

Editorial

I am very sorry to report the sad death of Bryan Walker. Many of you will have known Bryan as one of the founder members and staunchest supporters of the Eastern Centre Marshalls Club. Not only was Bryan a member of that club but he was a National ACU Steward who was licensed to turn his hand to all branches of the sport and when he wasn't undertaking those duties would act as a marshall or observer at events within the centre. Bryan had been suffering for some time and was regularly undergoing treatment but following a fall at his home which resulted in multiple fractures to one of his legs was admitted to Broomfield hospital where he died peacefully. Our condolences go out to his family and the many friends he had made throughout the British Isles.

As I write this the Snaque Pit trial has yet to take place. However, I have it on good authority that the going is just about right but that there seems to have been a minor invasion by the diddys who would appear to have made the place one of their disposal venues.

Thumpers time is fast approaching! Entries have been VERY slow in coming in - let us hope that



this is due to the mail strike which, as I write this may or may not be over. I am sorry but, the thought of turkeys voting for Christmas springs readily to mind.

We didn't venture to Little Bealings for the trial at this venue. From the results and what I have heard it was a very good 'do' - just a pity that it wasn't better supported. Seems that the scramble season is still with us! Those who did attend were required to do 5 laps by Chairman Ted. Thankfully no heart attacks were reported!

You will no doubt remember that sometime earlier in the year we, the EFA, were refused a permit to run a trial by the Eastern Centre ACU. Well, this has brought about the formation of a 'new' AMCA club within our area. The Anglia Classic Trials Club will, as

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Tel: 01206 841519

The November Plonkaround

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

Saturday 10th November 2007

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

I understand it, be based in the Tendring area and run two or three events to cater for, as club secretary Mick Brown states, improvers. It is assumed that this means that it will lay on trials akin to the middy route in our own EFA trials. Mick states that the new club has no desire to compete with the EFA or Mike Harden's Mid Anglia MCC but to complement the activities of both clubs. I, for one, wish Mick and his committee all the luck in the world and hopefully this will stifle all calls for the EFA to become AMCA affiliated even though we, on too regular a basis, are treated abysmally by the Eastern Centre of the ACU and by that I mean contrary to the guidelines set down by ACU HQ at Rugby.

Perhaps I am bitter towards the Eastern Centre hierarchy and I think that I have good reason but currently, if reports are to be believed, my club, the Chelmsford club are to be REQUIRED to change one of its dates, a date which has been agreed for about 12 months, and in the fixture list for the same time, because a so-

called top centre club insists on using that date for a National! Whether we fight this I don't know because I am just one cog in the Chelmsford committee structure.

Thanks for the interest shown in last months item regarding the 'old' Reims racing circuit. I have included a map of its location on page 14.

Janet Hobart tells me that they have now handed over the proceeds from this years "Its Showtime" to Little Havens Hospice. The sum handed over came to more than £5,000 which I think you all will agree is some going. Tickets for the concert by Winston may well be still available, so, if you want an evenings entertainment, all in a good cause, then give Janet a call - advert on page 9.

Haven't had any response to my plea as to "What do you want?" so I shall carry on in my own sweet way giving you what I *think* you want.

Best wishes,

Jim

Bran Muffins

The couple were 85 years old, and had been married for 60 years. Though they were far from rich, they managed to get by because they watched their pennies. Although not young, they were both in very good health, largely due to the wife's insistence on healthy foods and exercise for the last decade. One day, their good health didn't help when they went on a rare vacation and their plane crashed, sending them off to Heaven.

They reached the pearly gates, and St Peter escorted them inside. He took them to a beautiful mansion, furnished in gold and fine silks, with a fully stocked kitchen and a waterfall in the master bathroom. A maid could be seen hanging their favourite clothes in the closet. They gasped in astonishment when he said, "Welcome to Heaven. This will be your home now."

The old man asked St Peter how much all this was going to cost. "Why, nothing," Peter replied, "remember, this is your reward in Heaven."

The old man looked out the window and right there he saw a championship golf course, finer and more beautiful than any ever built on Earth. "What are the greens fees?" grumbled the old man.

