

Editorial

May I take this opportunity to wish all our members and readers of this magazine a Happy New Year from all of us here on the Revolutionary Council. You can rest assured that we have no plans to try and then assassinate our President for any suspected wrong doing BUT you can be sure that your Revolutionary Council will work tirelessly for you to ensure that you get the highest standard of Pre65 trials available to you in this part of the country.

I would like to thank those of you who have shown an interest in my progress following the fiasco at the Thumpers. I am making what I consider to be a very slow recovery and have missed out on coming to the last few trials. I thought I was making rapid progress and did go to the Chelmsford trial at their new piece of ground at Little Baddow. It was the same day as the Jack Thompson and I was very pleased to see a pretty good turn out of EFA riders at the event. However, what it did bring home to me is that currently I am about as much use off-road as an old Thames

15cwt van with bald tyres! If (and when) I fall down I can't get up again on my own!

Back to Little Baddow. I just hope that the land can be used on a fairly regular basis as in my view it showed more promise as a Pre65/novice venue than as an open to centre venue for all classes. This land comes as a bit of a life saver for the Chelmsford club as plans are afoot to join up Essex Regiment Way with the Broomfield Hospital access which may involve losing the use of Mid Essex Gravel Pits and this together with the proposed rebuilding of Essex Regiment Way up to Motorway standard could well sound the death knell for that piece of land after nearly 60 years of regular use.

I gather that the Boxford trial was a great success and once again we, the off-road motorcycling brigade, were able to carry out the clearing and maintenance of the 'Spinney' that the parents of the scouts and cubs seem unable or unwilling to do. I wish more people realised that in the past, motorcycle trials did a lot to keep the bridleways and paths clear back when we rode a lot more trials on the road. Many working parties were held to cut

Still your last chance to buy at current prices!

Currently in stock:

MEDIUM (M)		LARGE (L)		EXTRA LARGE (XL)	
Red	1	Green	2	Navy	4
Green	2	Black	2		
Navy	2				

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

The January Plonkatound

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

Saturday 20th January 2007

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

back the brambles and stingers before the day of 'the trial'.

I gather that Mike Hardens trial at Snaque Pit went off extremely well with a bumper entry. Mike and his 'Merry Men' deserve to get good entries considering all the good work they do for the sport. However, what is their secret? - having to turn observers away! - I thought that was a thing of the past!

Our next event is at Little Bealings near Kesgrave, Ipswich and is being run by Eddie Hood and Peter Sigournay. I have included a map for those who haven't the foggiest where the venue is - in fact I received two maps, one from Eddie Hood and one from Heather which had been produced by Alan Robinson. Well the map drawn by Alan won the day, mainly because it was already mentioned in Heather's scribbings and it needed slightly less work to get it 'tuned up' for publishing. Thanks to both of these gentlemen.

Our Presidente has written a letter which is published in this issue of the

magazine where he seeks to gain thoughts and backing on the machine eligibility front. Acting as devils advocate and with my tongue firmly in my cheek I do wonder how some of the creations that emanate from the workshops of Boxford Superior Alluminium (BSA for short) can be classed as Pre65 especially as some of the aluminium castings have very strong Chinese connections - in fact I have it on very good authority that the smell emanating from the wonderful ally barrels is not Castrol 'R' but number 64 (or Chicken Chop Suey to the uninitiated)! Also, how are all the Henfield types going to get by without recourse to Mr Patels spares? No, but seriously it does seem that many Ariels in particular bear very little similarity to those built originally in Birmingham, or even ridden by Samuel Hamilton himself.

Best wishes,

Jim

PS I hear that Halfords now run a Tom Tom Hospital service!

Secretarys Scribblings

Seems a long time ago now but thank you all for supporting the Scouts at our Boxford Trial. What an entry - 68 assorted solos and sidecars - the most we've ever squeezed into the Spinney. We did have a few retirements (Big Fletch retiring must be a first for many a year) but I think everyone enjoyed themselves. Thanks to Phill and Elliott Smith who devoted an awful lot of time and energy in setting out the sections, organising the parking and clearing up afterwards and to our observers 'cos it was a chilly old day.

