

# Editorial

How times change! A couple of years we had a very good/large entry in the Arbuthnot but this year our team manager and captain was fairly hard pushed to make up a team. We originally had a full team but at fairly short notice Andrew Prill had to pull out due to a more pressing engagement at Silverstone. Into the breach stepped Dave Blanchard and together with Keith FitzJohn on his Norton and Dabber on his Triumph the club was well represented and gave an excellent performance. A big vote of thanks to Dave (who has long been a regular contributor to Trials & Tribs and a friend of the club) for standing in at our time of need.

A good turn out for Tims Tour to Harwich where the participants assisted the Harwich Club with

marshalling duties in conjunction with the Air Ambulance run. Didn't see them but did hear them, mostly I suppose the Harleys, as they travelled past Boreham on the A12 - the 'convoy' seemed to go on for ever! Does anyone know how many participants there were?

Dabber has a good relationship with the Harwich Club and they are very welcome assistants at the ACT Wrabness trials.

The ACT trial at Wrabness was very well attended and by all accounts went off very well and was enjoyed by most if not all. The phone calls that I have received certainly were very positive. I will pass on Don Daly's sentiments:

"A good bit of land and a good trial - thanks to all the organisers and helpers from all the competitors"

Speedway is a branch of the sport where in most instances it is the 'good



*Tims Tours - Preparing for the arrival at Harwich*

The Mid Anglia MCC  
present  
for your enjoyment



## *The October Plonkaround*

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

Saturday 18th October 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: [mikeharden@mypostoffice.co.uk](mailto:mikeharden@mypostoffice.co.uk)

guy' who comes out on top but this isn't always the case in other branches of off-road sport. So, it is good to see Joe Jacobs doing so well on the Junior Speedway scene. Joe is a very likeable lad and I hope I speak for you all when I wish him all the best for his future in Speedway. Currently we have a good crop of young talent coming along - let us hope that Joe can join them. The question is though - "How many skiing holidays did it take before Uncle Len signed him for Rye House?"

Our next trial, for which regs should be in this issue of Trials & Tribs, is at Snaque Pit on 19th October. I see that we have a 'new' Secretary of the Meeting, Chris Canham. Thanks Chris for volunteering.

With respect to Secretary of the Meeting positions I feel that I must give early warning of the impending need for a Sec of Meeting. Both Tracey

and I are now well and truly retired and the time is drawing very near when she is going to say that enough is enough - so if there is anyone out there who would like to take over the mantle then please let Ted or Tracey know and perhaps you can serve a years apprenticeship as Tracey did when she took over from Cliff Percival back in 1992.

Yes, that last paragraph really shows that it's coming up to Thumpers time again. The regs have been sent to all those who have entered in the last couple of years. Anyone who wants a set of regs then please ask Tracey at clubnight OR PREFERABLY download a set of regs from the Thumpers website [www.thumpers.org.uk](http://www.thumpers.org.uk)

Best wishes,

*Jim*

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## **BUMPER STICKERS**

Old age is inevitable, growing up is optional

# Carrot Cruncher

Young Jack had long heard the stories of an amazing family tradition. It seems that his father, grandfather and great-grandfather had all been able to walk on water on their 18th birthday. On that special day, they'd each walked across the Broad to the Pub on the far side for their first legal drink. So when Young Jack's 18th birthday came around, he and his pal John took a boat out to the middle of the Broad, Young Jack stepped out of the boat .... and nearly drowned! John just barely managed to pull him to safety. Furious and confused, Young Jack went to see his grandmother.



'Grandma,' he asked, 'it's my 18th birthday, so why can't I walk 'cross the Broad like my dad, his father, and his father before him?'

Granny looked deeply into Young Jack's troubled eyes and said, 'Because your father, your grandfather and your great grandfather were born in January, when the Broad was frozen, and you were born in July, you dumbass'.



*Mike Smith 250 Greeves at Wrabness*



## Council Complaints

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

Please send a man with the right tool to finish the job and satisfy my wife.

