

Editorial

Had my knuckles wrapped after last month's T&T - I omitted to make mention of the ACT's Wrabness trial which takes place on the last Sunday of this month. The entry form should be found in the centre of the magazine. I shall now make a formal apology for the omission which I fully accept was my fault. Hopefully no harm has come to the event due to my failure.

In the current issue of T+MX there is a rather disturbing article regarding some of the police forces of the British Isles and their attitude towards motorcyclists. The BMF, an organisation to which several of our club belong, has this summer experienced difficulties with holding bike shows. In several instances the local constabulary has voiced concerns about gatherings of motorcyclists, citing violence, drug taking, drunkenness and the like. My view on this is that we cannot allow our country to become such a police controlled state. Where have the police got their evidence that gatherings of motorcyclists are any more liable to behave in an anti-social way. In fact they can have NO evidence - if they want evidence why don't they look closer at football matches, rock concerts and the like, all of which SHOULD fill the courts with those guilty of violent and anti-social behaviour.

What we have to hope is that the Home Office can rein in these police forces who are showing themselves to be anti-motorcycling before they get to the stage of forcing legitimate sporting motorcycle events to be cancelled. Even most of the mods and rockers

so-called violence of the 60s was stage managed (and paid for) by some of the more despicable members of the UK press. Have you witnessed any major breakdown of law and order at a motorcycle show or gathering - of course not.

I am sorry to have to report that Trevor Rumsey is not too well. I am sure we all wish Trevor well - life is not always fair towards some of the most likeable characters within the sport.

Was hoping to have gone along to Janet Hobart's 'Its Showtime' but I am afraid it was one of those days when I don't think I even ventured from the house until late in the evening when it was time to take out the wheelie bin.

I gather that the "Trials Demo" went off very well with the 'punters' being really interested and enjoying the 'demonstration'.

The demonstrators rode the whole gamut of machinery from pre-war rigids up to machines involved in the Spanish Armada of the 60s and 70s. I shall not mention names as I am sure to leave someone out but I will say that the Revolutionary Council was well represented!

Several 'demonstrations' were laid on utilising a fairly long section laid out on the side of an old railway embankment. Even though it was a 'demonstration' I gather the role of the observer was dutifully carried out by Gill Bannister. Sidge gave a running account of the proceedings via a loud hailer - does he really need one?

I gather that, almost to the annoyance of a certain ACU Assistant Official, who has an interest in lawn mowers, no not Sidge, he found that the 'do' did not have an ACU permit. However, Dick Hobart very politely

The Mid Anglia MCC
present
for your enjoyment



Plonkers Trial

Sunday 21st September 2008
Snaque Pit, Belchamp, Nr Sudbury, Suffolk
(Grid Ref TL826422)

Start at 11:00 am • 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: mikeharden@mypostoffice.co.uk

told him that it was authorised by the AMCA. The demonstration was of course laid on by the VMCC which is now an AMCA club. Exit one sheepish ACU Assistant Official!

Sadly, it seems that this may be the last time that we will be involved with the event as Janet Hobart has resigned from the organising committee - a great shame.

With the (very) possible introduction of a side valve engined 'modern' trials bike for 2009, Clive Dopson has written an article, which I am including in two parts, on four stroke motor design. I hope you find this interesting, I certainly have. Years and years ago there was a midlander who was a 'real' special builder, name of Bob Collier. Well, he was an exponent of side valve trials machines, more often than not sidecars and fitted with Norton 16H motors. Perhaps he bought up a job lot at the end of the war! Look out 'Little Eric',

seems like you will be having some competition!

I was very disappointed to hear, and to read about in Pedro's article, that several quite serious 'offs' occurred during a recent Saturday evening trial. For goodness sake, trials and especially Saturday evening events should not be aimed at professionals. Trials at our level are to be enjoyed. I know I am not 'lily white' in my ideas of safe sections but during my years of laying out trials I have always tried to ensure that a five is likely to involve either being on the bike, alongside the bike but definitely not under the bike.

