

# Editorial

I have had to do the unthinkable! Due to the amount of content sent to me for inclusion I am afraid that I have had to carry a couple of short articles over until the next issue. I am sure that those contributors will be understanding.

Congratulations are due to our champions. I have included the final championship positions as supplied by our recorder, Colin Taverner.

On a slightly more sinister note I have been informed by Scrooge's 'other half' that club subs are now due so get your money out - even though this years subs have had to be increased I still believe the EFA to be very good value for money.

What a good piece of trials land at Little Bealings. We must thank Eddie Hood and the Triangle club for allowing us to use it. I hope that it isn't overused as the sandy 'going' will need a lot of management. I think we all need to give Eddie a big thankyou for such a wonderful day out even

though he cannot claim responsibility for the weather!

Nice to see Harrison Payne getting to grips with his new mount. There is no doubt that in a few years he will really be a force to be reckoned with. Keep it up Harrison.



The Talmag has been and gone for this year. I have had several reports of the event, some good, some not quite so favourable but what must be realised is that it is probably the biggest social gathering of the year for those interested in off road pre 65. A pity about the queues and sometimes dubious observing that have been

*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 February Plonkaround*

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

Saturday 24th February 2007

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

reported to me. If you haven't been, then make a note in your diary for next years event. There are definitely better events to watch but the social scene is something else.

Your Club needs more people willing to act as Clerks of the Course and Secretaries of the Meeting. Those doing it have been 'at it' for quite a long time and we need some 'new

blood'. So, if you feel you can help out then make yourself known to Chairman Ted and he will put you in the picture as to what is required.

This past few months the club has donated funds to charities suggested by the landowner at Thorrington and also the Scout HQ at Boxford,

The Southend club are holding the 1st round of the Pre-70 EC Championships at Rochford and I am informed that they have put in lots of work at the venue to improve on last year. Regs for the event for **non-championship riders** are included with this newsletter.

Due notice is given that next month's club night will include the AGM. I understand that Bob Drane is undertaking maintenance of the stop watch to ensure that an attempt at that world record for the shortest AGM can be submitted to Guinness!

Dont forget the free food!

Best wishes,

*Jim*



# *Secretarys Scribblings*

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By all accounts the Little Bealings Trial was a great success. Lovely piece of land, rider friendly sections and kind weather all added up to a marvellous event. Thanks to everyone who helped put this one on.

Some of you may have heard that Brian Horrigan, who welcomes us into his garden for the Crab and Winkle Trial every October, has not been well. Seems he suffered a minor stroke at the beginning of December and had two more nearer Christmas which have left him with a weakness down his left side. The last we heard was that he was having physio to strengthen that side to get him mobile again - we hope you're improving and well on the road to recovery now Brian.

Another Talmag has come and gone. Although Rog entered it, the Millennium Triumph didn't turn a wheel in anger due to electrical gremlins - when is a twin not a twin - when it thinks it's a single! Never mind, we still had a good day watching the others and chatting to all and sundry. Spending most of the morning in the pits, it was amazing the number of people who were always about - think some spend all day catching up with the gossip in the carpark and never get to see a section - still it takes all sorts. Riders seemed to think the sections were a bit harder this year. There were still some good rides with the winners of the different classes going clean in some cases and only losing a meagre handful of marks in others. John Kendall did well cleaning all the sections but didn't quite have the edge in the special test. Roy Ayres only lost 3 marks in the clubman class while Mark Kemp/Bob Chapman and Alan/Kelly Hornsby kept the Eastern Centre flag flying in the sidecar class.

There's quite a lot going on in February.

We've got our trial at Snaque Pit on the 11th. Regs are in this newsletter but you can enter on the day.

If shows are your thing then the Classic Road Racing and Off Road Show, on Saturday 17th February could be for you. It's at the Three Counties Showground, Malvern, Worcestershire. Doors open at 10am and it'll cost you £7 to go thru' them.

For the road bikers amongst you there's the Numbfingers Run on Sunday 18th. Leave Battlesbridge Motorcycle Museum at 11am. Entry fee £4.00. Contact Dave Evans, 01621 501400, for more info.

Also on the 18th is the Ipswich Old Bikes Jumble, New Village Hall, Great Blakenham. From 10am to 2pm. Admission £2.50.

March Clubnight is our AGM, Prizegiving and Nosh Night so do come and join us for what is always an entertaining evening.

