

Members

It might surprise some of you to know that the EFA has now being running in excess of 25 years and our membership now runs at a record of high of around 120.

During these 25 years it has been very much the 'same faces' that have supported the organisation of our events either via being Clerk of the Course, Secretary of the Meeting or being a member of the Committee to name but a few of the key roles. My sincere thanks go out to all of those that have supported us to date. Without you we would not have been able to run as many events as we have.

It has now come time for many of us that have supported the club over these years to take more of a back seat and hand over the reins to some of our other club members that enjoy attending the events. I mentioned in my roundup at the AGM in March 2007 that we need some volunteers to help support the motorcycling events by volunteering to become Clerks of the Course, take part in working parties and being Secretaries of the Meeting. I am really disappointed in the response I've received to date. A couple of members have kindly volunteered but it is nowhere near as many people as are needed to keep the club's events running.

I appreciate that many of you have family and work commitments that take your time. Personally, so do I, but I also enjoy my social activities as well and understand that in order for them to take place I have to give a little as well.

Jim and I will not be renewing our national Clerk of the Course certification after it expires at the end of 2008. This means that we will not be able to run any national events when this expires i.e. the Thumpers 2009, unless members step forward to support the club. Is this what you really want??

In addition we are losing our club Secretary, Heather Gulliver, after in excess of 10 years of service to the club and its members. Heather has been an excellent Secretary and although we are sorry to lose her, we are all extremely grateful for what she has done for the club over the years. Heather first made us aware of her intention to step down in the summer of 2007 and I passed this news to you all, asking for someone to volunteer to be our club Secretary! To date nobody has volunteered.

If we have no Secretary, we have no Club.

We are proud to say the EFA has always been in a pioneering place in the Eastern Centre. The committee and I are extremely disappointed that after all the years of event organising and battle fighting to keep our events running, we now run the risk of having to close the club down.

As a founder member I am personally devastated by this lack of support from the membership.

It now just leaves me to sign off and say that unless volunteers step forward within the next 4 weeks, this will be the last newsletter and potentially the last list of events you will see run by the EFA.

Ted Smith
Chairman EFA

Editorial

You will have noticed that my editorial has moved due to Ted's letter to all of you, our membership. What Ted says is very true - we need new blood and if we don't get it soon then this could see the end of the EFA as we know it and I am sure that you don't want that. Your Revolutionary Council is getting older and I believe that out of the current 'council' there will be five picking up their OAP by the time of the AGM whilst there are another couple who are (too) rapidly reaching that point in their lives. Don't let it be said that the Revolutionary Council is standing in the way of young blood - this club is alive and kicking and the 'old guard' are most willing to give way to fresh leadership, unlike some organisations 'close to our heart!'

You will find a set of regs for the Southend trial with this copy of T&T. As usual, for those of you who do not get a copy of the Eastern Centre Gazette, you are requested to enter via this form BUT only use this form if you are riding the non-championship route - championship riders MUST enter using the form in the January issue of the Eastern Centre Gazette. Dave Spurgeon advises me that they will be catering for Pre70 and modern sidecars so there is no excuse for all you barrow boys in not entering. Dave also tells me that all entries should be made

before the day as they will have enough to do without taking entries that could have been sent in beforehand. You have been warned - but it is, of course, a centre restricted trial and not a club 'do'. Don't forget your ACU Trials Registration card or what have you as I believe they will be checking up on these.



*Graham Steward at the Thumpers
Phot: Mick Brown*

Seems the Little Bealings trial went off very well indeed with quite a good entry. It looks like being a very popular venue and let us hope that it

Council Complaints

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

I have had the clerk of works down on the floor 6 times but I still have no satisfaction.

The Mid Anglia MCC
present
for your enjoyment



The February Plonkaround

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

Saturday 23rd February 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

doesn't get overused as sandy venues like that can really suffer if the ground is not permitted to recover.

Our first Snaque Pit event of the year takes place next Sunday - regs in this issue of T&T. Don't know whether there will be a class for 'hernia specials' but no doubt Ted will advise us in his clubnite talk.

