

Editorial

A very big thankyou to all those who have responded to Ted's plea that formed the front page of the February edition of T&T. We can now look forward to a future secure in the knowledge that there are people in the club who wish to see the club continue and prosper. There are several people who have come forward to act as clerks of the course for both centre and national events together with volunteers for secretary of the meeting positions as well as a very willing and welcome volunteer to take over the club secretary reins from Heather. Welcome on board Peter Sigournay or should I perhaps say that we have a new secretary for the club and the Revolutionary Council. A big thankyou to you all - without your support I fear that it was no idle threat but the EFA was facing extinction. Mind you the addition of Peter to the Revolutionary Council has put up the percentage of retirees looking after your interests!

It's now 15 years since Heather took over as our Secretary. I would like to say a big THANKYOU to Heather for all the help and assistance she has given me and the club during that period and especially her monthly Secretary's Scribblings.

Chairman Ted is now a gentleman of leisure (or so he hoped) but no doubt he is already finding that being retired means a lot more hard work than when he was gainfully employed. Firstly, even before the house re-

decorating starts, comes the necessity to decide on which sort of machine is to be purchased for the Thursday rides - lots of different advice is of course available but surely with the 'advancing years' a lightish weight with an 'electric leg' is called for.



Joe Jacobs at Little Bealings

Photo: Mick Brown

I would appear to be making a reasonable recovery from my most recent stay in the Broomfield Butlitz and, you never know, I may have recovered enough to take part in one of Mikes Plonkers Trials at least. I hope so.

Council Complaints

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

I am writing on behalf of my sink, which is coming away from the wall.

The Mid Anglia MCC
present
for your enjoyment



The Match Plonkaround

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

Saturday 15th March 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.freeseve.co.uk

Doesn't time fly! This month sees the third, yes, the third running of the Roger Birch trial at Great Bromley. I feel that this event is a very fitting tribute to Roger and I think that we will always remember his mischievous grin. Regs for the EC Championship classes were published in the February EC Gazette and I have included, as usual, a set of regs in your T&T for those who don't partake of the Gazette. You must be a member of the EFA and riding the non-championship class or route to be able to use these regs. A word of warning - please ensure that you put the correct postage on your envelopes. The Post Office are starting to get hot on oversize envelopes being sent at the First Class rate. Any underpayment WILL I am afraid have to be borne by you and NOT the EFA.

A wonderful turn out of riders at the Southend trial at Royal Oak - very very dry almost like a summer trial. Congratulations must go to Southend.

Seems that there really is a rising star in the Pre65 ranks - Paul Towns is becoming a real force to be reckoned with!

Regs for Chattisham are in this edition. I understand that Edie Hood will, as usual, be defining the sections but is not able to attend on the day of the trial so Ted will be 'in charge'.

Looks as if I shall be doing an April T&T after all as we shall be sampling the delights of Lake Como **after** clubnite. Thanks to Chris Canham for his offer of help.

Best wishes,

Jim

AMAZING LETTER TRICKS

PRESBYTERIAN

When you rearrange the letters:

BEST IN PRAYER

Secretarys Scribblings

Well, this is it, my last Secretary's Scribblings. It's amazing to think 15 years have whizzed by since I first took over from Tony Appieton in March 1993.

We first got involved with the EFA back in the eighties when going to The Alma was like visiting someone's front room and instead of Benson the dog wandering around, there was a cat sitting on the bar. We were still riding a Suzuki outfit in those days and always looked forward to being invited to ride at the Frating trial, courtesy of Paul Peak who was also well involved at that time.

Things started moving on from twinshocks to monos in the modern sidecar world and after a brief foray with a Fantic outfit we decided to go Pre-65 and bought a solo Triumph from a chap in Kent. An old sidecar from a previously owned Bultaco outfit was hitched up to the Triumph and off we went. We rode what local events were on offer and travelled around to the Sammy Miller rounds which were really good weekends away until the bike seized up in Derbyshire (luckily not far from a pub). The longest re-build in the history of the Eastern Centre then took place with the Triumph finally firing up again in 2000 (hence it's name - Millennium Triumph). We did a few more events but age and the weight of the outfit were against us so we finally decided to call it a day and Rog rode the Triumph solo in a few trials culminating in three magical Easters attacking the Red Marley Hillclimb.

Anyway enough of the nostalgia. I've got to say a big Thank You to June Kent who took over the membership side of the job which made life a lot easier and to Peter Sigournay who has volunteered to take on the rest of the Secretarial tasks.

There are still plenty of events coming up with the Roger Birch Trial at Great Bromley on Sunday 16th March (although I've a feeling that does clash with a Pre-65 Moto-X at Marks Tey but I might be mistaken, anyway I'm sure there's enough riders around to make certain both events are successful). At the end of March, Sunday 30th - the day that Summer Time officially arrives, there's Chattisham to look forward to, so pencil those into your diaries.

I'm sure you'll all enjoy the AGM tonight and am pleased to be leaving you in the very capable hands of June and Peter, thanks folks.

Keep those wheels turning

Heather

WANTED

**Trials Royal Enfield Bullet
350 or 500cc considered**

Must be clean, tidy and ready to trial.

No, it's not for me!