*Heather*



Todd8080

## Eastern Centre ACU Pre70 Championship Dates for 2007

25 February  
4 March  
16 September  
28 October  
18 November

Southend  
EFA  
EFA  
Woodbridge  
Chelmsford

Rochford  
Great Bromley  
Snaque Pit?  
Tunstall Forest  
Little Baddow

*Eddie Hood*

### **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.

# DIX BIT

I was glancing through some old Motorcycle Sports the other day and in the edition for June 1981 came across an article by the late Geoffrey Richardson chronicling his exploits in Eastern Centre trials aboard a 350 AJS in the mid Sixties. In this article Geoffrey recalls becoming well known amongst the regular observers for his entertaining antics aboard the Ajay on sections which were rapidly becoming harder to meet the challenge of the fast growing Spanish armada. He particularly remembered one lady observer, noted for her headscarf, wellies and long blue plastic riding coat who was the wife of a Fifties scrambler. She used to ride a rigid Bantam to scramble meetings whilst hubby rode a competition Matchless. Said hubby would then ride both machines in the scramble following which they would race home on their respective mounts. Geoffrey recalled one occasion when the said lady was observing on a muddy climb. As was typical of Geoff, he had failed to notice an overhanging branch which quickly removed him from the Ajay which continued to charge upwards minus it's rider. As the said lady observer turned to mark down his score the machine also turned to charge down the hill. Geoffrey relates how he stared, numb with shock, as the Ajay bore down on the unsuspecting observer, knocking her for six and actually running over her, leaving Dunlop Trials Universal prints across the aforementioned light blue PVC mack. Rushing to her aid Geoffrey was relieved to discover that the soft mud had absorbed most of the impact and the lady was unhurt. As Geoff helped her to her feet she explained apologetically, "I'm sorry, Geoffrey, I'll have to give you a 5 - you weren't on it when it passed the section ends cards"! Now, does anyone have any idea who that dear lady may have been? I think I can picture the lady in my mind but I can't recall a name or who her 50's scrambler hubby may have been. Geoffrey Richardson was a great character and a lovely chap who has been sadly missed since being tragically killed in a freak road accident. Those who remember Geoff will know that he was a member of the Clacton Club in those days. Largely due to my friendship with Clacton stalwarts Sidge Kenny and Pete Redpath the Chelmsford and Clacton Clubs shared a close relationship for a time visiting each other's club meetings for darts matches and other social gatherings, which brings me nicely back to my recollections of trials in the Chelmsford club.

At the time of GBR's sally into trials I was riding another AJS (the ex- Tony Pennack machine), Mick Denny was Sprite mounted, Martyn Turner had one of the first Bultacos, quickly followed by Terry Eley, and the trials side of the club was beginning to grow. We introduced a series of Summer Trials which attracted more riders to the club. Rick Lovegrove and Bruce "Chick" Cracknell bought a Greeves each to join in the fun. Chick's participation was short lived and he went back to riding his lovely Velo (a Venom?) on the road but Rick was to ride under the CADAC banner for many seasons. The increase in closed to club trials encouraged riders from other disciplines to have a go. One time Club secretary Dick Cumming, a sprint rider, built a Cub special, and grass tracker Terry Booty

constructed a number of specials, usually based on low capacity Japanese machinery. Scrambler Ray Bates campaigned a Greeves Scottish and we had our first influx from the Police joining the club to ride trials. The only name I remember from that first batch was one Sargeant Harold Cook who was always "interesting" to watch! These were quickly followed by officers Dick Parker, John Gaut, Johnny Woods and Malcolm Gandy and one or two others whose names escape me. Dick Parker managed to achieve Expert status, John Gaut was also quite accomplished but was later to be tragically very seriously injured whilst on his patrol bike and is still sadly wheelchair bound and very unwell. Malcolm Gandy I met a few years ago but he is now living in Ireland. I still bump into Johnny Woods as he works for the same traffic consultants that I do in one of my part time pursuits and we always have a good old chinwag about our trials days. John and Dick and some of the others took part in the national series of



*Sergeant Harold Cook at Broomfield circa 1968*

police two day trials and invited Mick Denny and I along to one which was being held in Hertfordshire and an excellent event it was too. I should mention at this stage some of the other riders who joined the Chelmsford Auto Club as the reputation as a good club for trials riders grew.