### ***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.

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

The Plonkers trial on 20th September at Snaque Pit was probably (or possibly) the best yet. Another premier for Ian Bennett ably assisted by Sean Sear who had plotted an excellent selection of sections with one route which accommodated 'olde' Norton lumps and smaller Fanny Bs and Yams. Thanks also to the complete ensemble of Bennetts - mum, daughter and grand daughters, who once again observed and officiated. Thank you!

Silly marks were lost, naturally, but improvers were obvious, sidecars were not. Guess it was made too easy for them in the past or Guy Stanley was on agricultural duties. An entry of 34 due to holidays and other summer activities on an English summer's day. Don't miss out on the next one!

One of the day's competitors, young Joseph Jacobs, rode in the British Junior Speedway Championship the previous weekend and finished second - what a result - congratulations Joseph! Rye House has his signature on contract and he's hoping to ride the Conference League matches in future. No doubt he could do with some sponsors. Would the EFA Revolving Council consider this?

Whilst around the speed scene, sprinter Don Daly recently got the Manx into the 13s - almost as quick as the Velo - he's chuffed. The secret is in dieting and alcoholic mixtures for the bikes of course. Another of our sprinter friends, Trevor Rumsay, was at the meeting not unfortunately as a competitor due to on-going health problems. I'm sure a cheery phone call would be welcome. We wish you well sir. Another long-standing (literally) old friend, Jeff Stott, the ever present observer who has not been around for a while due to on-going mobility problems has recently had another week in hospital - now home but not very comfortable. Best wishes!

Andy Spreadbridge had his observers and sponsors hat on at the Snaque Pit - ever helpful in someone's hour of need or wheels - thanks Andy!

The previous weekend saw him riding the Two Day Exmoor trial in company with Dave Spurgeon and two other EFA bods (apologies - senior moment). Minder Terry Sewell (now recovering from his medical foray) wasn't able to prevent Dave spending the night in hospital with swollen nuts - hmmm! Whilst t'others enjoyed themselves.

The discerning sweet eaters amongst you had better place your orders for Turkish Delight as Sylvia and Ian are going Jawa bashing again, taking a break from producing a massive extension to Boxford Manor!!!

Neil Canham (the big fella) size 13 boots you know, recently presented me with a brown envelope!! This had a Queen Victoria stamp on it, no, sorry I jest, postmarked Ipswich 10/8/59 and addressed to Mr N Canham, nr The Cross Inn, Colchester Road, Great Bromley, Essex. Was he a traveller, an itinerant, hippy? Answers on a postcard. However, this brown envelope contained the results of the National Shrubland Park Scramble 3rd August 1959 as Neil had competed against the cream of the current scene. He managed eight laps 4th whilst they finished 'fresh as a daisy' (well maybe not) 10 laps. I can't recall whether I spectated at this event but I did several and they never failed to

## Quotes Taken from Performance Evaluations:

"Got into the gene pool while the lifeguard wasn't watching."

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impress in every respect - machine preparation, rider skill and stamina and courage and among them were local centre riders. The Junior race (350 cc) - 3rd Dave Bickers behind Dave Curtis and John Draper. In 11th was Jim Aim, 16th Tony Howe, 19th the late Ian Towns, 22nd Pete Smith, 25th Denny Reeve, and 26th Roger Dutton.

The Sidecar Trophy race, Frank Darrielut (BSA) won the Watsonian and Trophy and £10, followed by the Robertson twins on their G80CS Matchless outfit. Quite rare this, but they were inevitably up front in this period of time. Ipswich driver Mick Potter completed five laps (aces six) and gained the Eastern Centre award.

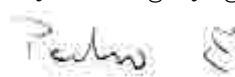
In the big one, the Shrubland Park Grand National, the winner was Dave Curtis (Matchless) - Ipswich Trophy and £30, second Don Rickman - MTA cup and £26. In 11th place was Norwich clubman Dickie Rix (Ariel) - what a ride he must have had Two places behind was Jim Aim with 16th Denny Reeve, 17th Brian Davies, 18th Roger Dutton - a result to be proud of.

The lightweight race saw 29 finishers with Dave Bickers up front (BSA Cup and £10) second Brian Stonebridge (Ariel Cup and £8) - in 13th place Tim Robinson, 17th Pete Smith, 19th Colin Snell - then the guys who only managed five laps - 20th Ian Towns. The manufacturers team prize was won by Greeves Motorcycles with the team of Bickers, Stonebridge and Triss Sharp.

