

Editorial

Hasn't it been very wet of late! The doom mongers are putting all this down to global warming caused by us fossil fuel burners. I am very sceptical by nature, partly due to my job when I was gainfully employed but I do wonder what excuses were made for 'global warming' during earlier centuries - surely it could not have been due to Ryan Air or was it the prophet Elijah who went to heaven in the first space ship or could it even have been Moses who came down from Mount Sinai carrying the Ten Commandments on his Triumph? No, if one studies meteorological history, global warming is very cyclical. Funny also that the hole in the ozone layer suddenly appeared. Why? Because instruments were developed to study the ozone layer - previously there was no means of measuring the size of the hole. Now this all brings me on, in a roundabout way, to the forthcoming Roger Birch trial at Great Bromley. Our recent weather has made this event somewhat fraught - not from the section point of view but the parking. Please be aware when coming to Great Bromley that you may be car parked. This will be done for your benefit as well as the landowners and of course if you can double (or triple) up then this would be very advantageous - thank you from the club in advance.

I have included this month another tale or story about Roger Birch and written by our Presidente. There is no doubt that Roger was one of motorcycling's characters.

Mike Harden is organising one his Plonkers Trials at Snaque Pit on Sunday April 1st. This is an enter before the day event and an entry form

should be included with this copy of Trials & Tribs.

This is a motorcycle club with quite a lot of members - in fact this month I am producing 165 copies of Trials & Tribs for June to distribute and on top of that of course, are the complimentary copies that are distributed by myself. Now, amongst this vast number of people, some T&Ts are read by more than one person, surely there are some volunteers to assist with the running of events, namely Clerks of the Course and Secretaries of the Meeting. Many of those who have been doing the job have been doing it for donkeys years and some of them could in fact be called 'past their sell by date!' So, you younger members of our community, please give some thought to helping in running this club which is of course designed to give you regular sporting outings. We are not asking for you to give up your ride or anything like that, as both Clerks of the Course and Secretaries of the Meeting can ride in closed to club events and it is the closed to club events where we need most assistance. Think about it please, and talk to any member of the Revolutionary Council if you can offer some assistance.

March is here with us and by now you should have paid your membership for 2007 - further details are contained at the back of this magazine.

The machine specification saga won't go away! This past week's T+MX (Friday March 2) contains a very good letter/article on the subject - please endeavour to read it, it is on page 5.

I understand that one of our members contacted Tracey, almost insisting that I include this article in this issue of T+MX but with his name

Plonkers Trial

Snaque Pit, Belchamp, Nr. Sudbury. Grid Reference TL 826422

Sunday 1st April 2007

Start 11:00 am

A Trials for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks
Youths/Juniors • Twin Shock sidecars

attached as the author. Please be aware that items such as that are very likely to be copyright and we/I could be letting myself in for deep trouble were I to go along that path. Also I consider it to be indefensible to claim authorship for something that another person has written and I shall resist every attempt to comply with such requests.

The Talmag has been and gone and this month Dave Blanchard has given us a write-up of the event from his standpoint. On talking to Dave, he is in 'negotiation' with the organisers of the Talmag since one of his aims is to make it easier for our older competitors to ride lightweight machinery on the easier clubman route. It would appear to have been a bit of a lottery whether one has been allowed to so do - OK if you were a 35 year old Belgian but taboo for 80+ year old Bill Brooker without gaining special privileges.

Don't know whether the pub dog loves chilli but it certainly has a taste for crisps - watch your food!

I don't know if you watch Brainiac on Sky One, but they have a penchant for destroying both caravans and

microwave ovens. I guess that our Presidente shares their enjoyment! Whilst 'er indoors was away doing her niecely duties our hero, El P, was left in charge of the kitchen equipment and required to use it! Seems that the experiment of heating boil in the bag Kippers caused a muffled explosion heard over a wide area of Suffolk!

May I take this opportunity to congratulate all the winners of the annual trophies and also to congratulate the members who have been chosen to receive special awards for their lifetime of work for the sport - no names here 'cos I don't want them to know before Ted does the presentation - but suffice to say these gentlemen have put in, and are still putting in, a lot of work for the rest of us. Let us hope their example can rub off on a few more of our membership.

Don't forget, if you can write something for this magazine it will be made most welcome - don't worry about the grammar or spelling, that can be corrected painlessly.

