

Editorial

Not a very good month from my point of view - seem to have succumbed to the ME once again and quite a bit of this month has been as debilitating as it was 20 years ago when I first became afflicted.

This mean't that my/our travels have been somewhat curtailed in the last month - hence no visit to Mike Harden's Plonkers Classic nor the clubs day out at Snaque Pit.

I gather that Mikes event went off very well but with perhaps a smaller entry than it deserved. A shame really as he needed a good entry to make the event viable as it is not the cheapest venue on the planet and of course there were those who are still engaged in their summer activities. I guess it would be beneficial for Mike to try and find a free date in October for next year's event.

What a 'mega turn out' for Tims Tour, the Roger Birch Tour de Tendring. We are looking forward to joining 'the clan' for next year's tours. Pending health etc, the aim is to get the Matchless up and running again in time for the next touring season.

Have had a phone call from Janet Hobart in which she asked me to pass on her thanks to everyone who displayed or visited the Show at

Althorne. I am sure you will be pleased to hear that they were able to pass on £7125 at a presentation evening at Great Baddow Parish Hall.

I understand the Presidente and his good lady have returned to the fold after their sojourn in Turkey, where by all accounts, they were quite lucky to miss the terrorist bombings. Mind you they were perhaps a little too close for comfort as I understand one of their Turkish friends had his Mobylette destroyed by one of the blasts!

My informants tell me that El P can now be seen sporting a rather drastic hair style whether by design or not we shall never know! I understand that the whole operation has been recorded for posterity and is contained on one of these 'circular silver things'! Technology was never the 'in thing' when El P worked for BT! Sorry I should have said when El P was employed by BT!

Yes, technology bites the Presidential household once again. I am not what you might call ace with some of the modern technological marvels but I gather if you want a running commentary on the Tour de Tendring just ask El P or Sylvia - seems their mobile phone recorded it all!

I must tender my congratulations to the team that represented the

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The October Plonkaround

Raydon Pit, Wades Lane, Raydon, Suffolk (Grid Ref TM043389)

Saturday 14th October 2006

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

Eastern Centre for this year's Inter Centre Pre70 Team Trial. I see from the T+MX that they came fourth overall. I suppose that I feel rather like a Premiership Football Manager in all of this as I still have not been notified that I have been replaced as Team Manager - instead I read about it in the minutes of a Competitions Committee meeting. It would have been nice to have been told that I had been replaced as Team Manager and why but this IS the Eastern Centre! Oh, by the way, this year's Team Manager was Mr Clampin, who, we are all aware is a real authority on things Pre65/70!

The same day as the Inter Centre trial we held our first event of the new season at the Snaque Pit. Not a particularly large entry but something that is somewhat disconcerting is the lack of observers. We are not a small club - just this week I have been advised to increase the print run of this magazine to 150 copies per month. It just seems a shame that we were only able to obtain observers for 5 sections!

No, its not take the mickey out of El P month but . . . I gather that he could be looking for a line in high heeled riding boots. Why? Footing when perched on pinnacles during Bob Dranes weekly ride outs is causing too much mirth from the accompanying riders!

I understand the Eastern Centre Trials sub-committee are holding a Trials Forum at Bramford Cock on Tuesday 10th October. If you have any regard for the future of Pre65/70 trials in this centre may I respectfully suggest that you attend so as to ensure that our/your voice is heard and we do not have some unwanted rules foisted upon us.

We make our October visit to Brian Horrigan's back garden at Wivenhoe on 22nd of the month. Regs should accompany this magazine. Enter on the day.

Thumper time again - regs now available!

Best wishes,

Jim

Secretarys Scribblings

Thought we'd gone to the wrong venue when we arrived at Snake Pit! Hardcore road from gateway led to an open area for car parking, in fact we parked in the usual spot, thinking no-one else had turned up until, we spotted vehicles further up through the trees.

By the time we got started the early morning mizzle had cleared and it turned into a lovely day. Graham, Roger F, Trevor A and Co. had laid out 10 sections, each with an easy, middle and hard route but as we could only muster five observers (thank you to them for helping us out). Sections 1 - 5 were ridden four times before a lunch break in the sunshine and then sections 6 - 10 were ridden four times which all worked out very well.

Results are included in this newsletter for those who didn't enclose an SAE.

