

# Editorial

As most of you will know by now, Jack Hubbard passed away on Monday 26th May in Broomfield Hospital. He never gave up hope that things would get better and he would be able to continue his life as before. In fact during the last few weeks of his eventful life he ensured that his Morris and MG were MOT'd in readiness for the coming months. Peter Eaves has written an appreciation of Jack which I am proud and privileged to include in this issue of Trials & Tribs. I am not sure whether Jack was ever a member of the EFA but I don't think this matters in this instance - he was a great man and known or admired by many of us of 'a certain age'.

Seems as if side valve powered trials bikes are really making a come back. In the modern scene Gas Gas are preparing to launch their 2009 model which, if everything goes to plan, will be a side valve. There you are, all the development work carried out by El P and Peter Gaunt really has come to fruition. In reality though, this IS a bike for the 21st century its engine having similar overall dimensions and weight to their current two stroke to which, in appearance, it bears a strong resemblance. Sadly, Gas Gas seem to have removed the video clip of the machine in action which was on YouTube.

The ACT Bromley Brook trial would appear to have been very enjoyable, or so reports that have come back to me say. I must admit that I was a little worried about the likely state of the venue under foot or perhaps to be more precise under car

and van tyre as parking can be quite fraught as we have found to our cost. However, all seems to be well and it looks that in future we may well have easier access to the 'far' car park field which can't be bad.

I gather that earlier on in the week before the event the sections appeared to have been created in concrete but following the rain everything dropped into place and a typical Pre65 event ensued giving a good but tricky ride to everyone.

The Pre65 Scottish is done and dusted again for 2008 and from all reports it was once again a very enjoyable event. Nice to see an Eastern Centre rider getting the Best Newcomer award - James Newstead winning this. James is an all round off road motorcyclist and currently is doing very well in the Pre65 Scrambling scene as well as being a very capable trials rider. Our members and other Eastern Centre riders would appear to have suffered mixed fortunes. John Chapman, who went to Scotland with his bike, managed to get a last minute entry after I believe Mick Andrews withdrew.

Our rigid rider, Clive Dopson, seems to be really up against it as, if reports reaching me are true, he was well and truly beaten by a very trick, very lightweight Bantam. Now, the Pre65 Scottish likes to pride itself on machines conforming to a Pre65 format - well, how many had their footrests in the 'correct place?' Not many I would hazard but Clive certainly has low centrally mounted rock and rut hugging rests.

Am I right in thinking that a certain well known Irishman who rode a much modified Ariel 500HT was the

The Mid Anglia MCC  
present  
for your enjoyment



# *Plonkers Clubmans Trial*

Sunday 22nd June 2008

Sheepcoates Farm, Sheepcoates Lane, Gt. Totham  
(Grid Ref TL873108)

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.freeseve.co.uk](mailto:mike@harden-j.freeseve.co.uk)

first person to use 'rear set' footrests on a trials bike. If my memory serves me right I believe that I saw them in use sometime in 1964 much to the amusement and amazement of the watching hordes. Am I right in my recollection or can somebody put me wise to the truth.

Mike Harden and his merry men are organising a Plonkers on a 'new' piece of ground at Gt Totham. Let us hope that this proves successful and adds another piece of land to the inventory.

A prompt to all you lovely people who wish to have an advert or article included in the July issue of this your favourite monthly magazine. 'Er indoors and myself will be missing from next month's club night and will need to get the T&T done a good bit earlier than usual - so if you have some copy, please can I have it fairly promptly as on this occasion last minute insertions won't be possible.

Tis BBQ time again and an advert and regs for Mick's bash at the Seven Rivers Home in aid of the Leonard Cheshire Disability charity is included in this issue. This year the EFA has relinquished the organising to the ACT who through their allegiance to the AMCA will be able to lower the overheads and thus be able to donate a larger percentage of the turn over to the charity. Sadly, in my view, the Eastern Centre does not appear able or willing to give as much financial co-operation to charity events as the Rugby HQ does but that is another story. Lets hope for good weather (including clear skies!).

Nice to get some photos of Tim's May Tour - hopefully Tracey and myself will be joining the throngs next season as I understand the Matchless engine doctor is making good progress.

