

Editorial

Summer is well and truly with us and if the weathermen are to be believed it is even hotter than on the mediterranean coast of Spain at the moment but no doubt by the time you read this we will be suffering thunderstorms, flash floods and all the other normalities of a British summer.

You may remember that last month I included an advert from Brian Farmer for a Peugeot pick up. Sad to say but Brian was unable to offer the vehicle for sale - it got nicked the weekend before T&T was distributed!

As many of you will no doubt be aware, Clive Dopson loaned 'the Duggie' to 'Magical' Mick for the Pre65 Scottish. Well, Clive has written an article, which I have split into three parts about his, the Duggy's, and other Wymondham rider's adventures in Scotland this year. I hope you enjoy Clive's article and I am sure we are all very grateful for Clive letting us have this item for publication. Included with this month's article is a photograph, I believe to have been taken by Matthew Neale, of a puncture repair session at the top of Lock Eild path. In my opinion this is one of the best general interest photographs of Scotland with its evocative view of the loch going

away from Kinlochleven that I have seen.

During the last month there appears to have been an exodus to Spain by my contributors. Dabber taking well earned time off from the preparations for the Charity Trial and going to Formentara and Peter Eaves visiting the charms of Denia on the Costa Blanca. It just shows that motorcycles are always present in their life as Dabber has provided a couple of interesting photos - one of them yet another 'indoor' machine - this time a Bismarck which, to me is a cross between an early moped and a just postwar autocycle. Peter meantime visited the motor museum at Guadalest, a few miles inland from Benidorm.

I feel that I must apologise for the size of last month's edition of Trials and Tribs. Scrooge, aka Dave Kent, our illustrious treasurer, has quite rightly rapped my knuckles over the size of the issue but in my defence I felt it necessary to comply with the requests of the President and Chairman by putting the letter from Mr Hood into the magazine. Coupled with that there was of course quite a lot of material relating to the Charity Trial. Hopefully postage costs were not a problem especially as the size/weight of the Eastern Centre Gazette for last month was much reduced.

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

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

Plonkers Trial

Hall Farm, Gt Bromley, Essex
Sunday 10th September 2006

Entry form in August issue of Trials & Tribulations

Saturday July 1st saw the charity trial taking pace at the Leonard Cheshire Home at Great Bromley. I have included a little write up on the event but I think we must thank Mick Brown for all the work he puts into organising these events. They have become a high spot of the EFA year. Let us hope they continue for some years to come. The problem will arise, however, that when the time comes that Mick reckons he has done enough, then the next organiser will have a VERY hard act to follow. By that I don't of course mean the 'comedian' who kept poking his nose in during the evenings entertainment!

You will find on page 5 an advert for a charity event in aid of the Little Haven Childrens Hospice. One of the organisers of this event for a very worthy cause is Janet Hobart. Well, she is looking forward to having a good turn out of machinery (motorcycle in our case) for the members of the visiting public to marvel at. Richard ('Dick') Hobart is looking after the bike participation so please give him a call on 01245 473359.

Coming up this month is our invitation to the 'French Connection', the visit to Don French and his family to wonder at their collection of motorcycles. Tim Bradshaw is the man in charge of our visit and anyone wishing to go, would they please give Tim a call so that suitable refreshments can be laid on. Please use the phone numbers as shown on page 9 as I am afraid that I 'screwed up' the phone numbers in last month's issue.

You may remember that I wrote something about our Presidente and his good lady going 'on a journey'. Well, sad to say but this has been cancelled following 'advice' - instead don't be surprised if one of their future trips doesn't involve travelling on the newly opened railway from Peking to Llasa in Tibet!

This month sees the last issue of the Eastern Centre Gazette produced by Tracey, Martin Cross and myself, as editor. Let us hope the new 'team' are as proficient as we believe ourselves to have been.

Best wishes,

Jim

Secretarys Scribblings

Must say I really enjoyed Pedro E's write-up about the Pre-65 Scramble at Stisted in last month's Newsletter, it captured the atmosphere of the day perfectly and what a smashin' day it was.



By the time you read this the Leonard Cheshire Charity BBQ Trial will have taken place, very successfully we hope. The way things stand at the moment (thanks to Mick Brown's hard work) it looks as though it'll be the best one yet.



Congratulations to Emma and Mark on the safe arrival of Alfie Mark on Friday 23rd June. Junior EFA membership is ready and waiting.

