I thought that as a

social occasion it was second to none but as to the trial I was really disappointed - land that was very very worn out and a not very inspiring way of laying out the sections. Sadly I don't think we will be going again to watch the trial - for the social side of it a maybe plus!

Now to the outcome of the trial. I am in a bit of a cleft stick here. There were two people I wanted to win - one a member of the EFA and the other a member of the Chelmsford club. As it turned out they both went clean with Roger Higgs beating Mark Fletcher on the special test. When I was told that it was down to the special test I automatically thought that Mark would have it, what with his recent scrambling experience but instead Roger beat Mark's time quite handsomely - congratulations to both of you.

Was expecting to see Bill Brooker riding but suddenly I heard some musical accompaniment to the video I was shooting at the time and it was Bill - in retirement. Apparently he had come a 'ball of chalk' at an early section and had to call it a day with both bike and body damage. The most impressive part of the damage would appear to have been the absolute and total destruction of a front mudguard he had just purchased from Samuel

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## *The February Plonkaround*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 18th February 2006

Gates will be open at noon.

Trials practise for:

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

For further information contact:

Mike Harden 01473 310537

email: [mike@harden-j.freemove.co.uk](mailto:mike@harden-j.freemove.co.uk)

Hamilton. I don't think Bill's demeanour had anything to do with aforesaid gentleman's hasty departure before selling all his wares!

Don't forget that the next clubnite is the Annual General Meeting - Ted is already practising his delivery and the chief time keeper, Bob Drane, is checking the accuracy of the timing apparatus. I believe the catering will be similar to what we have enjoyed in previous years, so once again it should be the clubnite to remember for 2006. I guess that the EFA is somewhat unique in the way it is run and the fact that AGMs see even more people turn up for the 'sport' than normally turn out for club nights.

Regs for the Roger Birch Trophy/Bromley Brook trial are included with this month's Gazette and in the centre of this edition of T&T. May I remind you that all entries for the 'hard' route i.e. the championship route, must be on entry forms from the Eastern Centre Gazette whilst those belonging to the EFA and wishing to ride the sidecar

and lesser routes MAY use the T&T form instead.

Let us hope we have as good a day this year as we did last year.

You should also find enclosed a set of regs for the Southend club's Pre 65 trial which Roy Bannister wrote about in last month's T&T. The same set of parameters apply for this trial - if you want to ride the 'hard'/championship route then you must enter on the entry form from the Gazette.

Please support the Southend club at their new venue down at Rochford. They are trying hard to provide us with a good day's sport and give this 'new' bit of land a try - land in this part of the country/county is in very short supply.

Mick Brown is on the warpath for sponsorship at the Leonard Cheshire Barbecue Trial - you have been warned!

Best wishes..

*Jim*

# *Secretarys Scribblings*

Seems a long time ago that we were at Snaque Pit in January (in fact we're there again this coming Sunday) but think the idea of a really easy route to encourage the bigger, older bikes back out was successful. Although it was a dry day (until the event had finished luckily) the going under foot was quite slippery and two of the sections were through some mud. Some of the big hills were used as well so there was quite a variety of terrain to tackle. Thanks to everyone who helped lay out the sections and came up to observe, especially Ryan Maggs who gave up his ride to help us out.

It's planned to repeat the procedure on the 12th February so if you enjoyed the previous event we'll be more than pleased to see you then. You can enter on the day and regs are included in this issue of the Newsletter.

Lots of things happening on 19th February:

Ipswich Old Bike Jumble at Great Blakenham between 10am and 3pm.

Celebrate the 78th Anniversary of Start of Speedway at The Kings Oak Pub, High Beech, Epping Forest from 11am onwards.

There's also another in the series of jumbles in Hangar One, North Weald Airfield.

Spent another brilliant day enjoying the sunshine and catching up with old acquaintances from other centres at the Talmag recently. It was a glorious sunny but very cold day. The poor old swans on the lake down by the special test area only had about a quarter of the water to swim about on, the rest was frozen. Saw the event from a different perspective this time. After years of following the sidecars, Rog was riding solo so I felt obliged to give the 2-wheelers a bit of attention and very entertaining it was too. Well done to Mark Ffetch who was one of three riders who went round clean but, according to the provisional results, lost out to Roger Higgs, riding an Ariel, for a win on the special test time. Mark Kemp/Bob Chapman had a good ride to finish second in the sidecars only dropping 3 marks.