Another event with a giant size entry was the post Christmas Plonkers at Snaque Pit. Not only were there lots of riders, there were lots of spectators too. Just one route for everyone here which seemed to be working well. Nice to see Bob Drane and Mike Harden trialling again. Although Rog didn't ride the trial, we made up an event of our own by using the byways as much as possible to get there and back on the little Beta, great fun. One particular byway runs through the Bulmer Brickworks and I hadn't been along that since it was used in the Anglian Trial back in the early 80s! We had one or two "moments" but managed to stay upright.

Our next trial is on Sunday 14th January at Sunhill Farm, Little Bealings, near Ipswich. (CHANGE OF VENUE - PLEASE DO **NOT** GO TO WIVENHOE) Alan Robinson has kindly produced a map for those of you who haven't been to Little Bealings before. As you can see from the entry form, Eddie Hood and Peter Sigournay are looking after this one.

Then, at the end of January, it's Talmag time again, so it'll be a lovely sunny day with plenty of Pre-65 action and folk to natter to.

Happy New Year

Heather

A Culture Difference?

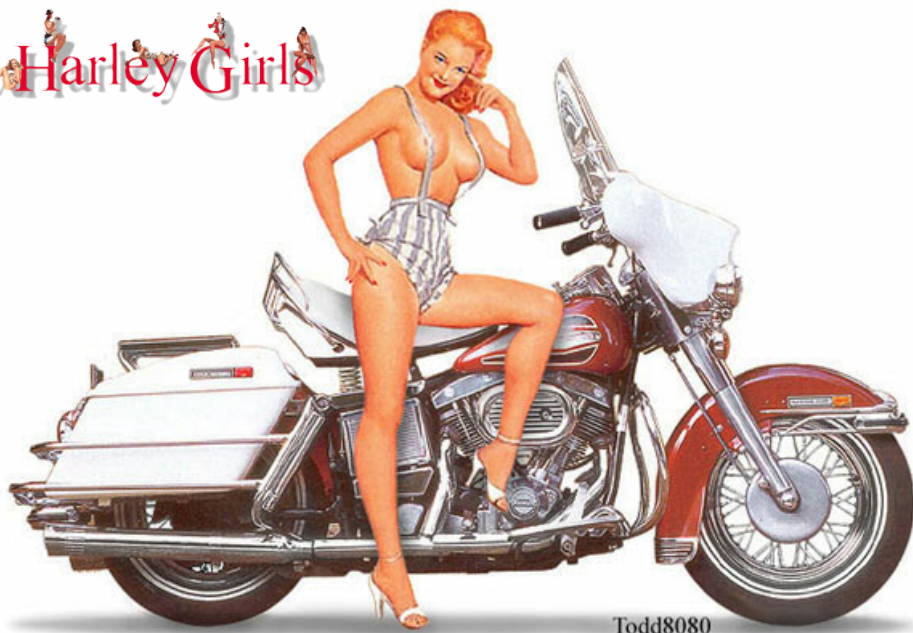
An American, a Japanese and an Indian went for a hike one day. It was very hot. They were sweating and exhausted.

When they came upon a small lake, since it was fairly secluded they decided to take off all their clothes and have a swim. Feeling refreshed, the trio then picked a few berries while enjoying their "freedom".

As they were crossing an open area, a group of ladies from town suddenly appeared. Unable to get to their clothes in time, the American and the Japanese quickly used their hands to cover their private parts. But the Indian covered his face while they ran for cover.

After the ladies had left and the men got their clothes back on, the American and the Japanese asked the Indian why he covered his face rather than his private parts.

The Indian replied, "I don't know about you, but in my country it's the face that people recognise."



The Wife

A man walks into a bar, sits down on a bench and orders a cold one. He swigs down the beer, looks in his pocket, cringes and orders another. He gulps down that one, looks in his pocket again, cringes and orders yet another one. This goes on for at least an hour and a half.

Finally, the bartender, bursting with curiosity, says, "I know it's none of my business buddy, but I have to ask: Why the whole 'drink, look in pocket, cringe and order another one' routine?"

"Well," slurred the man, "There's a picture of my wife in my pocket. When she starts to look good, then it's time for me to go home."



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.

