

# Editorial

Another great afternoon and evening at the Leonard Cheshire Seven Rivers Home at Great Bromley. Shame about the weather but compared with what other parts of the country have been getting I think we have been let off very lightly. Thanks, of course, must be given to Mick Brown for organising this event so well and drumming up the sponsorship which is really fantastic. I think it is about time that the EFA did a little boasting about the amount of money it raises and /or supplies to charity over the year. I am sure it would make one other centre club who CLAIMS to raise lots of money for charity sit up and take notice.

The weather made it rather doubtful that the Spitfire would appear. For one thing the aircraft in the Battle of Britain Memorial Flight are too valuable and secondly the drivers have only the navigation instruments of the 1940s to help them find their way. However, Mick talked with the driver, who incidentally is the boss of the whole show, and it was hoped that a break in the weather would see a fly-past. Well the Spitfire duly arrived at ten past four, a little later than expected but it was well worth the wait. I just hope the

residents of Great Bromley were not too put out by the very low fly past and the accompanying noise!

I didn't have chance to see many sections but from what I heard it was a pretty good trial with enough severity to sort a winner. I was hoping that we might have had a few more entries - perhaps it is the extremely hot weather of previous years that put people off from entering!

Elsewhere you will see a short report from Mick about the event in which he makes an adverse comment on the abilities of the caterers. This was a great shame and spoilt what was otherwise a superb event. Well, we shall know in future where not to go for our catering. This must not be confused with the 'afters' as that was kindly sponsored by Brake Brothers, suppliers of food etc to the catering industry - thank you.

Sarf Efrica came to Great Bromley! The dancing troupe were well appreciated and made a pleasantly surprising display - I guess that not too many have seen ethnic dancing from the south of the African Continent.

El P was giving rides in the Austin 7 - some of us can remember having rides in those vehicles when they were quite new! Hope he got home alright - seems the throttle return spring broke on the way to Great Bromley. With the

*Still your last chance to buy at current prices!  
Get your EFA sweatshirts from:*

**EeDee Tailoring**

*sole concessionaires for EFA regalia*

**Tel: 01206 841519**

# *The July Plonkaround*

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

Saturday 14th July 2007

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

mind blowing power output I wonder how long it was before he realised

A small, but very good collection of machinery was on display ranging from a Fanny B autocycle to the Atlas racer shown by John Ruth.

You may remember that last year we were donated a wonderful collection of memorabilia to sell at the event from the collection made by Reg Sargent. Well, Reg and his wife came to see what it was all about and I believe them to have been quite impressed.

As promised last month, I have included Clive Dopson's report of this year's Scottish Pre65 event. I feel that the event is drifting further each year from its original format most certainly due to the permitted inclusion (if your face fits) of super bikes which bear little or no resemblance to their supposed forebears. Perhaps a start could be made by insisting that engines be comprised of parts, mainly castings that were available in the time of their supposed manufacture. This would not preclude the true Pre65 special but would cause

concern to those with 21st century machinery attempting to imitate the real thing.

Don't forget Janet Hobart's Show on 19th August down at Althorne. A full description of what there is to see and listen to is shown on page 7.

Just received some very sad news - Laurie Bird has died - I am sure I speak for all of us when I say he will be missed - and we send our condolences to his family. Laurie had made a very successful return to trials riding Wilf Harvey's Bantam and was looking forward to several seasons of competition but instead he was struck down at the early age of 52 by cancer. I hope to have an appreciation for Laurie in next month's T&T.

Got home from Great Bromley in time to see the second half of the Speedway - undoubtedly the best meeting I can remember watching and then on Saturday lunchtime the Dutch TT - well what a motorcycling weekend.

Best wishes,

*Jim*

# *Secretarys Scribblings*

---

Lots happening in July, depending on what your interests are, of course.

The Management have ordered sunshine for Saturday 7<sup>th</sup> July when the next Tim's Tour takes to the road. See you at the Alma for a 3.30pm getaway and another chance to get told off !