Tim's Tour in memory of Roger "Ten Sheds" Birch was very well supported and flowed like a dream as far as the 'end over end' system was concerned. Our thanks to Mick Brown for sorting out a scenic route along the Essex/Suffolk border containing a good variety of bendy roads and lanes including a short break midway during which we became the subject of a passerby's photoshoot! We arrived at the Arlesford chippy on the dot of 5.30pm and spread ourselves out on the grassy area outside to enjoy our supper (another first class chippy to add to our list of EFA approved eateries). Once we'd scoffed our food we followed Mick down to Arlesford Creek which was apparently a favourite spot of Roger B's - not difficult to see why, even with the tide out it looked a picture in the setting sun. Arkwright had very kindly invited us to his house for a cuppa and several of us took advantage of his invitation, it rounded off the evening a treat - many thanks Mr and Mrs Arkwright.

A new Secretary has been appointed to the Eastern Centre ACU:

Mrs. Barbara Douglas,

The Old Cottages, The Moor, Reepham, Norwich. NR10 4NL

Tel: 01603 871811. E-mail: barbara.douglas@hotmail.co.uk

The Competitions Committee now has a secretary of its own:

Mrs. Emma Mitchell,

58 Dallinghoo Road, Wickham Market, Woodbridge. IP13 ORY

Tel: 01728 747975 E-mail: emmacomps@btinternet.com

Any correspondence should be sent to Barbara in the first instance and she will ensure it is dealt with by the appropriate person or committee.

Next trial in the EFA calendar is on Sunday 22nd October at Wivenhoe, won't see you there as we're on holiday but I'm sure it will be a good event.

Heather



An old man was sitting on a bench at the mall. A teenager sat down next to him. He had spiked hair that was red, orange, yellow, green, blue and violet.

The old man stared. Whenever the teen looked at the old man, he was staring at him. Finally, the teenager said sarcastically: "What's the matter old man.....never done anything wild in your life?" Without missing a beat the old man replied: "Got drunk once and had sex with a peacock. Just wondering whether you were my son."



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.

The 40th Annual Greybeards Trial 2006

Held at Stedham in West Sussex, on Sunday the 3rd of September and organised by the Sunbeam Motorcycle Club.

This year for the first time, a competitive Gentleman's route was included. This allowed those 'well respected' and 'very senior' riders to compete with slightly less physical exertion if they so wished. This was a big success and enjoyed by all!

Greybeards is a good name for this sporting competition as it is open to all riders over forty years old. But! Beards are not compulsory because this would be unfair to our special lady riders who regularly compete in trials and wish to enter this really enjoyable event. Even some of the men are clean shaven on the day! Possibly for the sole purpose of cutting wind resistance on the 20 miles of metalled roads between the sections, with the added advantage of reducing trials 'top hamper' in the 'observed bits'?

Enthusiastic competitors travelled from many places, far and away from beautiful West Sussex. Some from Yorkshire, others from Wales, Devon and East Anglia. If you transcribe on the road atlas the hometowns of the riders, it forms into a really large triangle. Yes! 'Bermuda' springs readily to mind. Strange forces could have been at work here as we had ten non-starters on the day?

Two laps of 16 sections with most of them situated on steep wooded slopes. This was the task set for our riders on a lovely warm September day.

The well-known handicap system devised by the late Ralph Venables assumes every rider has lost 70 marks. There is then a deduction of one mark for every year of the rider's age. This is a way of levelling the final scores and works extremely well.

Overall winner of the trial was Tony Field from Moseley. Tony got his Scorpa through the day for a loss of 9 marks.

Runner up to Tony was Derek Cranfield from Fleet on his Beta. Derek had just one more mark at 10 lost. Both riders deserve great praise with extremely good rides.

Traditional Greybeards 'Spoons' went to, Keith Ring 12marks, Trevor Harvey 15 marks, Mike Hann 19 marks, Martin Goodhall 21 marks and Bob Slater 22 marks lost.

The 'Oldest Finisher' award goes to a 'spirited' John Marwood from Alford riding his Gas Gas, with 72 marks lost.

Best Pre-65 4-stroke rider was the famous Peter Gaunt from Harrowgate on his 'almost obligatory' Royal Enfield. Peter lost 13 marks. Runner up to Peter was the equally well-known John Kendall from Brightlingsea, who also lost 13 marks. But the age difference decides in favour of the eldest rider. I asked John at the start how he is now after his recent illness and he seems fine. John rides a Triumph Twin and Triumphs sometimes have trouble with the scavange pump return and I believe that Johns problem was a little similar. Grit under the ball valve I suspect! Great rides from both men!

