

Editorial

Well, what can one say. Some Officers of the Eastern Centre ACU have ignored warnings from the club regarding the choice of fixture dates and then at the eleventh hour decide to remove the Roger Birch trial, (*yes, the Roger Birch trial NOT the Robert Birch trial as was published on the Eastern Centre website*) from their Championship rounds for 2010.

This does annoy me rather as many of you will be aware, Tracey and myself put up the trophy for the 'best Pre70' whilst other members of the club and associates of the club put up the class trophies.

I realise that most (if not all) clubs seem to have their 'run in' with the main officers of the centre. This is nothing new - but why, oh why, does the EFA always seem to be the butt of any unfair/unusual actions or decisions by the Eastern Centre? I think I can speak for the majority of the Revolutionary Council in saying that we as a club, and individually, have a very satisfactory understanding with the ACU Headquarter staff and Officers.

You will be aware that we have made overtures to the AMCA in the

past which led to the formation of the Anglia Classic Trials club. Both Tracey and I are seriously considering that the EFA should look towards a full amalgamation with the ACT and go the AMCA path. That would be a shame, especially as I am a believer in all the ACU stands for but the time comes when enough is enough.

The Eastern Centre MUST be aware that to lose the EFA would mean a significant fall in their annual income. The EFA is one of the main contributors to Eastern Centre finances.

Enough of all this gloom. I haven't attended many events over recent years due to my mobility problems but I understand that we are witnessing a competition as to who will 'win' the Po for their activities during

2010. So far we have seen bikes which have fallen off on the way to an event and cars being ditched on entering the event car park! Come on, the year is still young, there must be some more unforeseen accidents.

This year's Po recipient, Brian Farmer, is looking for a rigid B31 - it must be about the lowest seat height of any 'proper' motorcycle.

Best wishes,

Jim

IMPORTANT

Contrary to information published by Officers of the Eastern Centre ACU in the April issue of the Eastern Centre Gazette and on the Eastern Centre Website, the EFA wishes it to be known that the Roger Birch trial **WILL** take place at Gt Bromley on Sunday 18th April 2009.

Sadly, due to errors made by some Officers of the Centre, the Centre has seen fit to remove the Roger Birch trial from their list of Championship rounds.

Quotes Taken from Performance Evaluations:

"If you stand close enough to him, you can hear the ocean."

The Mid Anglia MCC
present
for your enjoyment



Plonkers Trial

Sunday 25th April 2010

Snaque Pit, Belchamp, Nr Sudbury

Start at 11:00 am

Entries accepted on 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

Tip of the month:

Make sure your bike is firmly strapped on to your trailer or bike rack especially if it is a Royal Enfield!

CHARITY TRIAL

Bromley Brook, Great Bromley, (on B1029)

Saturday 15th May @ 3pm

**Leonard
Cheshire
Disability**

The Charity Trial will follow a similar format to last year.

Riders will be invited to get themselves sponsored by friends & family.

You will find the 'Gift Aid' sponsor form in this magazine.

We will not be actively seeking section sponsors this year.

But if you know anybody who would like to sponsor a section, please put them in touch with me, Mick Brown 01206 250462

There will be a refreshment van in attendance.

**All profit from the Trial will be donated to
Leonard Cheshire Disability at Seven Rivers
Please support this event.**

THERE WILL BE THREE ROUTES

Yellow route for Over 65's, Beginners, Girders & Sidecars

White route for Clubman, Improvers & Big Old Bangers

Red route for Experts and those wanting that extra challenge

An EFA & ACTC Production



God's Vacation

God is worn out, so he tells St. Peter: "You know, I need a vacation. Got any suggestions about where I might go?"

St. Peter thinks, and then says: "How about Jupiter? It's nice this time of year."

God says: "No, too much gravity on Jupiter. It hurts my back."

St. Peter says: "OK, how about Mercury?"

God says: "No way! It's way too hot for me on Mercury."

St. Peter exclaims: "I know! How about going to Earth for your vacation?"

God says: "Are you kidding? I went there 2,000 years ago, had an affair with some Jewish girl, and they're still talking about it!"



Steve Daw, who has recently announced his retirement

A true racer through and through, Steve Daw will be talked about for years to come, I always say he was the best thing to happen to grass track since sliced bread!