The Vintage Motorcycle Club has resurrected the Festival of 1000 Bikes. This used to be an annual event held at Brands Hatch with track sessions, huge jumble, grasstrack "demonstrations", avenue of clubs and lots, lots more. It's on Saturday/Sunday 8th/9th July at Mallory Park this time, with all of the aforementioned plus past masters track display and sprint demo. Food, beer tent and camping are all available so it'll be easy to make a weekend of it.

If you don't fancy a trip to Mallory, the Braintree Club have another of their Summer series evening trials on Saturday 8th, this time it's at Snaque Pit starting at 5:30pm.



Don't forget the Weeting Steam Engine Rally on 15th/16th July. Give Chris Bater a ring if you're interested - 01473 622550. Enjoy some time in the sunny Suffolk countryside.

If you can't get to Weeting then you might be tempted by the Classic Bike Festival at North Weald Airfield on Sunday 16th July. Classic sprint, parades, historic race and road bikes plus jumble, trade area, catering and beer tent are all planned. Costs just £10 to get in. More info on:

www.northwealdmotorsport.co.uk

Calling all Technical Officials (Scrutineers) - the Eastern Centre ACU have a seminar for off road disciplines at Great Blakenham Parish Room on Saturday 22nd July. If you'd like to attend please let me know (01621 892606) by 14th July so I can put your name forward.

Heather



Las Vegas Religion

This may come as a surprise to those of you not living in Las Vegas, but there are more catholic churches than casinos.

Not surprisingly, some worshippers at Sunday services will give casino chips rather than cash when the basket is passed.

Since they get chips from many different casinos, the churches have devised a method to collect the offerings.

The churches send all their collected chips to a nearby Franciscan Monastery for sorting and then the chips are taken to the casinos of origin and cashed in.

This is done by the Chip Monks.

(You didn't even see it coming did you?)

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.

“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

(B 1010 between Althorne and Burnham on Crouch)

With the kind permission of David and Glenys Hopkins

Fantastic displays of classic/vintage vehicles, tractors, engines and some steam.

Crafts and demonstrations, Battle for Europe static display, Lendel Dog Display Team, Owls-R-Us, timber sawing, fun and rides for children.

Musical entertainment with R'n'B singer Freddie, Latchingdon Arts & Drama Society (LADS), Winston "The Singing Farmer", Cara & Alice Bryenton.

Also starring the Kismet Belly Dancing Troupe, King Arthur and Queen Guinevere.

PLUS a 3 acre garden and private museum of domestic bygones. Ample parking, toilets and refreshments.

A FAMILY DAY OUT!

£3.50 adults, £2.50 concessions, accompanied under 16's free.

Motorcycle exhibits stewarded by Richard Hobart

Phone Janet on 01245 473359 for further details

Actual Headlines from Newspapers in 2004!

Typhoon Rips Through Cemetery; Hundreds Dead

[Can you believe it?]



We are meeting at 4 o'clock on Saturday 5th August outside the Eight Ash Green chippie for a tour of approx 40 miles finishing at the start point. Hopefully the weather will be on our side this time.

All members, family and friends are more than welcome.

By Order of The Management

Carnival Date

Joe took his blind date to the carnival. What would you like to do first, Kim?" asked Joe.

"I want to get weighed," she said. They ambled over to the weight guesser. He guessed 120 pounds. She got on the scale; it read 117 and she won a prize.



Next, the couple went on the Ferris wheel. When the ride was over, Joe again asked Kim what she would like to do. "I want to get weighed," she said. Back to the weight guesser they went. Since they had been there before, he guessed her correct weight, and Joe lost his money.

The couple walked around the carnival and again he asked where to go next.

"I want to get weighed," she responded. By this time, Joe figured she was really weird and took her home early, dropping her off with a handshake.

Her roommate, Laura, asked her about the blind date, "How'd it go?" Kim responded, "Oh, Waura, it was wousy."

FUNNY SIGNS . . .

On the side of a garbage truck

"We've got what it takes to take what you've got." (Burglars please copy.)



Phew! Wot a scorcher!

Those of us observing at the trial on Saturday afternoon/evening, the 1st of July were really pleased if we could use some shade. It was hot - very hot!

Mick Brown had laid out 12 sections around the grounds of the Leonard Cheshire Home at Great Bromley and catered for both easy and hard route riders. It wasn't meant to be a British Championship round and I think that most (but not all) were happy with the sections especially with the weather man giving us central European temperatures. All the sections were sponsored and many of the riders had gained themselves individual sponsorship all of which helps towards the final donation to The Leonard Cheshire organisation.

