

Editorial

The 2006 edition of the Crab and Winkle Trial took place on 22nd October starting in Brian Horrigan's back garden, as usual and we had a wonderful entry of 42 - just about right for that venue. We started the day in beautiful weather but with a forecast of it being very wet after lunch time. So Chairman Ted advised getting a move on and thankfully the trial finished just in time. I hope everybody got out of Brian's garden before the rains came.

I don't know whether it was down to the 'get a move on' suggestion or not but we did have three very prominent retirees. Peter Teager broke his kickstart and it must be said that the railway embankments are not the best of places to be without a means of kicking the machine into life. Alan Farmer suffered some sort of front wheel or fork problem and then there is of course El P who it would seem put too much faith in items initially manufactured by the "Prince of Darkness". Seems the advance/retard mechanism stayed firmly in the retarded position causing the Bulcrapo to do nothing but tick over or stop!

At a recent Raydon Plonkaround there seems to have been several

problems afflicting the exalted riders, who we know well.

Mick Brown turned up with his BSA adorned with all sorts of levers sprouting from the handlebars. Said BSA didn't seem to be running properly and after quite a short investigation it was found that Mick had not passed his NVQ with regard to the use of the air lever! In defence of Mick - how can you expect a Cub person to be aware of the usage of air levers and advance and retard controls?

Blobby had a somewhat more subtle problem with his Tribsa chariot. Static with Blobby standing alongside the outfit it would rev its n*ts off but directly Blobby got aboard it would stop. Our hero, El P steps forward. Yes, standing alongside the outfit it revs its n*ts off and with El P aboard everything is OK. Blobby regains control of the beast and the same thing occurs - revs it n*ts off but immediately he climbs aboard it stops. Turns out that the weight of Blobby was distorting the seat pan and shorting out the ignition whilst the new slimmer line El P did not have sufficient weight to cause the effect.

Thumpers time is fast approaching. Ted is looking for Observers and I only hope that he is more successful than Tracey. Entries are **VERY** slow in coming in so if you have not entered get your entry in

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The November Plonkatound

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

Saturday 11th November 2006

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

right away for this, the premier event in the club's calendar and of course it is the premier Pre65 event taking place in the East of England.

This year sees a clash of interest between the Chelmsford trial (at a new bit of land in Little Baddow) and the Sidcup club's Jack Thompson trial. A great pity as the Chelmsford club were hoping for a good turn out especially as it is a Pre70 Championship round. It starts to make one wonder if there is a concerted attempt to destroy the Eastern Centre's Pre 70 championship as there are now three rounds which have clashed with established events - Chattisham, Wivenhoe and now the Chelmsford/Jack Thompson.

Mike Harden tells me that he will be running a Plonkers Trial in the period between Christmas and New Year. More details and an entry form will be contained in next months issue of your favourite monthly magazine.

I am very grateful for an article this month from the Presidente's lady in which she explains what is behind the latest Presidential hair and beard style.

I understand that this has been a poor month regarding our 'worthies' suffering machine malfunctions. Ace special builder Roger Finch would appear to have suffered from machine malfunction i.e. Jaspar wouldn't start. So what do you do? Why, change the mag of course. Still no go. Better half says "has it got any petrol?" I understand the official response is "The wrong kind of petrol!"

The Boxford Bonanza takes place in December and I understand there will be 3 routes laid on including one which is aimed at the heavyweight, low ground clearance, hernia inducing machines. So, make sure you enter.

The club has found it necessary to raise the entry fee for our trials due to the rising cost of organising events. So, please ensure right money or cheque when you enter as giving change to 40+ people is not easy.

Congratulations to all our members and friends following the Arbuthnot - well done!

Best wishes,

Jim

Secretarys Scribblings

Heard good reports about the Wivenhoe trial and also the Woodbridge trial which we missed due to a family function.

Went to the Stafford Show on the Wivenhow weekend. We had thought it would be mainly classic Jap stuff but it was really good. There were people trading in Japanese stuff but there were plenty of old British spares as well as whole bikes, loads of outdoor jumbler and plenty of stalls and club stands inside the halls as well. Business was brisk especially when the sun was shining. Unfortunately the heavens opened about 3pm on the Sunday and most of the outdoor folk called it a day and went home. The rest of us took shelter indoors.