Best wishes,

Jim

Secretarys Scribblings

Last month we told you about Brian Horrigan, our host for the Crab and Winkle Trial, who is going through a bad patch health-wise at the moment. Geoff Daw visited Brian in Hospital and unfortunately things aren't looking too good at the moment. Progress is a lot slower than was initially hoped. Brian is in Bay 2 of the Gainsborough Wing, Colchester General Hospital and would be pleased to see anyone who might be passing by that way.

The Pre-65 Moto-X Club Provisional Calendar includes a good sprinkling of events in Essex with the first one listed as being on 18th March at Marks Tey - summer's nearly here.

March is a busy month with the AGM on the 6th, the Roger Birch Memorial Trial at Great Bromley on the 11th and Chattisham on the 25th. With this in mind:

Can You Help ?



Your Club Needs You

As mentioned by Jim last month more volunteers are needed to act as Secretary of the Meeting and Clerk of the Course.

The EFA runs several trials over the winter months and if each one had a different Clerk of the Course and Secretary of the Meeting it would bring fresh ideas to the events and spread the load. If you need more info about what is involved have a word with Ted or me and we'll let you know what is required.

At the time of writing we don't have anyone confirmed as Secretary of the Meeting for Chattisham, hence the TBA but hopefully this will be clarified on Clubnite.

We do have a new member on the Committee. He joined us in February, he's got a lovely brown coat, brown eyes and goes by the name of Benson. He casually strolled up and got up on the seat next to Jim. He's also very inquisitive - he kept rummaging around in the bag which holds all the paperwork - in case you hadn't guessed, he's the pub dog!

We extend a very warm welcome to the Birch Family who have joined us to present the magnificent trophy which they have donated in memory of Roger. Many thanks for the trophy and for coming this evening

Heather



WHY IT'S IMPORTANT TO UNDERSTAND ENGLISH

When I got back from Spain last week, I had a bunch of Euros I needed to exchange, so I went to the currency exchange window at the local bank. Short queue, just one guy in front of me...an Asian who was trying to exchange yen for sterling and he was a little irritated!

He asked the teller, "Why it change?"

"Yestoday, I get two huna pound fo yen. "

"Today I get huna eighty. Why it change?"

The teller shrugged her shoulders and said, "Fluctuations".

The Asian guy says, "Fluc you white people too"!

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

How sad that the thorny old subject of machine eligibility is raising it's head once again (Ian & Sylvia's letter and Dave Blanchard's response in recent T&Ts). What I don't understand is why folk want to do what amounts to cheating, just so they can possibly finish a little higher up the field. This is only pre-65 for goodness sake - a formula which was originally devised to stop old bikes just rotting away in the back of a shed somewhere, and to give the old boys who used to ride them the chance to realistically delay hanging up their riding boots. The fact that the formula has been a great success and is even preferred by a growing number of younger riders to "modern" trials shouldn't really have changed anything. The formula has widened from it's origins now that under 300s, units and two strokes are included so there is no need to make a 500 super light by using post 65 components - you can always ride a Bantam! The only area I have some sympathy with is in the ignition department as coils and the like degrade and can't be replaced. What really surprises me is the use of modern carburettors - I even spotted a nice old '48 rigid Ajay at last

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The Three Little Pigs

Three Little Pigs went out to dinner one night. The waiter came and took their drink order.

"I would like a Sprite," said the first little piggy.

"I would like a Coke," said the second little piggy.

"I want beer, lots and lots of beer," said the third little piggy.

The drinks were brought out and the waiter took their orders for dinner.

"I want a nice big steak," said the first piggy.

"I would like the salad plate," said the second piggy.

"I want beer, lots and lots of beer," said the third little piggy.

The meals were brought out and a while later the waiter approached the table and asked if the piggies would like any dessert.

"I want a banana split," said the first piggy.

"I want a cheesecake," said the second piggy.

"I want beer, lots and lots of beer," exclaimed the third little piggy.

"Pardon me for asking," said the waiter to the third little piggy, "But why have you only ordered beer all evening?"

You're gonna LOVE me for this....

Turn over the page for the punch line!



The third piggy says - "Well, somebody has to go 'Wee, wee, wee, all the way home!