**But please ring me if you are considering selling,
Mick Brown 01206 250462**



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.

Hi everyone, its Tracey here and I'm writing a little for the T&T as I have been rather active on the website of late. I also want to say a little about the forthcoming Roger Birch Trial at Great Bromley.

The Website

As you should all know we have had a Thumpers website for many years - since 1995 in fact. However, I've long since felt that it has been much in need of a make-over and indeed this is what has been occupying so much of my time lately. At long last I've got a selection of photos on the website that were taken by Keith Bell at the last Thumpers. I apologise most sincerely to Keith for taking so long to put them up. Nevertheless, they are there now and if you want to have a look, then just go to the Thumpers 2007 pages (under Past Events) and you'll find a button labelled 2007 Photos. Just click on that and a page will appear with all the photos shown together with labels indicating who it is. Just click on the photo you want to have a better look at and a pop-up window will appear showing a larger version of the picture. It's all very simple once you get used to it.

I have placed the same fixture list on the Thumpers website as I've got on the Chelmsford website. When you reach the fixture list page you'll find a table of months each of which is a link. This table allows you to click on any one month and that month, together with the following two months, appear in a pop-up window. This shows at a glance what events are on for those months.

The fixture list essentially contains the same information as the published centre fixtures but electronically. It has the date, the organising club, the discipline, the status, the venue and various comments such as whether it is a championship round or not. In addition, a little innovation introduced by Jim, the venue for some events is underlined indicating it is a link. If you click on this link, the fixtures are replaced by a map showing where the venue is and how to get to it. Unfortunately, since I am so out of things these days, the location of more and more venues are unknown to us so we cannot include such a feature for all venues.

One thing I should add about the fixture list is that things do change throughout the year, I've seen it happen! Finally as a service to our summer motocross friends, although it is an AMCA club, I have also included details of ALL Pre-65 Motocross Club events, each of which is emboldened to make them easier to find. I hope you find this useful.

The Roger Birch Trial

Entries for this trial are gradually coming in although it is little more than a trickle. To make this event viable we need many more entries so please, if you are intending to enter, please get your entry in. Also, please remember, this is **NOT** an enter on the day event. It is a Centre Restricted trial and all entries have to be in before the day so please get your entry in asap.

When you do send your entry in, please ensure you put sufficient postage on your envelope. Currently I have a 'letter' to pick up from the post office for which I have to pay £1.06 because the sender has not paid sufficient postage. I suspect the 'letter' is an entry as it has happened before - several times.

Tracey

This and That!!

1972 - another year of competitive motorcycling lay ahead for the veterans with years of experience behind them and then of course there were the guys who thought they'd have a slice of the action.

Dick (Lofty) Lucas, the Chelmsford stalwart, was on the mic at the Captain Cod Scramble at Little Wrattling on Sunday March 26th. David Crowe was CDAC's only expert but several juniors were running in the silver and blue club colours including the Laws, Richard and Peter, David Swain, David Field (who is still at it) Terry Salmon and, Stephen Firmin (who is the son of Roger, a CDAC member from the fifties). Plenty of opposition and the circuit in and out of the watercourse was busy. The allcomers final was hard fought between Andy Lee and Dave Nicoll both on B50s with Dave Cordle (Husky) third. Norman Messenger won the strokers only race from Dave Cordle and A.Gibbons - all Huskies.

The following weekend saw the action move to Elsworth for the Cambridgeshire Grand National on the Easter Sunday. Brian Wade won the main race harried all the way by Dave Bickers, followed by Bryan Goss, Roger Harvey and Freddie Mayes - what a cast! Not many centre lads out in this event.

A fortnight later the Braintree lads provided yet another smooth running Scramble at Jenkins Farm, Stisted. Club steward here was Tony Parkin who still travels the country lap scoring for all and sundry. A very large entry as it included rounds of the Eastern Centre championship. Freddie Mayes, now CZ mounted, headed John Pease in the 250s, chased by Adrian Yallop on a two-stroke AJS. The Cooper brothers from Royston won the first sidecar final from Mark Peddow and Paul Martin. Then came Dave Field's brothers, Terry and Roy, running under CDAC colours. Geoff Mayes intent on matching Fred's performance won the junior final from J Peck up from Sussex. The championship race was a repeat of the 250s - consistency plus!! The chair spectacle continued with the second race seeing Peddow/Martin ahead of the Fields then the Rowing brothers close behind - hectic action. The last race was the allcomers final which John Pease won from Trevor Harvey and Ken Atkinson - Freddie Mayes went missing? These first three were followed by Adrian Yallop and Ron Beattie. The spectators had their moneys worth! A galaxy of talent on show and on the boil - a good day.

23rd April the Essex motocross at Wakes Colne. All the aces and approximately 100 centre runners were competing in the Under 21 Shell series and non experts races. 28 outfits provided the three-wheeler action. Geoff Mayes finished 4th in the youngsters race and won the non experts. Bryan Goss topped the main race results and Malcolm Davis pipped ever green Arthur Browning for second spot. These were followed by Vic Eastwood.

