

Editorial

Once again we have a big issue of the magazine. When I started putting the thing together I was wondering whether I had enough material and then items started to arrive and at one point in the space of an hour I received a further three pages of content by fax and email! Keep it coming!

With regard to our (Tracey and myself) statement in last month's T&T may we apologise to both Ian and Ted for having their ears bent by some of the membership but also, can we please thank those who have contacted us by phone and email understanding our situation - your kind words were most gratefully received.

Included in this issue are a letter regarding our statement from the President together with a response by Mr Hood. May I respectfully recommend that you read Ians Presidential letter and the 'appendix' which has been included following discussion with Ted before reading Mr Hoods letter.

Had a phone call the other evening with a chap with a phony Canadian accent! Well, you know where your club subs have gone don't you? Yes, Ted and Edie have taken a holiday in Canada to celebrate their 40th Wedding Anniversary. Congratulations

to both of you from us all, the membership of the EFA. It would seem to have been just about the holiday of a lifetime and included a helicopter ride over the Niagara falls.

In last month's issue I wrote about hill climbs. Well Ted tells me that Canada has lots of very suitable venues as there are lots of hillsides that have been cleared and graded for use as ski runs. No doubt some of these climbs could be quite a distance - much longer than the 400 or so yards that are the maximum available in this country.

Following the bit about El P's long distance trip in the Presidential limousine I haven't heard anything more. Does this mean that the venture has been cancelled or postponed?

Mick Brown is getting on well with the organisation of the fund raising trial etc which is to take place at the Leonard Cheshire Seven Rivers Home at Great Bromley on 1st July. An entry form is included with this edition of your favourite monthly magazine, so, if you haven't already entered, now is the time to do just that. This IS NOT an enter on the day event.

You will find a list of books that are being sold in aid of the home/charity. These have been donated to the club by Reg Sargent who many of you will remember from his duties as an observer over many years. I am sure

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

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

The June Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 17th June 2006

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

we all thank Reg for his generosity. It has been suggested that the prices quoted for these volumes is somewhat high but Mick is assured that these are realistic prices considering their rarity and mint or almost mint condition. If you would like to reserve a copy then please call me on 01245 466815 and I will make the relevant note.

Peter Eaves has been writing articles for several months now relating the history and activities of the Chelmsford club. Now wouldn't it be nice if someone could write in a similar vein about their own club. I am sure that Braintree, Castle, Triangle, Woodbridge et al have a history and some characters that could well be brought to our attention.

Don Daley has once again regaled us with a submission. I find Don's style of writing to be very enjoyable and one thing for sure is that Don is an out and out enthusiast. This article has really made me think about making a visit to Brooklands. I did once visit it very secretly one Sunday morning back in the late fifties. Went through the security gates hiding under a blanket

in the back of a car driven by a friend's father who worked there! This was in the days that Viscounts and Vanguards were being mass produced on the site.

You will notice that in the fixture list I have included notice of an EGM of the Eastern Centre which will take place at Marks Tey Village Hall on Thursday 8th June. If you can attend then please come along and have your say as the future of motorcycle sport as we know it in the Eastern Centre depends on a successful outcome to this meeting. Anybody who is affiliated may attend the meeting but only those acting as delegates for their club may vote.

Once again Janet Hobart is arranging a 'show' at Althorne on Sunday 20th August at which you are most welcome to show off your pride and joy, machine that is! Further details will be included in next months T&T. I understand the 'do' is to be graced with the presence of 60s singing sensation Jess Conrad.

Best wishes,

Jim

Secretarys Scribblings



Thanks to everyone who put money in the tin last club nite for the BBC Essex Walk of Life. It was handed over by Dabber and members of the Leonard Cheshire Seven Rivers Home and we have now received a receipt plus letter of thanks from the Essex Air Ambulance for £45.62.

A select band arrived at the Alma for the first Tim's Tour which was enjoyable despite the weather. Nice to see Greg and Harrison on the outfit. We finished at the Eight Ash Green chippy and although it's changed hands, the fish'n chips are highly recommended. Only downside was Doug Huxtable collecting a nail in his rear tyre. Luckily this was only discovered at the chippy so he could at least eat before sorting out the transport! Thanks for the tour, Tim.

Really enjoyed the Pre-65 Moto-X Club meeting, courtesy of the Braintree Club 60th anniversary celebrations, at Stisted over the Bank Holiday. Great racing, great crowd (all usual suspects were there + some surprises), great weather, what more could you ask for. Plenty of EFA members were competing on a variety of machines and we must say congratulations to Alan Farmer who was in winning form and commiserations to Jim Patey who had a coming together with Dave Godley and ended up with a stitch or two.