Our esteemed chairman, Ted Smith, is joining the ranks of the retired. As Ted and Edie will soon find out, life can get very busy. Will they be joining some of us others who have taken up the 'new' hobby of holidays? Retirement is surely a very busy time of life! Best wishes to you both for a long and happy time. No, just because he is retiring does not mean that Ted is going to be willing to do even more for the club. The time comes when one feels the need to move further towards the back of the bus. Don't forget, Ted has been deeply involved with the EFA since its inception and was very involved with the Castle club before that - he has well and truly done his bit.

Its beginning to look as if there may not be an April issue of Trials & Tribs. I gave notice towards the end of last year that if the opportunity came up to go away over the end of the month/club night period then we were to grasp the opportunity with both hands. Well, it is beginning to look as if we will be having a recuperation holiday about then as both of us have been attacked by the medical profession recently and I fear Lake Como in Italy is beckoning.

Work is underway for the Roger Birch which takes place next month. Regs for the non-championship classes will be included in the March issue of T&T.

A big thankyou to all of you who have provided photos for inclusion here and on the website. My assistant is still looking into the best way of putting the photos on the website - give her time!

Best wishes,

Jim

Secretarys Scribblings



Congratulations to Chairman Ted who celebrates a special birthday this month and retires from work. Have a great day Ted, and all the best for many biking years to come.

Sunday 10th February is the date of our next event. It's at Snaque Pit courtesy of the Sudbury gang and Pete Sigournay is in charge of the paperwork. Regs are included in this Newsletter

Ipswich Old Bike Jumble at the New Village Hall, Great Blakenham-is on Sunday 17th February. from 10am to 2pm. Admission £2.50. If you want to take the kids they can come along for free.

Time is ticking by with the AGM and Trophy Evening coming up next month. I hope you've been giving the idea of becoming club Secretary some thought 'cos if you haven't, after Tuesday 4th March, if there's no-one to hand over to, the EFA will be Secretaryless. C'mon, you all seem to enjoy riding trials, there must be someone in the club who could spare a bit of time to help keep the club ticking along.



Heather

AMAZING LETTER TRICKS

DORMITORY

When you rearrange the letters:

DIRTY ROOM

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.

Little Bealings Trial

A total of 69 riders enjoyed the trial, held on Sunday, 12th January. ten sections were laid out on the hillside mostly consisting of climbs on loose soil. There were marks taken in just about every section but Section 9 was the trickiest with an adverse climb over a log then up round a tree with exposed roots which riders had to turn over at an angle. This section took the most marks of the trial. The rain promised by the weather people did not arrive, if it had it would have been a different story! It was also good to see we had ample observers.

Two funny little stories about the day.

Ted (Chairman) arrived at the trial so hungover that he could not ride, so was given a section next to the railway line! Now we don't know how he marked the riders performances but there was talk about him train spotting and getting the loco's numbers so what went down on the observer's sheet we don't know!

The other story is about the Clerk of the Course who managed to go round the wrong side of markers he had placed, not in one section but in two!

Eddie would like to say although many riders came and thanked him for a good day he was not alone in making this a successful day and thanks must go to Gordon Blackburn and Alan (Noddy) Robinson for helping marking out, Heather Andrews (Secretary of the Meeting), all the observers for volunteering and of course the riders for their support.

COLFING ON CHRISTMAS DAY

Four old-timers were playing their weekly game of golf, and one remarked how nice it would be to wake up on Christmas morning, roll out of bed and without an argument, go directly to the golf course, meet his buddies and play a round.

His buddies all chimed in and said, "Let's do it! We'll make it a priority, figure out a way and meet here early Christmas morning."

Months later, that special morning arrives, and there they are on the golf course.

The first guy says, "Boy this game cost me a fortune! I bought my wife such a diamond ring that she can't take her eyes off it."

Number 2 guy says, "I spent a ton, too. My wife is at home planning the cruise I gave her. She was up to her eyeballs in brochures."

