

# Editorial

A great shame about the weather playing a big part in the trial at Snaque Pit. One thing for certain is that Snaque Pit is definitely NOT the place to be when the weather is a bit on the wet side. We have had it a bit too slippery in the past but this time it would seem takes the biscuit. Never before in the history of the EFA has there been such a high retirement rate - not even the Thumpers at Bures when the heavens opened and we cut the number of laps to two! I am sure that everybody who rode will understand the difficulties faced by the organisers. Mind you, I have it on good authority that there are some in our midst who thoroughly enjoyed themselves and have commented that it was the best trial they had ridden in for years! Must be something to do with the way the mind works in advancing years! Our sympathies do, however, go out to John Kendall who did the unmentionable for him in retiring but I gather it was a particularly bad 'off' which resulted in a visit to A&E finishing up with a very swollen and bruised leg.

Organisation for the Roger Birch Bromley Brook Trial is moving on apace and it looks as if we will be having an event that comes up to the

standards set in our previous regional restricted trials which took place not far away at Frating. It is to be hoped that we do not cause the local populace any cause for concern as there are local difficulties surrounding that parcel of land regarding noise and other intrusive activities from the motocross practice track that is situated there. Also, you have been warned, but there must be NO RIDING on the footpaths under pain of an early bath. Following last year's failure to abide by the clubs wishes and promises, any person found disobeying the signs and riding on the footpaths and any other areas marked as no go areas, will have to expect the full wrath of the club as we cannot have the future of our sport compromised by the actions of the few.

I understand that the Southend lifeboat had to be called out during the recent Southend trial at Rochford! Seems that our hero, aka El P, was trying hard to keep in front, markwise, of 'young' Bill Brooker when he came a bit of a cropper attempting to emulate the ditch crossing abilities of Eddie Cordle. I gather the watching hordes were unable to help our hapless hero because they were rolling around with laughter. However, it seems that our hero was having a bit of a problem with extricating himself leave alone the

*EFA Sweatshirts - latest styles - get yours  
for Easter from*

**EeDee Tailoring**

*sole concessionaires for EFA regalia*

**Tel: 01206 841519**

The Mid Anglia MCC  
present  
for your enjoyment



## *The February Plonkaround*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 18th March 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)

machine from the aforementioned ditch. After all that, we must congratulate Bill Brooker for putting it across his younger competitors.

This coming month we have the Chattisham Challenge as well as the Roger Birch Trial. This year Chattisham is being looked after by Eddie Hood and Peter Sigournay. Please enter and make this event a success but if you can't ride then why not lend a hand by 'holding a board'. Sadly, for reasons I am not privy to, this trial clashes with a Pre70 Championship round at Aldby so it is even more important to enter this event to keep the meeting viable. It must be realised, of course, that events cost money to put on and of course those who put themselves out to lay the sections out and do the paperwork deserve to be supported.

This issue of Trials & Tribulations marks the 144th issue of the magazine that I have edited and produced. If you do the sums it shows that during that time I have used up a small wood in the supply of paper - just work it out:

144 issues, average 130 copies per issue; 5 sheets/10 sides per issue. All that adds up to quite a lot of printing etc. A good job that we invest in 'industrial strength' laser printers as we would have got through about ten domestic laser printers in that time!

I would like to thank all my regular correspondents and hope that we can keep up the standard for a few more years. However, I must give notice that I don't think I shall be going on with the editorship after issue 200 as I shall be 70 by then.

Nice to see from Heathers scribblings that the snow still falls on the Malvern Hills. I spent five enjoyable years in Malvern before emigrating to Essex and this coming Thursday, the 9th, Tracey and I are going to the National Motorcycle Museum to meet up with some of the characters I was at Malvern with back in the late fifties/early sixties. Haven't seen them since!

Best wishes,.

*Jim*

# Secretarys Scribblings

Least said about the last Snaque Pit trial the better I think. Well done to those who kept going for a finish and thanks to everyone who volunteered to observe. Also thanks to the gang who waited to make sure nobody got stuck in the parking area. Results can be found amongst these pages. We look forward to sunnier times at Great Bromley on the 12th, should be good.

Had a good weekend away at the Classic and Twinshock Show. It was held at the Three Counties Showground, not far from the Malvern Hills. Lots to see and buy if you were in the market for spares or a whole machine. Quite a few Eastern Centre accents interspersed those from the North, Midlands and Wales. Although it was cold (snowy on the hills) the sun was shining and this took the edge off the chilly wind for those with jumble stalls outside.