Thumpers is nearly upon us, with working parties being organised and observers being lined up. If you have volunteered to observe please come and get your board in good time as this one starts earlier than our normal events and doesn't have the 'ish' factor.

Boxford comes next on 10th December. Regs will be in the December Newsletter but I'm mentioning it now 'cos it's the first Sunday after Club Nite. Unfortunately, due to rising costs (both ACU and paying landowners) we've had to increase entry fees. We've kept them pegged at £10 for several seasons now while other Clubs have put theirs up. It's still much cheaper than the speed events and marvellous value for money.

Before I sign off, a word of warning - don't argue with an idiot; people watching may not be able to tell the difference !

See you at the Thumpers

Heather

A Turkish Hair Raid

As some of you may have noticed, Ian is sporting a very short haircut and an extremely trim beard. This did not come about as a part of some reformation in his style persona. Oh no, it happened purely by, well I cant say mistake, as it was partly intentional, so I will say by slight hic-cup in language translation. Before we went on holiday we had been working flat out on a new bathroom. This had been one of Ian's impulsive ideas that had aired itself after he returned from Scotland in May. As we had booked to go to Turkey at the end of August and we intended to do all or most of the work ourselves we had set ourselves a fine deadline! We did manage it but a few things had to go by the by and one of them was the haircut I normally give Ian before we go on holiday.

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Catholic Heart Attack

A man suffered a serious heart attack and had open heart bypass surgery. He awakened from the surgery to find himself in the care of nuns at a Catholic Hospital. As he was recovering, a nun asked him questions regarding how he was going to pay for his treatment. She asked if he had health insurance.

He replied, in a raspy voice, "No health insurance."

The nun asked if he had money in the bank.

He replied, "No money in the bank.."

The nun asked, "Do you have a relative who could help you?"

He said, "I only have a spinster sister, who is a nun."

The nun became agitated and announced loudly, "Nuns are not spinsters! Nuns are married to God."

The patient replied, "OK, send the bill to my brother-in-law."

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.

We arrived at our first port of call a University town on the Black Sea coast called Samson, a short flight away from Istanbul. Greeted by our friends and their children and taken back to their apartment we had supper and went to bed. In the morning over breakfast we discussed what we would be doing in the forthcoming week. One of these being a visit to the University, where they both teach, he as a Chemistry professor and she as head of the English language dept. I took one look at Ian's hair and said "We must do something about that!" The Turkish people are very particular about how they present themselves and although they would not dream of passing comments or remarking on someone's appearance you know if you are not coming up to scratch just by looking at how much effort they go to for you. Particularly the men. It's a guy thing!! Anyway Ian was invited to go to our friend Halil's barber. We set off for town. On arrival at said barbers we were greeted warmly and Ian was placed in the barbers chair. He asked Halil what he would like done in Turkish and then Halil asked Ian in English. At this point I must tell you about our command of the Turkish language. Mine is minimal but I can get by if I am spoken to like a child slowly and deliberately. Ian's is slightly less as he relies on me a lot of the time to get the gist of things then pass it on. When he thinks he knows what's what he will take over the conversation till he gets stuck then he'll ask me. When we are at Samson the only English we speak is with Halil and Yasemin. Now to get back to the barber. Ian told Halil he wanted just a trim, Halil told the barber the same in Turkish. Ian then asked me what was Turkish for small or small amount, I told him and he repeated this to the barber holding up his fingers to show the amount of hair he would like taken off. This was, when things got a bit tricky! The barber being very impressed with Ian's Turkish, ignored Halil completely and set about cutting Ian's hair the way he had asked for so well in Turkish and with hand signs. Unfortunately he thought that Ian wanted a small bit left on not taken off!! He set to with a will and the pile of hair on the floor got bigger and bigger!! When at last he was sure he had reached the required amount he stopped. Ian wouldn't have to worry about a comb for some time!! Halil then, after telling Ian how good he looked, asked him if he wanted his beard trimmed. The whole scenario was re-enacted again. You would think that Ian had learnt his lesson the first time. Oh no, not him! The barber produced an electric hair trimmer and without so much as a stop half way, zoomed the thing straight up the middle of Ian's beard from Adam's apple to bottom lip in one fell swoosh!!! He then proceeded to do the same with the rest of it! I watched open mouthed. There was Ian's face and dimple revealed once again. It had all happened so quickly that it was a bit of a shock to the system. Then came the shampoo (not a lot needed there!) and finally the massage. It was a gift from Halil so Ian did not have to pay for it which softened the blow somewhat. The barber seemed very pleased with what he had achieved and I came out of the shop with someone that, with the aid of a khaki uniform and a rifle, could have auditioned for TENKO!!

