

# Editorial

Did you enjoy the AGM? I must admit that I did. Chairman Ted did the business as usual but I don't think that he broke any records. However, I do feel that a big vote of thanks should go to mine host who, in his first year of catering for our needs, presented us with a quite wonderful Chilli and all the trimmings for those with lesser tastes. As usual, we must thank Bob Drane for acting as official timekeeper.

The Roger Birch trial at Bromley Brook went off a very well with just about everybody thoroughly enjoying their days sport. I must apologise, however, for making three errors (known to me) in the results. I apologise wholeheartedly for omitting Roger Gulliver from the provisional results, including Richard Challis in two classes, and having Gordon Blackburn in the wrong class.

We must all thank Mick Brown for his hard work in gaining approval for the use of the land in the face of local opposition. I gather that first thoughts are that we may not have the shaken too many cages and that we will most likely be permitted to use the land again.

Just about a full entry turned up at Water Run, Chattisham for the recent trial which was clerked by Eddie Hood

with Peter Sigournay as secretary of the meeting. In my opinion it was a shame that both our event at Chattisham and the Lowestoft championship round at Aldeby took place on the same day. I feel that this was perhaps unfair to our riders, who missed out on a ride, and the Lowestoft club, who got less than two handfuls of riders, but the decision to run both events on the same day was out of our hands.

I have included an article by Roger Higgs which was originally commissioned by me for inclusion in the Chelmsford Newsletter. Many of you will be aware of Roger riding in both modern and pre-65 trials. He has shown himself to be a very capable rider in both genres, in fact improving on his previous runner up position in the Talmag to this year winning the event. He was hoping to have ridden at the Roger Birch trial but instead had to prepare himself for his annual jaunt with his father on the Pioneer Run.

I have included an open letter from Peter Eaves in which, to me, he makes some pertinent comments. I agree with his sentiments that more of our membership should take a greater interest in writing for this magazine which is quite highly regarded by many outside our club and centre.

Please be aware that Mike Harden and his merry men are organising

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The Mid Anglia MCC  
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## *The April Plonkatound*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 29th April 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.freesevice.co.uk](mailto:mike@harden-j.freesevice.co.uk)

another Plonkaround at Raydon on 29th April. Both Dabber and Peter Eaves have made mention of the new earthworks and fortifications constructed in Raydon Pit. I sincerely hope that clubs using this facility heed Mick Brown's timely advice. Other than to tape off the affected areas we in the pre-65 scene should perhaps not have too many problems other than the area of pit available to us having been dramatically reduced. I have not as yet seen the 'new' Raydon but I do wonder if this is an attempt to scare newcomers and returnees i.e. Beginners and Wobblers from partaking in our sport as the previously enjoyed clubman class has been decreed to exist no more.

And now for what could be described as a piece of timely advice! A couple of weeks ago, Tracey and I had a spring holiday in the south of France. We went to Marseilles by train and then hired a car for the week. We had a lovely holiday until about an hour before we had to hand the car back to the hire company. The car was then attacked by a yob with a rock,

smashing the rear side window, arm in, grabbed the handbag, arm out and away on the back of a scooter. The moral of this story is not to take more than the absolute minimum in the way of credit cards, driving licence etc with you. Within the handbag was of course the mobile phone so all our telephone numbers disappeared with it. Thankfully the French and their police were very helpful and considerate.

I see in TMX that 'magical' Mick Andrews is to ride Clive Dopson's Dougie in the Scottish pre-65. I hope for the sake of all three, Clive, Mick and the Dougie that this is a successful venture and should prove very interesting to those watching. There is no doubt that this will be a very different ride to a state of the art James! What it is Clive going to ride this year - I thought it was to be the Dougie.

Best wishes,

*Jim*

# Secretarys Scribblings

What a super day we had for the first Roger Birch Trophy Trial. Thanks to Mick Brown and team, the parking was organised with clockwork precision (although one or two had to be pushed out when it was time to go home but it didn't matter then). Everyone we spoke to was full of praise for the three route system and the ride round between sections (pats on the back for all those who helped out on working parties and setting out the sections). A great day to remember Roger by.

