

# Editorial

Well the time is fast approaching when the Job Vacancies advertised on page 3 must be filled OR your Club will be without a magazine and the 'sister' AMCA club. Mick is moving and I understand him to have a property or properties in mind whilst I shall be finishing my term as editor after I complete the 200th edition which looks as if it will be the Christmas edition.

The August edition of T&T needs to be 'put to bed' by the 15th of this month whilst it looks as if you will have to forego the October edition as I will not be able to work on it or deliver it to the October clubnite.

Not long to go now before its time for the Arbuthnot down in the Salisbury area. The club has a reputation to keep up, we are 'serial' team award winners. Mick Brown would love to hear from you if you have an appropriate machine and intend to ride.

We have just returned from a week in Spain. We, that is Tracey, drove us down and back via the Autoroute A75 and it is very impressive. Millau viaduct - well worth a visit. The A75 is also worth travelling if you are driving to Spain - the countryside of the South Eastern Massif Centrale (France) is really superb.

Whilst in Roses we were surprised by the number of tourists on Gold Wings. Don't think they were part of a club and several were towing trailers

and/or had a dog strapped into a doggy-bag on the tank.

The summer continues with one of Mike Harden's Plonkarounds taking place at Raydon on Saturday 17th July. There you are, no excuses for not getting the machine in trim for the coming trials season - it will soon be with us.

A most unusual Tims Tour this month but it looks as if it could be very enjoyable. See pages 10 and 11.

Mark Wilson has provided a report on his and Garry's 'attempt' at the Lands End Trial. This is an event which is definitely NOT designed for normal riders - it's a real hard man's event. Included in one of the photos is Joe Stollery, our friend from Woodbridge. To see what it's all about just Google 'youtube exeter trial'.

Clive Dopson has contributed an article on his and Matthew's visit to the Highlands with some photographs courtesy of Jack Knoops. Clive's piece will probably be split over three issues of T&T.

Now a question for all the 'long coats' out there in EFA land. The question is into what class should a 70/71 Greeves Pathfinder be entered? I will be very interested to hear your comments or even better your comments ready to be included in a future T&T.

See page 2 for details of the forthcoming Southend Trials to be held at Poles Wood, Kelvedon Hatch.

Best wishes,

*Jim*



Holiday Complaint received by Thomas Cook

"I think it should be explained in the brochure that the local store does not sell proper biscuits like custard creams or ginger nuts."

The Mid Anglia MCC  
present  
for your enjoyment



## *The July Plonkaround*

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

Saturday 17th July 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)

*Before anyone asks -  
No, it wasn't ME!!!*

WHICH led to him pleading guilty to the ... 1000s, he found it difficult.

## Mobility scooter road block

A MOBILITY scooter rider caused chaos as he rode along the A12.

The man, aged in his 80s and from the Chelmsford area, caused a four-mile tailback on Thursday.

Police were called to the south-bound carriageway shortly before 11am after numerous 999 calls from drivers concerned about the safety

of the scooter rider, travelling slowly in the inside lane.

Officers formed a rolling road-block around the scooter to safeguard the pensioner until he could be escorted off the road at the Danbury turn-off.

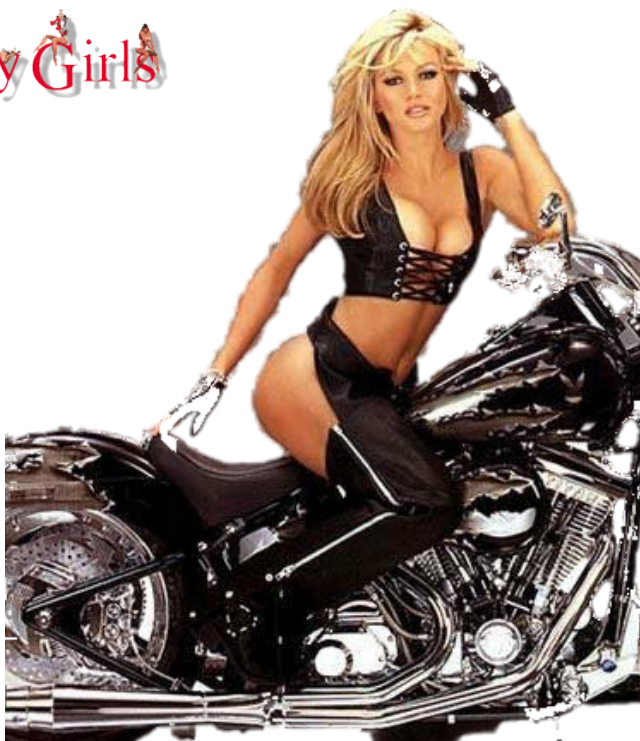
An elderly man has been reported for careless driving.