Anyone interested in classic road racing might like to take a trip to Mallory Park on 11th June for the Post-TT Meeting. This year is a bit special as it is the 50th Anniversary Meeting and a grand collection of famous names and machines are promised to be there..

Entries are coming in for the Leonard Cheshire Charity BBQ Trial on Saturday 1st July but we still need more. Another entry form is included with this Newsletter and we'd like to receive it back by 23rd June so we know numbers for catering purposes. If you would like a vegetarian option instead please let us know. If you haven't got time to ride the event, come along for the evening. BBQ + Entertainment at £5 per ticket, just let us know,

On Sunday 2nd July it's the Battlesbridge Motorcycle Museum Midsummer Motorcycle Show and Jumble. Think if you go on your old brit bike and put it in the show you, and pillion get in free. You don't have to stay all day, just long enough for a look round if that's all you want.

Saturday/Sunday 15th/16th July is the weekend of this year's Weeting Steam Engine Rally and Country Show. Weeting is just outside Brandon in Suffolk. The show covers a large site and there are demonstrations of all things steam plus lots of trade stands, a craft marquee, beer tent and food stalls. If you would like to join us and include your bike/bikes in the display give Chris Bater a ring on 01473 622550.

Following the resignations of Tracey and Jim from the Eastern Centre ACU we have received a letter from Sidde in his role as Chairman outlining plans to fill the vacancies.





Todd8080

It is proposed to split the secretarial post into two. One general secretary for the centre and a secretary for the Competitions Committee only.

An editor for the Eastern Centre Gazette is also required together with an editor/webmaster for the Eastern Centre web.site.

If you are interested in applying for any of these posts, give me a ring - 01621 892606 - and I can let you have more information or contact Sidge on 01255 820295. e-mail: sidge@mowerman.freemove.co.uk

Best of luck in avoiding World Cup Fever.

Heather

P.S. Don't forget the Suffolk Grand National Classic Scramble at Tye Farm, Great Cornard, near Sudbury on Sunday 18th June. More information can be found on www.pre65.com

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.

Letter from the President

Both Ted and I have received a large amount of flack from some E.F.A. members concerning Jim and Traceys letter in last months Trials and Tribs.

These members acknowledge that Jim and Tracey have a problem with the A.C.U. comps committee, but they also feel that the E.F.As Trials and Tribs is not the place to air their grievances, a view that I agree with. This months issue will contain a letter from Eddy Hood explaining his views on the matter. Hopefully this will be the last letter of this nature to appear in our most excellent club magazine.

I am sure that I speak for the majority of the E.F.A. when I say that it saddens me to know that there is a rift between three of our most valued and hard working members. The time has come to settle these differences so that we can continue to run and enjoy the E.F.A. as we have done over the past 30 years.

Ian Preedy
President

Please be aware that the minutes for the Board Meeting of the Eastern Centre held on 20th April 2006 and agreed as a true record by Sidge Kenny, Chairman Eastern Centre, Gary Thompson, General Secretary ACU, together with others, states that:

"Mr Hood then stood and accused Mr Woodmason of himself writing the letters regarding the Clubman class. Ms Palmer asked him to clarify what he was saying as did Mr Woodmason to which Mr Hood did not reply. On asking again, Mr Hood confirmed what he had said. Mr Woodmason incensed at these accusations questioning his integrity, stood and read out a prepared statement resigning his positions in the centre as from 30th April 2006."

"IT'S SHOW TIME"

FUNDRAISING RALLY IN AID OF THE LITTLE HAVEN
CHILDREN'S HOSPICE

(Charity No. 1022119)

SUNDAY 20 AUGUST 2006

10am to 5pm

NEW ACRES, BURNHAM ROAD, ALTHORNE, ESSEX

More info in next month's Trials & Tribs

Motorcycle exhibits stewarded by Richard Hobart

Phone Janet on 01245 473359 for further details

Actual Headlines from Newspapers in 2004!

Local High School Dropouts Cut in Half

[Chainsaw Massacre all over again!]



Our first run of the year took place on Saturday May 20th.

The number of those attending was less than usual because of the bad weather. Those that were brave enough were: Roger and Heather on their 'old' Triumph; Big Fletch and wife Chris on the 'Connie'; 'Young' Doug with his scooter; Chris Hux BMW 'traditional' model; Greg and son Harrison in the chair (literally); and me on the B40:

We cheated a bit with the route and mainly used one from the past (any ideas for future rides anybody?). Leaving the Alma we passed Birch making our way to Tiptree, Wicky Bishops, Hatfield Peverel, White Notley, Cressing, Pattiswick, Burton's Green, the edge of Earls Colne aerodrome where we weren't able to ride through the gap in the fence because Greg hadn't brought his toolkit to unbolt the sidecar!

