

Editorial

I understand that an element of panic set in prior to the Chattisham Trial due to the waterlogged state of the parking but the landowner turned up trumps and the trial went ahead as planned. Quite a good number of entries especially as the scramble season is getting under way.

The following weekend at Wrabness for Mick Brown's trial, the weather took a real turn for the worse when Britain suffered the full effects of

their memories become elephantine if the event proves to be too hard.

Mike Harden isn't intending to use Bromley Brook this year as Mr Blobby has found some new land down amongst the duck shooters in Little Totham or so I am informed. This event will take place on 22nd June.

However, to keep the landowner sweet and to keep his hand in at laying out trials, Mick Brown has decided that the ACT will have an event at Bromley Brook on 18th May. I understand that the trial which is solo only will feature a single route but



global warming! Years ago it was never that unusual to have a 'cold snap' at the beginning of April. Those days fairly rapidly disappeared with the advent of smokeless zones and the demise of steam railway engines.

Mike Harden and his merry men put on what I understand to be a very enjoyable Plonkers at Snaque Pit. Quite a lot of clean sheets but not to worry - as has been said many times, riders will forgive you an easy trial but

with the optional harder route contained within the main route - a

FOR SALE

Suzuki SP370 1980

Immaculate • 10K • M.O.T.

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£900 ono

Adrian

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The Mid Anglia MCC
present
for your enjoyment



The May Plonkatound

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

Saturday 17th May 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

formula which would appear to have been very successful at Wrabness.

The time has come to start collecting sponsors for the Charity Trial which this year will be held at Seven Rivers, Great Bromley on 14th June. Barbecue, Live Music and Belly Dancers - oh of course there is a trial as well!

I gather that Chairman Ted has decided to give Scotland a miss for this year even though he has now got a machine which shouldn't need a major rebuild after the thrashing around the Moidart Peninsula etc. Instead, I understand he is about to become 'Train Driver Ted' for the day. Seems that he is going to practice firing and then driving a steam loco up at Sheringham

We went to Italy (Lake Como) for a week's holiday in April - well it was supposed to be a week but I ended up playing my role of a Which investigator ending up in hospital for a week. So for a week read a fortnight! All being well I am recovered now at least for the time being.

Whilst in Italy we came across a superb Sunday morning bike gathering - mainly modern but it did include a beautiful 350 Guzzi, open pipe, fired once every lamp post in first gear, the lot. Hope you like the photo.

Best wishes,

Jim

For Sale

Rarefield 350 pre-unit trials £1800

Bultaco 325 twinshock trials £600

1987 Yamaha XT 350 trail bike £750

Honda XL125 trail bike-needs minor reassembly £200

Please contact Roger Finch on 01787 371276

or come and have a chat on clubnight



TIM'S TOURS PROUDLY PRESENT

Saturday, 17th May, a date to pencil in. This is when we start our programme for this year.

The management have compiled a route of approximately 50 miles as aforementioned and we will be finishing in the Braintree area at a chippy with ample parking. The start will be from the Alma at 4 o'clock.

See you there. !

By Order of The Management

Geneology Lesson

A little girl asked her mother, "How did the human race appear?"

The mother answered, "God made Adam and Eve and they had children, and so was all mankind made. "

Two days later the girl asked her father the same question.

The father answered, "Many years ago there were monkeys from which the human race evolved."

The confused girl returned to her mother and said, "Mum, how is it possible that you told me the human race was created by God, and Dad said they developed from monkeys?"

The mother answered, "Well, dear, it is very simple. I told you about my side of the family, and your father told you about his."

**FOR
SALE**

**Handy height hydraulic work bench
£70**

Brian Farmer 01206 862990

AMAZING LETTER TRICKS

DESPERATION

When you rearrange the letters:

A ROPE ENDS IT



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 trillion pins

- 1 terrapin

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.

Snaque Pit Plonkers

Yet again I must sincerely thank all the helpers and observers for our recent foray, 40 plus solos and sidecars tackled 10 damp sections with great enthusiasm, the weather held with no further rain ensued.