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year's Arbuthnot fitted with a Mikuni! What's that all about! I hated the Mikuni fitted to an Ossa I had in the 70s - far inferior to the Amal Concentrics fitted to the Bultacos which had preceded it. When I was preparing my Arbuthnot mount I must confess I considered fitting a Concentric (shock, horror, probe!) but couldn't bring myself to do it. I'm glad I didn't as the standard Amal 276 performs perfectly well and parts are still plentiful. At the end of the day (as they say) does it really matter? It is after all only pre-65 and as long as each individual enjoys him- or herself then that's what it's all about, isn't it?

However, enough of all that - back to a time when such gamesmanship was unheard of and the nearest to "cheating" anyone came was when a certain Eastern Centre rider - who may well read this worthy journal - would try and claim a dab when everyone had seen him foot half a dozen times. He did it so consistently that it became a bit of a joke and I don't think any observers fell for it. I well remember one occasion in a Chelmsford trial at Broomfield pits when this rider had just crested a steep climb out of a section. Riding through the ends cards he looked back over his shoulder to shout out his customary "One?" to the observer, oblivious to the fact that he was heading straight for an even steeper drop. Give him credit where it's due, he did manage to hang on as he hurtled vertically downwards but his face was a picture and boy did we laugh!

I've probably gone as far as I can go with my recollections of trials in the Chelmsford Club in the sixties and seventies - I wonder if someone else will contribute memories of their club. You never know! At least I know that some of you actually read this stuff as I've had a few encouraging comments.

It's perhaps a little strange that with so many riders waving the CADAC banner in those days so few are still around today. There are some, though, and at the risk of missing anyone out I'll mention a few. Norman Blakemore, when he first came down to Essex from Brummie land, joined the club, and although he'd been a sidecar man it was on a solo Bultaco that he flew the club flag for many a season before becoming one of the initial aces of the pre-65 scene on a C15. Current rider of a C15 from the Blakemore stable, Peter Sigournay also began with the Chelmsford club when, as a fresh faced teenager,

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

"We know that communication is a problem, but the company is not going to discuss it with the employees."

(Switching supervisor, AT&T Long Lines Division)

NEW FDA TEST

Yesterday, scientists for the US Federal Drugs Agency suggested that men should take a look at their beer consumption, considering the results of a recent analysis that revealed the presence of female hormones in beer. The theory is that drinking beer makes men turn into women.

To test the finding, 100 men were fed 6 pints of beer each. It was then observed that 100% of the men gained weight, talked excessively without making sense, became overly emotional, couldn't drive, failed to think rationally, argued over nothing, and refused to apologize when wrong.

No further testing is planned.

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he struggled with the vagaries of an unreliable Greeves Anglian. Schoolboys were allowed to compete in Club trials and it was in Chelmsford Club trials that a young Mark Kemp began his trials riding on one of the popular 125 Montesas. Many found the "baby" Mont an ideal bike for their needs, among them your very own Editor, Jim. But did you know that Jim had also had a little dabble a season or two earlier on a Dot fitted with his own design of transistorised ignition? Sadly, it wasn't terribly successful but it was a brave attempt and although we didn't know it at the time, a forerunner of what was to come.

One other name I can't ignore is, of course, the Leaping Midget - or John Ruth, to you lot. John began in Chelmsford Club trials aboard a 250 Sprite on which he seemed to do a lot of leaping around in every direction other than where he should have been - hence the nickname! Another convert to a 125 Mont and thereafter a Bultaco the leaping gradually became less, until, of course he switched to Vintage Road Racing - but that's another story which I'm sure we'd all enjoy reading, so how about it John?

See you around

Dick Hobart

BUMPER STICKERS

Women who seek to be equal to men lack ambition.

Talmag Trophy Trial 2007

Held on Sunday the 28th January at the regular and much favoured Hungry Hill venue. On the day we were blessed with the 'previously ordered' and typical 'Talmag type sunshine' for the morning stint. But in the afternoon the sunshine disappeared and the temperature dropped a fair bit, which must have chilled the observers right through to their bones.

Two big differences were obvious this year and those were the special test and the Hungry Hill climb.

