

# Editorial

## **Phew wot a scorcha!**

Almost a headline from the Sun! But, that is what many of us have been suffering from this past month. I don't know about you but it has been a bit too much for both of us. I expect the purveyors of air conditioning are having a boom time - we have equipped ourselves with what seems to be innumerable fans and that has been a great help - especially with the sleeping.

The Great Bromley Charity Barbecue Trial and entertainment is over for another year. Didn't you do well! There are clubs within the centre who have been "blowing their own trumpet" regarding the amount they have raised for charity. Sorry, but their attempts are but a drop in the ocean when compared to the amount raised by club members and friends. No doubt you will be utterly 'gob-smacked' when you read of the amount presented to the Leonard Cheshire home. I have included some photos taken at the event and I would like to thank the photographer, Ben Chaplin for his efforts. Yes, we did take the cameras but my tame battery charging person admitted on arriving

at Gt Bromley that the batteries were flat!

Within days of the event taking place it was announced that the Leonard Cheshire Charity was looking into changing its name to make it more meaningful to younger generations. Why do they have to mess with the names of charities and organisations? Have they got short memories and have forgotten the debacle or what have you surrounding the change of name of 'our' post office/Royal Mail to, what was it, Centrica?

The trials season is getting under way early this year. Mike Harden has moved venue and is running his trial on 10th September at Hall Farm, Great Bromley, the same venue as we use for the Roger Birch Trial. Should be good but I feel that we probably need some consistent/persistent rain in the meantime.

Many of you will have read in the T+MX that there have been difficulties regarding gaining entries to events in the Eastern Centre since my resignation. My I advise you that I have published ALL the regs supplied to me for the June and July issues of the Gazette. Could this be yet another attempt by persons unnamed to rubbish the work that Tracey and I have done for the centre?

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

**EeDee Tailoring**

*sole concessionaires for EFA regalia*

**Tel: 01206 841519**

# *Plonkers Jrial*

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

This month we welcome Dick Hobart to the ranks with his article regarding the Vintage Club. Keep up the good work and don't just leave it to others to write about their clubs or organisations.

Another Tims Tour this coming weekend - do you get the feeling that EFA members are addicted to fish 'n chips?

We missed out on the visit to the French Collection - had intended to go but old age/memory/etc caused us to forget. I understand from Ann that

they had somewhere between 80 and 100 turn up to look at the display of machinery.

I have enclosed the following 'joke' and have no qualms about repeating its publication as I am a great believer that truth is stranger than fiction.

Don't forget Janet Hobart's show on the 20th. The catalogue of exhibitors is quite something.

Best wishes,

*Jim*

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## **Too Close to Home!**

The Saudi Ambassador to the UN has just finished giving a speech, and walks out into the lobby where he meets President Bush.

They shake hands and as they walk the Saudi says,

"You know, I have just one question about what I have seen in America."

President Bush says "Well your Excellency, anything I can do to help you, I will do."

The Saudi whispers "My son watches this show 'Star Trek' and in it there are Russians, and Blacks, and Asians, but never any Arabs. He is very upset. He doesn't understand why there are never any Arabs in Star Trek . . ."

President Bush leans toward the Saudi, and whispers, "Ah, that's because it takes place in the future . . ."



# Secretarys Scribblings

A big thank you to everyone who supported the Leonard Cheshire Charity Trial at the beginning of July. I expect Dabber will include more detail in his Diary So I won't write too much here (we don't want a lot of duplication) but results are included in this newsletter for those of you who haven't seen any yet.

Weeting was blessed with another sunny weekend, ideal camping weather but maybe a tad warm for messing about with Steam Engines. The ice cream man and beer tent were doing a roaring trade. The Pre-65 Bikes didn't go round the arena on Saturday but normal service was resumed on Sunday with Chris Bater's granddaughter, Charlotte, more than happy to jump in the sidecar. Thanks to Chris for inviting us all yet again.

Sounds as though a lot of you went to Ann and Don French's Open Day making it a great success. Received a Thank You Note from the French Family which is included elsewhere amongst these pages.