Machine Eligibility

As I read my copy of the Trials and Motorcross News (Dec 15th edition) I came to a double page feature on Neil Gaunts so called Ariel. This is the machine that won the Scottish Two day trial last year. I was very surprised at what I read. This machine is really at the cutting edge of development and in my opinion not within the spirit of pre 65 trials. The machine has a new lightweight frame, home made alloy hubs and yokes, the front forks are a mixture of ancient and modern components, with the accent on the modern, and must have about 10 inches of movement. The ignition system also looks suspect. I am sure that this machine would not be allowed to compete in any of our local centres, i.e. the Eastern Centre the South Eastern Centre and the South Midland Centre. That being so, why is it allowed in the Scottish!!!

Two or three years back John Kendal, who rides a well sorted, but legal Triumph was given a 50 mark penalty for having a tubeless back tyre in the Scottish!!!! It seems that there is one set of rules for some and another set of rules for others.

I would urge our members to read this article and let us have your comments.

My wife Sylvia and I hope that you all had a great Christmas and wish you all a happy and healthy New Year and safe travelling.

Ian & Sylvia Preedy

TWO WOMEN IN HEAVEN

- 1st woman: Hi! My name is Wanda.
2nd woman: Hi! I'm Sylvia. How'd you die?
1st woman: I froze to death.
2nd woman: How horrible!
1st woman: It wasn't so bad. After I quit shaking from the cold, I began to get warm and sleepy, and finally died a peaceful death. What about you?
2nd woman: I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.
1st woman: So, what happened?
2nd woman: I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.
1st woman: Too bad you didn't look in the freezer; we'd both still be alive!

THOUGHTS ON BOXFORD

As someone who doesn't get to compete as much as they would like, I felt I must air my views on the recent Boxford trial. I thought the sections were spot on for the middle route. Lots of nice long hill climbs that seem to catch a lot of people out, plus tricky tight turns and deep mud plugging. Very testing for me on my AJS but with determination and concentration, do-able, but above all enjoyable.

Having chatted to Ian Preedy and Pete Sigournay in the queues both seemed to agree and afterwards most people seemed pleased overall, so more trials like this please if possible.

On another note, I for one fully concur with Ian's views as printed in a previous T&T and anything to inspire more competitors on 4 strokes is the way ahead for our club. Perhaps bringing back the practice training days maybe a start.

John Daly



Two Rays of Sunshine

photo: Bob Spencer

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

"No one will believe you solved this problem in one day! We've been working on it for months. Now, go act busy for a few weeks and I'll let you know when it's time to tell them."

(R&D supervisor, Minnesota Mining and Manufacturing/3M Corp.)

email...
to the editor...



I would like to express my sincere thanks to all who supported the Mid Anglia Plonkers trial at the Snaque Pit on 28th December including riders helpers, other supporters and most of all the observers. I was very sorry to disappoint those who turned up to observe only to find all the posts filled early in the day. Thanks to the nearly 70 riders who entered and seemed to enjoy themselves. One of the best surprises I got was to see our old friend Peter Eaves observing one of the sections - thanks Peter

Yours in sport

Ian Bennett (aka Blobby)



Roger Finch and 'Little Eric'

photo: Bob Spencer



Boxford Trial

Sunday 10th December 2006

Hard route											
No.	Name	Machine	1	2	3	4	5	6	7	8	Total
Pre Unit											
2	Mark Fletcher	500 Royal Enfield	0000	0050	0112	0005	0000	1001	0000	1000	0000
48	Sam Appleton	500 Jaspas	3110	0000	0211	0322	0000	0010	0100	0000	0000
1	Brian Fletcher	500 Royal Enfield	31m	111m	123m	303m	533m	223m	005m	210m	33m 00m
Unit											
5	Colin Sadler	248 Royal Enfield	3130	0000	1331	1332	1101	0011	0000	0010	0000
66	Alan Robinson	350 BSA	3532	0110	3532	0333	1313	1333	3210	0500	0110
63	Peter Teager	250 BSA	3335	0533	0555	1333	5333	1323	1301	1030	0205
73	Mark Kemp	249 BSA	5135	5253	2553	0333	2553	1515	2105	0000	5311
2 Stroke											
7	Dave Spurgeon	246 Greeves	0000	0000	1050	0131	0100	0010	0000	0000	0000
72	Graham Braybrook	250 B.V.S	0120	0000	1131	0223	0000	1110	0050	0000	0100
82	Mike Smith	250 Greeves	2102	0011	2133	0023	0000	1011	1000	0000	0000
81	Roger Finch	250 Sprite	0001	0001	0033	1223	1100	2150	0100	0003	1500
75	John Kendall	250 Greeves	3000	3032	3553	1332	1010	0111	0000	0000	0000
94	Kevin Teager	250 Greeves	3333	3333	3553	3533	2351	3331	3331	0100	3111
Twinshock											
67	Michael Robinson	200 Honda	3353	1323	1333	0323	2523	3312	5333	0150	0000