"This is heaven," St Peter replied. "You can play for free, every day."

Next they went to the clubhouse and saw the lavish buffet lunch, with every imaginable cuisine laid out before them, from seafood to steaks to exotic desserts, free-flowing beverages.

"Don't even ask," said St Peter to the man. "This is Heaven, it is all free for you to enjoy."

The old man looked around and glanced nervously at his wife.

"Well, where are the low fat and low cholesterol foods, and the decaffeinated tea?" he asked.

"That's the best part," St Peter replied! "You can eat and drink as much as you like of whatever you like, and you will never get fat or sick. This is Heaven!"

The old man pushed, "No gym to work out at?"

"Not unless you want to," was the answer.

"No testing my sugar or blood pressure or..."

"Never again. All you do here is enjoy yourself."

The old man glared at his wife and said, "You and your stupid bran muffins. We could have been here ten years ago....."

Quotes Taken from Performance Evaluations:

"This employee is depriving a village somewhere of an idiot."



Todd8080

Years to live

A 45 year old woman had a heart attack and was taken to the hospital. While on the operating table she had a near death experience. Seeing God she asked "Is my time up?"

God said, "No, you have another 43 years, 2 months and 8 days to live."

Upon recovery, the woman decided to stay in the hospital and have a Face-lift, liposuction, breast implants and a tummy tuck. She even had someone come in and change her hair colour and brighten her teeth! Since she had so much more time to live, she figured she might as well make the most of it. After her last operation, she was released from the hospital. While crossing the street on her way home, she was killed by an ambulance. Arriving in front of God, she demanded, "I thought you said I had another 43 years? Why didn't you pull me from out of the path of the ambulance?"

God replied: "I didn't recognize you ."

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 or sent via email should preferably be saved in text or RTF format.

First Impressions of a Norton Dominator 650ss

One bike I have never owned is a Norton Dominator and I thought it about time I had one before I got too old to handle a 'bigun'. So I have been searching for a Norton 99 slimline for about a year or so. The slimline frame was preferable because I am a little short in height, also a 600 touring engine would be ideal because it would take Sue and I plus panniers etc. quite comfortably on the recently introduced long distance club runs that the West Kent VMCC are now running.



A few Dominator 99's came up for sale but none were that great and I refused them because I didn't want too much rebuilding to do. Then a 650ss was advertised and I soon became the new owner. But! Not before I had taken the trouble to re-read all those old road tests by such renowned people as Vic Willoughby etc. The information contained in those old road tests confirmed that it was a good bike with lots of power and was one of the smoothest for a parallel twin. Hopefully those old road tests were fairly accurate? I was to experience the truth in due course.

The first time I went to see the Norton the owner offered to let me ride it on the road but I refused, this was because I wasn't completely convinced that my current classic insurance would cover me. But the bike started easily and had no bad rattles; it also looked ok with excellent chrome and good paintwork. So I confidently bought it with a cheque and said I would collect it when my money had transferred to the current owner's bank account.

Some time later I telephoned the vendor to arrange collection and he asked if I was going to ride it home? "No" I said "I never ride anything until I have checked it over and set it up to suit myself". Just as well really because when I did check it in the comfort of my garage I found the nearside rear wheel nut 'finger tight' and the brake plate had lots of side float because the QD type wheel spindle was not set in the fork lug slot properly. This could not be detected at first because of the tension that the footbrake rod exerts on the brake arm, this kept everything taught and not easily detectable. Unbelievably the bike was MOT'ed and taxed etc.

Just as well I trailored it home then?