Looking forward to the next Tim's Tour on Saturday 5th which starts and ends at the Eight Ash Green Chippie. (Does that mean we get Fish 'n Chips twice on Saturday ?)

6th August sees the Pre-65 Moto-X Club in action at Marks Tey. Hope the stakes have been left in from the previous meeting as the ground must be like concrete now - don't fall off !

There's also a Jumble at North Weald on that Sunday as well if you're looking for bits to finish off your latest project.

If you can't find what you're looking for at North Weald you can always try Kempton on Saturday 19th August.

Sunday 2th August is the date of the Fundraising Rally in aid of Little Haven Children's Hospice at New Acres, Burnham Road, Althorne on the 131010. We went last year and it really was a brilliant, local day out

This brings us to the Bank Holiday Weekend and the Pre-65 boys and girls are at the picturesque Maylandsea track on Sunday 27th.

Looking ahead to September, The Ipswich Old Bike Jumble is on Sunday 3rd at The New Village Hall, Great Blakenham between 10am and 3pm, admission £2.

*Heather*

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## **"Dilbert Quotes"** *from real life Dilbert-type managers.*

"As of tomorrow, employees will only be able to access the building using individual security cards. Pictures will be taken next Wednesday and employees will receive their cards in two weeks."

(Fred Dales at Microsoft Corp. in Redmond, WA.)



## *The French Collection*

Woodfield Lane  
Stutton  
Ipswich

Thankyou to everyone who came to our open day. We were so pleased to see you all. The money you kindly donated is being sent to the St Helena's Hospice in memory of a dear friend of the club - Roger Birch.

Ann, Don, Hayley and Roger

### ***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

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**Actual Headlines from Newspapers in 2004!**

***Man Struck By Lightning Faces Battery Charge***

***[he probably IS the battery charge!]***



### A Message from the Management

Don't forget our tour on Saturday 5th August starting from Eight Ash Green Chippie at 4 o'clock. Finishing at the same location. Duration approx 40 miles.

Looking forward to a good turn out from members and their friends.

See you there.

Tim Bradshaw

Managing Director

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Dear EFA Members,



What a wonderful effort you all made to make the event on July 1<sup>st</sup> a great success. Mick tells me that several riders either directly sponsored the course or arranged for their employers or friends to sponsor the event to the tune of £1200, thank you all. A big thank you also to all the riders who obtained personal sponsorship for their ride, some raising over £100 each, this raised over £900, well done! Thank you to if you just came along and supported the event and thank you the organisers and the marshals.

With the proceeds from bike jumble, refreshments, raffle, riders entries and donations the total currently stands at £2630 with the proceeds from the toy tractor raffle still to come in.

We have not yet decided on how to spend the money yet, but I will keep Mick posted on this. Next year we will be celebrating our 50<sup>th</sup> anniversary in June and I would like to think that we could incorporate our event with yours.

Thank you all, once again.

Gill Sleightholme, Manager, Seven Rivers, Great Bromley

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## FUNNY SIGNS . . .

Sign in a London department store:

BARGAIN BASEMENT UPSTAIRS

## ***Out and About with the Vintage Club***



Four or five years ago, having decided for a variety of reasons to hang up my trials boots for good, I re-joined the Vintage Motor Cycle Club. I'd been a member in the early seventies when I first stopped trials riding and sold my last Bultaco. Then the pre-65 movement kicked off, the EFA was formed, and I was riding trials again with little time to take part in VMCC events so I let my membership lapse. Going back to the Essex Section I was delighted to find a much larger, friendlier, better run and more active section than the one I'd left all those years ago.