Number 3 guy says "Well my wife is at home admiring her new car, reading the manual."

They all turned to the last guy in the group who is staring at them like they have lost their minds.

"I can't believe you all went to such expense for this golf game. I woke up, slapped my wife on the butt and said, 'Well babe, Merry Christmas! It's a great morning for either sex or golf.'" and she said "Take a sweater."

This and That!!

Sunday September 19th, 1971 saw the International motocross at Wakes Colne where the country's finest competed including Jim Aim representing Scotland with fellow locals Adrian Yallop, Brian Atkinson, Stewart Nunn, Freddie Mayes, and six juniors making it an International! Jim Aim was 9th over the three legs in the up to 750cc. The invitation 250 (two legs) saw David Cordle take 4th. The Under 21 Shell motocross race provided some good scraps over 20 minutes plus two laps resulting in Chelmsford's Dave Crowe taking third, Pete Bavin in 9th.

The action on the following Sunday was at Little Wrattling - a massive entry for the 5th round of the Eastern Centre Championship. The 300-410 final saw 'Mr Consistent' Fred Mayes winning from Steve Meadows (Dunmow Club) then David Cordle from the late Mick Baird. In the allcomers final, Freddie Mayes won from John Underwood (Norwich) and Dave Cordle again! The Murco Trophy final saw Freddie Mayes ahead of Alan Clark riding under Sudbury colours followed by Jim Aim. No less than 28 competitors were riding for Chelmsford & DAC.

The Ilford Amateur MCC put on a one off trophy meeting at Noak Hill on 3rd October with 'Lofty' Lucas as commentator and he duly announced that Peter Garrod won the 250 final from P Archer (Southend). The junior over 300 cc final was a triumph for Chelmsford's Dave Crowe on his 400 Husky from John Whyman (Southend). Pete Garrod won the 250 final for the second week running! Second was Peter Reddish (Lowestoft) followed by clubmate M French.

Probably the last Scramble of the year was at West Stow Heath on 24th October - a Bury St Edmunds and District MCC promotion - a restricted invite 'do'. The entry consisted of 14 experts and 100 plus likely lads!! First race of the day saw number one Dave Nicoll and number two Keith Hickman finish in that order whilst Stuart Nunn, number three, finished 4th behind Fred Mayes - a very quick race. John Pease was 5th and Dave Cordle 6th. The junior to 750 final saw Chris Ginn win from S Rumble riding for the home club and then followed by A Bowers for Castle. Fred Mayes won the 250 from Stuart Nunn. This was an all action meeting that saw the 750 allcomers dominated by the experts as was to be expected. This time the order was Hickman, Nicoll, Nunn and Mayes. The result of the Grand National was Nicoll, Hickman, Adrian Yallop, Fred Mayes, consistent great riding.

Forward now have to January '08. Mark Wilson and Garry Plummer competing in the London to Exeter and failing to be in the awards by one dab!! Apparently they are delighted with the change of machinery.

Quotes Taken from Performance Evaluations:

"Works well when under constant supervision and cornered like a rat in a trap."

The very important current issue is the club's predicament of a future(?) without a Secretary. During my 60 years' involvement in club life there has never been queuing for posts but social conscience like common sense and logic appears to be a thing of the past and the obligation to contribute and not just take/accept has come home to this club with 120 plus members. I consider this a slight on all past officers and their efforts for sustaining entertainment for 25 years and they are aware that some members have yet to attend a working party, observe, or contribute in any form. Think about it - you have a lot to lose!

