

# Editorial

We have just arrived back from a fortnight on the island of Cyprus so I am afraid that this month's issue is a little on the thin side. My thanks, however, to my regular contributors without whom this newsletter would possibly be just a photo-copied sheet!

It takes me several days to produce this newsletter so I am afraid that there are no results included from the trial at Little Bealings. They may well appear in next month's edition of your favourite monthly.

Whilst we were away in sunnier climes, the Snaque Pit trial and Southend's Pre65/70 at Royal Oak took place. From the little that I have heard so far the weather was close to being the winner at both events - takes us back to trials in the 60s and 70s when it seemed that every trial was modified/made harder by the winter weather we had in those days.

The March club night is as always the AGM - I am waiting to see what sort of spread is being laid on as this is the first occasion for the 'new' landlord of 'The Alma'.

We stayed on the outskirts of Limassol in Cyprus and hired a car for the fortnight. Driving in Cyprus, especially Limassol, for those of you who haven't visited the island is, to say the least, interesting. It would appear that any semblance of the Highway Code is only for others. Taxis have a total disregard for red traffic lights which incidentally sequence in the standard British manner rather

than the way they sequence in continental Europe.

Helmets for motorcyclists **MUST** be worn on the arm. After market exhausts **MUST** be fitted to the machine (this would also seem to apply to machines ridden by the Cyprus Police). Full superbike acceleration to be used at all times the brakes are not being applied to their maximum - all this whilst wearing shorts, flip flops and Tee shirt - no helmet, no visor etc. Far more dangerous than ever café bar racing in the 60s was - modern bikes have so much more acceleration, braking, and top speed than Bonneville and Gold Stars.

Come the late evening, out come the boy racers and from what I could see, the idea was to beat the apparently sequenced traffic lights. Obviously you had to have someone to race with! If you didn't beat the traffic light sequence then I guess that the winner was the one who created the longest period of wheelspin.

Very hairy! Seemingly the Police just let this happen.

Coming up in April is the Roger Birch trial at Great Bromley. This is an ENTER BEFORE THE DAY event and hosts a round of the Eastern Centre Pre70 Championship. Those of you who wish to enter the Championship/hard route **MUST** enter on the entry form from the Eastern Centre Gazette or Eastern Centre website.

Best wishes,

*Jim*

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## Quotes Taken from Performance Evaluations:

"Some drink from the fountain of knowledge; he only gargled."

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## *The Match Plonkaround*

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

Saturday 20th March 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](mailto:mikeharden@mypostoffice.co.uk)

## email... to the editor...



Hello Jim,

It seems that the EFA have a girder  
fork class winner for this years Talmag!

Young Mick Brown had a great ride  
to beat me into second place!

Yes I know the comics have got me down as the winner but  
they are wrong.

Whoever totalled up the scores must have had their eyes  
closed because they forgot to give poor old Mick any total at  
the end of the line!

I remember several years ago at an extremely snow bound  
Thumpers, I won the girder class and was credited with the  
win in the results. But in the Classic Motorcycle it was  
announced that Mike Blandford was the winner! If memory  
serves me correctly Mike didn't even compete that day.

Please give Mick brown the credit he deserves in your  
journal. I was runner up on 20 marks with Pixie Briggs on  
22. I think Mick was on 10.

Dave Blanchard



Two Scots, Archie and Jock, are sitting in the pub discussing Jock's forthcoming wedding.

"Och, it's all going magic," says Jock. "I've got everything organised already, the flowers, the church, the cars, the reception, the rings, the minister, even ma stag night."

Archie nods approvingly.

"Hell, I've even bought a kilt to be married in," continues Jock.

"A kilt?" asks Archie. "That's braw, you'll look pure smart in that. What's the tartan?"

"Och," says Jock, "I'd imagine she'll just be in white."

# Eve's side of the story

After three weeks in the Garden of Eden, God came to visit Eve.

"So, how is everything going?" inquired God.

"It is all so beautiful, God," she replied.

"The sunrises and sunsets are breathtaking, the smells, the sights, everything is wonderful, but I have just one problem. It 's these breasts you have given me. The middle one pushes the other two out and I am constantly knocking them with my arms, catching them on branches and snagging them on bushes. They're a real pain."



And Eve went on to tell God that since many other parts of her body came in pairs, such as her limbs, eyes, ears, etc. She felt that having only two breasts might leave her body more "symmetrically balanced".