The Sidecar invitation result was the same as the first and in 7th place was Roger Maughling, a very enthusiastic motorcycle journalist who lived locally and rode sidecar trials in the late forties and early fifties and then moved to Wales in the sixties to set up SuperSprox which became the country's leading sprocket supplier. Sadly, much too early he suffered a fatal heart attack. I think I'm right in saying the family carried the business on but I'm not aware of their existence today.

Don't forget, with the season upon us, your support is vital to the club's well-being. Support those who support you. Dig for victory (showing my age).

Adios



PS Mick Potter finished 8th and took the Eastern Centre award again.

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After some heavy Land Rover usage we found some suitable sections for the 34 participants in our Plonkers Trial at the Snaque Pit on Sunday 21st Sept., The sun shone and there seemed to be a lot of smiles all round, Several riders were seen to have the occasional dab on the various cambers often totally unrequired as they let their concentration slip, Once again many thanks must go to the ample supply of helper's and observer's who assisted us to make the trial happen . . . . .

ian b aka mr blobby



Five of us on four bikes left the 'Alma' at 10:00 am on Sunday 7th September in somewhat unpredictable weather. We rode past Birch Lakes, on through Friday Woods and on to Donyland making our way to the magic roundabout at Hythe Tesco's. Then on through Greenstead meeting the other members of our party at the Cross Inn, Great Bromley, as arranged.

Dabber led us on a meandering route which followed the Stour estuary and its scenic charm towards Harwich. When we reached the outskirts of Harwich and rode towards the town centre there were large numbers of spectators lining the route waving and taking photographs. We must have looked a unique group with such a varied collection of mounts. Arkwright on the 'Matchbox' outfit, the Fletchers with 'Connie', a white-haired four eyed old git on a B40, Chris Stokes' traditional BMW, Jim and Linda Patey's new BMW, Dabber on the rigid Triumph and the remainder on modern bikes.

Having parked the bikes we waited for the first riders on the Air Ambulance Run to arrive, which when they did, were in groups of about 50 at any one time. The action was quite hectic for a while trying to allocate parking spaces for everyone. We were on the point of running out of available spaces when luckily the arrivals ceased. There were hundreds all paying for the privilege of taking part.

There was quite a spectacle on the greensward where everyone gathered including a large stage with live musicians performing, various stands featuring Jim Aim Motorcycles, Copes Motorcycles, the Essex Police Motorcycle Section, a Rider Training School, clothing and kit etc and of course, numerous fast food stalls doing a roaring trade.

During the afternoon the Air Ambulance treated us to a fly past to say thank you for the thousands of pounds which were undoubtedly raised for this good cause which relies completely on donations from the general public.

After this, some people decided to leave. We were lucky, the rain had held off, and everyone had enjoyed the occasion.

That's all for this year folks. How quickly the time has gone. See you next year and maybe with our members help and a few ideas, something different. Who knows?

Thanks for your participation

By Order of The Management



# Wrabness Trial

## Sunday 21st September 2008

Rank	Name	Bike	1	2	3	4	5	6	7	8	9	10	11	12	Total
<b>PRE-UNIT HARD ROUTE</b>															
50	Mark Fletcher	R/Enfield	000	000	010	000	000	000	000	000	000	000	000	000	1
49	Brian Fletcher	R/Enfield	010	000	000	000	000	000	000	001	000	000	000	005	7
33	Alan Farmer	R/Enfield	010	000	103	000	000	002	000	000	000	110	010	001	11
<b>UNIT HARD ROUTE</b>															
5	Alan Robinson	BSA	010	000	000	000	000	000	000	000	000	000	000	500	6
4	Colin Rose	Triumph	300	000	005	000	000	000	000	000	100	500	000	105	20
3	Chris Byford-Smith	Triumph	050	000	000	000	000	010	001	000	000	505	100	552	30
22	Chris Canham	BSA	550	050	100	100	000	151	120	000	000	500	030	001	36
<b>1-STROKE HARD ROUTE</b>															
29	Mike Smith	Greeves	000	000	000	000	000	000	000	000	000	000	000	000	0
48	Roger Finch	Sprite	000	000	000	000	000	000	000	000	000	000	001	000	1
47	Graham Braybrook	BVS	000	000	000	000	000	000	000	000	000	000	000	200	2
<b>TWIN-SHOCK HARD ROUTE</b>															
52	Rob Clarke	Montesa	500	000	501	000	000	000	000	000	015	253	500	353	43
23	Glyn Hill	Bultaco	111	200	210	000	510	023	010	002	500	530	235	333	54
<b>YOUTH HARD ROUTE</b>															
6	Harrison Payne	Honda	000	000	000	000	000	000	000	000	000	000	503	000	8