Firstly the special test was in a different area and I thought it was far more suitable than the last few years. It was free of any large flints or rocks that could do damage to bike and rider in the event of an off. It was laid out on slightly undulating ground with sandy turns and a little gravel bend to finish the circuit, just before the braking area and stop box. I thought this new special test course had been well thought out with the emphasis on good fun and safety, so well done to the organisers!

Hungry Hill was the same as usual for the easy route, except near the top where it turned left and then right to avoid those very old tree roots. This gave a much smoother exit than normal. Several, 'once a year riders' who have never cleaned Hungry Hill, must have gone home with a big smile on their faces. Another success I think! The harder route was a little different and the riders had to ride along the left side banking of the usual gully. It looked a little tough to me but it did give the ground a rest in the most eroded area.



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Help is at hand

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Microwave Man

Microwave Man is a wholly owned subsidiary of

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ON EARTH AS IT IS IN HEAVEN

One day, there was a catastrophic event that caused all living creatures on Earth to die. To sort things out, everyone went to heaven.

God came and said, "I want the men to form two lines. One line for the men who ruled their women on Earth and the other line for the men who were ruled by their women. Also, I want all the women to go with St. Peter."

With that said and done, the next time God looked, the women were gone and there were two lines. The line of men who were ruled by their women was 1,000 miles long, and in the line of men who ruled their women, there was only one man. God became angry and said, "You men should be ashamed of yourselves. I created you in my image and you were all whipped by your mates. Look at the only one of my sons who stood up and made me proud. Learn from him!"

Tell them, my son, how did you manage to be the only one in this line?"

The man replied, "I don't know, my wife told me to stand here."



Not only did the spectators have fun watching the bikes performing around the special test course, they also had great pleasure watching the Land Rover (that was in attendance) having a go. It is a credit to the driver that he managed a time of 32.77 seconds! Although not as quick as the bikes it added to the atmosphere and was enjoyed by all.

I think rider numbers were a little down on previous years but I am sure the Talmag Club will be reviewing the classes with the intention of giving a boost to the entry numbers for the next Talmag Trophy Trial in January 2008.

In the Girder fork class, I was impressed by John Merrett on his 500cc New Imperial. John won this class last year just before emigrating to Canada. This year he was back to defend his title but was beaten by Ben Penny on the Vincent in the special test. Both riders had clean scores!

Premier in the chariot class went to Mark Hancock (Triumph) and passenger Aron Jacobs with 11 marks lost.

The unit construction class win went to K.Nolan riding a BSA C15 on a clean score.

Over 300cc tele rigid machines was a battle between Clive Dopson on his Norton single and Steve Scott, Triumph twin. Clive was the victor on 10 lost with Steve just 2 more.

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USEFUL CONVERSIONS . . .

For those who thought the hardest part of Physics was the constant conversion from feet and inches to the metric system, including all its Newtons, Joules, and Watts, here is an example of another useful conversion:

Ratio of an igloo's circumference to its diameter -

Eskimo Pi

Pregnant Blonde

A blonde walked up to the information desk in a hospital and asked to see the "upturn".

"I think you mean the 'intern' don't you?" asked the nurse on duty.

"Yes," said the girl. "I want to have a contamination."

"You mean 'examination'," the nurse corrected her.

"Well I want to go to the fraternity ward, anyway."

"I'm sure you mean the maternity ward." To which the girl replied: "Upturn, intern; contamination, examination; fraternity, maternity... What's the difference? All I know is I haven't demonstrated in two months and I think I'm stagnant."



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Rear Sprung pre unit winner was Len Hutty Matchless, on clean. He was matched in the sections by John Kendall on his usual Triumph Twin but John was a little slower on the special test.

The fun riding clubman class with its wide variety of eligible bikes was also a close run affair, with Gary Higgs AJS 350, beating G.Jones Ariel HT3 in the special test. Both riders had lost 1 point each.

One class that was missing from the results sheet this year was the oldest combined age of rider and machine. I think this needs reintroducing because it is a great incentive to the more mature enthusiast to turn up, ride, and finish the trial.

Another Talmag has now passed and it was a great success as always! Hopefully the club can organise the sunshine for the whole day next year? Many thanks Talmag members and helpers!

Dave Blanchard

www.dot-motorcycle-club.co.uk

The name gives away what it is about.

We have 165 members worldwide in the DOT Motorcycle Club with a fair number here in Essex, where I live.