Best Pre-65 2-stroke exponent was Roy Enticknap on his DOT. I don't think I have seen Roy ride anything but a DOT. Even in old magazines as a young

man he is on DOT machinery. On the day, Roy lost 36 marks for a determined and steady ride. Well done Sir!

Best Twinshock pilot was Jon Bliss from Cheltenham on 16 marks lost. Jon was riding a bike entered as a 'Cotswold-Twin Shock'. I did not recognise the name of the bike but have heard that this is a special which goes extremely well. It's a warming thought that specials are still being produced and ridden by trials enthusiasts.

Our new Gentleman's class was won by Tony Martin from Chichester riding a Beta. Runner up to Tony was Dick Comer from Castle Cary on his Sherco. Tony had lost 13marks with Dick following up on 22marks lost. Both had good rides and enjoyed the new class.

A very close battle had been quietly raging for the 'Best Team'. Four teams had entered and at the end of the day three of them were separated by just 3 marks! The victorious threesome rode under the name of 'Farleys Young Wobblers'. But! I suspect they weren't that young! Winning a team event is very special and extremely rewarding. So well done to Paul Martin, Gary Martin and Trevor Widdowson. All three gladiators hail from Chichester. Gary and Paul rode Scorpa's whilst Trevor rode a Sherco.

A really good and unique trial in a lovely setting, with great characters and conscientious helpers. Many thanks to all who helped or competed. Let's do it all again next year!

Dave Blanchard

American Football

One day the big animals and the little animals decided to have a football game. As the first half went along, the big animals were scoring at will. Every time they got the ball they would run it in for a touchdown.

Then came the second half... First play: The elephant runs the ball up the middle. WAP!! Tackled for a five-yard loss. The little animals go back to the huddle cheering and congratulating each other. "Who made that tackle?" asked the ant.

"I did," said the centipede.

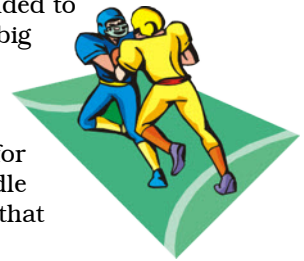
Second play: The rhinoceros runs the ball up the middle. WHOMP!! Tackled for another five-yard loss.

Back in the huddle the flea asked, "Who made that great stop?" "I did," said the centipede.

Third play: The gorilla tries an end sweep, led by the hippo throwing the lead blocks. SMACK!! Centipede tackles him for a 10-yard loss.

Back in the huddle, the gnat asked the centipede, "Where were you in the first half?"

The centipede replied, "Puttin' on my shoes!"





