

Editorial

I begin my editorial this month on a very sad note. As all, or most of you, will be aware, Jim Mason died on his way home from the Jack Thomson trial at Canada Heights. He was driving back from the trial with his friends Jim Shepherd and Chris Chapman when he died suddenly whilst traversing the M25/M11 interchange. Luckily, as it turns out, both his passengers were able to take control of the car and trailer before a vehicular accident occurred. Jim was laid to rest at Clare church in front of a congregation of about 50. I have included an appreciation to Jim from his longtime friend Jim Shepherd.

Now to something a bit more encouraging. As many of you will



John 'the Leaping Midget' Ruth at Boxford

know, a break in/ram raid took place at Steve Monk's home. Ye Olde Plough Motel in Bulphan when along with Steve's Sherco, his daughters kart and sundry tools etc the Cub belonging to the 'Leaping Midget' John Ruth also went walk/ride about. It was looking very likely that Steve would not be able to compete in the Jack Thomson but following a 'reward' being offered in the local paper the machine was 'found' following the exchange of , I believe, a large sum of money. Thankfully, the bike had suffered no significant damage and with a little fettling was able to take Steve to second place in the unit class at Canada Heights.

This issue of T&T has had to be completed rather earlier in the month than is usual as 'er indoors and myself are going to Lake Como in Italy for Christmas and the New Year. Hopefully, this visit will not incur a stay in the local hospital as did the last visit to this hotel in April '08.

I reported last month on the donation that the club and its members had made towards Russell Smith and his

family following his admission to Stoke Mandeville hospital resulting from an accident.

Well the money has already been put to good use in allowing his wife to spend a week with him at the hospital.



Quotes Taken from Performance Evaluations:

"If he were any more stupid, he'd have to be watered twice a week."

The Mid Anglia MCC
present
for your enjoyment



The January Plonkartound

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

Saturday 23rd January 2010

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

Once again there was a good number of EFA and Eastern Centre riders at the Jack Thomson trial. It's always good to see how others run their events,

Thanks to Peter Eaves I was able to attend the Geriatric Christmas Lunch which was held in conjunction with Bob Drane's Thursday Green Lane Run. Twenty five of us sat down for the meal, not at the Airfield but at the hostelry in Great Saling that is run by the same family as cater at the airfield. It was very nice to see so many friendly faces there especially Dave Bickers who, it would appear, has taken to Bob's ride outs like a duck to water.

Our sister club, the ACTC, once again ran the December trial at Boxford. The results and comments that have reached the wilds of Boreham suggest that was good but tough - perhaps a little tougher than was intended?

Peter Sigournay, Mick Brown and Dick Hobart are in the process of compiling an annual fixture list which,

it is hoped, will include most if not all the events of interest to our members.

Our secretary, Peter Sigournay, was out on his latest creation at Boxford - a C15 engined Bultaco. Does this mean that Peter can't decide whether he is a Pre 65er or a Twin Shocker? Having only seen the machine in a photograph I am unable to comment on its performance but what does spring to mind is that Peter would appear to have not hidden the fact that he has a pair of forks which go up and down more than a couple of inches. I am told that the machine is resplendent in its use of a 'Fire Engine Red' paint job.

Mick Brown is sorely in need of some storage space for his trials paraphernalia, especially that which is used for the Leonard Cheshire Charity Trial. Please take good note of his advert.

Finally, on behalf of the members of the Revolutionary Council may I wish you a Happy, 5 free and prosperous New Year.

Jim



Working together for a safer London

The Rabbit

A man is seeking to join the Metropolitan Police Force Firearms Squad . . .

The Inspector doing the interview says: "Your qualifications all look good, but there is an attitude suitability test that you must take before you can be accepted."

Then, sliding a pistol across the desk, he says: "Take this pistol and go out and shoot six illegal immigrants, six drug dealers, six Muslim terrorists, and a rabbit."