Low scores where the order of the day and lots of smiles were seen. Even Bob Drane was back on form with no fives.....

Thanks again Ian Bennett (aka Mr Blobby)



Joe Stollery on his way to a gold award 2008 Landsend trial. He missed class award by 5 seconds on special test.

Photo: Mark Wilson

Grand Charity Barbecue Trial

SEVEN RIVERS

Great Bromley

14th June 2008 @ 4pm

**Leonard
Cheshire
Disability**

Trial, Stalls, BBQ, Bar & entertainment with 'Beatz Work', the great band we had last year and a return of our favourite dancers the 'Spirit of the East'.

Section Sponsors Required

Rider sponsor forms in this issue of T&T's

No need to enter beforehand, just turn up and enjoy!

For more information, ring Mick on 01206 250462

This and That!!

Returning to July 1972. The heat was on at Buildings Farm, Great Dunmow. Mr and Mrs Jack Lee had again been charged with running another cracking grass meeting with 120 solos and 40 chairs - wonderful!! All the stars and the aspiring (perspiring) in attendance.

The first final of the day, the 400-500 cc saw Tony Steggles from Wymondham win after a cut and thrust race with Harry Godding (Braintree). Geoff Blower was on the boil in third, the winners speed being 58.8 mph. Very quick!

The first sidecar final saw Doug Ellis and Brian Knight on their 650 Ebor riding for the host club ahead of Clyde Cardy and Tony Saych on their 680 Lynx. Behind them was the double Triumph engined outfit of the Dunmow Beavis brothers. What wonderful innovators the sidecar lads were in all disciplines.

Then, out came the screaming strokers mixing it with the four-stroke Ducatis and BSAs in various forms. They thrashed around for six laps to prove their worth at 57.6 mph, only 0.4 behind the five hundreds!! Top dog was Chris Rodwell riding for the Chelmsford club on his Ducati from Arthur Livings on his BSA B25 special with another behind also from 'Sar fend', John Young. The 350 final saw Harry Godding making amends with a solid first from Tony Steggles - revenge is sweet! The race was at exactly the same speed as the five hundreds - so much for cubes, just rev it!! Bryan Gladwell wasn't far behind but was spitting dust in third place.

Bring on the chairs! The second final saw six blistering laps with Dave Heath from Sheering and Paul Rowland from Chelmsford putting on a stylish display from Doug Ellis and Brian Knight followed once again by that big Triumph.

Guess what, the 1000 cc solo final was a repeat of the 350 - consistency - marvellous. Speed 58.5 mph.

The chair invitation race saw a motivated Clyde Cardy and Tony Saych filling in John Bryant and Les Sewell who hadn't been on their normal pace earlier and close behind were the local lads, the Warner Brothers.

Last race of the day was the solo invitation and Brian Gladwell put it across Brian Smith (Wymondham) and a our old friend Mike Smith. The spectators had their money's worth

Several weeks later for Dunmow's last meeting of the year - seemingly the complete programme moved to Sunny Brook Farm, Felsted for the Eastern Centre championship 7th round.

The 360-1000 cc final saw Harry Godding take it from Brian Gladwell. The chairs saw locals Steve Todd and Frank Burke chase from the back and were followed by now on form Johnnie Bryant and Les Sewell with the Warners in third.

The busy 250s saw a good win for Brian Smith from Mike Smith followed by Richard Wakeling (Dunmow).

The 350 class maestro Harry Godding left no one in doubt this time by winning from Tony Ryall (Southend) with a very determined Chris Rodwell in third.

The Sidecar invitation result saw a new name in Andy Burdett and A.N.Other winning from Clyde Cardy and Tony Saych followed by Steve Todd and Frank Burke. Another excellent meeting run by the very efficient membership which comprised many families with a leaning towards the chair scene in all disciplines and from a distance they still appear capable and resourceful today. May they continue.

I attended two very enjoyable events in April. The Mid Anglia Snaque Pit trial, ably presented with Mike Harden at the helm and Rudder Man Ian Bennett providing one route sections that suited all ages, experience, and machinery. Quite an achievement assisted by the whole family among them two very capable young lady observers, alias grand daughters. Very well done. Lots of clean sheets but one couldn't let up and the silly marks were duly recorded. Two sidecar crews coped well but would appreciate more competition! Any takers!!

