

# Editorial

Well the AGM and Award Presentation evening is over for another year. Quite a good turn out but perhaps not so many present as usual due in some cases to holiday commitments. Once again we were visited by a contingent from the Woodbridge area and very good it is too to see them. One of their number, a certain Peter Teager was the recipient of 'the po'. If you are not aware, Peter won it because he turned up at Snaque Pit minus an important item of protective clothing, namely his boots! I understand that it was a suitably embarrassed Peter who collected his award from Chairman Ted.

I would formally like to apologise to Clive Dopson and his fellow members of the Eastern Centre Pre65 Team following the Inter Centre Trial held the same day as the Jack Thompson. It seems that I didn't ask the right questions of the right people and I trust that our members who participated in this event will accept my apologies for any hurt that I inadvertently caused in a recent editorial.

As many of you will be aware the Eastern Centre has lost its Chairman, David Smith. Sadly, in my view, David felt it necessary to resign the position of Chairman for, as I understand it, many and varied reasons. I and many others were hoping that David could, and would, bring the Eastern Centre into the 21st century. We shall now have to wait and see whether the revised constitution that is currently being worked on will bring the required and necessary reforms.

The weather gods certainly turned on the style for the Roger Birch Trial which was held at Great Bromley. Realistically I don't think conditions could have been much worse even if it had been blizzard conditions. For those who were observing in exposed positions it must have been hell. I am sorry that a couple of you observers were not aware that the observer cards that were issued to you were waterproof. We have been using these cards, especially during the winter months, for some time now and Tracey can personally guarantee their effectiveness after testing them by writing on one under a running tap.

A big thankyou to those riders who came and told us at the end of the trial that they had enjoyed themselves. Conditions and sections really took you back to trials 'as they used to be'! Yes, trials in the days of Pre65 really were wet and quite often the winter weather added to the enjoyment(?).

Chris Bater is helping to organise another gathering of machinery at the



Weeting Show which takes place on July 19th & 20th. If you are interested in taking part in this event please contact Chris Bater on 01473 622550 and reserve your place and get an entry in the programme.

April would appear to be AMCA month! We have got the Wrabness trial on April 6th and this is followed by Mike Hardens's Plonkers Clubman's Trial on 20th April.

Many years ago Sidg and the Harwich club ran a trial which used land at Wrabness but I understand that this is not the same place. I am sure that Mick and his assistants will put on an interesting and varied event

The Mid Anglia MCC  
present  
for your enjoyment



# *Plonkers Clubmans Trial*

Sunday 20th April 2008

Snaque Pit, Belchamp, Sudbury (Grid Ref TL826422)

Start at 1100 hrs • Enter before the day

A Trial 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](mailto:mike@harden-j.freemove.co.uk)

for you. As you will be aware, Classic Trials held under AMCA rules do not require you to wear a hard hat but surely for your own protection a hard hat is sensible wear. As far as I am aware you are only permitted one head during your lifetime. Wrist duly slapped for missing the date out of last months Watson.

Staying with AMCA matters, I was pleased to see that once again East Anglia was well represented in the Red Marley trial. We didn't attend this year but will have to try and arrange a visit again next year.

Bob Drane sent me the accompanying photo of Chairman Ted on what Bob thought might be the Chairman's 'Thursday bike' but I can now inform you that Ted has in fact succumbed to a slant eyed model with an electric leg. Seems that it has some advantages over Henfields and the like!



I have included an article supplied by Dave Blanchard which some of the purists in the club might think is a little heretical but I believe that an understanding of how the other half

live is not a bad thing. A bit worrying perhaps but this is the 21st century and many, if not most, of the machines currently in use in Pre65 trials originally saw the light of day, perhaps in a slightly different

form nearly 70 years ago!

An apology to those of you who have recently been having problems sending us a fax. Hopefully this is now sorted.

Best wishes,

*Jim*



## ***TIM'S TOURS PROUDLY PRESENT***

The start of this season's events.

