

Editorial

Further to the Snaque Pit 'fiasco' I must report to you that the Revolutionary Council have met and have determined a way forward which it is believed will satisfy most if not all of our members and keep faith with the original sentiments that were in force when the EFA was first set up. At this time it has been agreed not to publish the outcome of the meeting but rest assured, when the time is ripe you will be kept well informed by Ted and/or Ian. However, what can and should be made known is the response of the Eastern Centre hierarchy following their denying us a permit for the Snaque Pit event. It is my understanding that we have received assurances that such a move will not take place in future and of course we must hope that this applies to all clubs within the centre.

This month sees our annual visit to the **Leonard Cheshire Seven Rivers Home** at Great Bromley. An entry form for the trial is included with this magazine and please realise this is NOT an enter on the day event. As usual Mick Brown is looking for sponsorship of sections and riders as it must be appreciated that the main reason for this event is to raise money for this most deserved cause. This is the 50th anniversary of the setting up of the home at Great Bromley, so, great festivities are taking place including a fly-past of a Battle of

Britain flight Spitfire which is currently timed at 2:50pm. However, this of course may be subject to some changes as the Battle of Britain flight are very busy this summer as they are also celebrating their 50th anniversary. This year the catering is being undertaken by external caterers, "The Snooty Fox", who are also running the bar, so it should be good. All we have to do now is get the prayer mats out and pray for good weather.

Janet Hobart has contacted me to remind me that she will be staging her fourth fundraiser in support of the **Thundersley Little Havens Children's Hospice** on Sunday 19th August, 10am until 5pm. As in previous years they will be most grateful to any of our members who would like to exhibit their machinery and I would hazard a guess that Dick Hobart will be co-ordinating the motorcycle exhibits. I hope to be able to include further information in next month's issue.

Well, the Scottish elections have been and gone and the outcome is now known. The SNP have just about gained control of the land North of the Border. For those of us who wish to sample the delights of Haggis and Whiskey in their natural surroundings, how many years will it be before we have to show our passports at Gretna before being allowed access to the Highlands via the beautiful Glasgow suburbs etc. I guess that this year the nomads from this part of the world enjoyed themselves as usual but from

Once again the sun shone on another Plonkers Trial this time at Great Bromley, and a big thank you to all who helped and observed on the day and before setting up the sections and route. An entry of forty riders appeared to enjoy the ride round and the weather was warm for the observers again many thanks everyone . . .

Ian Bennett aka Mr Blobby

The June Plonkatound

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

Saturday 23rd June 2007

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

what I have heard there weren't so many visitors as usual. In fact, according to the T+MX, the number of spectators for the Six Days event was quite sparse after Tuesday. A great shame but I get the impression that the good burgers of Fort William are not so dependant upon income from people enjoying the trial as they were in days of old. I have received some photographs of the Pre65 event from Roy Ayres for which I am extremely grateful. I have also had notification from Clive Dopson that he has yet again written a report on the event. We look forward to that and all being well I hope to include the first instalment in next months issue.

This month I have included two items relating to the Scottish holiday season, one from our Presidents wife and the second from Colin Sadler giving an account of his ride in the event. Me thinks that we have to be very careful when spectating at a trial when Mrs Preedy is present!

Spent an enjoyable time at Great Bromley for the Plonkers Trial. A shame that more people didn't enter

but I suppose the Scramble season has arrived. We must all thank Mike Harden and Mr Blobby for putting on these events. These are truly for the riders who can be classified as Beginners and Wobblers and to be truthful there are far too few events for this class of rider. When learning to ride there is nothing better than to ride under the eagle eyes of an observer.

The Off Road Registration nonsense seems to have temporarily taken a back seat whilst 'Our Tone' is on his worldwide 'Farewell Tour'. It remains to be seen whether Mr G. Brown has more control over his MPs than has the current Prime Minister. Funny really isn't it, a previous Prime Minister, Harold Wilson, had a Mr G. Brown constantly hovering in the background. However, even though George had at least two left feet which kept being put into things together with a liking for a few glasses of the 'hard stuff', I had far more respect for him than I do for Gordon.