Best wishes,

*Jim*

# 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:

2 monograms

- 1 diagram

## **Grand Charity Barbecue Trial**

### **SEVEN RIVERS**

Great Bromley

14th June 2008 @ 4pm

**Leonard  
Cheshire  
Disability**

Activities from 2pm with Tea & Cakes, Tombola etc.

Trial, Stalls, BBQ, Bar and 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

Interesting Vehicle Display, What have you got? Bring it along!

We may get a surprise visit of a Historic Vehicle!

(Details still being finalised)

Entry 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

## **For Sale**

**Two Bike Enclosed Trailer**

(takes 2 Pre65s)

over run brakes • new tyres

£350 ono

Brian Neale

01953 718248

# AMAZING LETTER TRICKS

## **THE EYES**

When you rearrange the letters:

## **THEY SEE**



***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.

# Jack Hubbard - an appreciation

Monday, 26th May, saw the passing of Jack Hubbard, past master of the Eastern Centre Scramble and Grass Track scene from 1946 to 1966. I would like to record some of my memories/recollections of this gentleman. Not a blue-blooded gent but very red blooded from good country stock.



Leaving school pre-war, Jack obtained farm employment which saw him driving lorries under wartime conditions quite far afield.

In '46 a 350 Matchless was acquired and local events were entered representing Braintree & DMCC. I personally witnessed his skills at Purls Hill and Great Maplestead in '48 and he had his fans then including my uncle who had taken me. Jack was recognised for his 'have a go' attitude, a formidable set of broad shoulders and a red face. Across the years numbers five or nine were invariably at the front from the start, initially on Matchless but across the years as national meetings were undertaken he was seen on Greeves, Ariel, Velocette and Tribsa - sometimes with some support initially from an appreciative local garage and then limited help from the factories. He was introduced to Continental





events by Brian Stonebridge with whom he travelled. This caused him a lot of laughter when he later recalled these escapades!

In his working life his farming abilities had been recognised and he became the farm foreman who stampeded around the fields on a Friday dishing out the pay packets on the Matchless scrambler. In the mid-fifties he opened a motorcycle garage in Braintree and ably assisted by wife Cicely became a rider agent. Long working days and nights saw him progress to larger premises at Highfield Garage, Rayne when the number of staff increased. John Vallis started his working life there along with other Braintree clubmen. Record numbers of Honda 50s flew out of the doors! Jovial Jack was the people's champion on and off track!!

He represented the centre in numerous events and didn't disgrace in nationals.



Machinery and discipline changes in the Sixties and he went on the grass with Hagon/JAPs and Bultaco powered machines and was in the results and a joy to behold - seemingly always smiling and enjoying the moment.

In '66 he and Cecily departed to Jersey to spend 18 years with



*Dave Bickers and Jack battling it out - 1956*

a garage and agricultural interests. Daughter Susan was born and Jack went sand racing and carried on winning - still giving life 100 per cent.

Family interests dictated a return to Essex and the Braintree area. A Greeves trials iron appeared for playing at practice sessions whilst rifle shooting and swimming were his main interests whilst ensuring daughter Susan had a better education than he.

Then, his friend Bob Drane introduced him to 'Green Laning'. Thursday's invariably found him out with a growing band of enthusiasts and always with a big smile and raring to go. And go he did, at every possible opportunity, a little rooster of dirt coming off the rear tyre on exiting a byway bend. I used to sit behind as 'tail-end Charlie' and laugh when I witnessed this and his great body action in avoiding footing whilst still seated. Vintage Hubbard!

In recent years he became grandad to Toby and Harriette. Toby, rather naturally has a mini bike and some style which delighted Jack and proud mother Susan. I'm sure both grandchildren will remember grandad.

Despite excellent treatment at Bart's Hospital in London over a 12 year period backed by his loving family he remained fighting until the end in Broomfield Hospital. Many, many people will be saddened by his death, not just the motorcycle fraternity. He was constantly being greeted, not just locally, but far afield. These lads and lasses were past customers or spectators from his heyday.

Sincere condolences from the club to his wife and family.