To take place on Saturday 17th May. Meeting at The Alma for a 4 o'clock start and finishing in the Braintree area.

All members, family, and friends welcome.

See you there!

By Order of The Management

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### ***The Pirate***

A pirate walks off his ship. He has a wooden leg, a hook for a hand, and a patch over his right eye. He sits down on a bench, and begins throwing peanuts to the seagulls. Two curious young children shyly sit down next to him and ask the pirate how he came to have a wooden leg.

The pirate replies, "Well, I was standing on the deck of me ship one day, and a wave washed me overboard. Then, a hungry shark attacked me and bit me leg off." The little boy then asks, "How did you lose your hand?"

"Many years ago, I was fighting the Navy, and one of them boys cut me hand off. Me doc couldn't find a hand, so he gave me this hook." Next, the little girl asks, "How did you lose your eye?"

"Well, I was standing watch up in the crow's nest, and just as I looked up, a lousy seagull flew over and did his business right in me eye." The children, now thoroughly confused, ask, "How did that cause you to lose your eye?"

The pirate explains, "Well, it was me first day with the hook."



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## **AMAZING LETTER TRICKS**

### **ASTRONOMER**

When you rearrange the letters:

### **MOON STARER**



***Girl***

***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 25<sup>th</sup> of the month preceding publication.

Material for inclusion in the magazine may be supplied in the following forms:  
handwritten • typed • computer hard copy • fax • email • floppy disc

If providing computer hard copy, a font size of 12pt minimum is preferred whilst articles supplied on floppy disc or sent via email should preferably be saved in text or RTF format.

# Tales of the Expected . . .

There had to be a pick up, and this one already knew its own way to all the Scramble tracks. The famous rider was having his tea so it was his father who demonstrated the truck complete with fag and carpet slippers. Everything worked fine and back in the kitchen a deal was made.

Gradually, the truck revealed its secrets. At the first corner it slipped out of gear and quickly taught the novice driver to hold onto the lever whenever slowing-down. Fortunately the long lever was no problem when the truck was stationary and could safely be left tucked up in third alongside the umbrella handbrake.

A soft touch was needed on the clutch to avoid a serious judder and reverse gear had to be used very gently, if at all, to avoid all that growling and graunching.

The steering, however, did not respond to a soft touch. A soft touch just did not get a response from the skinny cross ply tyres. What was needed was a sharp speedway flick, you know, a flick to set the direction followed by a correction as the back end would step out and the truck's progress round the corner was in a low power slide. Subsequently, every corner was addressed in this way and for some years until one day there was a loud crack and the whole plot was brought nervously to a halt at the kerbside. No fault could be found so normal misuse was resumed.

The bench seat had only female passengers unless there was a foursome and in this condition the front suspension could be made to bounce for at least a mile from the hump-backed bridge. Without a passenger it would bounce for about half a mile and with a ten-year Test looming some new dampers were fitted. The effect was slight if not minimal. How could those tiny pistons be effective against all that weight and leverage?

The Test man found the chassis was cracked and a detour was made to the blacksmith who welded the chassis and burned the brake pipe. Back to the tester with the brazed up brake pipe and normal misuse could resume. Two head gaskets later the prop shaft made a bid for freedom, the reason for that strap across the chassis being revealed.

One Friday night the Speedway Star appeared in the local pub and a long, lubricated, discussion occurred mostly about going round corners. Better lubricated than the big end which failed soon afterwards! Number one big end had to be sealed with a jubilee clip and various parts including two pushrods and one piston were discarded. This reduced the power and made it sound like a Subaru so no one would buy it like that. Sadly the truck was broken up. The mostly alloy back went for a scrap and some bits went under the bench for about 20 years. The rest went to a buyer who wanted the chassis for his van as his chassis had cracked. Do not worry - you do not own any parts of this vehicle unless you keep chickens in an old truck cab.