The Southend Club are running two Saturday evening events at Poles Wood, Kelvedon Hatch, Nr Brentwood starting at 5pm. The dates are:

24th July and 21st August

The club is also running their Grass Track for Vintage and modern bikes at Purleigh Barns Farm Latchingdon CM3 6NS on Sunday 8th August with racing starting at 12 o'clock



## Job Opportunities

All enquiries should be addressed to the  
Revolutionary Council.

### **Editor**

The current editor will be retiring from the post at the end of 2010 having published approx 200 issues.(18 years tenure)

### **Secretary**

The Anglia Classic Trials Club is requiring a Secretary as Mick Brown is about to move house to the Wessex area.

The Eastern Fourstroke Association is an equal opportunity employer

# Far More than Expected . . .

What was this sharing the shed? No wide handlebars or knobbly tyres, and the wheels were well, small, to say the least.

The problem had occurred on a holiday trip to Italy. In the small streets of Sorrento there would be a pip pip followed by a put put as whole families made their way to the harbour on little scooters. Man, wife, child and dog was the normal quota for each machine. And at school closing time vast hordes of teenagers would emerge en bloc and zoom away on these brightly coloured devices. The clincher was when a young lady parked her Gilera nearby and lifted the saddle. There was a cavern under there, into which disappeared helmet, gloves and jacket!

On reaching home enquiries were made at the local friendly dealer and being completely overwhelmed at the variety and the then reasonable price of these things a deal was quickly reached. The dealers wife smiled too. A learner friendly 125 would probably have been adequate but just to make sure the thing would keep up with the traffic a few extra quid resulted in a 180 being specified.

And did it keep up with the traffic? Er, Yes is the answer. After "careful" running in the bike ventured out on the A12 along the Dedham by pass. Normally seated the thing would show 75 mph on the speedo and then there was a choice. . . . .

Either kneel on the footboards and have the nose of the seat pushing in your back or lie prone on the saddle using the rear footrests.

Both methods would result in more speed. Unfortunately this could not be registered as the speedo ran out at 80 mph and the bi-focals could not cope anyway. Having been frightened enough, more sedate mileage was contemplated and the little bike began commuting through the town on a regular basis.

Even here it was not safe. At traffic lights Transit van drivers would sneer out of their windows and make disparaging remarks about mucking mopeds getting in their way. Those helmets do interfere with the hearing a bit. Of course the bike would respond by clearing off into the distance at the first hint of green and leaving their air ducts full of haze. This thing had about 20 brake horse power, which doesn't sound huge to you guys, but because of the



variable gearing it seemed always to be fully available. It was fully available one day when a BMW sports car drew up alongside and started revving its engine unfairly. While the car driver was still dealing with his wheelspin the Gilera was off up the road. Each time the car got close the driver had to change gear and the car would fall back again. This continued all the way to the first corner and when the scooter shut off the Z4 came by at such ferocious speed it looked very out of shape round the corner and struggled to get back on course. The scooter did an about turn and went home a different way.

It was a mistake to go through the housing estate, past the high school and the chip shop. Every time a group of young girls heard the scooter approaching they would turn, look, smile and wobble all over the pavements. The scooter would wobble a bit too and wish for a younger rider without the grey hair and glasses.

All in all the little bike covered 7000 miles in seven years, not a lot, but it provided loads of fun and memories that still raise a smile. Definitely well worth having. Perhaps the next one will be a four stroke.

*Uno Hoo*

## **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**



**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:**

**"After tasting the meat pies, Samantha said she liked Mr Dewhurst's beef in ale; although she preferred his tongue in cider"**

## Sayings . . .

The secret of a good sermon is to have a good beginning and a good ending;  
and to have the two as close together as possible.

- George Burns

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## New Cube

Oxo are introducing a new white Oxo cube with a red cross in support of the England team. It's called the Laughing Stock.

