

Editorial

May I wish you all a Happy New Year. Let us hope that this year does not present us with some of the problems that befell us last year especially regarding dates for trials and their refusal etc. Well, this year we are well prepared for any such eventuality even though the Eastern Centre had no right according to the rules to which they should work to refuse us a permit to run our events - but (unfortunately) we are deemed part of the Eastern Centre.

Very sorry to hear of the problems that Ray Gibb is currently suffering. Hurry up and get better, Ray, we are all looking forward to seeing you out and about again.

The new/old guard would seem to have put on an excellent event at Boxford where I gather most people enjoyed themselves. Geoff Daw appears to be having more than his fair share of problems with the 'small chicken'. Has anyone ever heard of a Bantam crank succumbing and breaking? Funny, but its true.

I haven't been about much lately, partly because I am suffering again with my back. Thankfully, this time it hasn't meant a visit by ambulance to hospital but I seem to be getting through pain killers at an alarming rate.

So, I didn't go to Tunstall but I understand that the sections were perhaps laid out for the benefit of twin shocks and those bicycles with front forks which have considerably more movement inserted into them when compared to the date they were anticipated to have been made. My

SURPLUS TO REQUIREMENTS

2 Bike Box Trailer

£55

Geoff Daw

01787 378484

memory, which occasionally plays tricks, doesn't seem to recall more than the occasional log to traverse in a section back in the 'good olde days' but I gather the majority of Tunstall's sections required the art of log hopping to be mastered.

I have also heard it rumoured that the Woodbridge club have applied for, and got, approval to run the 2008 edition of the Pre70 Inter Centre Team Trial. Is this so? And if this is so I must ask the question as to whether they can run the event to what I understand to be the format laid down for the event OR is it to be similar to the previous occasion when the event was held in this centre when the Clerk

English signs in foreign countries

A sign seen on an automatic restroom hand dryer:

**DO NOT ACTIVATE WITH
WET HANDS**

The Mid Anglia MCC
present
for your enjoyment



The January Plonkatound

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

Saturday 19th January 2008

Gates will be open at noon.

Trials practise for:

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

For further information contact:

Mike Harden 01473 310537

email: mike@harden-j.freemove.co.uk

of the Course took little heed of the recommended format.

Whilst on the subject of the Pre70 Inter Centre Team Trial, I understand, or rather it has been rumoured to me that the Eastern Centre DID in fact enter a team but that they came last. The event took place on the same day as the Jack Thomson and I see from the results that several likely EC team members were competing there. As a previous team manager (who 'led' the team to a win) I am very sorry that 'our chaps' didn't do better - but who was in the team? Incidentally, I was summarily removed from being the team manager by the Competitions Committee without ever being thanked for the work I did nor even being told that I had been sacked. Even football managers get know at some stage that they have been sacked but I have NEVER to this day been told that my services were no longer required. Are you surprised? I'm not!

Good to see that Albert Dove is back in action again after the problems with his hands. Sadly, it seems that Tracey may well have to go

through the same or similar treatment within a few years.

Another good turn out at the Snaque Pit Plonkers - just shows that this sort of trial IS wanted.

For those of you who do not put too much value on your cranium I have good news! It seems that for 'Classic' trials held under the AMCA banner you will still be permitted to risk damaging your skull by not wearing a helmet. Personnaly, I feel that the non-wearing of a helmet is rather foolhardy as I believe the AMCA do but they would appear to have bowed to 'pressure'.

I make no apology for including the picture of Mick Grant taken by Keith Bell. I hope that Mick enjoyed the trial as much as the photo would suggest. Keith Bell has provided a disc containing several excellent photos taken at the Thumpers - these will be put onto the website in due course-
www.thumpers.org.uk

Best wishes,

Jim

Secretarys Scribblings

Boxford seems an awful long time ago now. Nevertheless the results are included in this newsletter. It went very well thanks to the entire Smith family, Phill, Karen, Josh and Elliott who put a lot of time and effort into the event. Everyone who went to Boxford on the Saturday got absolutely soaked and the sections were laid out accordingly. Come Sunday the ground had dried out a lot and it looked as though the sections were going to be too easy but a little lunchtime shower changed all that. Thanks to the Boxford Scouts for allowing us to use the spinney once again. Thanks also to Alan Robinson for supplying us with some pens that write!