Please note that all future correspondence should be sent to our home address - we have given up the PO Box.

Best wishes,

Jim

BUMPER STICKERS

If Barbie is so popular, why do you have to buy her friends?

Who is Jack Knoops?

I have had several people ask me who Jack Knoops is and I am afraid that I didn't know. However, thanks to Clive Dopson the mystery has been revealed and I include the text of an email Jack sent to Clive.

I was born in Chappel between Colchester and Halstead and spent my schooling years living at Earls Colne.

My father was a motorcycle man and we joined the Halstead Club where we helped to run the Scrambles at Loveny Hall in the '50s. I joined the RAF as an apprentice in '56 and rode my first trial on Boxing day of that year - Ipswich trial starting at Bucklesham Shannon Pub, on a £35 1953 DOT

I only got to ride at leave periods as we were banned from motorized transport as apprentices. In '59 I bought a 350 Works Rep Enfield which I found, much to my dismay, I could not ride. Doug Theobald (500 Ariel) took me under his wing and taught me how to handle a big 4-stroke.

I rode it for 18 months then sold it to get wed, as you do, and went back to a DOT. In '61 I was posted to Germany so I bought Bob Drane's trailer and off we all went to ride in Dutch and Belgium National Trials but that's another story.

When we came back in '64 I was posted to Marham but mainly still competed in Essex/Suffolk as at that time there was not a lot going on in West Norfolk.

So who did I ride with? My main buddy was Monty Seabrook who we lost last year but of the others, Derek and Ray Clampin, Sidge, Don Smith, Don French, Brian Bowers, John Kendal, Eric Kinard, Denny Reeve and of course in those days the Scramble boys used to ride in trials in the winter so there would be Jim Aim, Jack Hubbard, Davy Bickers John Banks, John Pease all the rest.

By this time I was also riding for the RAF Team and it was often Jon Tye, who you will know, and Dick Clears who you also may know, and myself.

After a short posting to Borneo, no trials bike, I was back in UK at Binbrook, Lincs, but was soon off to Germany once more with a Cheetah. Next Norwich RAF Recruiting Office where I joined the Vikings under the watchful eye of Commander in Chief, Dennis Slaughter. I spent the years 1971-1978 in the Norwich/ North Norfolk Area until I left the RAF and came to the Mecca of trials, Yorkshire.

Hope this might contain what you are looking for. Its a great sport where by and large everyone will give you a hand. I have done just about everything there is to do in motorcycle trials from observing (still do when I'm not snapping) to clerk of the course in a world round (don't want to do that again thank you), but I would not have missed out one bit if I had the chance. Sadly the old knees and back won't let me ride now but I can still see the lines and get the urge to have a go.

Regards Jack



The Lords Prayer for the 21st Century

A mother was teaching her three-year-old The Lord's Prayer. For several evenings at bedtime, the child repeated it after the mother. Then one night the child was ready to go solo.

The mother listened with pride to the carefully enunciated words, right up to the end. "And lead us not into temptation, but deliver us some e-mail . . . "



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.

This and That!!

In contrast to their Wednesday evening trials, the Braintree Saturday evening event on 16th August was rather over zealous especially for the lesser lights. The results will be meaningless as many downgraded en-route. The section I observed was interesting and some good rides were witnessed and certainly, modern machinery appears to make it easy in comparison to John Daly's Ajay, a certain Wassell, Suzuki and Ossa.

Janet Hobart's "Show Time" enjoyed good weather and a great crowd with many appreciating the efforts of Mick Brown's entourage - trials riding by the aged. Oh! I'm sorry - trials riding across the ages - well done lads.

As I write this on the Sussex coast in my role as tour manager, the tour has just enjoyed a typical Bank Holiday Monday at the 33rd Eastbourne Historic Vehicle club's Festival of Transport. If you get the chance, take it in another year. Among the usual array of BSAs and Triumphs, was a 1932 Matchless, one of possibly a dozen in the world - looked and sounded great. A Moto de Vere, made in Paris in the 30s, not very pretty but unusual and interesting as were the great array of Fowlers and Burrell giants of the steam world. One of these having been brought back from Aussie in bits whilst another was ex Essex County Council. The enthusiasts who transport this machinery and drive it at three mph to events really are enthusiasts. I thoroughly enjoyed this event and I'm not surprised that they've realised over £350,000 for charities. What a result!