Best wishes,

Jim

Secretarys Scribblings

Geoff Daw kindly rang the other night with an update on Brian Horrigan. Brian is back at home in Wivenhoe now but isn't very mobile. Adaptions are being made wherever possible to make life easier both for him and his wife to look after him. If you are in the Wivenhoe area with a bit of time to spare I'm sure Brian would welcome a visit.

The first Tim's Tour was an evening to remember for all the wrong reasons! It didn't get off to a very good start 'cos it was raining rather heavily when it was time to leave home for the Alma. Peter Eaves and Chris Stokes were in the car park when we got there. Then two outfits turned up, one of which carried Greg and Harrison who said they'd just passed Tim and he was pushing his bike. Sure enough, two minutes later, Tim turned up, pushing his bike. quick bit of carb fettling had the bike running and we splashed our way out of the Alma car park and headed off towards Great Tey. By now it had stopped raining and the sun actually made an appearance. Around the back lanes to Earls Colne, a sneaky short cut in Halstead carried us off in the direction of Castle Hedingham. From there we rode north towards Great Yeldham but turned off at the Toppesfield junction and made our way to Stambourne and Finchingfield. By now it was chucking it down again.

We had decided to stop at Finchingfield for a pint/cuppa/ice cream and pulled into the little road in front of the Pub, Café and Antiques Shop. Only to have the bloke from the Antique Shop rush out to ask were we aware that motorcycles were not allowed to park in that area, hadn't we noticed the sign? - Told off again? After a short break we decided to get going again and set off for the Chip Shop. Great Bardfield came and went and we got as far as Great Saling when Tim's bike decided it wanted another rest and glided to a halt. More carb fettling and it started up again but didn't get more than a few yards. With the rain still pouring down it was decided to abandon the rest of the Tour and head for home. Tim pushed the bike to a nearby Farm while the rest of us went our separate ways and Rog went back in the van to take Tim and bike home. I'm sure there'll be some other versions in the Newsletter. We thought it was a pleasant run out in good company, hope everyone else felt the same.

Thanks to Tim for organising it.



As you know, Saturday 30th June is the date for this year's Leonard Cheshire Charity BBQ Trial. It's a special one this time to help commemorate the 50th

Anniversary of the opening of the Seven Rivers Home. I'm sure Mick will have included a better advert elsewhere and you'll find an entry form in the middle of the Newsletter. Trial starts at 4pm. Catering and bar are being provided by the Snooty Fox, so should be good. Do come along and support this very worthwhile cause,

Looking a bit further ahead, don't forget this year's Weeting Steam Engine Rally and Country Show. It takes



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place over the weekend of 21st/22nd July. If you want to know more give Chris Bater a ring on 01473 622550 especially if you can bring a hike along for the display. There's plenty to do and see over the weekend and it looks so different in the evening with the showman engines and fairground all lit up.

Heather

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.

This and That!!

The ever popular "Tims Tours" took off this year with Tim pushing the B40 to the Alma whereupon his mechanics set about restoring "fire and brimstone"! Four solos and two chairs then convoyed to Finchingham in the dry after some initial rain. All very pleasant and civilised. Upon arrival the rain returned and after a chat with various other bikers and the public at large it was off to the Notley chippy. Well, maybe not. Three miles on and the B40 dies again. Roger Gulliver is galvanised into action with his ex-WD adjustable spanner - the carb is dismantled again followed by much blowing and muttering. Hey presto, it comes back to life, we're off, well, maybe not - half-a-mile and it gasps to a halt not to be revived. Good old Roger and Heather depart to collect their van and recover the bike and Tim. It's still raining! At the time of writing, the B40's post mortem hadn't been held.

The excitement the following weekend was the Plonkers trial at Great Bromley. Ian, his family and helpers produced 10 quality single route sections which were then manned by very efficient observers - thank you all. 36 solos appeared to have an enjoyable trial - 3 solos and the loan sidecar retired - I know not why. I witnessed some good performances and judging by the results I would award the ride of the day to Kevin Goldsmith who rode three laps with a broken clutch cable to finish on five - well done young man. An excellent ride by Gordon Blackburn (350 Triumph) clean, to top the 350 class. Jim Shepherd with a big smile topped the Twin Shocks going clean despite some harassment by his mates!! In the two-stroke class I was very pleased to see Ryan Maggs win with a single dab ahead of supremo Bob Drane on two. The two Juniors didn't disgrace either. Laughing boy, Daniel Carter, put it across Harrison Payne by 4 to 9 - well done lads! Both Daniel and Ryan beat their respective fathers - don't despair chaps, be proud!