Hope you all had a good Christmas. Trials at the Snaque Pit and Tunstall Forest gave a lot of us a breath of fresh air. Haven't seen any results but the riders all seemed to be enjoying the challenge. Heard Ray Gibb was about at Tunstall but unfortunately didn't run into him. Hope you're improving by the day, Ray.

Seeing the Club Secretary "job description" in print looked a bit daunting but remember this is spread all through the year so it's not so bad really. Hope this hasn't put you off and you're considering taking over 'cos March is just around the corner.

For the March AGM we need the club shields and cups back for re-engraving so if you've got one in your possession please could you return it to me or one of the Committee either on a clubnite or at a trial, many thanks.

Nice write-up about the late Pre-65 Moto-X at Marks Tey, complete with piccies in Old Bike Mart which makes spring seem a lot closer.

This Sunday, 13th, is the date for Little Bealings. Heather Andrews and Eddie Hood are looking after this one and regs should be in the middle of this issue of T & T.

Happy New Year

Heather

Injured Vet

A handicapped Falklands vet is limping down the street, dragging his right foot behind him. He looks up and sees another bloke about his age walking toward him. The bloke is also dragging his right foot. Another disabled Joe!

The vet walks up to him, grabs him by the hand and says, "Falklands 1982?" The other guy looks him square in the face and says, "Dog crap, five minutes ago."



One Friday afternoon, two secretaries were hanging around the water cooler at the office. "Veronica, I just don't know what to do," Gloria said to her friend at work. "That good-looking Alex in accounting asked me out on a date for Saturday night. Should I go?"

"Oh, my God!" her friend exclaimed. "He'll wine you, dine you, and then use any ruse to get you up to his apartment. Then he'll rip off your dress and you'll have fantastic sex!"

"What should I do?" asked Gloria.

Her friend quickly replied, "Wear an old dress."

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 normally 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.

This and That!!

Continuing my nostalgic meander through 1971. . .

On the local speed scene the Dumow club persons knuckled down and organised a grass track including an Eastern Centre championship round on September 5th. The late Jack Lee was clerk of the course and Mrs Lee was secretary of the meeting - a well organised team within the club. Jack was a capable trials rider and frame builder. Mike Smith was mounted on a 500 JAP - today you see him on a Greeves trials iron and and very capable too! Brian Gladwell and Harry Godding had their usual battle out front of the 500 final with Ken Dodd in close attendance. The next final was the 1300cc sidecars which was won in style by Johnnie Bryant and Derek Moore from the home club's Warners at a speed of 47.9 mph. Brian Gladwell's speed in the previous final was 53.3. All very quick!! This well supported meeting both competitor and spectator wise then witnessed a fast and furious 250 final scrap between two Southend club-mates and the win was taken by Arthur Livings from Mick Field on their BSA engined special and Hagon respectively, from John Young (ESSA), Brian Smith (Wymonham) with an Elstar chassis and BSA engine. The Gladwell/Godding high-speed exhibition continued in the 350 final and this time with Colin Flexman, very neat and tidy, in the final podium place. Chris Rodwell rode the Vic Camp Ducati into 4th place with great enthusiasm and style. The non championship Sidecar final was won by J Dodsley and D Symonds riding under the Dunmow banner but not known to the writer. The Bryant 'Nonesuch' 750 outfit was second. The non championship up to 1000cc solo final was won by Mick Field really on a roll today aboard his Chuck JAP engine special. Bill Chuck was a South East Essex dealer and was also quite handy with the tools. Yet another Southend clubman, Geoff Blower, on his Finn framed 500 JAP took third place after a ding-dong with Harry Godding who snatched second. The solo invitation was won at 54mph by Brian Gladwell from Mick field and Colin Flexman - what a great day these front runners gave us and a great day's sport. The Sidecar invitation saw third place man Clyde Cardy chase home Johnnie Bryant and the Warners. A very consistent exhibition of chair control - action plus.