Talk to NJB if you require moats, reservoirs, or fish ponds filled rapidly - also water divining services - naturally economical terms!

Should any of you enjoy reading nostalgic history, autobiography, etc, I recently thoroughly enjoyed Colin Seeley's "Racer and the rest", "Hold on" by Stan Dibben (crewman to Eric Oliver and others) also Derek Minter's "King of Brands."

Courtesy of Sky Sport I viewed David Knight, the modern day ace of enduro, make light seemingly of a very challenging three hour event on the Welsh borders. Local man Gavin Hockey, put in a sterling performance to finish 6th. Earlier in the day a 2 hour event had been run for "clubmen." Both events had large entries which bodes well for the sport and our place in world events - very encouraging. The marshalling was very exacting, calling for much effort extracting bikes from mud holes and from ravines. Yes, there are still enthusiasts, the sport needs them!!

Terry Sewell has recently spent time in hospital and hopefully he will be convalescing when you read this - we wish him well. Back to '73 and the Southend club ran their National motocross on Monday May 28th at Chapel Lane, Hadleigh. The aforementioned Terry was Paddock Marshall, Phil Viddler starter, John Millward race recorder - all competitors in other disciplines. Vic Allen flew the 'Taco flag in the 250s, John Turner/Mike Meredith got their 750 Commando motored outfit to the front in two races and were second in t'other. Nick Thompson/Dave Beavis were runners up. Local lads Dave Mallows, the Field brothers, and David Metcalfe were in the hard charging pack.

Quotes Taken from Performance Evaluations:

"Since my last report, this employee has reached rock bottom and has started to dig."

Event three, the 125s, saw Bryan Wade as top dog leading the pack of hornets on his Husky from Vic Allen 'Taco mounted - third place man Malcolm Davis. Local interest was provided by John Pease (Maico) and Eddie Wharton 'Taco. The 251-750 cc race again saw Bryan Wade (Husky 460) but this time followed by Jimmy Aird hard charging on his Maico. The Sidecar invitation was as before with Mike Holloway working his 500 BMX very hard as always in third with Ivor Lawrence as chairman - very well done!! The Field brothers were sixth - a good result. Spectators had their money's worth!

The St Edmunds Grand National at West Stowe Heath on July 22nd was a round of the British 250 motocross championships. First up was the 300 to 750 Invitation which was won by Bryan Wade (Husky), second Alan Clark (Husky), Stewart Nunn (CZ). Event two was won by Stuart Nunn from Norman Messenger in both legs. Fiery stuff!! Malcolm Davis screamed his 250 'Taco into first overall in the championship taking the championship for the year - what a result. Vic Allen was second on the day. The Grand National was a 10 lapper taken by Bryan Wade, Vic Allen and Stuart Nunn - what stamina and consistency!!

The Essex National motocross presented by Halstead on 9th September incorporated rounds of the British 125 and 500 championship. The late Mick Baird was Secretary of the Meeting and Starter was Derek Yorke - a new role for the local ace sidecar driver

Among the sidecar competitors was one Jim Aim with passenger R. Pickman (650 Wasp) - a new venture. Also back on the sporting scene after setting up business in Southend was the late John Parker with passenger Mick Edwards also (750 Wasp). Jim finish 7th very creditable!! Winner John Elliot/Andy Webb from John Turner/Mike Meredith. The 125 winner was Malcolm Davis, second Bryan Wade. The 500s were won by Vic Eastwood. The Essex Grand National was won in style by Andy Robertson, followed by John Banks and Vic Eastwood.

Ride safe, but do ride - its summer!!