Basildon was without an A-C.U. affiliated club but was home to quite a few trials riders who joined CADAC. Ron Ransley, Bill Westley and a mate of theirs whose name escapes me bought three brand new Sprites when that firm's

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

Quote from the Boss:

"Teamwork is a lot of people doing what I say."  
(Marketing executive, Citrix Corporation)

## FOR SALE

The ex. Roger Birch 1948 350cc Royal Enfield Model 'G'  
Arbuthnot award winner-- £1500

*Ring Mick 01206 250462 or Carl 01206 231237*

products were not what they had been. Presumably to save weight, the centre of the frame was somewhat abbreviated which resulted in the wheelbase extending a little as each trial passed! On the other hand, also from Basildon came Colin Ranson and a very tidy rider called Alan Sibley who appeared on the first 5 speed Bultacos. Schoolboy rider Paul Geeves joined from Stanford-le-Hope and was more than capable of mixing it with the men - don't forget we all rode the same sections in those halcyon days. Wickford rider John Kershaw was a welcome addition to the CADAC ranks, especially when he started his part-time dealership and was able to help club members with parts etc. John was a compulsive changer of machinery, always appearing on the latest "in" machine. At a time when I was Sprite mounted John appeared at a closed-to-club trial with the latest model Montesa. He offered me a ride on it and I thought it the best trials bike I'd ever ridden. I had to have one! I contacted Monty Banks and ordered one, but Monty warned me that the demand was so great he couldn't guarantee when he could get one. After a few weeks Monty contacted me to say that there were still no Montesas but a new batch of Bultacos were due in at Southampton docks (the Rickman Brothers were then the UK importers). This conversation took place early one week. On the Thursday Monty went down to the docks and filled his van with as many as they'd let him have. On the Friday I went up to Stepney and picked one up (in boxes - kit form in those days). On the Saturday I put it together and on the Sunday I rode in an open to centre trial run by the Maldon Club at Bradwell and won my first class award. The next Wednesday MCN carried a picture of Sammy Miller riding the "new model" Bultaco - it was the first with a fibreglass skirt below the seat - a la Montesa. However, Sammy's riding number was in the fifties - at the Maldon trial I'd drawn number one in the ballot, so my 'taco was the first of that model to be ridden in the UK in a trial! I was an average clubman and all over the country other average clubmen were doing likewise. I have to say I loved the Spanish era - all of a sudden we had bikes which could seemingly go anywhere. We could compete in Nationals, even British Championship rounds, and not struggle. Everyone rode the same route and there were even still a good number of open to centre trials featuring a single long lap around the roads linking groups of sections, guaranteeing a good 5 - 6 hours riding. Wonderful days!

More ramblings next month.

*Dick Hobart*

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## BUMPER STICKERS

I almost had a psychic girlfriend but she left me before we met.



# Little Bealings Trial *Sunday 14th January 2007*

## Pre-Unit - hard route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
57	Mark Fletcher	500 RoyalEnfield	0000	0003	0000	0000	0000	0000	0000	0000	0000	0000	3
8	Sam Appleton	350 RoyalEnfield	0000	0000	0000	0000	0000	0000	0000	5001	0000	0000	6
54	Graham Braybrook	350 RoyalEnfield	0000	0010	1000	0000	0000	3000	0000	0010	0000	0000	6
58	Brian Fletcher	500 RoyalEnfield	0000	3321	1000	1000	0000	0200	0000	0000	0000	2210	18

## Unit - hard route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
17	Alan Robinson	350 B.S.A.	0000	0010	0000	0000	0000	1000	0000	0000	0100	1020	6
48	Trevor Hill	250 Triumph	0000	0100	0000	0000	0000	2100	0000	0110	1100	0000	8
52	Peter Teager	250 B.S.A.	0000	0010	5000	1010	0000	0000	0100	0213	0001	1000	17

## Two Stroke - hard route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
63	Terry Sewell	246 Greeves	0000	2031	0000	0000	0000	0000	0000	0001	1000	0000	8
62	Mike Smith	250 Greeves	3000	0000	0000	0000	0000	2500	0000	0000	0000	0000	10
60	John Beasley	250 Greeves	1000	0001	0000	0000	0000	1000	0000	0050	1002	0300	14
18	Michael Jackson	250 Trivill	2100	1100	0000	2000	0000	3020	0000	1510	1000	0000	20
4	Paul Towns	250 Greeves	0000	1050	0000	0000	0000	0005	0000	0005	3310	2000	25
61	Jason Sigournay	250 Firefly	5051	1303	0000	1101	0000	0100	0010	5300	0010	0000	32