I was privileged to see him start his career in the Eastern Centre 24 years ago and lost count of how many times I saw him push his bike to the pits, old, second hand frames didn't last long when they were put under the strains of Steve's riding style!

I can remember him riding a week before his wedding and saying that he was under strict instructions not to get injured, but alas, the last race of the day Steve was leading the final by a mile and a half and as he approached a rider to lap him, the rider dropped it, bringing off Steve in the process. Poor Steve had broken his jaw in 4 places and was trying to tell the paramedic that he was getting married in a weeks time, the paramedic was on the ball (most of them are brilliant with injuries) and told Steve to shut up because he had broken his jaw and it was a waste of time him even trying to talk!



After Steve's serious head injury abroad he was determined to ride at Ugley again and I didn't think he would be able to get medical permission to ride in time for an upcoming meeting, he rang me every day for a fortnight to see if it

had been faxed through from ACU HQ, with just a few working days left his prospects of riding looked bleak, but on the Friday afternoon before the Sunday, at 4.00pm, the fax came through and he was over the moon when I rang him to say he could ride.

I was standing near the crowd on the top of the hill for his first race back and as he went flying over the top of the hill and disappeared into the pits bend, his handlebars were almost touching the ground in true Steve Daw style, a load of spectators screamed and stood up from their chairs thinking he had crashed, but by the time they had stood up for a better view he was already halfway up the back straight, the crowd loved him, and people always asked if he was going to ride at Ugley meetings. He always put at least an extra £1,000 on gate takings!

After Steve and Jamie Rogers went into the ropes at Astra when their bikes got locked together Steve gave up racing, Jamie's injuries hit Steve hard, he was really upset, he wasn't bothered about his own injuries, such was the man ! But his love for Grass Track didn't go away and he made another comeback a few years later.

Grass Track will miss Steve, he is a legend in his own time and it is a travesty of justice that his name does not appear on most of the top national title lists, but he will never be forgotten in the sport.

Top riders come and go as always, and as Steve departs the sport we have a young Tim Nobes, who rides with a similar flair and style to replace him, lets hope that young Tim's luck does not accrue an injury list as long as Steve's and that he does manage to get his name on some British and European titles, just as Steve's name should have been.

Jay Sayer



The Pre65 MX Club are organising a 'Fun Trial' at Maylandsea on Saturday 1st May.
The action should start at 3:00 pm.



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 off now as she has a meeting with the builder who gave her the lowest estimate for some work. She says she was pleased to see his tender won, but was startled when it suddenly grew to twice the size."



Trevor Baker Matchless mounted at Chattisham photo: Gary Eaves

FOR SALE

BSA C15T

DIY Kit Form • Repatriated from France
Thought to be original

1951 Matchless 350

In competition trim
Very Tidy

Further details:

Peter Eaves 01245 353297

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.



Right! Listen up you lot! It's getting that time to wheel the toys out after their winter break.

The first event of the year will take place on Saturday 22nd May.

More details to follow in May's T&T.

So get cracking with the Autosol and pencil this date in on your calendar.

By order of The Management



WANTED

BSA B31

Rigid Project

Brian Farmer

01206 862990

BOYS - GET A GRIP!

**The fabulous IRC Trials Tyres
Now Available**

400 x 18 (tubeless)

£65 no VAT

400 x 18 (tube type)

£67 no VAT



Tel: DOUG THEOBALD
07767 794749

IRC

Yorkshire man and the Jeweller

A Yorkshireman's dog dies and as it was a favourite pet he decides to have a gold statue made by a jeweller to remember the dog by.

Yorkshireman: "Can tha mek us a gold statue of yon dog?"

Jeweller: "Do you want it 18 carat?"

Yorkshireman: "No I want it chewin' a bone yer daft bugger!"