Sunday 8<sup>th</sup> July sees the Pre-65 Moto-X Club in action at Marks Tey for another of their popular events.



The following weekend there's the Vintage Motor Cycle Club Festival of 1000 Bikes at Mallory Park in Leicestershire. As well as track sessions for road and racing machines, there's a Pre-65 trial, Avenue of Clubs, trade stands and jumble, beer tent with bands all weekend plus historic sprint and grasstrack on the Sunday. It was a brilliant weekend last year and promises to be even better this year.



Saturday/Sunday 21<sup>st</sup>/22<sup>nd</sup> July is the date of the Weeting Steam Engine Rally and Country Show. Always a smashin' weekend without having to travel for hours. Give Chris Bater a ring on 01473 622550 to find out more.

If you can't get to Weeting then it looks as though the Pre-65 Moto-X boys with British machinery are going to sample the track at East Hanningfield on Sunday 22<sup>nd</sup> July which should be interesting.

At the end of the month is the 4<sup>th</sup> Kettleburgh Auto and Bygone Jumble in the grounds and garden of Kettleburgh Hall, near Woodbridge and signposted from the A12. It's mainly a morning event from 7am to 2pm on Sunday 29<sup>th</sup> July.

Dick Hobart has been reminding us that the Charity Event - "It's Showtime" - supporting Little Havens Children's Hospice takes place on Sunday 19<sup>th</sup> August at New Acres, Burnham Road, Althorne. Apparently it will be the last time the event will take place in this delightful setting as it is moving to a bigger site for next year. It's a really varied day with lots going on all the time and the owners of New Acres open their three-acre garden and Museum of Domestic Oddities for people to wander round. They also serve a good cuppa and delicious homemade cakes!

*Heather*

---

## **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:

Time it takes to sail 220 yards at 1 nautical mile per hour -      Knot-furlong



***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 25<sup>th</sup> 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

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

Resuming nostalgic tracking.

1969 has to be bypassed as there are no programmes to nudge the memory. However, with the aid of a programme from the late Jack Ruth's estate, courtesy of son John, I can advise you that the annual Captain Cod Trophy Scramble was promoted once again by the Stourbourne (Haverhill) motorcycle club. Now, Stourbourne is only a small village adjacent to Haverhill. How was this club formed and when and by whom? Answers on a postcard please!

*Editor's note: Peter, you may be a little surprised but I think we have a member of the Stourbourne Club from that era in our midst, none other than Mr Blobby himself.*

Sunday 22<sup>nd</sup> March, 1970, away with the trials irons and out with the rebuilt scramblers!! Little Wrattling echoed to 140 of them and the two-stroke haze hung low! Scanning the entry I note that Stephen Kinnard, son of Eric, was lining up with the C15 together with Dave Godley on 250 and 380 Greeves. Unsurprising really, Norman Messenger took the 250 honours from A.J. Gibbons, up from Sussex, whilst Brian Atkinson from East Ham put the Kirby Metisse B S A among the stokers.

The 300 - 500 final was Messenger, Gibbons, Jim Aim (Kirby Metisse) followed by David Crowe. A great result for the Chelmsford clubman still only rated as non-expert!! And this on a 380 Greeves. Barry Colson from Isleworth was 5th.

The final of event three, Juniors (non-experts) for machines to 250cc was won by Trevor Swales from Needingworth on a 250 AJS from J Peck, up from Sussex, on a CZ followed by Roger Whiteley also on a CZ.

Event four was juniors 300 - 500 cc and was won by Dennis Martin (360 Montesa) from Attleborough ahead of David Desborough with the late Mick Baird (Husky) in 4th.

The 17 experts had two races with their combined scores giving a result as follows: Brian Atkinson; A.J. Gibbons; and Barry Colson.

The following weekend was the Cambridgeshire Grand National at Elsworth - a round of the 500 British motocross championships - Jack Ruth again recorded the action - very neat and precise - thanks Jack!!

The 250 race saw Malcolm Davis take the win from Malcolm Ballard followed by 'flying' Freddie Mayes (CZ) and John Pease (Greeves).