The Classic Show in the Village Hall at Boxford was really good (especially the bacon butties!). There was a wide variety of machinery both inside and out, and up on the stage an interesting display about the Wall of Death and Tornado Smith who was closely connected with Boxford and features on the Village Sign.

A large, enthusiastic entry produced some good racing at the Pre-65 Moto-X meeting at Marks Tey in rather cold and dusty conditions. Looking at their calendar for April, the Pre65 Moto-X Club are at Maylandsea on Easter Sunday (16th April) and back at Marks Tey on 30th April. Dates can be checked out on [www.pre65.com](http://www.pre65.com)

Looking forward to another visit to Red Marley country at Easter. Rog has decided to enter the trial and hill climb again. I'm working my passage as an observer for the trial and mechanic!! (that's what it says on the pass) for the hill climb. Sounds as though the social side will be a bit different this time with the farmer making a barn available for a bar, pig roast and live band.

Lincolnshire is calling for the end of the month when the Wolds Charity Run takes place again. Always a lovely ride through the undulating Wolds area around the Cadwell Park Racing Circuit in aid of the Lymphoma Association.

Listeners to BBC Essex may have heard Mick Brown promoting the Leonard Cheshire Charity BBQ Trial which takes place on Saturday 1st July and endeavouring to gain sponsorship to help raise at least £2,000 for the Seven Rivers Home. Came across very well, hopefully successfully.

And finally a bit of toilet humour:

Man walks into a public toilet and finds two cubicles, one of which was already occupied so he enters the other one, closes the door, drops his trousers and sits down.

A voice comes from the other cubicle "Hello mate, how you doing"

Bit strange thinks the man but not wanting to be rude replies "Yeah, not too bad thanks"

After a short pause the voice says "So, what are you up to?"

Again the man answers, somewhat reluctantly, unsure what to say exactly "Umm, just having a quick poo . . . how about yourself?"

Then the man hears the voice for the third time "Sorry mate, I'll have to call you back. I've got some dickhead in the loo next to me answering everything I say"

*Heather*



ToddJ8080

## Choice of bra size . . .

A man walked into the ladies department of a department store and shyly walked up to the woman behind the counter and said, "I'd like to buy a bra for my wife."

"What type of bra?" asked the saleswoman.

"Type?" inquired the man. "There's more than one type?"

"Look around," the woman said, as she indicated a sea of bras in every shape, size, colour and material imaginable. "Actually, even with all of this variety, there are really only four types of bras to choose from."

Relieved, the man asked about the types.

The saleswoman replied, "There are the Catholic, the Salvation Army, the Presbyterian and the Baptist types. Which one would you prefer?"

Now totally befuddled, the man asked about the differences between them.

The saleswoman responded, "It is all really quite simple..."

The Catholic type supports the masses.

The Salvation Army type lifts the fallen.

The Presbyterian type keeps them staunch and upright.

And the Baptist type makes mountains out of molehills."



# ***Pedro's Patter***

During the sixties I was clerk of the course at Rayleigh speedway which provided an appreciation of this discipline which attracted several grassers. Sidecar speedway ran for a couple of years with local grassers providing the action as they did when sidecar scrambling was introduced to the Eastern Centre - it was hard going. I have photos showing Chelmsford Auto stalwart Derek Yorke on his Rudge JAP, girder forks and rigid with two inches of ground clearance - didn't like the Purls Hill mud holes or any other for that matter! However, Derek continued carrying away centre championships and getting in the results in the island and nationally on Norton and Triton.

On the grass through the sixties, specialised machinery was ousting the scramble machinery. Alf Hagon was at the forefront of this despite the fact that Jack Hubbard beat Alf for the 500 crown one year on his scrambler! These were good days with marvellous racing! Llewellyn Ranson (Norton) was still enjoying his annual outing in the TT along with Ken Willis (AJS 7 R). Ken still performed on the grass with JAP motors in his own frames. I was loaned one of his earlier 'specials' to win a junior final, my first, this being a 350 JAP in a Norton featherbed frame!! Different!!

Also appearing on the Chelmsford scene in the sixties were John Ruth and Richard Hobart whom many of you know.

Referring to a May 15th, 1966, Essex and Suffolk Border club scramble programme, the venue being Falstaff Manor, Bentley, Suffolk - Ken Dodd, Dave Temple, Jack Pringle (an Aussie I believe), 'Squeak' Grimwade, Mick Garwood, John Chisnall, John Parker and Alan Orrin were riding under the Chelmsford Auto colours. J P also rode sidecar with Mrs Maureen in the chair.