Paul &

**NJB
SHOCKS**

www.njbshocks.co.uk

**Plastic Mudguards
are back in stock!**



Hon. Sec. Peter Sigournay doing his stuff at "Its Showtime"



Yes! as we said last month, it's going to be different, with a different day, Sunday 7th September, different time, 10.00am at the 'ALMA' and a choice of starts. If you don't fancy leaving the 'Alma' at ten o'clock you can join the run at 10.45am at the 'Cross Inn', Great Bromley. We will then enjoy a scenic run along the Stour Estuary to Harwich, parking in the centre of this historic port, close to the 'Electric Palace'. Once parked up we will assist the Harwich club boys parking up the masses of varied machinery that they expect to arrive after taking part in 'the Essex Air Ambulance Charity Run'.

Remember, we have a trial coming up soon, 28th September, at Wrabness, and this is a great opportunity for us to thank the Harwich lads and lasses for helping us out in March. Let's hope they will come and assist again on the 28th.

By Order of The Management

Tales of the Expected . . .

It was a Greeves, it said so in the log book. The log book also said it was a roadster but it was a roadster with trials tyres and high plastic mudguards.

What the logbook did not say was that this Greves had been crashed by some unfortunate and had been acquired by a man who worked for a very fast rider. The very fast rider had also supplied enough bits to convert the Greeves into an unusual non-standard trials machine.

The front forks were recognisably of Greeves manufacture but the rubber bits were larger than normal and may have been used on a sidecar outfit. Topped off with a satin steel tank, the Greeves should have been happy but was it? No! The fashion was changing and the newer machines were leaving the factory with Cerianis. Some pseudo Cerianis were found - well they had alloy sliders but they came from Redditch rather than Italy. In those pre-MIG, pre TIG days the mudguard lugs had to be gas welded on with lots of heat and flux. This was followed by hours of fun honing the distorted sliders so that they could actually slide up and down again. Honing is a posh description for a piece of sandpaper on the end of a stick wedged into Dad's electric drill. With the forks converted to Anglian style, the frame demanded similar attention. A nice piece of water pipe was found and subjected to the pipe fitters hydraulic bender. When it looked right this pipe was welded into the frame from headstock to swinging arm pivot. The sub-frame was also tidied up and brazed rather than bolted onto the main frame.

What happened to that shiny tank? It had to have oval shaped cut-outs for the knees with some concave steel panels welded in. Then it was sprayed Holts Dupicolour white, flat with runs not shiny.

This became a successful machine and won a 200 cc award against all the Tiger clubs of the day just 41 years ago. Of course, that award was never received, probably because everyone thought it was a 250.

Actually, it had one of the early square barrels which had escaped from the factory via Coddtenham and was rumoured to have completed an ISDT in the hands of a Dutch rider. He must have had a long rod motor because when the barrel was turned down for the short rod motor the transfer ports became too wide for the crankcase. Just trimming the base gasket gave a mysterious whistle for a trial or two before blowing. After two failures, the crankcases went to the gas welder for a bit of modification. For a 197 with a definitely 59 mm piston in an iron sleeve this motor had amazing grunt - the trick again seemed to be massive transfer ports and a big, very big, square inlet port. This was definitely a bike to hang on to.

But just then was the start of the Scramble season and a swap had to be made. The little Greeves went off to the big US of A and may still be there, but it's a very big place to look

Uno Hoo

Are you a Tractor Boy?



An old tractor boy sat down at Starbucks and ordered a cup of coffee. As he sat sipping his coffee, a young woman sat down next to him.

She turned to the tractor boy and asked, 'Are you a real tractor boy?'

He replied, 'Well, I've spent my whole life eating carrots, listening to country music, going to watch Ipswich Town, cleaning my shed, fixing flats, working on tractors and feeding my dogs, so I guess I am a tractor boy.'

She said, 'I'm a lesbian. I spend my whole day thinking about women. As soon as I get up in the morning, I think about women. When I shower, I think about women. When I watch TV, I think about women. I even think about women when I eat. It seems everything makes me think of women.'

The two sat sipping in silence.