The invitation race was won by David Desborough from Elsworth from P Panter on a Husky.

The Mike Weedon Memorial race for up to 250 cc machines saw John Pease win from Dick Clayton (the butcher from Wigan) both Greeves mounted. Eric Deeley (Husky) completed the podium.

The two race 500 championship went to Dave Nicholl (BSA), Keith Hickman (BSA) and then Arthur Browning (Greeves) - my, he's been around a long time!! Andy Robertson on a 370 AJS was a good 4th.

Next, Jenkins Farm Stisted on 19<sup>th</sup> April - a well supported meeting in every respect with a very healthy sidecar entry

The 250 final was taken by Stuart Nunn (CZ) from Norman Messenger (CZ) and then Brian Atkinson, putting the BSA cat amongst the pigeons!! Paul Craven from Lowestoft was next with his AJS (two-stroke).

The sidecars went to M Peddar and B. Barnard from Cheshunt (Wasp) and the 410 - 750 solo final saw Brian Atkinson out in front on his Kirby Metisse from his brother Ken on a BSA Victor - third was Dave Rayner (415 Sprite) and Adrian Yallop was fourth, Ken Covell fifth.

The 1000 cc allcomers was a win for Freddie Mays harried by Stuart Nunn, Norman Messenger and John Pease.

The Open sidecar race was again a win for Peddar then Sadler with Bill Davenport in third.

A good meeting was concluded by Norman Messenger winning the experts and invited juniors. John Pease won his tussle with Stuart Nunn for second place.

Fast forward to the pre-65 motocross meeting at Great Cornard in 7th June. Not the prestigious meeting we have come to expect - no programmes - no PA - and I was told no loos! However, I witnessed a good race between Messrs Farmer, Fletcher and Patey on a revamped course which was punishing and the long grass caught out the unwary. The sidecars were putting on the style but for me it did little but I'm sure the competitors loved it.

The following Wednesday evening I rode over the border to Meldreth, Cambridgeshire where the Royston club were collecting a lot of loot for disabled children at their annual bike show/ride out. Bikes and bikes and bikes with lots of atmosphere!!

Get on your bike for Tims Tour!

Pedro E

## Council Complaints

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

Will you please send someone to mend the garden path. My wife tripped and fell on it yesterday and now she is pregnant.

# **"IT'S SHOW TIME"**

**FUNDRAISING RALLY  
SUPPORTING  
LITTLE HAVENS CHILDREN'S HOSPICE**  
(Charity no. 1022119)

**SUNDAY 19 AUGUST 2007**

10am to 5pm

**NEW ACRES, BURNHAM ROAD,  
ALTHORNE, ESSEX**

*With the kind permission of David and Glenys Hopkins  
(B1010 between Althorne and Burnham-on-Crouch)*

Visiting celebrity for the day - Richard Spendlove, MBE.  
BBC regional radio presenter and writer

Classic/vintage cars and motorcycles, tractors, engines and steam.

Craft stalls and demonstrations, Punch & Judy, Witham Twirlettes, Midland Bernese Carters, Lendel Dog Display Team, Owls-R-Us, Springstep Dairy, timber sawing and pole lathe demo, horse cart rides, bouncy fun and go-karts for children.

Live entertainment with Winston "The Singing Farmer", Kismet Belly Dancers, tribute band Rich Clifford & The Saddows and local singer "Greavesey".

**PLUS** a 3 acre garden and private museum of domestic bygones to view.

Ample parking, toilets and refreshments.