*Uno Hoo*

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

Continuing my nostalgic ramble through '72,

Rushbrook Park, Bury St Edmunds, was the venue for the Newmarket Club Scramble on 11th June. The 150 juniors were headed in the final by J Peck (Woodbridge), M Drury (Bury St Eds). The 250 final was eventually led under the chequered flag by one Norman Messenger from John Pease with Ron Beattie third. The 300 - 410 allcomers was similar with Norman Messenger from John Pease and then Chelmsford's Dave Crowe seeing off Paul Garrod. The main race saw a victory for John Pease from Trevor Harvey and then Norman Messenger - Pete Craven did well in 4th from Chris Ginn. The expert and invited juniors was a 10 Lapper where Trevor Harvey was the stayer, heading John Pease, Norman Messenger, Dennis Howard, and Pete Craven - an excellent day's racing on a testing circuit.

The following Sunday, more of the same at West Stow. These were very noisy meetings as the majority of runners were two-stroke mounted, all getting quicker and the chassis were being well sorted - all in all heady days for scramblers and the aces earned their money in this instance. The 300 - 410 Eastern Centre Championship final was thrashed out over 15 minutes plus two laps, top dog being Adrian Yallop (Husky), Freddie Mayes, John Pease, Trevor Harvey, and Dave Cordle. The first junior home in a good 8th was the late Laurie Bird who followed this with a third in the junior final whilst Pete Davin was 5th. The allcomers to 250 final had a similar outcome to the 750 final, namely Freddie Mays, John Pease, Adrian Yallop, and Dave Cordle.

On Sunday 25th June the grassers returned to Sunybrook Farm, Felsted, for a closed to club meeting arranged at short notice upon cancellation of another. Harry Godding won the 360 - 1000 cc final AND the solo invitation AND the solo to 1000 cc is AND the 350 cc - very impressive!! Richard Wakeling came good in the 250 final on his BSA engined Ken Willis special. Barry Denny on his Ducati engined Finn was a worthy second. The first sidecar final was completed with Doug Ellis and Brian Knight in front at the same speed as the 250 final - 43 mph. The local Warner Brothers won the second chair final from Ellis and Knight and the dust did rise!! The latter were back in front in the invitation race but this time chased by Mick Green and Peter Blanke followed by Clyde Cardy and Tony Saych. A very efficiently run meeting by Dunmow and DMCC.

The following week, the Suffolk Grand National at Tye Farm. Graham Braybrook was machine examiner and dad Wilf was in charge of the paddock! A young Tony Coomer was entered on 250 and 500 but was yet to get on the pace. Some 30 experts were to show the hundred plus juniors how to do it. No surprise when John Pease took three wins and a second, the other major places going to Norman Messenger, Chris Ginn, Dave Cordle and Adrian Yallop.

Down House Farm, Sandon, was the venue for the ESSA's Trophy grass track on 16th July. Terry Sewell had Richard Wakeling snapping at his rear as they crossed the line in the 250 final followed by Geoff Blower and Barry .

Denny - a good race! Brian "Curly" Gladwell took the 350 from Tony Ryall, Colin Flaxman and Terry Sewell on the larger of his "Field" specials. Johnnie Bryant and Les Sewell won the first chair final from Messrs Holloway and Chapman followed by Paul Stokes and Jim Andrews. The Finn Challenge Cup for solo juniors saw Clyde Cardy discarding the third wheel but he missed it and didn't make the final! The late Phil Lenoir, making a return to the sport, did well and finished third behind Terry Booty and Tom Lincoln. The 500 final went deservedly to Harry Godding and Geoff Blower had a good second from Steve Riddington - a very quick race at 46 mph. Johnnie Bryant and Les Sewell put on another immaculate display of chair racing to head the second final. In second was Steve Jukes and Tony Green followed by Steve Dewison and Peat Ridgewell at a speed of 44 mph. Very sideways!!