Meanwhile, with the rain now lashing down, we rode through Great Tey and Aldham finishing at Eight Ash Green chippy which everyone agreed would be too good to miss when passing in the future. It was whilst consuming the magnificent cuisine that it was discovered that 'boy' Doug had a rear-wheel puncture but son Chris came to the rescue with a pump which he went home to Stanway for and all ended well.

Watch this space for further outings.

By Order of The Management

Hickory dickory dock,
Three mice ran up the clock
the clock struck one,
and the others got away with minor injuries

Braintree Pre-65 Scramble

The pre-65 Scramble on 28th May courtesy of Braintree and DMCC at their Stisted venue was first class in most respects. Ignoring the late start, the many spectators had their money's worth all day. Amazing Freddie Mays set the scene in the first Greeves series race - 46 entries!! Riding injured Ian Stonebridge's mount, a concours job not only in looks but as the tool for the course, Fred was in front from the gate and what style, not a flash in the mud, he took the remaining two races as well! About the pace and not so far behind were Jim Patey and Dave Godley who later tangled on the last lap and ended up in a ditch together with rope, stakes, barbed-wire etc which inflicted damage to the Patey nose - this was in the third Greeves outing.

From my marshal's post I noted Brian Fletcher putting in solid performances in 4th and 5th slots - good to see! Sorry Mark, didn't notice you. Alan Farmer was on the pace but unfortunately the bike couldn't take the 'Farmer pace'!! Chris Huxtable was circulating - whether on the 'new' model or the proven I don't know. Tim Bradshaw was not on tour but enjoying a 'day at the races'.

We move on to the bigger banners which were quite a handful on the initially greasy going but there were some blinding performances. A national celebrity was Sam Smith - famous due to his performances in the Northampton "Wild and Woolly" mudbath some years back but not forgotten as races of attrition. The Mick Berrill CZs really were waterproof and bullet-proof. Now 62, Sam was out of the gate and gone and showed how to do it in his first outing. Unfortunately he lagged and got dumped on the deck in a later outing. He wasn't alone in dumping the plot and several bodies suffered sore ribs due to being used for grip by fellow bodies out of control. I don't think the ambulance left the field.

Russell Humm and Sam Appleton proved again they will be going places - great to follow their progress.

Nick Archer took my attention by finding the right lines. Past master, Jim Aim, takes time out to walk the course midway through the programme to check on the course condition. Ian Baine, the quick man from Widnes, was doing the same so as not to go home pointless - what an enthusiast - what a tuner.

The chairs were a class act and I thought provided some of the best action I've seen across all my years. It was obvious in practice that as they haven't had a wet meeting for two years, the beginners in that period were up against it or rather in it or off it!! Life's a learning curve ain't it.

However, the track had changed after five hours racing and the allcomers final was fantastic. Alan Farmer seemingly rode the perfect race and drew away from hard charging Roger French plus another 38 hard chargers and across all the years of use by many aces he wouldn't have been surpassed.

'Lofty' Lucas was on the mike - was Lofty, Nuff said.

The nostalgic gathering of VIPs worked well with much merriment and mickey-taking. I was so enthused by the days happening that I rushed home and ground the valves in on the Hawkstone?!!

Pedro

GREAT BARBECUE CHARITY MOTORCYCLE TRIAL

SATURDAY 1st JULY

at

**The Leonard Cheshire Seven Rivers Home for the Disabled
GREAT BROMLEY
(on the B1029)**

Trial
@ 4pm

Hog Roast
From 6pm

Music

'Eddie Lee'
&

'The Country Friends'

Entertainment

**Belly dancing
with**

'The Spirit of the East'



.....
SECTION SPONSORS STILL REQUIRED

**Riders who raised Sponsorship for themselves
Please make cheques payable to 'Leonard Cheshire'
Send it with your entry, or,
bring it with you on the day,
cash also very welcome!**



LEONARD CHESHIRE

Essex



A REPLY TO JIM AND TRACEY'S LETTER T & T MAY ISSUE

I don't normally rise to the bait but the article in May's T & T changed that. I felt, and so did several other EFA Members that this was not the place for such an article (but thinking about it, the T & T is going to be the only publication that Jim will be able to get his views across, having thrown his toys out of his pram and resigned as the Centre Gazette Editor).