My next event as a spectator was the all sidecar grass track meet at High Easter held in memory of Lester Goodwin who sadly died there last year. The 35 chairs included four Dutch crews. The three classes were 500 cc, 1000 cc left handers and 1000 cc right handers. A 29 race programme was superbly presented and actioned by the officials of the 500 cc Sidecar Association headed by veteran Clerk of the Course Jay Sayer of Dunmow club fame. Two veteran Braintree and DMCC members, ex grasser Dick Sillett and Tony Parkin were recording the lapping. A few 'old' faces appeared amongst the approximately 250 spectators - a far cry from the halcyon days some 45 years ago. The machinery is excellent engineering wise, and the finish, the accompanying infrastructure, vehicles etc blows my mind (not difficult). What does all this result in? Quick machinery, sparse grids which mostly leads to strung out races. There are seldom the close battles of old. I'll show my age by suggesting there were tighter and certainly bigger fields producing cut and thrust racing in the programmes in the Sixties and Seventies. However I enjoyed it. Even the ride home in the rain that started to fall as the last race finished. I said it was well arranged!!

That veteran Braintree Scramble icon, Jack Hubbard, has recently had a spell in Bart's Hospital - still trying to smile against his health adversity. I'm sure you'll all wish him well. Also, to our esteemed editor who had an extended Italian sojourn enjoying the benefits of the Italian NHS and hey presto he is all right!!

Should you be looking for a destination on Sunday 11th May, past competitor Peter Ward and his wife Judi are having their 13th Classic British Bike meet at the Green in Blackmore (CM4 ORR for all you Tom Tom fanatics) - always a good venue for a cuppa or a beer at the Bull opposite. 10:38 onwards.

Enjoy your riding but watch your mirrors!!

Pedro E



Water Run. Chattisham - 30th March 2008

Results

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

HARD ROUTE

Pre Unit													
43	Mark Fletcher	500 Royal Enfield	0000	0000	0100	3111	3013	0000	0000	5000	0000	0000	19
42	Brian Fletcher	350 Royal Enfield	0120	0200	0510	3333	3333	2020	5510	0000	0000	0000	50
14	Clive Dopson	490 Norton	00--	00--	000-	332-	322-	500-	210-	005-	00--	00--	Ret

Unit													
26	Trevor Hill	250 Triumph	1001	0000	0110	3232	1123	2000	0000	0000	0000	0000	23
16	Alan Robinson	350 BSA	0000	0000	0000	3133	3333	1010	0000	0000	0000	0000	24
17	Peter Teager	250 BSA	2110	0001	0000	3335	3333	2000	1100	0000	0000	0000	35
52	Gordon Blackburn	350 Triumph	3050	0001	0000	3533	3133	0000	2000	0000	0000	0000	35
51	Colin Sadler	199 Triumph	5530	5000	0001	3332	2333	0000	0101	0000	1100	1000	46

2 Stroke													
34	Roger Finch	250 Sprite	0000	0001	0000	0101	1223	0000	0000	0000	0000	0000	11
49	Dave Spurgeon	246 Greeves	0000	0000	0000	2211	1113	0000	1010	0000	0000	0000	14
19	Graham Braybrook	190 BSA	0000	0000	0000	3335	5233	5000	1000	0000	0000	0000	33
22	John Kendall	250 Greeves	0---	0---	0---	2---	---	---	---	---	---	---	Ret

Twin Shock													
38	Alister McFarquhar	172 Mont Honda	0211	3103	2000	3331	3333	0121	1530	5500	3301	2005	72