One competitor, alias Jim Patey, is no longer pre-65 - he's up graded and has collected the bus pass and wishes to swap the B40 scrambler for a trail bike. Stand back, look out!!

My spies came away from the Braintree pre-65 meeting which the club did well to run given the weather conditions. However, the aforementioned J P, not fazed by his ageing gave the Greeves its head and finished second in his class making amends for the furore he caused last year. Top of the pile has to be Sam Appleton - no mean feat - well done young man. Another young gun on song was Russell Humm on his 'Taco'. Not so young Chris Huxtable has been drinking jungle juice and won his class - congrats!! Alan Farmer was trying very hard to repeat last year's success and was well and truly in the results. Mark Fletcher was another acing it up. All in all a very good meeting - the old guard are still about and a hard act to follow but isn't it good to see the lads ready to depose!

In club circles it was good to see new blood taking on secretary of the meeting duties namely Mrs Heather Andrews and Tim Bradshaw - thank you. But please don't creep away young man! and think that the club doesn't need

your skills as Clerk of the Course and slasher wielder at the next trial or it may not take place!

A Halstead & DMC & Light Car Club programme for the Colne Valley Grand National run on September 14th, 1947 at Little Lovenay Hall, Wakes Colne gives a comparison with meetings then and now some 60 years on. There was an entry of 40 of which 33 rode 350s, 3 rode 500s, and 4 were astride 250s. Novices, of whom there were 18 had a race to themselves. Event 2 for junior machines up to 350 had three heats, but strangely included in it were the five hundreds! Event three was the Allcomers which looked remarkably like a repeat of event 2. Hey ho! But wait, we have Event 4, a handicap event. Several Chelmsford Auto lads were present including Jim Fisher, Howard Earle, Jack Pryor and R. Atkinson and they were mixing it with Monty Banks, Jack Hubbard, Eric Osborne, Geoff Brewster, 'Sonny' Absolom, Ernie Watson, 'Sticky' Bright and Sid Keepence who made names for themselves on the scene.

A programme for Purles Hill Scramble, courtesy of Braintree and DMCC, on 27th August 1950 showed that Jim Jamieson, Dudley Downs and Len Childs were flying the blue and silver CDAC colours. The aces of the day were Braintree club men 'Sticky Bright, Jack Hubbard, Ron Argent and Don Squires together with Geoff Revett and Jeff Duckett. A lightweight race was now being included as the Bantam had arrived on the scene and D.R. Humphrey, a Stour Valley clubman, went past the chequered flag first followed by Don Squires on a pre-war four-stroke Royal Enfield with in third place N Gurney on a Bantam.

The next meeting at Purles Hill was 15th April 1951 and in the novice class entry was one Bill Vineyard who was campaigning a 350 Douglas and Len Childs (CDAC) was out on his new Bullett. In the lightweight class, Tony Warren (Ipswich) was out on a 150 New Imperial - a pre-war make. He was joined by fellow Clubman Peter Davey, 125 James, Ron Price (Braintree) 150 Triumph 193?, D.Cheesewright (Triangle) 125 'Flying Flea' Royal Enfield, Eric Banfield (Grays tigers) a pre-war 150 BSA, Fred Bailey (Bury) likewise and half a dozen Bantams (a brood?). Alf Hagon, probably having his first ride, was on a 350 Matchless. Roger Maughling was riding for Castle on a 350 Ariel. This very tall gent became a motorcycling journalist and he then set up SuperSprox in Wales. He died far too early. Geoff Revett, the Ipswich Flyer, won the 350 final. Great meetings at Purles Hill - if only we could return. A real bonus would be to run a trial in the woods again. Several attempts have been made but to no avail.

Enjoy your riding!