*Pedro E*



# Bromley Brook Trial

## Sunday 18th May 2008

### Provisional Results

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	11	12	Total
<b>PRE-UNIT - HARD ROUTE</b>															
56	Mark Fletcher	Royal Enfield	000	000	000	000	000	000	000	000	000	310	000	100	5
59	Brian Fletcher	Royal Enfield	105	000	100	000	010	211	110	000	000	101	010	201	20
52	Alan Farmer	Royal Enfield	100	501	201	100	030	101	100	001	000	000	010	511	26
48	Chris Mace	Royal Enfield	0	0	1	0	0	0	1	1	5	0	1	15	Ret.
<b>UNIT - HARD ROUTE</b>															
58	Alan Robinson	BSA	003	000	000	000	000	101	000	000	000	000	001	000	6
<b>2 STROKE - HARD ROUTE</b>															
60	Colin Teager	Cheetah	000	000	100	000	100	000	100	000	000	000	000	001	4
66	Trevor Andrews	BSA	501	000	200	100	102	511	220	000	000	000	000	513	32
49	Andy Spreadbridge	Wasp	533	000	305	120	223	515	002	002	000	005	310	255	65
<b>TWIN SHOCK - HARD ROUTE</b>															
70	Trevor Baker	Ossa	000	000	000	000	010	000	000	000	000	000	010	001	3
55	Glyn Hill	Bultaco	313	300	200	300	233	111	312	310	010	201	031	053	52







## ***TIM'S MAY TOUR***

A party of ten on seven machines took part on our run which took place on Saturday 17th May. We departed from the Alma at just past 4pm and rode along the A120 turning off at Marks Tey and going through Great Tey reaching Chappel at the road adjacent to the viaduct. We then went to White Colne where we turned off and went to Colne Engaine and through to Halstead and the quaint Castle Hedingham. Then on to Wethersfield and to the picturesque village of Finchingfield where we took an enjoyable break for light refreshments. From our departure the skies had threatened to open but so far we were lucky but during our halt there was a shower but we are were lucky enough to be sheltered (see the photographs).

Continuing, we passed through Great Bardfield and visited the filling station on reaching Thaxted. On to Dunmow, Felstead, and Great Leighs, finishing at Black Notley at the chippy near Tesco's.

We were lucky - no more rain - good food and a nice relaxing ride.  
Watch this space

By Order of The Management





## **True believer**

A man was being tailgated by a stressed-out woman on a busy street.

Suddenly, the light turned amber, just in front of him. He did the right thing, stopping at the crossing, even though he could have beaten the red light by accelerating through the junction.

The tailgating woman was furious and honked her horn, screaming in frustration as she missed her chance to get through the junction, dropping her mobile phone and makeup.

As she was still in mid-rant, she heard a tap on her window and looked up into the face of a very serious police officer.

The officer ordered her to get out of the car. He took her to the police station where she was searched, fingerprinted, photographed and placed in a cell.

After a couple of hours, a policeman approached the cell and opened the door. The woman was escorted back to the booking desk where the arresting officer was waiting with her personal effects.

He said, "I'm very sorry for this mistake. You see, I pulled up behind your car while you were blowing your horn, flipping out at the driver in front of you, and cussing a blue streak at him. I noticed the 'What Would Jesus Do' bumper sticker, the 'Choose Life' sticker in the rear window, the 'Follow Me to Sunday School' bumper sticker and the chrome-plated Christian fish emblem on the boot lid. Naturally, I assumed you had stolen the car."

# Tales of the Expected . . .

Suddenly there was a Jawa. The little trials DOT had been seen struggling to keep up with the Hawkestones and Bultacos of the day and this would be quicker. "This would be quicker" said the man because it had come from the 'big shed'. The big shed north of the river which was to yield three generations of engineer and rider maestros. The deal was struck and one little DOT departed. The Jawa had suffered an aborted conversion to a trials bike and the frame had been cut in two places. It had acquired a Gas Gas stance in a Greeves age and looked really odd. This time the galvanised water pipe would not do as the frame tubes were square. The angle iron under the bench would have to do. Two pieces were welded back to back around the cut again frame and the bike resumed the shape of a scrambler. An ugly sort of carbuncle was welded onto the front of the down tube for good measure.