The experts race results:

(1) John Banks; (2) Dennis Howard; (3) Norman Messenger; (4) Jim Aim; (5) Trevor Harvey; (6) Ken Dodd:

Up to 300cc:

(1) Dennis Howard; (2) Norman Messenger; (3) Trevor Harvey; (4) Les Vince; (5) Keith Parsons; (6) R Harvey:

300 - 1000cc:

(1) John Banks; (2) Adrian Yallop; (3) Jim Aim; (4) Ken Dodd; (5) not recorded; (6) R. Knight:

Allcomers to 1000 cc:

(1) John Banks; (2) Norman Messenger; (3) Peter Smith; (4) John Louis; (5) Brian Devereux:

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

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

Sidecars to 1200cc:

(1) P and D Westbrook; (2) D Fox/B Gillard; (3) B Sadler/P Palmer; (4) Roy Vince/D Chapson; (5) C Garratt/P Sidley:

Sidecars to 100cc:

(1) D Fox/B Gillard; (2) D Rose/L Bullock; (3) B Norman/B Reid; (4) Roy Vince/D Chapson; (5) B Sadler/ P Palmer; (6) C Garratt/P Sidley:

In the sidecar contingent was one Mike Holloway (Joan Westbrook's brother).

In the solo entry was John Vallis, Graham Braybrook, Barry Yallop and Pat Aldridge.

17th April, 1966 - Wakes Colne saw the Halstead club presenting the Sunbeam Point to Point. A national scramble (this in conjunction with the Sunbeam Club), this prestigious meeting seemingly having lost its own course at Liphook, Hants.

Number one on the day, riding numberwise, was Jim Shepherd and number three was Malcolm Taylor, two guys who are still functioning today! Colchester brothers, John and George Lonnegan, Alan Bowers, and Colin Robinson. Many national stars and 29 sidecars were in the entry. That must have been some meeting!

In the sidecar final:

(1) Nick Thompson/Dave Beavis; (2) Bill Turner/Terry Lightfoot; (3) Dave Treleven/Ken Canfield; (4) Dennis Westwood/M Hughes; (5) Len Crane/John Preston.

The original programme owner had scribbled 'very cold' on the front leaf - guess he (she) went off to the tea tent as no more results were noted.

The following week the excitement was produced at an Eastern Sporting Sidecar Association grass meeting at Orsett, the Essex Showground at that time. The members lived up to the club name with 55 sidecars. The 250 final was won by D Andrews from Jack Hubbard with third place going to L Lynes and fourth to Dennis MacHarris.

The sidecar scratch final was won by Roger Dutton and J Miller from A.Martin/C. Rossiter (3) J Miller/G Thake; (4) Eric and Reg Miller:

Stan Luck, a man of Kent, won the 350 final chased by Brian Gladwell in front of Colin Sweby and Reg Nash.

The Allcomers saw Stan pass the flag first, again heading Brian and chased by Jack Hubbard on a 500 JAP in a regular grass frame! Another Braintree man, Harry Godding, was 4th. The speed was 50.3mph.

The sidecar final was taken in style by Roger Dutton/J Miller on their 650 triumph at 47mph from J Miller/G Thake from Haverhill again 650 Triumph mounted. In third place was John Waller/M. Wager from Margate with the Miller brothers, Eric and Reg in fourth.

### ***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.

### **Flashback:**

Two Chelmsford club stalwarts from the club's resumption after the war were the Ranson brothers, Humphrey and Llewellyn, who progressed from grassing to road racing. I didn't witness the occasion upon returning from one of their island sojourns when they rode at the club's grass track on their AJS 7Rs. It was reported that one eventually went through the hedge - not too much steering lock! They practised, bike tested etc on their local West Hanningfield Road at 5:30am!! The local copper on his Raleigh didn't stand a chance!!

As they progressed in the results they travelled to the continent, but the island was their favourite stamping ground. Humphrey did five Manx Grand Prix and eight TTs, falling off in 1948. He died in the late fifties, indirectly the result of a racing accident in Germany. Llewellyn has just retired at the age of 88 as a plant contractor!