Pedro E



Sidge Kenny - Suzuki - at Little Bealings

photo: MickBrown

English signs in foreign countries

Information booklet about using
a hotel air conditioner, Japan:

**COOLES AND HEATES: IF
YOU WANT CONDMION OF
WARM AIR IN YOUR
ROOM, PLEASE CONTROL
YOURSELF.**



HARD ROUTE

[illegible]

PRE UNIT

[illegible]

Unit

[illegible]

2 Stroke

[illegible]

Twin Shock

[illegible]

Per Unit

[illegible]

Unit

[illegible]

2 Stroke

[illegible]

Twin Shock

[illegible]

Youth

33	J. Jacobs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	R. Hyde	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	E. Smith	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	J. Alexander	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	S. Blackburn	1	3	1	0													
200	Honda																	
197	F/Barnet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
175	BSA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
125	Honda	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	Yamaha	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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175	BSA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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EFA Championship - 2007

Little Bealings	Roger Birch	Chartisham	Little Bealings	Snaque Pit	Thumpers	Boxford Bash
14/01/07	11/03/07	25/03/07	7/10/07	21/10/07	25/11/07	9/12/07

Total Position

Pre Unit

Mark Fletcher	10	10	10	10	10	9	10	69	1st
Brian Fletcher	7	8	-	9	8	-	-	32	2nd
Sam Appleton	9	9	-	-	-	10	-	28	3rd
Graham Braybrook	8	-	-	-	-	-	-	8	
Trevor Baker	-	-	-	-	9	8	-	17	

Unit

Alan Robinson	10	6	7	10	9	10	10	62	1st
Peter Teager	8	5	8	9	-	9	-	39	2nd
Trevor Hill	9	9	-	-	-	-	-	17	3rd
Gordon Blackburn	-	7	9	-	-	-	-	16	
Colin Sadler	-	4	10	-	-	-	-	14	
John Kendall	-	-	-	-	10	-	-	10	
Graham Brown	-	10	-	-	-	-	-	10	
Mark Kemp	-	9	-	-	-	-	-	9	
John Carter	-	-	-	8	-	-	-	8	

Two Stroke

Roger Finch	10	6	5	9	8	-	9	47	1st
Graham Braybrook	-	7	7	10	10	-	-	34	2nd
Mike Smith	8	8	8	-	-	-	8	32	3rd
Paul Towns	5	9	6	-	9	-	-	29	
Dave Spurgeon	-	10	10	8	-	-	-	28	
John Kendall	-	-	9	-	-	-	10	19	
Kevin Teager	-	-	-	-	-	9	7	16	
Colin Teager	-	-	-	-	-	10	-	10	
Terry Sewell	9	-	-	-	-	-	-	9	
Graham Andrews	-	5	4	-	-	-	-	9	
Jason Sigourmay	4	4	-	-	-	-	-	8	
John Beasley	7	-	-	-	-	-	-	7	
Mike Jackson	6	-	-	-	-	-	-	6	
Kevin Plummer	-	3	-	-	-	-	-	3	

Colin Taverner - Championship Recorder

Tales of the Unexpected . . .

At first there was an OEC. It was just a little two stroke but with alloy mudguards and was irresistible to 15 year old eyes. The noise of it drove the neighbours mad as it repeatedly accelerated up the garden path, zig-zagged between the house and the garage, and did a skidding 'U' turn on the front drive way. Again and again, every day after school until dark and more at weekends. The compulsory black leather jacket became rather ragged at the shoulders as a fine line was honed through the narrow gap by the dustbin. The long suffering neighbours breathed a sigh of relief when the birthday came and the little OEC ventured onto the highway, a bit shabby but with a immaculate L-plates.

At first the roads were dry and most of the region was explored but not seen. The little bike thought it was a factory Greeves and was always flat out or under full braking - nothing ever in between. Then came a job and the zig-zag developed into a jerky weave between all the buses, cars, push bikes and pedestrians leaving the factory gates in the race to be home sitting in Dad's chair and eating a pile of jam sarnies for tea.