The grassers were putting on the style at Sunny Brook Farm, Felsted, on 21st May. Terry Booty was fielding a full house of 250, 350, and 500 Clive Noy built machines. Peter Groom 250 BSA together with Terry Booty were flying the CDAC flag as was Clyde Cardy/Tony Saych on their Lynx 700. Danny

Barber (who is still building frames) came out on top after battling six laps with Harry Godding and then Bob Young and Geoff Blower. The chair final saw John Bryant and Les Sewell take it in their usual tidy smooth style. Gerry Smith and Andy Rouse did very well taking the second slot - new to the podium. The 350 final saw stylish Harry Godding take it from another newcomer to the podium, Vic Harding, followed by Colin Flexman (who now excels in the bowls scene). So that's what old grassers do!! Oh dear! Lots of good heat and semi-final action, and then the allcomers final. Harry Godding yet again with Mike Smith an excellent second from none other than scrambler Jim Holt (500 Kirby BSA) - no doubt with the big grin.

2008 - good to hear that the EFA has a new secretary and possibly new officials to run the happenings. Please support them - it can be fun!!

Pedro E



ANGLIA CLASSIC TRIALS CLUB

ACT

Wrabness Trial

Sunday 6th April 2008 start: 10:30am

At Priory Farm, Wheatsheaf Lane, Wrabness.

Map Ref: TM 167310

Rigid : Pre-unit : 2 stroke : Twin Shock : Youths

Regulation & Entry Forms available at April Club night or at the start.

DIRECTIONS:-

Coming from the Ipswich direction take the A137 to Manningtree & then the B1352 through Mistley, turn left in the middle of Bradfield, opposite the Pub, still on B1352 to Wrabness, turn left into Wheatsheaf Lane, SP, 'Wrabness Storage Dept.' Trial 400 yds. on Left.

Coming from Colchester, take the A120 towards Harwich to Horsley Cross (look out for the Water Tower). Straight on for approx. 4 miles & turn left into Primrose lane SP 'Wrabness Station', at crossroads turn left, SP 'Wrabness Storage Depot'. SO at Tel. Box, ¼ mile turn right into Wheatsheaf Lane, SP 'Wrabness Storage Dept', Trial 400 yds. on left.

More info: Mick Brown 01206 250462

English signs in foreign countries

Alongside a river in
New Zealand::

**TAKE NOTICE: WHEN THIS
SIGN IS UNDER WATER,
ROAD IS IMPASSABLE.**

Snake Pit Trial - 10th February 2008

Results

Machine	1	2	3	4	5	6	7	8	9	10	Total
PRE-UNIT-HARD ROUTE											
14	Sam Appleton	0 0 0 0	5 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6
38	Mark Fletcher	0 0 0 0	0 0 0 0	0 0 0 0	0 1 1 0	5 0 0 0	0 0 2 0	0 0 0 0	1 0 0 0	0 0 0 0	10
33	Ray Humm	1 0 0 0	2 0 0 0	0 0 0 0	1 0 1 0	1 0 1 0	0 0 0 0	2 1 1 0	1 0 0 0	2 0 0 0	17
59	Trevor Baker	0 0 0 0	1 0 0 0	0 0 0 0	0 0 0 0	5 2 0 1	2 0 0 1	1 0 0 0	0 0 5 0	0 2 0 0	20
37	Brian Fletcher	0 0 0 0	2 5 0 0	5 2 2 0	3 0 1 1	2 1 0 0	3 0 0 0	1 0 0 0	0 1 1 0	0 0 0 0	31
UNIT-HARD ROUTE											
71	Trevor Hill	0 0 0 0	1 0 0 0	1 0 0 0	1 1 0 0	0 0 1 0	0 0 0 0	0 5 1 0	0 0 0 0	1 1 1 0	14
27	Alan Robinson	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 0	5 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 5	18
28	Peter Teager	0 0 0 0	0 0 5 0	5 1 0 1	1 0 0 0	0 0 0 0	5 0 1 1	1 1 0 0	0 0 0 0	1 0 0 0	32
2 STROKES- HARD ROUTE											
10	Graham Braybrook	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
13	Roger Finch	0 0 0 0	1 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	3
66	John Kendall	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5
23	Mike Smith	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 0	0 0 0 0	0 0 0 0	0 1 0 0	2 0 0 0	9
48	Dave Spurgeon	0 0 0 0	0 0 0 0	1 0 2 0	0 0 0 0	5 3 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	12
30	Kevin Teager	5 0 m m	2 2 m m	1 m m	3 m m	m m m	1 m m	0 m m	2 m m	5 m m	Ret
TWIN SHOCKS-HARD ROUTE											
26	Ian Wheeler	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3 1 0 m	1 0 0 0	0 0 0 0	0 0 0 0	2 2 0 0	19
34	Russell Humm	0 0 0 0	5 1 0 0	5 5 1 0	0 3 0 0	0 0 0 0	0 0 0 0	1 2 0 2	1 0 0 0	2 3 1 0	34
54	Chris Cook	1 0 0 0	2 1 1 3	0 5 2 5	3 1 0 0	1 0 1 0	1 0 0 0	3 1 3 1	3 5 0 0	1 5 0 0	53
8	Alister McFarquhar	1 1 0 0	1 2 1 0	5 5 0 0	0 1 0 m	3 2 0 m	0 0 0 0	3 1 3 0	1 0 0 1	5 2 3 0	73
RIGID MIDDLE ROUTE											
65	Ian Preedy	1 0 3 3	1 5 3 3	0 0 0 5	0 0 0 0	0 0 0 0	1 0 0 0	3 0 0 1	5 2 1 0	1 0 0 0	42
PRE UNIT MIDDLE ROUTE											
51	Kevin Goldsmith	1 1 2 0	5 3 1 2	0 0 0 0	5 0 0 0	3 1 0 0	0 1 0 1	3 1 0 5	0 1 0 1	0 0 0 0	39
39	John Daly	5 0 0 0	5 1 5 0	0 0 5 0	1 0 0 0	5 5 1 3	0 0 0 0	2 2 2 0	0 0 0 0	0 1 0 0	43
44	Chris Mace	0 1 0 0	1 2 5 1	0 2 0 5	0 0 0 0	1 1 m m	0 1 0 0	1 5 1 1	1 0 0 0	0 0 0 0	51