Chattisham Trial

Sunday 28th March 2010

Provisional Results

| ** | Name | Machine | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total |
|------------|------------------|---------------------|------|------|------|------|------|------|------|------|------|------|-------|
| Hard Route | | | | | | | | | | | | | |
| Pre Unit | | | | | | | | | | | | | |
| 49 | Trevor Baker | Matchless 410 | 0000 | 2000 | 0000 | 1000 | 0100 | 0000 | 0000 | 0000 | 0000 | 1000 | 5 |
| 37 | Mark Fletcher | Royal Enfield 500 | 1000 | 0000 | 1000 | 0000 | 0000 | 0000 | 0000 | 0000 | 5010 | 0010 | 9 |
| 34 | Colin Sadler | Royal Enfield 248 | 3310 | 1020 | 0010 | 0000 | 1000 | 0000 | 0000 | 0000 | 0000 | 0131 | 17 |
| 14 | Chris Mace | Royal Enfield 500 | 3252 | 2211 | 1020 | 1000 | 3200 | 0000 | 0100 | 0000 | 0500 | 5015 | 44 |
| Unit | | | | | | | | | | | | | |
| 44 | Trevor Hill | Triumph 250 | 5321 | 0000 | 1000 | 0001 | 1102 | 0000 | 1000 | 0000 | 0000 | 0100 | 19 |
| 20 | Alan Robinson | BSA 350 | 2210 | 1000 | 0005 | 0000 | 3010 | 0000 | 0000 | 5000 | 2000 | 1000 | 23 |
| 48 | Gordon Blackburn | Triumph 350 | 1210 | 0111 | 0000 | 0000 | 1510 | 0000 | 1000 | 0000 | 5500 | 5300 | 33 |
| 2 Stroke | | | | | | | | | | | | | |
| 25 | Graham Braybrook | BSA 186 | 0000 | 1000 | 0000 | 0000 | 3000 | 0000 | 0010 | 0010 | 1000 | 0010 | 8 |
| 51 | Mike Smith | Greeves 250 | 0000 | 0000 | 0000 | 0000 | 1520 | 0000 | 0000 | 2000 | 5003 | 0000 | 18 |
| 30 | Roger Finch | Sprite 250 | 3350 | 0000 | 0001 | 5000 | 1100 | 0000 | 0000 | 0000 | 0000 | 0000 | 19 |
| 38 | Brian Fletcher | Sprite 250 | 0000 | 1050 | 0000 | 1010 | 3111 | 1000 | 0000 | 1500 | 5501 | 2203 | 39 |
| 21 | Greg Radley | Greeves Anglian 250 | 2233 | 3211 | 0001 | 0011 | 3553 | 0050 | 2000 | 1003 | 5000 | 5103 | 61 |
| Twin Shock | | | | | | | | | | | | | |
| 45 | Steve Last | Bultaco 250 | 0000 | 1002 | 0000 | 2001 | 3515 | 0000 | 0000 | 0000 | 1000 | 0000 | 21 |
| 3 | Gary Marchant | Yamaha Majesty 250 | 2211 | 0100 | 0000 | 0000 | 2155 | 0000 | 0000 | 0000 | 5000 | 0110 | 27 |
| 52 | Guy Stanley | Bultaco 325 | 5133 | 0225 | 0000 | 0100 | 3010 | 0000 | 0000 | 0000 | 3500 | 0000 | 34 |
| 29 | Glyn Hill | Bultaco 250 | 3303 | 5335 | 0101 | 2110 | 3355 | 0105 | 2152 | 3000 | 5550 | 5330 | 92 |

Easy Route

Pre Unit

| | | | | | | | | | | | | | |
|----|-----------------|-------------------|------|------|------|------|------|------|------|------|------|------|----|
| 35 | Kevin Goldsmith | Royal Enfield 350 | 0000 | 1001 | 0000 | 0101 | 0000 | 0000 | 0000 | 5515 | 1010 | 1000 | 28 |
| 39 | Edward Smith | Royal Enfield 350 | 5223 | 0101 | 0000 | 0000 | 5015 | 0000 | 0531 | 1000 | 1500 | 0000 | 41 |