Pedro E

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:

Weight an evangelist carries with God -

1 billigram .

GREAT BARBECUE CHARITY MOTORCYCLE TRIAL

at

**The Leonard Cheshire Seven Rivers Home for the Disabled
Great Bromley, Nr Colchester
(on the B1029)**

There will be tea, cakes, music and stalls from 2:00pm
Including 'Motorcycling Memorabilia' & Classic Vehicle Display

Fly Past at 2:50pm:

by a member of the of the Battle of Britain Memorial Flight
commemorating the 50th Anniversary of the opening of 'Seven Rivers'

Trial at 4:00pm:

10 Sections, 4 laps

Includes a Commemorative 'Shed Certificate'

Bar & BBQ from 6:00pm:

Music by 'Beatz Work'

and entertainment by

Traditional South African Dancers

Sponsors Required:

Company's or individuals to Sponsor Sections
and Riders to seek Sponsorship

Further Details from Mick Brown 01206 250462



LEONARD CHESHIRE *Essex* 

Caledonian Capers

Once again Ian and I had a great time in Scotland with Ray and Mark , Dave and Joe, Trevor and Keith. We caravanned as normal and toured around the wonderful countryside and had two nights B and B on the Island of Mull, one of which was Tobermoray, or Ballamoray to the little people among us.

Quite a few incidents took place, as they do, and this is just one that concerned me more than anyone else. I feel I have to get my version in print first before anyone elses gets aired and maybe elaborated on. We arrived in Scotland a whole week before the six day trial as it had proved difficult for one of the lads to get leave for the following week and so we would only be seeing the pre-65 trial this time.

As we had spectated at Pipeline for a good many years we thought we would look at another lot of sections on the first day of the pre-65 for a change. Think it was section 11 but I could be wrong as usual and as Ian hasn't been a lot of help because he can't remember either (what a surprise!!) Anyway we arrived together and according to where spaces were we parked where we could. By the time I had gathered rucksack and walking stick together the others had gone on to find good vantage points at the sections. By the time we arrived at the section I could see the rest of the party in front of me standing looking at the section and discussing which would be the best route to take in it. Now those of you who know Ray Gibb will know that he is a great mickey taker and is quick to have a joke at the expense of someone else and having been on the receiving end of some of this merriment, being the only woman in the group, I thought I would like to have a little revenge at some time.

As we approached the group I could see Ray in front of me, black and blue jacket and grey trousers, grey haired head nodding in agreement with his companion about something to do with the section, his feet slightly apart but firmly planted on the ground. This was my chance, as he did not turn around to see if we were coming and he did not know how close we were to him, it was perfect! I grabbed my walking stick and with a quick and accurate movement brought it swiftly up between his legs!! He let out a kind of exclamation and looked around to see who his assailant was. I looked at him and he looked at me and in the whole wide world there were no two more surprised people than us!! It was not Ray, this poor unsuspecting man just happened to be none other than Dave Bickers!!!! I have never met him and he has never been introduced to me, but alas he knows me now!!! To say that I was very very embarrassed would be putting it mildly. Everyone else thought it was hilarious, but I could not stop apologising. Poor man. I feel I must take this opportunity to apologise to Mr Bickers one more time and to promise that before I go about assaulting Ray Gibb again I'll make sure its really him!!

Sylvia (extremely red faced) Preedy

Classic Insurance Woos

Three years ago when telephoning Footman James to enquire why my policy was going to cost more, I was greeted by an overworked telephonist who sounded as though she was just about to pack her job in. She was neither helpful nor informative, and had a definite you can take it or leave it attitude.

This was when I decided to return to Carole Nash insurance, due in the main to their excellent telephone manner and also because they offered me exactly the same policy with the same company for a few pounds less. This was £97.00 which I gladly accepted.

The following year my Carole Nash classic policy was up for renewal and I naturally expected a small price increase, because that is the way of insurance companies these days.

But! I was not prepared for as big a shock as I got. When my renewal came through it stated that my classic policy would now cost £175.48. My circumstances had not changed; I had the same bikes and had not had any accidents in any vehicle. The policy was for the same Equity Red Star so why the massive price increase?