One day it rained. The bike slowed down but only in the corners and only a little. When it came to the Beehive there was a gaggle of young girls standing outside and the little bike could not resist showing off by accelerating through the corner. It might have been the ribbed Avon on the front or the worn black Dunlop on the back, but one of them stepped away and the bike sparked across the road into a thumping grass bank. Thump! The girls had disappeared and were replaced by the dads from inside the pub. Many hands picked up the bike and shoved the front wheel between a brick wall and a telegraph pole. They heaved on the handlebars until the forks were 'straight'. Of course they didn't work properly after that and the little bike began to suffer from a series of modifications. A local breaker, plenty then, a man with a shed full of bits opposite the primary school produced a set of James forks and pronounced them suitable. The steering stem was too long and without much thought of thread cutting or welding, a spacer was hacked from a piece of water pipe (galvanised) and fitted on the stem below the headstock of the frame. With its new 'chopper' stance there remained the problem of a front brake anchor. More metal was needed from under the bench in Dad's shed. The choice was simple - angle iron or a piece of shiny aluminium of unknown origin, possibly a piece of collapsed collapsible chair. Well which would you choose?

At the first corner the collapsed and collapsible aluminium collapsed again and the forward facing brake arm was held only by the brake cable. That servo action was fantastic and has never been properly explored! The front wheel shuddered across the corner, tyre and rider screaming and shaking until the blessedly dodgy soldering of the nipple gave way and the bike coasted into the hedge.

Beyond that hedge there was an embankment and a ditch and the little OEC started to return. Perhaps to emulate that factory Greeves, the ditch and that embankment became a magnet and young eyes were diverted from the road . . .

Uno Hoo

Triangles in the US of A

September 9th - September 22nd 2007

Part Two

DAY 3 Tuesday 11th September

Las Vegas to Kingman, on to Oatman, and back to Kingman *by Steve & Birgitt*

After a hearty breakfast at the hotel buffet, a Harley Davidson courtesy bus takes us to the Las Vegas dealership. The driver knows all the best places to visit; unfortunately none of these are on our itinerary! At the HD shop after a bit of hassle with credit cards, getting the right bike and sorting luggage we're on our way, this is what it's all about.

We travel through Boulder City, built for the workers constructing the Hoover Dam.

We stop at the Hoover Dam to view the splendour of this structure and soak up the sun which has now raised the temperature well into the 100s. The white of the concrete radiates the heat.

Passing through Kingman we travel on to the ghost town of Oatman, virtually unchanged from the days of the gold rush. Here 'real' cowboys stage a gunfight whilst donkeys raid the bike's luggage for anything edible. After some non-alcoholic refreshment in the saloon bar we head back for Kingman on roads which resemble an Austrian mountain pass, who said the roads in America were straight? At one spot looking over the edge we see cars which have failed to negotiate the bend. We stop off at Mr D's, a diner firmly locked in the 50s, for milk shakes. Back in Kingman we check in at the Motel then it's into the pool for a swim and sauna. Our evening meal is at the Dambar & Steak House where a fair few cattle are consumed and Stanford gives a demo of the latest must have device, a 'She Wee' for the woman on the move!

DAY 4 Wed 12th Sept

Kingman to Williams, *by Chris & Angela*

The day started fine and bright, hot news on the wire, Maureen and Stan had become Grandparents again, a little ahead of schedule, and an unconfirmed report that one of the group had been for an early morning swim! After enjoying a typical American breakfast, provided in the smallest cafe area we were to experience, it was time to leave Kingman and head for Williams, the gateway to the Grand Canyon.

First task was to top up the gas tanks on the bikes, at this stage the pillions were learning the system, (which eventually they got to grips with). Then off we set, following Route 66 to our first scheduled stop at the Hackberry Stores. What a place! Some would call it treasure, but someone had taken time and effort to assemble an amazing collection of 'junk', some made friends with the squaw by the door. After being amazed with the things outside and then making purchases inside, having a photo session by the red Thunderbird and then photos of the bikes, we were ready to move off. For the next leg of our journey to Seligman, we cruised the highway, stopping where we wished, or

rather where the pillions decided to take photos or have a drink. Route 66 took us through towns that had short histories, mining towns, so when the silver ran out, so did the people, but they left behind a variety of names, Valentine, Truxton, looked busy but was only shop fronts, Peach Springs an Indian village named after the peach trees that grew there. Didn't see them or the Indians or should I say native Americans. Chris and I stopped in the shade on a driveway to have a drink, and were amazed to see humming birds at a feeder that the house owners had put up. Then into Seligman, by far the busiest, no doubt due to the legend of the Snow Cap Cafe, an experience not to be forgotten. Jan, how was the mustard? Carol, remember the straw? Eddie and Dawn experienced 'Yesterdays Coffee' from the menu, (yes, you guessed it was cold). Browsing the shops with lots more Route 66 memorabilia, and a chance to have your photo taken with new friends James and Marilyn.