A couple of jumblies coming up are on Saturday 18th March at Kempton Park and Sunday 2nd April at North Weald.

Rumour has it the first Pre-65 Motocross takes place at Marks Tey on Sunday 19th March so summer can't be far behind.

For those more interested in shows there seems to be an Indoor Classic Show in the Village Hall at Boxford between 10.30am and 4.00pm on the same day.

At the end of the month Eddie Hood and Pete Sigournay are looking after proceedings at Chattisham, entry form available in newsletter.

Hope you enjoy this AGM Club Nite.

*Heather*

---

## **BREAKING NEWS . . . . .**

In an attempt to thwart the spread of bird flu, George W. Bush has just ordered the bombing of the Canary Islands.

### ***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.



## Talking dog

A guy is driving around Suffolk and he sees a sign in front of a house: "Talking Dog For Sale." He rings the bell and the owner tells him the dog is in the backyard. The guy goes into the backyard and sees a Labrador retriever sitting there.

"You talk?" he asks.

"Yep," the Labrador replies.

"So, what's your story?"

The Labrador looks up and says, "Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told MI5 about my gift, and in no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping. I was one of their most valuable spies for eight years running."



"But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security wandering near suspicious characters and listening in. I uncovered some incredible dealings and was awarded a batch of medals."

"I got married, had a mess of puppies, and now I'm just retired."

The guy is amazed. He goes back in and asks the owner what he wants for the dog.

"Ten quid," the chap says.

"Ten quid? This dog is amazing. Why on earth are you selling him so cheap?"

"Because he's a liar. He never did any of that."

# ***Pedro's Patter***

Upon my demob I became employed by the English Electric Valve Company and set about building a future enhanced by my experiences gained associating with 'foreigners' and people from Birmingham!!

Amongst the inmates of EEV that I fraternised with were, Bob Drane (he was young then), Keith Wash (more recently Hedingham Sidecar manufacturer), and Ray Spearman whose expertise in manufacturing helped the GEC empire keep many bikes on the road and track!

As my Ajay Comp bike had been replaced midway through my RAF service, the personal charger was now a 500 Matchless road bike. I decided that grass track would be enlivened by my presence and the MCN was scanned for suitable machinery. This was located in the Old Kent Road, London. So one March Sunday morning, father and I set off in the parental Morris Minor to view! A typical grasser of the period - Matchless frame, forks, and wheels; after market rear swinging arm; the petrol tank from some lightweight; home-made seat; and a JAP 350 motor with a Burman CP gearbox. What more could a man want! The vendor was 'retiring' so the aged two piece letters were included in the deal. So, a tow rope was attached to the Minor and home we came, can you imagine doing that today!!

Seemingly, apart from local grass tracks, the bike was taken on holiday to Scotland and raced on the road - what an enthusiast!

Initially, transport to meetings for the bike was provided by friends, club-mates and I proceeded to enliven the scene. At one wet Lyons Hall, Braintree meeting I arrived at the pits bend in a cloud of spray and grass cuttings, but without the bike! I was quite consistent. Most of my races were two lappers whilst the remainder of the field did four!

Things got better. I acquired a 1927 BSA 770cc 'V' twin with sidecar. The body was dispensed with and replaced with a plank. Hey presto - race transport. I had a very enjoyable 1957 and managed heat placings and minor finals. At the end of the year winnings equalled entry fees, fuel costs, etc. If I remember correctly heats paid: first 10/-, 7/6 and 5/-; Semi-Finals probably £5; £3; and £2. The bike had stayed together with only the cam followers being replaced. Over the winter decisions had to be made. My manager wanted me to marry her - I couldn't do that and run a JAP so the motor was sold to Arthur Stuffs, a national ace, and it was replaced with a BSA B31 Motor with

---

---

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

**Enfield (London) Couple Killed; Police Suspect Murder  
[they may be on to something!]**

'Goldie' cams, 'humpty' piston etc. It didn't match the JAP power. However, the marriage was a success!!

Keith Wash and I purchased Brian Green's grass outfit - JAP engined with cycle parts from Ariel and Norton. Keith drove and I hung about! I also had some interesting rides with other drivers lacking ballast and some lacking brains. During the winter of 58-59, John Richardson nicknamed 'Treacle', as he had ability sticking with Goldie Scramblers, and I built a 350 AMC to use as a trials iron/exercise machine which we shared. It then became a scrambler for '59 as an economy exercise in the marital status

In 1960 the lightweight invasion arrived in the competition world and it seemed to be well under way in the scrambles scene. However, my foray with a Cotton fitted with a Greeves front end wasn't overly successful - my size 10s kept breaking the gearbox so it was traded for a 500 Matchless from Jack Hubbard Motorcycles. Whether the results improved I can't recall, but the rebuilds reduced!