## Youth - hard route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
10	Harrison Payne	125 Nottafield	1010	1515	5000	0000	0000	0000	0100	0000	3101	3000	28

## Provisional Results

### Twin Shock - hard route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
26	Ray Humm	250 Bultaco	0000	0000	0000	0000	0000	0001	0000	0001	1000	0000	3
53	Roger Finch	250 Sprite	0005	0001	0000	0000	0000	0000	0000	0100	0000	0000	7
34	Ian Wheeler	248 Montesa	0000	0101	0000	5000	0000	3021	0000	0300	1000	3000	20
32	Chris Cook	200 Honda	0102	1033	0000	0000	0000	3100	3000	1321	1000	2020	29

### Twin Shock - easier route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
11	Kevin Davie	250 Yamaha	0000	0000	0000	1000	0000	1100	0000	0000	0000	0000	3
20	Jim Mason	250 Kawasaki	1000	0000	0000	0000	0000	0050	0000	0000	0000	0000	6
25	Sidge Kenny	325 Suzuki	0001	0000	0000	0000	0000	0000	0000	0000	0500	0000	6
39	Norman Blakemore	156 Fantic	0000	0000	0500	0000	0000	0010	0000	0000	0000	0000	6
33	Dave Field	175 Yamaha	1100	0000	0000	0000	0000	5010	0000	0010	0000	0000	9
22	Bob Wreathall	250 Ossa	2021	0000	0000	2000	0000	1500	0000	0000	0000	0000	13
37	Doug Maggs	325 Bultaco	1020	1000	5000	0000	0000	3200	0000	0000	0000	0000	14
36	Ray Gibb	124 Honda	0011	0000	0000	0000	0000	3213	5000	1000	0000	1000	18
14	Rob Clarke	247 Montesa	0000	0000	5000	1000	0000	5350	0000	0000	0110	0010	22
43	Keith Fleet	250 Yamaha	1001	0000	2003	3100	0000	5110	0000	2103	0000	0100	25
2	Glyn Hill	250 Bultaco	5150	0000	0005	0000	0000	2050	0000	0110	0000	0001	26
15	Tom Moye	125 Honda	3000	0010	5000	0100	0010	3100	0000	0300	5002	0010	26
16	Leon Moye	125 Honda	1252	0010	3000	5000	0000	5502	2000	1100	0000	3010	39
6	Richard Stobbart	349 Montesa	1211	0010	5500	5300	0000	3230	2000	1101	1000	1300	42
3	Steven Gray	250 Suzuki	2535	1103	5000	1000	1000	5535	2000	2555	0555	1100	81

Just a reminder that club membership subs are now due.

The cost is £10 or £17.50 if you have the Gazette as well.