Keep riding!!

Pedro S

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## ***Masculine or Feminine?***

A Spanish teacher was explaining to her class that in Spanish, unlike English, nouns are not genderless but are designated as either masculine or feminine. House for instance, is feminine: la casa and Pencil, however, is masculine: el lapiz. A student then asked, What gender would a computer be? Instead of giving the answer, the teacher split the class into a male and female group, and asked each group to decide for themselves as to whether computer should be a masculine or a feminine noun. Each group was asked to give four reasons for its recommendation.

The men's group decided that computer should definitely be of the feminine gender ('la computadora'), because:

- A. No one but their creator understands their internal logic;
- B. The native language they use to communicate with other computers is incomprehensible to everyone else;
- C. Even the smallest mistakes are stored in long term memory for possible later retrieval; and finally
- D. As soon as you make a commitment to one, you find yourself spending half your paycheck on accessories for it!

(THIS GETS BETTER!)

The women's group, however, concluded that computers should definitely be masculine, 'el computador', because:

- 1. In order to do anything with them, you have to turn them on;
  - 2. They have a lot of data but still can't think for themselves;
  - 3. They are supposed to help you solve problems, but half the time they ARE the problem;
- and
- 4. As soon as you commit to one, you realize that if you had waited a little longer, you could have got a better model.

The women won.

# ***That's the Irish for You!***

Paddy and Mick were both laid off, so they went to the unemployment office. When asked his occupation, Paddy answered, "Knicker Stitcher. I sew da elastic onto ladies' knickers and thongs."

The clerk looked up Knicker Stitcher on his computer and, finding it classified as unskilled labour, he gave him 80 dollars a week unemployment pay.

Mick was next in and when asked his occupation replied, "Diesel Fitter." Since a diesel fitter was a skilled job, the clerk gave Mick 160 dollars a week.

When Paddy found out he was furious. He stormed back into the office to find out why his friend and co-worker was collecting double his pay.

The clerk explained, "Knicker Stitchers are unskilled labour and Diesel Fitters are skilled labour."

"What skill?" yelled Paddy. "I sew da elastic on da knickers and thongs, then Mick puts 'em over his head and says: "Yep, diesel fitter."



**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



# The Modern Way of Things!

I have just received my Bexleyheath Club newsletter and thought you would be interested in the following article submitted by a modern trials bike rider.

As I do not read the TMX or follow the development of modern trials irons to any extent, it was quite a surprise to realise that a 'laptop computer' has replaced the 'rolled-up toolkit' of yesterday.

Will throttle control techniques etc. become a thing of the past? Or are they already obsolete?

Are we heading for the Formula 1 driver type of skills where you do not need finesse in controlling slides and wheel-spin, because the ECU assemblies will take care of all eventualities? Will this include putting the brakes on as well as taking them off?

I don't know but I wouldn't mind betting that there is a computer game on the market or maybe one coming out soon, where you could ride a full national trial from the comfort of your leather armchair! Just get the wife or partner to observe and throw some mud and water over you. This will simulate the genuine article! All this will be available from the security of your centrally heated lounge! No risk assessment will be needed. Just think of the money to be saved on petrol, ACU licence, entrance fees, purchasing a trailer and the expense of multi-coloured, high tech riding apparel.

I am sure the helpful chap who willingly submitted this article so that all could benefit from his experiences, would not mind it being re-printed in the Trials & Tribs.

I am now working on a computer programme to improve the Ariel. I need to write it to be compatible with a worn Amal carburettor, slack girder forks, excessive weight, non functioning brakes (old style anti-lock) and an 'old git' who's reflexes are past their sell by date! One other desirable programme will be designed to reduce the extra long wheelbase just before a typical 'tight tree turn'.

Now for the article.