Unit

| | | | | | | | | | | | | | |
|----|--------------------|-----------------|------|------|------|------|------|------|------|------|------|------|-------------|
| 43 | Colin Rose | Triumph 199 | 0000 | 0000 | 0000 | 0000 | 0013 | 0000 | 0000 | 0100 | 0000 | 1000 | 6 |
| 32 | Christopher Canham | BSA C15 250 | 0010 | 0000 | 0000 | 0000 | 0000 | 0000 | 1000 | 0511 | 0000 | 0000 | 9 |
| 24 | Graham Andrews | Triumph 199 | 0000 | 0000 | 0000 | 0000 | 3110 | 0000 | 1100 | 0000 | 1301 | 1000 | 13 |
| 8 | Colin Moss | BSA 250 | 0000 | 0000 | 0000 | 1000 | 0150 | 0000 | 0000 | 2500 | 0000 | 0100 | 15 |
| 2 | Bill Brooker | Triumph Cub 199 | 101 | 001 | 000 | 100 | 533 | 000 | 100 | 000 | 012 | 232 | 26 (3 Laps) |
| 28 | Mick Brown | Triumph 199 | 1000 | 1100 | 0000 | 0000 | 1105 | 0000 | 0000 | 5150 | 2135 | 0500 | 37 |
| 50 | Doug Maggs | BSA B40 350 | 1 | 2 | 0 | 1 | 5 | 1 | 0 | 5 | | | ret |

2 Stroke

| | | | | | | | | | | | | | |
|----|---------------------|----------------------|------|------|------|------|------|------|------|------|------|------|-----|
| 27 | Trevor Andrews | BSA 175 | 0100 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 1000 | 0000 | 2 |
| 26 | Richard Leggett | Greeves 250 | 0000 | 0000 | 0000 | 0000 | 5500 | 0000 | 0000 | 1000 | 0001 | 1000 | 13 |
| 36 | Ryan Hyde | BSA 175 | 1010 | 0000 | 0000 | 0000 | 5515 | 0000 | 0000 | 0000 | 0000 | 1000 | 19 |
| 23 | Albert Dove | Barvil 250 | 0100 | 0010 | 0000 | 1000 | 5155 | 0000 | 5000 | 0000 | 0020 | 1300 | 30 |
| 42 | Christopher Chapman | Very Yellow Wasp 250 | 0001 | 1000 | 0000 | 0000 | 2135 | 0000 | 0050 | 1500 | 5510 | 3310 | 42 |
| 19 | Philip Evans | James 225 | 5 | 2 | 1 | 1 | 3 | 2 | 5 | 5 | 5 | 5 | ret |

Twin Shock

| | | | | | | | | | | | | | |
|----|-----------------|-----------------------|------|------|------|------|------|------|------|------|------|------|-----|
| 16 | Mark Gibb | Honda TL 125 | 0000 | 0000 | 0000 | 0000 | 0001 | 0000 | 0000 | 0000 | 0000 | 0000 | 1 |
| 7 | Stephen Page | Honda TLR 200 | 0000 | 0100 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 1 |
| 46 | Rob Clarke | Montesa Cota 247 | 1010 | 1000 | 0010 | 0000 | 3010 | 0000 | 0000 | 0000 | 0120 | 11 | 11 |
| 40 | Geoff Challis | Suzuki 250 | 0001 | 0030 | 0000 | 0000 | 0030 | 0000 | 0000 | 5000 | 0001 | 0000 | 13 |
| 1 | Keith Backhouse | Honda TLR 200 | 0101 | 0000 | 0000 | 0000 | 0310 | 0000 | 0000 | 1500 | 0000 | 2100 | 15 |
| 9 | Paul Baker | Montesa Cota 305 | 1000 | 0000 | 0000 | 1100 | 5051 | 0000 | 0000 | 0000 | 0001 | 2100 | 18 |
| 15 | Kevin Davie | Jossaki 250 | 1100 | 2100 | 0000 | 1001 | 3000 | 1000 | 0000 | 5000 | 0000 | 1100 | 18 |
| 6 | Tony Davey | Honda TLR 200 | 0000 | 0000 | 0000 | 0000 | 3133 | 0000 | 0010 | 0215 | 0000 | 0000 | 19 |
| 33 | Dave Field | Yamaha TY 175 | 1005 | 0000 | 0000 | 0000 | 5101 | 0000 | 5000 | 0000 | 0010 | 0000 | 19 |
| 41 | James Shepherd | Yamaha TY 175 | 0001 | 0000 | 0000 | 0000 | 3201 | 0000 | 0000 | 5000 | 5500 | 1100 | 24 |
| 18 | David Parker | Honda 185 | 1011 | 1301 | 0000 | 0000 | 5100 | 1005 | 0000 | 0000 | 0000 | 0120 | 26 |
| 11 | John Sadler | Yamaha TY 175 | 2000 | 0000 | 0000 | 0000 | 3310 | 0000 | 0010 | 2000 | 0511 | 2123 | 27 |
| 10 | Andy Tyn | Yamaha TY 175 | 1111 | 0000 | 0000 | 0000 | 0255 | 0000 | 5000 | 5000 | 0100 | 0100 | 32 |
| 12 | Ian Hill | Beamish Suzuki RL 325 | 1200 | 0000 | 0000 | 1000 | 3352 | 1000 | 5010 | 3000 | 0010 | 2300 | 33 |
| 4 | Martyn Franklin | Bultaco 250 | 5312 | 0100 | 0000 | 0000 | 3503 | 0000 | 3000 | 1105 | 0001 | 0120 | 37 |
| 31 | Dale Clutterham | Yamaha 250 | 2301 | 2110 | 0000 | 0101 | 3323 | 5000 | 0000 | 2555 | 5111 | 1000 | 54 |
| 22 | Ray Gibb | Honda TL 125 | 0000 | 5000 | 0000 | 0000 | 5355 | 0105 | 1000 | 5012 | 5521 | 3135 | 68 |
| 13 | Chris McKenzie | Ossa 250 | 5221 | 3111 | 0000 | 0005 | 3355 | 0500 | 1010 | 5555 | 0520 | 3203 | 79 |
| 47 | Ian Preedy | BSA 275 | 0 | 2 | 0 | 3 | 55 | 0 | 0 | 5 | 0 | 3 | ret |