Sylvia P

Arbuthnot Trial 2006

Sunday the 17th of September 2006 is 'Arbuthnot Day', a day that old trial's enthusiasts eagerly look forward to.

Finally it had arrived! So it was up at the crack of dawn for the long journey by road to Barford St. Martin, (just west of Salisbury) in the pretty county of Wiltshire.

This is a day when we ride in memory of 'Sir R.K. Arbuthnot'. He was the only serving Royal Navy Admiral to ride in the Isle of Man T.T. races in 1908. He rode a Triumph solo motorcycle in that pioneering event.

Today, our treasured and ancient British motorcycles are the 'eligible machinery' which we are allowed to compete on. These machines are mainly from the days when rear suspension was just a pipe dream in an 'old fashioned' motorcycle designers minds eye. In fact, many of the motorcycles have crude and spindly girder front forks devoid of any hydraulic damping, giving uncontrolled rebound of the conical front spring. Some of the other motorcycles entered have more modern front ends in the form of very early (but revolutionary then) telescopic suspension. But even this still left a lot to be desired and indeed discovered in the experimental years to come.

Yes you've guessed it! This competition is a re-enactment of 'a long distance trial' from between the two world wars.

We assembled at the Barford Inn public house, which was an old 'Coaching Inn', in those far off and 'bygone days' of old. It still retains a lovely little courtyard from which the first rider would actually start at 9:00. a.m., sharp! So the scene was set for another really ancient nostalgic days riding, in the very good company of 'like minded' enthusiast's.



Brian Humphries, (AKA 'Spring-Link') on his AJS 500, crossing the river at Stratford Tony.



*Team Un-sprung Heroes Steve Blanchard
AJS 500, Ian Watkins Matchless 350, &
Dave Blanchard Ariel 500, at the finish.*

From the Barford Inn the riders turn right onto the A30 for just half a mile. They then turn left onto a historic track for about 1 mile to the first section called Hoopside. The Colonial route is straight through the middle of a long and steep sided gully, but the competition bikes have to climb in and out of this gully several times to test the riders skills. Once this section is completed it's heads down for a 19 mile ride on more historic tracks before coming to Knighton 1 and Knighton 2, these are sections 2 and 3 respectively.

Now the trial is truly under way as we ride ever onwards clocking up the miles through some exceptionally pretty scenery. The sections themselves have some captivating names and the next up would be Croucheston Hill at about 21 miles out from the start. After even more historic tracks, followed by an ancient Oxdrove track, we arrive at a real 'old-fashioned hillside' section with the enchanting name of 'Misselfore'. Many a spirited attempt has been made here to clean it's steep slopes and hairpin turns, with some riders making it look easy whilst others clearly struggle. After the Misselfore section is completed we climb upwards towards the clouds and disappear from the spectators view as we head for Manwood at 31 miles distant from the Barford Inn. But there is no hurry, because we ride through friendly and quaint little villages, inhabited by folk who live in pretty thatched roof cottages. The wattle and daub walls are mostly painted in traditional white, but others look cosier in the alternative pale pink. Manwood is another section on a very steep hillside and is also the place for one of the two special tests. Section and test are completed and we pick up another ancient Oxdrove track heading for a well-deserved lunch stop.