When home the first job was to sort out the brake and the rear wheel nut, which was no problem. Then I noticed some oil leaks from the engine oil feed pipes. Plastic air hose of too big a size had been used and an attempt had been made to squeeze them up with wide but small diameter jubilee clips. These inevitably go oval when tightened right up, so were not doing a very good job. So to change these I had to drain the oil tank first. This should have been an easy job. But! It wouldn't drain due to an inch of sludge in the bottom of the tank. Now why do Norton's run the crankcase breather pipe into the top of the oil tank? Remember how those old Fords and BMC A series engines used to sludge up their rocker boxes? Anyhow it was tank off and de-sludge! Plenty of muck in the bottom including bits of rag etc. Better take the engine oil pipe block off plus any other plugs to see if they also needed cleaning, and they did! What was most frightening was the fact that someone had made an oil pipe block gasket from two layers of plastic tape. These had slipped sideways and the holes had never been opened out properly in the first instance anyway. In fact the engine oil feed hole was only an eighth of an inch in diameter in total!

Just as well I trailored it home then!

The wobbly and worn centre stand was the next bit for attention. But of course the featherbed frame was originally designed for a racing single and fitting the Dominator twin was a later addition. Racing bikes don't have centre stands so Norton's cobbled one together with two small and short 'shouldered bolts' for the attachment points. These fit through small 'flat plate' type lugs welded to the lower engine frame rails. But! The one on the chaincase side is inaccessible unless you remove the outer primary chaincase, chain, clutch, engine sprocket, alternator and then the inner primary case etc. As I previously said, the featherbed was originally fitted with the single cylinder

Council Complaints

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

Will you please send a man to look at my water. It is a funny colour and not fit to drink.

Manx lump and this later twin engine fitment really was a bit of a squeeze. It was very frustrating doing this entire strip and rebuild work just for access to the wobbly and worn centre stand bolts. The prop-stand arrangement also left a lot to be desired. This just clamps around the bottom frame tube and has a solid block attached to the back of it that wedges up against the forward engine plate. This is to stop the whole assembly from slipping around the lower frame tube. It does work of sorts but 'Heath Robinson' springs to mind! Shame on you Mr. Norton, you could have done a little better with the prop stand attachment point.

Whilst the inner primary case was off I decided to modify the sealing arrangement where the gearbox mainshaft pokes through. This was made in nylon with an 'O' ring to run close to the shaft. It could possibly do with a further mod similar to a 'slotted' brake torque arm to stop any possibility of the original metal disc's from spinning, but its fine for now. Whilst the slightly hooked gearbox sprocket and ancient mainshaft oil seal was accessible it was prudent to renew these as well, which I did. Also the SS models had extra strong clutch springs fitted, which was great if you had just finished the latest Charles Atlas course! I put in some ex Matchless scrambler springs, which were lighter and longer, and an improvement. One pitfall that most DIY enthusiasts fall into is that they tend to tighten up clutch springs far too much, just to make sure there is no clutch slip when all is assembled. What I do is temporarily fit the outer primary case (for safety) and run my bike up against the garage wall in high gear with lots of throttle. You can immediately tell if the clutch is slipping. If it isn't, back off those springs some more until you have a much lighter clutch lift.

This Norton has the Commando twin leading shoe brake fitted and it was absolutely useless! One brake shoe was a month in advance of the other but that was easily fixed by a simple adjustment, but now they need to finalise the bedding in process once again. Makes you wonder how it got through the MOT?

Just as well I trailered it home then!

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To be continued next month

On behalf of Debbie, Diane, and myself may I thank everyone for their support and kind words following Jeff's sudden death on 22nd October.

Over 200 people came to his funeral which says much about Jeff and his popularity.

Roger Finch

In Memory of Jeff Fincham



Jeff Fincham - 350 Rariefield

As you will all know by now Jeff was tragically killed in an accident at work on 22nd of October. Only the day before he was out with his many friends at the Snaque Pit riding and enjoying the EFA trial.

We first met Jeff when he came to spectate at a trial near Bures about 15 years ago. He liked the look of the sport and with a little encouragement from Roger Finch acquired a trials bike and a second hand pair of trials boots. He then joined the EFA. The club as you already know is like a big family and we welcomed Jeff into it. You could not help but like the man. Always cheerful, ready to help anyone especially the newcomers and novices to our sport, he was a credit to the EFA. Jeff's riding gradually improved and so he decided to build a machine of his own design. After many months of work he unveiled his creation, the "Rariefield" and on this machine he became a very capable rider, often winning his class in the various trials he took part in.