Apparently England are changing the 3 lions on the shirt to 3 tampons. A spokesman for the FA said this is to represent the worst period they have ever had.

All future England matches have been moved to the Gay Adult Channel. Apparently the sight of 11 arseholes getting hammered for 90 minutes was far too explicit for ITV

So an angry fan managed to get into the England changing room after last night's game. Apparently Robert Green tried to grab the man but missed.

The England team went to visit an orphanage in South Africa this morning - "it is so good to put a smile on the faces of people with no hope, constant struggling and facing the impossible" said Sipho Umboto aged 6.

All these Rob Green jokes are getting out of hand. In fact, they're crossing the line.

I'm going to be bold here, and suggest we play Heskey at left back . . . . .  
. . . . . left back at Heathrow Airport!!!!

South Africans have always been known for being a bit arrogant, but this World Cup is the worst case of blowing your own trumpet I've ever seen.

World Cup 2010: Fan in England team dressing room, . . . ? Poor f444 couldn't even afford an air conditioner.

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## Braintree & DMCC Summer Trial Dates 2010

Saturday 10th July    Beazley End  
Saturday 7th August    Snaque Pit

All Classes  
All Classes

start 5pm  
start 5pm



# LANDS END TRIAL - ATTEMPT FIVE



The January 2010 Exeter Trial was cancelled due to extreme weather.

The cancellation meant the Yamaha was prepared well in advance, and had been stuck in the shed ready since October 2009.

Good Friday is not the best day to travel nearly 300 miles to compete in a trial, but the journey down was not too bad. We left Braintree at about 9:30am, and arrived at Plusha Services, near Launceston, at around 5:00pm. Here we enjoyed the pleasure of Subway dining! Actually it is quite good and reasonably priced.

The remaining hour or so was spent putting on layers of clothing to combat the weather ahead through the trial.

Last minute checks; tyre pressures etc. made sure nothing was loose or misaligned.

I had to sign on three different forms, Garry, being just a passenger, only one.



18:44pm, 2nd April we start the Eighty eighth running of the LET.

The first part of the event is a 100 mile defined route to Bridgewater.

On route to Bridgewater there was a new test for this year's event – a regularity test – a quarter mile muddy winding lane, timed to be as close to one minute as possible. We were 4.4 seconds too slow. It was not part of the event proper, but might be in the future.

At Bridgewater there is another machine check and the chance to savour the fine cuisine of Bridgewater Rugby Club. Although not the best breakfast I have ever eaten it was to be the best food of the event.

After 350 cold and tiring miles we arrived at Blue Hills. At this point we were still clean, a point not mentioned by myself or Garry. BH1 is a simple muddy start followed by a steep climbing exit made from slate – blocks set in concrete (by the Club which owns the section) – always wet, even when the weather is dry!! This year very wet but we cleaned without too much difficulty.



BH2 is a steep cliff path just wide enough for a car. The surface is loose enough to warrant "Warning Flying Rocks" signs on the hill. This is lined with spectators. We reached the restart box at the top without too much difficulty, and a cheer from the large crowd. We were then confronted by a section reminiscent of something to be found in Essex. The Clerk of the Course had modified the section with a tipper load of mud.

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## **AMAZINGLY SIMPLE HOME REMEDIES**

Avoid cutting yourself when slicing vegetables by getting someone else to hold the vegetables while you chop.



At this point after 350 miles this was not expected. To add to our surprise the section marshal was shouting that something had fallen off the outfit. Not what we wanted to hear at this point.

After a few moments contemplating the unexpected appearance of the last section of the trial we attacked the muddy slope with maximum effort, to disappointingly grind to a halt a few yards from the finish marker, accompanied by a collective groan from the crowd. This, our only failure, had demoted us, disappointingly, from gold to a silver award.



After a few minutes watching subsequent competitors we departed for Crossroads Lodge Hotel to sign off, suitably refreshed with a pint of beer and a roast pork roll from the outside hog-roast. We then departed on our 300 mile drive back to Essex, where we arrived safely driven by Mr. Dave Clark at around 10:00pm.

*Mark Wilson*

### ***Please Note:***

**The closing date by which all articles and adverts to be included in the next (AUGUST) issue of Trials & Tribulations should reach the editorial office is 15th July.**

**Any material received after that date MAY not be included - sorry.**

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.



