

Editorial

The weather has been shining on the club for our events during March. However, we were lucky that Mick Brown was able to negotiate with the farmer at Great Bromley for the use of additional land for the car parking. OK, so it wasn't the most ideal in the way of access but was more than adequate once the 'soft going' on the way to the field had been traversed. Altogether a very good day out and I believe it to have been enjoyed by most if not all. There were several riders at the end who complimented the club on the trial. I have also included a short video of what I was able to see of the trial on the club's web site - more details from Tracey about this later in this newsletter.

The AGM took place at our March clubnite and was attended by a good gathering of our members and friends. We still don't know the reason for the large turn out which occurs each year for the AGM - could it be to hear Ted, to pay the subs or could it be the 'free' food - surely not the last named option!

It was most pleasant to welcome Roger Birch's daughters to the AGM

where they presented the Roger Birch Trophy to Mark Fletcher, the first recipient.

The club is proud to be able to bestow life membership on two of its, and off-road motorcycling's, stalwarts, namely Peter Eaves and Bob Drane.

I have received a very interesting article from Mark Wilson describing his and Garry Plummer's escapades in the MCC Exeter Trial which took place at the beginning of January. This is being held over until next month's issue where I hope to be able to give it the presentation it deserves. I am sure you will enjoy Mark's experiences etc - they are very brave if not even foolhardy as far as I am concerned!

The MPs are at it again in the House of Commons. As those of you who are subscribers/readers of the motorcycle press will be aware, there is, what appears to be a concerted attempt by members of all political parties to make all motor sport (as we know it today) illegal within the British Isles! Seemingly the Liberal Party have made this an official policy whilst the other main parties are simply backing the proposed legislation. There is no doubt that all our MPs need to be made aware of our thoughts and feelings but as yet I have not been able

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 | | | | |

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sole concessionaires for EFA regalia

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The April Plonkatound

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

Saturday 21st April 2007

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

to locate a suitable letter format for us to use. I feel sure that the ACU and MSA, who are working hard on the case, will come up with something in time for inclusion in the May Newsletter - but don't let me stop you from writing a preliminary letter to your MP.

Looks like the Eastern Centre ACU together with its President, have got the knives out for our club once again. This long running saga of hatred towards the EFA (because of its success, member numbers and well supported events) is getting beyond a joke and we must hope that the new Centre Chairman, David Smith, together with our club members in high places, can make the Centre see sense or is that too much to hope for?

Mick Brown has contributed an item regarding the forthcoming 'do' at the Leonard Cheshire home at Greatt Bromley. I can confirm that we WILL be graced with the 'presence' of a Spitfire (no, not one of the Triumph or BSA variety) according to 'its' website diary.

Mick Brown has supplied an interesting photo of the 'works' Fanny

B which was campaigned by Olga Kevelos in the mid 50s. Works machinery in those days was not very sophisticated. My first association with 'works' machinery was also a Fanny B - I had the privilege of working for Arthur Shutt (the first (non Scott) two stroke winner of the Scott Trial) whilst I was a trainee working for the Ministry of Aviation.

According to the Sunday Telegraph DEFRA have introduced a regulation regarding the removal of mud from ditches. Seems that any mud removed must be deposited at least two metres from the ditch. I jest not! Looks as if we shall have to give a five to anyone who does not create a large enough rooster tail when going through a ditch!

Next month sees an early closing date for material - try to get it to me by the 10th if you can. I shall be unable to work on the T&T between the 13th and 29th of the month. Thanks.

Best wishes,

Jim

Secretarys Scribblings

Our March trials were both blessed with wonderful sunshine and were well supported.

Thanks to everyone who helped at these events especially Mick Brown for his work behind the scenes to secure car parking for the Roger Birch Trial.

You can tell it's summertime now 'cos the speedway and scrambles have started and it's turned freezing cold again!