**£4 adults, £3 concessions, accompanied under 16's free**

[www.itsshowtime.org.uk](http://www.itsshowtime.org.uk)

[e-mail: janethhobart@hotmail.com](mailto:janethhobart@hotmail.com)

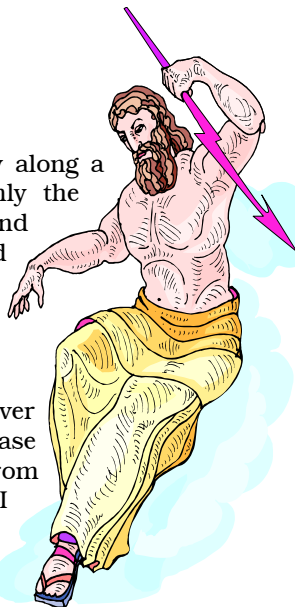
Phone Janet on 01245 473359 or Tony on 01621 742184 for details

# Big wish - Bridging the Gap



A biker was riding on a highway along a California beach when suddenly the sky clouded above his head and in a booming voice, the Lord said: "Because you have tried to be faithful to me in all ways, I will grant you one wish."

The biker pulled over and said: "Lord, please build a bridge from California to Hawaii so I can ride over anytime I want."



The Lord said, "Your request is materialistic. Think of the enormous challenges for that kind of undertaking. The supports required would have to reach the bottom of the Pacific! The concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that would honour and glorify me."

The biker thought about it for a long time. Finally he said, "Lord, I wish that I could understand my wife. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, and how I can make a woman truly happy."

The Lord replied, "Bout that bridge -- you want two lanes or four?"



## **FOR SALE**

### **Honda TL125F**

1976 with V5

200cc conversion • New Chain and Sprockets  
Blue/Silver • Good Condition

**£850**

Philip Evans

01787 210865 07837 306841





Essex

# LEONARD CHESHIRE



## Leonard Cheshire Seven Rivers Charity Barbeque Trial

**Saturday 30th June 2007**

			Section No.										
No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
HARD ROUTE													
12	Dave Spurgeon	246 Greeves	0000	0100	0005	0000	0000	0000	0000	0000	0000	0000	6
18	Alan Robinson	350 BSA	0003	1310	0000	0000	0103	0000	0000	0000	0000	0000	12
45	Trevor Baker	500 Matchless	1230	0033	1011	0000	0100	0000	0000	1000	0000	0000	17
33	Colin Sadler	199 Triumph	0002	0033	0212	0100	1202	0020	1000	0000	0000	0000	22
29	Brian Fletcher	500 Royal Enfield	1031	0501	0105	1000	0311	0000	0000	0000	0000	0101	25
27	Harrison Payne	125 Honda	0312	0032	0515	1000	2310	0000	0000	0000	0000	0000	29
35	John Beasley	250 Greeves	2022	0233	1023	0100	1032	0000	1001	0000	0000	0000	29
5	Kevin Davie	317 BSA	5312	0023	5353	0011	1235	0000	1000	1010	0000	0000	48
36	Graham Andrews	197 James	3123	1333	5215	0001	5012	0001	0111	1000	0000	0500	51
17	Roger Finch	250 Sprite	Non Starter										