Twin Shock Youth

| | | | | | | | | | | | | | |
|----|-----------------|---------------|------|------|------|------|------|------|------|------|------|------|-----|
| 17 | Stephen Parker | Honda 200 | 3000 | 3000 | 0000 | 0000 | 5100 | 0000 | 0000 | 1000 | 0000 | 0000 | 13 |
| 5 | Thomas Franklin | Yamaha TY 175 | 5553 | 5555 | 0000 | 2101 | 3503 | 5100 | 5555 | 5555 | 5555 | 5555 | 139 |



Wrabness Trial

Sunday 7th March 2010

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|-------|
| HARD (RED) ROUTE | | | | | | | | | | | |
| Pre Unit | | | | | | | | | | | |
| 19 Mark Fletcher | 0000 | 0000 | 0100 | 0000 | 0000 | 0000 | 0300 | 0000 | 0010 | 0533 | 16 |
| 50 Graham Braybrook | 0000 | 0000 | 0001 | 2000 | 0000 | 0000 | 0000 | 0000 | 5333 | 5533 | 33 |
| 57 Trevor Baker | 2105 | 5000 | 1103 | 1001 | 0000 | 0000 | 0002 | 1010 | 2333 | 3533 | 49 |
| 6 Chris Mace | 1120 | 0525 | 1101 | 1021 | 0100 | 0000 | 0231 | 5210 | 3335 | 3335 | 66 |
| 54 Alan Farmer | 1100 | 5000 | 2123 | 1000 | 0000 | 0000 | 1335 | 3130 | 3335 | 5555 | 68 |
| Unit | | | | | | | | | | | |
| 42 John Kendall | 0100 | 0000 | 0001 | 1000 | 0000 | 0100 | 0000 | 0000 | 3033 | 5333 | 27 |
| 15 Alan Robinson | 1312 | 0000 | 0102 | 0101 | 0000 | 0000 | 1503 | 0100 | 3533 | 5555 | 56 |
| 43 Colin Sadler | 2012 | 0000 | 3101 | 0100 | 0310 | 1001 | 2055 | 3523 | 2253 | 5333 | 68 |
| Two Stroke | | | | | | | | | | | |
| 35 Roger Finch | 0100 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 1000 | 1333 | 5555 | 32 |
| 17 Dave Spurgeon | 5100 | 0000 | 0000 | 5100 | 0000 | 0000 | 0000 | 0000 | 1035 | 5533 | 37 |
| 12 Brian Fletcher | 5001 | 0000 | 0511 | 0001 | 0000 | 0000 | 0001 | 2001 | 0233 | 5533 | 42 |
| 55 John Beasley | 3131 | 0000 | 0520 | 1101 | 2011 | 0001 | 1321 | 2121 | 3553 | 5533 | 68 |
| Twin Shock | | | | | | | | | | | |
| 52 Guy Stanley | 0001 | 0000 | 0110 | 0000 | 0011 | 0000 | 1000 | 0000 | 0013 | 2333 | 21 |
| 7 Glyn Hill | 5533 | 0055 | 2255 | 1023 | 0000 | 0000 | 2213 | 5233 | 3055 | 5553 | 98 |
| EASIER (WHITE) ROUTE | | | | | | | | | | | |
| Pre Unit | | | | | | | | | | | |
| 29 Kevin Goldsmith | 1121 | 1000 | 0000 | 0000 | 0000 | 0000 | 0030 | 1132 | 0535 | 1350 | 38 |
| 26 Ted Smith | 1030 | 0000 | 0000 | 5000 | 0000 | 0020 | 0000 | 1521 | 2513 | 5511 | 43 |
| Unit | | | | | | | | | | | |
| 9 Colin Moss | 1000 | 0000 | 0001 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0353 | 13 |