Time to leave Seligman, but only after a Triangle America Tour card had been firmly attached to the Cafe notice board. Leaving the peaceful pace of Route 66 we joined Interstate 40, all types of vehicles, including the lorry rigs, all travelling between 80 -100 mph, (when the speed limit was 75 mph). Alongside the road, the railway - trains with 4 engines pulling, 2 pushing, approximately 100/120 containers, doubled stacked, about a mile long, quite a sight.

As we approached Williams, smoke was clearly visible, luckily not a forest fire, but a controlled burn, so we found out later. We arrived in Williams, a town with two main streets and a one-way system. The Group decision was to find some beer, Safeway had been spotted and then head to the hotel for swim. In the evening some enjoyed a meal in Denny's, which was next to the hotel, some were adventurous and tried out one of the many restaurants in Williams and some discovered the Grand Canyon Brewery with its unique raspberry and wheat beer, and a very slow pizza service.

A great day enjoyed by everyone, but it was an early night, ready for a cold, early start the next day.

DAY 5 Thurs 13th Sept

Williams to Grand Canyon to Williams *by Shaun & Maggie*

For me, this was a day which was crammed full of things which were way beyond my expectations. Everything we saw and did brought forward a flourish of superlatives from everyone within the group.

We were all up extremely early to get breakfast before a 7.30am start; the earliest start so far. We weren't the only ones in the restaurant though and it made me wonder where everyone else was going so early in the morning. As we left the hotel and made our way through the town of Williams, the view on the horizon was picturesque with an early morning mist surrounding the distant mountains. Due to the early start and the temperature, everyone had to wear jackets when we started our journey.

We began our trip enjoying the usual open roads and a particularly memorable note for me was driving along the I40 and singing along to Don Maclean's American Pie on the bike's radio. After about an hour's travel we arrived at The Walnut Canyon National Monument and everyone purchased

their National Park Annual Pass. At first glance this appeared quite expensive but before the week ended, we fully appreciated its worth.

Walnut Canyon was the home to Sinagua Indians between the 12th and 13th centuries and we were able to walk through the mountains and view their terribly primitive cave dwellings. The rock formations throughout the area were spectacular and everyone was overwhelmed by the views and the fact that people had lived in such arid conditions, as Stan remarked; "you'd have to go all the way to Sproughton to see something like that!"

There were two trails around the monument, the Rim Trail and the more difficult Island Trail. As hardened bikers we all chose to walk the Island Trail but some of us had second thoughts when we saw the warning signs at the beginning of the trail "Consider your physical condition before attempting the trail" and "The climb out is strenuous". Undeterred we walked and the sun started to come out and we got hotter and thirstier as we went deeper into the 600ft Canyon. Once we had completed the Trail it was time to come out of the Canyon via a series of 240 steps! Fortunately there were a number of resting places - used purely to enjoy the view, not to recover our dispositions of course! Fortunately at the top of the steps was a vending machine which provided much appreciated cold drinks.

Whilst we were sitting recovering from our exertions we met two bikers from California who were doing a 6,000 mile round trip on a Harley over 3 weeks or longer if required. I want to know what kind of jobs these people have where they can have so much time off on a whim - I know the NHS wouldn't be so accommodating!