			Section No.										
No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
EASY ROUTE													
19	Chris Mace	500 Royal Enfield	0001	0002	0000	0100	0000	0000	0000	0000	0000	0000	4
43	Colin Teager	250 Cheetah	0010	1121	1000	0000	0000	0000	0000	0000	0000	0000	7
44	Colin Rose	199 Triumph	0013	3033	0002	0000	0000	0000	0000	0000	0000	0000	15
30	Rob Clarke	247 Montesa	0023	1333	0001	0000	0000	0000	0000	0000	0000	0000	16
22	Mark Gibb	600 BSA	2002	1353	0010	0100	0000	0000	0000	0000	0000	0000	18
32	Richard Challis	200 Honda	5000	3035	0100	1000	0000	0000	0000	0000	0000	0000	18
4	Chris Byford-Smith	199 Triumph	2012	0553	0021	0020	0000	0000	0000	0000	0000	0000	23
23	David Parker	125 Honda	0013	5033	5012	0000	0000	0000	0000	0000	0000	0000	23
1	Glyn Hill	250 Bultaco	0530	1023	1150	1000	0000	0000	0000	1000	0000	0000	23
20	Chris Canham	350 Royal Enfield	0012	2233	0500	0010	0000	0000	5000	0000	0000	0000	24
40	Bob Spencer	250 Greeves	1053	1302	0102	0100	0000	5000	0000	0000	0000	0000	24
41	Paul Gray	350 Triumph	0333	5133	0200	2000	0000	0000	0000	0000	0000	0000	25
25	John Carter	250 BSA	3152	3251	1000	1000	0000	0000	0000	0000	0000	0001	25
10	Mick Honeyhall	246 Greeves	2233	1323	0151	0000	0000	0000	0000	0000	0000	0000	26
16	David Habbins	250 Firefly	2123	2333	1013	0005	0000	0000	0000	0000	0000	0000	29
31	Kevin Goldsmith	350 BSA	1232	0333	5510	0010	0000	0000	0000	0000	0000	0000	29
7	Keith Fleet	250 Yamaha	3333	1533	0010	2000	0000	0000	0000	0000	0000	2000	29
26	Daniel Carter	80 Yamaha	1333	3333	0020	0000	0000	0100	0000	0000	0050	0000	30
15	Roy Bannister	250 BSA	0021	3333	5001	1000	0000	5000	0000	0000	0500	0000	32
2	Richard Leggett	250 Bultaco	5131	0015	1010	0010	0500	0000	1000	5000	0000	0005	36
42	Chris Bate	500 BSA	1033	1335	0312	1325	0000	0000	1000	0000	0000	0000	37
11	Roy Ayres	199 Triumph	3333	3533	0233	0030	0000	0000	0000	0000	0000	0000	37
9	Chris Huxtable	250 Greeves	1221	5335	2232	3331	0000	0000	1000	0000	0100	0000	43
39	Andy Spreadbridge	250 Greeves	1335	3532	1022	5331	0000	0000	0000	0000	0000	0001	43
28	Bill Brooker	250 Honda	0323	3333	3333	3333	0000	0000	2200	0000	0110	0000	50
37	Chris Stokes	325 Bultaco	2235	1333	0035	3055	0200	0050	0000	0000	0500	0000	55
8	Tim Bradshaw	250 Greeves	3333	3333	1313	5333	0000	1000	2302	0000	0020	0000	56
3	Julian Plumb	247 Greeves	5333	3333	3033	3203	0001	2051	5000	0000	3010	2001	64
24	Stephen Parker	80 Yamaha	3333	3553	1555	0353	0500	0050	1020	0010	0000	0000	69
34	Peter Horrex	250 Fantic	2353	3335	3335	3052	0003	0100	1100	2000	5312	0010	71
38	Nigel Edmunds	175 Yamaha	3333	3335	5335	3351	2300	0001	5300	2000	0103	5025	86
21	Ray Gibb	125 Honda	112-	003-	00--	00--	00--	10--	00--	00--	00--	00--	Ret
6	John Ruth	175 Wassell	2---	1---	2---	0---	0---	0---	1---	1---	1---	0---	Ret
14	Terry Sewell	246 Greeves	Non Starter										



We have compiled a route of approximately 40 miles which includes a stop at Gosfield lake and finishes at our favourite chippy in Earles Colne.

Start time is 3:30pm at the 'Alma' on Saturday 7<sup>th</sup> July. All EFA members and their friends are welcome. Turn up on anything, including a car.

Let's hope Lady Luck is smiling on us this time with some fine weather.  
See you there!

By Order of The Management

---

---

## RED TOMATOES

A beautiful woman loved growing tomatoes, but couldn't seem to get her tomatoes to turn red. One day, while taking a stroll, she came upon a gentleman neighbour who had the most beautiful garden full of huge red tomatoes.



The woman asked the gentlemen, "What do you do to get your tomatoes so red?"

The gentlemen responded, "Well, twice a day I stand in front of my tomato garden naked in my trench coat and flash. My tomatoes turn red from blushing so much."

Well, the woman was so impressed, she decided to try doing the same thing to her tomato garden to see if it would work. So twice a day for two weeks she flashed her garden hoping for the best.

One day the gentleman was passing by and asked the woman, "By the way, how did you make out? Did your tomatoes turn red?"