EASY ROUTE

35	Jim Shepherd	175 Yamaha	0000	0000	0000	1322	1113	0000	0000	0000	0000	0000	14
46	Terry Sewell	246 Greeves	0000	1112	0000	1111	2122	0500	0000	0000	0000	0000	21
39	John Beasley	250 Greeves	0000	0020	0100	3321	2322	0000	0000	0000	0000	0000	21
32	Geoff Challis	250 Suzuki	0001	0100	1000	0321	2213	5000	0000	0000	0100	0000	23
18	Trevor Andrews	175 BSA	0000	1121	0101	1222	2211	0001	0000	0000	2100	0000	24
29	Phil Smith	250 BSA	0000	5015	0000	2300	2311	0010	0000	0000	0000	1000	25
31	Mark Gibb	125 Honda	0000	0121	0000	5123	1222	0000	0000	0100	2000	0000	25

44	Colin Rose	199 Triumph	0001	2205	0000	3211	3333	0000	0000	0000	0000	29
8	Jim Mason	250 Suzuki	0000	3022	2110	1213	1252	1000	0000	0000	0000	29
41	John Phillips	350 BSA	0000	0112	1000	1032	2323	1050	0000	0100	0300	31
12	Chris Byford-Smith	199 Triumph	0000	5110	1000	2011	1332	5000	0000	0003	0002	32
50	Ted Smith	350 Royal Enfield	0000	1232	0000	3333	3333	0000	1000	0000	0000	33
3	Andy Colsell	250 Suzuki	0001	1101	0110	3333	2333	0100	0000	2001	0100	34
4	Chris Canham	350 Royal Enfield	0010	0223	0000	3223	3332	1000	0000	0501	0000	36
47	Richard Challis	200 Fantic	0000	0133	0005	2002	3215	0500	5000	0000	0000	37
36	Albert Dove	225 Banvil	0000	1301	0000	3311	1522	0015	0200	0202	1011	40
25	Bruce Davie	350 BSA	0000	2213	0000	3352	3233	0000	1000	1150	0000	40
30	Elliott Smith	125 Honda	0000	2233	0000	0130	3333	0200	0005	0111	0013	42
7	Bob Wreathall	250 Ossa	0000	2100	1500	5203	1223	5210	0000	0230	1100	42
20	Alan Kendall	325 Bultaco	0000	2325	2000	3115	3123	0201	0000	0501	0100	43
1	Glyn Hill	250 Bultaco	0000	3201	0110	3323	3353	2000	0000	2001	1111	43
24	Ryan Hyde	175 Banvil	0000	0313	0000	5213	3533	1000	0000	0100	1002	44
11	Paul Baker	305 Montesa	0000	2223	0211	2333	2333	1211	0000	1012	0000	44
10	Kevin Davie	250 Yamaha	0000	2100	0002	3252	2233	5500	1000	0001	0050	49
37	Rob Clarke	270 Tacobsa	1001	2103	0000	3333	3333	0000	0300	0500	1001	52
6	Leon Moye	125 Honda	0000	0222	0000	0011	2333	0550	1500	0123	5051	53
2	Stephen Page	200 Honda	0000	3153	0010	2223	3333	5000	0100	0505	0000	54
9	Peter Sigournay	275 BSA	0001	1331	2001	3233	3333	5150	1000	0011	5231	60
13	Chris Chapman	250 Suzuki	0020	3335	1100	3333	3333	0220	0000	2521	3200	61
15	Kevin Goldsmith	350 Royal Enfield	0001	2333	0100	3333	3333	5323	0110	0500	0000	64
5	Tom Moye	125 Honda	0010	1023	5301	3221	2233	5300	0501	0005	0055	66
45	Nick Hodgetts	?	3000	3131	2513	3333	3533	5015	1101	0553	0355	89
28	Dale Clutterham	175 Yamaha	0005	2132	1001	3353	3233	5555	0511	5505	5555	114
48	David Peperell	200 Fantic	5533	5335	3305	5333	3353	5535	5235	5522	3015	140
23	John Sadler	175 Yamaha	002-	333-	10-	533-	533-	553-	5013	555-	533-	Ret
40	Roy Bannister	250 BSA	0---	5---	0---	3---	3---	1---	3---	5---	1---	Ret
27	Philip Evans	200 Yamaha	0---	3---	0---	5---	---	5---	3---	5---	5---	Ret
21	Andy Tym	175 Yamaha	00---	13-	1320	5335	---	---	---	---	---	Ret
33	Ian Preedy	275 BSA	---	---	---	---	---	1---	1---	0---	5---	Ret

Thanks to the landowner for letting us use Chattisham once again.