## **Owning a 4RT Two Years On**

As many, of you will be aware two members of the club have since 2005 been campaigning Montesa 4RTs, Steve Wright and myself. We decided that in standard form the bike had a bad tendency to break away at the back in slick, muddy, damp, conditions. As with all competition machines development is ongoing, and low and behold Montesa bring out a multi-program throttle body. Steve and I invest in same.

Now let me make it clear, this is not the cheapest option to take but for a machine that you like in all other aspects, it's no more than a fettle program on other makes. But it involves using a lap top which for some is like taking

# 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 millionth of a fish

- 1 microfiche

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the first space journey, and if you do not have a laptop or access to one - an added expense.

So you have acquired the equipment and start to find out what it's all about. You have a set of preset programs which can be modified to your personal requirements and renamed so that when

you go to the menu page there is your program. You can then see what program does what, i.e. Wet, Muddy, Sandy, Dry hard and so on.

The best way to explain is to remind those at the practice day in 2007 at Wainscot

when Steve had his bike on the Beginner program (detuned)

Gareth's bike was in standard form

although running a larger rear sprocket

and my bike was on the maximum power

setting. Now many of you

tried all 3 bikes and were able to feel the difference that can be obtained. You had to try these programs, as if we had just told you what was available most would not believe us. The idea is that you find out what each setting does and try to pick the most appropriate for the venue or your riding style.

Well it's all moved on another step. Now there is a 2 stage throttle body available, pioneered by James Dabbil. Yes I know a lot of the two stroke engines now come with a switch to move between the two programs but that's it. The new Montesa body has an ECU that can accept any two programs you wish to put in accessed by a two way switch, i.e. Beginner (which is a 20-25% lower power setting) to 20-25% higher power setting which speaks for itself. These setting can be achieved by altering the fuel amounts or ignition settings,



Montesa Cota RT4

## Quotes Taken from Performance Evaluations:

"This associate is really not so much of a has-been, but more of a definitely won't be."

but it is up to each rider to find what suits their riding style. Steve and I have at this time up to 20 programs available to us, many of which we have written ourselves. It can be time consuming writing the programs but very satisfying when loaded and working as hoped for. I use a custom program called Begginer2 which has a soft setting with more power and a boost at the end. Steve used the same for a year but now use's a standard program but with delayed throttle action. The great thing is that you tune the bike to aid and improve your riding ability as your skills progress.

It has taken three of us, Steve, Allan, and myself, two years of experimenting, swearing, and many phones calls, to get to where we are but we are more than willing to share with those interested what we have arrived at. And what have we arrived at? Well a machine that now suit's how we want to ride, and has a mass of potential. The Montesa 4RT is not for all as every bike has different handling amongst many other things but when it comes to tuning an engine to your personal requirements I think you will be hard pressed to find anything else on the market that allows the options the 4RT gives.

Low marks in 2008 to all.

"I'll be back" Peter Lown.

Still in shock

*Dave Blanchard*

*PS*

*I still have to design a pop-up menu though and the essentials will be sandwiches and coffee.*

*Thought for the day - how do you get a lap top into a bum bag?  
My memory stick fails me!*

#### **Editors Comments:**

For some time now our Presidente has been enthusing about his complete lack of ability with a computer. Now I think this is just him trying to pull the wool over our eyes. Surely we are all aware that Little Eric is fitted with very un-Pre65 ignition. So, to get all this performance from a C10 surely our hero connects it up to a laptop to adjust its performance parameters. So, the truth will out - we were all assured that Eric stood for "Everyone Recons Its C\*\*p" but instead the truth is that it is "Everyone Reckons Its Computerised!"

**English signs in foreign countries**

On a poster  
at Kencom:

**ARE YOU AN ADULT THAT  
CANNOT READ?  
IF SO, WE CAN HELP.**

# *Triangles in the US of A*

September 9<sup>th</sup> - September 22<sup>nd</sup> 2007

**Part Four**

## **DAY 8 Sunday 16th September**

Page to Bryce Canyon. By Phil

Rudely awoken at 06:10 by a wake-up call intended for somebody else. At breakfast we learn that after a week in the US of A, Tony finally works out that the Americans do have a sense of humour, particularly when it involves the cold water plumbing system. No more Hokey-Cokey shower routines for Mr. C.