I spoke to Chairman Ted about the article and asked him to have a word in the right quarter, he in turn asked me to reply to the article, which I reluctantly agreed to do.

Jim has a way with words like a Soldier with a gun, "the power to destroy." Words like "attack, savagely, removal, thorn, slanderous, impertinence, accuse etc. etc." I did not accuse Jim of writing letters in the Gazette. He asked me whether I thought he had written them and I did not answer him, so he resigned. As you can see by the article in the T & T they both (Tracey & Jim) don't like the people on the top table or more so The Executive and Comp's Committees. They both feel they could make a better job of it but remember the people in these positions are voted there by the Club Reps at the Board Meetings.

In a few of the Eastern Centre Gazettes Jim went to town on me about Trials. Eddie Hood said this, Eddie Hood said that, well it was Eddie Hood putting into action what the RIDERS has voted for and wanted at the Trials Form. What got up Jim's nose was that the word CLUBMAN had been dropped but in its place was put the FOURTH ROUTE which should cater for BEGINNERS and WOBBLERS.

When Jim had finished with (using his words) attacking Trials, he turned his attention to the Enduro World but this caused just a bit more trouble as the sponsor EMG Ford pulled out! Now Jim goes on about what the sponsorship was worth in tape etc. I am sure that there was a lot more to this sponsorship than tape, but whatever, that money was LOST (Jack Hearne is still trying to get in reinstated).

Contrary to belief there are NO secret decisions made behind closed doors at Comp's Meetings but as with all Committees there are things said which should not be minuted or go out of the four walls. I never felt this was happening at Comps as a lot of so called leaks took place.

Jim has agreed apparently to do 2 more Gazettes but wants no interference from anybody. Talk about the "Tail wagging the dog."

Anyway I have taken up enough of your reading time. I have been a member of the EFA since a month after its founding in 1982, longer than our T & T Editor and I will be carrying on as before, riding and helping run Trials for you all when asked. I look upon everybody in the EFA as a valued friend and fellow Competitor so keep them feet up.

Regards,

Eddie Hood

FOR SALE

A collection of motorcycling books and publications kindly donated to the EFA by Reg Sargent and to be sold in aid of the Leonard Cheshire Charity.

These will on sale at the Charity Trial on July 1st, but if you wish to reserve any item please ring Jim Woodmason on 01245 466815.

'Clean to the Finish' Sammy Miller, soft back and signed by Sam	£20
'Lochaber Rich Mixture' Ed Stott, Scottish Six Days experiences	£15
'The Scottish 1900-1962' Tommy Sandham	£15*
'The Scottish 1963-1989' Tommy Sandham	£15*
	(*or £25 the pair)
'Six Days in May' 1970-1994 Scottish facts (inc. pre65)	£10
'Classic Competition Motorcycles' Bob Currie	£9*
'National Motorcycle Museum' guide	£3*
	(* both these are pre-fire, £10 the pair)
'The Greatest of all Trials' History of the Scott Trial, Rare	£20
'Ride It' Don Smith, Hardback	£20
'Two Stroke Motorcycles' by 'The Motor Cycle' staff, 1952	£10
'The Lightweight Motorcycle Handbook' Bernal Osborne, 1951	£10
'It's a Triumph', Ivor Davies	£15
'Motor Cycling' yearbooks 1951,53,54,55,56 & 58	£20 *each
	(* or £100 the six)

A collection of 'Scottish Six Days Trial' programmes 1967-1982 including some rule books and instructions to officials Offers around £50

~~A collection of ISDT programmes 1949, 1950 & 1954 & other long distance trials run by the M.C.C. £20~~

A collection of event programmes, mainly from the Eastern Centre.

These are currently being valued by the EFA's 'Mr. Floggit' or Pedro E. and will be open to offers on July 1st.

You may think some of these books are a bit pricey, but most of them are in mint condition, some out of print and some rare. Three books have been sold already at £20 each!