The following Sunday, the 8th round of the Eastern Centre Championship was promoted by Braintree at Gower's Farm, Stisted, and among the entry was the CDAC duo of Chris Rodwell and Robin (Joe) Church backed by Peter Groom and the writer. Chris won the 250 final with Joe in sixth. Arthur Livings was second and Brian Smith third - all hard fought for. The Sidecar final was aced by Johnnie Bryant ahead of Alan Burdett and Roy Andrews - new boys on the podium and well earned. Dave Heath and Dave Palmer were eating their dust close behind. In the sidecar scene many competitors were

Quotes Taken from Performance Evaluations:

"His men would follow him anywhere, but only out of morbid curiosity."

upping the capacity to 750 and Ken and Colin Beevis had a double engine outfit making 1000 cubes!! This week Harry Godding beat Bryan Gladwell in the 350s whilst Colin Flexman took third from Southend's Tony Ryall. Ken Dodd and Joe Church completed the leaderboard at the speed of 46.4. Brian Gladwell reversed the order at the finish of the 500 final ahead of Tony Ryall and Mick field at 46.5. Brian Gladwell had the last laugh over Harry Godding in the solo allcomers to complete another good day at 46.6mph.

Forward to the recent past. Several of our members have travelled far afield - Terry Sewell was to be seen promoting Greeves at Le Mans, presumably not on the hard stuff. Another wanderer, Andy Spreadbridge, feels he has now cracked the recovery period four years on from his traumatic and painful accident. His recent high point was third in the Guy Fawkes trial in Herefordshire I believe. He wishes to thank all club members for their support not only to himself but feels he speaks on behalf of other unfortunates who have been in the wars - Roger Finch, John Kendall, Terry Sewell and Chris Mace. Another more recent reluctant hospital bed occupier was Ray Gibb - now back home and weak but recovering.

Andy was relishing another long-distance 70 mile course, no inspection, trial. This was the Neil Westcott based on Porlock on 25th November - results not known. On the same day NJB was functioning up country at a new long-distance trial based on Leamington and enjoyed himself -speak to him about entries for next year - a club team? Incidentally NJB finished behind Andy Spreadbridge in the Guy Fawkes and discovered he was unfit, hence the current dieting!!

Didn't Roger Finch do well in the Thumpers - 1 mark on the last section on the last lap. Congratulations young man, you've recovered!!

From the 'visual' and the result sheet it was obvious that many club members had good rides - Sam A, Mark F, Geoff Daw was unlucky to break the Bantam after a lap especially after being a long while away with the 'the knees'. Spirited riding by the Sidecar contingent resulted in a win by a fiercely



Peter Pesterfield & Keith Laker

photo by Keith Bell

competitive Paul Fishlock who appeared to be berating his lady passenger, Debbie, when he arrived at my section. She just carried on smiling! The pudding basin duo of Rob Cameron and Budge Smith turned in inspiring performances ahead of that great enthusiastic midget, Peter Pesterfield, with Keith Laker trying to be in the right place at 100mph!!! All the above hailed from the other side of the Thames. Guy Stanley riding under the club banner had a painful ride after section 3 on the first lap and did well to finish. His ballast must have learnt a lot during the day. Well done all, another good one.

Harking back to Boxford, Phill Smith and Co excelled with the section layout. What I observed was interesting performances and mostly happy riders. Sadly, Geoff Daw suffered machinery maladies again for the second event (a broken crank in the Thumpers) and that wasn't the rider. Other bodies were seen pushing machinery including Alan Farmer. The course changed with a shower that came by in later stages.

On to the Broomfield Pits trial on 26th December, a CDAC presentation but with a depleted entry - why? 26 riders comprising modern with a couple of twin shocks and Mike Smith on his Greeves together with a modern sidecar. The course appeared rideable but extremely sticky under wheel. Mike put things into perspective as I hear that he won the white route - he was certainly on the roll when I saw him. Well done that man. Not knowing many modern riders I had a laugh with several of yesterday's men. I must mention Albert Brace, a stalwart of the host club, who was doing observer duties with his son who was also officiating. Where would the sport be without these people? I don't think he got his MBE in the New year's Honours List!!

On the 28th back to Snaque Pit and the Mid Anglia had a good entry with many and varied machinery. Ian Bennett and Sean Seear took time and effort into producing a wide and long selection of sections which appeared to be appreciated, rideable but not always forgiving. Results not known by the writer.