Hopefully this will have improved by 29th April when we hope to run the trial we had to cancel on 11th February at Snaque Pit. The permit has been applied for and entry forms are included in the middle of your newsletter.



Following our request for more help in last months newsletter we must thank Pete Sigournay, Tim Bradshaw and Heather Andrews for volunteering to act as Secretaries of the Meetings, it's much appreciated.

The Pre-65 Moto-X Club visit the picturesque track at Maylandsea for the first time this year on Sunday 8th April. High tide is at 4.30pm so if you're fed up with watching the bikes you can see if there are any boats about.

Looking ahead to May, we've the first Tim's Tour on Saturday 12th. More info from the Management can be found elsewhere amongst these pages



Chris Bater has asked that we let you know about this years Weeting Steam Engine Rally and Country Show. It takes place over the weekend of 21st/22nd July. If you want to know more give Chris a ring on 01473 622550.

He'd also like to hear from you if you have a bike for the display so it can be included in the programme.

Found in our Parish Mag:

Out of the Mouths of Babes

As my five year old son and I were heading to McDonalds one day, we passed a car accident. Usually when we see something terrible like that, we say a prayer for those who might be hurt, so I pointed and said to my son, "we should pray". From the back seat I heard his earnest request, "please God, don't let those cars block the entrance to McDonalds . . ."

Have a great Easter

Heather



A BED NEAR THE WINDOW

During a visit to the mental asylum, a visitor asked the Director what the criterion was that defined whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No," said the Director. "A normal person would pull the plug. Would you care for a bed near the window?"



Important - 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 to ensure inclusion.

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.



ROGER BIRCH TRIAL - VIDEOS

At the Roger Birch Trial, some of you may remember seeing Jim at Section 11 with our camcorder. Well, he did a sterling job but unfortunately he was not up to moving to other sections. Nevertheless, he did take over nine minutes of video. The good news is that this video is now available for all to see - if you have a computer.

Yes, we have found a way of streaming video to your desktop although you must be online to see it. Not satisfied with that though, we have also made the video available for anyone wishing to download it. However, please be aware that it is a very large download of between 63.8 and 81.5Mb depending on the version you require. As a result, downloading is really advised only for those with broadband.

Due to the format of the video (DivX), if you wish to watch it on your computer you will need to install a player specific to that format. Please rest assured though, there is no problem with the player needed as both Jim and I have had it installed on our PCs for many years. Probably the best way to install the player is to just go to the web page where the video can be accessed and simply click to watch the video. This will then check your PC to see if you have the player installed and if you haven't, it will prompt you to install it. However, this will likely cause Internet Explorer to bring up a bar about Active X but just follow the instructions to allow ActiveX and you will be guided through the procedure to download and install the necessary player. Following this, you should be able to watch the video. We know this works as we asked Roy Bannister to go through the process and he had no problems.

The player you will need is the DivX Web Player and for those of you who know nothing about DivX, it is a format which compresses video to about 25% of its original size thus making it possible to put onto a website. Although still large, it is still much more preferable than putting something four times larger on the internet. DivX produces video which is very watchable with no noticeable deterioration in the quality of the picture. It is highly recommended that you give it a try.

DivX also has one other advantage in that once you have it on your PC you can burn it to a DVD or CD and play it on many (but not all) domestic DVD

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: Will I be able to speak English most places I go? (USA)

A: Yes, but you'll have to learn it first

players. Before burning a DVD/CD though, please check your instruction manual to see if it will play DivX files. We have two DVD players and one DVD recorder that all play DivX files.

Even this, however, is not enough. As I write this item, I am uploading another large file but this time something that can be streamed and watched using Windows Media Player (WMP), a program that every Windows PC will normally have installed, this time the format is a .WMV file. To watch this video just click on the file and WMP will open and start playing the video. One thing you should be aware of though is that the size of picture as well as the quality of the picture is somewhat reduced compared to the DivX (broadband) version and to the best of our knowledge there are no DVD players available that will play such files. Therefore you can ONLY watch .WMV films on your computer.