Jeff's funeral took place on Friday 2nd November and in place of the normal hearse he had a motorbike and sidecar take him on his last journey, and this was escorted by about thirty motorcycles all the way. As his sister said later on in the day, "If he could have he would have got up and driven the thing himself!" We have never been to a funeral where there were so many

This and That!!

Continuing my reflections of the '71 speed scene we go to Lyons Hall Farm, Bocking, Braintree for the Annual National. All the aces of the day and the Pretenders(!) were there. Among the latter were 'Joe' Church and the writer - neither of us made it past the semis but we enjoyed watching how it should be done. In the finals, Peter Collins on 250, 350, and 500 Hagons won them all. What a performance!! Brian Maxsted took a stylish second in the five hundreds and Terry Owen did similar in the three Fifties. Tony Black had to work hard to occupy second berth in the 250s. The chairs equalled the solo action with Roger Measor and Tony Bullock taking top spot from Gerry Wheeler and Jim Holt - the dust did fly!!

The following day, Spring Bank Holiday Monday, was the National motocross at the Salvation Army Colony, Hadleigh, near Southend. Dave Cordle rode well to finish sixth in the 5th round of the Shell Under 21 Championship - prize-money a fiver! CDAC star David Crowe won £3 for 8th place - 10 laps in 13 minutes - quick! Bryan Goss beat Vick Eastwood for the 250 honours whilst M Jones beat Keith Hickman for the 750 crown. Nick Thompson/Dave Beavis were beaten into second place by Andy and Mick Wilkins in the chairs. Again a good day's racing pleasing all, hopefully.

The following Sunday, Tye Farm, a Sudbury and District promotion. Brian Atkinson put it across Adrian Yallop in the 300cc allcomers with John Pease and Norman Messenger close behind and sparring all the way! Dave Cordle won the Junior allcomers from Jim Whyman with M. Drury from Weeley in third place. Freddie Mayes was flying, winning the Point to Point and allcomers.

The Eastern Sporting Sidecar Association presented a grass meeting at Sandon on 13th June. I had a good day with sixth in one final but blown away in t'other - hey ho! Terry Sewell was about the place but off the pace. Harry Godding and Brian Gladwell were the worthy stars of the finals with hard close racing. Harry won two and Brian won one. Not far behind them were the usual finalists of the day ever looking for a mistake up front! Dave Heath and Steve Todd shared the sidecar honours - two hard charging Dunmow club-mates. The latter won a final at the CDAC meeting a fortnight later this time battling with Dave Manning, Johnnie Bryant and the Warner's. Despite this being an Eastern Centre Championship meeting there was quite a depleted entry. Among the 250 entry were a number of newcomers to the discipline - Terry Booty riding his Montesa engine creation, Richard Wakeling (RNS) which was BSA B 25 engined, Peter Groom a B25 engined Hagon copy. Denny Barber took the final from Mick Field followed by John Young. The race speed was 44mph. Harry Godding won the 350 ahead of Ken Dodd followed by Brian Gladwell in

BUMPER STICKERS

If We Quit Voting Will They All Go Away?

the fast and furious 1000 cc allcomers, Harry overcame Mick Field and Geoff Blower, who was having a good day, ahead of Ken Dodd and John Young. Grass tracking at its best. The programme advises that one Jim Woodmason was secretary of the CDAC.