A little later a man sat down on the other side of the old tractor boy and asked, 'Are you a real tractor boy?' .

He replied, 'I always thought I was, but I just found out I'm a lesbian.'



Makes you want to turn to drink doesn't it?

Four Stroke Story

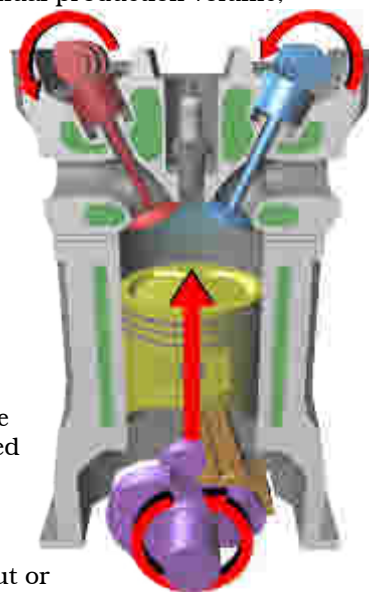
Part 1

Currently trials enthusiasts must have the widest and most technically interesting range of trials bikes to choose from for at least the last forty years. The range of two stroke trials engines had narrowed down to a very similar specification of water cooling, electronic ignition, and reed valve crankcase induction. Now four out of the five major trials manufacturers include four stroke trials bikes in the range and all this variety has come about because of the bureaucrats in Brussels. The piece of legislation to blame, or thank, is a five hundred page document titled 2002/52/EC, but one of the major issues that manufacturers have had to deal with is the complex method by which this has been introduced. This means that dependant on a range of factors including maximum vehicle speed, engine size and annual production volume, the limits and the time scale of introduction can change. For comparison the new emission limits are between two and three times that set per kilometre for current new cars.

Therefore you can see that against this background and the ever present commercial issues present in the low volume motorcycle industry, deciding when and how to meet this legislation has been very difficult. Adding to the confusion over the implementation were side issues as to whether the sporting authorities were about to introduce rule changes to outlaw two-stroke engines at the highest level. Initially it was assumed that two stroke engines could not meet the new limits, in fact this might not be the case if advanced fuel injection systems were applied to the two stroke engines.

Trials motorcycles do set two very difficult specific challenges to the engine designer. Firstly, most competition engines are only measured on their flat out or wide open throttle (W.O.T.) operating points. For example Formula one cars operate mainly at W.O.T. and all part throttle operation is managed by computer, but a trials engine must run cleanly at all speed and load points including, most critically, just above idle. Any lack of response or unexpected behaviour will immediately negatively affect the balance of the rider. Secondly, with some limited modification any novice rider entering the sport will be expected to be able to compete on a production machine which can win any national event and put up a good performance, with the right rider, even in a world round. This is not true of World Rally or Touring Cars.

You can see that committing to spend a large percentage of a companies R&D budget requires very careful consideration after setting very detailed targets for all the performance parameters of the engine. For some companies .



Council Complaints

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

I am still having problems with smoke in my new drawers.

with either wealthy and/or resourceful shareholders, e.g. Montesa and Honda or strong relationships, e.g. Scorpa and Yamaha, it is not such a risk. For the others it must be one of the biggest recent decisions to make. The two stroke engine as fitted to current trials bikes meets the objectives of cost (both investment and piece), weight, package size, reliability and performance. If the two-stroke engined bikes are taken as a benchmark then a new four-stroke engine has a difficult challenge to meet. To be competitive, the first target to set is probably a minimum power level and therefore the capacity or swept volume of the engine. The laws of physics are simple for four-stroke-engines; power is primarily dependant on mass air flow, so in theory if you double the swept volume of an engine it will make the target power at half the rpm. For a given engine speed, swept volume and level of technology, two stroke engines will always make more power than a naturally aspirated four-stroke engine. This recently led, for example, in moto-cross for the capacity limits to be different to ensure competitive races. Although in theory more engine speed can give you the power required, there are practical limits of the amount of torque which is lost, difficulty in starting and unacceptably high idle speeds.