No	Name	Bike	1	2	3	4	5	6	7	8	9	10	11	12	Total
<b>PRE 65 EASY ROUTE</b>															
9	Bruce Davie	BSA	000	000	000	000	000	000	000	000	000	000	001	000	1
8	Kevin Davie	BSA	001	000	000	000	000	000	000	000	000	000	000	000	1
19	Brian Jacobs	F/Barnet	000	000	000	000	000	010	000	000	000	000	000	010	2
32	Richard Challis	BSA	000	000	000	000	000	011	000	000	000	000	000	000	2
7	Andy Spreadbridge	Greeves	000	000	000	000	000	001	001	000	000	000	000	100	3
18	G. Andrews	Triumph	000	000	000	000	100	010	000	000	000	000	000	103	6
27	Jim Mason	Sprite	000	000	000	000	000	001	000	500	000	000	100	000	7
21	Trevor Andrews	BSA	000	000	000	000	100	010	000	005	000	000	000	000	7
13	Geoff Challis	Ariel	000	000	000	100	000	000	000	100	000	011	000	300	7
17	Albert Dove	Banville	000	000	000	000	000	001	000	501	100	000	000	010	9
16	Dave Kent	Greeves	000	000	000	000	000	021	000	053	001	000	000	000	12
10	Mick Honeyball	Greeves	000	000	000	100	000	025	00	100	020	000	000	010	12
43	Ted Smith	R/Enfield	000	000	000	001	050	150	000	000	000	000	000	001	13
2	Ian Jamieson	BSA	000	000	000	000	010	005	000	153	000	000	000	100	16
28	Bob Wreathall	R/Enfield	100	000	001	000	210	002	000	010	010	000	115	200	18
1	John Daly	AJS	001	000	011	100	000	001	000	201	000	020	000	255	22
35	Keith Bell	BSA	200	000	003	000	000	152	000	502	000	003	000	300	26
14	Chris Chapman	Wasp	055	000	000	000	000	010	100	100	000	031	503	020	27
46	John Phillips	Triumph	101	020	015	000	200	021	000	010	000	101	100	135	28
11	Chris Huxtable	Greeves	000	000	002	000	333	031	000	533	020	333	000	110	39
26	Keith Ablitt	DOT	000	013	135	100	553	033	000	513	152	005	105	520	68
15	Gerry Canham	R/Enfield		3	3	13	3								Ret
51	Norman Blakemore	Sprite	00	10	01	00	51	11	00	00	00	0	00	02	Ret