There was a new venue for lunch this year at the Rushmore Golf Club (at 36 miles out) situated in the beautiful Rushmore Park Estate. I must admit to being apprehensive as we entered the park through very tall and elegant, jet black, wrought iron gates, also passing by a really 'architecturally interesting' and 'very posh' ancient gatehouse. Is this the park where our lunch stop was to be? Surely us old bikers wouldn't be welcome here! But we were and what a great place it was to. The need to sign in and out at this stop is vital if you do not want to incur any penalties, for it is one of two important checkpoints along the 'Wiltshire' way.

The afternoon's adventure continues until we have completed 12, 'old fashioned style' section's.

We are tiring a little as our mileage now exceeds 70. This number and a lot higher also represent some of the rider's ages. But the pleasure is still mounting as we near the end of a perfect day. We will treasure the memories and satisfaction of a near 78-mile adventure for a long time to come. This must

have been the same feeling that yesterday's riders experienced all those years ago when the Arbuthnot Trial was truly in it's infancy.

I must make mention of a few outstanding riders and performances of the day. Riding in team 'Un-Sprung Heroes' on the competition route was Ian Watkins. A 1941 350cc road Matchless was his regular steed for the event. This was complete with all road equipment and lights etc. Ian also carried a rucksack full of spares and sustenance; this weighed approximately 50 pounds. He has since developed powerful shoulder muscles where he didn't have them before! So the Arbuthnot is good exercise! Confirmed. Ian also rode from his home on the same bike and then rode it home again! This was to add 3hours before the trial and 3 hours after!

Pete Robson riding his old 500 Levis had an outstanding clean ride on 'White Sheet Hill 1' on his Girder forked bike. This section was so steep it made everything around it dark and you had to crane your neck upwards to see the sky. Also the surface was just a giant ripple effect with a 2-foot step at the steepest part! Both riders are real old style 'Heroes'.

Why don't you enter next years Arbuthnot? Whether you have a competition or Colonial (road) bike there are sections to suit. Come and experience the 'Ambience' of this special day! Plus the wonderful scenery of Wiltshire.

Telephone Mike Rye on 01725511131 to get on the entry form list, you won't regret it!

Dave Blanchard

Class A winner Pete.Robson

Class B winner P.Collins

R/up M. Barton

1st class Chris Cook

1st class M.Webb

2nd class N.Townsend

Class E winner Dick Hobart

R/up P.Negus

Class G winner Andy Prill

R/up G.Barton

1st class Stuart Penfold

Class I winner R.Pike

Class H winner Keith Fitz-John

R/up Dave Blanchard

1st class R.Monk

1st class R.Beale

1st class G.Smith

2nd class B.Onley

2nd class Steve Blanchard

2nd class C.Barnes.

Best Team

'Pensioners in Paradise'

Pete Sigournay,

Dick Hobart,

Keith Fitz-John

Highest combined age

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Crab & Winkle Trial

Wivenhoe - 22nd October 2006 - Results

ACU 16889

Harder Route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
30	Graham Braybrook	250 BVS	0000	0101	5000	0020	0000	0000	0000	0000	0001	0000	10
9	Mark Fletcher	500 RoyalEnfield	0000	0500	5000	0200	0000	0000	0005	0000	0000	0000	17
26	Mike Smith	250 Greeves	0000	1110	1100	1000	0000	0000	0105	0010	1000	0205	21
24	John Beasley	250 Greeves	0010	2152	2005	0510	0000	0010	1100	0100	1012	1505	43
14	Alan Robinson	350 B.S.A.	0000	1335	3333	1320	5000	0000	0020	0000	0001	1503	47
1	Brian Fletcher	500 RoyalEnfield	0000	0202	5533	5505	3000	0000	1005	0010	0300	0000	48
20	Alan Farmer	350 RoyalEnfield	313	313	533	215	50	00	55	00	01	03	ref

Twin Shocks (Harder Route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
15	Michael Robinson	Honda	1000	5351	2532	5511	0000	0000	0500	0000	0111	0315	56
41	Rob Clarke	247 Montesa	2103	3510	5533	1352	0200	1100	1052	0003	0021	5032	70