Thanks to everyone who organised the event and a special thank you to all the observers.



Wrabness Trial

Sunday 6th April 2008

Divisional Results

No	Name	Machine	Section No.													
			1	2	3	4	5	6	7	8	9	10	11	12	Total	
HARD ROUTE																
Pre Unit																
15	Mark Fletcher	500 Royal Enfield	100	000	000	030	000	000	000	000	000	253	115	000	21	
30	Graham Braybrook	350 Royal Enfield	001	000	000	053	010	000	153	010	101	031	055	050	41	
18	Brian Fletcher	350 Royal Enfield	011	200	010	222	100	100	112	033	000	233	535	033	50	
Unit																
31	Trevor Hill	250 Triumph	200	000	000	012	100	000	123	001	000	131	231	010	25	
36	Colin Sadler	199 Triumph	200	000	000	130	000	000	155	035	115	312	555	233	61	
10	Kevin Davie	317 BSA	312	000	501	553	021	200	035	000	101	333	555	533	75	
2 Stroke																
37	Roger Finch	250 Sprite	010	000	000	000	020	500	103	005	001	033	151	000	31	
4	Jason Sigourney	250 Firefly	000	110	000	353	000	132	012	500	000	132	333	122	47	
35	John Beasley	250 Greeves	132	000	000	232	001	000	125	333	205	333	355	231	66	
Twins																
8	Richard Wreathall	212 Fantic	331	110	020	321	310	030	003	001	131	333	335	102	56	
19	Hugo Rose	250 Ossa	333	353	555	553	315	330	555	555	331	355	355	335	137	
EASY ROUTE																
40	Sidge Kenny	325 Suzuki	000	000	000	000	000	000	010	000	000	230	000	300	9	
27	Richard Challis	200 Fantic	000	000	000	000	111	000	000	000	000	023	000	011	10	
24	Jim Shepherd	175 Yamaha	000	000	000	100	100	000	101	000	100	123	000	000	11	
33	Phil Smith	250 BSA	000	000	000	000	000	000	000	000	010	523	000	105	17	
32	Geoff Daw	172 Bantam	000	000	110	200	232	003	001	000	012	313	100	111	29	
16	Ted Smith	350 Royal Enfield	000	000	110	110	013	111	005	000	020	331	310	002	31	
14	Glyn Hill	250 Bultaco	100	000	000	000	233	500	013	000	010	333	000	003	31	
11	Colin Rose	199 Triumph	000	000	000	000	333	000	033	000	010	335	015	111	36	
21	Jim Mason	250 Suzuki	020	000	000	031	030	010	050	030	011	231	153	032	40	
12	Kevin Goldsmith	350 Royal Enfield	000	000	100	012	001	001	055	000	030	513	033	233	42	
1	Chris Canham	350 Royal Enfield	000	000	000	000	333	125	100	000	102	133	255	121	44	
28	Dave Kent	250 Greeves	000	000	000	115	133	233	301	005	000	333	005	221	50	