The club remained very healthy and that allied to a steady throughput of likely lads and lasses on the competition scene. In the mid-sixties, use of our Scramble course at Woodham Ferrers was lost. Fortunately a new one was sourced at Ramsden Heath. The social scene was in decline - fewer bikes were on the scene - car prices were now affordable by the working class. Touring trials, treasure hunts etc on Sunday's became less. Chelmsford had always put on a good club dinner around November time (I believe) and was well attended by other Eastern Centre clubs. I seem to recall some inter club activities called darts matches. For a lot of years a reciprocal membership scheme existed between Chelmsford Auto, Wood Green MCC (South Midland) and Streatham MCC (South Eastern). This was set up to enable competition riders to participate in these centres for a reduced membership. It worked well - I enjoyed some good South Midland trials with lots of green lanes - didn't do too many South Eastern Centre trials - slippery chalk!!

The Beggars Roost trial at Minehead was a favourite at Easter time right from the late forties and one year I was taken on a pillion before I had a bike. This was on a 350 AJS converted to trials trim. We travelled in convoy on Good Friday, no mishaps, a collection of bods, girlfriends, wives etc. Practice was allowed on the Saturday but not on the sections. The going is very different to the Eastern Centre I seem to recall. There were about six bods per room in the pub. Cider was good! Come Sunday, Peter George who had provided my pillion ride couldn't start the Ajay, it had a stuck valve but that was sorted, and I had enrolled as an observer. Naturally enough a long, steep, rock filled lane provided several subsections and took marks. I have often wondered why this

### **FOR SALE**

Complete set of Encyclopaedia Britannica. 45 volumes. Excellent condition.  
£500 or best offer.

No longer needed. Got married last weekend.  
Wife knows everything.

lane was in being as, apart from foot passage, it wasn't horse and cart going. This being my first national, it was very interesting to see the works riders and 'wannabees' who are normally only read about in 'The Motorcycle' or 'Motorcycling' weekly productions. The entry was 150 - 180 I believe. As Peter's AJS now had a broken rear alloy guard I begged a lift home with Jack Pryor in his 1938 Vauxhall saloon and bike trailer, the only member of the outing with a car (he had a mum that doted on him!).

*To be continued*



## Hi There!

### Remember that date for your Diary? **1<sup>st</sup> July**

Book it now with 'er indoors or better still bring 'er along and enjoy the fun,  
At the fifth running of the

## **"Grand Charity and Barbecue Trial"** **Leonard Cheshire Seven Rivers Home** **Great Bromley.**

This year we will be seeking sponsorship from all the usual companies and hopefully some new ones. BBC Radio Essex has promised to help publicise the event and our appeal for sponsors, as have Morton's Media Publishers of 'Old Bike Mart' and 'The Classic Motorcycle' etc.

### **NEW FOR THIS YEAR**

We will be asking riders to seek sponsorship for themselves from their family, friends and workmates, a quid here maybe a fiver there, it will all help. Any rider that can raise over £25 will receive a free entry and barbecue.

But don't let this put you off, you don't have to get sponsors, just come along and enjoy the day and spend your money! We hope to have the usual raffle, stalls, bar, bike memorabilia and entertainment in the form of those gorgeous 'Belly Dancers'.

So if you know of a company who may be interested in sponsoring the event, or you are happy to raise some sponsorship yourself, please contact:-

Mick Brown Tel. 01206 250462 or email, [mick@solannmick.org](mailto:mick@solannmick.org)



# The 2006 Talmag Trophy Trial

The 29<sup>th</sup> January this year was a bitterly cold day and probably ideal for the hot and sweating trials riders who would ride the two laps of fifteen sections at Hungry Hill, Aldershot.

There were 178 total entries including 19 sidecar crews with a smattering of non-starters on the day. Entry levels were a bit down on previous years but several older riders I spoke to in the car park area were absent through injuries, or just plain old age and its inherent worn out bits! One well known character and much respected rider, was having an awful time trying to recover from an operation on his shoulder. He is in a great deal of pain and on the 'heavy' tablets. I am sure we all wish Mick Noyce a speedy recovery and look forward to him competing again soon.