Twin Shocks (Gentleman Route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
3	Stuart Penfold	250 Bultaco	0000	0001	0000	0311	0000	0000	0000	0010	0010	0000	8
18	Bob Wreathall	250 Ossa	0000	0000	0000	0333	0000	0000	0003	0000	2111	0000	17
31	Ray Gibb	124 Honda	0000	0000	0000	0133	0010	0000	2000	3000	0121	0000	17
38	Elliott Smith	125 Honda	0000	0050	0000	2353	0000	0010	0003	0030	1111	0000	29
35	Chris Stokes	325 Bultaco	0000	0200	0000	3333	0000	0000	0005	0110	0531	0020	32
19	Harrison Payne	125 Honda	0000	5010	1050	3153	0000	0000	0011	0011	3351	0000	40
16	Steven Gray	250 Suzuki	53	31	05	33	00	05	55	35	55	30	ret
34	Ian Preedy	275 TacoBSA	00	11	00	11	000	00	00	00	05	00	ret

What a wonderful day and what a good turn out. I am sure we all thank our section makers and of course Brian Horrigan for the use of his garden and wild life reserve.

Gentlemen

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
40	Jeff Fincham	350 Rariefield	0000	0000	0000	3113	0000	0000	0000	0000	0100	0000	9
7	Chris Mace	500 RoyalEnfield	0000	0100	0000	1312	0000	0000	0010	0000	0010	0000	10
10	Geoff Challis	250 Wasp	0000	0000	0000	0032	0000	0000	0000	0000	0510	0000	11
39	Phill Smith	250 B.S.A.	0000	0010	0000	1133	0000	0000	0010	0000	0010	0000	11
12	Jim Mason	250 Sprite	0000	0001	0000	3000	0000	0000	0015	0100	0100	0000	12
36	Roy Phypers	350 Triumph	0000	0000	0000	0055	0000	0000	0002	0000	0100	0000	13
21	John Phillips	246 ArielDove	0000	0000	0000	1012	0000	0000	0005	0030	1000	0000	13
2	Andy Spreadbridge	250 Greeves	0000	0000	0000	1122	0000	0000	0020	3000	2000	0000	13
32	Richard Challis	249 B.S.A.	0000	0000	0000	3353	0000	0000	0000	0000	0000	0000	14
23	Brian Jacobs	197 Frances Barnett	0000	0000	0000	1533	0000	0000	0000	0000	3000	0000	15
6	Jason Sigournay	250 Firefly	0000	0011	0000	0355	0000	0000	0000	0000	0010	0000	16
28	Chris Byford-Smith	199 Triumph	0000	0000	0000	3311	0000	0000	0000	0110	0511	0000	17
11	Jim Shepherd	175 Yamaha	0000	5000	0000	1130	0000	0000	0002	0000	1113	0000	18
25	Albert Dove	225 Banville	0000	0050	0000	1233	0000	0000	0000	0000	0131	0000	19
5	Jim Patey	350 RoyalEnfield	0000	5000	0000	3333	0000	0000	0001	0000	0211	0000	22
13	Mark Gibb	250 B.S.A.	0000	0000	0000	3333	0000	0000	0015	0100	1110	0000	22
22	John Daly	350 A.J.S.	0000	0000	0000	3333	0000	0000	0005	0000	5101	0000	24
4	Mick Honeyball	246 Greeves	0100	0005	0000	3313	0010	0000	5000	0000	1010	0000	24
27	Mick Brown	199 Triumph	0000	5000	0000	3333	0020	0000	0001	0000	1021	0000	24
37	Kevin Goldsmith	350 B.S.A.	0000	0110	0000	3335	0000	0000	0200	0001	1032	0000	25
8	Steve Page	250 B.S.A.	0000	5300	0000	3333	0000	0000	0010	0000	2331	0000	30
29	Chris Canham	250 B.S.A.	0000	0000	5100	3353	0000	0000	2533	0003	5132	0000	47
33	Ryan Hyde	175 B.S.A.	0000	0000	0000	2335	0000	0051	5355	0103	3225	0000	53
17	Peter Teager	250 B.S.A.	0	1	5	1	0				0	0	ret
42	Richard Leggett	350 B.S.A.											ret

This and That!!

A colleague recently suggested we should relate tales of bike breakers we have known, so here goes.