Eastern Fourstroke Association

Snaque Pit Trial - 17th September 2006 - Results

			Section No.														
No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total				
HARD ROUTE																	
39	Graham Braybrook	250 BVS	0000	2000	0000	2010	0000	0000	0000	0000	1011	0011	10				
27	Alan Robinson	350 BSA	0100	0000	0000	1000	0000	2000	0000	0000	1111	2112	14				
42	Trevor Baker	500 Matchless	1000	1110	1000	3200	0000	0000	0000	0100	1111	2122	22				
41	Trevor Hill	250 Triumph	0000	1500	0000	5310	0000	0000	0000	0001	0000	1111	0110	22			
45	Colin Sadler	199 Triumph	0001	1013	2000	2000	0500	0000	0000	1011	1131	0000	24				
30	Peter Teager	250 BSA	0000	2100	1000	2210	0000	3300	1110	0000	1112	1330	30				
MIDDLE ROUTE																	
47	Jim Mason	250 Kawasaki	0000	0000	0000	3202	0000	0000	0000	0000	0000	0000	7				
37	Roger Finch	175 BSA	0000	0000	0000	3015	0000	0000	0000	0000	0000	0000	9				
35	John Beasley	250 Greeves	1000	1000	0500	1121	0000	0000	0010	0000	1150	0000	20				
43	Geoff Challis	500 Ariel Scraps	0000	0100	0000	1131	0000	0000	5501	0100	0010	0000	20				
38	Trevor Andrews	175 BSA	0000	0000	0010	3551	0000	0000	5000	5000	1115	1030	37				
29	Chris Byford-Smith	199 Triumph	0000	0000	5505	5553	0000	5000	5520	0000	2120	0000	55				
40	Rob Clarke	247 Montesa	0001	0003	1102	3533	5030	0000	5355	5010	5121	1000	64				
44	Paul Gray	350 Triumph	0000	1112	1020	5530	0000	0---	----	----	----	----	Ret				
36	John Ruth	199 Triumph	5505	0010	0100	3535	5050	---	----	----	----	----	Ret				
34	Keith Fleet	250 Yamaha	2050	3333	3503	5335	0230	Changed to Easy Route									
EASY ROUTE																	
33	Brian Jacobs	197 Francis Barnett	0000	0000	0000	0000	0000	0000	0000	0000	0001	0000	1				
25	Kevin Davie	250 Yamaha	0000	0000	0000	0000	0000	0000	0000	0000	0110	0000	2				
28	Dave Field	175 Yamaha	0000	0000	1000	3000	0000	0000	0000	0000	0000	1000	5				
24	Bruce Davie	350 BSA	0000	0000	0000	0000	0000	0000	0000	0000	0501	0000	6				
31	Robert Wreathall	250 Ossa	1000	0000	5000	0100	0000	0000	0000	0000	1000	0000	8				
32	Joseph Jacobs	197 Francis Barnett	1000	0000	0000	0000	0000	0000	5000	0000	0020	0100	9				
46	Roger Gulliver	500 Triumph	0000	0000	5002	1000	0000	0000	2000	0000	0000	0000	10				
26	Chris Canham	250 BSA	5---	00--	55--	5555	----	----	----	----	----	----	Ret				
34	Keith Fleet	250 Yamaha	Started on Middle Route										0005	2020	5010	0000	0100



A Message from the Management

The Roger Birch Tour de Tending

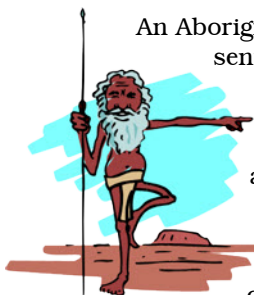
Well, what a turn out to honour the memory of Roger. There was no less than 21 of us on 16 machines when we arrived at Chairman Ted's abode. After a quiet moment to ponder our thoughts of Roger we set off.

We soon found ourselves in Constable country enjoying the picturesque surroundings of the Dedham Vale. Then, cutting back over the A12 to Higham via a favourite and very rural lane of Dabber's. It was then back under the A12 and on to Dedham centre and then on towards Manningtree. We enjoyed the pleasure of riding alongside the river en-route to Mistley.

After this we took a short but welcome break at Rabness when our leader phoned the Arlesford chippy to confirm our ETA.

We continued and crossed the A120 at Ramsey and on to Oakley, Tendering, Weeley and Thorington arriving at Alresford about 5:30. We invaded the chippy and sampled the eats from their vast menu and very good it was too. El Presidente's wife, Sylvia, insisted that she wasn't wearing a boxing glove but about to tackle the biggest Donar Kebab ever (the kebab won!).

Aboriginal Australia



An Aboriginal elder, sat in his humpy eyeing two government officials sent to interview him. One official said to him, "You have observed the white man for 90 years. You've seen his wars and his technological advances. You've seen his progress, and the damage he has done." The elder nodded in agreement.

The official continued, "Considering all these events, in your opinion, where did the white man go wrong?"

The Elder stared at the two government officials for over a minute, and then he calmly replied:

"When white man found the land, Aboriginals were running it. No taxes, no debt, plenty kangaroo, plenty fish, women did all the work, medicine man free, aboriginal man spent all day hunting and fishing, all night having sex." Then the elder leaned back and smiled before he added, "Only white man bloody stupid enough to think he could improve system like that."

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After satisfying our culinary needs we rode down to the creek where unfortunately the tide was out so what was left was just a muddy creek. However the fine sunset enhanced the scene excellently



Those of us who didn't want to end the evening were very kindly invited to Arkwright's where tea was taken in the garden during the fading daylight.

Thanks a lot to Mick Brown for making this possible with an excellent route which made our ride a very enjoyable occasion.

Cheers Roger! You were there in spirit with all of us and Dabber rode your old Henfield which didn't miss a beat!

Tim Bradshaw
Managing Director

LIFE'S MYSTERIES ARE ON YOUR TV

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

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

This and That!!