| 53 Richard Challis | 0011 | 0000 | 0000 | 0000 | 0000 | 0000 | 0100 | 0000 | 0123 | 0031 | 13 |
| 47 Phil Smith | 0501 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0123 | 0003 | 15 |
| 49 Eddie Hood | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0001 | 0000 | 3331 | 1033 | 18 |
| 28 John Ruth | 0021 | 0000 | 0000 | 0000 | 0000 | 0000 | 0001 | 0030 | 0333 | 0233 | 24 |
| 3 Mick Brown | 0130 | 0000 | 5010 | 0000 | 0000 | 0000 | 0000 | 3212 | 3313 | 1333 | 38 |
| 4 Peter Sigournay | 1121 | 0000 | 5000 | 0010 | 0000 | 0000 | 0100 | 0150 | 1313 | 0535 | 39 |
| 33 Roy Bannister | 0152 | 0100 | 1000 | 0000 | 0000 | 1200 | 0000 | 2010 | 5533 | 2132 | 40 |



“Titch” Allen OBE, BEM

The VMCC is saddened to report the death of Club Founder Charles Edmund “Titch” Allen OBE, BEM on Thursday 18th March.

Where ‘Historic Motorcycles are discussed, the Vintage Motor Cycle Club and the name of Charles Edmund ‘Titch’ Allen are sure to be drawn into the conversation. This extraordinary man has been a strong influence on the growth and the development of the ‘old ‘bike’ movement – not only in this country – but also throughout the world.



Born in May 1915 in rural Nottinghamshire, Titch claimed to have been born with oily fingers and that his favourite plaything at the age of two was a hammer. Totally negative experiences with father’s milk float horse sparked off an interest in two-wheeled transport that soon transferred to his first motorcycle when he was twelve years old, a two-stroke ‘Clyno’ in the form of a box of bits.

Despite a grammar school education at Loughborough, he left school at 16 with no real qualifications other than a ‘gift for the written word’ an attribute that has never deserted him – along with his ‘gift for the spoken word’. His ambitious and forceful Mother secured a position for him as a trainee reporter on the local paper.

His experiences and the contacts made during those years included a succession of thoroughly dreadful cars and motorcycles and which lead indirectly to his meeting and marrying Jess in November 1937 and becoming deeply involved with the resurrection of the Loughborough Motor Cycle Club. As did many other motorcyclists, Titch responded to the appeals for dispatch riders in the motorcycling magazines the ‘Blue’un and the ‘Green ‘un and signed up to the “Motor Cyclist’s Army Register” and after many trials and tribulations actually served as a DR concluding the war as a sergeant and with the BEM.