No	Name	Bike	1	2	3	4	5	6	7	8	9	10	11	12	Total
<b>TWIN-SHOCK EASY ROUTE</b>															
34	Doug Maggs	Bultaco	000	000	000	000	000	000	000	020	000	500	100	000	8
45	Sidge Kenny	Suzuki	000	000	000	000	000	005	000	000	003	000	000	000	8
25	John Sadler	Yamaha	000	000	000	000	130	020	000	000	000	000	000	211	10
24	Andy Tym	Yamaha	000	000	000	000	211	005	000	000	000	000	000	200	11
37	Geoff Daw	Honda	000	000	000	000	100	010	000	00m	000	000	000	010	13
36	David Peperell	Fantic	000	000	130	000	000	023	000	300	000	010	000	010	14
41	Brian Cook	Honda	000	003	500	000	002	000	000	310	030	000	000	050	22
42	Gary Lynch	Ossa	000	005	100	100	300	000	000	030	000	500	000	220	22
38	Rob Sayers	Honda	000	000	015	000	050	510	000	000	010	530	010	000	27
12	Luke Fitz-John	Suzuki	000	000	100	000	520	232	000	351	100	000	110	123	33
39	Philip Evans	Yamaha	000	300	050	000	151	000	000	315	100	553	550	120	51
30	Dale Clutterham	Yamaha	1	1	1	0	5	0	0	1	0	0	5	2	Ret
40	Ron Hockey	Yamaha	00	2	3										Ret
<b>YOUTH EASY ROUTE</b>															
20	Joe Jacobs	F/Barnet	000	000	000	000	000	000	000	000	000	000	000	000	0
44	Ryan Hyde	BSA	000	000	000	000	002	055	000	000	000	000	000	010	13
31	Joshua Kane	Honda	33	05	50	53	15	555	005	55	555	55			Ret

Thanks go to Chris Byford-Smith and his merry men, the landowner and last but by no means least the observers. I hope that everyone enjoyed the opener of the season and that the weather continues, as I spend the summer sailing it is a bit ironical that the summers weather was awful but the first trial enjoyed shorts and tee shirt weather.

*Peter Sigourney*

# Four Stroke Story

## Part 2

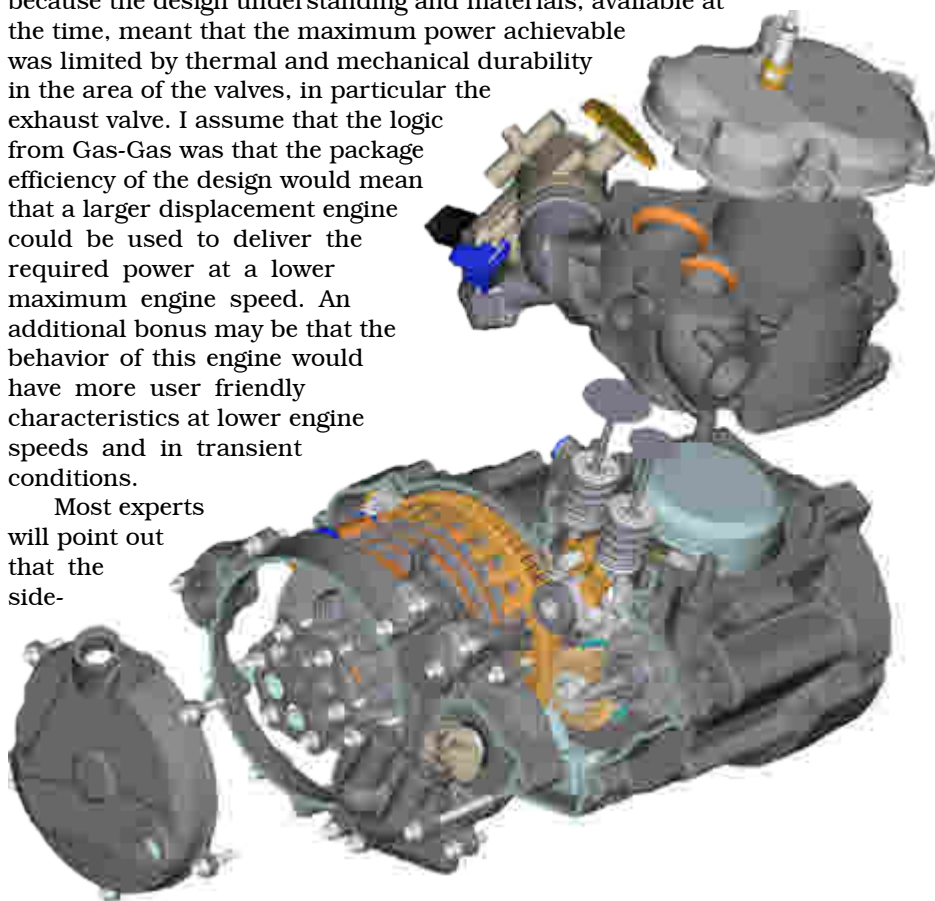
In technology and innovation, every few years or so the unexpected can succeed. For examples, the Porsche 911 in theory should not handle very well and the Audi TT body shape has all the wrong styling proportions.