The main contact point is the DOT factory in Manchester. YES it is still there, making spares

Mark Gooding

dotclub@freenetname.co.uk

This and That!!

Continuing my nostalgic ramble through '66 we arrive at Edwins Hall Farm, Woodham Ferrers, on Sunday 21st August. This was in the final Scramble meeting for Chelmsford Auto members for the year. The late Kath Smith was the very efficient secretary of the meeting with her husband Ron acting as clerk of the course having recently retired from 'on track' action. Their two daughters, Heather and Hazel, went on to marry scramblers - Don Gibbons and John Vallis - and are still happily married! Ron appeared at Marks Tey in '05 to view the current pre-65 scene. John Millward, the ACU steward, was a retired grass track sidecar racer with his wife in the chair - one of the last to campaign a fore and aft 600 cc Douglas (this will not mean anything to you youngsters!). Secretary Ken Harrison was club steward with Roland Steele whilst Joe Adie, proprietor of Brockley Road Body Works was machine examiner. Robin "Joe" Church (grass tracker) made sure they got out of the paddock in time. A very efficient team to control the 173 solos, yes 173, and 12 sidecar crews.

Thirty six club members lined up for the six lap Club Handicap Club race which started the meeting. Following a 25 second handicap, Peter Smith riding Derek Cornell's 250 Bultaco Metisse, took the flag - was he motoring! Richard Hughes (250 Greeves) wasn't far away whilst 'wild man' Ken Dodd (KDS) a Tribsa special, muscled into third. Ken still functions as an electrician working out of Ford End. Gordon Turner did well to retain his 4th place on his TriCot. This gent does sterling service together with his wife with the Essex Marshal's Club regularly observing at trials and marshalling at motocross events. "Squeak" Grimwade got a BSA Victor into fifth - currently "Squeak" is hustling a pair of CZs in the pre-65 scene some 40 years on!. Other locals in the field: Dick Hobart on the late Jim Jameson AJS; the late John Parker - father of Stephen; Roger Barker who still is a force to be reckoned with on the go-kart scene!; Robbie Page was midfield on a 500 Matchless - he still has a couple but these are sedate roadsters now; Mike Meadows then Greeves mounted is now a green laner on KTM; Alan Orrin also Greeves mounted still resides in Danbury; and just down the road in Woodham Ferrers resides Tony Allen who had two bikes entered - he was the CDAC treasurer!!

With that exciting initial event done, it was on with the 250 heats and the sidecar heats, followed by the eight lapper 250 final. Freddie Mayes chased by Peter Smith, John Pease, and Norman Messenger - what consistent competitors this quartet were through the mid-Sixties. Fantastic viewing! Bob Sadler beat Bob Norman in the first sidecar final - regrettably no passengers were listed - I'm sure they had some!

The allcomers final saw Jim Aim on target again riding his 500 Kirby Metisse. Sponsor Tom Kirby had a successful motorcycle business in Hornchurch and a good eye for talent both off road and road racing. John Pease got in front of Pete Smith, Ken Dodd excelled and took a great 4th ahead of Freddie Mayes - again a cracking spectacle!!

The second sidecar outing was a straight race as a result of machine mortality. Peter Westbrook took this from Dave Treleaven followed by Mike Holloway.

Jim Aim aced up the next allcomers from Freddie Mayes whilst John Louis got in on the act with Ken Dodd becoming Mr Consistent - local boy made good!!

Regrettably the result recorder broke his pencil so there are no further results.

The following Bank Holiday Monday, 29th August, the Ipswich Motorcycle and Light Car Club presented their initial national Scramble at Hintlesham Park - this to replace the lost Shrubland Park venue. The entry included everyone that mattered. On the day Dave Bickers and Vic Eastwood both non-started but this didn't deter the remaining aces from a free for all!! Chris Horsfield took the 250 Moto from "Badger" Goss and Little Clacton market gardener, Norman Messenger, excelled and took his place on the podium (in today's speak)!! The late Mick Baird, a Halstead club stalwart, had a result with sixth place on his DOT. The up to 750 cc motocross went to East Anglian star Freddie Mayes with Jim Aim in close attendance. The 12 lapper Hintlesham Grand National saw Chris Horsfield and "Badger" Goss hounded by Peter Hole from Earith and our own Freddie Mayes. Was Hintlesham Park to become a regular venue? - pass. This was of the period when the big two strokes were



"Do me a favor, next time you email me stating how much you love me, don't cc it to 15 other women."

making all the running but the light weight four-strokes were still able to compete in determined hands. Interesting!!