The Girder Fork class has dwindled a bit over the years and this year saw only 11 entries with just 9 starters. Hoping to improve this somewhat I recently wrote to the Talmag Club asking them to consider reducing the minimum engine capacity rule (over 300cc only) in that class, to include smaller pre-unit 4 stroke, girder fork bikes. I have received confirmation from Pat Gaines that as from next year the Girder Fork class will be open to any capacity 4 stroke bike. But please! Don't go and spoil it by turning up on a trick, ultra short wheelbase, very high ground clearance, exceptionally light machine that has hydraulic damping fixed to the front Girders! There are some lovely little 250cc girder bikes about (I know of at least 3) that are very eligible for the Girder class and these genuine bikes are all welcome. Let's hope next year we will see more variety of bikes and riders in this museum group!

I was a little surprised this year to see that section 1 in particular and section 15 were taped. The good point is, it does stop happy wanderers getting where they shouldn't. But section 1 was a little small and tight for a Talmag format. Although it caused me and many other riders, no problems whatsoever.

At first I thought that this might be the pattern for the rest of the day, but I was wrong! For the rest of the course was typical Talmag, open and sweeping, with the big climbs that the old bike riders and spectators really enjoy.

As a social event this is first class and probably always will be. The pleasure one gains from meeting old friends and acquaintances is warmly looked forward to every January. Even the language barrier between our foreign riders and us poses very little problem, as we all seem to speak in 'Old Trials Bike Talk'. I met several of the 'Eastern Fourstroke Association' members in the car park and enjoyed chatting to them and realising what wealth of knowledge they have on all things pre 65. Yes! A really great day and the trial hadn't even started!

Was there any negative side to the day? Well not really, just a minor grumble, when in the afternoon I went through section 11 and realised that it had been changed. The actual 'section changed' notice was in thin line pencil, about half an inch high. Of course, bifocal glasses and old age etc. made it



impossible to see when you start 20 feet back for a run in to the section. I needed to be within 3 feet to read it. But! Many of the riders did spot it and I can only therefore blame myself for chatting whilst queuing, instead of using the time to peruse the section once more. I didn't much like the special test this year either. The red route riders had to ride after the first lap with the whites doing their bit on the second lap. It was the climb up the extremely loose surface with very large flints that was the problem. A special test by its nature in this case means, 'as fast as possible'! I did not relish falling at anything over 5 mph on this surface due to the obvious and impending damage to man and machine.

Therefore a cautious approach had me stopping with wheelspin near the top of the climb and for the first time ever, I failed a 'Talmag' special test! But! Once again many riders did manage it without any damage and some put in a respectable time too.

The whole day had gone really well in the great 'Talmag Tradition', and it was a shame it had to end! But even the end of the day has its memories, as the chatting with old friends continues until the very last possible minute!

Good organisation, good friends, great memories, good rideable sections, fantastic sights and sounds! In short! A real treat for the eyes, ears, and memory! Many thanks 'Talmag Club'.

Long may it continue!

*Dave Blanchard*

***Class Winners***

A under 300cc units	Peter Gaunt	R.Enfield Crusader	1 lost
B over 300cc rigid	Clive Dopson	Norton 500T	2 lost
C over 300c rear sprung	Roger Higgs	Ariel HT5	0 lost
D over 300cc Clubmen	C.Noad	AJS 500	0 lost
E over 300cc Girders	John Merrett	New Imperial	1 lost
F/G Sidecars	Mark Hancock/Aron Jacobs	Triumph	0 lost

***Primitive Man***

Millions of years ago, there was no such thing as the wheel. One day, some primitive guys were watching their wives drag a dead mastodon to the food-preparation area. It was exhausting work; the guys were getting tired just WATCHING.

Then they noticed some large, smooth, rounded boulders, and they had an idea: They could sit on the boulders and watch!

This was the first in a series of breakthroughs that ultimately led to television.