The next 'Tour' will take place on Saturday 17th July and will leave the 'Alma' at approx. 2:30pm.

We will have a ride out with a stop before arriving at Peldon. The reason for going to Peldon is that we have been invited by Chris Kearney to attend the wedding festivities of Vicki and Bradley - please see a copy of their flyer on the opposite page.

It has been requested that we take part on classic bikes where possible and include a donation for Vicki and Bradley's wedding fund.

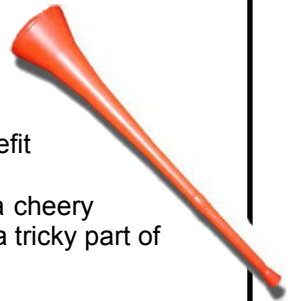
See you there!

By Order of the Management

Following our resounding success at this year's World Cup in South Africa the Musical Vuvuzela Corporation® of Soweto are offering their instruments for sale to supporters of other sports.

Motorcycle Observed Trials would appear likely to benefit from the introduction of Vuvuzelas.

We believe that your favourite rider would appreciate a cheery blast from one of our vuvuzelas when he is attempting a tricky part of the section.



Customers who bought a Vuvuzela from us also bought:



replica Usain Bolt running shoes



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Aqua Balls  
Burger Van  
Ice Cream  
Magician  
Disco

Steam Gallopers  
Chair O Planes  
Steam Engines  
Bouncy Castle  
Candy Floss  
Doughnuts  
Live Music  
Hog Roast  
Beer Tent  
Striker



Vicki and Bradley

Are getting married on July 17th 2010

At Lodge Cottage, Peldon

And are having a fair to celebrate, to which you are invited.

Fun kicks off at 4pm and goes on til late

Please wear casual clothes and sensible shoes

Overnight camping available with a BBQ breakfast

Attractions to suit all ages, Fun for kids young and old

No wedding list, but, cash/cheques greatly  
accepted towards our honeymoon

We'd love to see you all for lots of fun

RSVP Chris Kearney, Lodge Cottage, Lodge Lane,

Peldon, Colchester, Essex CO5 7PZ

Call 01206 735475 for more info

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The EFA have been invited to ride in the Woodbridge Clubs evening trials this summer.

These trials will be aimed primarily at beginners, novice and fun riders, but are open to all solo machine riders and youth and will be suitable for classic and modern bikes.

The remaining trial dates are:

Saturday 24th July

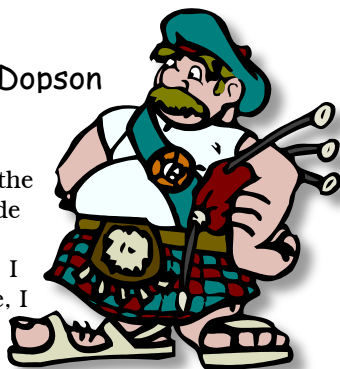
Saturday 21st August

Both events will be held at Blaxhall Moto-X circuit, starting at 4-30 pm.  
Entry will be on the day and cost £8.00 for adults and £6.00 for under 16's.

# Pre 65 Scottish 2010

Part 1

by Clive Dopson



Preparing the Norton for Scotland this year was very simple, the only concern was an intermittent misfire. At the Talmag Trial the misfire cost a three so I fitted a new slide before the traditional shake-down event at Blaxhall on Good Friday, but here a similar misfire cost a quick five. I did not believe it was a magneto problem but just in case, I got a spare BTH magneto serviced and took it. I decided to fit the Dunlop rear used only in the 2008 event, it still had a good edge and Dunlop tyres, although no longer available, are the best on a rigid with regard to punctures in Scotland. The only other job was to get the footrest brackets blasted, check them for cracks and to make some small welding modifications to strengthen them. I had recently fitted some new fork springs, which I had made to my own design, hopefully they would work well.

The journey north on the Thursday was uneventful. As in 2009, Matthew and I were in the hire van, when we saw Brian Neale and Roy Ayres at Scotch Corner, who were travelling in Brian's van to observe both the Pre'65 two day trial and the six day trial.