"Why the rabbit?"

"Great attitude," says the Inspector. "When can you start?"



"Did you name it after me,
like you said you would?"



Peter Sigournay at Boxford

photo: Mick Brown

CAR PARKING

On a bitterly cold winters morning a husband and wife in Dublin were listening to the radio.

They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the snowploughs can get through."

So the good wife went out and moved her car.

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snowploughs can get through."

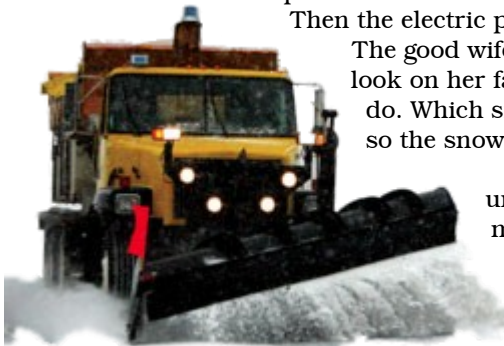
The good wife went out and moved her car again.

The next week they are again having breakfast, when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park...."

Then the electric power went out.

The good wife was very upset, and with a worried look on her face she said, "I don't know what to do. Which side of the street do I need to park on so the snowploughs can get through?"

Then with the love and understanding in his voice that all men who are married to blondes exhibit, the husband replied, "Why don't you just leave the bloody car in the garage this time."



Essex County Fire & Rescue Service

Protecting, Preventing, Responding

Following a recent check of our inventory we have discovered that a quantity of fire engine red paint is missing.

Any details of the above will be treated in strict confidence.



Brussels, January 2010

The European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German, which was the other possibility.

As part of the negotiations, the British Government conceded that English spelling had some room for improvement and has accepted a 5 year phase-in plan that would become known as 'Euro-English'.

In the first year, 's' will replace the soft 'c'. Certainly, this will make the sivil servants jump with joy. The hard 'c' will be dropped in favour of 'k'. This should klear up konfusion, and keyboards kan have one less letter. There will be growing publik enthusiasm in the sekond year when the troublesome 'ph' will be replaced with 'f'. This will make words like fotograf 20% shorter.

In the 3rd year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible.

Governments will enkourage the removal of double letters which have always ben a deterrent to akurate speling.

Also, al wil agre that the horibl mes of the silent 'e' in the languag is disgrasful and it should go away.

By the 4th yer people wil be reseptiv to steps such as replasing 'th' with 'z' and 'w' with 'v'.

During ze fifz yer, ze unesesary 'o' kan be dropd from vords kontaining 'ou' and after ziz fifz yer, ve vil hav a reil sensibl riten styl.

Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza. Ze drem of a united urop vil finali kum tru.

Und efter ze fifz yer, ve vil al be speking German like zey vunted in ze forst plas.

BUMPER STICKERS

Consciousness: That annoying time between naps.