The engine was an ugly, heavy looking, twin port two-stroke. That was the outside. The inside was different. It had a full circle flywheel, oval con rod and a domed piston with two narrow rings - all the features you would like in your Villiers engine today. The polished transfer ports were large and the upswept inlet port was huge, as huge as could be contained in a cylinder with a little spike at the top to contain the piston rings at bottom dead centre. This was all discovered whilst attending to the gearbox because this had been altered for trials. The main shaft and lay shaft were the same size and pinions could be mixed. You get the picture, three low and one high for trials or one low and three high for scrambling. Second and third gear pairs were also interchangeable and a slide rule was brought out of retirement.

Unfortunately the spark was weak and the generator was heavy and unfathomable and went under the bench. Instead to test the engine some points (Standard Vanguard) were fitted on a rough cam ground onto the crankshaft. The battery was borrowed from Dad's car and connected to an old coil on the bike. Maybe there was a suppressor somewhere.

Whilst most of England was busy watching "Double your money", the teenage Jawa owner was learning to kick with the left leg. Suddenly the motor burst into life and the short exhausts glowed and spat flame each side of the carburettor. All of the neighbours came out to wave and shout encouragement although the actual words could not be determined. The sound of the exhaust was bliss, loud and clear and crisp and exciting. Then Dad came out of the house and disconnected the battery. He then demanded that the battery should be put back in his car. He also said some other things that were never said at any other time in 41 years of privilege.

The bike would have to be fitted with silencers so we went to consult the chief draughtsman. When asked if he knew anything about the expansion of gases his eyes closed and he produced a reference book bigger than seven volumes of Harry Potter and just as magic. He wanted to know all the details, engine size, expected revs, length and size of the exhaust pipes etc. He knew

## **Quotes Taken from Performance Evaluations:**

“This employee should go far - and the sooner he starts, the better.”

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about these things because this was an explosives factory and he had once owned a CycleMaster in 1956

The Apprentice sheet-metal worker was prompted into action for four quid, two quid a side, and produced basically the biggest expansion chambers that could be fitted on the bike inside the conduit rear sub-frame.

It was probably a mistake to park the bike in the same shed as the remaining DOT. The Jawa kept looking at those rugged DOT forks and the DOT responded, wishing for the neat slender forks of the Jawa and a nice light front wheel. Well, this is tales of the expected.

The clutch was strong and difficult to clear so the gear change was ever clunky. This mattered not a lot in the hurly burly of the local scrambles with a dead engine start. Usually one good kick and a clunk into the accidentally low second would get it off the line and up to the first corner.

Then, the Jawa went to Southend to race on a Saturday. Here things were different and there was to be a clutch start. The flag man was a bit reluctant and the Jawa started to drag the puny rider, knees locked and heels dug in, over the line. Just as the knees finally buckled the starter raised his flag and the bike flew off the line, the rider having little or no control. The accidental third was just right for the grassy bends and the uphill bits and those rugged DOT forks encouraged a change into top gear for the downhill bits. Fortunately there was only one short bumpy section to tire the rider before the finish line and that was it, four fabulous laps and the Jawa had qualified for the final! This produced a smile on the rider, wider than the four inch Dunlop rear tyre.

When the time came for the final, the start marshal was less compliant and refused to raise his flag as the Jawa uncontrollably shot off the line. Instead, a red flag was produced and head down the rider returned to the line. The bike had to be held in neutral whilst all around were straining at the leash. The Jawa knew the starter by now. A relationship had been forged and the excited bike clunked into second just as the starter raised the flag, then third before the corner and we were in the pack! The heavy flywheels kept the grip round the not so grassy bends and with a snick into top on the long finishing straight the motor sang and the flat sided expansion chambers literally pulsed with energy. It was quick, very very quick for its day and must have sounded glorious. That silly grin lasted for a whole fortnight.

If you find this one, buy it, treasure it, and race it!

*Uno Hoo*

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

An excellent Bromley Brook trial with all the right ingredients including weather but not enough competitors - you missed out!

The thirty five that did enter mostly went round smiling. I witnessed some inspired performances none more so than Brian Fletcher who is still endeavouring to equal son Mark's brilliant performances.