As well as the trial, perhaps the main reason for the event (or was it the display by the Belly Dancers?), there was a semi-static display of interesting machinery both elderly and modern. It almost looks as if we shall have to create a branch of the AMC owners club, there being several machines of that marque on display. Quite a bit of comparison of machines took place, especially with regard to the differing qualities of front fork fitted to the various machines.

Also on show was Joe Stollery's Cagiva 'street trailie'. Quite an awesome machine but perhaps too top heavy to make it usable on other than a very smooth 'trail'.

As expected there were some interesting machine/rider combinations on view. At first sight it appeared that the Cook family, Chris and Sam, had attempted to corner the market in Norton 500Ts but on closer investigation it was apparent that Sam was riding Don Daley's machine.

John Kendal was out on his 'new' Greeves, and very tidy it is too. As one might expect from John, the workmanship is really top quality AND isn't it nice to hear a fairly quiet Greeves? Back in the dark ages two stroke trials bikes were pretty quiet beasts but then along came Don Smith with modified exhausts on his Greeves and suddenly two strokes were as noisy as four strokes but a lot less musical!

Sadly it would seem that not everybody was happy with the severity, or lack of it, with the two routes. Surely everybody knew from previous visits to the venue that the sections would be pretty straightforward so surely if the easy route was going to be too easy then why not go up a step to the 'hard' route which wasn't going to be a full blown hard route.

There were a few more retirements than we would have expected and this seemed to be put down to the 'mud' - very black and of high quality!

I think that we all enjoyed the roasted hog with its very crunchy and tasty 'crackling'. Congratulations to whoever was in charge of the spit.

Once again the entertainment was first class and Mick Brown must be congratulated on his management skills. Eddie Lee and The Country Friends

provided us with some very good music and were joined by Derek Yorke, well known ex sidecar ace, top wheelbuilder and champion harmonica player.

The charity trial wouldn't be the same without the 'Spirit of the East' and this year they gave us once again a wonderful display of the art of belly dancing.

Now what about the comedian, Muhammed from Tunisia? I think the least said the better!

Let us hope that we can come back again next year but this of course will depend on the management of the Leonard Cheshire Home permitting us to 'attack' their garden. Mick has started negotiations for 2007 and I believe that he is attempting to arrange for a marquee and a more formal bar.

I believe that the money raised this year will be a record and comfortably exceed the £2,000 mark. Roll on next year!

FOR SALE

A final chance to buy before they are advertised in Old Bike Mart

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

'Clean to the Finish' Sammy Miller, soft back and signed by Sam	£20
'The Scottish 1900-1962' Tommy Sandham	£15
'Classic Competition Motorcycles' Bob Currie	£9*
'National Motorcycle Museum' guide	£3*
(* both these are pre-fire, £10 the pair)	
'Two Stroke Motorcycles' by 'The Motor Cycle' staff, 1952	£10
'The Lightweight Motorcycle Handbook' Bernal Osborne, 1951	£10
'Motor Cycling' yearbooks 1951,53,54,55,56 & 58	£20*
(* 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 event programmes, mainly from the Eastern Centre.	Offers!

please contact Mick Brown on 01206 250462



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 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 735520

Please Note: The phone numbers printed in the June issue of T&T were incorrect.

Tim 'B'

Waiting . . .

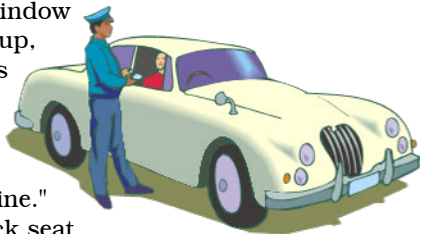
A policeman was patrolling a local parking spot overlooking a golf course.

He drove by a car and saw a couple inside with the dome light on. There was a young man in the driver's seat reading a computer magazine and a young lady in the back seat knitting. He stopped to investigate. He walked up to the driver's window and knocked. The young man looked up, cranked the window down, and said, "Yes Officer?"

"What are you doing?" the policeman asked. "What does it look like?" answered the young man. "I'm reading this magazine." Pointing towards the young lady in the back seat, the officer then asked, "And what is she doing?"

The young man looked over his shoulder and replied, "What does it look like? She's knitting."

"And how old are you?" the officer then asked the young man. "I'm nineteen," he replied. "And how old is she?" asked the officer. The young man looked at his watch and said, "Well, in about twelve minutes she'll be sixteen."



Hotel Bill . . .

A husband and wife are traveling by car across the country.