The following week the ESSA ran the next Eastern Centre championship round at Sandon. Terry Sewell with 250 and 350 'Field' specials came 5th in the 250s behind John Young and Mick Field. Colin Perry (Chapple) from Maldon won the 350 final ahead of guess who, Harry Godding Brian Gladwell, John Young, Colin Flaxman and Ken Dodd, all giving their all - great stuff! The six lap 1000 cc final equalled this at 54mph. The man in front was Brian Gladwell on his John Holmes built and prepared 'Holmes' - the latter had considerable input into the local scene with very well prepared motors - JAP. A lot of Hagon and Elstar copies were produced by local 'cottage industries' - home workshops, some with variations, Clive Noy, Danny Finn and Ken Willis were the wielders of welding torches and hacksaws! The sidecar scene has always been very creative and has produced wonderful weapons of mass destruction. Oops - that's if they got out of hand and Clyde Cardy, now active on the VMCC scene, produced some very efficient chassis. I digress. Dave Manning beat Dave Heath for the championship points with Barry Warner and Alan Burdett squirming and sliding behind - speed 49mph

More recently, I read that Norman Blakemore and Dave Spurgeon have 'strayed off the manor' and got in the results. Andy Spreadbridge keeps taking himself off to foreign fields, ditches and lanes - good to see after his traumatic accident.

A very interesting article by Dave Blanchard on the AMC factory gathering.

I'm sure you'll all endorse my best wishes to Tracey and Jim for another enjoyable holiday!!

Good to see we now have a veritable selection of clerk of the courses and secretary of the meetings - please back them up.

Enjoy your riding, do it now!!

Pedro E

English signs in foreign countries

Hotel, Acapulco:

**THE MANAGER HAS
PERSONALLY PASSED
ALL THE WATER SERVED
HERE.**



Little Bealings Trial 7th October 2007 Results

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
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Hard Route

Pre Unit													
22	Mark Fletcher	500 Royal Enfield	00000	00000	20000	20000	00000	00000	00000	30000	00000	00000	7
21	Brian Fletcher	500 Royal Enfield	25130	01100	50003	25210	00000	00000	10110	01000	52110	01000	45

Unit													
32	Alan Robinson	350 BSA	11010	00000	11001	21000	10000	00000	10000	50000	11210	00000	21
16	Peter Teager	250 BSA	50010	00000	10000	25000	00000	21000	03100	50020	12210	00110	36
1	John Carter	250 BSA	12015	00100	53311	53505	10000	50001	20332	25351	35135	10010	93

2 Stroke													
18	Graham Braybrook	250 BVS	10000	00000	00000	00101	10000	01000	00002	00000	00100	00100	9
24	Roger Finch	246 Sprite	11000	00000	20000	30030	00000	00000	00000	32000	01000	10000	17
15	Dave Spurgeon	197 Greeves	50003	00100	20000	10050	00000	00000	11000	05000	00100	00000	25

Twin Shock													
23	Alister McFarquhar	173 Montesa Honda											Ret

Youth													
3	Daniel Carter	80 Yahaha	35013	00200	55355	33125	00000	00002	15510	51015	20350	00000	87

Pre Unit

28	Jeffrey Fincham	350 Rariefield	01011	00001	00100	00000	00000	00000	00000	00000	11010	00000	10000	10000	9
9	Chris Mace	500 Royal Enfield	10000	10000	02000	00000	00000	00000	00000	00000	00000	00000	00000	50001	10
27	Kevin Goldsmith	350 Royal Enfield	01120	01000	00000	32103	00000	00000	00000	00000	00100	00000	00000	35312	29

Unit

19	Richard Challis	250 BSA	00500	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	5
7	Chris Byford-Smith	199 Triumph	30100	00000	00000	50000	10000	10000	00000	01150	00000	00000	30205	30205	28
10	Roy Bannister	250 BSA	22300	00010	31130	30000	00000	00000	01000	00000	00000	00000	02312	02312	28
4	Chris Canham	250 BSA	32310	01000	11000	30300	00000	00000	30000	30000	00000	00000	55232	55232	41
33	Richard Leggett	350 BSA	3	0	3	5	0	1	5	5	0	3	3	3	Ret

2 Stroke

12	Michael Jackson	250 Greeves	00000	00000	01000	00000	00000	00000	00000	00000	00000	00000	00000	00000	2
8	Geoff Challis	250 Wasp	00000	00000	00000	20001	00000	00000	00000	10000	00000	00000	00000	00000	4
26	John Beasley	250 Greeves	10100	00000	00000	00102	00000	00000	00000	00000	00000	00000	10000	10000	6
31	Trevor Andrews	175 BSA	11000	00000	00000	00010	00000	00000	00000	15000	00000	50000	23011	23011	21
2	Andy Spreadbridge	250 Trivil	00200	10300	32310	30000	00000	00100	00000	11000	00000	00000	00000	00000	21