Don't forget to come to Club Nite early next month as it's the AGM and trophy presentation edition and space will be at a premium.

*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.



## RICE PREFERENCE

The young woman really thought she'd been very patient through a protracted period of dating with no talk of marriage.

One night her steady boyfriend took her to a Chinese restaurant.

As he perused the menu, he casually asked her, "So . . . how do you like your rice? Boiled? Or fried?"

Without missing a beat, she looked over her menu at him and replied clearly, "Thrown!"



## CLUB SUBS

Just a reminder that club subs are due at the start of March, rates remain unchanged and are as follows: Basic membership £9, membership plus EC Gazette £16.50 and youth (under 16) £3.

Postal rate for just newsletter is standard 1<sup>st</sup> or 2<sup>nd</sup> class, for newsletter and Gazette its 35p or 46p, and please **A5** envelopes, I've got better things to do than folding newsletters to fit piddling little envelopes.

Finally a word of warning, Postman Pat is getting serious about underpayment! You will be charged the underpayment + £1 for each offence. Please also bear this in mind when sending envelopes to me, I've been 'nicked' twice now since Christmas!

June

# ***Pedro's Patter***

Another gentleman known to most of you, is long serving observer Jeff Stott. Jeff has been involved with the Chelmsford and District Auto Club since 1947, initially trials riding and providing support on the sporting and social scene.

In the early fifties, the club formed a successful gymkhana team and provided entertainment at village fetes, town carnivals etc. We had a lot of fun with acts such as nine on Gordon Lee's Ajay pyramid style, formation and sequence riding, fire jumps, sledge racing (towing sledge behind solos) - can get exciting(!) egg and spoon races, slow riding races, greasy pole riding. Invariably we all attended the meal and dance afterwards - thank you very much!! Then the ride home from Saffron Walden, or wherever. The trials bikes were tucked in amongst the road bikes who had real lights as it would now be about midnight. Quite a sight twenty odd bikes in a convoy.

In 1950, the committee made a commercially brave decision to follow the example set by the West Essex Car Club and organise road racing at Boreham airfield for motorcycles as opposed to cars. Eventually this necessitated the club becoming a limited company to protect its members in the event of bankruptcy. Obviously such a venture placed considerable responsibilities on members but they proved to be up to it and national road racing grabbed the imagination of local grass racers Derek Yorke, Jim Green, and Ken Willis along with established racers Albert Whiffen and the Ransen brothers, Llewellyn and Humphrey. Members of several Eastern Centre clubs also enjoyed the three year run of meetings which attracted national and international stars. I can't recollect the reason for the cessation but the club settled back to running two grass tracks, three scrambles and two sporting trials per year and the local lads didn't disgrace themselves on these fronts. Broomfield sand pits was first used in that period albeit on the other side of the road. The club is extremely fortunate in having the same accommodating landowner family. In 1954 Derek Yorke and Jim Green won the national grass track championships (sidecars) at Mallory Park (before the black stuff was laid) on their 500 Rudge/JAP beating Ted Davies (1000 Vincent), no mean feat. I and my two clubmates were privileged to witness this take place. Super enthusiast Derek won the Eastern Centre championship several years and had many creditable rides in the TT and homeland road race meetings. A much respected competitor and character in his own right!

On the trial scene in that period, Clive Adams was a regular premier man in the centre and Gordon Lee on the AMC that got shorter every year was

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## **Actual Headlines from Newspapers in 2004!**

### **Kids Make Nutritious Snacks [Tastes like chicken?]**

invariably it in the first classes. Clive's AJS was eventually replaced in the late sixties by a 'Taco'.