After breakfast we leave Page via the Glen Canyon Dam and lake Powell on highway 89 and enter the State of Utah. Our ride today will take us 75 miles to Kanab and then another 75 miles to Bryce Canyon. Evelyn is pilot for the first leg. As we leave Page we're heading west and soon the pink and grey rock formations of the Manson Mesa smooth out into fairly flat, featureless desert until we reach the bright orange/red sandstone at Kanab. As we near Kanab the weather looks to be changing, after 5 days of near perfect weather we can see patches of rain all around us.

We stop for lunch at Nedra's, a Mexican restaurant in the centre of Kanab. Carol is smiling more than usual - she's just ridden pillion on Steves Electra-Glide. After lunch we head north on highway 89 (through a brief rain shower) passing Mount Carmel junction, Glendale, Long Valley junction, Hatch and then a right turn on to highway 12 towards Tropic / Bryce Canyon. To reach Bryce Canyon (7 miles away) , highway 12 was blasted through an area known as Red Canyon, a shallow valley in the side of the Paunsaugunt Plateau surrounded by much exposed, orange red sandstone. We stop here for around 30 minutes - there are a number of short walking trails in amongst the rock outcrops - and it's deserted, it seems that being so close to Bryce most people don't bother to stop here.

Our hotel is located right at the entrance to Bryce canyon at an elevation of 6000ft. After booking into our hotel we ride to the far end of Bryce Canyon - approx. 18 miles and a further climb of 2000ft- to Rainbow point. It is decidedly cool, we are now at 8000ft and we learn that it had snowed here the previous day. From here we gradually make our way back down the canyon stopping at various view points along the way. It's late afternoon and the intention is to arrive back at the bottom of the canyon (Sunset point) at sunset. The views from each lookout seem to improve as we descend the canyon all the way to the aptly named Inspiration point. Erosion over millions of years has shaped colourful sandstones, limestones and mudstones into a spectacular array of spires, fins, and pinnacles known as "Hoodoos." It is here that Karen explained the legend that surrounds the Hoodoos. The Paiutes, an ancient American-Indian tribe believed that the Hoodoos were the Legend People whom the trickster Coyote turned to stone as a punishment for performing "bad deeds". This is why the Hoodoos are recognisable as well known objects and faces. Karen then pointed out Hoodoos that resembled Rupert Bear, Holly Hobby, Bugs Bunny, Father Christmas, a "99" ice cream, a Snowy Owl, a Conga line, the Terracotta army and Ludwigs Castle (Leichtenstein). I wasn't convinced. The Snowy Owl looked more like a Tawny Owl to me. We made our final stop at Sunset Point. On a good day the Hoodoos are lit bright orange as

the sun disappears, unfortunately this was not a good day, but it was impressive none the less.

The day was finished off with a "Cowboy Buffet" at Ruby's, a restaurant across the road from the hotel.

## ***DAY 9 Monday 17th September***

Bryce to Mesquite  
By Stan & Maureen

We were woken at 6.40am by the sound of 5 bikes firing up, these hardy riders and pillions were off to photograph the sunrise in Bryce Canyon. It is at times like this that you question the sanity of people you love when you can hear them scraping the ice off the seats of the bikes and also knowing snow had fallen the previous afternoon in the canyon (the ice was still on the bikes at 8.15 when the more sensible ones went for breakfast). Also in the early hours some strange goings on occurred on one of the bikes outside the hotel involving a camera and a very scantily clad lady.

We left today at 10am as the only thing on the agenda was Zion Park and a 162 mile ride. After leaving our accommodation in Bryce Canyon we stopped a few miles down the road in Red Canyon for a photo shoot of bikes, riders, and pillions. Some of the occupants of a coach that pulled up opposite also took the opportunity to film us.