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

### **“Grand Charity and Barbecue Trial”**

Leonard Cheshire Seven Rivers Home, Great Bromley

BBC Essex have publicised the event and our appeal for sponsors has already brought in some pledges of support.

One sponsor will have a display of bike communication equipment on the day.

Other trade displays will be welcome.

### **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)





# Eastern Fourstroke Association Chattisham Challenge Trial - 26th March 2006 - Results

No.	Name	Machine	1	2	3	4	5	6	7	8	Total
<i>Pre Unit</i>											
46	Mark Fletcher	500 RoyalEnfield	00130	00000	11020	02500	00000	00000	00000	00000	15
48	Brian Fletcher	500 RoyalEnfield	33355	10310	33322	13131	00000	00000	00000	00000	46
27	Jeff Fincham	350 Rariefield	55555	15112	03253	33555	00000	50000	00000	13501	84
19	Alister McFarquhar	346 RoyalEnfield	55555	25533	33333	35553	00030	52150	33000	33333	116
<i>Two Stroke</i>											
40	Graham Braybrook	175 B.S.A.	10013	01000	10151	10100	00000	00000	00000	00000	16
1	Dave Spurgeon	246 Greeves	10012	00000	01101	01250	00000	00000	00000	01000	16
44	Mike Smith	250 Greeves	11233	50100	02131	12110	00000	00000	00000	00022	32
45	John Beasley	250 Greeves	33333	10110	32112	23511	00000	00000	00000	02100	42
9	Jim Mason	250 Sprite	52235	02000	02323	23353	00000	10000	00000	10300	50
<i>Unit</i>											
42	Colin Sadler	199 Triumph	32323	00000	33331	55333	00000	00000	00000	00000	45
49	Peter Teager	250 B.S.A.	21525	01320	01135	13225	00000	00000	00000	01000	45
34	Colin Rose	199 Triumph	53303	00205	11233	25335	00000	00000	00000	10250	57
25	Phil Smith	250 B.S.A.	51333	03150	11352	33353	00001	30200	00000	05200	66
29	Kevin Goldsmith	350 B.S.A.	33555	03013	33533	33333	00000	10000	20000	11202	69
35	Graham Andrews	199 Triumph	33555	01230	21133	53535	00000	10000	00000	11553	74
18	Mick Brown	199 Triumph	535	331	333	335	00	35	50	33	ret
<i>Twin Shock</i>											
31	Andrew Prill	340 Bultaco	21233	01001	12112	11123	00000	00000	20000	00000	30
7	Chris Byford-Smith	325 Bultaco	23533	15012	22353	35352	00100	00000	00000	11000	61
11	Michael Robinson	Honda	53355	50510	31231	11133	00000	05100	00000	50110	64
50	Richard Challis	156 Fantic	35335	03131	53333	51115	00000	11000	00000	21003	65
30	Rob Clarke	247 Montesa	33335	00222	12333	55355	00000	35030	00500	55510	90
21	Dave Kent	250 Bultaco	33335	13331	32533	55555	00100	25052	00000	53225	101