June - *Membership Secretary*

**Gentlemen - easier route**

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
13	Bruce Davie	350 B.S.A.	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
35	Mark Gibb	250 B.S.A.	0000	0000	0000	0000	0000	1200	0000	0000	0000	0000	3
38	Ryan Maggs	250 Banvil	0000	0000	0000	0000	0000	0111	0000	0000	0000	0000	3
21	Geoff Challis	250 Wasp	0000	0000	0000	0000	0000	1000	0000	0000	0030	0000	4
27	Colin Rose	199 Triumph	1000	0000	0000	0000	0000	3000	0000	0000	0000	0000	4
55	Jeff Fincham	350 Rariefield	0100	0000	0300	0000	0000	0000	0000	0000	0000	0000	4
44	Graham Andrews	199 Triumph	0000	0000	0000	0000	0000	1000	0000	0000	1200	0000	4
50	Brian Jacobs	197 Francis Barnett	0000	0000	0000	0000	0000	5000	0000	0000	0000	0000	5
42	Alan Carter	250 B.S.A.	0100	0000	0000	0000	0000	5000	0000	0000	0000	0000	6
47	John Phillips	350 Triumph	0100	0000	0000	5000	0000	0000	0000	0000	0000	0000	6
7	Steve Page	350 B.S.A.	5000	0000	0000	0000	0000	2000	0000	0000	0000	0000	7
29	Chris Byford-Smith	199 Triumph	5001	0010	0000	0000	0000	0000	0000	0000	0000	0000	7
28	Kevin Goldsmith	350 B.S.A.	1001	0001	0000	0000	0000	1010	0000	0000	0000	1100	7
12	Albert Dove	225 Banville	0000	0000	0000	0000	0000	3000	0000	0000	0500	0000	8
30	John Daly	350 A.J.S.	0100	0000	0000	0000	0000	5300	0000	0000	0000	0000	9
40	Alan Farmer	350 RoyalEnfield	0000	0000	0000	0050	0000	0000	0000	0100	0000	2001	9
51	Ian Preedy	270 B.S.A.	0000	0000	0000	0000	0000	1300	0000	0000	0300	1010	9
1	Keith Fitz-John	250 A.J.S.	1110	0000	0000	1000	0000	0350	0000	0000	0000	0000	12
59	Ted Smith	350 RoyalEnfield	1203	1000	0000	3000	0000	1000	0000	0010	0000	0000	12
9	Dave Kent	175 B.S.A.	1010	1000	5300	0000	0000	1200	0000	0010	1000	0000	16
24	Chris Huxtable	250 Greeves	1100	2300	1000	3010	0000	0030	0000	0000	0001	0000	16
45	Trevor Andrews	175 B.S.A.	1100	0000	5000	0100	0000	1010	0000	5101	0000	0501	23
23	Mick Honeyball	246 Greeves	2100	0000	0101	2205	0000	1030	0000	0130	0000	0100	23
5	Chris Canham	250 B.S.A.	5510	0000	5000	0100	0000	3001	0133	0001	0101	0000	31
19	Andy Spreadbridge	250 Wasp	0550	1000	5300	0000	0000	0003	3300	0000	0000	0200	32
31	Chris Mace	500 RoyalEnfield	5	0	0	0	0	0	00	11	05	0	ret
46	Eddie Hood	199 Triumph	000	000	5000	000	000	000	000	000	000	000	ret

## ***This and That!!***

Having recently visited Amor Hall Farm, Washbrook, scene of the Triangle Clubs 'cross country' scrambles in 60-61, I also had the opportunity to scan some of the programmes. May 1st '60 saw a hundred plus competitors do battle on a short undulating grassland circuit. A familiar result sheet ensued containing number five Jack Hubbard Matchless mounted, Jim Aim 250 DOT and 500 BSA and Peter Smith 250 Greeves. Relatively uncommon machinery been used were: Tandon; Norman; RCA DOTs.

On 2nd October a much smaller field lined up. Keith Potter (500 AJS) took first spot in the 300-1000 cc race ahead of John 'Treacle' Richardson (350 Goldie). The final of the 250s saw the late Ian Towns head Keith Potter and Tim Robinson completing a Greeves whitewash. Keith aced the senior allcomers from on-form Ian Towns and rising star Mick Baird just beating Tim 'R' who was followed by cousin Colin Robinson. The junior allcomers final was won by D Porter, a Bury clubman, from Keith Beavis from Dunmow and John Louis of Ipswich.

The final of the day had an unusual result - reasons unknown - Tim Robinson, Mick Baird, Colin Robinson, Mick Osborne. No doubt they earned it!

On to May 7th, 1961 - again a hundred plus entry with all the local stars and regular 'head bangers' included. Three Adamsons from Tigers (Grays) who along with Jim Holt (who is still competing here and on the Continent) travelled by coach suitably converted, all campaigning Tribsas (a popular mix). Peter Smith headed the 250s from John Ford - quite a battle(!) and Dave Nicoll all Greeves mounted ahead of Jim Aim's Norman. The five hundreds went to Jim Aim from C. Hoff of Ipswich (500 Goldie) and Jim Adamson third ahead of Dennis Dodd (350 Goldie). The senior race saw Peter Smith beating John Ford again! The junior allcomers saw Tony Challis 250 DOT, a Maldon Auto Club stalwart, come good from K. Coulson a Bury clubman, and P Mitchell of the host club taking third; 4th was John Pease. Peter Smith completed his hat-trick - what a performance - by leading home in the allcomers. John Ford was consistent! Great racing! Colin Snell then bested Dave Nicoll. This must have surely impressed the fans.

Picking up from last month's edition, Sunday 26th June 1966 saw Colchester (Castle) present their National grass meeting on the much acclaimed track at Aldham. All the stars and local 'wild cards' were present. The first final, the 250s resulted in Jack Hubbard winning from Norman Messenger and Clive Noy. The Sidecar final saw John Cork and Norman Bellamy (650 Triumph) beat Roy Woollard and Eddie Gipps with local ace Johnnie Bryant and Keith Whitmore chasing in their usual determined manner - good to see. Martin 'Spud' Tatum took the 350 final from Pete Randall and Tony Black. Randy Attwood of Braintree put in a class ride for 4th place. They were all on JAP engined machinery. Don Godden won the over 250 to 500 final with Pete Randall again second. Don then went on to win the 351-500 final from Tony Black with Jackie Sewell third. What a scrap. That was grassing at its best.