Chelmsford hosted a real character in the form of 'Monty' Blewitt who had set up camp in Baddow Road, Chelmsford, in the late fifties. Monty always wore a trilby hat, was red faced, and did business with his hands deep in his trouser pockets. The work was done by a couple of 'urchins'. A hand would be removed to indicate that the item you were enquiring after was under a distant pile of frames, ex WD pannier frames, and rusty exhaust pipes. Then, he would light his pipe and resume leaning on the doorpost to enjoy the spectacle of you sorting the hardware. Following this it was "30 bob mate!!" His speciality was ex WD Matchless which we easily spotted anywhere in the British Isles as they were adorned with chromium plated primary chain cases outers. I believe a relative worked the night shift in Marconi's plating shop! However, when I was first married and funds were tighter than before, John 'Treacle' Richardson and myself decided to build a trials iron for winter exercise. A conglomeration of AMC parts were removed from our back bedroom storage shelves and John's garden shed and when daylight or weather allowed we screwed said bicycle together in my garden - no shed, no lights, no power tools - my God, why, did we do it!!? However, eventually we got to needing an exhaust pipe. Down to Monty's emporium with the basic measurements of this very non standard machine and un-earthed the very thing. When offered up it was perfect; no cutting or shutting - can't remember the cost but it was a good day and it had some chrome (original) .

At a later date, by which time Monty had been through a few ounces of tobacco, he made a bob or two by relocating from Baddow Road to a field and shed next to his wooden shack in Matthams Lane, Highwood. Whilst again in search of something for nothing I came across my very first bike, a '51 BSA Bantam, SPU 691, the only new machine I ever had. It was now in the mid-sixties and it was less engine and rear wheel -very nostalgic - what to do? No money and just moved into bought house - press on!

In later life when he had effectively been passed by the growing breaking scene and he had made his fortune, he would frequently be seen by 'Treacles' mum walking the country lanes wearing his trilby hat, always doffing it to the ladies. Gone now, but the memory still raises a smile upon reflection. One of his sons rode sidecar grass, not unsuccessfully in the seventies.

FUNNY SiGNS . . .

Outside a secondhand shop:

WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES ETC.

WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?

The other character, 'Joe' Wade functioned on Maldon Hill, just up from the River Blackwater. Reportedly a forester from Suffolk, Joe was a fair enough character whose premises were not big enough for the stock and I found lots to keep things going round and up and down. He had a beautiful Excelsior Manxman engine in stock at one time with bronze head etc - looked the business! Then suddenly, he was gone - not enough business seemingly and back to the Forestry. The story was that the stuff he couldn't clear went in the Blackwater. At a later date, by invitation, I did dig up literally a Panther 100 from someone's garden in Malden, but it was well past it - ho hum, so am I!

Roger Gulliver told me that he had dug out a Chelmsford Auto programme for a grass track at Patten's Farm, West Hanningfield that was held in '62 with yours truly as secretary of the meeting. I think this was the one where we tried a Motocross system of three races per class with the results on aggregate. It worked OK and I can't recall any complaints but it it was never replicated.

On to 1968. The Eastern Sporting Sidecar Association ran a grass meeting at Down House Farm, Sandon. First on the list of solo competitors was W.Vinyard of Ipswich riding 250/350 Hagens. Now, Bill and I had previously met, literally, at Eye Park, Diss grass track in 1958 when I stuffed the back of his immaculate Ajay and again I ended up on my ear! Earlier this year at the Leonard Cheshire, Bromley trial I purchased an item that had been given by Eddie Hood and the box containing the item was addressed to Bill Vinyard! He of the Flying Officer Kite moustache and immaculate Ajay! Small world. However, there was a very good entry for this open to centre meeting. 'Curly' Gladwell was possibly man of the meeting. In the 250 final, Denny Barber was chased by Max Creasey, R White and P Eaves. John Bryant was best of the chairs. I met up with John a couple of years ago endeavouring to guide his grandson into the speedway scene. I wonder if he's made it.

The following week there was more of the same at Felsted - a Dunmow club promotion. Again 'Curly' was at the front. Clive Noy won the 250s with Denny Barber and Harry Godding on the podium!