Kevin Davie at Boxford

photo: Mick Brown



Boxford Trial

Sunday 13th December 2009

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
Hard Route													
Pre-Unit 4 Stroke													
28	Mark Fletcher	Royal Enfield 500	20	3325	0	200	0	0	1100	0	0	0	19
66	Trevor Baker	Matchless 410	510	5333	0	2000	5000	0	3000	1000	1000	0	32
Unit 4 Stroke													
58	Trevor Hill	Triumph 250	3533	3333	2003	5100	1301	0	3312	0	100	0	52
52	Colin Sadler	Royal Enfield 250	5335	5555	0	1050	3553	1000	3300	2000	1120	1500	77
42	Chris Canham	BSA 250	55xx	5xxx	2553	3350	551	5332	2323	2000	550	052x	154
33	Bruce Davie	BSA 350	235	5	0	1	5	5	3	5	5	5	Ret
2 stroke													
68	Dave Spurgeon	Greeves 250	2	1223	300	0	1000	0	5300	0	0	0	22
62	Mike Smith	Greeves 250	12	3353	0	2030	5100	0	3003	0	5000	0	39
30	Roger Finch	Sprite 250	315	5335	303	0	3000	0	5110	0	0	0	41
10	Graham Braybrook	BSA 175	365	5553	10	0	3520	0	1310	0	0	0	47
29	Brian Fletcher	Sprite 250	133	5553	5532	5323	5551	1101	2325	0	0	1000	85
1	Ryan Hyde	BSA 175	5555	5555	5555	310	513	1200	2130	1000	5500	1101	96
63	John Beasley	Greeves 250	55	5	5	53	55	15	51	10	1	30	Ret
Twin Shock													
50	Neil Kemp	Fantic 200	3230	5333	0	0	1200	100	3110	1000	0	0	32
40	Ray Humm	Bultaco 250	533	3333	3002	3000	3100	0	2000	0	0	0	37
27	Ian Wheeler	Bultaco 250	5533	5553	103x	0	5100	10	3231	0	0	100	65
59	Gary Eaves	Wassell 125	523	5555	1223	1010	5253	200	5350	0	0	0	70
48	Richard Wreathall	Fantic 212	5555	5535	3500	3355	3233	100	5102	5120	10	0	91
32	Glyn Hill	Bultaco 250	5333	5555	3335	3333	3350	3111	3301	1301	1000	3033	99
20	Terry Thompson	Ossa 250	5555	5	55	5	53	2	35	50	51	0	Ret
39	Trevor Andrews	Yamaha 250	21	55	53	11	55	0	23	3	0	5	Ret

Easy Route

Pre-Unit 4 strokes

16 Kevin Goldsmith	Royal Enfield 350	5555	3555	0	0	3000	0	0	2030	0	3001	50
13 John Daly	AJS 350	5333	3333	1000	3000	5351	5000	5000	0	1000	3000	58
45 Ted Smith	Royal Enfield 350	1555	5555	0	100	1250	0	5010	1021	1000	51	62
56 Tony Woods	Matchless 350	5553	355	55	3023	3501	3020	0	5500	0	2011	77
51 Mike Redford	Royal Enfield 350	5555	5555	5	2	5	5	0	1	2	1	Ret

Unit 4 Strokes

65 John Ruth	Triumph 200	1110	2031	0	0	0	0	5000	5000	1	0	20
22 Alan Robinson	BSA 350	5533	3022	0	0	0	0	0	200	0	0	25
53 Colin Rose	Triumph 200	5332	2333	0	0	2010	0	0	100	0	0	28
19 Paul Gray	Triumph 350	5332	2533	0	0	0	0	0	5000	0	1000	32
4 Phill Smith	BSA 250	5353	3533	30	0	0	0	0	0	300	100	37
15 Kevin Davie	BSA 317	1555	033x	55	10	1310	1	1000	2001	0	1010	55
24 Colin Moss	BSA 250	5335	5555	5000	5000	5052	0	0	1530	0	10	63
46 Julian Smith	Triumph 200	5555	5555	3500	3552	5355	5001	100	5010	0	1510	101
18 Mick Brown	Triumph 200											Ret
55 Paul Flack	BSA 250	5	35				50	55	55	55	53	Ret
67 Roy Bannister	BSA 250	55	53	2	2	5	0	3	5	0	3	Ret

Two Stroke

8 Trevor Andrews	BSA 175	1103	1032	0	0	0	1000	0	0	0	0	12
11 Greg Radley	Greeves 250	1553	1533	0	100	0	0	0	1120	0	0	31
17 Dave Godley	Firefly 250	1533	5533	250	0	0	0	0	0	0	0	35
7 Andy Spreadbridge	Greeves 250	353	3335	0	0	0	0	0	1015	100	5330	44
3 Keith Fitz-John	AJS 250	3555	3555	5252	0	3000	0	0	3150	0	3501	71
12 Albert Dove	Banvil 250	5555	5555	035x	500x	505x	0	0	1510	5000	5000	110
47 Geoff Daw	BSA 175	55	3	0	50	5	50	0	0	0	0	Ret