20	Bob Wreathall	R Enfield	1 0 2 0	5 5 3 3	0 0 0 0	0 0 0 0	5 3 1 1	0 0 0 0	2 0 1 5	3 1 1 3	5 0 0 2	0 2 0 0	64
UNIT MIDDLE ROUTE													
25	Chris Byford-Smith	Triumph	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6
59	Roy Phippers	Triumph	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	3 1 0 0	0 0 0 0	0 5 0 1	0 0 0 0	0 0 0 0	0 0 0 0	11
31	Colin Rose	Triumph	5 1 0 0	1 1 0 0	0 0 5 0	0 0 0 0	3 1 1 0	1 0 0 0	1 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	20
41	Phill Smith	BSA	0 2 0 0	5 1 0 1	0 0 0 0	0 0 0 0	3 0 0 0	0 0 0 0	0 2 0 2	0 0 0 1	0 0 5 0	2 0 0 1	25
52	Paul Gray	Triumph	3 5 0 0	5 0 1 1	0 0 1 0	0 0 0 0	1 2 0 1	0 1 0 1	2 0 1 1	5 0 3 0	0 1 0 1	0 3 0 0	39
42	Josh Smith	BSA	0 1 0 0	5 5 3 5	0 1 0 0	1 0 0 0	0 0 0 0	3 0 1 0	0 0 0 0	5 5 1 1	0 3 0 1	1 3 0 1	46
56	Ryan Maggs	BSA	0 0 1 0	3 2 1 1	0 1 0 0	0 0 0 0	3 3 2 0	0 0 0 0	1 0 0 0	1 0 0 0	0 0 1 0	0 3 0 0	83
4	Bruce Davie	BSA	0 0 0 0	3 0 0 0	0 0 0 0	0 0 0 0	3 0 0 0	5 0 0 0	5 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Ret
5	Kevin Davie	BSA	0 0 0 0	3 0 0 0	0 0 0 0	0 0 0 0	3 1 1 0	1 0 0 0	5 0 2 0	3 0 2 0	5 0 0 0	1 0 0 0	Ret
12	Adrian Gasser	BSA	0 0 0 0	3 0 0 0	0 0 0 0	0 1 0 0	5 5 0 0	1 0 0 0	1 1 1 2	2 0 0 0	1 5 0 0	0 0 0 0	Ret
TWO STROKE - MIDDLE ROUTE													
68	Eddie Hood	BSA	0 0 0 0	1 0 0 0	0 5 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 1	0 3 0 1	0 0 0 0	11
70	John Beasley	Greeves	1 0 0 0	1 0 1 0	0 0 0 5	0 0 0 0	1 1 0 0	0 0 0 0	2 1 0 1	0 1 0 0	0 0 0 0	1 0 0 0	16
9	Trevor Andrews	BSA	1 0 0 0	2 1 0 1	0 0 0 0	0 0 0 0	3 0 0 0	0 0 0 0	0 5 0 0	0 0 1 2	1 0 0 0	0 0 0 0	17
1	Jason Sigournay	Firefly	0 0 0 0	1 3 2 3	0 0 0 0	0 0 0 0	3 1 0 0	0 1 0 0	2 0 0 3	0 0 0 0	0 0 0 0	0 0 0 0	19
63	Brian Jacobs	F Barnett	0 0 0 3	2 1 0 0	1 0 0 0	0 0 0 0	3 3 0 0	1 0 0 0	1 0 0 1	0 0 0 0	3 1 0 0	0 0 0 0	20
64	Albert Dove	Barvil	0 0 0 0	5 5 1 0	0 0 0 0	0 0 0 0	3 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 0	0 0 0 0	25
16	Andy Spreadbridge	Greeves	1 0 0 0	3 1 2 3	0 0 0 0	0 0 0 0	3 5 3 2	0 2 0 0	2 1 2 1	0 1 0 0	5 1 0 0	0 0 0 1	39
TWIN SHOCK - MIDDLE ROUTE													
21	Jim Mason	Suzuki	0 0 2 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	0 0 1 0	0 1 0 1	0 0 0 0	0 0 0 0	0 0 0 0	7
50	Stephen Page	Honda	0 0 0 0	0 0 0 0	0 1 0 0	0 0 0 0	2 1 2 0	0 0 0 0	1 1 2 0	0 0 1 2	0 0 0 0	1 1 1 2	18
24	Geoff Challis	Suzuki	0 0 0 0	5 5 0 3	0 0 0 0	0 0 0 0	2 0 2 0	0 0 0 0	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	18
29	Jim Shepherd	Yamaha	5 1 1 0	5 5 5 1	1 0 0 0	0 0 0 0	0 3 0 0	0 0 0 0	0 0 0 0	1 5 0 0	0 0 0 0	1 0 1 1	36
36	Glyn Hill	Bultaco	1 3 1 0	0 3 0 3	0 0 0 0	0 0 0 0	3 5 0 0	1 0 0 0	3 5 3 0	1 0 1 2	1 1 0 0	5 0 3 0	46
40	Rob Clarke	Tacobsa	0 0 0 1	5 3 3 0	0 0 0 0	0 0 0 1	3 3 5 0	0 0 0 0	3 5 0 0	5 0 0 1	5 2 0 0	0 3 3 0	51
57	Doug Maggs	Bultaco	1 1 5 1	5 5 3 2	0 0 0 0	0 0 0 1	3 2 5 2	3 0 0 0	1 3 3 3	0 3 0 1	0 0 5 3	2 0 0 0	63
3	Norman Blakemore	Fantic	5 0 0 0	3 1 5 0	0 0 0 0	0 0 0 0	3 0 0 0	5 0 0 0	5 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Ret
55	Dave Field	Yamaha	3 0 0 0	2 5 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 0	1 0 0 0	1 0 0 0	0 0 1 0	0 3 0 0	Ret
61	Richard Challis	Honda	1 0 0 0	5 0 0 0	1 0 0 0	0 0 0 0	5 0 0 0	0 0 0 0	1 5 5 0	0 0 0 0	0 0 0 0	0 0 0 0	Ret
YOUTH - MIDDLE ROUTE													
53	Joseph Jacobs	F Barnett	0 0 0 0	0 0 0 0	1 0 0 0	0 0 0 0	0 1 0 0	0 0 0 0	2 1 0 0	1 0 0 0	0 0 0 0	0 0 0 0	6
46	Ryan Hyde	BSA	0 1 0 1	0 0 1 1	0 0 0 0	0 0 0 0	3 0 0 2	0 0 2 0	1 3 0 2	1 0 1 2	0 0 0 0	0 5 0 0	26
43	Elliott Smith	Honda	0 0 0 0	3 2 3 3	0 1 0 0	0 0 0 0	3 3 2 3	0 0 1 1	3 3 2 1	0 1 5 0	0 0 3 0	0 0 0 0	46