My first viewing of the Foresters was undertaken in good weather and a healthy entry of 120 plus ranging from dinosaurs to well worked on 'litewates' which mostly suited the log hopping. Hey ho, Matthew Neale on the immaculately engineered Ariel appeared to have be on-form along with Mark Fletcher. Other EFA members were turning in good rides but naturally a few lost some silly marks. Some things don't change

Chris Bater has made a return with a new to him 350 Triumph which looked and sounded good but there was muttering about preferring BSA power!

Having never been into Concours machinery, I'm astounded at this factor that abounds in today's trials fraternity - most of it is better than the day it was made.

Had a chat with son Mark who advised me that dad, Ray Gibb, is improving but as you can imagine not quick enough.

All the best for '08 to all of you.

Do it while you can.

Pedro E



Boxford Bash

Sunday 9th December 2007

Provisional Results

			Section No.										
No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
Sidescars													
21	Roy Rush/ Graham Hornsby	500 Triumph	0000	0000	0000	0030	0000	0005	0000	0005	0000	0003	16
38	Mark Wilson/ Craig Fenner	500 Triumph	0000	0000	0000	0000	5000	0000	0000	1555	0000	0003	24
32	Paul Gray/ Chris Cook	500 Triumph	5500	5000	3000	5100	5000	0505	0000	2505	0300	0013	58
Solos Riding Sidescar Route													
25	Mick Brown	250 Girdler Triumph	0000	0500	0011	0000	0005	0000	0000	0002	0005	0000	19
53	Paul Flack	250 BSA	555	550	535	555	5000	0000	1055	0135	3235	5155	Ret
HARD ROUTE													
Pre Unit													
26	Mark Fletcher	500 Royal Enfield	0000	0000	1000	0000	1000	0001	0000	0000	0000	5000	8
Unit													
9	Alan Robinson	350 BSA	0000	0000	0000	3012	0000	3000	0000	5001	0000	5213	26
Two Stroke													
47	John Kendall	250 Greeves	0000	0000	0000	0002	0001	0000	0000	0000	0000	0022	7
39	Roger Finch	250 Sprite	0000	0000	0000	0000	0000	0001	0000	0000	0005	0103	10
28	Mike Smith	250 Greeves	0500	0000	0000	0002	0010	0000	0000	0000	0001	0103	13
23	Kevin Teager	250 Greeves	3300	0112	5100	5111	1003	3335	0000	1013	0000	3333	59
Twins shock													
6	Jim Mason	248 Montesa	5510	0000	0000	3135	1205	3352	0000	3011	0001	0135	59
41	Richard Wreathall	212 Fantic	0000	1000	1100	0525	5015	5535	1100	2125	0000	5335	72
52	Alister McFarquhar	173 Montesa Honda	0000	5000	5011	3553	1023	5335	0000	5021	0005	3555	81
42	Andy Prill	340 Bultaco	1000	0000	0000	0005	0005	1155	0000	0012	0000	03	Ret
3	Ian Wheeler	248 Montesa	-	-	-	-	-	-	-	-	-	-	Ret