Rigid

57 Mark Gibb	BSA 600	3555	1355	0	0	3000	0	200	0	0	1113	43
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No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
Twin Shock													
49	Richard Challis	Fantic 156	333	533	0	0	0	0	0	3000	0	1200	26
26	Chris Mace	Honda 200	1512	1233	100	1000	110	0	0	3100	0	0	26
23	Stephen Page	Honda 200	5333	1333	0	2000	0	0	0	0	0	2000	28
41	Martyn Franklyn	Yamaha 175	1335	1355	0	0	5	0	0	0	0	5	36
43	Ian Hill	Beamish 325	333	5535	3000	1000	500	0	20	3210	0	2000	43
2	Keith Backhouse	Honda 200	3553	335	1	1010	2015	0	5000	3100	1	201	48
9	Peter Sigournay	Bultaco Thing 275	1555	3333	355	0	1	0	0	100	200	5111	53
36	Andy Tym	Yamaha 175	3553	3333	550	1000	5503	0	0	500	0	1010	59
61	D. Maggs	Bultaco 325	3355	533	0	0	3555	2010	0	500	0	5101	60
37	Brian Cook	Honda 200	555	5355	3001	0	1500	0	5000	5330	0	5000	64
38	Gary Lynch	Ossa 250	5555	3555	105	1005	5020	1000	0	5220	0	1012	71
34	John Sadler	Yamaha 175	3555	3553	5553	3100	5550	0	0	5300	3000	5001	88
54	Ian Preedy	BSA 275	5xxx	33xx	30	2100	5010	0	5	1000	1020	5555	97
20	Terry Thompson	Ossa 250	5555	5	55	5	53	2	35	50	51	0	Ret
21	Nick Archer	Ossa 250	5		55	0	35	1	0	33	53	33	Ret
25	Paul Baker	Montesa 305	0	3	0	0	5	0	0	1	0	0	Ret
31	Keith Ablitt	Honda 125											Ret
35	Philip Evans	Yamaha 200	3555	555	3505	505	515	5	20	55	11	23	Ret
44	Russell Cook	Yamaha 175	55	55	5	323	535	0	200	35	10	52	Ret
Youth													
6	Elliott Smith	Honda 125	1333	2233	0	0	0	5000	0	2000	0	0	27
5	Josh Smith	BSA 340	3555	5555	300	0	302	0	0	1100	10	2115	58
60	Luke Selfe	Yamaha 175	5555	5555	3550	5150	5525	10	20	5520	1	5101	104
64	Joel Tyson	Fantic 50						5	5	5	5		Ret
Novice Route													
14	Dale Clutterham	Honda 125	1555	355	002x	230x	50	10	3003	1010	5000	3505	88

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More than Expected . . .

The Ossa had been a great success and had taken the wobbly rider way beyond his ability. And it had been truly reliable, except when filled with pond water. Even then a gentle warming of the magneto and a new big end had resolved the situation.

But the rider was fickle and the fashion was changing. The Spanish bikes were being over run by the Japanese and along came a Yamaha. This one had



the benefit of knowing its own way round the Eastern Centre and was not imported from the South Midlands. It had clearly been designed by the same maestro as the Ossa that went before and had a few developments.. The kick start was on the right side and could turn over (if not actually start) the engine

WANTED

Storage Space

Does any member have approximately two square metres of spare floor space? Since we started to run the Charity Trial at Seven Rivers we have enjoyed the facility of a shed where we have stored trials marking equipment & bike jumble stock. Due to operational needs of the home we have had to give this shed up and have temporary insecure storage in the summer house.