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
RIGID - EASY ROUTE													
15	Mick Brown	Triumph	3 0 0 0	3 3 2 2	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	1 1 0 0	5 3 3 0	1 0 1 0	1 0 0 0	30
PRE UNIT - EASY ROUTE													
49	Ted Smith	R Enfield	0 0 0 0	3 2 1 5	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	1 0 0 0	0 2 5 0	0 1 0 0	21
7	Chris Canham	R Enfield	0 3 0 0	1 0 2 2	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 0	1 0 1 0	0 0 0 0	0 0 0 0	1 2 3 0	27
47	Roy Ayres	R Enfield	0 0 0 0	5 3 5 5	5 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 2 0	5 0 0 2	0 0 0 0	0 0 0 0	33
UNIT - EASY ROUTE													
2	Peter Sigourney	BSA	0 0 0 0	3 3 2 1	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	1 0 0 0	5 0 0 0	0 0 0 0	0 1 0 1	18
18	Philip Kent	BSA	m m m m	5 5 5 5	m m m m	m m m m	m m m m	m m m m	m m m m	m m m m	m m m m	0 m m m	Ret
80	Christopher Bate	Triumph	m m m m	m m m m	m m m m	m m m m	m m m m	2 m m m	1 m m m	5 m m m	m m m m	1 m m m	Ret
TWO STROKE - EASY ROUTE													
58	Mick Honeyball	Greeves	0 2 0 0	3 3 3 2	0 0 1 0	1 0 0 0	0 0 0 0	1 0 0 0	1 0 0 0	5 5 1 0	1 0 1 0	1 0 0 0	31
82	Chris Huxtable	Greeves	1 3 5 3	5 3 3 5	0 0 5 0	0 0 5 0	0 0 0 0	0 0 1 0	1 1 1 1	3 5 3 5	0 5 0 0	1 0 0 0	75
19	Christopher Chapman	BSA	0 0 m m	5 3 m m	5 m m m	5 m m m	0 m m m	0 m m m	0 m m m	5 m m m	0 m m m	0 m m m	Ret
TWIN SHOCK - EASY ROUTE													
6	Brian Neale	Honda	0 0 0 0	5 5 5 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	17
11	Keith Fleet	Yamaha	2 5 5 0	1 0 1 1	0 0 5 1	0 0 0 0	0 0 0 0	0 0 0 0	0 2 0 3	5 3 2 1	3 0 0 5	0 2 0 0	47
22	Paul Kelling	Suzuki	5 2 2 1	5 5 5 5	2 5 2 0	0 5 5 0	0 0 0 0	0 0 0 0	0 0 0 2	2 3 2 3	0 0 0 0	1 0 0 0	67
45	Dale Clutterham	Yamaha	1 0 0 0	5 3 5 3	5 5 3 0	5 5 0 0	0 3 0 0	2 1 0 0	3 1 1 1	3 2 3 5	3 3 2 0	3 1 0 0	77
35	Philip Evans	Yamaha	5 5 5 m	5 5 5 5	5 0 5 1	5 0 0 5	0 3 0 m	5 5 2 m	3 3 2 m	5 3 2 m	5 0 2 m	3 0 0 m	169
72	Richard May	Montesa	5 5 m m	5 5 5 5	5 m m m	5 m m m	5 5 5 1	5 5 5 5	5 5 5 5	5 3 5 m	5 3 3 5	5 5 5 m	238
17	Russell Cook	Yamaha	1 3 m m	5 2 3 m	0 3 0 m	0 0 0 0	5 0 0 m	0 3 5 0	1 3 0 m	3 3 3 m	2 0 m m	3 3 m m	Ret
YOUTH - EASY ROUTE													
67	Stephanie Blackburn	Honda	3 0 0 0	5 5 5 5	1 1 1 1	0 5 0 0	3 1 0 2	3 0 1 0	3 1 0 1	3 3 0 0	0 1 0 3	5 0 5 0	67
32	Joe Mullender	Yamaha	5 5 1 3	m m m m	m m m m	m m m m	2 m m m	m m m m	m m m m	m m m m	m m m m	m m m m	Ret