# Eastern Fourstroke Association

## Snaque Pit Trial - 12th February 2006 - Results

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

### HARD ROUTE

Pre Unit													
99	Mark Fletcher	500 Royal Enfield	0000	0000	0051	3213	5533	3353	1315	2553	0000	0000	70
20	Stephen Parker	350 Royal Enfield	3555	5352	3053	5533	5555	3333	3535	3535	2355	0005	144

Unit													
15	Peter Teager	250 BSA	355m	333m	533m	5m	55m	33m	35m	33m	555m	0m	Ret
5	Colin Sadler	248 Royal Enfield	5m	3m	3m	5m	5m	3m	0m	m	00m	m	Ret
17	John Kendall	350 Triumph	2m	0m	0m	5m	5m	m	m	m	15m	0	Ret

2 Stroke													
90	Dave Spurgeon	246 Greeves	2010	3005	0050	1323	3151	3233	3233	5223	1000	0000	70
11	Mike Smith	250 Greeves	1132	2010	3301	1332	3335	3323	0352	3333	5000	1003	82

Twinshock													
6	Trevor Baker	250 Ossa	5050	3111	0000	3333	5253	2321	0235	2123	0000	1000	70

*Energizer Bunny arrested - charged with battery.*

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

### MIDDLE ROUTE

#### Pre Unit

21	Roger Finch	500 Jasper	1205	0000	5500	5500	3533	3355	0111	1120	0005	0010	71
96	Brian Fletcher	500 Royal Enfield	3333	1133	3513	3500	5555	5333	2232	0133	0035	0101	100

#### Unit

12	Alan Robinson	350 BSA	3335	0000	3550	5550	5555	3332	2323	5223	5315	2012	114
9	Gordon Blackburn	350 Triumph	3m	3m	0m	5m	5m	m	0m	0m	5355	m	Ret
8	Eddie Hood	199 Triumph	2m	5m	5m	m	m	m	2m	1m	5m	m	Ret

#### 2 Stroke

10	John Beasley	250 Greeves	1125	3322	5333	5550	5335	3533	2111	1012	5350	5210	108
----	--------------	-------------	------	------	------	------	------	------	------	------	------	------	-----

#### Twinshock

88	Jim Mason	250 Suzuki	3555	5103	3335	0555	5555	3333	0010	5033	5555	5555	140
18	Rob Clarke	247 Montesa	5555	3535	3355	3523	5555	3353	1333	3335	5555	3352	156
14	Michael Robinson	200 Honda	5555	2311	5555	5555	5555	3233	0533	5255	5555	2555	163
84	Colin Rose	325 Bultaco	235m	555m	553m	555m	5m	3m	133m	035m	5555	135m	Ret
81	Chris Byford-Smith	325 Bultaco	35m	33m	55m	55m	55m	33m	503m	533m	55m	23m	Ret
2	Richard Challis	156 Fantic	3m	3m	3m	m	m	m	3m	1m	5m	m	Ret

A big, fat lady walks into a bar with a duck under her arm.  
 The bartender says, "Hey, where'd you get the pig?"  
 She says, "It's not a pig, it's a duck."  
 He says, "I was talking to the duck."

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

### EASY ROUTE

#### Rigid

19	Mark Gibb	600 BSA	0000	5355	1533	1501	2005	0000	0010	0000	0100	0000	46
97	Chris Bater	500 Matchless	50m	05m	13m	33m	53m	30m	11m	10m	5555	5555	Ret
1	Jason Sigournay	500 Norton	m	3m	5m	5m	5m	3m	3m	2m	m	m	Ret
7	Ian Preedy	350 Royal Enfield	5m	5m	3m	5m	m	m	m	m	m	m	Ret
86	Keith Fitzjohn	500 Norton	m	5m	2m	m	m	m	m	m	m	m	Ret

#### Pre Unit

16	Ted Smith	350 Royal Enfield	5000	0325	0035	3355	5335	3113	1133	0030	0555	0000	89
----	-----------	-------------------	------	------	------	------	------	------	------	------	------	------	----

#### Unit

80	Mick Brown	199 Triumph	0000	1223	0051	0030	1055	0000	0011	0130	0155	0050	50
83	Roy Bannister	250 BSA	5000	2310	3105	0335	5351	0320	1300	0203	2505	5555	91
22	Roger Gulliver	500 Triumph	5000	m	m	3330	1110	0203	0500	1300	5555	0050	Ret
74	Bruce Davie	350 BSA	0m	0m	3m	5m	3m	3m	00m	02m	52m	00m	Ret
98	Kevin Goldsmith	350 BSA	5m	33m	15m	35m	53m	3m	0m	1m	0m	0m	Ret
100	Peter Sigournay	275 BSA	m	1m	0m	5m	5m	5m	m	m	m	m	Ret

'Alton Towers -

Where the magic never ends', or so the commercial says. Imagine my disappointment when it closed at 7.30.