Friday morning started dry and after breakfast we travelled back to Kinlochleven and, as usual, parked on the site of the demolished aluminium works. After some fettling of the bikes, we went for our traditional cup of tea in the café across the road from the start. Matthew started about twenty five minutes ahead of me, as, unexpectedly, we had been given numbers apart but at least on the same loop. The scrutineering for my bike seemed very casual despite comments about increasing the attention, but perhaps the Norton looks standard. Matthew planned to hang around for a while, but I suspected we would not be able to finish together, as generally I aim to finish only about ten minutes inside the six hour time allowance. In the queue I talked to Paul Heys who won the trial in 2009, he seemed a nice lad and was looking forward to a good ride.

I set off to Loch Eilde Burn via the bridge behind the aluminium works. The first section was quite tricky and I should have done better than a three, another three on the second section, which I normally clean was even worse. The normal route has always been to go up Loch Eilde Path, but as last year we went to Mam Brec via the old village hall. Quite a few riders, including Matthew, went up Loch Eilde Path by mistake and had a difficult ride back down. Another three at Mam Brec was annoying as I just could not seem to get settled on the bike. After this section I followed Arthur Browning on his unusual Jawa to the Mamore Lodge road. Riding up the tarmac road to the hotel and onto the Land Rover track the Norton twice jumped out of fourth gear, I hoped this was not going to become a problem.



When I arrived at Leacann Na Faire most of the earlier numbers, including Matthew, still seemed to be waiting for the slime to get worn off the slabs as the section started from just off the track, as first used in 2009. After a while the section seemed to settle down and Matthew went through and cleaned all four sub-sections, I seemed to lose a lot of time in the queue and eventually got through for a three and two dabs, now feeling a bit more comfortable on the bike. We regained the track for a while and then dropped off the other side to make our way via the narrow bridge to Meall Na Cruaidhe.

Everyone knows when we turn left after the bridge the narrow track starts in about a hundred meters, so Peter Mitchell was keen to keep in front of me but misjudged a ditch across which we normally ride on a sheet of

steel acting as a bridge. He missed the bridge, dropped his front wheel into the ditch and flew over the handlebars, this highlighted the problem to me, I stopped but he seemed alright to get his BSA out on his own. Later I learnt from Matthew that Derek Brooks had had a similar crash and when Matthew got to him he was still dazed from knocking himself out.

The ride to Meall Na Cruaidhe is one of the most difficult of the event, and now the track is only used for one sub section, in the past this has been a total of six. The second sub-section in a tight stream was not too bad, but the same section had normally split into two sub-sections, before we got to Coire Na Cruaidhe. Somewhere here when kick-starting the engine I broke the decompressor cable, so for a while it was going to be difficult to start or I should park on a slope. Last year the water here was very deep but this year it was not too bad and I had a slack three on the first of the two sub-sections. Together with two of the most senior competitors in the event, George Greenland and Joe Howells, I set off for the long but enjoyable ride down underneath the face of Blackwater dam before joining the track near the graveyard.



Clive Dopson - Pipeline - Friday

Photo: Jack Knoops

I stopped on the track to ensure I had not missed a group of sections before arriving at a new group, Choire Odhair, just off the track on the left. Brian and Roy were observing here and they were the most un-Pre 65 new sections I have seen in Scotland for a long time. The four sub-sections consisted mainly of large slippery slabs where any rider error or bike problem was likely to end up with rider and machine being in a big pile at the bottom of the slabs. After thinking about it for a while I decided to give them a really good attempt, the problem with the low ground clearance of a rigid was that instead of being able to gently ride over the summit of each slab I would have to lift and carry the Norton front wheel onto the next. After some advice from and banter with two guys making the video of the trial I attacked the group and managed to get four cleans despite getting knocked off-line in the last sub-section. These type of sections are intimidating for the lesser or older riders/machines but generally do not trouble at all the potential first class award winners.

I arrived at Pipeline after the Norton appeared to cut out twice so I made a mental note to change the spark plug. Matthew was still walking the section when I arrived. The crowd on Friday at Pipeline is generally the biggest of the event so there are lots of people to talk to. The line appeared to be quite smooth but the normal red step was

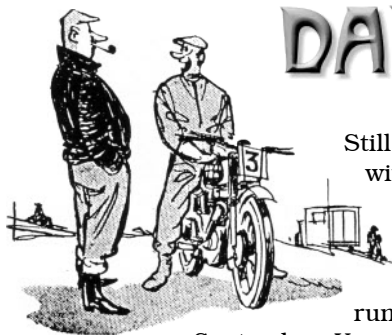
approached left to right so a slight left turn was required immediately after the step. Matthew and I agreed he should keep moving to ensure he was in time and then he had a very tidy double clean in second gear on the Ariel. Many of the Triumph Cubs were going well in second gear and I joked with someone that I doubted that a Cub had ever attacked Pipeline in second gear before 1965, perhaps another sign of progress. New spark plug fitted I took my turn, the first sub-section is always tricky on a rigid, but my approach to the step just into the second was quite steady, up the step I turned left but got off line, too close to the left-hand edge so had to foot hard to get a three, before the bruising drop back down through the trees.