5	Ryan Maggs	250 Banvil	0000	0000	0000	0000	5100	0000	0000	0000	0000	0000	0000	6
37	Norman Blakemore	156 Fantic	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	8
36	John Beasley	250 Greaves	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0133	12
29	Mark Gibb	125 Honda	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0053	14
1	Jason Sigournay	250 Firefly	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0252	14
11	Bruce Davie	350 BSA	0000	0000	0000	0000	0000	0011	0000	0000	0000	0000	0052	15
22	Glyn Hill	250 Bultaco	0000	0000	0000	0000	0000	0005	0101	0000	0000	0030	1133	16
17	Chris Byford-Smith	199 Triumph	0053	0000	0000	0000	0000	0000	0000	0000	0000	0000	0133	18
2	Andy Spreadbridge	250 Greaves	3000	0000	0000	0000	0000	0000	0000	0010	5000	0000	0052	18
16	Albert Dove	225 Villiers	0000	0000	1000	0000	1052	0000	0000	0000	0000	0000	5005	19
31	Kevin Goldsmith	350 Royal Enfield	2000	0000	0003	0003	0005	0101	0000	0000	0000	0000	1005	21
33	John Daly	350 AJS	0000	0000	0002	0051	0005	0000	0000	0000	0000	0000	1251	22
45	Steve Page	200 Honda	0000	0000	0000	0000	0050	0000	0000	0000	0000	5001	0533	22
4	Doug Maggs	325 Bultaco	1005	1000	0000	0010	0005	1000	0000	0000	0000	0000	0225	23
51	Colin Rose	199 Triumph	0000	0000	0002	0000	0000	0000	0000	0000	0005	0005	0533	23
15	Chris Canham	350 Royal Enfield	0000	0000	0013	0000	0005	0000	0000	0000	0000	0021	1235	23
27	John Phillips	350 Triumph	0000	0000	0000	0000	0000	0000	0000	0000	0005	0005	1535	24
18	Keith Fitz-John	250 AJS	0000	0000	0003	0000	0000	0000	0000	0000	0035	0001	0353	24
46	Ted Smith	350 Royal Enfield	0000	0100	0003	0002	0001	0000	0000	0000	0001	0313	2233	25
30	Rob Clarke	247 Montesa	5000	0000	0003	0011	0101	0000	0000	0000	0000	0005	0053	25
34	David Parker	125 Honda	0000	0100	1000	0001	5200	0001	0500	0000	0000	0005	0053	29
8	Dave Kent	250 Bultaco	0000	0000	3003	0011	0003	1051	0005	0000	0000	0123	0123	30
20	Paul Kelling	250 Suzuki	5501	0000	5000	5000	5005	0010	0000	0000	0000	0000	1133	40
14	Chris Chapman	250 Suzuki	0000	0000	5013	0025	0555	0011	0130	0555	1015	5535	5535	77
43	Bob Wreathall	250 Ossa	0100	0550	0102	0533	0555	0251	0500	0151	0005	0535	0535	78
44	Dale Clutterham	175 Yamaha	0011	0503	5535	1033	5535	0010	0003	0122	0005	5355	5355	85
7	Peter Sigournay	275 BSA	0	0	0	0	0	0	0	0	0	0	01	Ret
10	Kevin Davie	317 BSA	0	0	0	0	5	0	0	0	0	0	2	Ret
12	Keith Ablitt	250 DOT	5	3	5	0	5				0	1		Ret
19	Geoff Daw	172 BSA	00	00	03	0	0	0	0	0	0	05		Ret
24	Alan Farmer	350 Royal Enfield	000	000	000	000	000	000	00	00	00	1		Ret
50	Phill Smith	350 BSA	0	0	00	0	0	00	00	00	00	05		Ret
Youth														
48	Elliott Smith	125 Honda	0000	0000	0000	0000	0000	0000	0000	1033	0023	0035		20
49	Josh Smith	250 BSA	0000	0000	0001	0112	0005	0052	0100	0000	0000	0235		28
40	Ryan Hyde	175 BSA	0500	0000	0103	0000	1000	0000	0000	0355	0055	0555		48
35	Stephen Parker	80 Yamaha	5500	0000	0015	2021	5035	2002	0010	0005	0205	1355		65

Jack Thompson Trial 2007

I was talking to John Excell the other week and we were wondering where all the wet weather trials of a few years ago had gone. We had not seen or ridden in a real old fashioned mud-plug for ages. Well we must have been overheard by Mother Nature as she duly obliged us on Sunday the 2nd of December, in what can only be described as a monsoon attack half way through the trial. The torrential rain was going horizontally across Canada Heights in great watery sheets as it yielded to the strength of gale force winds! No patch of ground was left dry anywhere and riding conditions became very difficult as the 'old fashioned mud-plug' was reborn! But! This did not detract from the enjoyment of the 'Jack Thompson' although it did make a mess of my new riding trousers and trials helmet. After a couple of off's, my old 'Elgren' jacket had changed colour to a sort of army camouflage muddy brown and for the rest of the day I must have looked like a slithering 'Chameleon'. My new trials helmet did help a little because it has an aerofoil shape at the back of it. The theory is that the faster you go through a section, the more down force it will generate. This extra pressure on the rider is transferred through his muddy boots to the footrests and from there to the back tyre giving much more grip in the mud. I guess I was going too slowly for it to take effect, so next year I will increase the surface area of the aerofoil and hopefully get even more downforce at the rear tyre. Or perhaps I have got the science wrong and 'downforce' means flat on your back in the mud?