"That's a fair point," replied God, "But it was my first shot at this, you know. I gave the animals six breasts, so I figured that you needed only half of those, but I see that you are right... I will fix it up right away."

And God reached down, removed the middle breast and tossed it into the bushes.

Three weeks passed and God once again visited Eve in the Garden of Eden.

"Well, Eve, how is My favourite creation?"

"Just fantastic," she replied, "But for one oversight. You see, all the animals are paired off. The ewe has a ram and the cow has her bull. All the animals have a mate except me. I feel so alone..."

God thought for a moment and said, "You know, Eve, you are right. How could I have overlooked this? You do need a mate and I will immediately create a man from a part of you. Let's see....where did I put that useless Tit?"

Now doesn't THAT make more sense than all that crap about the rib?

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## Stan Church MBE

Some of you may know Stan Church who was for many years a member of the Chelmsford club and was well known on the Grass Track scene when his son Robin 'Joe' Church was competing.

Stan, aged 91, has been taking part in conservation work since he was 70 and was awarded the MBE in the New Years Honours List for voluntary service to conservation.



**FOR  
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### **Yorkshire man takes his cat to the vet.**

*Yorkshireman:* "Ayup, lad, I need to talk to thee about me cat."

*Vet:* "Is it a tom?"

*Yorkshireman:* "Nay, I've browt it with us."



# Snaque Pit Trial

## Sunday 14th February 2010

### Provisional Results

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
<b>Hard Route</b>													
<b>Pre Unit</b>													
23	Trevor Baker	4110 Matchless	110	010	322	211	300	100	000	000	000	210	21
4	Graham Braybrook	350 Royal Enfield	110	000	130	111	231	000	000	520	005	122	32
19	Chris Mace	500 Royal Enfield	522	355	533	333	353	00m	000	050	005	231	79
<b>Unit</b>													
32	John Kendall	250 BSA	000	000	100	110	200	000	000	000	100	101	8
40	Gordon Blackburn	350 Triumph	111	300	225	313	333	000	000	330	100	330	38
55	Colin Sadler	248 Royal Enfield	221	150	333	311	331	330	000	310	000	332	45
38	Trevor Hill	250 Triumph	115	005	335	115	325	001	000	010	100	335	54
<b>2 Stroke</b>													
35	Dave Spurgeon	246 Greeves	000	000	513	521	201	000	000	000	000	201	23
34	Mike Smith	250 Greeves	100	000	330	212	232	000	000	000	000	510	25
49	Roger Finch	250 Sprite	111	200	332	311	231	000	000	000	000	310	28
<b>Twin shock</b>													
50	Richard Wreathall	200 Fantic	352	010	353	532	333	000	210	000	501	353	61
24	Gary Eaves	125 Wassell	155	355	555	111	333	100	100	555	555	212	88
56	Gary Marchant	325 Bultaco	112	015	555	355	355	001	000	001	553	mmm	96
<b>Middle Route</b>													
<b>Pre Unit</b>													
27	Alan Farmer	535 Royal Enfield	001	000	111	111	000	100	000	000	000	211	12
51	Tony Woods	350 Matchless	200	310	333	332	550	050	301	200	100	551	56
<b>Unit</b>													
31	Alan Robinson	350 BSA	000	000	111	000	000	000	000	220	000	311	12
16	Phil Smith	250 BSA	011	000	115	100	100	001	000	550	000	353	33
5	Bruce Davie	350 BSA	300	000	522	302	550	000	000	301	000	253	41
47	Colin Rose	199 Triumph	000	000	532	233	050	311	010	310	000	333	42
14	Colin Moss	250 BSA	330	010	321	233	010	00m	030	001	000	533	47
<b>2 Stroke</b>													
53	Brian Fletcher	250 Sprite	000	000	035	001	051	200	100	020	000	011	22
46	Terry Sewell	246 Greeves	500	000	222	001	010	000	000	005	500	110	25
52	Dave Kent	250 Greeves	103	100	333	311	203	100	000	000	020	352	37
37	Ryan Hyde	175 BSA	200	100	533	532	301	500	000	030	000	332	44
43	John Beasley	250 Greeves	001	000	312	322	522	500	000	30m	100	323	50
2	Phil Read	250 Cotton	122	500	353	332	10m	001	203	510	110	332	62
<b>Twin shock</b>													
13	Steve Page	200 Honda	120	000	310	200	100	000	000	000	000	021	13
6	Kevin Davie	250 Yamaha	130	000	553	233	033	100	010	001	000	230	39
1	Paul Baker	305 Montesa	510	200	555	101	022	001	510	000	000	553	49
<b>Youth</b>													
15	Elliott Smith	125 Honda	030	300	353	503	520	021	000	000	100	503	44