James Newstead - Pipeline - Friday

Photo: Jack Knoops

*to be continued*



# DABBERS DIARY

Still here! Yes I am afraid you will have to put up with me for a bit longer.

This month I have a couple of request's, plea's or desperate calls for help!

Firstly, we are desperately short of runners for this year's Arbuthnot Trial in September. You will remember that an EFA based team has won the team award every year since 2004, but for the last two years we have had to draft in friend of the EFA Dave Blanchard from South of the Thames. This year, however, Dave and his son have formed a team from that side of the river, competition at last may be? If you fancy a weekend in the wonderful Dorset/Wiltshire border country and you have a suitable machine then I urge you to consider entering. There are classes for almost any pre65 British motorcycle running on trials or road tyres, it's on Sunday September 12th and you can take in the Netley Marsh Jumble on the Friday or Saturday as well!

Secondly, there seems to be no interest in anybody taking on the two vacant posts that I am involved in! The job of compiling the 'Keeping Track' fixture list is the least important task, it's very simple to do and from comments I have heard I think it serves a useful purpose. It should also be useful for the new magazine editor, another vacant post!

The other job that I do for you members of the EFA is to manage the AMCA wing of the club. You should remember that the Anglia Classic Trials Club was set up after a direct request from the revolutionary council. This was following the uncooperative behaviour of the Eastern Centre board, and remember this behaviour is continuing. Not only is the EFA dissatisfied with the board, I have heard rumours from within and outside of the centre that one club intends to leave altogether!

So, you see it is important that the ACTC continues, it's not a difficult job, the AMCA are very easy to get on with and you have no petty local officials to deal with. All the main job entails is:-

1. Pay the annual £50 club affiliation fee to the AMCA.
2. Apply for the Trial permits (four a year currently)
3. Complete documentation and send to AMCA with fee after each event.

That's it! You don't have to get involved with running the events if you don't want to! And you can ride!

For any more information on any of the above, please give me a bell,  
Mick Brown 01206 250462.

Good! That's got that off my chest, just sit back now and wait for the calls!  
What have you been up to lately? Anything exciting? Yes! Well let Jim know!

**WANTED**

**Yamaha** XT225 Trail Bike or similar

Please contact Tim Bradshaw

Phone: 078060 516898 (business hours)

01206 735520 (evenings/weekends)

**CASH WAITING**

It was the last wish of the Icelandic economy that its ashes be spread over Europe .

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Remember, it doesn't have to be bike related, I can't wait to read El P's report on his longboat rapid shooting escapades on the inland waterways!

Personally, apart from house hunting in various parts of Dorset, Wiltshire and Somerset I have taken the opportunity to take in a couple of trials, both of which I would recommend to you for next year.

The first one was a two day British Bike trial run by the Somerton Classic Club at the village of Priddy, just a couple of miles from the top of Cheddar Gorge and high on the Mendip Hills. A great event at a great venue with simple camping available on site, more sophisticated camping was available nearby plus plenty of B&Bs. It was here that I spotted a familiar machine, it was Albert Dove's rigid BSA, remember, the one with the green tank. It had left Essex to reside in Kent and now has a new owner in Devon who is very pleased with it and may ride it in the Talmag.

On the way home I took in the Sunbeam club's Dick Little British Bike Trial at Bagshot, another well run event with sections suitable for all classes.

Well that's it folks! Hurry up with those job application, they are worth doing!

Join the Few who keep your sport running the way **YOU** like it!

*Dabber*

**PS**

If you fancy something different, visit Seven Rivers, Great Bromley on Saturday 24th July, 1pm, for their 'GRAND SUMMER FETE', see you there!

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**End Thought . . .**

Practice safe eating - always use condiments.