Sidecar route											
No.	Name	Machine	1	2	3	4	5	6	7	8	Total
Sidecar											
92	Paul Towns/ Kirsty Fenner	250 OFS	0000	0000	5555	5131	0000	3010	0000	0000	0000
84	Mark Wilson/ Garry Plummer	500 Triumph	0003	1112	5555	5555	5335	0553	0000	1001	0000
86	Paul Gray/ Chris Cook	500 Triumph	5000	5335	5555	5555	5555	5500	5000	1000	5555
90	Ray Humm/ Ray Parfitt	250 Suzuki	050m	535m	5m	01m	30m	00m	000m	000m	000m
Solos Riding Sidecar Route											
46	Roger Gulliver	500 Triumph	1555	1125	0003	0000	1335	0500	0000	0001	0010
99	Brian Cook	200 Honda	0011	3333	0555	0505	0023	0000	0010	0000	5525
57	Don Daly	490 Norton	0000	5555	0555	3555	5555	0503	5300	0000	0010

Youth											
No.	Name	Machine	1	2	3	4	5	6	7	8	Total
89	Harrison Payne	125 Nottatfield	0010	3233	0050	0000	0010	5022	0100	1000	5000
70	Joseph Jacobs	197 Francis Barnett	0000	3302	5535	5010	1000	5333	2000	0000	1201
12	Elliott Smith	125 Honda	1001	3331	0003	0030	1103	3102	1133	5000	5500
95	Ryan Hyde	175 BSA	5005	3333	0555	5555	2555	5555	5150	0000	0500

Provisional Results

Easier/Gentlemen's route

Pre Unit

76	Geoff Challis	500 Ariel Scraps	0010	0001	0533	0003	0003	1111	0000	0000	0000	0100	24
85	Jeffrey Fincham	350 Rariefield	0100	2123	0121	0000	0210	0222	1010	0000	0000	0000	24
98	John Phillips	500 Royal Enfield	1211	2301	5350	0000	0010	2223	0000	1000	0000	1100	37
88	Alan Farmer	350 Royal Enfield	1000	1121	0505	0000	0501	0353	3100	0000	1000	0100	39
11	Ian Preedy	270 BSA	0050	3333	2333	1033	0000	0001	3333	1000	0000	0000	49
93	Ted Smith	350 Royal Enfield	0013	3333	0155	0000	1111	0133	1001	5000	0000	0111	50
56	John Daly	350 AJS	0005	3331	0523	0010	1533	5112	1030	0000	0000	0000	51
4	Ray Gibb	600 BSA	1000	0333	0353	0031	5131	3535	1110	0500	0000	3121	66
3	Mark Gibb	250 BSA	0030	3553	0555	0000	0202	3333	1212	3135	0000	2231	76
87	Chris Mace	500 Royal Enfield	000m	13m	05m	35m	1m	52m	05m	00m	000m	00m	Ret

Unit

14	Phill Smith	250 BSA	0510	1032	0000	0000	0202	0111	0000	0000	0000	0000	19
55	Mick Brown	199 Triumph	0013	3112	0003	0000	0100	2233	3500	0000	0000	0000	33
49	Steve Page	350 BSA	0000	1311	0255	0030	1031	2331	0020	0000	0000	1100	39
65	Chris Byford-Smith	199 Triumph	0100	3313	0055	0000	0013	3233	0110	0000	0000	1030	42
61	Peter Sigournay	275 BSA	0051	2323	0035	0000	0221	3323	0000	0000	0001	2120	46
52	Bruce Davie	350 BSA	0010	2331	5055	0000	5111	1333	0000	5000	0000	0001	49
54	Chris Canham	250 BSA	5311	3153	0555	0500	0005	3355	0021	0005	1500	1501	84
9	Roy Ayres	250 BSA	5520	3333	5535	0110	5233	0555	5515	0000	0500	5352	105
6	Richard Leggett	350 BSA	5m	3m	55m	5m	5m	5m	m	m	3m	5m	Ret