## Easy Route

Pre Unit		350 Royal Enfield	222	000	331	012	310	000	100	333	000	533	41
36	Kevin Goldsmith	350 Royal Enfield	1	0	33	10	10	0	05	0	0	5	ret
Unit													
41	Richard Challis	249 BSA	000	000	521	111	000	000	000	000	000	22m	25
54	Chris Canham	250 BSA	000	100	500	000	000	000	050	301	000	555	30
18	Mick Brown	199 Triumph	000	000	202	050	555	000	000	500	500	332	42
2 Stroke													
39	Eddie Hood	175 BSA	200	000	301	010	000	000	000	303	110	335	26
21	Christophe Chapman	250 Wasp	311	100	332	311	550	000	500	300	000	353	48
44	Albert Dove	250 Banvil	3	0	3	3	53	0	5	1	5		ret
Twin Shock													
20	Bob Wreathall	250 Ossa	110	000	000	111	000	000	000	105	002	323	21
7	Paul Kelling	250 Yamaha	310	000	212	110	000	000	100	100	500	221	23
33	Julian Bartrup	200 Honda	000	000	333	000	000	000	000	210	000	525	24
3	Keith Backhouse	200 Honda	500	000	512	002	300	000	000	100	000	133	26
12	Geoff Challis	250 Suzuki	010	000	320	010	100	000	012	005	000	155	27
45	Rob Clarke	247 Montesa	000	010	233	102	500	000	305	210	000	35m	46
28	Dale Clutterham	250 Yamaha	232	000	330	232	301	000	232	000	000	555	46
42	Brian Cook	200 Honda	310	300	52m	100	351	000	500	300	000	535	55
8	Andy Tym	175 Yamaha	300	500	550	101	000	205	035	330	030	555	59
11	Philip Evans	200 Yamaha	333	000	533	511	311	000	555	332	000	555	70
10	John Sadler	175 Yamaha	501	351	335	010	355	000	500	333	335	555	80
17	Chris McKenzie	250 Ossa	553	300	525	503	50	000	555	530	500	335	83
48	David Peperell	156 Fantic	5	0	5	5							ret
30	Andy Colsell	250 Suzuki	1	0	5	1	5	0	3	1	5	3	ret
29	Todd Daly	175 Yamaha					5	100				355	ret
9	Peter Sigournay	250 BBS						0	0				ret
25	Pete Self	250 Suzuki	5	5								3	ret
Youth													
26	Luke Self	175 Yamaha	32	50								3	ret

Despite the damp and cold weather a good day seemed to be had by all in the sticky mud around the Snaque Pit. Sections were laid out that were testing enough to be enjoyable for all with a good spread of entries across all three routes.

Many thanks to all the observers who endured the cold damp weather and to those who set out the sections on the Saturday, without who we wouldn't of had a great days sport.

Chris Canham  
*Secretary of the Meeting*

# More than Expected . . .

The little Honda had given loads of fun but clearly it would not cope with the East Anglian National. With the big climbs of Ballingdon Grove and our now familiar Snake Pit correctly anticipated, something more competitive was required.

To the rescue came a valued sponsor, W.J.Green Chainsaws of Hadleigh, Suffolk who provided a nearly new 250 Ossa.



This was so new it still had the original mudguard stays and the right hand crankcase cover had not been cracked open yet. The bike had just been gently run in by the owner in a few sandy club trials and it still had the pimples on its Pirelli tyres.

It had a big shock in the hands of a more reckless and heavy handed rider. The throttle was well open most of the time and the secret blend of chainsaw oil and super fuel allowed the motor to sing out all over Suffolk. Being nearly

## ***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.



new meant it could pull well too and the big hills were taken in third gear with no problem, projecting the rider into unfamiliar parts of the results sheet. The sponsor, who was present, was said to have taken a sharp intake of breath and closed his eyes at the time and was relieved to get his bike back all in one piece.

In fact he was so keen to get his bike back he took it at the end of the trial, dirt and all, before any further abuse could occur. . .