If you would like to try watching the video, then go to www.thumpers.org.uk and click on the Roger Birch link on the left. The resultant page has links for both watching and downloading the video. You will also find there are links for both dial-up and broadband since the relevant file and picture sizes are somewhat less for dial-up due to the reduced rate of download. If you wish to download a DivX file just click on the appropriate download link. However, if you wish to download the WMV file you will need to right click the relevant link and select "Save Target As..." from the resulting menu. From there it should be the same as downloading a DivX file.

Please note that the video is best viewed with a screen resolution of at least 800x600. Once loaded, you also have control over the sound level as well as the position of the picture time-wise (simply drag the left hand slider for video position and right hand slider for audio volume). You can also start, stop and pause the video as necessary. With any link, if you wish to view the picture at full screen, then once the video is playing, a double-click on the picture with your mouse will open the picture to full screen. However, be aware that the WMV option does not provide as good a quality of picture as the broadband DivX; the Dial Up version is NOT recommended for viewing at full screen resolution.

If anyone tries to watch the video but has problems with installing the required program they are welcome to give us a call and we will try to help them over the phone but please bare in mind that we may not necessarily succeed in our endeavours. Nevertheless, we will try. Our number is 01245 466815.

Tracey

Note: *The DivX Web Player will ONLY work with Windows 2000 or XP or on the Mac with Mac OS X 10.2 or later. The distributors of the DivX Web Player are still working to get a Vista version sorted. Believe me we've tried on our Notebook but there is just no way to do it. We'll keep an eye on the situation and keep you informed. Visitors who are still using Windows 98 will definitely NOT be able to use the player. Sorry.*

Vampire bat



A vampire bat came flapping in from the night covered in fresh blood and parked himself on the roof of the cave to get some sleep.

Pretty soon all the other bats smelled the blood and began hassling him about where he got it.

He told them to go away and let him get some sleep but they persisted until finally he gave in.

"OK, follow me" he said and flew out of the cave with hundreds of bats behind him.

Down through the valley they went, across a river and into a forest full of trees.

Finally he slowed down and all the other bats excitedly milled around him.

"Now, do you see that tree over there?" he asked.

"Yes, Yes, Yes!" the bats all screamed in a frenzy.

"Good" said the bat, "Because I sure as hell didn't!"



Mark Fletcher receiving the Roger Birch Trophy from Roger's daughters at the AGM

BUMPER STICKERS

Good Girls Go To Heaven, Bad Girls Go Everywhere.



| No. | Name | Machine | Section No. | | | | | | | | | | Total | |
|------------|------------------|-------------------|-------------|------|------|------|------|------|------|------|------|------|-------|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total | |
| HARD ROUTE | | | | | | | | | | | | | | |
| Pre Unit | | | | | | | | | | | | | | |
| 65 | Mark Fletcher | 500 Royal Enfield | 1000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0001 | 0000 | 2 | |
| Unit | | | | | | | | | | | | | | |
| 72 | Colin Sadler | 199 Triumph | 3101 | 0001 | 0000 | 0000 | 0000 | 0000 | 0001 | 0053 | 1235 | 1000 | 0000 | 27 |
| 64 | Gordon Blackburn | 350 Triumph | 5200 | 0000 | 0010 | 1001 | 0300 | 0000 | 3213 | 5200 | 0000 | 0100 | 30 | |
| 67 | Peter Teager | 250 BSA | 5110 | 0000 | 0010 | 0000 | 0010 | 0000 | 1530 | 0050 | 5000 | 2010 | 31 | |
| 20 | Alan Robinson | 350 BSA | 5200 | 1000 | 2000 | 1010 | 5500 | 0002 | 0200 | 5100 | 1100 | 3000 | 37 | |
| 2 Stroke | | | | | | | | | | | | | | |
| 42 | Dave Spurgeon | 246 Greeves | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 1000 | 0000 | 0000 | 0000 | 1 | |
| 41 | John Kendall | 250 Greeves | 0000 | 0000 | 0000 | 0000 | 0000 | 0003 | 0000 | 0000 | 0000 | 0000 | 3 | |
| 76 | Mike Smith | 250 Greeves | 0000 | 1010 | 0000 | 0000 | 0100 | 0000 | 3300 | 0031 | 0000 | 0000 | 13 | |
| 44 | Graham Braybrook | 196 BSA | 5101 | 1000 | 0000 | 0000 | 0000 | 0000 | 3000 | 2000 | 0100 | 0000 | 14 | |
| 45 | Paul Towns | 250 Greeves | 0000 | 5000 | 0000 | 0000 | 1100 | 0001 | 1200 | 0200 | 1010 | 0000 | 15 | |
| 61 | Roger Finch | 246 Sprite | 5500 | 1000 | 0000 | 0000 | 0000 | 0010 | 0332 | 0300 | 1000 | 1000 | 25 | |
| 28 | Graham Andrews | 197 James | 3111 | 3505 | 5550 | 5001 | 5110 | 1253 | 5535 | 2533 | 3022 | 3310 | 103 | |