Two Stroke

8	John Beasley	250 Greeves	0000	1102	0105	0000	0100	1111	1000	0000	0000	0010	17
62	Jason Sigournay	250 Firefly	0000	2300	0503	0000	0101	0011	0000	0000	0000	0000	17
83	Trevor Andrews	175 BSA	0011	3002	0303	0000	1115	3111	0000	0000	0000	0000	27
10	Terry Sewell	246 Greeves	0000	3111	0333	0000	0310	1322	1000	0000	0000	0100	29
78	Albert Dove	275 Banvall	1250	1503	0005	0002	0012	5025	1010	0000	0000	0010	42
71	Brian Jacobs	197 Francis Barnett	0000	2320	0555	5330	1011	2333	0000	0000	0000	0000	47
58	Mick Honeyball	246 Greeves	0232	3151	0035	0001	5555	2332	1000	0000	0000	0000	57
79	Dave Kent	175 BSA	5030	3233	5505	0500	0111	1313	0100	1100	0500	3210	64
60	Andy Spreadbridge	250 Trivill	0501	1353	5555	0330	0332	3033	0010	0050	0000	0000	69
59	Chris Huxtable	250 Greeves	3155	3335	0155	5333	5333	5355	0300	5555	0000	5332	121
64	John Barker	250 Greeves	553m	3533	555m	1555	5535	3555	33m	5m	050m	555m	Ret

Twins/hock

51	Jim Mason	250 Suzuki	0020	1312	0205	0000	0000	0135	0000	0000	0000	0000	25
53	Kevin Davie	250 Yamaha	0012	1233	0005	0005	1113	1355	0010	0000	0000	0000	43
77	Jim Shepherd	175 Yamaha	0100	3002	5055	0000	1001	1553	1000	1000	0003	1000	43
96	Richard Challis	200 Honda	0500	3231	0055	0000	1210	5221	0001	0000	5000	1000	45
97	Colin Rose	350 Bultaco	1000	5331	0555	0030	0020	1535	0000	0000	0000	0000	47
50	Bob Wreathall	250 Ossa	3201	0313	0555	0231	1212	1233	3100	0000	0100	1000	54
69	Rob Clarke	247 Montesa	2031	3335	0535	0005	0111	3335	0100	0010	0000	1100	59
74	Nick Hodggets	325 Bultaco	0300	3333	5555	5555	0155	5555	2311	5000	0000	3113	106
80	G Hill	250 Bultaco	1255	3335	0555	0551	5553	5555	3215	5505	0500	5020	129
68	Andy Colsell	249 Suzuki	10m	335m	055m	005m	31m	32m	31m	50m	00m	51m	Ret
15	Dale Clutterham	250 Yamaha	3331	3333	5555	555m	553m	335m	250m	155m	320m	355m	Ret
91	Chris Stokes	325 Bultaco	m	5m	0m	5m	1m	5m	2m	m	m	m	Ret
100	Norman Blakemore	150 Fantic	Non Starter										Ret

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

The answers are the actual responses by the website officials.

Q: Which direction is North in Australia? (USA)

A: Face south and then turn 180 degrees. Contact us when you get here and we'll send the rest of the directions.



Little Bealings

Sunday 14th January 2007

If lost call:

07767 870421

map by Alan Robinson

LIFE'S MYSTERIES ARE ON YOUR TV

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

- During all police investigations, it will be necessary to visit a strip club at least once.

This and That!!

In late November, Ian Towns (70) lost his long, 30 year fight for life against MS. Known to his fellow Scramble and grass competitors as 'Tubby', Ian was short in stature but not in spirit. He progressed through the ranks in the sixties and became a force to be reckoned with on the grass, with a style similar to the legendary Lew Coffin. During his hospitalised days he was labelled 'Smiler' by medical and nursing staff. The chapel at his funeral was filled with those caring, loving people who had taken him in recent years to Majorca for a holiday and for several years to Lourdes and they all thought the world of him. He in turn was very proud of his son, Paul's, trials achievements and the achievements of his grand daughters. Paul told me his dad never complained.