The following Saturday was the Carnival grass track at Burnham on Crouch and Mike Meadows on his creation, the 'Mistral', mixed it with Pedro E, Max Creasey, Ken Herbert (father of Rob), Rodney Rolph (father of Bob Rolph). A class entry of locals and nationals provided good entertainment with Arthur Stuffins showing 'Curly' how it was done.

Pedro E

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

"This project is so important,
we can't let things that are more important interfere with it."
(Advertising/Marketing manager, United Parcel Service)

DIX BIT

Well - what a result from the Arbuthnot this year! Three Class Winners, two First Class Awards and, for the third year running by an EFA team, the Team Award. We had to rely on the special test to scoop the team award but with "team leader" Keith Fitzjohn setting FTD in the first special test we won that by a considerable margin. With the special tests being quite a feature of the Arbuthnot it's also worth recording that the fastest aggregate time over both tests was set by Andy Prill. Quite an EFA coup! Whilst all that was going on Mick Brown was waving the EFA flag at the Beamish Trophy Trial held near Durham just managing to bag a Second Class Award but also netting the Cestria Tyres Trophy for the best performance on an under 450cc 1941-50 machine. Well done Mick! On the same day it would seem that most of the rest of the EFA trials contingent, sadly, appeared to be doing their best to avoid holding an observer's board now and again. Back in the 1960s most Chelmsford Club riders would forego their ride to observe in Open to Centre events, while in Closed to Club events, if there was a shortage of observers, we would pair up with one riding a lap while the other observed, then vice versa and so on. It used to work quite well which links nicely with my look back to the Chelmsford trials scene in those days.

Last month I recalled Terry Eley coming to the fore in the early sixties aboard a Trials Cub. I'd started riding on a Bantam and another Chelmsford rider who made his debut in the same event as me was one Richard J Deal now of Greeves Motorcycles fame. Richard had a nearly new Greeves which was the "in" machine at the time and he duly won the Best Novice award. Another couple of trials later, in an extremely muddy and tough event, he became despondent at not being able to justify his new-found Expert status (no Intermediate class or points gathering in those days, it was one Open to Centre Novice Award and up to Expert!), got fed up and went home and, as far as I was aware, was never seen at a trial again until he suddenly reappeared a few years ago as the new owner of the Greeves name. This was in total contrast to his elder brother, Ted, who a few years earlier had been a fine rider on a 350 AJS. As well as doing well in Eastern Centre events Ted was a Scottish devotee and would ride his Ajay up to Edinburgh, with a rucksack with clothes etc., on

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: Can you give me some information about hippo racing in Australia? (USA)

A: A-fri-ca is the big triangle shaped continent south of Europe.

Aus-tra-lia is that big island in the middle of the Pacific which does not... oh forget it. Sure, the hippo racing is every Tuesday night in Kings Cross. Come naked.

his back, ride in the trial - often winning a First Class or Special First Class award - and then ride back home again! However, that was in the Fifties, so back to the Sixties.

After a couple of seasons on a Cub, Terry Eley changed to a 250 Dot which moved him on from being a First or Second Class contender to a Premier Award contender. Treacle Richardson, meanwhile, changed to a 350 AJS at a time when the two strokes were taking over which meant that his fortunes went the other way. With commitment to the family building business on the increase, Treacle retired from trials selling the Ajay to yours truly. Terry, meanwhile, had acquired a new travelling companion. Although not yet old enough to ride, his next door neighbour had taken a keen interest in Terry's exploits and when Treacle retired began accompanying him to trials both local and further afield. Terry changed to the newly announced Sprite and as soon as the lad next door was old enough he acquired a similar machine and began riding. In that first event he just about managed to finish, albeit in last place. The rest of the season was spent propping up the rest of the entry but during the summer months he practiced, practiced, practiced. When the new season began he quickly won a Best Novice award and was soon collecting First and Second Class awards. By the end of that second season he was a Premier Award contender. Who was the young lad under Terry's wing? None other than Mick Denny who was to become the best Chelmsford rider since the glory days of Gordon Lee, Clive Adams, Johnny Monk etc in the early fifties. It wouldn't be an exaggeration to nominate Mick as arguably the best Chelmsford trials rider ever.