Perhaps for motorcycle trials in the 21st century the Gas-Gas four-stroke engine may be that exception where a brave and courageous decision, rather than following the pack, may succeed.

There is no doubt that the side-valve engine will be easier to package in the frame. The cylinder head will look from the side very similar to a two stroke engine and generally a smaller package size will give a lighter solution. So far so good and the fewer number of parts will obviously reduce the material cost for the engine.

Side-valve engines generally became extinct in cars and motorcycles because the design understanding and materials, available at the time, meant that the maximum power achievable was limited by thermal and mechanical durability in the area of the valves, in particular the exhaust valve. I assume that the logic from Gas-Gas was that the package efficiency of the design would mean that a larger displacement engine could be used to deliver the required power at a lower maximum engine speed. An additional bonus may be that the behavior of this engine would have more user friendly characteristics at lower engine speeds and in transient conditions.

Most experts will point out that the side-



valve combustion chamber design will be poor and not able to achieve a sufficiently high compression ratio before detonation occurs. It is true, the ideal hemispherical combustion chamber shape cannot be achieved, but with detail design of the airflow of the ports, the shape of the combustion chamber and the performance of the cooling system, this effect can be reduced. Ideally, to minimize detonation, the spark plug should be in the centre of the combustion chamber to equalize the flame length from the initiation point to the extremes of the combustion chamber. If the combustion chamber is not circular, one option would be to use two spark plugs to reduce the maximum distance from a spark plug to any point in the combustion chamber. The second spark plug boss would complicate the cylinder head casting, but the coolant flow in the cylinder head will already require specific attention, especially in the area of the exhaust valve and port.

Currently the Montesa appears unique, in that although the throttle butterfly is operated by a cable, by the use of a throttle position sensor, the spark timing and fueling can be modified with load. The ability to modify the spark timing with engine load might be advantageous for the side-valve engine, as it would with the others to optimize part load and transient performance and response. It is common practice on car engines to retard the ignition away from the optimum at idle to ensure a smooth idle condition. Something similar could be used on a trials engine at idle, but then advance quickly once the throttle has been cracked open to reduce the possibility of spitting back.

We all wait with great anticipation to see if or when Gas Gas production starts and whether a side-valve engine in the twenty-first century (with modern designs, materials and technologies) can be successful for a very specific product and market. Gas Gas is obviously not harking back to some retro-design and if the product does go forward, what ever happens we should applaud Gas Gas for their bravery and ingenuity.

CLIVE DOPSON



# The 'Phil Mellers Trial' 2000

This is a sporting motorcycle trial for British and Twin shock machines and was held on Sunday the 21st September at the 'Headley Park Hotel', Sleaford, Hants. This ground and the surrounding land was once again made available to the 'Farnham Motorcycle Club' so that they could run this very popular trial.

Many thanks go to David and Maureen Coomber and David Hadfield for allowing us the use of this great venue for another sporting and 'sunshine' filled day.

As always Farnham Motorcycle Club manages to cater for a great range of machines and rider abilities, with just two routes! This would at first seem impossible due to the vast gap between a heavyweight 'Girder Forked' bike and the more modern and therefore much lighter 'Twin Shock' trials iron. But! Clerk of the Course 'Pete Smith' and assistant 'John Sapsard' achieve a small miracle



*Dave Blanchard on his girder forked Ariel*

## English signs in foreign countries

A laundry in Rome:

**LADIES, LEAVE YOUR  
CLOTHES HERE AND SPEND  
THE AFTERNOON HAVING A  
GOOD TIME.**

# AMAZING LETTER TRICKS

## ELECTION RESULTS

When you rearrange the letters:

## LIES - LET'S RECOUNT

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with the setting out of an event that allows all bikes and riders to complete the course with smiling satisfaction and the pleasure of taking away many good memories of a sporting trial. The only clean sheet on the day was ex-works Royal Enfield rider 'Peter Gaunt' on his super little Royal Enfield Crusader 250.