**Colin Hill**

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

### EASY ROUTE

<b>Rigid</b>													
19	Mark Gibb	600 BSA	0000	5355	1533	1501	2005	0000	0010	0000	0100	0000	46
97	Chris Bater	500 Matchless	50m	05m	13m	33m	53m	30m	11m	10m	5555	5555	Ret
1	Jason Sigournay	500 Norton	m	3m	5m	5m	5m	3m	3m	2m	m	m	Ret
7	Ian Preedy	350 Royal Enfield	5m	5m	3m	5m	m	m	m	m	m	m	Ret
86	Keith Fitzjohn	500 Norton	m	5m	2m	m	m	m	m	m	m	m	Ret

<b>Pre Unit</b>													
16	Ted Smith	350 Royal Enfield	5000	0325	0035	3355	5335	3113	1133	0030	0555	0000	89

<b>Unit</b>													
80	Mick Brown	199 Triumph	0000	1223	0051	0030	1055	0000	0011	0130	0155	0050	50
83	Roy Bannister	250 BSA	5000	2310	3105	0335	5351	0320	1300	0203	2505	5555	91
22	Roger Gulliver	500 Triumph	5000	m	m	3330	1110	0203	0500	1300	5555	0050	Ret
74	Bruce Davie	350 BSA	0m	0m	3m	5m	3m	3m	00m	02m	52m	00m	Ret
98	Kevin Goldsmith	350 BSA	5m	33m	15m	35m	53m	3m	0m	1m	0m	0m	Ret
100	Peter Sigournay	275 BSA	m	1m	0m	5m	5m	5m	m	m	m	m	Ret

I am married to a Taiwanese lady, and people often ask me if she was a mail-order bride. I find this very insensitive. The Royal Mail lose around 2 million letters and parcels each year, and to suggest that I would trust the delivery of my wife to them is insulting in the extreme. She was sent by DHL next day delivery.

**L Palmer, London**

## Remembering Roger (Abrasive) Birch.

After Roger passed away following a long battle against a terrible illness, we thought it would be OK with him and his family if, as a small tribute to all his enthusiasm, we recalled some of the events and stories that he was involved in over the years. To most people that knew him, he was a hard riding motorcycle fanatic, but in addition to this he was a great friend, forthright, critical, outspoken and he had a great sense of fun. Never ever boring, but at times just a little "abrasive".

# The Strontian Story

We were in Scotland. Just outside of Fort William, a place that Roger loved to ride around, for the Six Day Trial. We, that is Brian Coomer, Ian and myself were staying at Mary McCleans, a wonderful B&B on the banks of Loch Linhe and Roger was staying in the B&B next door. On this particular day the weather was typical of the area. Cold, misty, wet and windy, generally awful! As we had arranged the night before to go and spectate at some of the sections on the other side of Strontian we now viewed the prospect of travelling far on bikes in those conditions with great reluctance. Warm and cosy and topped to the brim with Marys "full English breakfast" and looking out through the window at the very bleak landscape who wouldn't be! Roger on the other hand was all toggled up and ready to go and almost blew a gasket when we foolishly suggested that it might be better to go by car. His reply, which is unprintable, sent us sheepishly away to don our riding kit and helmets ready for the road!

As we set out in the pouring rain we were joined by Ray and Mark Gibb. A father and son who both trial and who like us, love riding around the West coast of Scotland. After a long cold and wet journey following Roger, as he was the only one allowed to have a road map, we eventually arrived at Strontian. Roger was leading, and as usual was making quite a fast pace, followed by Brian then us and Ray and Mark bringing up the rear. Just as Roger opened his machine up to climb the mountain out of Strontian, Brian spotted a large sign advertising home made soup and bread and various others goodies at the side of the road, and made an alarming veer to the right closely followed by the rest of us and watching Roger disappearing into the mist heading for the top of the mountain!

The cafe was a wooden structure like a large log cabin. You entered it through two louvered swing doors and there was the eating area, pleasant pine furniture making it seem very much like a farmhouse kitchen and from the cooking area came delicious warm smells. The other half of the place was devoted to displays of local arts and crafts that you could purchase if you wished. As we took off helmets and jackets and sat down in the warm, we all had a slight twinge of conscience but as we all tucked into hot soup with warm

---

---

## **BUMPER STICKERS**

Hire Teenagers while they still know everything!

homemade bread and poured hot chocolate from a large jug into chunky white mugs, conscience flew out of the window!!! It was a warm and lovely place and we were not the only ones to be enjoying it - several other people were eating and drinking, also glad to be in out of the cold.