No	Name	Machine	Section No.												Total
			1	2	3	4	5	6	7	8	9	10	11	12	
EASY ROUTE CONT'D															
23	Graham Andrews	197 James	000	010	000	000	333	000	015	530	021	335	035	121	50
2	John Carter	250 Sprite	500	000	020	200	332	110	533	000	001	233	055	111	52
20	Chris Chapman	250 Suzuki	000	000	000	120	355	103	011	002	001	355	055	121	52
9	Andy Tym	175 Yamaha	000	000	010	000	332	031	205	000	150	332	355	223	54
22	Rob Clarke	250 Tacobsa	103	300	000	010	251	000	501	000	150	233	055	533	57
5	Keith Fitz-John	500 Norton	000	000	010	032	233	535	155	001	000	253	055	232	66
7	Bob Wreathall	250 Ossa	331	252	013	133	000	152	123	000	115	333	135	003	69
26	Brian Cook	200 Honda	500	000	010	011	523	155	305	000	100	353	555	313	71
39	Niek Hodgetts	325 Buellaco	000	000	110	355	533	000	135	033	031	555	555	123	81
13	John Sadler	175 Yamaha	200	110	153	033	333	112	053	005	222	335	555	233	85
29	Philip Evans	200 Yamaha	323	000	053	050	351	500	555	500	223	533	325	003	86
17	Philip Kent	200 Triumph	353	211	355	553	555	335	555	333	355	555	555	353	145
25	Geoff Challis	250 Suzuki	001	005	005	005	00-	50-	00-	00-	00-	33-	00-	00-	Retired
38	Chris Stokes	325 Buellaco	3--	0--	0--	0--	5--	53-	0--	0--	0--	5--	--	--	Retired
Youth															
34	Elliott Smith	125 Honda	000	000	000	000	533	010	001	000	010	333	035	212	36
3	Daniel Carter	80 Yamaha	000	000	003	000	333	000	255	000	021	335	055	030	51
6	Luke Fitz-John	250 Suzuki	222	000	555	535	523	515	1--	5--	--	555	555	--	Retired

Many thanjs to the landowner for letting us use what must be one of the most picturesque pieces of land there is for trials, also to Mick and Chris for organising the event and to everyone who volunteered to observe, especially the lads from Harwich.

Heather

Triangles in the US of A

September 9th - September 22nd 2007

Part Five

DAY 11 Wednesday 19th September

Amargosa Valley to Death Valley and back to Las Vegas By Dawn & Eddie

Early start (7.00am) to head for Death Valley and sadly, our last full day of riding. It was a beautiful start to the day, sunrise, then on to a twisty road leading to Dantes View, 5000ft above sea level - quite spectacular!

Then we headed to Zabriskie Point, once again very dramatic, stunning views. Photos galore!

Warm windy ride to Furnace Creek Ranch for a fabulous (all you can eat style) breakfast. Lovely, relaxing and we were certainly ready for it. Satisfied and raring to go again, we all refuelled and headed for Badwater, en route we detoured to do the Artists Loop which consisted of a variety of coloured mountains, hence the name. There were very high winds and a duststorm - it became quite scary at times, especially as when we rejoined the main road the winds were so strong that three of the bikes had their windscreens blown clean off the bikes!

Sorted that problem out then continued on to Badwater, again the high winds making driving very difficult. Stopped for a break at Badwater - it's 282 ft below sea level and very, very hot. No place to get cold water to drink and disgusting toilet!!(hole in the ground - Yuk!)

Continued on to Shoshone and were very relieved to arrive - gradually it became cooler and much more manageable for most of us.

On to Las Vegas and now it's great - very comfortable riding. Just as we got into Vegas there had been an accident and we were diverted. It was very slow and very, very hot. The bikes.... and our bodies were steaming! Finally arrived at our hotel, checked in and unloaded the bikes. Had welcome soak in the bath to recover from the day, which although was our last day of riding, certainly was not our favourite due to the horrendous conditions.

Tony arranged for a ride up/down The Strip after dark for those who wanted to go. Some did it but others (including ourselves) gave it a miss - just too exhausted. We enjoyed a drink in the bar, a lovely buffet meal, and crashed out!

DAY 12 Thursday 20th September

Las Vegas By Shaun & Maggie

We departed the Circus Circus Hotel at 9.15 to return the bikes to Las Vegas Harley. Some of the ladies decided not to join and stayed at the hotel for a lie in, late breakfast, relax by the pool etc. We all topped up the fuel tanks at the garage round the 'corner and then pulled in for the return procedure and to collect our luggage that had been stored. Our trusty Electraglide showed a total of 1845 miles travelled. There was however a variation of up to 100 miles across the bikes. Stanford manfully took the shop to task over the differential in costs that had been charged to us and we all ended up with the same bill for the hire. Having signed off where required and claiming our luggage, we then browsed the shop for a while whilst we waited for the bus to take us back to the hotel; this duly arrived at 11.30 as booked.