If it was a 'back to the elements' kind of a day for the riders then it must have been an extreme day to remember for those brilliantly hardy and willing observers. Hopefully your 'muck and bullets' medals are already in the post? Sue was observing on the day, but her section was several miles away in the new 17½-acre field that the 'Sidcup Club' have just purchased. Her section, number seventeen was not as lonely as it looked because she had a little volunteer helper to keep her company. His name was Roland and he was continuously running along the edge of the field, from one end of the section to the other. The poor little mite was unclothed and soaked through to his skin looking very much like a drowned rat! In fact it was a 'Rat'! But! In those sort of conditions anyone is company I suppose? He might even have sensed that Alan Brook was on his way with the hot soup for all brave souls who were observing and thought he had better form his own queue. Sue did say that at one point in the trial (just after the deluge) he was sitting on his haunches with arms crossed and laughing at funny people covered in mud, riding around on trial's bikes. Historically (and affectionately), that section will always be known

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:

1 million-million microphones

- 1 megaphone .

to us as, 'Rolands Gulley'. Geographically, I am not sure whether Roland was a 'Rat of Kent' or a 'Kentish Rat' but he was good company and we will look for him next year. Hopefully, 'Head Chef' Alan Brook, will remember to bring some extra soup for Roland next time, because he's worth it!

My 'Man of the Match' was undoubtedly Vince Cottingham! Our friend Vince was riding his Girder forked Matchless, this is by no stretch of the imagination a lightweight. I have sampled the heavy steering and can liken it to piloting a HGV vehicle without hydraulic power assistance! Vince rode the socks off all those other Girder fork riders with a determination and calm not often seen. Close friends know that it wasn't only just the muddy sections that were challenging to Vince on the day, because he is gallantly fighting other problems too. Very well done old mate! We are all in awe of your performance in the Jack Thompson Trial!

Many thanks to the Sidcup Club and all of the hard working volunteers!

I enjoyed the whole day and honestly believe that if 'Gene Kelly' had been there, he would have been more than proud to give a spontaneous rendition of 'Singing in the Rain'!

Yes I know it's an unusual report for a trial, but it was an unusual day!

Award winners

'A' Pre-unit White route, Jack Thompson Trophy and NKTC award

Dave Shave Ariel, 34 marks lost

'A' pre-unit Red route, Class Premier

John Johns Triumph 500, 27 marks lost

'B' Unit 4stroke, White route, Premier & NKTC award

Graham Bridger Triumph 199, 42 marks lost

'B' Unit 4 stroke, Red route, Class Premier

Daniel Burton Triumph 200 50 marks lost

'C' Girder fork rigid, Yellow route, Class Premier

Vince Cottingham 350 Matchless, 52 marks lost

'D' Rigid Tele 4 strokes, Red route, Class Premier & the Vinall Trophy

Stan Metcalfe R.Enfield 400, 70 marks lost

'E' 2stroke White route, Class Premier

Ben Wibberly BSA 175, only 4 marks lost!

'E' 2stroke Red route, Class Premier

Martin Kemp Greeves250, 54 marks lost

'F' Sidecar Yellow route, Class Premier

Pete Pesterfield AJS 500, 23 marks lost

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Triangles in the US of A

September 9th - September 22nd 2007

Part One

Triangle Memembers taking the trip:

Tony & Karen Cole,
Gordon & Jan Blackburn,
Shaun & Maggie Rudduck,
Robbie & Jill Peck,
Eddie Hood & Dawn Meeks,
Evelyn Brown,

Phil Watkinson,
Steve & Birgitt Griggs,
Chris & Angela Coffill,
Gary & Carol Moss,
Stan & Maureen Robinson.