After about half an hour it was obvious to us that Roger had not seen us turn off and had carried on, but we were sure that when he reached the top of the mountain and stopped for his usual fag-break he would realise we weren't there!! Shortly afterwards we heard the sound of Rogers B.S.A in the distance. It came closer, then stopped. We had by this time stopped talking and sat like naughty children awaiting Rogers entrance. We heard three or four steps and the swing doors crashed open sending various bits and pieces of handicraft bouncing from shelves here and there. As he stood framed in the doorway, his demeanour, redfaced, aggressive, and not unlike that of an old-time outlaw who had just burst into the Saloon looking for the Sherri!! This spectacular entrance had not gone unnoticed by the other occupants of the cafe, over whom a deadly hush had descended! "Where the bloody hell have you been?" he asked, "When I stopped at the top of the mountain there was only me and a load of ruddy sheep." After we all made different excuses all at the same time, it was generally accepted that it was Brian's fault as his alarming right hand turn had forced us all to follow him to see where he was going!! Roger eventually calmed down and the other people in the place had resumed their conversations. That was until some idiot who shall remain nameless, said that he thought that Roger had looked like Moses going up into the mist of the mountain to get the Ten Commandments!! Roger then unleashed another verbal barrage about "fair weather riders" and "people who get lost". Gradually we managed to calm him down again and talk him into leading us again for the rest of the day after promising not to go off the chosen route without consulting him. So with all of us well and truly chastised and sorry, we all set out heading for the sections. Weather aside we had a good day!

This was one of Rogers favourite stories and he took great delight in telling it whenever the opportunity arose.

Sylvia and Ian

---

## **Chronic Pain**

A gorgeous young redhead goes into the doctor's office and says that her body hurts wherever she touches it.

Impossible!" says the doctor "Show me."

The redhead takes her finger, pushes on her left breast and screams, then she pushes her elbow and screams in even more agony.



She pushes her knee and screams; likewise she pushes her ankle and screams. Everywhere she touches makes her scream.

The doctor says, "You're not really a redhead, are you?"

"Well, no" she says, "I'm actually a blonde."

"I thought so," the doctor says. "Your finger is broken."



# EFA Championship 2005

A	B	C	D	E	F	G	H	I	Total	Posn
Pre Unit										
10	10	10	10	10	10	10	10		80	1st
	9	9	9	9			9	9	54	2nd
9	7		8	7		9			40	3rd
		8					8		16	
	8						7		15	
								10	10	
				8					8	
Unit										
9	9	8	10		10	10	7	10	73	1st
7	10	9	9		9	7	9	7	67	2nd
10	8	10				8	10	8	54	3rd
8	6	7	8			9	6	4	48	
6						6		5	17	
								9	9	
							8		8	
	7								7	
								6	6	
Two Stroke										
10	10	10				9	9	9	57	1st
8	9	9				10	8	10	54	2nd
7	8	8	10			8			41	3rd
6	7	7				7		8	35	
9							10		19	
				10					10	
	6								6	

A Crab & Winkle 9/1/05  
 B Snaque Pit 13/2/05  
 C Bromley Brook 13/3/05  
 D Chattisham 17/4/05  
 E Charity BBQ 2/7/05

F Raydon 25/9/05  
 G Crab & Winkle 16/10/05  
 H Thumpers 27/11/05  
 I Boxford 11/12/05

*Colin Taverner*  
 Championship Recorder



# Single

A woman was shopping at her local supermarket where she selected:

A litre of milk,  
A carton of eggs,  
A litre of orange juice,  
A head of lettuce,  
A can of coffee,  
And one pack of bacon.

As she was unloading her items onto the conveyor belt to check out, a drunk standing behind her watched as she placed the items in front of the cashier.

While the cashier was ringing up her purchases, the drunk calmly stated, "You must be single."

The woman was a bit startled by this proclamation, but she was intrigued by the derelict's intuition, since she was indeed single.

She looked at her six items on the belt and saw nothing particularly unusual about her selections that could have tipped off the drunk to her marital status.

Curiosity getting the better of her, she said

"Well, you know what, you're absolutely correct. But how on earth did you know that?"

The drunk replied, "Cause you're ugly."



## LIFE'S MYSTERIES ARE ON YOUR TV

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

- Wearing a singlet or stripping to the waist can make a man invulnerable to bullets.