Provisional Results

[illegible]

| Unit | | | | | | | | | | | | | | | | |
|------|--------------------|-------------|------|------|------|------|------|------|------|------|------|------|------|---|--|--|
| 24 | John Phillips | 350 Triumph | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0001 | 0100 | 1000 | 8 | | |
| 17 | Chris Byford-Smith | 199 Triumph | 0011 | 0100 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 2000 | 0111 | 1000 | 9 | | |
| 47 | Colin Rose | 199 Triumph | 2002 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 1000 | 1201 | 9 | | |
| 31 | John Carter | 250 BSA | 2000 | 0000 | 0000 | 0000 | 1000 | 0200 | 0001 | 0000 | 1321 | 3000 | 16 | | | |
| 29 | Stephen Page | 350 BSA | 0000 | 0000 | 0000 | 0000 | 5000 | 0001 | 0000 | 0000 | 1513 | 3132 | 25 | | | |
| 43 | Kevin Goldsmith | 350 BSA | 5530 | 0000 | 0000 | 0100 | 1010 | 0103 | 0130 | 0000 | 2311 | 1512 | 40 | | | |
| 50 | Paul Flack | 250 BSA | m | 5555 | 555m | 535m | 55m | 5m | 5m | 33m | 35m | Ret | Ret | | | |
| 25 | Chris Canham | 250 BSA | 52m | 0m | 5m | 0m | 0m | 5m | 33m | 00m | 13m | 33m | Ret | | | |

| 2 Stroke | | | | | | | | | | | | | |
|----------|-------------------|---------------------|------|------|------|------|------|------|------|------|------|------|-----|
| 39 | Trevor Andrews | 175 BSA | 0000 | 0000 | 0000 | 0000 | 0000 | 0001 | 0000 | 0000 | 1112 | 2100 | 9 |
| 46 | Terry Sewell | 246 Greeves | 5000 | 0000 | 0000 | 0000 | 1100 | 0000 | 0000 | 0000 | 1101 | 0000 | 10 |
| 38 | Eddie Hood | 175 BSA | 2511 | 0000 | 0000 | 0000 | 0000 | 0005 | 0000 | 1000 | 1000 | 2000 | 18 |
| 54 | Brian Jacobs | 197 Francis Barnett | 1311 | 0000 | 0000 | 5000 | 0000 | 0003 | 0000 | 0000 | 2310 | 0000 | 20 |
| 36 | Geoff Challis | 250 Wasp | 0001 | 0000 | 0000 | 5000 | 0000 | 1000 | 0000 | 3000 | 2200 | 3301 | 21 |
| 68 | Ryan Maggs | 175 BSA | 5531 | 3110 | 0000 | 1001 | 0000 | 0000 | 3010 | 0152 | 1020 | 0300 | 39 |
| 49 | Mick Honeyball | 246 Greeves | 2150 | 0000 | 0000 | 0000 | 3000 | 2510 | 5001 | 0103 | 1523 | 3005 | 48 |
| 21 | Andy Spreadbridge | 250 Greeves | 5510 | 0000 | 0500 | 0000 | 1121 | 5123 | 0010 | 0300 | 3112 | 5010 | 50 |
| 48 | Curtis Huxtable | 250 Greeves | 5553 | 3555 | 0030 | 5000 | 0005 | 2151 | 1300 | 5000 | 1101 | 0001 | 71 |
| 74 | Albert Dove | 225 Bianvil | 325m | 0020 | 0000 | 0000 | 0000 | 0330 | 0000 | 0000 | 3100 | 000m | Ret |
| 37 | Bob Drane | 246 Greeves | m | m | m | m | m | 5m | 1m | 0m | 1m | 3m | Ret |