The next parameter for determining the power output of a four-stroke engine is generally the inlet valve area. Therefore a four valve per cylinder engine will generally give more power than a two valve per cylinder engine. Valve size is also controlled by the bore size and as the same capacity can be achieved by a range of bore and stroke size combinations an over-square engine, where the bore is large compared to the stroke, will tend to be used where a high power target is set.

Interestingly if we compare the four competitive production four-stroke trials engines (Montesa 250, Scorpa 250, Beta 250 and Sherco 320), although the capacity range is obvious the bore to stroke ratio only varies from 1.37 to 1.44. All four have four valves per cylinder and so you would expect the power available to be proportional to selected maximum engine speed. The advantage of the larger Sherco engine is that it should be able to deliver the power of the smaller engines at a lower speed and therefore if required have a better or fuller torque curve, which may be attractive. All these engines are overhead camshaft design to give a stiffer valve-train and higher maximum engine speed operation. The Scorpa is the odd one out as it has double overhead camshafts, as opposed to single overhead camshaft. This probably shows its linkage back to the Yamaha base engine. For trials use the single overhead camshaft gives sufficient safe maximum valve-train speed whilst giving a lower package height

and probably lower cost. All the current four-stroke engines have been greatly influenced by the crankcases of the previous two-stroke engines. It will be the constraints of the height of the cylinder base gasket to the crankshaft centerline, (limits maximum stroke) and the pattern of the cylinder barrel base studs, (limits maximum bore) which have the greatest effect.

So why do all engines of the same bore and stroke not necessarily have the same power characteristics, the answer generally lies in the intake and exhaust systems and the valve timing controlled by the camshaft. The intake and exhaust systems are generally tuned for a resonance condition. This is controlled by the length and internal diameter of the parallel portion of the intake and exhaust system. Generally, for example, if the exhaust front pipe is made shorter or has a larger internal diameter the natural frequency increases and the power increases with a reduction in lower speed torque. The valve events also control the characteristics of the engine, with inlet valve closing and to a lesser extent the valve overlap having the greatest effect. This can explain why an engine set for high power will generally either idle roughly or need to idle at a high speed.

Compression ratio is often discussed and generally engines tuned for higher speed and power will be more compatible with a higher compression ratio. The limiting maximum compression ratio, before detonation or pinking is a problem with a fixed fuel quality and spark timing, is often controlled by the combustion chamber shape at top dead centre. The more compact the combustion chamber generally the higher acceptable compression ratio and higher maximum power potential.

Once the base engine is designed the control systems need to be considered, the ignition system is quite simple the spark timing can be either purely speed controlled or if there is an advantage to modify the spark timing with load then potentially throttle position can be used to optimize the part load performance and dynamic response. One of the long term problems with high performance single cylinder four-stroke engine has been their reluctance to pick up cleanly if the twist grip is moved quickly. Fuel injection and/or a more progressive opening of the throttle than just a slide operated by a throttle cable may be required to overcome this problem.

All this engine design theory is well understood, and has seen most four-stroke petrol engines in the last century develop from two valve per cylinder side valve engines through push rod actuated two valve per cylinder engines to overhead camshaft designs to ultimately four valve per cylinder engines with overhead camshaft or camshafts.

CLIVE DOPSON

English signs in foreign countries

Hotel, Japan:

**YOU ARE INVITED TO TAKE
ADVANTAGE OF THE
CHAMBERMAID.**

AMAZING LETTER TRICKS

GEORGE BUSH

When you rearrange the letters:

HE BUGS GORE



El Presidente on his Girder Henfield

Julie Andrews Turns 69 years

To commemorate her birthday , actress/vocalist, Julie Andrews made a special appearance at Manhattan's Radio City Music Hall, New York.

One of the musical numbers she performed was 'My Favourite Things' from the legendary movie 'Sound Of Music'.

Here are the lyrics she used:

(Sing It!) - If you sing it, its especially hysterical!!!