# CHATTISHAM 26th MARCH 2006

Gordon and myself will be marking out the trial at Chattisham for the EFA this year. There is a Centre Pre 70 Championship being held on the same day at Aldby (Lowestoft), so we will be short of the expert riders. Bearing this in mind, we shall mark out a very easy trial (just a couple of hard ones to sort out a winner). Nothing dangerous etc, so as this is a CLUB trial would you make an effort to have a ride here.

Eddie Hood

---

---

## This months Picture Caption Competition





# DABBERS DIARY

Wow! What a difference a day makes, Saturday 11<sup>th</sup> February Snaque Pit was almost spring-like, dry underfoot and sunshine filtering through the leafless trees.

Overnight rain made even car parking a nightmare and certainly focused my attention of which route to ride, Saturday I was going to ride the middle route, as I was back on the Cub, Sunday morning's weather convinced me that the easy route would be more suitable for an old git like me, even on this I scored a half century.

Whilst floundering around the course, managing to head-butt a muddy bank and having to man-handle the bike back down the steepest hill in the event, I was reminded of the club motto.

Do you remember? Back in 2000, to mark the new millennium the EFA adopted a Latin motto **'SEMPER IN EXCREMENTO!'** which translates to 'Always in the Sh..!' Well a large percentage of the club membership certainly lived up to the spirit of the motto at Snaque Pit.

Whilst recovering from this very enjoyable event I came across three quotations that I think sums up the philosophy of the EFA, the are.....

***'If life throws you scraps....build a special'*** Anon.

***'Anyone who has never made a mistake has never tried anything new'***  
Albert Einstein.

***'Be like a postage stamp.....stick to something until you get there'*** Josh Billings.

**K**TECH TOOLS  
FREELANCE

**GARAGE EQUIPMENT & TOOLS**  
**SALES - SERVICE - REPAIRS**

**Keith Nichols**  
Phone/Fax: 01702 549386  
01621 77601  
Mobile: 07850 871378  
A/F & Whitworth Spanners and Sockets a Speciality  
[info@ktechtools.co.uk](mailto:info@ktechtools.co.uk)

Now let's get controversial! What's your opinion on Quads? Do you think they should have a place in motorcycle sport? Personally I don't think they should, very useful when organizing a trial, a bit like a mechanical wheelbarrow. I have ridden one in an agricultural situation and it was great fun but I regret their presence in our sport.

I am reminded of the Motorcycle News coverage of Go-Karts back in 1950s. I have several copies from the autumn of 1959; one reports on a test day at Thruxton and features my old mate, the road racer, Tony (Fred) Godfrey seated in a Phantom Junior Kart. Another feature reports on the "First Go-Kart Grand Prix" which was held at Lakenheath, Suffolk and attracted an entry of 64 karts. Among the drivers was Graham Hill in a Lotus built 197cc special, no doubt Villiers power. Also competing was the singer Dennis Lotis. Interestingly the article also tells us that "The meeting was the realisation of what Master Sergeant 'Micky' Flynn, USAF, has been striving for all year. He had built and ran the first go-kart in this country in November 1958."

Another bit of totally irrelevant history, the price of MCN went up from fourpence to sixpence in 1959!

By the early sixties there was no mention of Go-Karts in MCN so I assume they had been absorbed into the four wheeled fraternity and taken into the RAC. I think it is too late for this to happen to quads! Let's just hope some bright spark does not think up a class for them in trials, or am I missing something, Gawd help us!

Remember this is my point of view and has not had the approval of anybody!

Let's have your views on quads and any facts you may have of the early karting scene.

And finally! Don't you regret the official passing of the term "Clubman"? That's what I thought I was and have always been one, and hope to remain one, despite the edict published in March edition of Eastern Centre standing orders.

*Dabber*

**Editors Comments:** *I realise that I am not permitted to have my say on matters concerning Eastern Centre affairs, especially Trials, in the Eastern Centre Gazette following decisions made at the January Board Meeting but I hope that ruling does not stretch to this club magazine! So I intend to say my bit regarding the Clubman issue. Briefly, the problem would seem to have arisen due to there being few 'Clubmen' present at the Trials Forum and those who were present had their views swamped by the far more vocal Experts and Intermediates who appeared obsessed with their own 'problems'. Rest assured, the 'Clubmen' may not be gone forever - there is a growing ground swell of opinion to DEMAND the return of this very important class.*

---

**End Thought . . .**

Man who run in front of car get tired.