The States visited during the trip:

Nevada, Arizona, Utah, California

DAY 1 Sunday 9th September

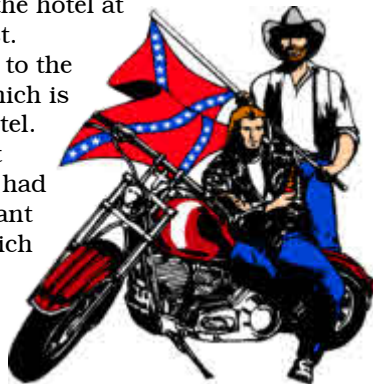
Ipswich to Gatwick, Gatwick to Las Vegas *by Robert & Jill*

We all woke up very early to meet at the Golf Hotel Foxhall road for a 3:30am start, Tony had arranged for a small coach to take all 20 of us to Gatwick Airport arriving at the airport at 5:30am.

After checking in our luggage we went and had some breakfast at around 7:00am, our flight had been delayed by half an hour. We finally boarded the Virgin Atlantic jumbo and took off at 12:00 for a 10 hour flight to Las Vegas, arriving at local time 14:20. On the way over a free drinks (alcohol) bar was well used by some club members. As we were walking around the plane Jan decided to lean up against the cabin crews folded up seats and leant on 2 warning buttons and was told she had just set off some warning lights in the cockpit.

After picking up our luggage, Stan and Maureen arranged for a bus to take us to our hotel Circus Circus on The Strip. As we stepped out of the airport the heat hit you, it was about 35°C, arriving at the hotel at 4:15, checking into our rooms. I then had a rest.

Some of us arranged to meet at 7:30 and go to the Treasure Island Hotel to see the pirate show which is performed 3 times a night at the front of the hotel. It was very good with a whole galleon sinking at the end. It is now 9pm and we then went and had some food at a very nice Spanish tapas restaurant and some went to a nice looking burger bar which I heard was very nice, then a mile walk back to Circus Circus for a well looked forward to bed, by now we had been up for about 27 hours.



DAY 2 Monday 10th September

Las Vegas by Stan & Maureen

This was our first full day in Las Vegas. After breakfast 8 of us walked to the Stratosphere Hotel to catch the 9:15 Harley Davidson free shuttle bus to its premises in Eastern Avenue, the object of this exercise was shopping. Steve and Stanford needed to buy parts for their Harleys (half the price that Blackbear charges), then there was the clothing, sunglasses, and anything else they thought they could get through customs.

We then caught the free shuttle back up The Strip and got off at the MGM Grand Hotel, at this point Shaun & Maggie went off to do their own thing as they didn't want to ride the rollercoaster in New York New York (neither did Jan and I, we were the 'bag ladies'). Like everything else in the USA it is bigger, longer, taller, faster than anywhere else, and by the looks of the faces on our group when they came off, this may be true. Next we caught the monorail up to Mandalay Bay Resort for a visit to the Shark Reef Aquarium, we must have walked a mile inside the hotel before we finally found it (well worth the walk). Back on the monorail to Excalibur, whoops we're on the wrong one, so its back to Mandalay Bay where we then decamped onto a different monorail and were successful this time. Its amazing when you are with a group of happy people how a boob like this can become a big laugh, and to our knowledge not one of us had had our lips near a bottle ~

The rest of the afternoon was spent making our way back to our hotel down The Strip, taking in the many amazing sights and buildings, stopping for drinks at The Harley Davidson Cafe (a welcome respite from the heat), then more drinks at the open air cocktail bar where we were entertained by the antics of the barmen, and also a live band was playing. After an hour or so here we returned to the hotel for a shower and something to eat. By this time several bottles had been near our lips, obviously for medicinal purposes only i.e. treatment for dehydration.

At 7:30pm, 16 of us met up (4 went to see shows) to catch the bus to The Fremont Street Experience. After several full buses passing, one finally stopped, we were squashed in like sardines and squeezed out the other end like toothpaste. These buses are on the lines of our green double deckers in Ipswich, there must have been in excess of 100 people crammed on to this bus. Stanford reckoned that it was the best 2 mile bus ride he had ever had, I think being squashed against an 18 year old busty Mexican girl swung it for him, and all for \$2. Fremont is the original part of Las Vegas, a quarter of a mile long street where the first 2 casinos were built (they still exist). Each evening there are street entertainers, such as live bands, a pianist on a Peterbuilt truck, an amazing spray can artist, and a man on a saxophone (he

Council Complaints

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

Our lavatory seat is broken in half and is now in three pieces.