I'm not sure if there's a connection but Mick's progress seemed to be matched by the advancement of the Chelmsford Club trials-wise. Still a great all round club, the trials riding fraternity really began to grow at about that time. More on that next month, but before I sign off I should mention another Chelmsford trials rider who also came to the fore at that time.

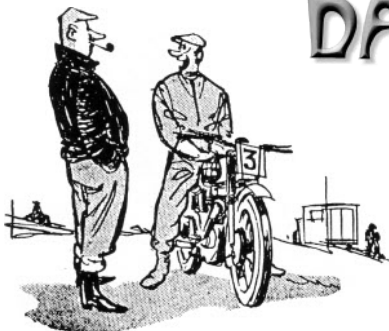
Martyn Turner had been quietly campaigning an immaculate Greeves with moderate success. When the first 4 speed, radial head, Bultaco appeared on the scene, courtesy of SHM, Martyn, never short of a penny or two, was first in the queue to buy one. Of course, it transformed his results, but more pertinent than that, I believe he was the first Eastern Centre rider to campaign one. Anyone care to contest that claim?

Dick Hobart

BUMPER STICKERS

Learn from your parents' mistakes - use birth control.

DABBERS DIARY



Didn't they do well? The EFA riders in the Arbuthnot, well I can tell you it was a whitewash! Three class winners, two first class awards, the best team and our old friend, Dave Blanchard runner-up in his class. After reading Dix Bit last month it sounded like a great days sport and I agree with Dick the views are wonderful, I think my favourite is north from Win Green, just after Zig Zag hill, and at 910ft one of the highest points in the event. Another of my favourites is from the highest village in Dorset, Ashmore, at 711ft. Just after passing the Village pond, look south and on a good day you can see the Isle of Wight.

Let's hope the Salisbury club can do something about boosting the entry, which had slumped to 55 this year, with under 50 finishers. A date change would be a good idea as the event clashed this year with three other classic events, i.e. The Pre 70 inter centre team trial, the Levis cup trial and the Beamish trophy trial.

The Beamish was my reason for not going to the Arbuthnot and I managed to keep the EFA flag flying and come home with an award for the best performance by a 1941-50 machine under 450cc. I was well pleased as this was probably my last competitive ride on the old Enfield. The event, as I reported last month was superb, with glorious views from nearly 2000ft at times, and then down in the Dales and derelict old lead mines, 140 miles, a great lunch stop at a pub that



Derek Cooper, 1955 Matchless 350cc, climbing Haggs Bank



Two oily rags at the Beamish, 1937 250cc BSA and a 1929 500cc Ariel.

laid on a barbecue for us or a café next door if you just wanted a cup of tea. A great event and I shall have trouble next year about which event to enter. What was interesting about the Beamish was the marking system, straight from the 1920's, you don't lose marks, you gain them. A clean gains 10 points, a stop gets zero, you also gain 10 points for each question answered correctly at a check point. If you miss a check point or section you are deducted the points available at these. At the end of the day the winner gained 380 points and the last finisher had a score of -184!

If you would like to read more about this event the Durham Classic Motorcycle Club have an excellent website, www.beamishtt.com

I am glad that I was able to provide some entertainment at Raydon. What I didn't know was that our President was looking for candidates to be presented with the 'Po' at next years AGM. Seems he got two other candidates at Raydon and I hope he adds his own name to the list for putting so much trust in 'Joe Lucas' and it's not true I do not have an air lever, cable and choke for sale!

The end of October was great, wonderful weather and two great trials, our own Crab & Winkle for me was good, just the practice I needed, but I did a little bit of tree hugging on the second section before I got the hang of things.

The Woodbridge trial at Tunstall was another great event, a wonderful ride around the forest and I do hope we will be riding trials there again next year, it seem the serious 'Tree Huggers' are doing their damndest to keep us out of the forest, for what is for us, just a couple of days a year.

Dabber

End Thought . . .

A conscience is what hurts when all your other parts feel so good.