After almost twenty-four hours on the road, they're too tired to continue, and they decide to stop for a rest.

They stop at a nice hotel and take a room, but they only plan to sleep for four hours and then get back on the road.

When they check out four hours later, the desk clerk hands them a bill for \$350.

The man explodes and demands to know why the charge is so high. He tells the clerk although it's a nice hotel, but the rooms certainly aren't worth \$350.

When the clerk tells him \$350 is the standard rate, the man insists on speaking to the Manager.

The Manager appears, listens to the man, and then explains that the hotel has an Olympic-sized pool and a huge conference center that were available for the husband and wife to use.

"But we didn't use them," the man complains.

"Well, they are here, and you could have," explains the Manager. He goes on to explain they could have taken in one of the shows for which the hotel is famous. "The best entertainers from New York, Hollywood and Las Vegas perform here," the Manager says.

"But we didn't go to any of those shows, complains the man again.

"Well, we have them, and you could have," the Manager replies.

No matter what facility the Manager mentions, the man replies, "But we didn't use it!"

The Manager is unmoved, and eventually the man gives up and agrees to pay.

He writes a cheque and hands it to the Manager. The Manager is surprised when he looks at the cheque. "But sir," he says, this cheque is only made out for \$50."

"That's correct," says the man. "I charged you \$300 for sleeping with my wife."

"But I didn't sleep with your wife!" exclaims the Manager.

"Well, too bad," the man replies. "She was here and you could have."



LIFE'S MYSTERIES ARE ON YOUR TV

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

- Once applied, lipstick will never rub off - even while scuba diving.

This and That!!

The Suffolk Grand National at Tye Farm, Great Cornard attracted a huge entry. Quality competitors on better than original machines in many instances. If not in concours condition they were very well prepared. Good weather was good news for the ice-cream vendors. The course, both in length and hazards was greater than at Stisted three weeks previously. This took its toll in the first sidecar race when the six laps decimated the twelve starters into a straggle of outfits after a top dog tangled with another after a poor start. Subsequent races were reduced to four laps and provided more action. The solos were being constantly caught out by the grass being the 'wrong type'!! In this instance it was long and lush. As the course is run in the reverse direction to that in history, all the corners have adverse cambers. Roger French became a casualty with a suspected broken bone in his hand. Kevin Plummer became the man of the meeting in my opinion. Sam Appleton was unfortunate in stalling mid-corner on one occasion but rode consistently to recover and I hope he was satisfied with his efforts. Jim Patey, basically fit after his Stisted 'hiccups', was sidelined in the Greeves championship when his sparks departed - very frustrating when you're on the pace! Mark Fletcher was also circulating purposely. Nick Archer won one leg of the pre-74 in fine style. Several competitors who 'aced it up' at Stisted were off the pace. Alan Farmer's Greeves rattled into retirement which I doubt improved his mood.

The Braintree Club's 60th anniversary bash attracted several EFA members who enjoyed the nostalgic atmosphere complemented by several interesting vintage and classic bikes and photos whilst the Trials boys entertained in the arena. A worthy effort enjoyed by several hundred people.

Whilst on my travels this month I visited "Vale de Guadalest" collection de vehicles historics - or a collection of historic vehicles to 'ze inglis'!! Situated in the 'County' of Alicante in a very pleasant modern building some 80 motorcycles, primarily Spanish, Montesa, Bultaco, etc in all their guises, Derbi, Vespa, Lambretta, a Corsa sized Vespa car(?) a couple of bubble cars, three BMWs and several examples of now defunct firms who lasted for three to six years in the fifties and sixties utilising Villiers engines. These engines had 'Espanolo' cast into the Villiers motive on the primary chain cases. Presumably they were made under licence or exported from Birmingham. The oldest bike was a 1922 AJS 350. A '66 Bonneville looked good and a '50s Royal Enfield model 'J' with seemingly original plunger rear end?!! Velly interesting.

CDAC memories were stirred yet again whilst trawling through the Reg Sargent programmes. For those who don't know, Reg now in his eighties, was a Castle (Colchester) member and rode trials in the fifties (I believe) and was always a dependable observer together with his enthusiast wife. Together they selectively observed or spectated at motorcycle sporting events far and wide.