We also store a small trailer at the home; this also needs a new home. The equipment is all bagged or boxed and the jumble has all gone. If you can help please give me a call:

Mick Brown on 01206 250462

whilst a gear was selected. This was used to minimise embarrassment every time the rider failed in a section and wanted to get out of the way quickly, that is a lot.

The steering was lighter which was (probably) much better on rocky sections (not tested by this rider) but led to some decidedly unusual lines when trying to cross a sand pit in third gear and was prone to sideswipe the occasional observer. The petrol tank was made of steel and acquired only one dent per season on average whereas t'Ossa had gained several . . .

The chain stayed on the sprockets but the the forks sort of "topped out", kept clattering on the rebound. A bit of fettling sorted that out, maybe the valves and springs were upside down but the bike would not remember. What it would remember was a big round file being taken to its piston! This was to cure a bit of "reed flutter" that the rider could hear. This was because the inlet port was only partly uncovered by the piston on each stroke and not truly progressively. The engine did sound better after that but did not actually perform quite as well.

The gearchange had always been a bit odd and one day whilst digging a groove in the side of a hill the gear lever decided to break off the positive stop boss from the inside of the gearbox. The Japanese technology had to be supported by a bit of half inch rod right through the gearbox, supported by a steel liner on the right and a couple of Whitworth nuts on the left. Well this was before Mig welding had reached East Anglia.

This bike's main achievement was to feature on the front cover of the Eastern Centre Gazette. It appeared to be taking the rider over a huge metal drum; in fact it was sliding backwards down a slippery plank of wood.

I hope you didn't buy this one. If you did I should keep it to yourself.

Uno Hoo



Humphrey Lyttelton was famous for his deadpan delivery of outrageous double entendres on I'm Sorry I Haven't A Clue.

Most featured the erotic escapades of the show's fictitious scorer, Samantha.

Here is one of the funniest - printable - examples:

- Samantha tells me that she has to nip off to a special Welsh Conservative Association dinner for their most senior MP, whose name is said to be almost impossible to pronounce. She's certainly found the longest standing Welsh member a bit of a mouthful.

Jim Mason

an appreciation

I would like to pay tribute to Jim and thank him for being a good friend and sharing his trials riding with me for 28 years.

Jim's first encounter with motorised sport was AutoCross racing at Haverhill during the 1970s.

I first rode with Jim in 1981 at Stoke Ferry (Norfolk). He was a member of the Cambridge Matchless and Braintree clubs as well as the EFA for many years.

A kind and gentle man and known to us close to him as "Daddy Cool" for his calm and collected manner.

He liked to do a deal with his bikes and has owned Bultaco, Yamaha TYs, Fantic, JCM mono, Suzuki, Kawasaki, Sprite and Bantams - all with good results.

He was a long distance lorry driver for many years, travelling the whole country.

He also had other interests in music, wild life, the countryside, walking and caravan holidays with Linda.

Jim mate, you will be sadly missed and our thoughts are with Linda and Jim's family at this sad time.



Jim Shepherd

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***Two silk worms had a race.
They ended up in a tie.***



Jim riding the last section in the Jack Thomson trial at Canada Heights on the day he died
photo: Chris Chapman

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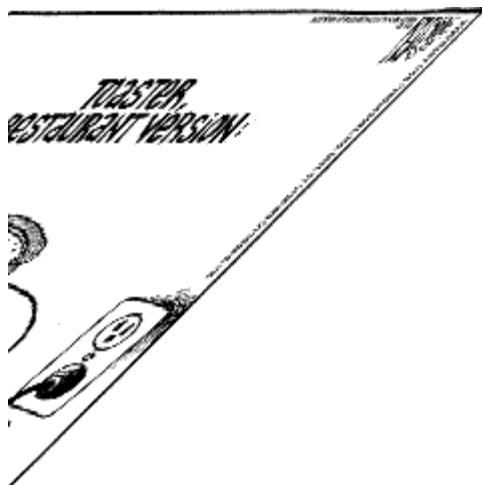
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