No.	Name	Class	Machine	1	2	3	4	5	6	7	8	Total
<i>Gentlemen</i>												
43	Terry Sewell	2str	246 Greeves	00200	00000	00001	00010	00000	00000	00000	00000	4
15	Keith Fitzjohn	2str	250 A.J.S.	00000	10000	00010	11102	00000	00000	00000	11000	9
33	Brian Jacobs	2str	197 FrancesBarnet	00020	01000	01032	11100	00000	00100	00000	10000	14
24	Les Fox	2str	250 Greeves	00000	10301	00101	51000	00200	00000	00000	00100	16
38	Albert Dove	2str	225 Banville	10330	00000	33000	10300	00000	00000	00000	30000	20
23	Roy Bannister	Unit	250 B.S.A.	00033	00110	03300	51000	00000	00000	10000	00101	23
12	Mick Honeyball	2str	246 Greeves	00032	01313	10213	10000	00000	00000	00000	05000	26
47	Ted Smith	P/U	350 RoyalEnfield	10050	00012	03321	21211	00010	00000	00000	00000	26
2	Bob Drane	2str	246 Greeves	10503	03321	13310	11120	00010	00000	00000	00000	32
20	Bruce Davie	Unit	350 B.S.A.	03101	03313	12103	03201	00000	20000	00000	10010	32
36	Mark Gibb	Rigid	600 B.S.A.	05052	01001	30110	22520	01000	20000	10000	00000	34
13	Chris Huxtable	2str	250 Greeves	21033	00000	23353	23311	00000	00000	00000	05100	41
6	Andy Spreadbridge	2str	250 Greeves	20255	33313	21333	01011	00000	00000	00000	00020	44
8	Alan Robinson	Unit	350 B.S.A.	33313	00100	12212	52353	00000	00300	00000	02001	46
16	Chris Bater	Rigid	500 B.S.A.	15550	13233	33133	31153	00300	00100	00000	00210	61
4	Aaron Hobart	2str	250 Greeves	00555	32202	33331	52525	01100	52100	50000	00100	72
28	Chris Chapman	P/U	350 Royal Enfield	11555	55531	55555	13312	50352	50010	01000	01055	104
3	Ray Warren	Unit	250 B.S.A.	0	0535	3333	5333	0330	00000	0000	3525	ret
14	Ted Collins	Unit	250 B.S.A.	5				5	0	0	5	ret
<i>Twin Shock</i>												
39	Ray Gibb		125 Honda	05000	11001	02010	00200	00000	00000	00000	00000	13
41	Ian Preedy		275 TacoBSA	20100	10000	00020	23201	00000	00000	05000	31000	23
37	Doug Maggs		325 Bultaco	00100	00100	12310	23110	00000	50000	00000	00200	23
10	Chris Stokes		325 Bultaco	10055	00100	13023	21120	00000	00000	00000	30300	33
17	Bob Wreathall		250 Ossa	10330	01100	20235	20223	05000	00005	00000	10000	41
22	Glyn Hill		250 Bultaco	00100	13100	25511	25351	00010	55500	00000	55000	62
<i>Youth</i>												
32	Joseph Jacobs		80 Yamaha	05555	02530	00010	32055	00000	30000	00000	00000	49
26	Elliott Smith		125 Honda	00233	05030	23235	23020	05550	00131	20000	05301	69
5	Ryan Hyde		125 B.S.A.	15555	00333	51533	33253	50000	10201	00000	00100	73

# Roger Higgs and his 'Old Man' ride the 68<sup>th</sup> Pioneer Run

19<sup>th</sup> March 2006

When I mentioned to Jim a week or two ago that I was riding in the Epsom to Brighton Pioneer Run for veteran motorcycles, he suggested that Chelmsford club members would be interested and that I should write an account of the day for the Chainletter, the Chelmsford club's magazine. I agreed but reminded him that I'm a rider, not a writer!

Those who know me will know I'm a Gas Gas trials rider and also an occasional pre-65 competitor. The pre-65 trials bike I ride belongs to my father. He has now accumulated far too many bikes for one OAP to ride, so I do the decent thing and ride as many of them as I can for him. His real passion is for his three veteran motorcycles; two 1912s and a 1913 Triumph. The Pioneer Run is all about motorcycles of this period and recognises and celebrates the rapid motorcycle development and changes that were taking place. All machines taking part were built prior to 1915 and, unsurprisingly, they share many technologies with bicycles of the time.

My father's bikes incorporate moped like pedals to start and the front brake has rod operated brake blocks acting on the wheel rim. The main effect of applying the front brake is to set up vibration in the front end. I'm encouraged not to use the front brake anyway as it wears the plating off the rim! On the other hand, the rear, foot operated brake is more business like. It consists of a 'shoe' acting on a v-section rim mounted to the spokes. The engine is an SI 4-stroke single cylinder of 500cc with side valves and develops a whopping 3½hp. The 1912 bike I rode has a single speed and the 1913 my father rode has 3 speeds (gearing via a 3-speed Sturmey-Archer hub of course).





Metering of the air and fuel is achieved by separate levers on the right-hand side of the handlebars and there's a foot pedal on the left for ignition advance control. Engine lubrication is a constant loss system with the rider required to pump a fresh supply of oil into the engine every few miles. Surprisingly, to me anyway, you don't seem to forget to do this. Possibly this is because when you ride these machines you are constantly pushing and pulling the controls to find their optimum positions for the given driving conditions. This is a tricky business and I'm still not really sure what I'm doing but it certainly keeps you busy as you whizz along at the dizzy speed of 35mph.