Thanks to our landowner for letting us use Chattisham once again.

Thanks also to Eddie Hood and Tim Bradshaw for looking after the sections and paperwork respectively. They also arranged a lovely day weatherwise.

Last but certainly not least, thanks to everyone who observed, I'm sure you enjoyed the sunshine.

Heather

| No. | Name | Machine | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total |
|-----------|-----------------|---------------------|------|------|------|------|------|------|------|------|------|------|-------|
| Twinshock | | | | | | | | | | | | | |
| 40 | Jim Mason | 250 Suzuki | 1010 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 1110 | 0010 | 6 |
| 55 | Richard Challis | 200 Honda | 0000 | 0000 | 0000 | 0000 | 0000 | 1000 | 0000 | 0000 | 2202 | 1100 | 9 |
| 58 | Mark Gibb | 125 Honda. | 3020 | 0000 | 0000 | 0000 | 0000 | 0000 | 0030 | 0000 | 1001 | 1000 | 11 |
| 59 | Ray Gibb | 125 Honda | 5201 | 0000 | 0000 | 0100 | 0000 | 0000 | 0000 | 0000 | 1135 | 0000 | 19 |
| 22 | Leon Moye | 125 Honda | 1300 | 0000 | 0000 | 0000 | 0000 | 0010 | 0000 | 0000 | 1330 | 5030 | 20 |
| 34 | Bob Wreathall | 250 Ossa | 0301 | 0000 | 0000 | 0000 | 0000 | 5000 | 0211 | 0000 | 2211 | 3000 | 22 |
| 56 | David Parker | 185 Honda | 5121 | 0000 | 0000 | 0000 | 0000 | 3000 | 0110 | 3110 | 2321 | 1310 | 32 |
| 69 | Doug Maggs | 326 Bultaco | 0531 | 0000 | 0000 | 0000 | 0100 | 3031 | 0110 | 5200 | 2111 | 1131 | 37 |
| 70 | Rob Clarke | 275 Tacobsa | 5510 | 0010 | 5000 | 0030 | 1000 | 0100 | 0100 | 1000 | 1203 | 5020 | 38 |
| 23 | Tom Moye | 125 Honda | 5501 | 0515 | 0000 | 1100 | 0000 | 0000 | 0100 | 0000 | 3312 | 3001 | 38 |
| 18 | Nick Hodgetts | 325 Bultaco | 5523 | 0130 | 0000 | 0000 | 0100 | 1100 | 5002 | 1000 | 2201 | 1201 | 39 |
| 16 | Glyn Hill | 250 Bultaco | 5530 | 0002 | 0010 | 5100 | 3100 | 1530 | 5330 | 0200 | 5353 | 3310 | 71 |
| 60 | Dave Kent | 250 Bultaco | 505m | 100m | 000m | 005m | 20m | 23m | 12m | 20m | 31m | 01m | Ret |
| 19 | Richard Stobart | 349 Montesa | 55m | 01m | 00m | 31m | 10m | 33m | 33m | 20m | 33m | 35m | Ret |
| 32 | Chris Stokes | 325 Bultaco | m | 01m | 00m | 00m | 01m | 53m | 20m | 20m | 3m | 0m | Ret |
| 33 | David Peperell | 325 Bultaco | 5m | 53m | 5m | 5m | m | 3m | 3m | 10m | 3m | 3m | Ret |
| 75 | Paul Cooper | 250 Suzuki | 5m | 5m | 1m | 0m | 1m | 3m | 3m | 1m | 3m | 5m | Ret |
| 27 | Philip Evans | 200 Honda | m | m | m | 5m | 5m | 5m | 5m | 5m | 3m | m | Ret |
| 62 | Stephen Griggs | 242 Montesa | m | m | m | m | 3m | 5m | 5m | m | m | m | Ret |
| Youth | | | | | | | | | | | | | |
| 53 | Joseph Jacobs | 197 Francis Barnett | 3000 | 0000 | 0000 | 5000 | 0000 | 1001 | 0000 | 0000 | 2200 | 0000 | 14 |
| 71 | Harrison Payne | 125 Nottfield | 0050 | 5050 | 0000 | 0000 | 3010 | 0010 | 0005 | 1052 | 1000 | 1000 | 35 |
| 30 | Daniel Carter | 80 Yamaha | 5500 | 1000 | 0000 | 0000 | 0000 | 0502 | 3300 | 0000 | 2250 | 0113 | 38 |
| 57 | Stephen Parker | 80 Yamaha | 5555 | 0500 | 5500 | 5100 | 0200 | 5325 | 2530 | 5351 | 3211 | 3513 | 101 |
| 63 | Ryan Hyde | 175 BSA | m | 15m | 00m | 01m | 0000 | 1031 | 3000 | 0000 | 2000 | 200m | Ret |