Twin Shock

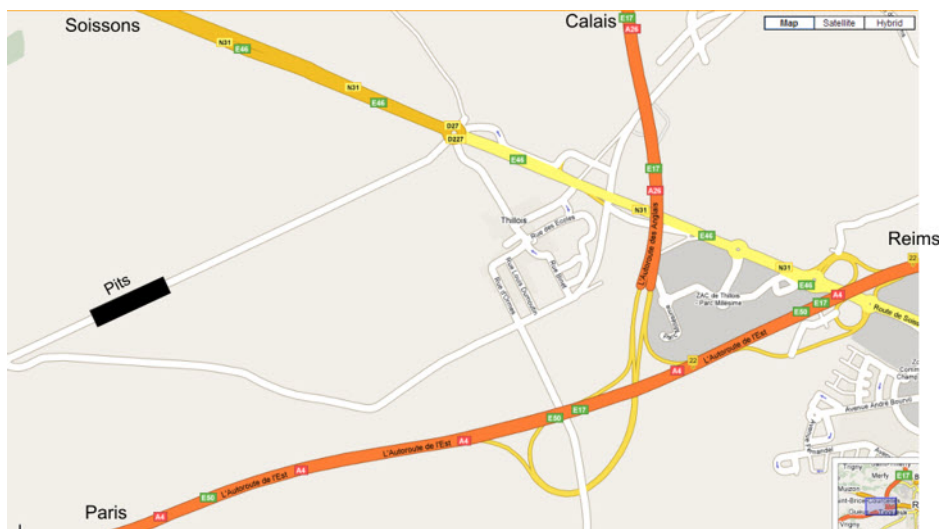
5	Jim Mason	250 Suzuki	00000	00000	00500	00001	00000	00000	00000	00000	00000	00000	10000	10000	7
25	D Maggs	325 Bultaco	00003	00000	10000	31100	00000	00000	00000	30000	00000	00000	02103	02103	18
14	Rob Clarke	247 Montesa	01000	00010	00100	13322	00000	00000	00000	11000	00000	00000	51100	51100	23
11	Dave Kent	250 Bultaco	05111	00100	30110	33303	00000	05102	00000	01101	00000	00000	31212	31212	46
6	Chris Chapman	250 Suzuki	15011	00201	32320	53023	00000	00000	00000	10001	00000	00000	33332	33332	52
20	Glyn Hill	250 Bultaco	02301	00000	35010	35235	00200	11010	00000	10100	00000	00000	51525	51525	58
17	Russell Cook	175 Yamaha	53	10	55	55	52	12	55	30	3				Ret
30	Chris Cook	320 Yamaha	125	0	52	5	5								Ret

Youth

13	Ryan Hyde	175 BSA	10100	00000	00000	02001	00001	00000	00000	13100	00000	00000	11001	11001	14
29	Elliott Smith	125 Honda	01150	00000	51110	50100	00100	00000	00000	00000	00000	00000	23332	23332	35



Following the item in last month's T&T regarding the 'old' racing circuit at Reims and what there is left to see I have been asked if I can provide some details on how to find it. Well, here is a map courtesy of Google and as you can see it is very easy to find after getting off the A4/26 autoroute. I assume that most of us going south in France would be likely to use the A24 autoroute as it by-passes Paris, is much quieter than the A1 and, I believe, the tolls to be a bit cheaper.

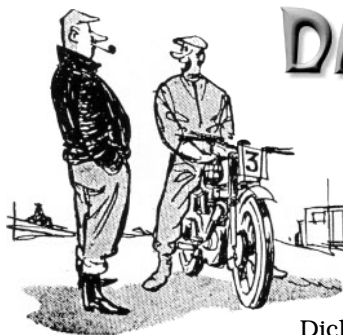


USEFUL CONVERSIONS . . .