On telephoning Carole Nash insurance I was greeted by a lady with a very pleasant and polite manner, just as usual. After explaining that last years quote was £97.00 and this years was £175.48 the lady agreed that it did seem a bit high especially as nothing had changed. She asked me to hang on whilst she made more enquiries to see if there had been an error. No! It was correct sir and that has been confirmed. I then told her I would not be renewing it at that price.

I started the usual phone around for better quotes and I managed to get exactly the same policy (Equity Red Star) with another broker for £111.00 .

So my message to all the caring classic insurance providers out there is: Can you please get your heads together and give us riders a sensible, and more importantly, a stable deal?

All my past policies have had breakdown cover, which I do not need! This is because like many others, I am a car owner and RAC or AA cover is essential in these days of unfixable (by the roadside) modern electronic systems. Also, like the majority of classic bike riders, I do not travel around in foreign countries, so I do not need cover for this either. My annual mileage on old bikes very rarely goes over 1000 per year these days. So why do I need unlimited mileage cover?

Many other classic bike enthusiasts quite often trailer their bikes to events. This makes for very low risks to any insurance provider. Yes! The insurance companies in my opinion are onto an easy winner and a safe bet with us old bike enthusiasts.

So come on all you (so called) caring companies, give us a tailor made deal (with choices) for the majority of enthusiasts. We don't need lots of extra compulsory cover that we will never use!

Dave Blanchard VMCC member 26217



RAYNE STOPPED PLAY

Here we are again. Our first event of the season and not a very good start with the weather being very unkind.

The stalwarts who decided to give it a go were Chris Stokes, Peter Eaves, Greg and his son Harrison, Greg's mate Ron from Hedingham Sidecars, Heather and Rog on the aptly named bathtub Triumph and me.

We wound our way to Finchingfield via Great Tey, Earls Colne, Colne Engaine, Halstead, Castle Hedingham, Toppesfield, Stambourne and Cornishhall End. The ride to the scheduled stop was quite pleasant weather wise but then our luck ran out. It rained and rained and rained even more. We arrived at the appropriately named Rayne and the B40 spluttered to a halt. With much help from everybody it managed another mile and then became terminally ill. It was at this point we decided to abort the trip and make for home. I am indebted to Roger who very kindly fetched his van from home and took one very rain-soaked rider and bike home. Would you believe it but there hadn't been a drop of rain within a couple of miles of where we finished.

Hopefully better weather next time which will be Saturday 7th July departing from the Alma at 3:30pm.

See you there!

By Order of The Management



Further Thoughts On The Scottish

Having been to watch the Scottish Two Day Trial at least eight times, I thought I knew what I was in for. I was wrong. The event is far harder than it appears, the most gruelling parts being the climb up Loch Eilde Path and then crossing the moor below the Blackwater Dam. These are parts that few spectators reach. When I described these as 10 mile sections to Eric Boocock at our hotel, he replied "great isn't it!" I did not find it so but found it a real struggle. In fact I had to be helped three times by a friend and fellow EFA member Graham Andrews who has four finishes from four attempts to his credit so very well done and a big thank-you to Graham.

On one occasion, descending a hill, I lost the front wheel sideways off an easy looking rock and down went Colin, over the bars, helmet hit the ground and with right foot trapped and arse in the air I could feel petrol running over the unmentionables. All I could do now was reach between my legs and lift the vent pipe behind me to conserve petrol!, and wait. . . . Thank goodness Graham is not a smoker.

I have nothing but respect for Matt Neale and Clive Dopson who represented our centre so well in this event as has John Kendall in the past.

To any of you clubman who fancy having a go, I would say go for it, but don't wait until you're 61 for your first attempt! And don't adopt my usual tactic of riding beyond your ability until you fall off. Those beautiful big Scottish rocks are not as forgiving as the mud and sand that we are more accustomed to.

Scores

Friday	9 cleans	4 bruises
Saturday	4 cleans	9 bruises

Colin Sadler



Graham Andrews

photo by Roy Ayres

Tony Blair . . . *heaven or hell*



While on his morning walk, Prime Minister Tony Blair falls over, has a heart attack and dies because the accident and emergency ward at his nearest hospital is too understaffed to treat him in time. So his soul arrives in Heaven and he is met by Saint Peter at the Pearly Gates.