This and That!!

To round up my reminiscences of the 1966 Eastern Centre speed scene, a golden period of motorcycle sport in the opinion of a fellow past competitor with whom I chewed the fat recently. I would agree wholeheartedly!!

25th and September - Wakes Colne International

The centre's representatives were the two Jims, Aim and Holt, both entered by Tom Kirby; Dave Bickers; Norman Messenger; Freddie Mayes; Pete Smith; John Pease; Dennis Howard; Ken Dodd; Adrian Yallop; and John Banks.

The 250s set the scene with Bryan Goss chased home by Olle Pettersen and that very formidable character (and still going !!) one Arthur Browning.

The first leg of the Daily Express Trophy motocross - Dave Bickers did it from the gate but Don Rickman passed him and John Banks tried very hard and did very well to stave off Derek Rickman. Very quick!

The second leg of the 250, 12 laps, first again was Bryan Goss and second Olle Pettersen and our Freddie Mayes rode his heart out for a third.

The second leg of the five hundreds again saw Dave Bickers in his forceful style, chin out, with Roger de Coster second followed by Don Rickman.

The third leg of the 250s, yet again Bryan Goss, Olle Pettersen, and then Malcolm Davis on the busy Bultaco. The overall winners were Bryan Goss, Olle Pettersen and then 'Mr Consistent' Pete Smith - what a result for the man who understand now breeds budgies!!

On the line for the third 500 leg and John Banks was on the rostrum chased hard by Dave Bickers and Roger de Coster. Overall results Dave Bickers, John Banks and Don Rickman - a good day for the Brits and the Eastern Centre

2nd October Claydens Farm East Hanningfield

CDAC - their last grass meeting of the year - 74 regular solos and 42 'irregular?' sidecars - a motley crew. The 350 straight race was a win for Brian Gladwell from Reg Nash and Harry Godding - an impressive scrap.