Tractor Boy Medical Terms

Anally -- occurring yearly
Artery -- study of paintings
Bacteria -- back door of cafeteria
Barium -- what doctors do when treatment fails
Benign -- what you be after you be eight
Bowel -- letter like A.E.I.O.U
Caesarian section -- district in Rome
Cat scan -- searching for kitty
Cauterize -- Made eye contact with her
Colic -- sheep dog
Coma -- a punctuation mark
Congenital -- friendly
D&C -- where Washington is
Diarrhea -- journal of daily events
Dilate -- to live long
Enema -- not a friend
Fester -- quicker
Fibula -- a small lie
Genital -- non-Jewish
G.I. Series -- soldiers' ball game
Grippe -- suitcase
Hangnail -- coathook
Impotent -- distinguished, well known
Intense pain -- torture in a teepee

Labour pain -- got hurt at work
Medical staff -- doctor's cane
Morbid -- higher offer
Nitrate -- cheaper than day rate
Node -- was aware of
Outpatient -- person who had fainted
Pap smear -- fatherhood test
Pelvis -- cousin of Elvis
Post operative -- letter carrier
Protein -- favouring young people
Rectum -- damn near killed 'em
Recovery room -- place to do upholstery
Rheumatic -- amorous
Scar -- rolled tobacco leaf
Secretion -- hiding anything
Seizure -- Roman emperor
Serology -- study of knighthood
Tablet -- small tablet
Terminal illness -- sickness at airport
Tibia -- country in North Africa
Tumour -- an extra pair
Urine -- opposite of you're out
Varicose -- located nearby
Vein -- conceited



Driver and Vehicle Licensing Agency

Press Release

In order to assist other motorists in identifying potentially dangerous drivers, it is now compulsory for anyone with low driving ability to display a warning flag. The flag (comprised of a red cross on a white background) will be attached to the top of at least one door of their vehicle. For drivers of exceptionally low ability, additional flags are required.

*An executive agency of the
Department for
Transport*

The French Connection

Don, Anne and Roger are having an open day at their home which will take place on the afternoon of Sunday 23rd July.

They will be exhibiting their unique collection of about 50 motorcycles dating back to the early 1900s. They have kindly invited members of the EFA and their friends.

If you haven't been before or would like to go again you know it's well worth a visit.

Would all those interested in going please let me know as and there will be light refreshments available and Anne would like to know how many are turning up for the catering.

Their address is:

Woodfield Cottage
Woodfield Lane
Stutton
Near Ipswich

Please phone me:

Daytime 07860 516895
Evenings 01206 775520

Tim 'B'

SOUTHERN GRANDMA

Lawyers should never ask a Southern grandma a question if they aren't prepared for the answer. In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand. He approached her and asked, "Mrs. Jones, do you know me?"

She responded, "Why, yes, I do know you, Mr. Williams. I've known you since you were a young boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you never will amount to anything more than a two-bit paper pusher. Yes, I know you."

The lawyer was stunned! Not knowing what else to do, he pointed across the room and asked, "Mrs. Jones, do you know the defence attorney?"

She again replied, "Why, yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him."

The defence attorney almost died.

The judge asked both counselors to approach the bench and, in a very quiet voice, said, "If either of you idiots asks her if she knows me, I'll send you to the electric chair."

MOT testing woes

As we are all aware, the dreaded new computer registration system is now up and running. A few months ago I had my car tested with no problems whatsoever, except for having my ears bent by a disgruntled (with the new system) MOT tester. He made it known that the extra time they were spending was causing hassle and they would raise the cost of the test to the maximum allowable. This situation was not uncommon with other garages.

My road Velocette and my trials Ariel were both due for their annual MOT test three quarters of the way through April this year. So I duly booked them with my local and regular motorcycle dealers who are a good old-fashioned small business.



Vehicle & Operator Services Agency

I had booked the Ariel in for a 1:00 pm appointment, followed by the Velocette at 2:00pm. My local motorcycle repairers are only minutes away so this was not impossible.

When I arrived I was greeted by the tester; he immediately apologised and said he could not test the bike as the computer at the (official) sharp end had crashed. You can wait if you like to see if it comes back on line but it crashed last week as well and was off for 4 hours!

So I went back home agreeing to telephone just before my second 2:00pm appointment to check on the status of the new official system. "Yes mate it's working again now, so get down here quick" he said.

A few minutes down the road and he was trying to put the details of the Ariel into the new system. He wasn't able to get a line because all of the other 52,000 other garages were trying to gain access after suffering with a system that had been off line a while. Eventually after a considerable time my old Ariel had its details entered for the first time into the unknown world of officialdom?

So now to the easy part! The practical test! Even easier than normal because my trials bike has no lights fitted and can be checked over in a shorter time. It passed as usual with no problems. So back into the dark world of computers again, but! We couldn't get a line (carrier) to log the Ariel out and get my printed MOT certificate. The tester tried in vain and eventually gave up and said "Go home and get your other bike and I will keep trying to get a carrier to get the certificate sorted by the time you return.