Hey presto! A programme of my first trial, 13th September '53. The North East London MCC presented the 17th Weller Cup trial starting at 11am (late start, eh) at Goose Green, Hoddesdon. Together with club-mates Geoff Pearce

(500T Norton), Ray ('shovel') Hovell (197 F Barnett) and a motley selection of helpers who also enjoyed riding the 20 mile course incorporating green lanes for two laps. Among the 185 entry were names of the day - Frank Wilkins and 'Kay' on their Ariel sidecar, J Usher-Smith 350 Matchless, C.G. Moram 350 Matchless, Ernie Whiffen 350 BSA, Bill Slocombe 500 BSA sidecar. Novice or Expert there was one route - get on with it - in at the deep end and I have a photo to prove it!

Next a programme of the CDAC Scramble at 'Radar Hill' South Woodham Ferrers on 25th April '54. Geoff 'Ginger' Pearce has changed to the 'Red Devil' - a 197 James which through its eventful life acquired ex WD Matchless forks and rear wheel - this being a rigid frame model. However, results show he grabbed third place in an allcomers heat whilst club-mate Clive Adams won his heat and was 4th in the final. Jack Pryor was about the place on 197 DOT and 248 AJS, the latter now the property of Norman Blakemore in its original 350 form. Mike Harden, then a Braintree club member was campaigning his 250 Triumph.

Also in the collection was a 1957 programme for the same venue with an entry of 104 compared with the 40 at the '54 event. Sidecars were with us for the first time - eight in number. From memory they were all grass outfits and certainly the one I passengered was very entertaining! Tony Sorrell, John Parker (197 Norman), Ron Albone, Johnny Mayes, Jim Jamieson, Clive Adams, and Tony Challis represented the club. Dave Bickers had a 197 DOT and a 350 BSA; Roger Dutton 350 BSA; Roy Bannister 197 Greeves; John Ford 197 F B; Don French 135 CZ and 247 Jawa; Jim Aim 350 BSA; Denny Reeve 350 BSA; Jim Holt AJS 500 and 197 DOT; Monty Banks 197 Greeves, 250 JAP and 350 BSA:

Many of you can relate to the aforementioned and I'm sure it was good racing.

'Nuff for now!! Enjoy your riding.

Pedro E

FOR SALE

Proceeds to

- A collection of Speedway Stars £10
 - A collection of Classic Bike mags etc £10
- (each item a full banana box!)

LEONARD CHESHIRE 

Contact:

Peter Eaves 01245 353297

www.austourism.org

Questions about Australia from potential visitors were posted on an Australian Tourism Website.

The answers are the actual responses by the website officials.

Q: I want to walk from Perth to Sydney - can I follow the railroad tracks? (Sweden)

A: Sure, it's only three thousand miles, take lots of water.

Prison vs Work - a comparison . .



- In prison you spend the majority of your time in an 8x10 cell.
At work you spend most of your time in a 6x8 cubicle.
- In prison you get 3 meals a day.
At work, you get a break for 1 meal and you have to pay for it.
- In prison you get time off for good behaviour.
At work you get rewarded for good behaviour with more work.
- In prison you can watch TV and play.
At work you get fired for watching TV and playing games.
- In prison a guard locks, unlocks, opens and closes all doors for you.
At work you must carry around a security card and unlock and open all doors yourself.
- In prison you get your own toilet.
At work, you have to share.
- In prison, they allow you to visit your family and friends.
At work, you can't even speak to family and friends.
- In prison all expenses are paid by taxpayers, with no work required.
At work you get to pay all the expenses to go to work and then they deduct taxes from your salary to pay for the prisoners.
- In prison you spend most of your life looking through bars from the inside wanting to get out.
At work you spend most of your time wanting to get out and inside bars.
- In prison you can join many programmes which you can leave at any time.
At work there are some programmes you can never get out of.
- In prison there are wardens who are often sadistic and psychotic.
At work we call them managers.



FOR SALE

Yamaha TY250 (1992)

25 hours since last engine rebuild • Adjustable mono-shock.

Excellent condition • Very responsive

Some new spares including tyres, levers, bars and cables.

Sensible offers

Paul Baker

Tel: 01206 823552



Part 1

Following previous articles about the Scottish, I thought I would try it again, so here goes, even if it has taken a bit longer to write this year.