"Welcome to Heaven," says Saint Peter, "Before you settle in, it seems there is a problem. We seldom see a Socialist around these parts, so we're not sure what to do with you."

"No problem, just let me in; I'm a good Christian; I'm a believer," says the PM.

"I'd like to just let you in, but I have orders from God Himself.

He says that since the implementation of his new HEAVEN CHOICES policy, you have to spend one day in Hell and one day in Heaven. Then you must choose where you'll live for eternity."

"But I've already made up my mind. I want to be in Heaven," replies Blair.

"I'm sorry ... but we have our rules," Saint Peter interjects.

And, with that, Saint Peter escorts him to a lift and he goes down, down, down ... all the way to Hell.

The lift doors open and Blair finds himself in the middle of a lush golf course.

The sun is shining in a cloudless sky. The temperature is a perfect 22 degrees centigrade. In the distance is a beautiful club-house.

Standing in front of it is Jim Calaghan and thousands of other Socialist luminaries who had helped him out over the years --- Harold Wilson, John Smith, etc. The whole of the Labour Party leaders were there ... everyone laughing, happy, and casually but expensively dressed.

They run to greet him, to hug him and to reminisce about the good times they had getting rich at the expense of UK voters, or 'suckers and peasants' as Socialists generally describe these gullible people who support them.

They play a friendly game of golf and then dine on crayfish and caviar.

The Devil himself comes up to Blair with a frosty drink,

"Have a tequila and relax Tony!"

"Uh, I can't drink anymore, I took a pledge," says Blair, dejectedly.

"This is Hell, son. You can drink and eat all you want and not worry and it just gets better from here!"

Blair takes the drink and finds himself liking the Devil, who he thinks is a really very friendly bloke who tells funny jokes like himself and pulls hilarious nasty pranks, kind of like the ones New Labour pulled with, Afghanistan, Iraq, and their election manifesto.

BUMPER STICKERS

Consciousness: that annoying time between naps

They're having such a great time that, before he realises it, it's time to go. Everyone gives him a big hug and waves as Blair steps into the lift and heads upward.

When the lift door reopens, he is in Heaven again and Saint Peter is waiting for him. "Now it's time to visit Heaven," the old man says, opening the gate.

So for 24 hours Blair is made to hang out with a bunch of honest, good-natured people who enjoy each other's company, talk about things other than money and treat each other decently. Not a nasty prank or short-arse joker amongst them.

No fancy country clubs here and, while the food tastes great, it's not caviar or crayfish. And these people are all poor. He doesn't see anybody he knows and he isn't even treated like someone special!

"Whoa," he says uncomfortably to himself. "Jim Calaghan never prepared me for this!"

The day done, Saint Peter returns and says, "Well, you've spent a day in hell and a day in Heaven. Now choose where you want to live for eternity."

With the 'Deal or No Deal' theme playing softly in the background, Blair reflects for a minute ... then answers, "Well, I would never have thought I'd say this -- I mean Heaven has been delightful and all -- but I really think I belong in hell with my friends."

So Saint Peter escorts him to the lift and he goes down, down, down, all the way to hell.

The doors of the lift open and he is in the middle of a barren scorched earth covered with garbage, a toxic industrial wasteland, kind of like the eroded rabbit and fox affected Australian outback.

He is horrified to see all of his friends, dressed in rags and chained together, picking up the roadside rubbish and putting it into black plastic bags.

They are groaning and moaning in pain, faces and hands black with grime.

The devil comes over to Blair and puts an arm around his shoulder. "I don't understand," stammers a shocked Tony, "Yesterday I was here and there was a golf course and a club-house and we ate crayfish and caviar and drank tequila. We lazed around and had a great time.

Now there's just a wasteland full of garbage and everybody looks miserable!"

The devil looks at him, smiles slyly and purrs,

"Yesterday we were campaigning; today you voted for us!"