# EFA Championship 2006

	A	B	C	D	E	F	G	H	Total	Final Posn
<b>Pre Unit</b>										
Mark Fletcher	10	10	10	10	-	10	10	10	70	1st
Brian Fletcher	-	-	9	9	-	9	-	-	27	2nd
Trevor Baker	-	-	-	-	10	-	8	-	18	3rd
Sam Appleton	-	-	8	-	-	-	-	9	17	
Clive Dopson	-	-	-	-	-	-	9	-	9	
Jeff Fincham	-	-	-	8	-	-	-	-	8	
Alister McFarquhar	-	-	-	7	-	-	-	-	7	

## Unit

Colin Salder	10	-	7	10	8	-	9	10	54	1st
Alan Robinson	9	-	8	-	10	10	7	9	53	2nd
Peter Teager	8	-	6	10	7	-	8	8	47	3rd
Trevor Hill	-	-	9	-	9	-	10	-	28	
Mark Kemp	-	-	10	-	-	-	-	7	17	
Colin Rose	-	-	-	8	-	-	-	-	8	
Phill Smith	-	-	-	7	-	-	-	-	7	
Kevin Goldsmith	-	-	-	6	-	-	-	-	6	
Graham Andrews	-	-	-	5	-	-	-	-	5	

## Two Stroke

Graham Braybrook	-	-	10	10	10	10	10	9	59	1st
Mike Smith	9	9	-	8	-	9	9	8	52	2nd
Dave Spurgeon	10	10	-	10	-	-	-	10	40	3rd
John Beasley	-	-	-	7	-	8	-	-	15	
Colin Teager	8	-	-	-	-	-	-	-	8	
Roger Finch	-	-	-	-	-	-	-	7	7	
Jim Mason	-	-	-	6	-	-	-	-	6	
Kevin Teager	-	-	-	-	-	-	-	6	6	

A	Snaque Pit	8/01/06	E	Snaque Pit	17/09/06
B	Snaque Pit	12/02/06	F	Crab & Winkle	22/10/06
C	Roger Birch	12/03/06	G	26 <sup>th</sup> Thumpers	26/11/06
D	Chattisham	26/03/06	H	Boxford	10/12/06

**[www.austourism.org](http://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 I bring cutlery into Australia? (UK)

**A:** Why? Just use your fingers like we do.

# Machine Eligibility

In reply to Ian and Silvia Preedy's letter in the January trials and tribs.

Yes there are some extremely well developed trials bikes out there these days but I think it is too late to do anything about them now. Mainly because most bikes have a few trick bits on them somewhere and if you were to tighten up the rules I don't think there would be many riders and machines left in pre-65 trials.

I think that long travel suspension gives the most single gain to any competitor and the way sections seem to be set nowadays any 'standard set up' is at a big disadvantage. If you could set most sections out without too many undulations like, roots, steps, rocks and cross ruts etc. then quite possibly a rigid bike could be almost as good as a springer in the sections. Then it wouldn't be worth spending a fortune on long travel front and rear forks because they would be unnecessary.

Extremely lightened bikes especially in the pre unit class I think are the next most controversial feature. How can we continue to call them 'the heavy weights' when some are lighter than a C15?

Their lightness comes into force when you are footing in slippery conditions or have to accelerate a slope quickly due to a short run up. All the time your bike is moving forward in an old fashioned type of section then extreme lightness has no real effect over the standard weight machine, unless of course you are fighting old fashioned mud ruts. But we don't see much of long mud ruts nowadays do we?

A shortened wheelbase is a must whether you ride a trick bike or standard because if you didn't, with today's sections you would need rear wheel steering to get round. So far this has all been about setting sections to suit standard old-fashioned trials bikes. I think the problem started when the Pre-65 brigade came into existence as they rode the same sections as the moderns. So drastic mods were in order to keep pace with the others. Of course some developers will always go the extra mile or two to gain even more advantage.