I was expecting slippery sections this year but was pleasantly surprised to find the going reasonably 'grippy'. This makes riding a 'heavy old banger' just a little easier, even though some of the sections had been tightened a tad because of the dry ground. All sections were 'ride-able' for an 'old boy' on an 'old bike', but still taxing enough for the other competitors. All riders had enjoyed their day out from the beginning of the event when machine examiner 'Mick Dismore' made sure all our wheels were present etc. right through to the end of the day when we said our goodbyes to the secretary of the meeting 'Ron Burningham'. Well done to all officials! Especially those willing observers who stand out all day and in all weathers whilst we riders attempt to do our stuff.

There had been 86 entrants in the official programme plus a few late comers, which is about the same as last year. This shows that the rising cost of petrol does not deter riders from travelling to a great event. Many Thanks! Farnham Motorcycle Club.

*Dave Blanchard*

**Gaymer Trophy** (Tele rigid)

Peter Hampton - James 250.

**Phil Mellers Trophy**

(Pre-unit Sprung)

Colin Mote - Ariel 500

**Mason Cup** (Two-stroke, British)

Mick Clarkson - BSA 175

**Cyril Gibbs** (Twin Shocks)

Neil Bowker - Suzuki 250

**Cyril Gibbs Cup** (Unit four-stroke)

Peter Gaunt - Royal Enfield 250

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# WANTED

**TLR 200 Honda**

Or consider

**TY175 Yamaha**

Don Daly

01787 477045



# DABBERS DIARY

I said last month that I thought September was going to be busy and it was! On the first wet Sunday morning, eleven brave souls set off to Harwich to assist in marshalling the Essex Air Ambulance Run. We arrived at about 11.30 and I think the crowds thought we were the front runners. We parked up, the sun came out and the bikes started to arrive - hundreds of them in all shapes and sizes.

The following week it was off to the Arbuthnot Trial. Our team of three was reduced to two at the last moment so we drafted in that great friend of the EFA, Dave Blanchard, from over the water. This year was the wettest Arbuthnot that I have ridden and I was very pleased to be competing on trials tyres. The team had a good day and won the team award, Keith Fitz-John won his class, with Dave second and Dabber third. Dabber also picked up the award for the Highest Combined Age of Man and Machine - 140, a dubious honour!

A week later and it was off up to Durham for the Beamish Trophy Trial. We stopped overnight at Horncastle and visited the Morton's Media empire. Here I picked a copy of their latest publication in a series entitled 'The Scrapbook Series'; the first one is on Triumph, a great book if like me you are keen on the bikes that were once advertised as *The Best Motorcycles in the World*.

The Beamish had a great entry of just over 100 competitors with machines ages ranging from the 20's to the 70s, both road and competition models.

The hills were harder this year after a lot of rain, but just right for us trials types. Unfortunately one of the best hills had to be closed as the Air Ambulance had to be called in to rescue a competitor who was injured.

I was lucky and climbed the hill before this incident. This hill had two sections of several hundred yards long and the total climb was approaching half a mile!

That's tough as you are competing on a road bike; again I was thankful that I was on the Trophy with trials tyres. A great day in wonderful





countryside and after returning to our farm cottage after 150 miles, a great feeling of having achieved something.

Back home it was time to assist the team in preparing for the Wrabness Trial. What a great day! Good weather, good entry and a good crowd of observers. Thanks must go to our regular observers, the regular riders that manned a section and our friends from the Harwich club who supported us once again. Lots of smiling faces and compliments at the end, well done Mr Clerk of the Course.

Before you read this, several members will have travelled to Aldershot to compete in the 'Old Codgers Trial'. A great event, equal, I think, to the Talmag.

Finally, I have now got the final fabulous total for the BBQ trial, £2602. That's £13,764 to date. Deborah, the Manager at Seven Rivers, asks me to tell you:

"We are in the process of purchasing the following:

- Slide sheets to enable easier handling
- Overlay mattress to keep skin intact
- Suction machine to keep airways clear
- Patio Fountain Pump
- PA music system

All these purchases make a real difference to our resident's lives. Thank you all."

***Dabber***

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

When two planes almost collide why do they call it a near miss??  
It sounds like a near hit to me!!