Quotes Taken from Performance Evaluations:

“She sets low personal standards and then consistently fails to achieve them.”

Maggie and I then spent the day out in Vegas with the weather overcast for a change but still pleasantly warm. Our first stop was to walk to the Las Vegas Hilton to visit the Star Trek Experience. This is a permanent exhibition of various models, costumes and equipment covering all the series and spin off programmes. Included in the cost was a "ride" on the 2 simulators; one covering a Klingon attack and another being captured by the Borg. Any budding Trekkie readers will know what this might be like. We paid extra to have souvenir photos taken, me sitting in the chair on the Enterprise bridge, and Maggie being assimilated by the Borg. For a small fee we might even let people look at them! We had a drink in Quark's bar and chatted to a Ferengi lady and Klingon man and then departed to board the monorail. The Vegas monorail runs down the East side of the strip, behind the hotels etc. We took it as far as the MGM Grand where we disembarked and set off by foot for the Hard Rock Cafe. As is often the case, what looks like a short hop, turned into a good 20 minutes hike. Never under estimate size or distance in the States! At the Hard Rock we enjoyed a superb cocktail, a snack and soaked up the atmosphere. Taking our souvenir cocktail glasses, we spent some more dollars in the shop before hailing a cab at the adjacent Hard Rock hotel back to the Circus Circus. This was due to us suddenly realising what the time was. Our cab driver kept us amused, he was from Minnesota and had a repertoire of jokes about Asian Indians.

In the evening, accompanied by Eddie and Dawn, we took the Deuce bus further north to downtown Vegas to take in the Fremont Experience. What an experience, the atmosphere was carnival-like as we walked along the main, covered, pedestrianised area that was teeming with people. Live music was being played at several locations and every 15 minutes, the famed lightshow took place above our heads in the canopy. It was somewhat like a sci-fi film when everybody stopped and looked up transfixed for the 5 minutes or so of lights and music. Eventually we needed a drink and some food so we settled down at an Irish Pub where we finally found Cider on sale and enjoyed some fantastic home-style food, I had shepherds pie. When we had had our fill, we got the deuce bus back down the strip and got off at the Bellagio. There we waited for the dancing fountain show, which did not disappoint. During this however, it started to rain! When the fountains had finished, grabbed another bus back to the hotel where we gambled a quick few coins and enjoyed a late night coffee and donut. This was a very good day overall and we retired absolutely shattered.

DAY 13 and 14 Friday 21st and Saturday 22nd September

Going Home By Jan and Gordon

We left our hotel room at 9.00am for breakfast with Stan, Maureen, Birgitt and Steve, we had this at the hotels buffet breakfast for an all you can eat job. After we had all finished we returned to our rooms to finish the packing.

The next time well all met up again it was at 11.30 in the hotel foyer to await the bus back to the airport. Several mixed feelings within the group at this

moment in time mostly sadness that the holiday was over after all the planning and for most of us time to go home. Maureen was excited as she had a new grandson to go and cuddle.

Tony, Karen, Chris and Angela had left for a trip to the coast in a car this time as we had not packed the talc named Monkey Butt sold by Harley and they were seeking comfort. Phil had also left as he went to see his sister living in the States. As for the rest we packed our cases into the bus and went to the airport.

After getting our tickets and seats we were told that the plane had a two hour delay thanks to Gatwick now struggling for space in the sky. So we all settled down to a five hour wait. We filled our time like most tourists do shopping and as we were in Vegas playing the slot machines which were in the airport. Some people still can't get enough on the gambling bug. Eating and drinking played a big part but as we were in America the duty free was taken direct to the plane - shame I had the tonic water ready as well!!!

The call for our plane finally came and we all boarded keeping within a two row allocation we weren't far from each other. At 6.30pm we took off, and then being told we had a 5222 mile journey ahead of us but the best bit was the pilot informed us that he would try to take 8 hours not 10 as we came out. Something to do with wind and route change. Any way we settled down to watch a film Wild Hogs was playing which seemed apt for us. Then the drinks trolley came round I was told to try not to close the bar down like I did on the trip out. Drinks followed by dinner the choice we had was beef, chicken or veg cannelloni. Mine was nice although Gordon didn't rate the food as good as when we flew out. Then after dinner they put the lights down to dim and let us all try to get some sleep.