After that there had to be another Ossa and the next one came with a beautifully nickel plated frame. The original owner had been keen to improve on the looks and durability of the bike but this was not the main advantage. No the main advantage was that the new owner could not muck about with the factory shape of the frame and had to concentrate on riding the thing properly instead . . .

This bike was to serve for a few good years and the frame survived intact. But not the petrol tank which got slightly dented. No matter they said, you can blow that out with compressed air. Holes were bunged up and adaptors were made to connect the petrol tap boss to the big compressor, the foreman being absent. Yes there were straps round the outside of the tank but as the compressor began to strain the tank began to groan and everyone else ran away

After the cap had exploded there was a big rush of air and people began to reappear, including the foreman . . .

We had survived and the dent was now a bulge . . . the next bike would have to have a fibreglass cover over its tank.

*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 she has to nip out now as she's been invited to an exclusive club to meet a group of aristocrats. She's very excited to see where all the big knobs hang out. She says at such a posh function she and the other girls will probably end up trying to speak with plums in their mouths."

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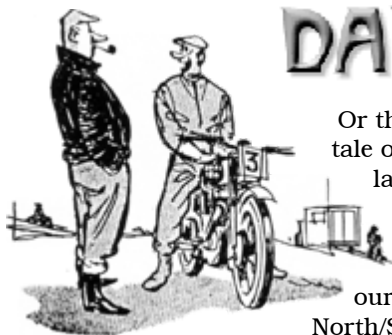
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# DABBERS DIARY

Or this month perhaps it should be entitled 'the tale of the forgotten man!' You may remember that last month I was eagerly awaiting the results from the Talmag. Well, shortly after the last club night the TMX was published and reported that the Girder class was won by our old mate Dave Blanchard. Was it a case of the North/South divide that I had heard of? Or was it a simple wobble by me or the computer? Further investigation has revealed that my score was omitted from the results and I had won with Dave second.

We were well represented on the day. Colin Sadler finished third in the lightweight class with a very quick special test, Roger Higgs, from Rayleigh went clean in the over 300cc rear suspension class but was beaten by Len Hutty with a remarkable special test time, 10 seconds faster than Roger, and fastest time of the day! Chris Collins was third on one and John Kendall fifth losing two marks. Mark Fletcher went clean on the first lap, but in Mark's own words 'I had a bit of a wobble, later on', which resulted in a single five, which demoted him to eighth. A good trial with sensible, non dangerous sections, pity about the wobbles!

Congratulation must go to the organising team at the Snaque Pit, they had to contend with dreadful conditions on Saturday and even worse on Sunday. They must have had to ease and modify the sections at least twice. Parking was a problem, but we all got in and out again eventually. The Trial was sensibly reduced to three laps and seemed to be enjoyed by everybody.

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# Membership Fees for 2010

Membership subscriptions for 2010 are now due - ensure that you pay the subscription to allow you to ride in EFA events and to receive your Trials & Tribs.

Adult	£12.00 per year
Youths	£3.00 per year

## Eastern Centre Gazette:

I have had no figures from the ACU for Gazettes, so at present can only quote £7.50 per year for existing orders.

If this goes up then obviously we shall have to pass the cost on.

If the ACU increase their costs I will inform you of this.

June Kent  
*Membership Secretary*

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Some of you may have noticed that we have introduced a new feature in the regulations for the next event at Wrabness on Sunday 7th March. This has come about because some of the 'Elders' of the 'Revolutionary Council' think that some of the older club members may be encouraged to turn out more often for a days sport and banter if it was less strenuous, hopefully some of the old big bangers will be dusted down and brought again! After all isn't that what the EFA is supposed to be all about?

To this end the AMCA wing of the EFA proposes to experiment at our next two events, firstly at Wrabness, where 'over 65' members can opt to ride one less lap, therefore not having to hurry - more time for refreshment stops and the all important banter. At Bromley Brook, in May, the idea is to have third even easier route suitable for over sixty fives (hopefully on those old big bangers), Girders with any age rider, youth beginners and sidecars. Members will then have all summer to chew these proposals over, please feel free to bend the ear of any committee member you choose! Let's hope we can keep these old dinosaurs going a bit longer, bikes and their riders, a bit like a two wheeled version of Viagra I suppose!

*Dabber*

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## End Thought . . .

Those who jump off a bridge in Paris are in Seine