We continued on to Mt Carmel Junction where we stopped to stretch our legs, have drinks, and browse the local store, several people bought rattlesnake eggs so beware, and I think this is where Eddie knocked 10 years off his age (have you seen him in his Stetson?). On leaving Mt Carmel Junction the road rises quite steeply for a few miles to East Zion Park, where the scenery and roads are awesome, here everybody was riding at their own pace so they could stop/photograph/view at leisure. We regrouped just before the 2 mile long Zion tunnel as Tony wanted to film/record the noise of us going through the tunnel, here Gordon tried his utmost to blow the top, bottom, and sides out of his engine and at the same time burn the clutch out (never mind Gordon, many have tried to do this to a Silent Grey Fellows machine).

Arriving at Zion Park Visitor Centre there were problems finding somewhere to park the bikes, but eventually we all met up and boarded the shuttle bus for the 6 mile scenic drive (you are not allowed to use your own vehicle in this part of the park). At the final stop we all split up, some walked, some slept, some sunbathed, some ate and drank. At 3.30 we all met up to return to the car parks and continue on our way to Mesquite, a big part of this route was on the Interstate 15, not a place for the faint hearted, everybody is in a hurry, trucks with trailers doing 90 mph, and mountain gorges so big that you can't believe it

After checking into the hotel everyone made for the swimming pool and hot tub (did the notice say only 8 at a time in the hot tub?). That night everyone ate at the Chinese Buffet opposite the hotel (2 course meal, eat and drink as much as you can, for \$7 (£3.50) per person). After gorging ourselves, a quick visit to the nearby cocktail bar (no \$10 (£5) for 3/4 of a gallon of Margarita as in Circus Circus, here you pay top dollar). After a little play in the garden sprinkler system it was then off to bed.

## ***DAY 10 Tuesday 18th September***

Mesquite to Amargosa Valley By Evelyn

The alarm goes off at 6:30am; I'm reluctant to get up as my bed is so comfortable. Breakfast and packed up by 7:45am. The morning is beautiful with a bright clear sky; we leave 'Best Western, Mesquite Inn', taking the I 15 towards Las Vegas, at 30m1s we stop so Maureen can do a head count, we're off but I don't even notice we leave Shaun behind, his bike doesn't start as his immobiliser has kicked in, but he soon catches up.

Left into Hwy 169 to 'Valley of Fire' which is a State Park in Nevada. The valley derives its name from red sandstone formations formed from great shifting sand dunes during the age of dinosaurs. We stop and collect our leaflets from the unmanned west entrance, passing Arch Rock, Beehives, Atlatl Rock, Petrified Logs, Visitors Centre, Seven Sisters, Clark Memorial and Elephant Rock without stopping.

With still very little vegetation to look at it is now very wann and the air dry, we take a left down to Callville Bay on the north side of Lake Mead, which has over 500 miles of shoreline, with Stripers, Catfish and Large Mouth Bass to be caught. The water level in the lake has dropped a very long way; there is a visible water mark as far as the eye can see. Arriving at 10:45am the bikes are parked up on the -slip, Tony does a strip, then we all walk down to the marina. Robbie, Jill, Maureen, Karen, Angie and I (Evelyn) walk up to the large resort overlooking the marina, while Gary and Carol head on to the Amargosa Valley (our stop for the night). The rest are mad enough to hire two power boats for a couple of hours. I believe a bit of mooning, top removing and horsing around went on. All back by 2:00pm, quick lunches in resort shop/cafe, refuelling at unmanned pumps, which caused a bit of confusion with the lending of credit cards, on the road again just gone 3pm.

On leaving Callville Bay turn left onto Hwy 167, then right onto Hwy 147, follow signs to Hwy 93/95 North/West. Very heavy traffic as we skirt Las Vegas to get onto Hwy 95, to Indian Springs and Tonopah, some lovely new houses as we go through Henderson.