There are plenty of runs to choose from; mid-week "Wrinkly" runs, evening runs and Sunday runs and a Camping Week with yet more runs. Most are conducted on the "end over end" system, which, if everyone follows the rules, is sociable and enjoyable and means that everyone can go at their own pace. This means that the runs attract riders and machines of all ages and sizes which is one of the joys of the Vintage club. . Good social events though the runs are, I was beginning to tire a little of trundling around the lanes and was wanting something a little more challenging. Well known ex-grass tracker Eric Hodgkinson is in our section and I knew that Eric, along with his mate Ian Johnston, got out and about a bit so one club night I asked them what would be a good event to try. As one they both recommended the "Felix Burke Weekend" hosted by the Cotswold section of the club each April. It transpired that the weekend consisted of 3 events on the Saturday (a Ladies Road Trial, a pre-1940 Road Trial and a superb route card Social Run for the rest of us, all sharing the same start, finish and lunch stop), with the Felix Burke Road Trial taking place on the Sunday. This event is named after a great stalwart of the Cotswold section and has been going for 52 years- nearly as long as the Vintage Club itself. The trial takes the form of a "Navigational Scatter Rally", which is best described as a mini National Rally with the task being not to complete 600 miles in 24 hours but a "mere" 60 miles in 4 hours, with penalties for doing more or less and the requirement to visit an optimum number of checkpoints.

A week before the event you are given the grid references of sixteen checkpoints (all on the same O.S. sheet) together with nominal (very!) mileages between them. You can start where you like but all finish at the one point. You gain 5 points for each checkpoint visited and 3 bonus points at each checkpoint for answering questions and/or fulfilling a specific task. The target is to visit 12 checkpoints, including your start and the finish. Now comes the interesting bit. Ten of the checkpoints are located at the start of a green lane

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## ***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: Is it safe to run around in the bushes in Australia? (Sweden)

A: So it's true what they say about Swedes.

and you can gain 2 or 3 points (dependent on the organisers' perception of the difficulty of the lane) by riding the length of the green lane. You're given the OSGR of both ends of the lane so it's up to you whether you approach or leave the checkpoint via the green lane. In addition a further checkpoint is located at a ford - one of those where the river runs along the road for some distance - with more points to be gained!

I'd had a busy week prior to leaving for Gloucester, where I'd booked B&B, and the best route I had time to come up with covered only 59 miles, taking in 8 of the green lanes and the ford. I knew a lot of the other participants who'd come from other sections all over the country so we had a good get together on the Friday evening where I found my self seated at our evening meal beside Dave Fox, the one time star sidecar scrambler, who I hadn't seen since the Bushey Hill days. Dave and his wife Joan are now committed Velocette enthusiasts and ride in VMCC events all over the country. So the evening was good and the ford was reckoned to be about 6-8 inches deep. The Saturday Social run took us through the Malvern Hills with an unmade stretch midway to add to the interest, and the ladies and owners of older machines reported an enjoyable road trial. Re-convening at the same hostelry on the Saturday evening we were joined by members of the host section and as the night wore on the ford became deeper ending up at about 18 inches and several hundred yards long. I had the ford scheduled as my second checkpoint. Was I being wound up or was I risking flooding the bike and jeopardizing being able to finish? I was using the WD Matchless on which both the carb. and mag. are fairly highly mounted, but even so.... I ended up burning the midnight oil devising a route avoiding the ford but still with only 59 miles and 8 of the green lanes. So I was going to start knowing I was dropping a mark on the mileage and going to have to answer some of the dreaded "technical questions"! *(When I got home after the weekend it took me about ten minutes to find a 60 mile route involving all ten green lanes! C'est la vie - I'll get it right next year.)* Not to worry, I was on a learning curve with the whole thing and I was going to enjoy myself. And enjoy myself I certainly did! The green lanes were excellent. Some went on for miles, some barely 400 yards. Some muddy, some dusty. Some took us over the hills with wonderful views, another took us through a quiet and peaceful orchard. The severity varied, but nothing that the old Matchbox on road tyres and gearing couldn't cope with. I got lost several times but never irretrievably so, with the OS sheet going in and out of my pocket like a yoyo. My route took me through some wonderful scenery and several of the highly pictureskoo villages for which the Cotswolds are famous. A most enjoyable day shared with 80 like minded souls, most of whom seemed

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

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

- The ventilation system of any building is a perfect hiding place. No one will ever think of looking or you in there and you can travel to any other part of the building without difficulty.



## **FOR SALE**

### **B40 Trials**

• nice condition •

c/o Eddie Hood  
**01473 833499**

## **For Sale**

### **1980 Suzuki GS 850 shaft drive.**

Less than 28000 miles from new.

Good condition. £1995.