Preparations for the 2006 Scottish pre 65 trial started at the presentation evening in 2005 when Mick Andrews asked if he could ride the Douglas in 2006. Preparations were slow and included manufacturing a new throttle system and successful rides by Darrel and Matthew in the Thumpers and Talmag, respectively. I had hoped to ride something easier than the Norton in 2006, being keen on making or finding an MV Agusta trials bike, which did not work out, but did include an interesting trip last summer to the MV factory being run at the time by an old boss of mine. Preparations for the Norton were completed on time after struggling to win the rigid class in the Talmag due to a failing magneto, which, in hindsight, I think was the root cause of the poor running in last year's Inter Centre Team Trial. A short practice session was finally arranged in Derbyshire for Mick to ride the Douglas the Friday before the trial. The look on his face was priceless when Brian Neale and I unloaded it and he realised the challenge he had publicly signed up to. Matthew was riding his dad's cub and Darrel resurrected his C15, so the back up/puncture team was sorted and after some negotiation the organisers even managed to get all four of us close together in the numbers.



With four bikes and three riders to transport we decided to use the large Sprinter van from my work, so on Thursday morning all was loaded and ready to go. The journey was fairly painless, meeting the Gibbs at Scotch Corner, which we seem to do every year, and arriving at the hotel in Fort William via signing on in Kinlochleven. A pleasant evening was spent with my mum, sister, Brian Neale, Roy Ayres and Trevor Harvey. Friday we all set off for Kinlochleven to see probably even more spectators than in previous years. As we were unloading the bikes, Matthew realised he had left his number back at the hotel so he was taken back by my sister to collect it, causing a bit of panic, but no marks lost. The Douglas caused a lot of spectator interest with people still not believing Mick was going to ride it, even if he clearly was in the programme. Parked near to us was John Chapman, who seemed really pleased to get his first go at the trial on his James after many years of failing in the ballot. A Spanish rider, who we had met the previous week at the practice session, was riding Mick's James and was sponsoring the event, asked if he could put some stickers for his wine company on the Douglas, more news of his wine later. The weather was perfect when we started, the Douglas amazing some people by getting up onto the start, the rider and bike combination being the most photographed.

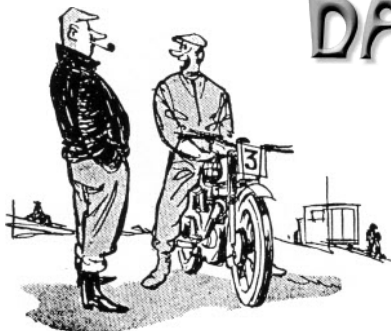
Mick and I arrived at the first section, Loch Eilde Burn, where people had gathered in case the Douglas only managed one section, but Mick cleaned it and then had a two on the second, amazing the crowds by not smashing the cylinders into the rocks. It became obvious that his tactics to get around were just to keep going, so that if there were any problems we would be behind him. Mick managed Loch Eilde path without major problems, but then I lost him, as right at the top of the last section I punctured the Norton rear wheel. By the time Matthew and Darrel arrived I had the wheel out and between us we fitted a new tube. The difficult Leacann Na Faire again replaced Loch Elide Mor, which was got through without stopping before heading across the open moorland to Meall Na Cruaidhe. I just saw Mick here and he was going ok before going over the top to Brian and the gang observing at Meall Na Cruaidhe 2. This really is a difficult double subber, where Mick decided firstly to miss the first sub but getting in was so tricky he sensibly skipped both. I had a good ride for two dabs after Darrel and I manhandled the Norton to the correct line at the begins card. Two new subs at Coire Na Cruaidhe were ridden and then the double subbers at Lochan Dhuibh and AiteTamh before reaching the dam road without incident. When we got to the road I was in front of Matthew and Darrel, so I thought no problem they would not catch me on the Norton as I set off overtaking a few riders. When I got to the house at the top of the steep part Darrel came past on a mission so for the next few miles to Pipeline the race was on, luckily no punctures for us but Malcolm Cocking had a flat front.

Clive Dapson

BUMPER STICKERS

I thought about being born again, but my mother refused.

DABBERS DIARY



Very short this month I am afraid. This is a result of going on holiday for two weeks and getting the BBQ Charity trial ready. I would like to thank all those who helped me with trimming and setting out, thanks lads.

As I write, this year's trial promises to be the best yet, with a bumper, oversubscribed entry, money for the charity rolling in and good weather forecast.

I seem to be getting a knack for finding old bikes literally hanging around when I go to Spain. This year in Formentera I found a lightweight, Sach engined, Bismark hanging up in a bike hire shop. My new friend Pepe told me that these machines were popular when he was young in the late fifties, some dating back to the thirties. He thinks this model is from the late forties or early fifties. Pepe is the proud owner of a 1954 Peugeot Movesa 125cc. It is in very good condition and sports a very large beige pillion seat.

Dabber



End Thought . . .

Forget the Joneses, I keep us up with the Simpsons.