Having just one programme from 1967 to recall my information I shall try and relate to the Scramble scene.

The Eastern Centre championships were run by the Norwich Vikings club at Caddes Hill, Lyng, on August 13th. This course has been well proven over the years as an interesting venue providing good racing all the way up to national status. This being my only outing of the year, I was on a learning curve (as always). My fellow Chelmsford Auto members included a young David Crowe 250 Greeves together with fellow Danbury resident Dave Temple, an expert on a 500 Matchless Metisse, Dan De'Ath campaigning a 350 special with a B40 motor I believe, John Chisnall 250 Greeves, John Parker 350 Triumph and 650 Triumph sidecars. Ken Dodd was there with his 500 and 650 KDS quickies!! 'Squeak' Grimwade rode a 250 Taco and a BSA Victor. Other names many of you will relate to, included John Louis of speedway fame, Tony Girling 250 Greeves, Norman Messenger with a brace of CZs, Brian Brandon 250 CZ, Pete Smith Taco and Husky. Jim Holt 500 Metisse, an expert of the day who went on continental excursions for many years and is still doing it today at 70 plus. Chris Ginn, another expert, still very much involved with bikes and sidecars. The solo entry was 170 plus with 13 sidecars - heady days indeed.

Results weren't recorded! I certainly didn't figure so on to 1968 and the Cambridgeshire Grand National at Lawn Farm, Elsworth on 14th April, the second round of the British championships. Both 500 races were won by Dave Nicoll who can now be seen on the Eurosport coverage of the MX1 and MX2 international scene doing official duty on behalf of England. The 250 invitation was won by Malcolm Davis Bultaco.

May 12th, Maldon Auto grass meeting at Mundon. There were 50 plus solos and 50 sidecars entered. Among the solos was one Rodney Wallis a stalwart of the club, who has just recently got spanked up the back on his scooter by a car and is now hoped fully recovering from a broken leg!! Rodney did a good job for many years after his riding days were over as the starter/flag man at grass meetings, at many of which his two sons, John and David, rode - the latter being 250 Eastern Centre champion on at least one occasion.

'The seat man', Max Creasey was performing on a Trevor Rumsay creation - no doubt it went well. Trevor, incidentally, has had a rough time of late with a cancer. We wish him well!

A near neighbour of mine at the time who spent a lot of time in my shed as he was also AMC mounted decided he'd give the grass a try. After falling in

FUNNY SIGNS . . .

In the window of a dry cleaner's:

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practice from his 350 Ajay, taking the backside out of his plastic leathers, he didn't know what to do with himself! Don't think he appeared again. Chris Kearney (vice-presidente) was campaigning an Ariel Square Four with N Ducker as ballast. B Foster and D Andrews were entered on 500 and 650 TJRs. Trevor did make a few didn't he. Sorry again but no results - but the chair racing must have been superb knowing many of the entry plus the mix of machinery, 1000cc JAPs, 1000cc Ariels, 650 Tritons, Clyde Cardy with his 650 Drifter - he went on to produce several competitive outfits, plus there were lots of BSA and Triumph twins. Wonderful! Why has the sidecar scene declined in all disciplines? Answers on a postcard please!

One of the centre grass highlights was Braintree's National meeting at Lyons Hall, a kidney shaped track, and 7th qualifying round of the British championships held on 2nd June. The programme entries were a galaxy of stars, legends and young lions. They didn't disappoint and it was one of the many meetings I thoroughly enjoyed and won't forget the titanic battles not only of those at the front but also my striving for 9th place or was it 10th - better than the broken collarbone and concussion as a result of stuffing Eric Kinnard in '87.

(To the continued)

Pedro E

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

"E-mail is not to be used to pass on information or data.
It should be used only for company business."
(Accounting manager, Electric Boat Company)

Bugger!!!!

A young monk arrives at the monastery. He is assigned to helping the other monks in copying the old canons and laws of the church by hand.



He notices, however, that all of the monks are copying from copies, not from the original manuscript. So, the new monk goes to the head abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up! In fact, that error would be continued in all of the subsequent copies.

The head monk, says, "We have been copying from the copies for centuries, but you make a good point, my son."

He goes down into the dark caves underneath the monastery where the original manuscripts are held as archives in a locked vault that hasn't been opened for hundreds of years.



Hours go by and nobody sees the old abbot.