Whilst I went to serve Queen and country during the period 54 to 56, the club experienced a downturn. A rogue secretary was elected and various principal players had their own lives to lead and much to my dismay upon my return the club was extinct. I went to see the club's President, a JP but not a motorcyclist, and eventually the matter was rectified. This made me very aware how in any organisation, business whatever, it's all down to having the right people in the right place. 'Podge' Petts took on the role of secretary and a responsible committee got the club back on the straight and narrow. On the competitions scene the 'stokers' where edging out the dinosaurs - these being of British, Spanish and Japanese manufacture. A number of Essex Police Traffic Department officers joined the trials riding contingent and the club wasn't unsuccessful in the centre league tables.

*To be continued*

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## **Total Eclipse of Communication**

**From : Managing Director**

**To : Executive Director**

"Tomorrow morning there will be a total eclipse of the sun at nine o'clock. This is something which we cannot see everyday. So let the work-force line up outside, in their best clothes to watch it. To mark the occasion of this rare occurrence, I will personally explain the phenomenon to them. If it is raining we will not be able to see it very well and in that case the work force should assemble in the canteen."

**From : Executive Director**

**To : Departmental Head**

"By order of the Managing Director, there will be a total eclipse of the sun at nine o'clock tomorrow morning. If it is raining we will not be able to see it in our best clothes, on the site. In this case the disappearance of the sun will be followed through in the canteen. This is something we cannot see happening everyday."

**From : Departmental Heads**

**To : Sectional Heads**

"By order of the Managing Director, we shall follow the disappearance of the sun in our best clothes, in the canteen at nine o'clock tomorrow morning. The Managing Director will tell us whether it is going to rain. This is something which we cannot see happen everyday."

**From : Section Heads**

**To : Foreman**

"If it is raining in the canteen tomorrow morning, which is something that we cannot see happen everyday, the Managing director in his best clothes, will disappear at nine o'clock."

**From : Foreman**

**To : All Operators**

"Tomorrow morning at nine o'clock, the Managing Director will disappear. It's a pity that we can't see this happen everyday."

# Pharmacist

Upon arriving home, a husband was met at the door by his sobbing wife. Tearfully she explained, it's the pharmacist. He insulted me terribly this morning on the phone. I had to call several times before he would even answer the phone.

Immediately, the husband drove into town to confront the pharmacist and demand an apology.

Before he could say more than a word or two, the pharmacist told him, Now, just a minute, listen to my side of it.

This morning the alarm failed to go off, so I was late getting up. I went without breakfast and hurried out to the car, just to realise that I locked the house with both house and car keys inside and had to break a window to get my keys. Then, driving a little too fast, I got a speeding ticket.

Later, when I was about three hundred yards from the shop, I had a flat tyre. When I finally got to the shop there was a bunch of people waiting for me to open up. I got the shop opened and started serving these people, and all the time the darn phone was ringing.

He continued, Then I had to fill the cash register drawer to make change, and the coins spilled all over the floor. I had to get down on my hands and knees to pick up the coins and the phone was still ringing. When I came up I cracked my head on the open cash drawer, which made me stagger back against a showcase with a bunch of perfume bottles on it. Half of them hit the floor and broke.

Meanwhile, the phone is still ringing with no let up, and I finally got back to answer it. It was your wife. She wanted to know how to use a rectal thermometer. And believe me mister, as God is my witness, all I did was tell her.



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## Date for your Diary . . .

**1<sup>st</sup> July 2006 . . . . . Charity & Barbecue Trial**

**Leonard Cheshire Seven Rivers Home, Great Bromley.**

**Sponsors required and any other fund raising ideas.**





# Eastern Fourstroke Association

## Snaque Pit Trial - 8th January 2006 - Results

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

### HARD ROUTE

#### Pre Unit

67	Mark Fletcher	500 Royal Enfield	0110	0310	3555	5200	2553	0000	1232	0000	0000	0000	54
63	Stephen Parker	350 Royal Enfield	1121	1232	5535	5333	5353	0111	3555	3235	0000	3000	98

#### Unit

79	Colin Sadler	199 Triumph	1201	1001	5533	5523	3111	1522	5333	5555	0000	0200	89
29	Alan Robinson	350 BSA	3310	3312	5555	5333	3131	3330	3533	1555	1000	0000	98
57	Peter Teager	250 BSA	2311	2352	5353	5555	2215	5500	3533	0515	5000	0000	105