On to the grass when on September 10th ESSA had a meeting at Langford Water Works. Jim Jameson (CDAC) had recovered his 350 AJS from Dick Hobart and had a blast on this and another on his HS Ariel. Riding passenger with Mick Merrick (500 JAP sidecar) was Reg Everett who went on to successfully road race a Greeves from which the Silverstone was spawned. Though only open to centre, several National runners from afar were present - sadly many of them are no longer with us. A character, one Fred "Oily" Wells won the 250 from Brian Horrigan, both on Tiger Cubs (they must have been bored to the limit)!! Dave Nourish won the first sidecar final, again no passenger although second man Norman Bailey had Eric Ailing helping! Third place went to Derek Yorke and George Mason on the faithful duck-egg blue Rudge JAP. Jackie Sewell won the 350s from Arthur Stuffins who went on to win the 500 final positively and stylishly from a determined Jackie Sewell both from Lincolnshire and behind them was Colin Johnson of the Diss club. Derek Yorke won the second chair final beating Norman Bailey and Dave Nourish in his very determined but always very fair riding - no stock-car driving! Now, the allcomers final and a line up of aces. Very impressive was the way Arthur Stuffins made the gate and the race his own, the kidney shaped circuit around the electricity pylons suiting the King of the show grounds! Jackie Sewell wasn't far behind but he was and in 4th place was in Dave Nourish still JAP mounted but with no sidecar attached!!

To complete an all action meeting the solo invitation result was the same as the allcomers. One can only admire these racers and it was good to have been there and having not made the finals I had time to respect and appreciate!! If only this could be replicated today!!

All the best

Pedro E

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: Please send a list of all doctors in Australia who can dispense rattlesnake serum. (USA)

A: Rattlesnakes live in A-meri-ca which is where YOU come from. All Australian snakes are perfectly harmless, can be safely handled and make good pets. (yes right!!)

A Birch in the Pass is worth a Hood in the Bush

Our story takes place in Scotland several years ago. We were staying in the West Highlands for the Scottish Six Day Trial. There was quite a big group of us staying at various locations around the Ballachulish area. The main people involved in this story are Roger Birch aka Abrasive and another prominent EFA member, Eddy Hood.

It was a special year for Eddy as he was going to ride in the Pre 65 Classic Trial on his Royal Enfield Bullet. Anyone who has seen some of the sections in this trial knows that it is not a thing to be undertaken by the faint hearted and that even to get an entry is an achievement in itself! Each evening we would all try to meet up at a local hotel, some of those present were Norman (Pompous) Blakemore, Richard Percival, Ray and Mark Gibb, Brian Coomer, Roger Eddy Sylvia and myself. Sometimes a few other E.F.A members would make the gathering up about twenty people and as you can imagine as the evening wore on and the beer flowed it sometimes got very noisy and a lot of good humoured mockery of one sort or another took place.

On the day of the Classic Trial we got up early to ride the ten miles to a section called Pipeline. We had arranged the night before that we would spectate there so that we could watch Eddy in action and spur him on verbally. For those of you who have not seen the Pipeline section it is a long rocky gully stretching up the mountainside for about 200 to 300 yards. It can be dry as a bone or if the weather has been very wet it will have some running water. Most riders will dismount just before the start of the section and dutifully walk or scramble up it checking for the pitfalls that will give them marks as they go. The only problem with this is that as it takes some time to do by the time they have got back down to their bikes several other riders would have attempted it and the whole thing would have changed as the rocks have been dislodged from their previous resting place, and as that happens no two rides of the section are the same. It's a great one to watch.

We all sat at the bottom of the section awaiting Eddy's arrival. When he did turn up he parked his bike and went to look at the section. We could hear him chatting to various people and riders on his way up and noted how nice it was to hear a Suffolk accent for a change amongst all the Scottish and Northern ones. On his return he was given various tips and suggestions as to how to tackle the section and sent off with an enthusiastic EFA "Go on Edd!" He revved the engine and put it into second gear and roared off into the section. Unfortunately just a few yards into the section Eddy's front wheel hit a large rock that caused his bike to change direction violently to the right so that bike, rider and riders dignity ploughed headfirst into a rather large bush! After a moment or two Eddy emerged from said bush battered but not beaten and went on to finish the event.