I was soon home and had the Ariel in the garage and the Velocette fired up ready to go. Oh no! The throttle cable was sticking a bit. That's what comes of doing a 100-mile Good Friday VMCC run in the persisting rain. Never mind I'm

LIFE'S MYSTERIES ARE ON YOUR TV

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

- A single match will be sufficient to light up a room the size of a football stadium.

not getting the oil can out now; it will probably free by the time I get to the MOT station. It did free off a little and was good enough not to notice too much.

When I arrived with the Velocette it was straight into the testing area and the confirmation once more that my tester could not get back into the necessary system. "I tell you what," he said. "You keep an eye on the computer screen and tell me if we get a carrier and I will test the Velo in the meantime". That was the tensest part of the MOT! Looking at the screen and watching it vainly attempting to do it's stuff whilst my bikes practical test went along very smoothly. Eventually the computer gave up trying. So the alternative was to leave my V5C for the Velo and two old certificates and extra details needed with the tester so that he could keep trying and let me know if and when my printed MOTs were ready. That's assuming he get the Velo logged onto the damned system, which we still hadn't achieved as yet.

I had spent nearly all afternoon messing about trying to get the two bikes tested and wondered how on earth a small dealer could go on wasting business time for the price of a couple of MOTs.

There was no way that afternoon he was able to complete the necessary actions and I had to wait until the afternoon of the following day to go and collect my impersonally printed, precious certificates!

What a stupid system, why do they make things more complicated? All the bad language has subsided now but there are still two of Sues bikes to MOT later in the year and of course my old Honda XL. So maybe we had better sell them before the next fiasco takes place.

Apparently there is a red form 'MANUAL SYSTEM' in operation which is supposed to be a fail safe!

But! They had a manual system in the first place and it worked very well indeed, so perhaps we should have kept it? I suppose the new system is to help some official to do their job more easily without having to get out of the chair and reach the filing cabinet, who knows? Or maybe it's to trap the dishonest one's out there in consumer land?

The only way to beat this is to always buy brand new bikes and sell them before they are three years old, then they will not need an MOT.

Dave Blanchard

A little kid is at his first wedding, and he says to his mother, "Why is the bride dressed in white?"

His mother says, "Because white is the colour of happiness, and today is the happiest day of her life."

The kid says, "So why is the groom wearing black?"

Flashback or maybe Backfire!!

Chelmsford and DAC was one of the major clubs in the Eastern Centre through the forties and fifties as were several others due to the motorcycle being a major means of transport available to the working and middle classes. Very few households had four wheels on one chassis!

Any club, at any time, is reliant upon dependable servants, or maybe serfs is a better term, in view of the time that is given up for the benefit of others and also at considerable expense sometimes. CDAC had a sound crew most of the time who turned out for working parties, stake bashing etc, officiating on the day and representing the club at centre meetings, competitions committees etc.

The social scene was enhanced by our representation in the town carnival processions when a lorry was borrowed from some local transporter. I have a photo from '59 when it was fully loaded, a flat back with Derek Yorke's Norton outfit back from TT duty surrounded by Ted Deal in scramble gear together with his 'Goldie', Roger Hobart and young Richard plus a more attractive sister and friend in their best finery. The club trophies and banners finished the decorum. Invariably, several outriders and passengers interacted with the thousands lining the town route collecting cash for charity in nets, buckets, etc. One year, a grass track was run in Central Park with our gymkhana team thrilling the evening gathering.

Bernard Pannell was secretary when I joined, a tool maker and family man. His transport was a Triumph 'Speed Twin' and sidecar for his twin sons - wife Ruth rode shotgun! A Matchless 1000cc pre-war outfit replaced the 500cc for their constant attendance as observers or marshals. Sadly, Bernard died of a heart attack much too early in the sixties.

Another family affair was George Livermore, wife and son, who later became a very enthusiastic member. "Fearless" was a character who flashed around the scenery on a Triumph 'Thunderbird' putting lots of miles under the wheels with the girlfriend clinging literally to the dual seat. Story has it, after colliding with a sheep wandering on a moorland road he chased and attempted to strangle it!!

Another character, Eric Allison wore out a few rear tyres on his 650 BSA 'Gold Flash' with sports chair. "Blondie" Ellwood, sometime trials rider with

FOR SALE

Peugeot 504 Pick Up

1992 Petrol • Low mileage • MOT & Tax

£300 ono

Brian Farmer

01206 862990

Bantam and Frances Barnett, also provided reliable service to the club. When he married Pam, a Matchless 500 and chair provided transport to and from their country cottage and everywhere else.