Reflecting back 40 years - 5th June 1966 at Lyons Hall, Braintree, National grass track. Ian was campaigning his 500 Hagon JAP against the might of the National runners gaining 4th in his heat and 8th in the final behind Malcolm Symonds, Peter Randall and Dave Baybutt, in real cut and thrust action. At the rear in the heats, Dick Sillett (Ariel) and the author (AMC mounted) continued our personal duels. Mick Webster (father of recently retired world champion Steve Webster) won the sidecars in a fantastic race involving the cream of the aces!! Unforgettable days - a privilege to have been involved

The evening of Thursday 9th June saw the grass track meeting at the Essex Showground. Ian was competing on a 500 Hagon JAP against King of the show grounds, Arthur Stuffs, club-mate Dick Sillett and John Coughlan from the Dunmow club in the field of 26 solos. The sidecars featured Eric and Reg Miller, Roger Dutton and Jim Miller, Peter Hayden and Des Lodge, Dennis Barton and Dave Pearce. These 26 riders created exciting duels for the packed stadium. After the meeting, a dance and some beer-drinking was undertaken at the village hall!

The Suffolk Grand National on the 12th June at Tye Farm had as the ACU steward one Peter 'Blondie' Ellwood, stalwart of the Chelmsford Auto Club who was witness to a great meeting featuring among other national stars, Mick Andrews, Alan Clough, Jack Pringle and John Banks. Dennis Howard of Norwich won the Grand National whilst Jim Aim won the allcomers 300 to 1000 cc with Fred Mayes winning the under 300 cc. Eastern talent!! Prize-money was £12.50, £5.

Pedro E

FUNNY SIGNS . . .

Outside a furniture shop:

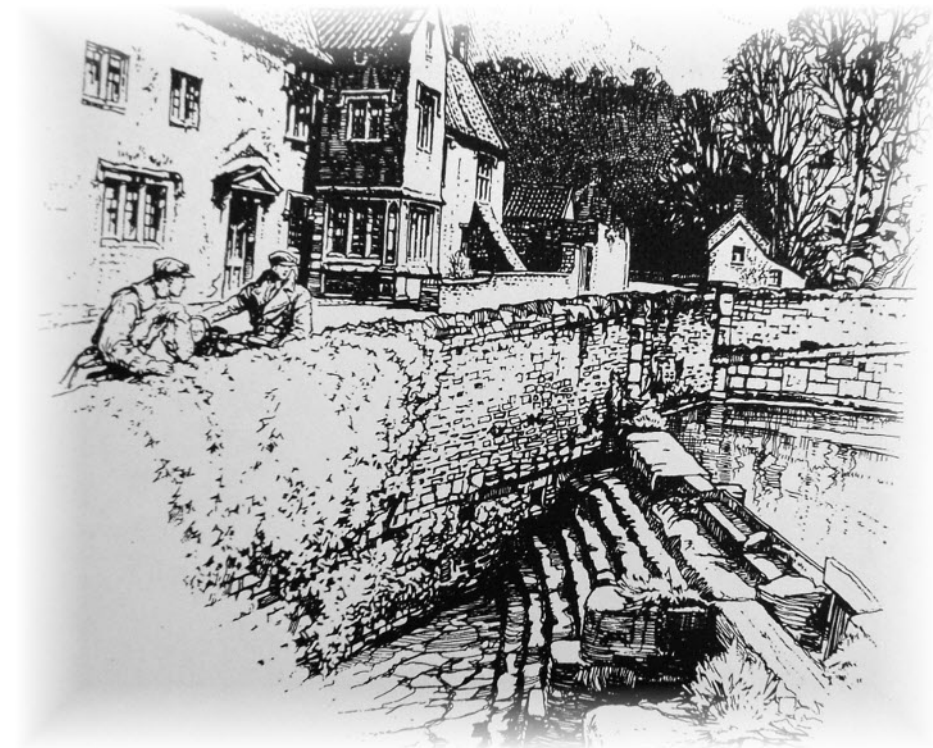
"Our motto: we promise you the lowest prices and workmanship."

Spot the Difference!

You may remember, back in September, Jim published one of these featuring the picturesque village of Kersey, Suffolk. Well here is another one, not so local this time, but of Croscombe, Nr. Shepton Mallet, Somerset. The drawing was sketched by Sydney R Jones to accompany an article published in the 'blue un', or more correctly known as 'The Motor Cycle' magazine, in the thirties. The article would have been written by 'Ixion' the pen name of Canon Basil H Davies.