Then civilisation just disappears again, with arid flat landscape to look at. Phil at long last stops and we swap places, what bliss, my butt does not like those pillion seats. Only a few miles down the road and we all stop at Indian Springs for a stretch, then down the road and fill up at Fort Amargosa, left onto Hwy 373 approx 14 miles to The Long Street Inn, arrive 6ish. Quick change and into the freezing cold swimming pool, but all worth while as Gary and Carol have supply of beers! Most of us end up in lukewarm hot tub - which is not working properly so have laugh making our own bubbles.

We meet up for dinner at 8:15pm in the casino/bar/dinning room, very weird place. All seated at one large table the orders for dinners are going smoothly, but our meals then arrive very haphazardly. Dawn still without dinner is now on-form having had a few glasses of wine, she starts with 'A Peak into Everyone's Lives' with a make shift microphone, which is a spoon wrapped in foil, she has us all laughing whether with amusement or with shock I'm not quite sure, the interviewing continues after dinner. Karen causes chaos when trying to collect her winnings. Who would have thought it was payment out for only a couple of dollars which required counter signing, then back to the machine for handover.

*To be Continued*



# DABBERS DIARY

Here we go again! It's rapidly approaching the Charity BBQ Trial time of the year. I have met the new manager at Seven Rivers and she has given the go ahead for this years event on Saturday 14th June, I am waiting for confirmation that we will have 'The Spirit of the East' dancers and the great band that we had last year, 'Beatz Work'. We will go back to the old

system for the BBQ & Bar and do it 'in house'. Sponsors are still required for sections and riders sponsor forms will be in the May magazine.

Another Charity event that we, the EFA & ACTC, have been invited to take part in is 'Its Showtime' at Purleigh Halt, Nr. Maldon on Sunday 17th August.

This event, a Fundraising Rally supporting Little Havens Children's Hospice, is organised by a small band of hard workers that include Dick and Janet Hobart.

This year it is proposed to stage a demonstration trial consisting of one or two sections, about 10 or 12 riders on machines that cover the period from just before WW2, i.e. girder rigid, through to the late sixties with a couple of Spanish machines, hopefully also a commentary. Riders will get a free entry to the show for two persons and this really is a good day out with something for everyone. We already have some volunteers for this event and are currently



Trevor Baker making a bit of a splash at Great Bromley

photo: Mick Brown

looking for a 2-stroke, a Greeves would be nice, a couple of rigids, a pre-unit and two Spanish, a Bultaco and a Montesa would be ideal. If you are interested please have a chat with me (01206 250462). We will compose the entry with a reserve list

The organising team for the Wrabness trial have, today, been working on the sections, and the course looks great, and the car park is high and dry! What a pity a brilliant trial at Great Bromley was spoilt by the car park, we have to try and get the landowner to help us to gain access to the dry field.

Since writing to you last month life has been a bit hectic with a holiday on the wonderful little island of Gozo close to Malta. This island of 67 sq. km. (about 40 sq. miles in old money) has 364 churches, but that does not stop the



photo: Mick Brown

Gozo

boys getting their old bikes out on a Sunday. One Sunday lunchtime we saw several old British bikes like a BSA Army M20, couple of big Triumphs, a Tiger Cub, a Gold Flash and a Velo. I also met a great guy with a collection of British bikes on Gozo and on Malta, the chairman of the 'Historic Motorcycle Club of Malta' who has a wonderful collection of bikes and welcomes visitors, and can be contacted through the VMCC. On returning home I was chauffeured to the Press Trial at Cadwell Park, by Sam and Tony Appleton, where some 'old git' on a girder forked 1938 Triumph Tiger 70 won the award for the most trick machine!

*Dabber*

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## ***End Thought . . .***

A man is incomplete until he gets married . . . Then he's finished !!!