Yes! We want your old bits & pieces!



Mick & Pete, plus any other willing volunteers will be manning a Bike Jumble stall at the 'Marconi Club' Beehive Lane, Chelmsford on Sunday February 3rd & we need stock.

Any profit will help to sponsor the Charity Trial in June at 'Seven Rivers'. You can donate your bits & pieces or we will sell for you on a commission basis. Come & join us it's a great way to spend a Sunday morning, amongst bike bits & bike people.

For more details contact Mick on 01206 250462

was seriously good). Also on the hour, every hour after dark, there is a 10 minute light show on the overhead canopy. The theme tonight was spacecraft and aliens.

Later it was back onto the bus for the return journey, where I got chatting to 2 charming, dishy, young (22 and 25) good looking, Australian men, forget about the Mexican girl with the big boobies, these lads were gorgeous (we were rubbing knees because I was sitting on Stanford's lap due to being treated like sardines again, what us world travellers have to put up with!) We had planned to go further up The Strip to watch the free shows outside The Bellagio, Mirage, and Treasure Island, but we were all very tired and most went straight to bed.

To be Continued

Christmas Plonkers Get Together

Once again I must truly thank the many helpers and observers for their sterling efforts

And help at our Christmas bash the 53 entrants had the drying surface to help them whilst the observers had the wind to cool them luckily the rain stayed away long enough to complete proceedings and many good rides were recorded.

Granny Preedy complete with grandchildren watched whilst Granddad appeared to finish on a clean sheet, many of the riders providing family and friends to observe their varied skills on the various sections round the pit.

As a prize was offered to the first observer to give our evergreen friend and colleague Bob Drane a five, her indoors got tea in bed this morning and a cooked breakfast as well and I am glad he did not slip up on some other section.

Once again thanks to every one who helped and hope to see you again next year.....

Ian B aka Mr Blobby



DABBERS DIARY

Firstly I must tell you that the staff and residents of Seven Rivers are most grateful for the donations made to the home in memory of Jeff Fincham.

The donations totalled £425 and came from Jeff's work colleagues, friends and motorcycling mates. Gill, the Seven Rivers manager, will be writing to thank Debbie personally and I would like to thank Debbie for choosing Leonard Cheshire for the donations.

Many of you who rode at Boxford will have realized that it was business as usual and the event was organised by members of the old firm. To quote Morecambe & Wise, I bet many of you "Couldn't see the join!" I must thank Heather, Phill Smith and his boys for making this first AMCA venture a class ACT! We were able to give the Scouts a nice donation, pay our bills and still have a bit over. Now, compared with running an ACU event, it is definitely cheaper, or is it! Some of you may have heard that I have been trying to get an answer to several emails to the ACU concerning charity events and a possible waiver or reduction of fees. I eventually got in touch with the General Secretary, Gary Thompson MBE BEM, who tells me

"Certainly for Charity Events the fees as you outline in your email can be waived. However, this is done on a case by case basis once an application has been made by a club organizing an event for Charity."

I have replied and asked if this information is widely known, i.e. at centre level and some of idea of how much we would save. Good news? We will have to wait and see. I am afraid it might be too little too late! Now I have the full facts of the AMCA charges I know we would have saved £93.50 running the charity trial under this banner.

Sorry! By now I should have wished you all a Happy New Year! Let's hope we can look forward to a good year of Wobbling, Plonking, Dabbing & doing what takes your fancy. Did not start off too well with the cancellation of the 'Talmag' trial, a great annual sporting and social gathering of like minded people. It seems the MOD want to play soldiers on Hungry Hill which is not an ideal area for them as they are not able to use live ammunition! When you think about it the powers-that-be have not given us a very good service lately. You will remember the autumn foot & mouth outbreak that was traced to the bug leaking from the government agency laboratory's in Surrey, this caused the cancellation of several events including the 'Arbuthnot'. Still, as our old friend Jeff would have said 'Lets look on the bright side', Happy New Year!

Dabber

BUMPER STICKERS

Support mental health or I'll kill you

Trials & Tribulations

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Mick Grant 500 Ariel enjoying himself at 'The Thumpers'

Photo: Keith Bell

End Thought . . .

If at first you don't succeed, destroy all evidence that you tried.