So, the young monk gets worried and goes down to look for him. He sees him banging his head against the wall and wailing, "We missed the "R" ! , we missed the " R" !"

His forehead is all bloody and bruised and he is crying uncontrollably.

The young monk asks the old abbot, "What's wrong, father?"

With a choking voice, the old abbot replies, "The word was...

CELEBRATE!!!"



DIX BIT

I believe it was in a foreword to a SSDT programme some time in the Sixties that the great BSA trials rider, David Tye, recalled the time when riding in the Scottish he came across Olga Kevelos seemingly stranded by the wayside. Stopping to offer assistance he was surprised when Olga assured him that she was in no bother but had simply stopped to admire the view. I can certainly understand that and often stopped myself just to take it all in. The Scottish, of course, overflows with fantastic scenery but the view from the top of Caillich, for instance, is something which will live with me forever (as will riding up it and struggling down t'other side!). In it's own way, the Arbuthnot Trial, held amongst the rolling downs of Wiltshire has a similar attraction. The view from the top of Misselfore is something I look forward to each year and this year, being blessed again with lovely weather after a misty start, did not disappoint. I'll swear you can see all of Wiltshire and half of Dorset from that wonderful vantage point. The trial itself was as enjoyable as ever, although I'm sure the tracks are getting easier, or perhaps it's me getting more used to my annual trials outing. Mind you, it's still quite a challenge for old gits on old bikes, as my body reminded me towards the end! Eight of us took part from the EFA and apart from Peter Sigournay, Ted Collins and myself suffering short term water problems (there was more of it about this year) and Keith Fitzjohn having a bit of chain alignment trouble, we all had a brilliant time. Every one of us finished, even big Ted, despite having a minor coming together with a car in his haste to get to the lunch check. At the time of writing I've no idea how we did results-wise although Andy Prill had a superb ride to go clean in the Competition Springer class so must have been there or thereabouts, as should Keith who opted to ride the Colonial sections on his trials Norton and also went clean. Chris Cook was seen turning in some excellent rides and should also be due some silverware in the Competition Rigid class. Making up the octet were Stuart Penfold riding his Enfield in the Competition Springer class and Don Daly who, like Keith, opted to ride his 500T in the Colonial class. Another superb event which deserves to receive far more support than it gets. When I was a Scottish regular I couldn't understand why anyone, young and fit and owning a trials bike, shouldn't want to ride in the Six Days at least once. Nowadays I am similarly puzzled as to why more folk don't take part in the Arbuthnot, particularly now it is no longer restricted to rigid machines and anyone can opt to ride the easier Colonial sections. Ah well - 'tis your loss!

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.

FOR SALE

250 Greeves Scrambler converted to a sprinter
350 Matchless Trials bike
Don Daly
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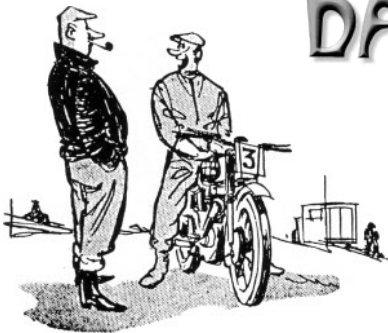
Reading Pedro's Patter last month, I almost feel obliged to comment on the trials scene within the Chelmsford Auto Club although quite where Pete gets the "rising star" description from I'm not sure - I never did do much more than make up the numbers! Anyway, here goes. I first got involved with the Chelmsford club in 1957 when my elder brother joined shortly after his demob from National Service. I was more interested in scrambles then and as a family every weekend would find Mum, Dad, brother Roger and me at a meeting somewhere following the rising fortunes of one David G Bickers. Chelmsford Club had a few half decent riders at that time, the most successful being John "Treacle" Richardson. John also rode trials and other Chelmsford trials riders I recall were Roy Spearman (cousin of VMCC Essex chairman Ray Spearman) on one of the "new" green Francis Barnetts, Roger Barker on a James, Johnny Parker on an early dark blue Greeves and brother Roger on a nearly new and highly prized Greeves Scottish. I'm bound to make a few obvious omissions and probably the chronology is going to go a bit haywire after all these years, but I believe it was about this time that Terry Eley came on the scene campaigning the ex-John Hartle BSA Gold Star. There was little sign, then, that Terry would progress to be one of Chelmsford's best riders. Although Gold Stars were still taking the likes of Jeff Smith, David Tye and Johnny Draper to national premier awards they were a heavy beast of a machine for the novice to start out on and Terry sweated stones off that first season. The Triumph Tiger Cub was on the scene by then so Terry sold the Goldie, bought a Cub, and his fortunes changed overnight. Treacle Richardson also bought a Cub and for a season or two Terry and Treacle travelled to nationals together putting the Chelmsford club on the map. Not the toughest of units, the little Cub engine suffered from the arduous schedule and Terry reckoned on at least two spare engines to keep both bikes going - one ready to fit and one undergoing overhaul. They were certainly competitive, however. I'd just started riding on a 125 Bantam and at a practice session with Terry in Sandon pits he offered me a go on his Cub. To a gullible 16 year old it was a revelation. On one particular climb, which I struggled to get a third of the way up on the Bantam, the Cub just tore up and I leapt out of the top - something I hadn't experienced before!