Rob Herbert reappeared after some six years absence but didn't look as if he had been away and the family came too. Bill Brooker showed how to ride a 'Cub'. He, along with Rob went along to Braintree's Wednesday evening trial to do battle with Bob Drane in the the trail bike class route which was very successful. Oh yes, Ruthy was there too. Saturday night, the Chelmsford 'do' and Bill and Ruthy were at it again!

Sunday the 25th, the pre-65 Scramble at Stisted saw a wet start - surprise surprise. Ian Bennett enjoyed a second place in a chair outing and was very much appreciated by the crowd who were party to good racing throughout the day.

Please endeavour to back the efforts of your clubmates by attending working parties and observing or providing same.

Ride on!

*Pedro E*

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## **Garet Mndis**

hte nimd si a pwrfl tng

Only great minds can read this. This is weird, but interesting!

fi yuo cna raed tihs, yuo hvae a sgtrane mnid too

Cna yuo raed tihs? Olny 55 plepoe out of 100 can.

i cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid, aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it dseno't mtaetr in waht oedr the lltres in a wrod are, the olny iproamtnt tihng is taht the frsit and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it whoutit a pboerlm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Azanmig huh? yaeh and I awlyas tghuhot slpeling was ipmorantt!

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## ***English signs in foreign countries***

In a cemetery:

**PERSONS ARE PROHIBITED  
FROM PICKING FLOWERS  
FROM ANY BUT THEIR OWN  
GRAVES.**



# DABBERS DIARY

Another great trial at Bromley Brook, entries down a bit, but that was probably due to date clashes and the short notice of organising the event.

The 'Wrabness Method' of section marking proved popular and hopefully other organisers will adopt it. We won't recognise Bromley Brook next time we visit, due to the changes that the finish of 'set aside' is having. For

those of you who don't know what 'set aside' is, it's like you paying me not to tell jokes or sing at the BBQ Trial, any offers!

You will have seen the advert for the Charity BBQ Trial elsewhere in this issue. Please bring along any interesting vehicles you may have, so the rest of us can give them a coat of 'looking at', we have some experts at this!

We will be holding our last 'Stock Clearance' Bike Jumble, every thing MUST go! Bargains Galore! The day kicks off at 2pm, trial at 4pm & BBQ etc at 6pm.

I hope to have finally arranged our surprise flying visit by the time you read this!

Now! I seek help from any member in the Sudbury area. Some of you may have seen or heard about the pre-war single cylinder Triumph engine built into a garden wall at Hillside Cottages, Newton Road, Sudbury. I had been told about it by El Presidente, who took me to see it after a trial at Snake Pit recently. I was intrigued about the history and story of this old engine, which I have identified as a 1937 Tiger 90 500cc Triumph. Ian and I met the lady householder, who knows nothing of its history, but would love to find out. She gave me permission to return to photograph the motor, which I have done, and before I start knocking the neighbour's doors, can any of you tell me the story?



I was recently in Sussex attending the funeral of my elderly Aunt, on the evening before my wife and I had arranged to meet an old friend in a pub in the village of Storrington. After a pleasant evening we were returning the short distance to our hotel, along narrow and twisty lanes, when I spotted the rear end of a motorcycle sticking out of the hedge. I managed to stop quickly and pull into somebody's drive. Hazard warning lights on; grab the torch and telling the wife to find her mobile I ran back to what I thought was the scene of an accident. Closer inspection showed that this was somebody's idea of a

# Council Complaints

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

“This is to let you know that our lavatory seat is broken  
and we can't get BBC2.”

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practical joke! The bike was just the back end of a machine complete with rear wheel, silencers and pannier boxes. No engine, tank, forks or front wheel.

Panic over and we continued back to the hotel wondering how many other shocks and near misses this joker had caused.

Closer inspection in the morning showed that this was in fact the rear end of a Moto Guzzi 850-T and what I had failed to take in the previous evening was that this was in fact somebody's house name plate. The rear number plate had been purpose built to spell out the house name 'LOBS WOOD'.

Other motor cyclists and motorists must have seen this and worried or laughed like we were laughing now.

*Dabber*

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## End Thought . . .

Have you ever stopped to think then forgotten to start again?