His obsession with motorcycles never left him in these tempestuous times and he claimed that the acquisition of a 1930 Scott in 1942 was the catalyst for the formation of a 'Vintage Motor Cycle Club' –the great stimulus being the series of articles on the adventures of tracking down and acquiring 'old bikes' written by Captain Jim Hall in the magazine "The Motor Cycle". The idea was Jim's but it was the work of Titch and Jess that got the club off the ground with the historic inaugural meeting on the Hog's Back on April 28th 1946. The ideals Titch envisaged were those of a sporting club where sporting, historic motorcycles would be used in competition – an ideal that came to be frustrated.

It was at this time that Titch began his life-long love affair with the Brough Superior marque and when he made a complete career change, moving into the world of motorcycling as a sales representative for Jim Ferriday, the irrepressible owner of the 'Feridax' motorcycle accessories company, which led to all kinds of adventures and experiences –and many opportunities to enlarge and enrich his collection of motorcycles. His involvement with the emerging and developing Vintage Motor Cycle Club was, at times, a tempestuous affair, with numerous confrontations with equally strong-minded individuals at various stages of the Club's development. Titch admitted that his singular devotion to old motorcycles and motorcycling led to the breakdown of his marriage and subsequent separation from Jess.

There was tragedy in the loss of Roger, his eldest son, in a freak road-racing incident in the Isle of Man in 1992 and then to lose Barbara, his eldest daughter, to cancer in 2005. Over the years Titch had lost many close friends and associates through motorcycle related accidents, but to many who were close to him, it seemed as if the death of Roger left a permanent scar from which he never really recovered.

Titch's relationship with his wife was back on friendly terms for the latter period of her life before she succumbed to terminal cancer in 2002.

Recognition of his contribution to Motor Cycle Heritage came in the form of an OBE in 2004. The presentation ceremony took place, most appropriately, at Donington Park - a racing venue he had been associated with for 75 years. Reluctant to give up 'competitive' motorcycling, nevertheless, Titch retired, first from road racing and finally from sidecar racing on 'the grass'. His interest and enthusiasm never dimmed, however and a 'posing' sidecar outfit was prepared for special occasions – of which the most celebrated must have been his appearance in the Past Masters' Parade at the revival of the Festival of 1000 'bikes in 2006 at the age of 91.

Never afraid to voice his opinions on Vintage motorcycles and motorcycling anywhere and at any time, he was frequently controversial both within the Vintage Motor Cycle Club and elsewhere. Sometimes he was proved to be wrong, on other occasions to have been correct. But his dedication could never be questioned. There can have been very few people who have been able to indulge a life-long obsession to the full whilst earning a living and raising a family and leaving behind a remarkable legacy to remember him by."



Chattisham - An Expert takes the wrong route!

Photo: Nik Beavins

Who Wants to be a Millionaire?

Sally, a contestant on Australia's 'Who Wants to be a Millionaire?' had reached the final plateau. If she answered the next question correctly, she would win \$1,000,000. If she answered incorrectly, she would pocket only the \$25,000 milestone money. And as she suspected, the Million Dollar Question was no pushover.

It was, 'Which of the following species of birds does not build its own nest but instead lays its eggs in the nests of other birds?'

Is it: A) The condor; B) The buzzard; C) The cuckoo; D) The vulture:

The woman was on the spot. She did not know the answer. She had used up her 50/50 Lifeline and her Ask the Audience Lifeline. All that remained was her Phone-a-Friend Lifeline.

She hoped she would not have to use it because . . . her friend was, well, a blonde.

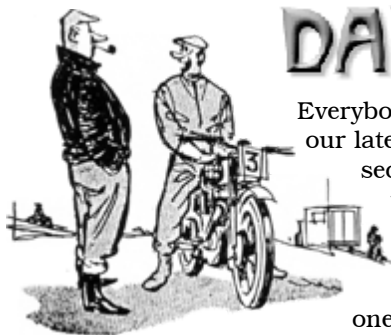
But she had no alternative. She called her friend and gave her the question and the four choices. The blonder responded unhesitatingly: 'That's easy. The answer is C: the cuckoo..'

The contestant had to make a decision and make it fast. She considered employing a reverse strategy and giving any answer except the one that her friend had given her. And considering her friend was a blonde that would seem to be the logical thing to do.

But her friend had responded with such confidence, such certitude, that Sally could not help but be convinced. Crossing her fingers, she said, 'C: The cuckoo.' 'Is that your final answer?' 'Yes, that is my final answer.' 'That answer is absolutely correct! You are now a millionaire!'