More Chelmsford memories and names from the past next month.

Dick Habart

BUMPER STICKERS

Laugh alone and the world thinks you're an idiot.



DABBERS DIARY

Here we are again, like I said last month I will only write anything when I have anything worth writing, otherwise I will keep quiet, my wife thinks that this is highly unlikely, we will see.

The month started with NJB and I taking part in the 'Circuito del Mendip' down in Somerset. The day started wet and that's when we made our mistake, after signing on we opted for breakfast in the excellent transport café start venue.

Then we unloaded and parked the bikes at the back of the already full start area. Last year I had ridden the Enfield to the start, arrived early and parked with the first dozen riders, so at the start I had a reasonably clear road ahead of me. This year I let Norman lead, he was on his 'lightweight' 350 AJS, but he didn't have to tax his navigation skills too much as it was a case of following most of the entry around in the rain. This was a shame, because although it was dry by the time we reached Cheddar Gorge, we could not have a good run at it because of the traffic. Lunch check was in the sunshine at Chew Valley Lake and we had an opportunity to view the interesting machinery entered. The strangest was a sidecar outfit based on a Citroen 2CV. At first sight it appeared conventional with a very nice sidecar modelled on the style of a 2CV body and a reasonably normal bike frame housing a 2CV engine.



Then there was a man who said, "I never knew what real happiness was until I got married; and then it was too late."

Now conventional this outfit was not! It had arrived at the start carrying only an attractive female pillion passenger, wearing a wet 'T' Shirt; well it was raining, leather jeans and red stilettos and no sign of a driver! You imagine spotting this as you staggered down to the paper shop on a wet Sunday morning after a heavy Saturday night! What about other drivers? There must have been a few near accidents. We soon discovered as the sidecar door opened and the driver emerged, that this outfit was controlled from the chair and steered with a steering wheel through a very clever linkage. It was named 'The Millennium Bug' and the passenger -just a dressed up shop window mannequin.

The following weekend saw the Mid-Anglia Classic British Bike Trial at Great Bromley, this was a great day, very sociable and proved that you can run a one route trial these days. OK nine riders went clean, but several riders lost over half a century, and I hope had a good days sport. The point, in my view, is that these riders could watch the more competent and see how they tackled the same obstacles that they had to ride. No special test, if they had applied the age handicap, I might have stood a chance!

Next it was the long trip up to Durham for the 35th running of the Beamish Trophy Trial sponsored by 'The Classic Bike Guide'. This is an event based on the 1920's Travers Trial and a South Shields MC trial of around 1925. It takes its name from the Friends of Beamish Museum who started to run the event 35 years ago. Durham Classic Motorcycle Club took over the running of the event in 1999.

The trial covers over 100 miles of the Northern Dales in Durham, Cumbria and Northumberland and is a road based event which has a number of off-road sections. Some of the hills were up to a mile long with observed sections of up to a quarter of a mile, no inspection and more than one competitor in the sections at one time. All the observed hills were one route, very wide, very few markers and no tape. However there were alternative bypasses on the most severe hills for the riders who did not fancy tackling them. Competitors were also questioned on Highway Code and motoring history at some check points. The regs. said that competitors would be observed on safe riding practice at secret check points. I saw some riding that should have been penalised, but did not spot any of these secret checks, if they existed.

It was a brilliant day in beautiful countryside and good weather, at the time of writing I do not have any results, will report later.

Dabber

End Thought . . .

I've often wanted to drown my troubles, but I can't get my wife to go swimming.