"No", she replied, "but my cucumbers are enormous."



# **LEONARD CHESHIRE SEVEN RIVERS CHARITY BARBECUE TRIAL**

## **SATURDAY 30th JUNE 2007**

To start with things weren't looking too good weatherwise for this year's event but after a wet morning the tap was finally turned off for a little while so that at least the Trial was held in dry, if cloudy, conditions.

Celebrating the 50th Anniversary of the opening of Seven Rivers meant more things were going on at the Home as well which encouraged more spectators and a visit from one of the Battle of Britain Flight Spitfires. Although it didn't stay long, it was a wonderful sight and sound.

A wide variety of machinery was in evidence and as you can see from the results there were some close finishes with several riders tied on the same score. Didn't see all the sections but there was certainly some mud around.

There are always lots of "Thank You's" at this trial and I'm sure Mick will echo these but we must thank you all for turning out to ride, for obtaining sponsorship, making donations and buying raffle tickets.

Also thanks to all our observers, to everyone who helped before the day and on the day and to the section sponsors and programme advertisers. With your help Mick must have reached his £10,000 target.

And what about Mick - the amount of time and effort he has put into these BBQ trials is unbelievable - he certainly deserves to be successful. Thanks also to Anne (Mrs.Mick) for her support. My beautiful bouquet is brightening up the sitting room. At first I thought it was one of Mick's wind-ups and was completely gobsmacked when I realised what really was happening. Thank you very much, Mick, it's very, much appreciated.

*Heather*

P.S. Whilst checking the results over we were treated to another Spitfire display, viewed from the comfort of the armchair. Couldn't quite see all of it and don't know who it was really for but two in one weekend can't be bad!

# **ARIEL**

*The Modern  
Motorcycle*



## **FOR SALE**

### **Ariel NH 350 Red Hunter**



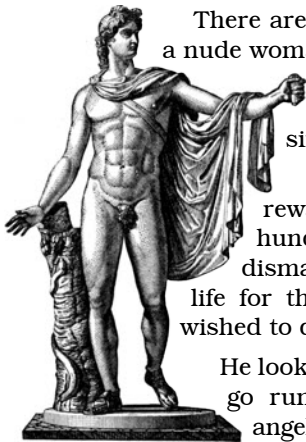
older restoration, needs riding!

Beige sofa with some history • T&T ride away today

### **Offers around £1900**

See Roger Finch or ring 01787 371276

# STATUES



There are two statues in a park; one of a nude man and one of a nude woman. They had been facing each other across a pathway for a hundred years, when one day an angel comes down from the sky and, with a single gesture, brings the two to life.

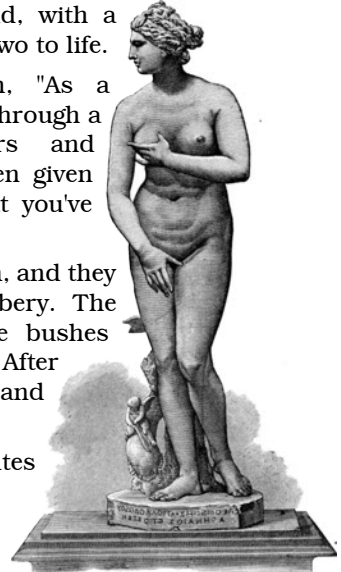
The angel tells them, "As a reward for being so patient through a hundred blazing summers and dismal winters, you have been given life for thirty minutes to do what you've wished to do the most."

He looks at her, she looks at him, and they go running behind the shrubbery. The angel waits patiently as the bushes rustle and giggling ensues. After fifteen minutes, the two return, out of breath and laughing.

The angel tells them, "Um, you have fifteen minutes left, would you care to do it again?"

He asks her "Shall we?"

She eagerly replies, "Oh, yes, let's! But let's change positions. This time, I'll hold the pigeon down and you s\*\*t on its head."



## **FOR SALE** **"JASPAR"**

A very competitive short stroke, pre-unit trials bike.