Many thanks go to Graham and his gang for laying out an excellent trial.

Will all the observers please accept my apologies for using the wrong coloured dots to denote the riders routes.
 Could as many riders as possible please pay their entry fee by cheque as this makes it a lot easier for the secretary of the meeting.

Many thanks Peter.

Tales of the Expected . . .

Then there was a DOT or two. The main attraction was the rugged look of those forks and the purposeful high front mudguard. The first DOT had a nice shiny large steel petrol tank which brought in to range a sand pit or two and much toil began dragging the spindly rider up and down round and round. Round and round and up and down so much that a B31 appeared and there began a race. Those rugged forks worked so well the B31 was in sight right up to the time the DOT's frame snapped instead. Not a big break but just a two inch gap in the front down tube. The rest of the frame must have been quite strong to keep the engine above the road on the wobbly drive home to the shed. The shed where there was some water pipe (galvanised) and a welder.

So, another DOT, this time a "work's replica" with an alloy tank - this frame must be stronger! The barrel was a little iron one which had gone out of fashion and that DOT made its way to the 'shop'. An important shop where real needs could be met. Needs like alloy mudguards, scramble handlebars and 'go faster' cylinder barrels. The chosen barrel was square alloy with nearly square cylinder bore where chrome rings had been run in a chrome bore. Having wrecked at least one piston this barrel then wrecked a portable boring machine as the man at the garage tried to bore through the remaining chrome into the steel sleeve. Now, with chrome rings (oversize) into a steel cylinder sleeve (very oversize and a bit rough) what was needed was a square head.

Another important place - The Stores. Inside the stores was a long bar of aluminium, probably six inches by two inches and unbelievably long with no identifiable purpose. Later when its purpose was discovered it was probably six inches too short. Another store, the tool store, had to buy in a special tap for the spark plug thread. This had to be authorised by the foreman who happened to own a Triumph Mayflower also with a dodgy cylinder head.

With the concoction concocted, the now bigger DOT made its way to an event. The sand was not a problem but the true purpose of the rugged forks was revealed by the mud. The forks could gather more mud than the average wheelbarrow. Actually a wheelbarrow would have needed less footing too.

After the mud it was a good idea to wash the DOT in the stream. To conserve fuel the engine was stopped. The new petrol tap from the shop was faulty because there was not enough cork on the little pull-out bit to make it float when it pulled out into river! Chewing gum would have been better but a thumb had to suffice. After some effort the DOT was ridden, spindly rider contorted, one hand on throttle, one thumb on petrol tap, along the river to seek a safe single handed exit. Gluge! As you expected, only the handlebars and rear mudguard were now visible!

To those important places, The Shop (big end), The Stores (bearings) was added another. The Kitchen on Wednesday when mum went to town (four hours on low heat).

These bikes could be in your shed now!

Uno Hoo

Triangles in the US of A

September 9th - September 22nd 2007

Part Three

DAY 6 Friday 14th September

Williams to Kayenta and Monument Valley By Tony & Karen

We leave Williams early today. We are all expert packers now and can strap everything to the bike with our eyes closed, so everyone is in the car park at 7am. Tony and I ride to exit 2 of the car park so that we can video the rest of the group leaving the hotel - so what do they do? Everyone rides out of the exit at the other end of the car park. So much for that idea (Tony's comments will now be deleted from the video!)

We head for our first stop at Tuba City, on the way stopping for gas and a quick leg stretch. At this point Steve had a few translation problems. On the entrance to the restroom there are two signs, one says Men the other says Women. I haven't seen Steve in a skirt yet, but he used the room marked Women!