See Tony Appleton, or  
phone 01206 511340

to be going in the opposite direction. The checkpoint marshals were friendly and enthusiastic and the questions and tasks weren't too arduous. I got to the final checkpoint with about ten minutes to spare, and the day was rounded off with a pint and a splendid buffet provided at the finish.

I had so enjoyed my first "Navigational Scatter Rally" that I did another one a month later run by the Swindon Moonraker VMCC section. Another highly enjoyable event - not quite as good as the Felix Burke but very nearly and another definite for next year. The following month I went across to Llandovery to do the Black Mountain Road Trial, another superb VMCC event, and during the lunch check found myself talking to a fellow competitor who'd been the Clerk of the Course for the Felix Burke. Of course, I told him how much I'd enjoyed the event and he asked me if I'd attempted the ford. I told him I'd planned to but in the end, chickened out. "That was a bit of an embarrassment," he said, "we checked it a week before and it was fine, but on the day it was up to 18 inches deep in places!"

So I hadn't been wound up, after all!

If anyone wants further information on the Felix Burke, or indeed the Swindon Moonraker or Black Mountain events, please get in touch. Come and join me!

Finally, nothing to do with the above, but two comments relating to last month's T&T.

i) How many people are allowed to change a tube in the Scottish these days, or are the rules for the pre-65 bash different? I always did my numerous puncture repairs on my own - as per the rules!

ii) I wonder if the person who complained that Mick Brown's Leonard Cheshire event was too easy (a fun charity event remember, superbly run by Mick and his team once again), was the same person who set about modifying the section I observed, one of the easiest in the trial, on the first lap and on the second lap rode half the section before I had the chance to get back in position?! Some folk never change!

Finally, finally - I must say how much I'm enjoying Pedro's CADAC reminiscences - thanks Pete - I now look forward to reading other club's memories. Please support Jim - he's doing an excellent job for the enjoyment of us all.

*Dick Hobart*

# Charity Barbecue Trial

# LEONARD CHESHIRE

Essex



No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	11	12	Tot
<b>HARD ROUTE</b>															
9	R. Finch	500 Jaspas	000	001	000	000	000	012	002	055	011	000	000	000	18
37	T. Baker	250 Ossa	000	133	000	000	000	500	001	101	011	011	001	000	20
12	D. Spurgeon	246 Greeves	000	255	000	000	000	001	030	033	013	000	000	000	26
50	M. Smith	250 Greeves	000	025	000	000	000	003	002	323	113	001	100	000	27
23	J. Kendall	250 Greeves	000	555	000	000	000	021	001	023	111	000	010	001	29
53	G. Blackburn	350 Triumph	001	331	000	000	000	001	101	123	223	001	502	000	32
39	A. Prill	410 Matchless	000	113	000	000	000	022	025	235	123	100	010	010	35
26	C. Dopson	490 Norton	030	023	000	000	000	121	323	333	133	200	000	000	38
43	J. Beasley	250 Greeves	110	233	000	000	000	023	531	333	233	000	113	000	46
41	T. Sewell	246 Greeves	011	155	000	000	000	013	233	132	533	000	110	105	50
10	J. Fincham	350 Rariefeld	112	035	000	500	000	033	233	135	233	033	112	220	62
47	B. Fletcher	500 Royal Enfield	111	005	000	100	000	033	223	025	135	502	113	555	65
11	R. Clarke	247 Montesa	130	333	020	030	005	053	333	233	333	103	122	32m	76
55	T. Andrews	200 Triumph	010	055	00m	10m	00m	033	325	233	132	150	552	000	Ret
35	S. Appleton	350 Royal Enfield	000	055	000	000	000	01m	00m	13m	015	00m	00m	000	Ret
48	M. Fletcher	500 Royal Enfield	510	005	00m	00m	05m	00m	00m	12m	350	20m	00m	00m	Ret
27	C. Sadler	248 Royal Enfield	00m	15m	0mm	0mm	0mm	05m	12m	01m	02m	00m	05m	02m	Ret