Rider comfort is adequately catered for by large 28 inch pneumatic tyres, a sprung seat and a funny fork rocking arrangement at the front.

Though road surfaces have improved over the years the run still represents a challenge in terms of negotiating today's traffic with yesterday's technology. This is particularly noticeable when setting off and braking. Maintaining non-stop forward progress through anticipation is the name of the game.

The day, for us, is split into 3 stages; the ride to the start, the run itself and the ride home. The custom of riding to and from the event is now fairly unusual

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## **BUMPER STICKERS**

If you're happy and you know it see a shrink

but this is how my father has always done it. He has ridden in the event 40 times and this was just my 5th go.

The day started from my father's place in Chobham, Surrey, at 7am. We had a traffic free ride to Tattenham Corner, Epsom Downs, for the official Run start. In the starting paddock enthusiasts mingled and reminisced about the good old days, as they always do. They also spoke about the increasing scarcity of spare parts. My father was trying to find a source of the 28° drive v-belt. Unfortunately, no one could help. It appears that to keep the bikes running people are resorting to a 45° version. New tyres are another problem. Dunlop does still occasionally make batches but there is a long waiting list. It's no wonder therefore, that these machines get carried about more than ridden about.

The 346 entrants were flagged off in groups by the Mayor of Epsom; we set off at 9am. At around the half way point there was a very welcome free cuppa stop at Leonardslee Gardens. Finally, for a short distance, we joined the busy A23 for the run into Brighton centre and the challenge of dense traffic. There are no special traffic provisions made and to maintain the all important non-stop forward progress I found the newly introduced bus lanes very handy, I just await the fines! The finishing line was down on Madeira Drive by the pebbly beach and all the bikes were lined up for display.

We signed-off and picked up our finisher's medals and the rest of the family met us on the beach for a picnic. This was a great chance to relax and put on some fat for the return trip. Frozen sandwiches were provided by mother! A gentle thaw in the sunshine soon made them edible. Once all riders had arrived, or at least all those that were going to arrive, various presentations were made for such things as the oldest combined bike and rider's age. Whilst the event and other entrants packed up for another year, we topped up with fuel and oil ready for the home leg. We arrived home just after 5pm after a perfect incident free day's riding. Previous years have been far more eventful with punctures, fork and frame failures and all manner of bits and bobs falling off. We had covered 125miles and consumed less than 2 gallons of fuel each which I think is pretty good for bikes nearly 100 years old.

#### **Club Subs are now OVERDUE!!!!**

I assumed that all of you would have followed the fine example set by the president and paid up by now, in fact it was such a fine example that he almost paid twice.

Subs are £9.00 or £16.50 if you have the gazette as well. Don't delay or this could be your last news letter!

June

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

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

- It's easy for anyone to land a plane, providing there is someone in the control tower to talk you down.



# Letter to the Editor

The Editor:  
Trials & Tribulations  
20 Seabrook Gardens,  
Rushmore,  
Chesham,  
Essex CM3 9HX



As members of certainly one of the best clubs in southern England, I feel members could make better use of "Trials and Tribulations", a potentially good magazine.

I am aware that bods go and play in other areas - how about some feedback?

An insight into other events viewed?

How to resolve injection problems on C10s? We would like to know!

How to ride the new look Raydon pits? We need to know!

Mutual aid - give and not all take is what I believe clubs are about.

Perhaps I've got it wrong!

*Pedro E*



# Adams Rib

One day, after a near eternity in the Garden of Eden, Adam calls out to God,

"Lord, I have a problem."

"What's the problem, Adam?", God replies.

"Lord, I know you created this place for me, with all this lovely food and all of the beautiful animals, but I am lonely."

"Well Adam, in that case I have the perfect solution. I shall create a 'woman' for you."

"What's a 'woman', Lord?"

"This 'woman' will be the most intelligent, sensitive, caring and beautiful creature I have ever created. She will be so intelligent that she can figure out what you want before you want it. She will be so sensitive and caring that she will know your every mood and how to make you happy. Her beauty will rival that of the heavens and earth. She will unquestioningly care for your every need and desire. She will be the perfect companion for you.", replies the heavenly voice.