Alf "Birdseed" Collins was a painter and decorator who never knew a mudguard from a spark plug - always good for a laugh invariably at his own expense but the lads looked after him and he was good company anywhere on his 350 AJS and later a Model 7 Norton.

Just recently, memories were stirred yet again when I was undertaking my daily convalescent therapy walk through the local allotments disguised as the 'phantom rhubarb plucker'. I spied a car with Greeves Rider Association badge. Nosiness had me disturbing the labouring figure who turned out to be Dave Walden a past member of CDAC in the early Sixties. The Greeves he is now proud owner of was a retirement present from wife Marion who I worked with for a period 15 years ago. Small world!

Don Daly, who incidentally is an enthusiastic allotment holder, chauffeured me to Brooklands recently where we were entertained by a the VMCC section with a varied selection of static and mobile interesting machinery amongst which was a bike ridden by Howard Earle pre-war at Brooklands. Howard was a CDAC man post war riding a GP Triumph in road races and scrambles and as his road transport with his wife on pillion. Sadly both are now deceased but not forgotten as a gentleman. Also present at this gathering was one of Howard's mates, Llewellyn Ranson, now 88. He had driven down accompanied by Rick Lovegrove, all ex-CDAC. Llewellyn told me that he raced push bikes around this historic banked track pre-war and no doubt he rode from Essex and back. Do you feel tired now!!?

Pedro E

FOR SALE

The Popemobile

or

FIAT FIORINO VAN

(with side windows)

1372 cc Petrol - Long MOT - Loading Ramp - 39,000 miles

Great bike transport, moving house, going to the dump

or

Taking granny to the shops

£900 ono

(pay full asking price & I will help sponsor a section on July 1st)

Ring the pope, sorry, Mick on 01206 250462

(oops! just realized that I shall be away from 8th June to 22nd June)



The Right Crowd . . .

Well, if you can count two errant EFA men then I suppose the old pre-war Brooklands slogan just about applied when we, sponsor Eaves and myself attended the 'Sights and Sounds' gathering on Saturday 13th last.

Two or three hundred enthusiasts and a gaggle of old bikes plus one veteran Ford race car enjoyed an afternoon of thirties nostalgia on quite a warm day.

If you've never been to the old banked track and its museum, then I can recommend one of the "do's" organised by the Brooklands Society.

There is quite enough to keep you occupied for a whole day just examining all the many exhibits, bikes, cars and aircraft, some of which were manufactured on site by Vickers and Co.

One particular bike started and paraded around at the sheds was the late Howard Earles' Cotton JAP fitted with an enormous fuel tank. Howard was a Chelmsford resident I believe and one of Frances Beart's riders on various record attempts at the track and was partner to Noel Pope on a 350cc OHC Norton sidecar outfit.

I can't imagine just what sort of pounding they took, lapping at up to 126mph on rigid framed machines - no wonder there is so much padding on the tanks etc in the old photographs.

Another bike to catch my eye was shown and ridden by Dedham man Stephen De'Ath, one of my fellow vintage racers from too many years ago. Stephen has bought and put together what's left of Stanley Woods' '36 350cc Velocette TT entry which failed in that event with a broken cam drive. The bike is road registered and legal and must give him a real buzz when he rides out and around.

This and a couple of rigid camshaft Nortons kept me interested all day plus we met up with Mick Miller and his immaculate '56 Manx.

Half the fun at do's like this is bumping into old, and meeting new, friends, and we certainly did just that. Another good day!

Don Daly

It was the first day of school. Each member of this third grade class had to go up to the black board and draw a representation of their summer. Little Johnny got up and drew a dot.

The teacher asked him what it was supposed to represent.

He replied..."It is a period"

The teacher said, "What does that have to do with your summer."

Johnny said..."Well my 15 year-old sister couldn't find hers, so my mom fainted, my dad had a heart attack, and the neighbour next door shot himself!"

For Sale

2004 Triumph Bonneville In Black

Immaculate Condition, Some Extras, Under 900 Dry Miles From New.

Will Consider Part Ex Interesting Pre 70 Trials Bike

Bruce Tel. 01206 250096

The day before the aforesaid event saw us at Gosfield strip to test my 500 KTT after its latest session in the tuning shed.

Peter Haylock and two of his friends picked me up and loaded the Velo into his big van as I'm still not supposed to lift anything and anyway, I've no towbar on the little Citroen.

On a nice warm afternoon, I managed several fast runs and sorted a couple of problems. One was a flat spot which was cured by lifting the needle in the GP carb.