We have a laugh at Steve's expense, then Evelyn decides as there is a nice big car park its time she rode the Harley. Talk about a Cheshire cat - her face was beaming from ear to ear, so this was the start of many miles of sitting back and taking in the scenery for Phil over the next week.

When we arrive at Tuba City we had planned to visit a restaurant that Stan and Maureen had visited on a previous trip - however, this was now a building site! Not to be put off, Maureen nips into a gas station and we are directed to Kate's Cafe, just a few minutes around the corner. This turns out to be an excellent stop (not taking into account the wild dogs in the car park!) where we have a bite to eat, send Justin Moss a Happy Birthday message, and discover that although Kate has tables and chairs in the sun; you are not allowed to use them if you want a drink! No matter, the food was excellent and the staff great fun.

Next we set off for the Hampton Inn at Kayenta, stopping off along the way to take more photos and grab a drink of water. We arrive for check-in at 2.00, only to discover that check-in has been moved to 4.30. Some of the motley crew have arrived earlier and are already in the pool, but we decide the best course of action is a nice cold beer. We park the bikes and set off to find the bar, or nearest watering hole. ~ Oh dear, we then discover that the Hampton Inn is situated on an Indian Reservation and there is no alcohol for 50 miles! So its Adams Ale all round before we set off to Monument Valley.

At Monument Valley we have our own-tour guide who is from the Navajo Indians - I expected her to have a name like Whispering Flower - but she was called Anna! Naively I expected to see wigwams, and Chief Sitting Bull, but although neither appeared while we were there, Monument Valley was an amazing place - very red and very romantic, especially at sunset. The Navajo have named many of the 'monuments' and most of the ones that Anna pointed out were clear enough, although Tony and I are still looking for that elephant!

During our tour we stopped off to buy some Indian jewellery (Tony is still wearing his necklace - the kids think he's lost the plot), and to sample Indian Fry Bread. Scrumptious, a bit like Yorkshire pudding, but lighter and yummiier! During the visit we get a chance to walk around some of the monuments and we find ourselves lying -on our backs looking up to a small hole. Upon further explanation by Anna, if we look at the top of the formation in a certain way we can see the shape of an Eagle's head, with the hole being the eagle's eye. Now even I got this one, and remember the reservation is 'dry' country so we had no alcohol incentive! The whole valley was an amazing place - if you get the chance to go don't think about it, just do it.

Unfortunately, it's soon time to leave and return to our hotel. Now Stan 'quick off the mark' Robinson is like Speedy Gonzales on Ever-ready batteries. No sooner does he check that we are all present and correct, and he is off like a rat up a drainpipe (where do you get your energy from Stan?). By the time we realise that Robby has a problem with his bike, we could just see the lights of the other bikes disappearing across the desert! Not to worry, the bike eventually coughs and splutters into action and we soon catch up and make our way to the Hampton Inn. Once back at the hotel we book a table in the restaurant and enjoy another hearty meal (this is no place for calorie counting). We eventually all retire for the night to the biggest beds ever - anyone with short legs may need a mounting block! Enough said - we are on holiday after all!!!!

DAY 7 Saturday 15th September

Monument Valley to Goosenecks, back to Monument Valley and on to Page
By Gary and Carol

Day 7 of this amazing holiday dawns. This morning we have a choice:

1) Leave hotel at 8am and travel to Goosenecks State Park, where the San Juan River winds and curves its way through the desert 1000 feet below.

2) Enjoy extra time in the land of nod, a morning swim and leisurely breakfast before joining the group to leave the hotel at 11am

No prizes for guessing which option we went for!

However, the majority of our holiday friends opted for choice one and enjoy a scenic ride to Goosenecks and the spectacular view that greeted them. On their return journey the plan was to stop and sample Indian Frybread at a market by the road. Unfortunately the Frybread stall was closed but fortunately the Indian jewellery stalls were open so more purchases were made to add to those made at Gouldings Lodge!

At 11:00 ish (remember we are on TMCC time!) all 20 of us are back on bikes and ready to make our way to Page.

Once more the weather is delightful - blue skies, sunny and very warm. Our journey takes us through more spectacular scenery and rocks that are layered in different colours. They remind me of the glass bottles filled with different coloured sand that you can purchase at certain seaside towns back home.

After about 2 hours we stop at a local Navajo grocery store for refreshments and a bottom break (I really do think Harley Davidson should consider renaming their Heritage Soft Tail a HARD Tail!)

We enjoy our snacks and drinks under the shade of a large canopy at the side of the grocery store car park. We discover that this canopy is in fact the local Church with a few wooden boxes nailed together to make a pulpit. Thank goodness Maureen sought permission from a local resident before we entered because these locals do not seem as friendly as the other Americans we have encountered and Stanford's jokes of Gary's head being scalped are popping into the forefront of my mind!

Two or three stray dogs join us but they really are docile and do not bother us at all. It seems that they are also very hot and are seeking respite from the sun too.

After about 3/4 hour we saddle up again to ride a very short distance to our next hotel The Quality Inn at Lake Powell near Page.