Another six lapper, the club race was hectic resulting in Harry winning from Dave Temple on his Metisse and Ken Dodd on the KDS followed by Mike Meadows and Alan Orrin (both on 250 Greeves).

The first sidecar final, probably a first for John Culleton (a Chelmsford resident) and Colin Irvine ahead of Jim Miller and Colin Thake. Mick McGrath and Ray Holmes were in the third placing - a different but no doubt well earned result.

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:

2240 pounds of Chinese soup -

Won ton

The 250 final was predictable - Jack Hubbard, 250 Bultaco/Hagon from John Coughlan. Denny Barber was third ahead of the late Ken Willis, originally a popular CDAC member who was now riding under the Eastern Sporting Sidecar Association banner.

The final for the 500s again saw number five, Jack Hubbard, Hagon/JAP, ahead of the late Ian Towns who was really on form as was third place man Reg Nash who was followed by Tony Steggles and then Colin Flexman.

The second chair final resulted in Dave Hunt and Ray Worthing forcing the Loxford special to the front from John Bryant and Ron Bassom. Dennis Barton and Dave Pearce were third.

The last race of the day, the allcomers final, saw Tony Steggles beat Harry Godding by a whisker from Brian Gladwell and then Reg Nash - great racing and a well run meeting appreciated by a good crowd.

October 9th Home Farm Kennett

A scramble presented by the Newmarket MCC and LCC (Light Car Club). There was an entry of 196 - everyone having a late fling!! 42 on the line at the time - hectic eh!

The junior final was won deservedly by Keith Parsons (Greeves) from Dennis Rose on a DOT and Dave Cornwall (BSA).

The up to 250 allcomers saw John Pease dominate Norman Messenger with Trevor Harvey getting a good result on the Greeves from Fred Keyton, a junior.

The 300 to 1000cc allcomers final saw the 360 CZ of Norman Messenger smoke Keith Parsons who obviously wasn't a junior in his home centre. Jim Aim was next under the chequered flag then Peter Hole also on a Metisse - scratchers all!!

The next final, the open allcomers saw Messenger, Aim, Hall then Barry Colson from John Pease.

The last race of the day, experts and the first eight from the juniors, saw a result of Norman Messenger, Jim Aim, Peter Hole and Chelmsford ace Dave Temple on his Metisse ahead of John Pease.

A busy day's racing for both riders and officials but lots of happy spectators.

Now to up to date matters. If you read Trials and Tribs and digest it you must have realised that this successful unique club currently showing a membership of approximately 120 is in need. The Revolutionary Council have done a sterling job for 25 years along with the considerable number of reliable and able assistants. Age takes a toll and there are other factors in life. New blood is required to officiate, course lay and observe. Give some respect and show appreciation soon to the aforementioned by volunteering your services now!!

Many thanks to the Council for my life membership and I know I can speak also for Bob Drane

Pedro E



It's time to blow away those winter blues and get the road bike out again.

We have pencilled in a route for a ride out on Saturday 12th May, starting from the Alma at 3:30pm. The finish will probably be at Tesco's car park at Braintree/Notley with a breather taken at Finchingfield en-route. Confirmation will appear in the May edition of Trials and Tribs.

All welcome.

By Order of The Management



T.G.I.F. VS S.H.I.T

A business man got into a lift. When he entered, there was a blonde already inside who greeted him with a bright, "T-G-I-F."

He smiled at her and replied, "S-H-I-T."

She looked puzzled, and repeated, "T-G-I-F," more slowly.

He again answered, "S-H-I-T."

The blonde was trying to keep it friendly, so, she smiled her biggest smile and said as sweetly as possibly, "T-G-I-F."

The man smiled back to her and once again, "S-H-I-T."

The exasperated blonde finally decided to explain, "'T-G-I-F' means 'Thank Goodness It's Friday.' Get it duuhhh?"