Offers around £3000

Longterm illness forces sale

See Roger Finch or ring 01787 371276

---

---

## **BUMPER STICKERS**

Impotence: Nature's way of saying "No hard feelings"

# Scottish 2007

by Clive Dopson

Preparation for the 2007 pre'65 Scottish should have been easier than 2006, when I had the Norton and the Douglas to prepare then we had to get three of us and four bikes to Kinlochleven. Having left Lotus after 20 years, I decided to use the time between the Talmag and a Good Friday trial to rebuild the Norton and build a jig to allow me to fabricate a replica 500T frame at some time in the future. The rebuild took a lot more effort than expected including complete gearbox, clutch and engine rebuilds, the piston for the latter proving difficult to locate. At least I did not have to prepare the Douglas this year.



The Norton was running on the Wednesday before the Woodbridge Good Friday trial, so after a quick road run and oil change the trial went quite well with just two stupid errors by me: firstly, crashing before the start and writing off the newly-fitted front mudguard, then running out of fuel in the queue for the last section before lunch. Brian Neale brought over the Cub on the Sunday and by Wednesday mid-day the Norton was sorted and both bikes and gear loaded in the trailer.

Matthew and I set off from Hethersett just after eight o'clock and had a steady run to Scotch Corner, where we met with Trevor Harvey and Roy Ayres.



Clive Dopson 490 Norton

photo: Roy Ayres

We knew that Brian Neale was a couple of hours in front. We refuelled at Stirling before the final run to Kinlochleven for signing on, the only two bits of interest were a sudden rain storm in Glencoe and then an idiot in a four-by-four overtaking against on-coming traffic coming into Glencoe village. The signing on was really well organised and we arrived at the Ben Nevis Hotel just before Trevor and Roy at about a quarter past six. We met my mum and sister before a quick swim, then dinner with everyone at eight o'clock.

Friday morning started very bright and warm as we set off to Kinlochleven, it seems whenever we get to the start, we are nearly last to arrive. With plenty of time to spare, when we were organised we rode across to the café to have a cup of tea with mum and Margaret.

As even numbers we started on Loch Eilde Path, after four sections we were both on two marks lost, but at least no puncture for me this year so far. Brian and the others were observing at Leacann Na Faire, where I had a steady dab, Henry Stannistreet was going well on a rigid 197 James, the rigid class was very competitive this year. Heading out to Meall Na Cruaidhe, we met Bernard Rodemark pushing back with a flat battery on his rigid BSA. Over the years Meall Na Cruaidhe has been friendly to me, but after agreeing in the first sub all we had to do was trickle across a slippery slab, I tried to be clever and had a really bad five. The second half of the group is a real difficult double subber where this year the second observer was marking very hard. I managed to keep moving and Matthew had a dab. By this time we had already been caught by the first of the odd numbers from the other loop.

We started to drop down to the dam via two groups, on one of these we found John Chapman observing, we learnt later that for his troubles a rider had knocked over his immaculate James and dented the fuel tank. The Aite Tamh double subs are under the Blackwater Dam, and caught me for another five when it ground out. Somewhere out here I broke the decompressor cable, which was not much of a problem now, but would be important later in the day. I always enjoy the ride from the dam to Pipeline but this year it was spoilt when we both had to miss an illegal rider on a yellow Suzuki enduro bike. I know there is a lot of talk about this subject, but a solution must be found. If the landowners think they can hold the organisers responsible for stopping riding then there must be more that can be done.

Walking up Pipeline gets longer every year, but at least on the Friday the crowd is large and there are many friends offering drinks and stopping you for a chat. I was confident from last year that I had sorted how to ride the left side of the big step, but this year we had to go up the right. We watched Len Hutty make the section look very easy in second gear on his 410 Matchless. I let Matthew go first and he decided to try second gear. He had a scrappy three. The first sub always keeps you awake on a rigid, up the step I did not panic and kept going, feet up, until just before the second step where the best line is from left to right. With my feet down I tried to foot around the left end of the step, but then the chain came off. As the Norton stood there ticking over, I put the chain on before heading back down to a convenient exit. On the way down, Mick Grant made some less than helpful comments, I offered him the opportunity to show us all how to do it, but he declined. Getting down from

Pipeline without the decompressor was very difficult before riding to Aluminium Works, where amongst the many spectators were my mum and sister. I have always been confident on this section but in front of very knowledgeable crowd, including Sammy Miller, I got an inch off line and had another crunching five.