As best as we could we all tried to sleep but were woken again at 2am Vegas time which was now 10am UK time for breakfast. I wish they had just let me sleep first of all the croissant was cheese and egg yep at disgusting as it sounds then I put my milk in the cup ready for a nice half cup of tea when Birgitt took the cup and threw the milk over herself course my fault according to Gordon well it would be! !

By 11.45am we had landed and 433 passengers all stood up waiting to get off the plane to a very warm 63 degree welcome. We then had to wait at passport control to be allowed back in. Then after 15 minutes or so we then waited to get the cases yet another wait. Soon afterwards we all headed outside to meet up with the coach and after a phone call from Maureen the coach driver appeared to take us to the coach.

We all clambered on and soon went to sleep again all except Stan and Maureen. We arrived back in Ipswich about 2pm all safe and sound after a wonderful holiday

Many thanks to all who made the holiday a fun one and Thanks again to Maureen and Stan.

English signs in foreign countries

In a Pumwani
maternity ward:

NO CHILDREN ALLOWED.



DABBERS DIARY

Well, it looks like the Anglia Classic Trials Club, or 'Son of EFA' as some folk have dubbed them, have passed their probation. That is if the smiling faces and compliments at the end of the Wrabness Trial are anything to go by.

Despite adverse weather conditions of driving wet snow first thing in the morning, making the sections a little harder than intended,

everybody seemed to enjoy themselves. A big thank you must go out to all our regular observers and members of the Harwich club who turned out to observe for us.

The section marking system that enabled riders on the easier route to attempt part or the whole of the harder route proved popular. Several regular easy route riders attempted a section or two, or a lap or two of the entire hard route. This should give them confidence to attempt the harder route for a whole trial in the future.

Our next event has been arranged in a hurry and a permit from the AMCA obtained for a trial at Bromley Brook on May 18th. This was not to waste the slot not taken up by the Mid Anglia MCC Plonker's trial, who will be running an event at a new venue in June. The Bromley Brook event has been billed as a 'Traditional Single Route Trial' but we may use the 'Wrabness' method if we get enough requests. Regulation and entry forms should be in this magazine.

Let me now give you an update on the Charity BBQ trial on June 14th at Seven Rivers, Great Bromley.



Brian Fletcher in full control

photo: Chris Byford Smith



Colin Sadler

photo: Chris Byford Smith

The band 'Beatz Work' and dancers 'Spirit of the East' are booked; section sponsorship is trickling in as are raffle prizes, including subscriptions for 'The Classic Motorcycle' and 'Old Bike Mart' magazines. Rider sponsorship forms are in this magazine and the entry forms will be in next month.

On the day there will be something going on from 2 p.m. with tea and cakes plus Tombola and other stalls. This year the Charity is celebrating the 60th anniversary of the whole Leonard Cheshire Charity for the Disabled.

I am looking for volunteers to help run the final 'Stock Clearance Bike Jumble', the evening raffle and of course, as usual observers, all of course earn a free barbecue.

'Showtime', 17th August at Purleigh, Nr. Maldon. A country Fair to raise funds for the 'Little Havens Childrens Hospice'. As mentioned last month we have been invited to organize a demonstration trial featuring machines of the Classic Years i.e. from the 1940s to the Spanish Invasion.

Since last month we have recruited a Montesa and hopefully an original Greeves Scottish. Still short of a couple of Pre-Unit rigids and a Spaniard, maybe a Bultaco, which I know are out there! Come on! Where are Yer!

Oh Dear, I am becoming to sound like Delia! Sorry about that.

Finally, I hope none of our members get stuck in Scotland, because of the fuel shortage, and get back in time for the Bromley Brook Trial on the 18th May.

Dabber

End Thought . . .

I have been happily married for four years - three different times