Three days later, Sally hosted a party for her family and friends including the blonde who had helped her win the million dollars.

'Jeni, I just do not know how to thank you,' said Sally. 'How did you happen to know the right answer?' 'Oh, come on,' said the blonde 'Everybody knows that cuckoos don't build nests. They live in clocks.' Sally fainted.



DABBERS DIARY

Everybody I have spoken to seemed to have enjoyed our latest trial at Wrabness, even the last two muddy sections which were in prime condition. We had three takers for the three lap option and we will roll out the second experiment at Great Bromley on May 15th. The three lap option was available at Chattisham, but with only one taker. Now the May Bromley Brook Charity

will have three routes, our usual Expert, Gentlemen and a route designed for Over 65's, Girders, large fourstroke rigids, beginners and sidecars. This route will not be designed specifically for sidecars and will provide a competitive ride.

The Charity will again this year be the Leonard Cheshire Disability Seven Rivers Home. Riders will be invited to seek sponsorship on the form included in this magazine and section sponsors will be welcomed, please contact me.

At Sevens Rivers they are hoping to improve the lake side patio area that many of you will remember as the rock sections! They plan to tidy the area up and provide smooth, safe access platforms for fishing or just enjoying the lakeside beauty.

Any funds that we raise will help this major project. This will be the last trial that I will be helping with the organization, so let's make it a good one.

Yep, I am afraid that I shall be moving house some time this year back to the West Country. My wife and her craving for Scrumpy has got the better of her! I thought the Chancellor and his Budget took of the duty paid on Cider would get me a reprieve! But she is sure she will find a local farmer producing a fine drop of cloudy moonshine!

So, I think it is time our Editor started a 'Situation Vacant' column for his job as 'Editor of T&Ts', the much easier job of 'Secretary for the Anglia Classic Trials Club' and the even easier job of compiling the 'Keeping Tracks' fixture list. I am sure he will be snowed under with applicants!

Now I am sorry to have ended on a sour note, you will probably have read elsewhere in the magazine that the EFA have once again been torpedoed by the Eastern Centre Board or part of it! There appeared to be no consultation at board level and certainly no consultation with the EFA over the Roger Birch Trial and its inclusion in the Pre70 Championship. For my part in this fiasco, I had to contact the permit secretary in early February for date confirmation, the date of April 18th, was confirmed and I could then contact the landowner for permission to use the land. Despite this confirmation we find ourself in this unfortunate position, due entirely to the lack of planning, communication and consultation by the Eastern Centre Board. Remember this is not the first time this sort of thing has happened; surely it is time that some members of our governing body give up their posts. One thing that should happen is that the EFA receive a full apology, but the revolutionary council should not hold their breath!

Dabber

Sayings . . .

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalogue: - 'No good in a bed, but fine against a wall.'

- Eleanor Roosevelt



The above cartoon was drawn by the late Jack Mortlake who was for many years the Southern Centre Gazette editor and brilliant cartoonist. The cover of the gazette often had examples of his work and he was also a great fan of that famous sporting holiday in the Highlands, the Scottish Six Days. Here is an example of his many comic depictions of the Scottish.

This sort of sporting behaviour, still prevails today, and was witnessed by a couple of us last year in the Pre65 Scottish. We were spectating at a section called 'Garb Bheinn' or as it is known by us Sassenachs, 'Garbage Bin', when two West Country lads were inspecting the section and also carrying out a bit of 'landscaping'. They were spotted by the observer, who I was told is a very regular observer in Scotland of many years standing. He told them in no uncertain terms to replace the rockery exactly as they had found it and he would not allow another rider into the section until this was done to his satisfaction. The observer in this cartoon bears an uncanny resemblance to last year's official!

We often witness this sort of landscaping in this centre as well, but remember, riders what the rule book says "Failure. h) A rider or person having an interest in a rider's performance, who in any way alters the severity of a section without the authority of an official"

So next time you kick that rock, brick, log or tree stump out of your way and you are spotted, don't be surprised if you get a five!

End Thought . . .

A man's home is his castle, in a manor of speaking.