By now time was getting short, two hours left to do five groups, including ten subs, so we did not go back to the car and just headed out on the road. Cnoc A Linhe pretty well summed up my day, clean the first single sub, get to within a yard of the end of the first sub in the double subber feet up and then crash, so a five and a three. By now, as I got more tired, starting the engine with no decompressor was getting more difficult. We were now on the other loop, so it was only the back markers for company plus Rob Petiet and Martien Vermeulen from the Netherlands, riding a rigid 350 Matchless and 450 FN respectively. Pollock Hill is a really annoying section which is in a gully reached by going over a big jumble of sharp rocks. Last year I got a scrappy three and my second puncture of the day. This year I was pleased with a tidy three, which was better than Matthew who had the cub just cut out as he passed the begins cards. At the Coire Sgoilte group we were on our own with the back markers including Mark Kemp. As we headed down to the road Matthew was in front, so when the Norton stopped on the road I was on my own until the back markers arrived. To my embarrassment I had run out of fuel so I had to scrounge some from my rescuers, then problems really began as I could not kick the bike over, so it took three or four of us to bump start it along the road. Coalascoan was next, but just the first sub. As I arrived Matthew was just leaving, so after a quick inspection, I restarted the bike and had a steady clean. I got to within a yard of the road again when checking the road was clear, the bash plate grounded out on a rock and stopped the bike dead. As I fell to the right I was thrown off into a stone lined six foot by six foot drainage channel, I thought this was going to hurt as I hit the bottom, but luckily the bike did not follow me. Regaining my senses I worked out nothing was badly damaged so before I could get out the back markers arrived and laughed at my predicament. Fed up, I set off to the last group at Camas Nas Muica, with about thirty minutes left of my six hour time limit.

These sections near the picnic area were difficult to get to, but I fived the first and then could not start the bike in the section. The back markers came to help and finally I made it to the last section of the day with about fifteen minutes left. I normally do well on this section, so after Matthew started the bike with about ten minutes left I rode the section, I was clean to about one foot from the end when the back wheel kicked as I went to leave the stream, so another five. By this time I was so tired I needed help to start it again and then I said to Matthew he should head to the finish. I finally got out of the stream and to the road, as I rode onto the finish ramp I had four minutes to spare. I pushed the bike back to the car, Matthew and Brian were trying to clean the carburettor on the cub, we loaded up and headed to Fort William to wash the bikes and then the hotel. A quick swim before dinner but no results were available in the hotel this evening.

*To be continued next month*



# DABBERS DIARY



May I thank you all for supporting the Charity Trial and helping us achieve a total of over £10,000 in 5 years. Those of you who were there will have heard how pleased Gill, the Home Manager was.

Now, an apology for the very unprofessional catering. We had decided to go to a public house to take care of the Bar and the Food arrangements and I am afraid to say that they let us down on both counts. They have not yet been paid and I am in negotiations with them. Riders and officials will have had a free barbecue but I must apologise to anybody that paid for extra meals.

The flypast by the Spitfire I thought was impressive, it nearly did not come due to weather conditions, but he made it. The band, I thought, were great as too were the dancers at their first public function. Unfortunately I have no pictures of any of the proceedings as my camera went missing some time during the evening. What will happen next year? Well we don't know, the home will have a new manager, do we want to help another charity? Any ideas? **Let us know, but thanks for this year anyhow, all the help I had and you boys that got personnel sponsorship of over £800 Thanks again and well done!**



Newly retired Chris Bater aboard his trusty B33 BSA

---

## End Thought . . .

How do you tell when you're out of invisible ink?