An achievement in itself. So for the next couple of evenings Eddy told us all of his experiences during the trial and how he had got on in the other sections. He was, and rightly so, proud of all that he had done.

Two days later Ray and Mark along with some other Woodbridge club lads asked Norman, Brian and myself if we would like to go and ride the Corrieyairack Pass with them, we all agreed and Roger said "Don't leave me out I'll come too". We then started to explain to him that we all had trials type bikes and that his standard road B40 was not really suitable. The Corrieyairack is the highest navigable track in Great Britain. Whoever called it a track must have had a very warped sense of humour. To my mind its more like a horizontal Pipeline (the section) with snow at the top and that carries on for a gruelling 17 miles. No-one in their right mind would ride it for fun, which says a lot for the sort of people we mix with!! We told Roger yet again that it would be hard enough for those of us with bikes meant for the that sort of thing but he was asking a lot of himself and his bike if he was going to attempt it on his B40. There would be rocks, rivers and snow to contend with on the top of the Pass. Talking to the wall would have had more effect, he was on his bike and ready to go!!

It took about one and a half hours to get to the Corrieyairack Pass from our digs so when we did arrive we stopped for Roger to have a cup of tea and a bag to prepare himself for the rough ride ahead. As we rode along the track Roger was going quite slowly and doing well until about 8 miles into the journey when we started to climb and ran into snow and it took a lot of brute force and grim determination to get to the halfway point once there this being the highest point of the Pass with lots of snow all around it was time to take photos and for Roger

Help the frogs

A scientist, studying the breeding habits of frogs in a Brazilian swamp is puzzled. The frog population is dwindling, although the males look healthy enough.

After a week of research, he realises that something in the water is preventing the frogs from staying together long enough to copulate, as if it was too oily or something. He goes back to his camp laboratory and, with his assistant, concocts a potion which he puts into a large aquarium, together with a few frogs from the swamp.

They're at it for another week before stumbling upon the right combination:

some algae extract, chemicals of some sort and a pinch of salt.

As they watch the frogs happily reproducing, the scientist says to his assistant:

"Well I'll be buggered! Who would have guessed? They need monosodium glue to mate!"



Hi,

Club subs are now due, prices as follows:

Basic membership inc T&T	£10.00
Membership + Gazettes	£17.50
Youth Membership	£3.00

You can renew by post, but please remember to get the envelope properly priced at the post office if you are sending envelopes for mags. to me.

June

Membership Sec.

to have a cuppa and a puff! After our break we set off again. Only another 9 miles but still just as vicious as the previous 8 miles we had just completed, rocky and winding and very wet in places. When we finally reached the tarmac road at the end of the Pass Roger was absolutely exhausted but also extremely delighted to have fulfilled a dream to have ridden the Cariatric!! But what made this achievement even more fantastic was that he had done it on his standard B40 road bike!!!

That evening we all met up for our evening meal and as usual we were somewhat noisy and spoke at length about the days ride over the Corrieyairack and Rogers achievement on his road going B40 BSA. Dinner being over we all adjourned into the bar and met up with Eddy and some of his friends around a large table. Eddy was still vocalising about riding the classic trial and his experiences and during a quiet moment Roger just dropped into the conversation that he had ridden the Corrieyairack that day. "Whats that?" asked Eddy. "A rough track about 17 miles long" said Roger. "Oh you've been for a little ride then ." said Eddy. Picture if you can Rogers reaction to this - Red faced , wild eyed, flared nostrils and steam coming out of both ears he leapt to his feet and roared at Eddy across the table **"Compared to what I achieved today your bloody trial was like a poofers tea-party!!"**

When it had been explained to Eddy exactly what the Corrieyairack was like and Brian, yet again had in his usual capacity of Rogers minder, smoothed down most of his ruffled feathers after a while things were back to normal and we all drank to the success of the day - Roger on his B40.

Yet another story from yet another brilliant holiday in Scotland..

Ian & Sylvia Preedy

End Thought . . .

My Dad used to say 'always fight fire with fire', which is probably why he got thrown out of the fire brigade.