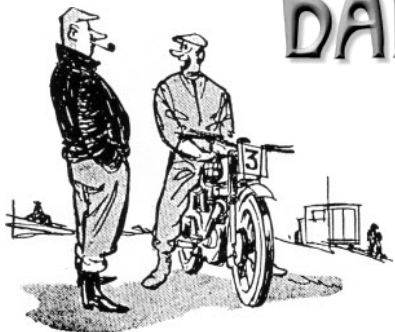
The man answered, "'S-H-I-T' means 'Sorry, Honey, It's Thursday.'"



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

"My boss spent the entire weekend retyping a 25-page proposal that only needed corrections. She claims the disk I gave her was damaged and she couldn't edit it. The disk I gave her was write-protected."
(CIO of Dell Computers)

DABBERS DIARY



Here we are again! Not much to say but it is important!

You will remember that I gave you a date to put in your diary for this years Charity Trial, it's on Saturday June 30th, and we have been invited to make this day part of the celebrations to mark the 50th anniversary of the opening of the Leonard

Cheshire Seven Rivers Home. The trial will follow the usual format followed by some refreshment and entertainment. Hopefully this will feature 'Spirit of the East' our resident troupe of Belly Dancers. Now, what **will** make the day special is that we have been promised a Flypast by an aircraft of the Battle of Britain Memorial Flight. Hopefully this will happen between 2 and 4pm. We have asked if it can happen at 3.50pm just before the trial starts at 4pm, but it will all depend on the schedule of the aircraft on the day.

By coincidence, the Battle of Britain Memorial Flight is marking their 50th anniversary this year as well. I wonder if Group Captain Leonard Cheshire knew this when, in July 1957, he was opening his new home for the disabled in Essex. At the same time, across the River Thames at RAF Biggin Hill, the Historic Aircraft Flight was being formed. It was made up of one Hurricane and

ROYAL
AIRFORCE
BBMF

BATTLE of BRITAIN MEMORIAL FLIGHT

50
1957-2007





The Olga Kevelos works Fanny B, still with it's Scottish? paint seals showing.

three Spitfires. The Flight acquired its Lancaster in 1973 and this is when it changed its name to the Battle of Britain Memorial Flight.

Some people have asked me how Seven Rivers got its name. Well the story goes that Leonard Cheshire and some members of the local organising committee sat under the old cedar tree, in the grounds, and thought that they could find a more suitable name for what was then called Bromley Hall. They ended up with Seven Rivers as the area that the original residents came from was the area between the River Thames and the River Deben, along this length of coast you can count seven major river estuaries.

Right, history and geography lesson over! Back to business, we (the EFA) hope, this year, to reach a total of £10,000 raised for Seven Rivers. This averages £2000 a year thanks to last year's great effort. This year we will be seeking trade sponsors for the sections at £100 per section or a share at £25, £50 or £75.

Riders will be invited to seek personnal sponsorship for the event. Last year this raised just over £900 so let's see if we can top £1000 this June. We will have official Leonard Cheshire sponsor forms available soon which means we can get a bit back from the Tax Man and I'm all for that!

Finally, we hope to have a collection of vehicles from the 1950s or earlier, so if you or a friend has anything suitable please bring it along. We are looking for trucks, cars, combinations (remember them, sidecar outfits not underwear) and bikes. Competitors, please ride your old British iron if you can, we won't turn you away if you have not got one, we want yer money!

Hi,
Have you renewed your subs? If not this will be the last T&T you are sent.
You can renew by post, but please remember to have the envelope properly
priced at the post office if you are sending envelopes for mags. to me.
Please send C5 size envelopes (thats the same size as the mag).

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| Subs Prices: | Basic membership inc T&T | £10.00 |
| | Membership + Gazettes | £17.50 |
| | Youth Membership | £3.00 |

June
Membership Sec.



Clive Tricker at the Roger Birch Trial, Gt Bromley March 2007

End Thought . . .

Hard work pays off in the future, laziness pays off now.