John Kendall 250 Greeves

photo: BenChaplin



Chris Bater 500 BSA

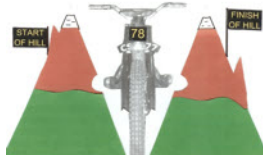


Colin Sadler 250 Henfield  
photos: BenChaplin

	Name	Machine	1	2	3	4	5	6	7	8	9	10	11	12	Tot
	<b>EASY ROUTE</b>														
24	R.Challis	156 Fantic	000	000	000	000	000	000	000	000	212	000	000	000	5
6	J.Mason	250 Suzuki	000	000	000	000	000	001	000	000	113	000	001	000	7
31	E.Hood	199 Triumph	000	000	000	000	000	001	000	000	133	000	000	000	8
21	B.Neale	250 BSA	000	000	000	000	000	001	010	000	223	000	000	000	9
28	T.Andrews	175 BSA	000	000	100	000	000	000	000	000	522	000	000	000	10
15	J.Ruth	199 Triumph	010	000	000	000	000	205	000	000	113	000	000	000	13
44	B.Brooker	199 Triumph	000	000	000	000	000	013	102	000	113	000	001	000	13
32	B.Jacobs	197 F.Barnet	000	000	000	000	000	010	101	000	233	000	021	000	14
38	B.Davie	350 BSA	000	000	000	000	000	101	111	000	233	000	000	010	14
29	C.Bater	500 BSA	000	000	000	000	000	025	000	000	033	000	012	000	16
3	M.Honeyball	246 Greeves	001	000	000	000	000	002	102	000	133	000	003	010	17
1	R.Bannister	250 BSA	000	501	000	000	000	013	011	000	113	000	000	000	17
17	L.Fox	250 Greeves	000	000	000	000	000	003	351	000	023	100	000	000	18
18	C.Byford-Smith	199 Triumph	500	000	000	000	000	010	010	010	135	000	010	000	18
22	K.Goldsmith	350 BSA	010	000	000	000	000	001	211	000	233	000	021	001	18
33	J.Jacobs	125 GasGas	000	000	000	000	000	022	111	001	333	000	110	000	19
46	S.Cook	500 Norton	000	000	000	000	000	033	113	000	133	000	001	000	19
20	A.Spreadbridge	250 Greeves	100	000	010	000	000	000	310	000	223	000	001	005	19
34	B.Drane	246 Greeves	000	000	000	000	000	023	313	100	233	000	011	000	23
36	B.Spencer	350 Royal Enfield	000	000	000	000	000	005	103	000	233	000	001	050	23
49	D.Habbin	250 Firefly	000	000	000	000	000	023	301	000	355	000	111	000	25
52	A.H.Kenny	325 Suzuki	000	005	000	000	000	011	100	000	153	000	005	500	27
45	C.Cook	500 Norton	100	000	000	000	000	133	113	001	555	000	000	000	29
19	C.Stokes	325 Bultaco	500	300	000	000	000	003	313	000	313	000	050	001	31
4	M.Gibb	250 BSA	500	000	000	000	000	001	101	500	135	000	011	550	34
2	C.Huxtable	250 Greeves	500	000	000	000	000	133	113	020	233	000	133	010	35
7	K.Fleet	250 Yamaha	000	000	000	000	000	033	333	000	335	000	135	000	35
5	R.Gibb	600 BSA	005	000	000	000	000	010	303	000	133	000	002	555	36
14	R.Ayres	350 Royal Enfield	215	000	050	000	000	313	355	100	235	000	010	000	45
40	G.Hill	250 Bultaco	115	005	200	001	000	053	322	111	535	000	122	100	52
42	P.Smith	250 BSA	000	000	000	000	000	001	012	000	125	00m	01m	00m	Ret
16	T.Bradshaw	250 Greeves	000	000	000	500	000	333	333	100	353	000	012	2mm	Ret
30	K.Davie	250 Kawasaki	00m	00m	00m	00m	000	00m	32m	00m	13m	00m	05m	00m	Ret
25	T.Collins	500 Norton	Non Starter												
8	P.Horrex	175 BSA	Non Starter												