The second was the head joint blowing - partly caused by a 14.5:1 compression ratio! Peter and Co took off the tank whilst I went home and got the necessary tools. These included my own built in torque wrench, a 'Click Bang Elbow' we used to call them.

This sorted, the Velo flew, but I had to use caution as some idiot has upset the airfield owner by irresponsible behaviour with a racing sidecar and if we're not careful we'll lose it. It only wants someone to have a silly accident caused by such behaviour and the 'writs will fly'.

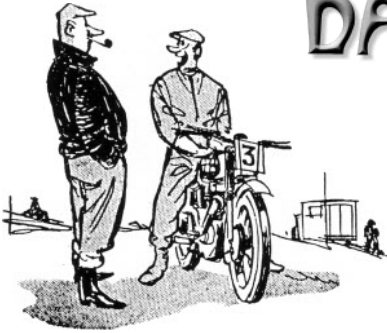
Many thanks to Peter Eaves and Peter Haylock for advice and help.

Don Daly

BUMPER STICKERS

If there is a tourist season, why can't we shoot them

DABBERS DIARY



As mentioned last month it was back up to Horncastle in Lincolnshire at the end of April for the 'Wolds Run'. This was run in aid of the Lymphoma Association and was organised and sponsored by the Mortons group who made everybody welcome and provided the Hog Roast at the finish. The event attracted over 400 machines of all ages and it was hoped that it had raised £7000. For me it was part of the running

in process for the old model 'G' Bullet so I took it very steady and was soon passed quickly by some more modern projectiles only to catch a few of them up when we got on to the narrow lanes and the ford, we had to splash through, stopped a few. The lunch stop, 'The Green Man' at Scamblesby, just down the road from Cadwell Park, was quite an eye opener. Can you imagine 400 plus bikes, riders and passengers all in this small village, and all trying to get a drink! I was lucky Roger and Heather were in the bar queue before me and bought me a pint of excellent local brew, Cheers Roger!

Mid May found us joining BBC ESSEX on their 'Walk of Life' which started at Epping and followed the Essex Way from Epping to Harwich. They were raising funds for the Essex Air Ambulance. Ann and I joined them with some residents and staff from Seven Rivers at Mistley on their penultimate day and walked a short way along the Stour bank on a very warm and sunny morning.



Ken Heanes

but we didn't make it up the hill to the Chippy, used by Tim as a stop for his tours, but some of us were pushing wheelchairs!

We handed over the cash collected for the Essex Air Ambulance at the May club night, but as I write this I don't know how much we, the EFA, or Seven Rivers raised.

As I mentioned the Model 'G' was being run in after major motor surgery. At the end of last years Arbuthnot the big end was making most peculiar noises, so an inspection was required.

It says a lot for these old motors that despite the alarming noises coming from the bottom end all that was required was a new white metal big end bearing ring and a timing bush, plus some attention to the oil pumps, new rings, a head overhaul and the old girl seems as good as new. Now I could not have achieved all this without some serious help from our EFA resident 'Mr G' and the donation of a timing cover from 'Young Fletch' - many thanks lads!

Now the reason for all this restoration was that I had entered the 'Mendip Regolarita', run by the Frome Classic Club, which was to follow much of the route for day one of the 1925 International Six Days Trial. The route might have been the same but the roads and tracks are vastly different to those tackled over eighty years ago. The event started in Swallowcliffe, home of the late Ralph Venables, and we were started by his wife Pam. We were soon at the first hill, Middle Down, which was the second test in 1925 and where one of the Germans seized his Neander machine, don't laugh, it had a British Villiers engine! Some of our Arbuthnot riders may remember this hill as riders descend it to reach Shave Lane, along side the Polo Ground.

During the day we rode several more hills, but my favourite was St Catherine's Hill in the middle of sleepy Bruton. The residents of this steep narrow street were all happily outside their cottage doors cheering us on, just like the photographs from 1925, I even stood up and posed on the footrests. The ride of just over 90 miles was finished off by a night in a hotel with a good dinner and an after dinner speech by Triumph works rider and ISDT star, Ken Heanes. What tales Ken had to tell us from his vast ISDT career which started in 1950 as a 16 year old on a Royal Enfield, his first Triumph works ride on a Cub in 1956 in which he finished with a Gold medal, and finishing with his days as team manager. During this time Ken won 10 gold and 2 silver medals.

I am looking forward to next year when Frome Classic club are hoping to run Day 2 of the 1925 event which was based around Taunton, Dartmoor & Exmoor.

Dabber

End Thought...

Change is inevitable, except from a vending machine.