"Sounds great."

"She will be, but this is going to cost you, Adam."

"How much will this 'woman' cost me Lord?", Adam replies.

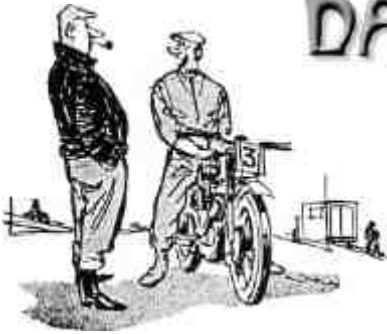
"She'll cost you your right arm, your right leg, an eye, an ear, and your left testicle."

Adam ponders this for some time, with a look of deep thought and concern on his face.

Finally Adam says to God, "Hmmm, what can I get for a rib?"

The rest, as they say, is history.





# DABBERS DIARY

This month I have got a new massage oil for you, I have not had a chance to try it yet and I have to be very careful here, as it was recommended to me by my mother-in-law. Now my mother-in-law is a very nice lady who lives in Bradford-on-Avon, you know the place, the last known site of Royal Oilfield manufacture in this country, so she should know her oils. Now I have to be careful because this product is called

'Dog Oil' available at £1.90 per 100g pot. I will let you know what it is like, watch this space!

I hope all those who attended Bromley Brook for the Roger Birch Trial enjoyed the day; we were very lucky with the weather and just about coped with the car parking. The land owner was happy and is thinking of ideas to improve access and car parking so lets hope the parish council didn't have their feathers ruffled. My spies in the village reported no noise or any other problems so keep your fingers crossed, we might be allowed in more than once a year.

Let's get controversial again this month! I have several people agreeing with me about the apparent dismissal of clubmen from our sport in the centre but nobody has mentioned quads. So am I to believe from this silence, that most people are happy to accept them in the two and three wheel world?

What have they done to Raydon! Some of the earthworks that have gone on over there surely should have had planning permission and any future event there will have to have a very through risk assessment carried out, as our mates of the 'Mid Anglia' club found out at their latest 'Plonkaroud' practice day. These boys had to tape off the dangerous areas and this created as much work as marking out a full trial. These dangerous areas include large steep sided holes and manufactured obstacles which have been built using railway sleepers,



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# Osama

After years of "We don't know if Osama is still alive", Osama himself decided to send George Bush a letter in his own handwriting to let him know he was still in the game. Bush opened the letter and it appeared to contain a single line of coded message:

*3704SSV – 07734*

Bush was baffled, so he e-mailed it to Condi Rice. She and her aides had no clue either, so they sent it to the FBI. No one there could solve it so it went to the CIA, then to the NSA. Still no luck.

With no clue to its meaning, Bush asked his buddy Tony Blair for help. He, of course sent it to GCHQ at Cheltenham and within minutes a fax was sent back to the White House –

"Tell the President that he is holding the message upside down!."

wooden and iron stakes and large concrete drainage pipe sections. If an ACU event is run at this venue and a rider is injured on one of these manufactured obstacles, I believe that the organising club could be liable for a very costly claim being made against them. I say this because if you refer to the ACU handbook for 2006, page 150 'Trials Description.'

"A Trial is a test of skill and balance over a variety of observed **natural** obstacles.....". My only other comment is, no way are these contrived obstacles at Raydon natural!

Now, on a lighter note, I believe that "EeDee Tailoring" purveyor and sole concessionaires for EFA regalia will soon be adding a new range of Lycra garments to its range. Yes, one of my informants has told me that our chairman has purchased a new, top of the range, mountain bike, and will soon be seen around the Colchester area, clad in this new figure hugging regalia!

Be careful Ted, don't overdo it! You may need the 'Dog Oil'!

Since starting to write this months bit of squit, I have ridden in the Chattisham trial and had to try out the 'Dog Oil' and I can highly recommend it. Yep, for some time now I have had a painful right knee, but after a couple of applications of 'Dog Oil' I can cock my right leg as good as any other old dog!

*Dabber*

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## End Thought . . .

What is a "free" gift ? Aren't all gifts free?