The photograph was taken in May 2006 whilst riding in the Frome Classic Motorcycle Club re-run of the 1925 ISDT. Last year was Day 1 and I am looking forward to Day 2 which is planned for May13th this year and will take us over Exmoor and more famous hills.

Dabber



**FOR
SALE**

YAMAHA 'Pinky' (on SORN)

BSA C15S

Good Condition

fully overhauled and ready for trials

£800

£1800

Roy: 01553 775848

Three men died on Christmas Eve and were met by Saint Peter at the Pearly Gates.

"In honour of this holy season," Saint Peter said, "you must each possess something that symbolises Christmas to get into heaven."

The first man fumbled through his pockets and pulled out a lighter. He flicked it on. "It represents a candle," he said.

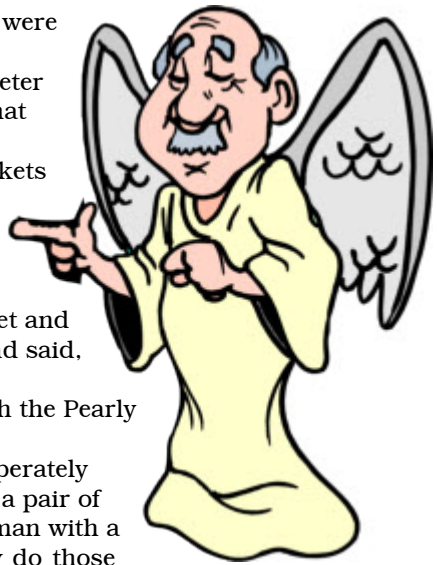
"You may pass through the Pearly Gates," said Saint Peter.

The second man reached into his pocket and pulled out a set of keys. He shook them and said, "They're bells."

Saint Peter said, "You may pass through the Pearly Gates."

The third man started searching desperately through his pockets and finally pulled out a pair of women's knickers. St Peter looked at the man with a raised eyebrow and asked, "And just how do those symbolise Christmas?"

The man replied, "They're Carols."



DIX BIT

I must say I thoroughly enjoyed my day's observing at the Thumpers, we were so lucky with the weather but it's a pity the day was marred by Jim's unfortunate accident. I'm sure the section plotters didn't expect losses to be so low, just as well only one rider went clean although I suspect there's a bad luck story behind Roger Finch's five on the very last section of the day. Just one thing, and I seem to say this every year, but why are there different routes on every section? I accept that in the main the chairs need their own route but on my section (number 1) there was no difference at all in the severity of the "hard" and "easy" routes, all the solos could quite easily have ridden the same route. I'm not ploughing a lone furrow here, as many of the riders and spectators who paused to have a word with me expressed the same view with no prompting from myself. I appreciate that to encourage beginners and to keep the older riders competing, harder sections need an easier deviation, but surely it doesn't have to apply to every section particularly those that present no danger to the less able. Enough of the soapbox, back to the days when we all rode the same sections.

I signed off my last look at trials in the Chelmsford Club in the Sixties with Mick Denny's meteoric rise, Martyn Turner going well and Terry Eley still very much in contention. But the club was never all about winners. We always had quite a good strength in depth and it's amongst those "also-rans" that the real characters are usually found. I expect many of you scan the "Family Announcements" of the local papers - I usually have a quick look at the Deaths to make sure I'm still here. If you live in Essex you can't have missed the name "Funeral Directors - T. Pennack & Son". The "T" was actually Tom Pennack, a local builder who did the odd bit of funeral work, which was quite common at one time. The son is Tony Pennack, who, when he took over the business, abandoned the building side and built up the funeral side to establish one of the best known independent funeral directors in the county. Why am I mentioning this? Because not only was Tony club secretary for a couple of years in the Sixties but he was also a very entertaining trials rider. Campaigning first a DOT and then a 350 AJS, there was never a dull moment when Tony was around. One memory I have is of plotting sections at Broomfield Pits - when it provided just a group of sections amongst several, and in that part which is now the Channels Golf Course. Tony was our "section trier" on that occasion (we always "ran the sections in" in those days). There were some mighty drops and climbs in that part of the pit and we decided to include a "wall of death" section. The question was - how high to take it? We stuck a couple of markers in and Tony gave it a go, thrashing the Ajay round in fine style, with a panache of which Tornado Smith would have been proud.