#### 2 Stroke

77	Dave Spurgeon	246 Greeves	1211	1030	3555	3351	1511	0000	1233	5551	0000	0000	72
75	Mike Smith	250 Greeves	1103	0313	5555	5335	1311	1501	2533	0530	0000	0000	82
51	Colin Teager	250 Greeves	2220	3311	5555	5555	2555	0153	5325	5015	0000	0000	106

#### Twinshock

80	Trevor Baker	250 Ossa	1000	0100	3533	5222	1321	5000	1111	0500	0000	0000	48
61	Andrew Prill	340 Bultaco	2102	0100	3333	5333	1311	0222	3333	0015	0000	0000	62
46	Doug Theobald	175 Burian	21	3	5555	m	m	m	m	m	m	m	Ret



# MIDDLE ROUTE

Rigid												
35	Roger Finch	Little Eric	0000	1000	0000	5511	1030	3000	2112	0000	0010	27

Pre Unit													
68	Brian Fletcher	500 Royal Enfield	0101	0000	0000	3200	5000	0111	3232	0001	0000	5000	31
78	Alan Farmer	350 Royal Enfield	1200	1001	0050	3500	0020	0111	2101	1005	0000	5050	43
36	Jeffrey Fincham	350 Rariefield	0012	5310	0000	5505	3100	3101	5333	0020	0000	0000	52
56	John Daly	350 AJS	5252	0151	3313	5500	1000	3213	5323	3222	5000	0220	82

Unit													
52	Phill Smith	350 BSA	0501	0030	0001	3310	0000	5053	2333	3110	5000	0000	51
44	Colin Rose	199 Triumph	0000	1000	5101	5300	0210	1511	5011	2003	1550	2032	57
66	Paul Gray	350 Triumph	0000	3131	0003	3300	3000	3200	3335	0112	5550	0000	58

2 Stroke													
59	Terry Sewell	246 Greeves	0000	0000	0000	5310	0000	1011	1331	0000	0000	3100	24
76	John Beasley	250 Greeves	1100	1000	3000	3301	1200	1535	1111	2020	0000	1000	39

Twinshock													
58	Jim Mason	250 Suzuki	1000	1001	0000	1310	0000	2110	5325	5500	5000	5000	47
54	Stephen Lumley	200 Fantic	0000	1033	0000	0035	0000	0121	5535	0300	3000	3010	47
50	Richard Penfold	250 Bultaco	1011	0000	0000	5521	2050	3153	2213	0103	5000	3531	64
49	Stephen Penfold	250 Bultaco	1151	1101	1023	3510	0131	5521	2333	0002	5050	2300	72
70	Eric Gregory	200 Honda	0200	0000	0000	m	m	3000	3232	1301	0000	3011	Ret
45	Dave Field	200 Honda	101	210	030	351	35	53	333	212	555	5	Ret

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

### EASY ROUTE

<b>Rigid</b>													
40	Keith Fitz-John	500 Norton	0000	0000	0000	0000	0000	0003	0000	0010	0000	0000	4
62	Ian Preedy	350 Royal Enfield	0000	0000	0000	0205	0100	0100	0000	0000	0000	0020	11
39	Chris Cook	500 Norton	1000	5000	5000	0010	0000	0000	0000	0000	0000	5000	17
71	Bob Spencer	490 Norton	0000	0000	0000	5100	3100	0100	5510	0000	0000	0000	22
28	Chris Byford-Smith	350 Matchless	0000	0010	0000	0051	0000	1130	0500	2000	0100	1035	29
47	Chris Bater	500 BSA	0100	0011	0000	1001	0130	3151	0101	5000	1000	0150	33
34	Jason Sigournay	500 Norton	0000	0000	3000	0055	1155	0000	0050	0000	0000	5020	37

### Pre Unit

69	Mick Brown	350 Royal Enfield	0000	0000	0000	0000	0300	0000	0000	5000	0555	0031	27
43	Roy Ayres	350 Royal Enfield	0000	1000	0000	3555	3305	0530	0000	0050	0000	0035	51
27	Chris Chapman	350 Royal Enfield	0	0	0	05	01	5	0	2	5	5	Ret