## Part 2



A good crowd was at Pipeline and after a lengthy inspection we saw Mick clean the first sub and then nearly get up the step at the start of the second. The best line was up between two rocks on the left hand side at the start of the second. Normally, if I get up the step, I try too hard and spin out the back wheel, so I studied the other riders who succeeded on a slow approach (my only choice on a rigid) and decided the best strategy was to be very confident and be very steady away from the top of the step. So when my turn came after cleaning the first sub, but making it look very difficult, I got the speed right and cleaned the step. I then fought the temptation to panic and steadily cleaned up to the angled slab about four bike lengths from the top when I did loose confidence and got out for about three dabs, definitely my best ride ever on the Norton. Matthew had a dab at the step but then I think cleaned the rest.

Dropping down from the top is always difficult, and then we arrived at Aluminium works in plenty of time to see my mum and sister, the sections being very sensible after last years raging torrent. The first section was cleaned and then three bike lengths from the end classic, rigid feet up five landed me on side in a jumble of rocks, nothing damaged but my scorecard. After a quick refuel we headed out on the rode to Cnoc A Linnhe, where Darrel had a comedy dab in a deep mud hole between sections before the next rider fell into it completely, before arriving at Pollock Hill. This is really difficult on a rigid as the run up is a jumble of sharp, loose rocks before getting into the begins cards at a gully. Both Darrel and Matthew threaded early on in the section, so I even tried second before



'Magical' Mick 350 Douglas

photos: Roy Ayres

deciding on a very fast first gear approach, the result a steady three, two marks saved and the second rear wheel puncture of the day. For the next ten minutes or so we entertained the crowd with a comedy master class in tube changing and someone went away with a souvenir holed rear tube. The following Coire Sgoilte was scrappy before steady cleans at Caolasnacoan and Camas Na Muic, more on that on Saturday morning. Back in the car park the Douglas was parked up without problems and I reckoned on about 30 marks with only one five at Aluminium works. As we sorted out the van I went to see Mick to find out how he had got on, he was very happy with no problems. I returned with three quarters of a bottle of red wine from our friendly Spaniard, which Darrel and Matthew drank from the plastic Thermos cups. Back in Fort William we took our time unloading the four bikes, washing them before a quick swim and dinner.

Saturday morning was just as bright as Friday as we drove to the school at Kinlochleven, to find that the scores had me for 37 marks, including a 10 for missing the first sub of a continuous double subber at Camas Na Muic, Len Hutty had a similar problem so we both wrote letters to the organisers. The atmosphere on the Saturday is always better with a more compact paddock, so soon we were ready to start, nearly being last away. A new section started our loop at Bridge End after passing the old village hall then over the river bridge a left turn led to an excellent gully which went up to the wrong side of pipeline. Mick had a good three to get the Douglas up the narrow gully, and then I had a really pleasing steady ride to clean it before dropping down the bottom of the pipeline and riding over the bridge and up to Pipeline sections. Mick struggled to three the first sub as it was more churned up than Friday, my ride was not good but I threed the top sub. Garbh Bheinn was used for the first time in this trial for two simple subs before a return to Cnoc A Linnhe, the first sub was easy before the second where I had a big crash in 2005. After a bit of studying I had a steady dab, which was good. The route marking took us further up the hill, through a Six Days section so we returned to the road to ride to Cameron Hill. The very narrow gully took a three in the first sub, I did not see Mick but he probably struggled here.

*Continued on page 14*

## MIDLIFE CRISIS

Married 25 years, took a look at my wife one day and said, "Honey, 25 years ago, we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10 inch black and white TV, but I got to sleep every night with a hot 25 year old blond.

Now, we have a nice house, nice car, big bed and plasma screen TV, but I'm sleeping with a 50 year old woman. It seems to me that you are not holding up your side of things."

My wife is a very reasonable woman. She told me to go out and find a hot 25 year old blond, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed . . .

As I dropped back to road I turned left to Caolasnacoan, but then saw there were no sections, so I raced to get back before the others laughed at my mistake, but not fast enough so I owned up. Camas Na Muic was steady again and as I rode away back to the start I could see Darrel riding the sections. Back at the van, a few minutes of sorting out and the others did not appear, so I thought they may have gone straight to the next sections. Arriving at Lower Mamore, my mum and my sister were spectating but no sign of the others, apparently Mick had cleaned both subs on the Douglas which was an excellent ride. One of our friends on a trail bike went back to find them, a quick call back to them explained that Darrel had broken a chain on the BSA so he had been pushed back to the van and was fitting a new chain and sorting a damaged



*Clive Dopson 500 Norton*

chain tensioner roller. They said for me to carry on slowly because if I was to wait and then get a puncture we could be in trouble for time. So up to Mamore where many spectators were waiting, I had a steady three and clean, Mick was not sure about the top sub but finally had a fantastic ride for a three. Following along the Mamore Road to Bhutha Burn where Mick had another brilliant ride to clean the second section. Callert Falls seems miles away from anywhere but some Eastern Centre members, including Mark Kemp, had obviously come in from the other end where I caught up with Mick Grant, Colin and Scott Dommett and Martyn Wilmore. These three sections appear to be very difficult on a rigid, loosing about four marks before falling off riding back to the stream and breaking a clutch lever. Mick must have had a good ride on the Douglas to get back to the road, Matthew and Darrel were still going the opposite way when we passed.

*Clive Dopson*

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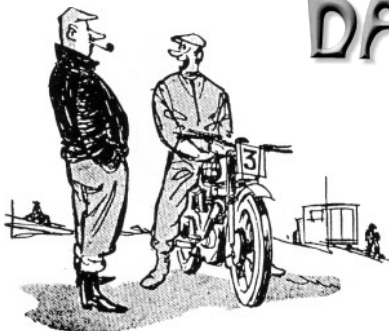
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## **BUMPER STICKERS**

If you lived in your car, you'd be home by now



# DABBERS DIARY



Wow! What can I say! What a great day we had on July 1<sup>st</sup>, you will see elsewhere in the magazine a letter from Gill, the Manager at Seven Rivers and the wonderful total of £2630 raised so far, well done everybody who attended and took part in a good day's fun and sport.

I must thank the lads who helped me tame the stinging nettles, trim out the sections, set out the car park and mark out the sections, the

observers, the club members who sponsored sections directly or arranged it from their employers or friends. A special thanks to the Woodbridge & D. M.C.C. who sponsored a section and all those riders who collected personal sponsorship.

This is no easy task, getting cash out of people, but nearly half the entry managed it, several over £50 and



Sam Appleton 350 Henfield



"Roy the Boy" 250 BSA

Photos: BenChaplin

three heroes raised over £100. Well done, this £937 really helped us break through our £2000 target in a big way.

Now, the rest of the month has been busy with a visit to Snaque Pit for the Braintree club evening trial. A lot of work going on here with new gates and access road to what looks

like a new car park area. The following day it was off to Marks Tey to watch some of our membership circulating quite quickly and safely. Must admit I was very impressed and quite envious, but most of the entry looked older than the average EFA trials rider, keep it up lads!

Then it was off to Weeting for the Steam Fair, great fun, although it took me a day to find the Woodbridge encampment in this large and very natural site.

Also my knack for finding bikes hanging around seemed to follow me to Weeting where Chris Bater found his bike slung up behind a dust cart bound for the crusher! His grand daughter saved the day. It seems that last year a similar fate befell Geoff Dawes and his Bantam. Revenge is sweet eh! Geoff.

Then on a fine Sunday afternoon it was time to get the old Enfield out and ride over the border to view the 'French Collection'. A wonderful collection of old and not so old machines, thank you Don and family for the chance to see and hear some of them working.

The Arbuthnot Trial time is fast approaching, September 17<sup>th</sup>, Don Daly is team manager this year as I am off up to County Durham this year for the Beamish Trial and will report back later.

Finally, whilst at Weeting I met a chap who is helping to organise an event at Lessingham in Norfolk on Sunday 25<sup>th</sup> September. Lessingham is up near Happisburg and Stalham and they are looking for more classic bikes for their 'Wheels from the Past' event, if you are interested, call Alan on 01692 582084.

*Dabber*



*The revenge of Geoff Daw?*

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

A conclusion is the place where you got tired of thinking.