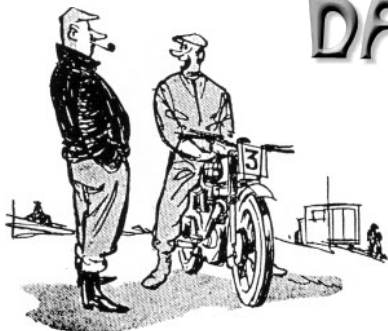
Once again modern sections will require a steepened steering angle so that you can change direction very quickly.

As for home made aluminium hubs etc. they are illegal anyway, but do they weigh less than the originals and do they stop more progressively? Scrutineers can see trick hubs but they can't see trick internals in front suspension. So why let those hubs in?

Japanese carbs and electronic ignition make an engine run really sweetly and are a big advantage. If I were to allow any trick bits it would be these items. Why? Have you ever seen the frustration and disappointment on a competitors face as he struggles to start a damned Villiers engine that was going the day before yesterday! He will load the bike back onto the trailer without riding a single section and go home totally miserable and that is not good for trials riders and the sport in general.

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# DABBERS DIARY



Back again! Like I said when there's som'it worth telling you I'll be here, OK.

Well I'm writing this on the 1st of February, sitting in the sunshine in my back garden in Thorington. If this is global warming, bring it on!

I managed to get a late entry in the Talmag this year after acquiring my latest Tiger, pictured in last months T&Ts, and I make no excuses for sending our editor another shot of this great old bike in action at the Talmag. The bike is a 1937 Triumph 250cc Tiger 70. It was much admired at the Talmag and for this I can take little credit as it was the creation of EFA member Roy Ayres and I was very lucky to be first in the queue to buy the machine as Roy had a lot of interest in it, I can say that I didn't hesitate a second when I saw the bike! Chatting to Roy was interesting, as we must have ridden together in the Southern Centre, back in the late 50s and early 60s. Roy was a Petersfield club member and my old club was the next one south in the village of Bishops Waltham. One of my road bikes during this period, while I was in the army, was a Triumph T70 which I always thought would make a great trials mount!

Back to the Talmag, those of you with internet access may be interested in a new website dedicated to classic trials and motocross photography, it is ctmx.net, and has been set up by Mike Meadows, the one from Shepton Mallet, who some of you will remember was the first editor of 'Classic Competition News', sadly no longer being published. He has a good selection of photos with around twenty from the Talmag that feature riders from the Eastern Centre.

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As for modern frames it is a very difficult one because some later standard bikes had all welded frames as opposed to the iron lugged jobs. Now a lugged frame is easy to spot as original but the all welded job isn't. Poor old scrutineer! But there again old welded frames could be rotting from the inside out and could pose a safety problem? The old lugged jobs are heavy and very thick so some rust will tend to lighten them a shade. Hopefully!

So what can we do then to reverse the situation? I suppose it's a bit like the wild uncontrollable youth of nowadays it's probably impossible to reverse matters. Could we slap an ASBO on all overly trick Pre-65 trials bikes? Only clerks of the course and other officials can answer that one I am afraid. What do others think?

*Dave Blanchard*



*Mick 'Tiger' Brown at the Talmag*

could not argue about the chap who he beat into second place on the special test.

John Merrett was riding a not over restored 500cc New Imperial. I was happy to finish 5th in this class losing 7marks on the first proper outing on this great old machine that is older than me!

Clive Dopson won the Tele-rigid class and Mark Kemp and Bob Chapman had to settle for second spot in the sidecar class with Alan and Kelly Hornsby third.

Finally a word of sympathy for Roger Gulliver, he was let down badly by faulty Joe Lucas equipment and the Millennium Triumph never left the car park. He was last seen leaving Sammy Millers van, muttering something about electronic systems!

As reported in TMX, most people thought that the event was more challenging than last year, but that did not stop three riders going clean on the hard route and two girder forked machines on the easier route. Len Hutty was one of the clean riders and he beat our own John Kendall on the special test to win the over 300cc springer class. Last year's winner, Essex boy, Roger Higgs had to settle for fifth spot in this class, but the family name was kept to the fore by his brother Gary winning the Clubman over 300cc class. A very good ride by our old friend Roy Ayres earned him third spot in this class; he lost just two marks on his 350 Bullet. The girder class winner, Ben Penny, had a clean ride on his 500cc Vincent Comet fitted with Girdraulic front forks that some folk think are an unfair advantage. I think it's still a big ungainly lump to ride, but you

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

Man who eat many prunes get good run for money.