### Unit

41	Doug Maggs	350 BSA	0000	0000	0000	2000	0000	5030	0000	0000	0000	3000	13
73	Kevin Goldsmith	350 BSA	0000	0000	0000	3020	0030	2011	0000	0000	0000	0520	19
38	Stephen Page	350 BSA	0000	0000	0000	0000	2000	2005	0500	0000	0000	1050	20
33	Peter Sigournay	275 BSA	0000	0000	0300	0100	0000	0003	0002	0000	0000	5205	21
18	Roger Gulliver	500 Triumph	0000	0000	0000	1115	0000	1010	0000	0000	5000	2031	21
37	Ted Collins	250 BSA	5	3	3	5	3	55	m	m	m	m	Ret

### Youth

32	Leon Moye	125 Honda	1000	3000	0000	1000	1250	3200	0000	0000	5000	5101	30
53	Elliott Smith	125 Honda	3000	0000	0000	5005	0000	1001	0000	0100	3100	3553	36

## 2 Stroke

25	Chris Huxtable	250 Greeves	0000	0000	0000	0000	0020	3011	0000	5100	0000	2000	15
74	Albert Dove	225 Banvill	0000	0000	0000	0001	5100	0035	0000	0000	0000	3000	18
26	Mick Honeyball	246 Greeves	0000	1010	0000	5030	0030	0010	5000	0000	0000	0000	19
55	Norman Blakemore	250 Greeves	0000	0500	0000	0000	0500	0010	5000	0000	1500	1000	23

## Twinshock

72	Rob Clarke	247 Montesa	0000	0000	0000	1000	1120	0100	0000	0000	0000	1000	7
24	Andy Colsell	250 Suzuki	1000	5000	0000	0100	0000	0000	0000	0000	0000	0011	9
65	Luke Gray	200 Honda	0000	0000	0000	0101	0000	2111	0000	0000	5010	0000	13
30	Michael Robinson	250 Honda	0000	0000	0000	0150	0310	0000	0000	0000	5500	0000	20
60	Brian Cook	250 Ossa	0000	0000	0000	3500	2110	0500	0000	1130	0200	3335	38
64	Dave Kent	250 Bultaco	0000	3200	0000	5110	1310	3000	5501	0120	0015	0100	41
31	Tom Moye	125 Honda	0000	0051	0000	0001	1100	1111	0000	3001	5550	5032	42

## Talmag Photos



*Bill Brooker before the mudguard broke!*



*John Phillips - psychedelic Henfield*

## Heavenly Reward

Three blokes died and when they got to the pearly gates, St. Peter met them there. St. Peter said, "I know that you blokes are forgiven because you're here. But before I let you into heaven, I have to ask you a couple of questions. Make sure you tell the truth because if you don't, we'll have to ask you to visit the beast below. Your answers will also determine what kind of car you will get. You have to have a car here in heaven because it is so huge!"

St. Peter asked the first man, "How long were you married?"

The bloke replied, "Twenty-four years."

St. Peter then asked, "Did you ever cheat on your wife?"

The bloke said, "Yeah, about 10 times... but you said I was forgiven."

St. Peter said, "Yes, but that's not too good. Here's a Focus for you to drive."

The second bloke got the same questions from St. Peter, to whom he replied, "I was married for 41 years and cheated on her only once, but that was during our first year and we worked it out. I was faithful thereafter."

St. Peter said, "I'm pleased to hear that. Here's a Mondeo for you to drive."

The third bloke said, "Peter, I know what you're going to ask. I was married for 63 years and didn't even look at another woman! I treated my wife like a queen!"

St. Peter said, "Now that's what I like to hear! Here's a top of the range Jaguar for you to drive."

A little while later, the two blokes with the Mondeo and the Focus saw the bloke with the Jaguar crying on the golden pavement, so they went to see what was wrong. When they asked him he replied, "I just saw my wife and she was on a skateboard!"

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## LITTLE JOHNNY STRIKES AGAIN . . . .