After the National Monument we made our way towards the Grand Canyon and had to have two petrol stops en route. As we rounded a corner we came across the sign for the Grand Canyon National Park. We parked the bikes and numerous photographs were taken of the group in a variety of formations. Another bike was parked by the sign and this belonged to a young woman who was nearing the end of a 3-year road trip. She was struggling to make her lunch as she had mislaid her tin-opener. Fortunately Chris, obviously a former boy scout, was able to open the tin for her with his Swiss Army knife; a definite Knight in shining armour.

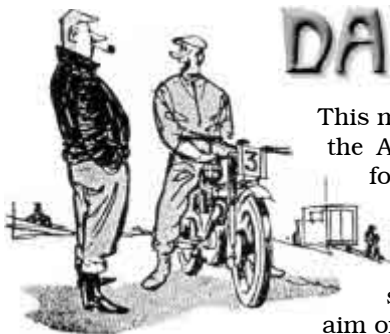
From the sign and throughout the Park the views were phenomenal. Every turn in the road exposed something else which made you gasp in amazement be it another mountain, a valley or a mass of trees. We stopped in the Desert View car park and walked towards a Watchtower which had been built to enable visitors to have even better views of the Canyon. There was the obligatory shop on the ground floor and I'm afraid we succumbed to this particular tourist trap.

After driving around the Park and making a number of stops, we made our way to Tusayan Airport for a helicopter ride over the Canyon. The booking in process was most uncomfortable as you had to be weighed! Fortunately, there were no neon lights within the waiting area which showed everyone the outcome but, as every woman knows; sharing your weight with anyone is very disturbing.

Not everyone wanted to go on the ride, so some people went into the town of Tusayan for afternoon coffee and cakes, whilst others volunteered to look after the luggage. Those of us who were going on the ride were put into 3 groups, decided by collective weights. Two groups were put into two helicopters when they returned from their previous flights and the third group had to wait for our return. The flight lasted about 30 minutes and allowed us to see the Canyon from the best vantage point - above it. During the flight our Japanese female pilot did her best to give us a commentary but I think the men just listened to the lilt of her voice and really had no idea what she was saying.

Once everyone had returned from their flights we made our way back to Williams, arriving around 6.30pm in time for a well-deserved meal and a chance to talk about our day. There really aren't enough superlatives to describe the things we saw today, suffice to say that all the hype regarding the Grand Canyon is definitely well-deserved.

To be Continued



DABBERS DIARY

This month's squit is mainly about the progress of the Anglia Classic Trials Club that is looking forward to its next event on April 16th at Wrabness. A small, but willing, gang of volunteers met at the venue recently and trimmed out a dozen interesting and varied sections with the promise of a few more. The aim of the Clerk of the Course, Chris Byford-Smith,

is to have a minimum of 4 laps of 10 sections or a maximum of 3 laps of 15 sections; it all depends on the observers available on the day. Entry forms and directions to the event will be available later.

You may have noticed that the regulations for the Bofford Bash stated that riders were required to wear helmets, which is not normally the case for AMCA Classic Trials. It seems that someone at HQ jumped the gun or opened gob before engaging brain! Although it makes sense to wear a helmet there are still a few older riders who like to show a bit of individual style and wear the old cloth cap, trilby or beret, well, good news they still can as that ruling has been withdrawn and will only apply where the landowners insist on the wearing of helmets. This not a new idea as you will see from the Ariel



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 bicycles

- 2 megacycles



advert, the colonial landowners obviously insisted that motorcyclists wear full PPE (Personal Protective Equipment). Anglia Classic will only recommend that you wear full PPE.

By the time you read this several EFA members will have manned a stall at the Chelmsford Bike Jumble and hopefully raised enough cash to sponsor at least one more section at the Seven Rivers Charity Trial. We have already got 4 sections sponsored with promises for 2 more in the pipeline. The date has been fixed for Saturday, June 14th and I am about to book the Belly Dancers and the Band, so put this date in your diary NOW! One thing I shall not be booking is the same caterers as last year; we hope to go back to the old system of doing it all in-house.

I am looking forward to the Snaque Pit Trial on the 10th and hope the boys will be including a class for the old big bangers and girders forked machines. See you there!

Dabber

End Thought . . .

My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."