Council Complaints

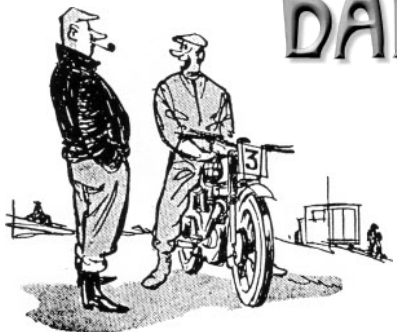
The following is an extract from a complaint letter received by the council from a tenant

I wish to report that tiles are missing from the outside toilet roof.

I think that it was the wind the other night that blew them off.

My lavatory seat is cracked. Where do I stand?

DABBERS DIARY



Hi!

Let me give you an update on the Charity Trial, you will now have seen the riders sponsors form (more available if required), the entry form and the advertising so you will see that there will be fun and games from 2 pm. So the message is enter the trial, get some sponsors and bring the family along to see the fun. The food promises to be

good, but please book in advance for extra barbecues; riders and observers get fed for free! The band, I am told on good authority, are good and we will be entertained by a new troupe of dancers.

Pedro (famous for his 'Patter' and 'This and That!!') has promised to run his 'Memorabilia' stall, so turn out those sheds and flog the surplus stock, either for the charity 100% or on a commission basis. We already have some choice new and used stock ready for sale!

We have some good classic vehicles promised for display, but need more; please bring along anything interesting you have. Also, this will be a rare opportunity to see EL P giving rides in his 'Austin 7'.



Jean Caillou 500 Ariel

photo by Roy Ayres

Nice to see a well dressed competitor - mind you Brian Coomer, Ian Barrett and Martyn Turner all rode in the Eastern Centre wearing collar and tie.



Tim Bradshaw

OK! Advertising over, pray for good weather and make this a date in your diary.

June 30th! What have you been up to lately? I hear that some of our members have been having fun in the Highlands of Scotland, others in France. I hope we will be able to read all about their Frolic's in Trials & Tribs shortly.

Me? Well back in mid April I rode in my first Vintage Club event, down in the Cotswolds. Dick Hobart (famous for his 'DIX BIT') and I set off in the 'Tardis' for the 'Felix Burke weekend'. This weekend, run by the Cotswold section of the VMCC Ltd, started with a social run on Saturday. Navigating by route card we left a country pub for a 70 mile run,

Jim Shepherd

lunch stop at another village pub before returning to our start pub for another drop of well earned refreshment! Can't be bad! Sunday was the 53rd Felix Burke memorial Cotswold road trial which was run as a navigational scatter trial. For those of you who don't know, this means that you have a choice of starting controls, you have to visit 75% of the controls and cover as near as possible 60 miles. You gain points by visiting the controls, using the optional green lanes and answering questions at the controls. You had to plan your route before the event and you were supplied the map references of the controls about a week before the trial.





Mike Harden 500 Ariel



photos of Gt Bromley by Bob Spencer

Dick, on his 1941 Matchless WD G31, and me out for my first competitive ride on the 1949 ZB BSA both finished and scored maximum points on navigation and green lanes, but our general motorcycling knowledge let us down and just edged us out of the awards. A great weekend held in glorious sunny weather.

By contrast my next outing on the BSA was probably in the worst weather of the year! Do you remember that weekend in mid May when teenagers, taking part in the Ten Tor's expedition, were being lifted off Dartmoor by helicopter?

Well, 50 ageing motorcyclists were taking part in the Frome Classic Clubs re-run of the 1925 ISDT. This was part of the route on Day 2 over Exmoor and some of the riders felt that they needed rescuing! It was a great weekend socially with many of us arriving at our Tiverton base on Saturday and meeting old and new friends, among them were trials riders Bill Faulkner and Barrie Rodgers who were staying at the same hotel having just completed a week driving Ford model 'T's around a very wet Cornwall. A very wet ride on Sunday in very poor visibility, but I did get a blast up 'Beggars Roost, great fun and don't believe rumours that it has been surfaced, not true! It was then back to our hotel to dry out, a great dinner and after dinner speech by Jeff Clew who gave us very entertaining talk about his life in motorcycling and publishing.

Dabber

End Thought . . .

How can you be over the hill if you never got to the top?