A grade school teacher in Kentucky asked her students to use the word "fascinate" in a sentence.

Molly put up her hand and said, "My family went to my granddad's farm, and we all saw his pet sheep. It was fascinating."

The teacher said, "That was good, but I wanted you to use the word 'fascinate, not fascinating'".

Sally raised her hand. She said, "My family went to see Rock City and I was fascinated."

The teacher said, "Well, that was good Sally, but I wanted you to use the word 'fascinate.'"

Little Johnny raised his hand. The teacher hesitated because she had been burned by Little Johnny before.

She finally decided there was no way he could damage the word "fascinate", so she called on him. Johnny said, "My aunt Gina has a sweater with ten buttons, but her tits are so big she can only fasten eight."

The teacher sat down and cried.



# ***The Snake Pit Trial***

This went off a very smoothly due in no small way to Jeff Fincham and Roger Finch who set out some challenging but not dangerous sections for the 'Middy' and 'Hard' routes, plus the 'Gang of Four', Mick Brown, Roger G, Chris Cook, and myself who were somewhat out on a limb setting out the 'Gentlemen's' or 'Easy' route.

I say this because we'd spoken out for more involvement by the rigids and heavyweights and this was only going to happen if sections were laid out with them in mind.

I'd managed to persuade some half a dozen bikes out of semi retirement, so was concerned to get it right. The object was to set out sections within the constraints of Roger's and Jeffs Begins and Ends cards on the other two routes, i.e. we all had to start and finish from the same places.

I believe we got it somewhere near right having a white route that didn't need an articulated frame or White Power suspension at both ends, but did need commitment and skill to get round.

Some of the heavies out were:

Chris Bater on his B34;

Bob Spencer on the Daly 500T;

Keith Fitzjohn on a 500T special;

Jason Sigourney, who volunteered (?) to ride Ted Collins 16H (it's an Arbuthnot special) its a side valve, girder forked Norton like your grandad rode around the Western Desert in WWII (that's Hitler's war not a website). And he really showed it off at its best, pulling up steep slopes in what seemed like far too high a gear without stalling;

Chris Byford Smith who had built a Bultaco specially to ride the EFA and suchlike trials was persuaded to bring out his lovely 358 AMC rigid. I could be converted to one of those on looks alone;

The 500T belonging to the Cook family was conducted around to its usual accompanying flamboyant language;

The Braybrook Enfield was ridden by Mick Brown with special permission of its new owners and brought along by the ever helpful Stu Penfold;

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## ***LIFE'S MYSTERIES ARE ON YOUR TV***

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

- All grocery shopping bags contain at least one stick of French bread.

And of course the star of the show, Ian Preedy on his pre-war works Enfield. I hope the fact that the very President of the club preferred on this occasion to ride a heavy rigid must mean something - the work's side of this description could mean either Redditch or Boxford. Me? Well I've never seen a pre-war all alloy Royal Enfield before and Ian is to be applauded for bringing it out. I had a plonk around afterwards and thought it a very capable bike, I'd buy it tomorrow!

So let's hope the momentum can be maintained and I and the others would be pleased to hear any comments (through Jim at T&T).

Hope this will encourage a few more old ones out, and of course you could always ride the other routes if you want to, as did several of the regular big four-stroke riders. Steve Parker was impressive on a couple of the Yellow (hard) sections.

Many thanks to the observers and helpers and officials.