BUMPER STICKERS

Make it idiot-proof and someone will make a better idiot.



Alan and Kelly Hornsby

photo: Bob Spencer

club in the South Midland centre. Wood Green were unique in that they were best known for organising two famous national trials well away from their north London base - the Beggars Roost in Somerset and the Clayton Trophy, initially in the Derbyshire Peak District and later in the Brecon Beacons in mid-Wales. Both superb events these were known as "Clubman Nationals" with the organisers deliberately setting out to provide a good day's sport for the average clubman. However, whilst Wood Green were excellent organisers their riding membership was diminishing, particularly on the trials front, so when we were approached by the then very "trials active" Barnet club we gladly entered into an arrangement with them. This brought riders like the Graham

Returning with his trademark grin he announced that he reckoned we should set it higher. So the bottom marker was placed ten feet or so above the higher one and around he went again, returning with the same grin and the same remark. There then followed a mad ten or fifteen minutes with the rest of us standing at the edge of the pit shouting "Higher! Higher!" whilst Tony did just that! I can't recall how the episode ended - I've got a feeling he ended in the inevitable heap in the floor of the pit, but I do know that prudence won the day and the final markers went in about halfway up!

Reciprocal reduced cost membership arrangements with clubs in neighbouring centres were popular then and as far as Chelmsford were concerned we had a long standing arrangement with the Wood Green



Mick 'Tiger' Brown

photo: Bob Spencer

twins, Pete Tiney, the entertaining Ron Wright, the talented Martin Welch and sidecar ace Ron Wisbey etc., into the Auto club fold. Not only that, but some of the Barnet members had connections with a caravan site near Watchet in Somerset which led to a number of CADAC members - and eventually a good few from other Eastern centre clubs - making an annual pilgrimage to Somerset each Easter for the Beggars Roost trial, taking over an increasingly larger section of the caravan site each year for the weekend. The "Beggars" was a thoroughly enjoyable event, guaranteeing a good 6-8 hours on the bike with 50-60 sections over all types of terrain. Many of us made a long weekend of it meeting up for a practice session on the Saturday, the trial on the Sunday and Exeter speedway on the Monday. I used to ride my Scottish mount in the "Beggars" - usually 2-3 weeks before the Six Days. It was ideal for bedding in any new bits and revealing faults. Anyway, I have digressed somewhat. The reciprocal arrangement with Barnet enabled Chelmsford riders to compete in South Midland centre events with many of us riding in Bishops Stortford's Witches Trial (usually the first Sunday after Christmas and always frosty or snowy!), North East London's Weller Cup Trial and the Cambridge Matchless club's marvellous Brian Stonebridge trial - a Sixties equivalent of the Arbuthnot but with a lot more sections (is it still run today?), amongst others plus, of course, the Barnet Club's Coleman Cup Trial and closed to club events. Mentioning the Coleman Cup reminds me that membership of the Barnet Club entitled you to a toffee on the first section in the Beggars Roost. The Coleman Cup was named after Mr & Mrs Coleman, a lovely old couple who worked tirelessly for the Barnet Club. By tradition they always observed the first section in Kersham Lane at the Beggars and when a Barnet member arrived Mrs. Coleman regularly would produce a bag of toffees. Lovely!

We also had a reciprocal arrangement with the Double Five Kent club which enabled us to compete in the South Eastern Centre - particularly useful as trials in that centre carried on through the summer months, unlike the Eastern and South Midland centres. I was club secretary at the time and as such handled applications for reciprocal membership. I well remember receiving a letter from Bill Knight - secretary and patriarch of the Double Five club - applying for membership, and I quote Bill's words, for his "erstwhile nerk of a prospective son-in-law". That was none other than John Pattinson who became a good friend and a regular visitor and award winner this side of the Thames, initially aboard a very functional "Trivill" (Villiers engined Cub) and later on a Bultaco when he received some support from Deens of Beckenham. John, of course, is still riding today on a TFS Greeves and is a regular competitor in the Thumpers, and is still happily married to Bill's daughter, Pauline.

More ramblings and CADAC memories next month.

Dick Hobart

End Thought . . .

Be nice to your kids. They'll choose your nursing home.