Botox and nose drops and needles for knitting,
Walkers and handrails and new dental fittings,
Bundles of magazines tied up in string,
These are a few of my favourite things.

Cadillacs and cataracts, hearing aids and glasses,
Polident and Fixodent and false teeth in glasses,
Pacemakers, golf carts and porches with swings,
These are a few of my favourite things.

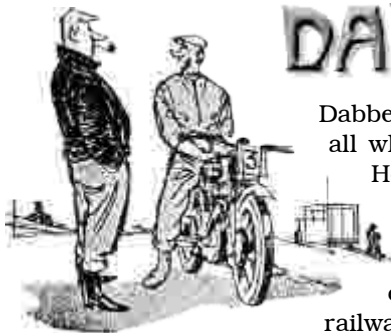
When the pipes leak, When the bones creak,
When the knees go bad,
I simply remember my favourite things,
And then I don't feel so bad.

Hot tea and crumpets and corn pads for bunions,
No spicy hot food or food cooked with onions,
Bathrobes and heating pads and hot meals they bring,
These are a few of my favourite things.

Back pain, confused brains and no need for sinnin',
Thin bones and fractures and hair that is thinnin',
And we won't mention our short shrunken frames,
When we remember our favourite things.

When the joints ache, When the hips break,
When the eyes grow dim,
Then I remember the great life I've had,
And then I don't feel so bad.

(Ms. Andrews received a standing ovation from the crowd that lasted over four minutes and repeated encores).



DABBERS DIARY

Dabbers be short and sweet this month! I think that all who attended the 'Little Havens' Children's Hospice Showtime' enjoyed themselves. A dozen or so riders on machines ranging from two girder forked 1938 dinosaurs to a couple of Spanish 'Modern' jobs tackled a long and challenging section on the remains of an old railway embankment. The riders rode the section in

both directions, observed and accompanied by an informing and humorous commentary provided by our old friend, Sidde Kenny. We performed four demonstrations during the day and each one drew an interested crowd who asked lots of questions about our minority sport. We, of course heard a lot of tales from old boys about their bikes and experiences but overall it was a good bit of PR for our sport and likely to attract some fresh blood into the clubs.

I told you last month about the Essex branch of the VMCC camping weekend at the Railway Museum at Hedingham. There were campers from all over the country with runs out each day over the four day weekend. It kicked off on Friday with the 'Unmade Run' led by Dick Hobart and was well supported by EFA members. At the start briefing, a certain Pompous Proprietor of a Popular Parts Emporium was not happy with the naming of the 'End over End' navigation method, nor was he happy when it was renamed the 'Drop Off' method. Quite rightly, I think, he did not think it appropriate for a Green Lane run. So I have racked my brains and come up with a suitable alternative.....

'Personal Route Advisory Trail System' or the abbreviated form if you prefer.

Now, looking forward, September is a busy month, Kicking off with 'Tim's Tour' on Sunday 7th, from the Alma at 10:00am or if you fancy a lie-in join the route from the Cross Inn, Great Bromley at 10:45am,

We will be assisting the Harwich Club with the marshalling of the 'Essex Air Ambulance Run'.



The Heart and Soul of Rock and Roll

Mike Read & 'Diddy' David Hamilton & Emperor Rosko

103.5 am • 'Sky' 0190 • on line at www.bigl.co.uk



Sunday the 14th sees a team off to the 'Arbuthnot Trial', on the fabulous Dorset/Wiltshire borders. It's not too late to enter, provided you have got a rigid or pre-unit springer, there are classes for trial and road tyres.

The following week I am journeying north for the 'Beamish Trophy Trial' on the 21st, this event really takes you back in time with non-inspection hills up to a quarter of a mile long and all around the wonderful Durham Dales countryside.

Back to Wheatsheaf Lane, Wrabness on the 28th for our second visit to this great venue, any help will be appreciated, please contact Mick Brown 01206 250462 or Chris Byford-Smith 01255 671098.

Dabber

End Thought . . .

Sure you can't take it with you but you can stash it where
no other bastard can find it.