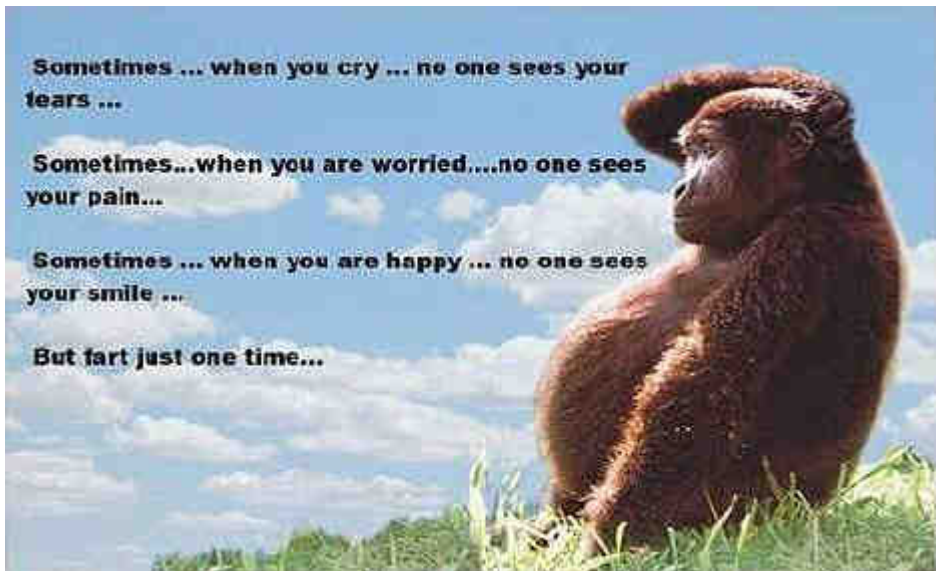
All for now,

Don Daly

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## This months Picture Caption Competition



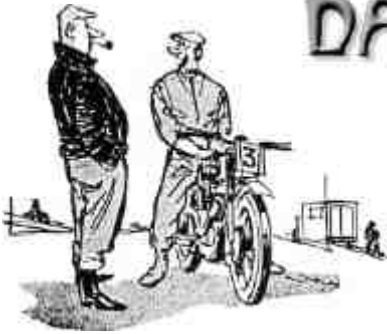
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## BUMPER STICKERS

Eat Well, Stay Fit, Die Anyway





# DABBERS DIARY

I hope you old boys are rubbing the oils in, keep off the 20/50 but Castrol 'R' should be OK! I have been reminded of a couple more oils that many of you may have in the medicine cupboard. One is Olbas oil which most people rub on their chests and sniff to clear the old tubes when you have a bad cold or flu. Very good it is too, but it can be also used as a rub as it will introduce some heat into a painful joint or

muscle. The other one is Tea Tree Oil which is a deep cleansing oil with strong antibacterial and anti-fungal properties; this is useful in inhalations and in skincare blends. I am still waiting to hear from anybody who has tried Emu Oil, I'm sure somebody has!

What a great day we all had at Snaque Pit in January and what good fun the new white route turned out to be. This was marked out to encourage riders who have big old fourstrokes in the shed, but find the sections too difficult, to get them out and have a non bike or body damaging ride. That was the main priority, but the route was also open to any rider over 65, absolute beginners and career wobblers!

You will see from the results that we had a good turn out of old big bikes, with a few sponsored riders like Bob Spencer on the Daly 500T Norton, Jason Sigournay on the Big Ted Girder Norton and Dabber on the Halstead 350 Enfield, thanks Stu.

I personally have not had so much fun on two wheels for years and the last time I rode a trial bike over 250cc was in about 1965.

It was nice to see the President out on his pre-war girder model G Bullet and how pleasing to see that he once was again seen taking the waters in the first of the two new stream sections. When asked what had happened, he explained, "the

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*Our scribe at the 1964 Perce Simon National riding a teenage Tiger (not fully grown or mature), a 350 Triumph - photo by Cecil Bailey*

riders before me, riding a 350cc rigid, disturbed a submerged object with which I collided, causing me to sample the waters!"

Another sponsored rider was Roger Finch out on Little Eric; Roger had a brilliant ride on the Middle Route, definitely back on form! I hope we can repeat this at Snaque pit on February 12<sup>th</sup> and maybe one or two other suitable venues.

The end of the month was marked with a trip to Aldershot and the 'Talmag'. The EFA was well represented with about ten riders and nearly as many spectators. At the time of writing I don't know the results, but, I believe one of our boys is within a Whisker of the premier. A good day out, in good weather, but some of the sections are showing their age and are getting badly eroded, I am beginning to understand some of the environmentalists concerns and perhaps Hungry Hill should be rested for a few years by all users, including dog walkers and the military. Not much hope of that!

*Dabber*

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

Where There's A Will...I Want To Be In It!