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:

Basic unit of laryngitis

- 1 hoarsepower



DABBERS DIARY

Really enjoyed the 'Levis Cup' trial ably run by the North Birmingham branch of the VMCC in the beautiful Worcestershire and Shropshire countryside. I rode my 1938 Tiger70 at this mid-September event and was accompanied by Dick Hobart on his 1941 Matchless WDG3L.

Dick was hoping to do well in the class for Ex-WD machines and I thought I stood a chance to win the award for best performance in the special test. This was called the Flexibility Test and consisted of a hill where you had to select a gear and stay in this gear for the whole climb, no clutch slipping, no weaving and no footing. This was because the hill was divided into two parts, the first part to be ridden as slow as possible and the second part, after a tight left hander, as fast as possible. I had raised the gearing on the T70 but it was still low geared and I thought second gear would be about right.

Continued on next page

Reality hurts!

Have you ever been guilty of looking at others your own age and thinking, surely I can't look that old?" well... You'll love this tale from a woman!

"I was sitting in the waiting room for my first appointment with a new dentist. I noticed his DDS diploma, which bore his full name. Suddenly, I remembered a tall, handsome, dark-haired boy with the same name had been in my high school class some 40-odd years ago. Could he be the same guy that I had a secret crush on, way back then?

Upon seeing him, however, I quickly discarded any such thought. This balding, grey-haired man with the deeply lined face was way too old to have been my classmate. After he examined my teeth,

I asked him if he had attended Morgan Park high school.

"Yes. Yes, I did. I'm a mustang," he gleamed with pride.

"When did you graduate?" I asked.

He answered, "In 1959. Why do you ask?"

"You were in my class!" I exclaimed.

He looked at me closely. Then, that ugly, old, wrinkled, bald, fat, grey, decrepit son-of-a-bitch asked, "What did you teach?"

After a great weekend, and busily revamping the T70 for the 'Arbuthnot Trial', what a disappointment it was to receive the notification that the 'Arbuthnot' was cancelled due to the Foot and Mouth outbreak. The Salisbury club did not have to cancel the event, but considered it a wise decision as the event passes over so much farmland and many of the competitors travelling to the event would pass through or close to the exclusion zone. The cancellation of the event was a wise decision by the organisers and a positive piece of public relations for our sport; unfortunately it probably went unnoticed by the general public.

I wrote the above just before heading to the sun for a while in Spain, am now back and hoping to catch the deadline for the next Trials and Tribs. Reading the October edition I was sad, but not surprised, to read that Jim wants to lessen his work load, I don't blame him and he must be congratulated on producing this quality club comic for the last 163 issues! Heather too, wants to stand down as Club Secretary, and I hope there is a willing volunteer out there to take her place, she will be a hard act to follow mind! With her welcoming smile and efficiency.

Pleased to see that Don Daly is promoting the Big Banger class at Snaque Pit. It was very good fun last time we tried it there. Sorry I can't turn out on a big banger but I hope I can be excused by riding my 1938 girder 250cc model, which is the same age as me! Is there an award for the oldest combined age of rider and machine? Wish he would realize that the Cubs we see here in the EFA are not really trick compared to those ridden in the rest of the country, I can't speak for Bantams, but my Cub is still very similar to the one ridden by Roy Peplow in 1959, when he became the first rider on a lightweight machine to win the Scottish Six days. By then most people had stopped riding big rigid machines, sorry but you can't stop progress and I think what the EFA are doing will keep many of the big and old machines going for a few more years yet.

Also in the post when I got home were the results of the 'Levis Cup' trial.

I didn't win the special test but finished 4th; the chap who won it was on a 1937 500cc Rudge. He must be a good slow rider with a bit more grunt for the fast section. Dick finished 2nd in the Ex WD class and the event overall winner was some bloke from Essex on a 1938 Triumph Tiger 70! I was gob smacked and very proud to win this event which was first run in 1933.

Dabber

End Thought . . .

Experience is something you don't get until just after you need it.