We arrive at 1.25pm but are told that we cannot check in until 2pm. So, Stan suggests another little ride out on bikes for half an hour. However, a swim in the hotel pool is beckoning me, Karen, Gary, Angela and Chris. At 2pm everyone is assembled to check in and at 2.45pm 13 people walk a short distance to catch a local tour bus to ride out to Antelope Canyon which is located a few miles East of Page.

I'm told (cause I was one of 7 that stayed by the pool, swimming, sunbathing and drinking beer) that the area was an amazing sight of sandstone bedrock that has been intricately carved by the infrequent but often violent flow of water. It is sculptured into beautiful undulating curves and hollows that vary from one to three metres wide by up to fifty metres deep. The sunlight filtering down produces a myriad of soft colours and shadows and the effect is beautiful.

At 5.15pm we are all together again by the pool enjoying the sunshine, cold beer and usual holiday banter.

We agree to meet in the hotel reception at 7.30pm to find a local restaurant for our evening meal. 7 of us enjoy a Mexican at Zapata's. The others go to the Glen Canyon Grill.

By 10.30pm we are ready for our beds (it's tiring work enjoying yourself) so take the short walk back to the hotel.

The day ends on a prickly note for Phil. He manages to step on a prickly bush of some kind and finds himself with painful sharp spikes embedded into his toes. Of course his reaction is to try and pull them out but using your fingers is not such a good idea because now he has painful spikes in his toes and fingers!!

I feel we should try and administer some first aid and do manage to remove a sock. But, Tony is rather amused and says that Phil is a big, strong HD rider now so is not allowed to make a fuss about a few little spikes. So, we all say "goodnight" and leave him to hobble to his room.

To be Continued

Quotes Taken from Performance Evaluations:

"I would not allow this employee to breed."



Southend & District Motor Cycle Club

affiliated to the Eastern Centre A-C.U.

I would like to thank all the EFA riders who supported my club on the 24th February at the Royal Oak Pit, Danbury. It was great to see so many of you enjoying what turned out to be a rather easy trial. Of course at this time of year the weather is very varied which meant the sections were dry and grippy. The pit changes almost instantly if it happens to rain so I erred on the side of caution and hope this didn't spoil anyone's day out. As it turned out it started raining 2 hours after the event but fortunately we missed it or else things would have been very different and the sections would then have been very difficult and for a lot of people almost impossible. I hope to get the mix right for next year and look forward to seeing you all at the Royal Oak once again.

I am afraid we are doing a "Jim and Tracey" and will be unable to attend the AGM as we will be in Berlin and are sorry to be missing out on this amazing evening. Have a good one – we shall be thinking of you noshing all that lovely food!!

Dave and Margaret Spurgeon

Hard of Hearing

A man feared his wife wasn't hearing as well as she used to and he thought she might need a hearing aid. Not quite sure how to approach her, he called the family Doctor to discuss the problem. The Doctor told him there is a simple informal test the husband could perform to give the Doctor a better idea about her hearing loss. Here's what you do," said the Doctor,

"Stand about 40 feet away from her, and in a normal conversational speaking tone see if she hears you. If not, go to 30 feet, then 20 feet, and so on until you get a response."

That evening, the wife is in the kitchen cooking dinner, and he was in the den. He says to himself, "I'm about 40 feet away, let's see what happens." Then in a normal tone he asks, "Honey, what's for dinner?" No response. So the husband moves closer to the kitchen, about 30 feet from his wife and repeats, "Honey, what's for dinner?" Still no response. Next he moves into the dining room where he is about 20 feet from his wife and asks, "Honey, what's for dinner?" Again he gets no response. So, he walks up to the kitchen door, about 10 feet away. "Honey, what's for dinner?" Again there is no response. So he walks right up behind her. "Honey, what's for dinner?" (I just love this)

"Ralph , for the FIFTH time, CHICKEN!"

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:

10 cards

- 1 decacards



DABBERS DIARY

Just a short note to keep you all up to date and correct the clanger that I dropped last month! The next Anglia Classic event will be at Wrabness on Sunday April 6th and not on April 16th, which is a Wednesday, as I stated last month. Still with so many active members retired now, Wednesday Trials might be on! Regulations and entry forms will be available at the April Club night and at the start on the 6th.

I must give a big thank you to the lads that helped and those that gave items to sell at the last Chelmsford Bike Jumble, we almost made £300 and still have some useful stock to sell, including a pair of Alpine Star Trials boots (large), BSA C15 tinware, pair of Dell'orto carbs., selection of spanners etc. etc. Some of this will be available at Wrabness or give me a call if interested.

The last chance to get your hands on these bargains will be at the Seven Rivers BBQ trial on 14th June.

What a great day we all had at Snaque Pit, great weather and a great course. My old dinosaur coped with most of the sections except for those blasted roots on section two and section eight, pilot error also was a factor at section eight, and this attracted some uncalled for abuse from the observer, never trust these ex-Bultaco riders!

I hear from the Chelmsford results team that some good rides were recorded with Sam Appleton aceing the Pre-Unit Class and young Jo-Jo Jacobs having a brilliant ride on the Midi route!

Well I must now blanco my gaiters and press my putties as I am off to Malta tomorrow, where I hope to catch a bit of sun and meet up with some members of 'The Historic Motorcycle Club-Malta'.

Dabber

End Thought . . .

42.7% of all statistics are made up on the spot.