

Editorial

Sorry if you were expecting more up to date information in this issue of Trials & Tribs but 'er indoors and myself have just returned from a visit to the South of France - a boat ride from Chalon sur Saone to Martigues on the Mediterranean. No, unlike El P we didn't have to work the locks ourselves!

Haven't heard if any volunteers have come forward to take over the ACT secretaryship or to be the Editor of this magazine. I will once again make you aware that I shall be finishing my stewardship of Trials & Tribs come the end of the year whilst Mick Brown has set eyes on a new residence well outside our area of interest.

I hear from Mike Harden that there will NOT be a Plonkaround practise session at Raydon this month due to holiday and other commitments. Back to normal in September I believe.

This is prior warning that I shall not be producing an issue of Trials & Tribs in October as we will be otherwise occupied for the last two weeks of September and the first week of October and I understand that the Kent household will be unavailable for the October club night. No doubt there will be more details available next month.

Included with this issue are the regs and entry form for the Braintree Long Distance trial.

I am unsure about:

- 1) the availability of 'ACU one day Road Traffic Act insurance.
- 2) the closing date for entries.
- 3) what takes place on the Saturday which relates directly to the event.

Perhaps a phone call or email to the Secretary of the Meeting is called for.

I feel that the Braintree club should be congratulated for putting on this event and I hope that it is successful. Sadly they have not chosen what might be called an ideal date for the event which could well see a lower number of entries.

Received a report from Tim Bradshaw regarding the latest Tims Tour which was held in conjunction with the Kearney family weeding. I, as well as Tim, am disappointed with the turnout for this special event. Was there any good reason for this?

Last month I raised a query regarding the eligibility of Greeves Pathfinders in 'Pre 65' events. I had one response, from Roy Bannister, who feels that the present cut-off date of 31st December '69 i.e. Pre 70 should be held to. Does this mean that the remainder of the EFA membership have no worries about British machines post 31st December '69 with some European components competing in our events. This probably means that current Hindian Henfields would be welcomed with open arms.

Best wishes,

Jim



Holiday Complaint received by Thomas Cook

"It's lazy of the local shopkeepers to close in the afternoons. I often needed to buy things during 'siesta' time - this should be banned."

The Mid Anglia MCC
present
for your enjoyment



Plonkaround

There will NOT be a Plonkaround
during August due to holidays and prior commitments.
See next month's T&T with regard to a September date.

For further information contact:
Mike Harden 01473 310537
email: mikeharden@mypostoffice.co.uk

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 date is:

Saturday 21st August

The event 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.

A woman walks into the kitchen to find her husband
stalking around with a fly swatter.

"What are you doing?" she asks.

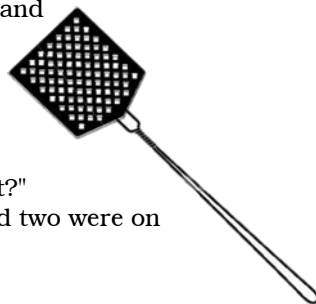
"Hunting flies," he responds.

"Oh, killing any?" she asks.

"Yep, three males and two females," he replies.

Intrigued, she asks: "How can you tell them apart?"

"Easy," he replies: "Three were on a beer can, and two were on
the phone."



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

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, Far More than Expected . . .

Suddenly there was an Arrow. Not from nowhere and not a purchase but a long longed for guest ride.

This was a very special special, not only did it come with years of development but with free fuel, free insurance and with transport provided too.

The drawback was having to spend the night in the pub with the owner on the night before the trial, which would have been an absolute pleasure if we had not been the only two blokes sharing a table in the dining room set out for Valentine couples. Food was rapidly consumed so we could get back in the bar.



With only a short trip to the trial the Arrow was soon fired up. And what a beautiful sound the bike made. It was impossible to leave it burbling happily on a steady tickover, that throttle just had to be blipped so the sound could be enjoyed. That alone put a smile on the face of all the riders around the bike throughout the day.

It was smooth and powerful. In the lightweight James frame it would take off like a rocket in first, second or third gear. At the special test the observer was amazed at the rapid take off and would also have been amazed at the time taken too had the unaccustomed rider not tried to change up for a rapid exit. What actually happened was a rather undignified unintended change down

followed by a desperate scramble to remain on the bike at all, leave alone vertical and feet up . . .

The terrain was soft and claggy with loose bits of stone dotted about and also just under the surface waiting to catch out the unwary. Yes it was in the Cotswolds. On the long climbs the motor would sing out and race up the hills, the wheelgrip was surprisingly good and unexpected from the twin cylinder two stroke and gave no problem all day. Of course the sections were cunningly planned to have a twist in the tail and where the rider struggled was where there was a turn at the top of a hill to be followed by another short climb. If the engine revs were dropped the power would fall away completely and so resort had to be made to slipping the clutch on more than one occasion. This was only OK if the owner was waiting his turn at the bottom of the hill, but sometimes he went ahead to park up and watch, probably just to enjoy the sound of his own bike on full chat. That's the owner on full chat not just the bike . . .

With the low centre of gravity and James steering the nadgery sections were no problem but there was a surprise on the downhill bits. No engine braking, none whatsoever and more than once the little bike seemed to be going faster and faster completely unintended towards the end of the section, that is if it could be kept in the section... Yes, I know, nip the clutch and use the brakes but this was the first time on the bike.

On one particularly long slimy descent, after a long and slimy but clean climb there was trouble and the bike was getting away. One jab of the rear brake was enough to stall the motor and spoil what had looked to be a very lucky good ride. With the owner looking on and groaning to himself about the imminent failure the kickstart was popped out and prodded. The motor turned over and restarted easily to save the day. No fiddling with the clutch or gearbox, remember just a prod may be all you need.

A very different trials bike, this puts the fun factor right back into the riders hands. Many thanks are due for a day to be treasured.

If you have one of these or you are putting one together there's only one word . . Please!

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 has to go now as she's off to meet her Italian gentleman friend who's taking her out for an ice-cream. She says she likes to spend the evening licking the nuts off a large Neapolitan"

Dick Little Trial 2010

On Sunday 20th June the 'Sunbeam Motorcycle Club' ran their very popular British Bike and Twinshock event at the Bagshot Heath 'South' venue. This also incorporated a round of the South Eastern Centre Pre 67 sidecar championship.



Mike Holloway and Bernard Rodemark

Over 70 riders had entered on the day but inevitably there were a smattering of non starters, so maybe the weather was just too continental for some? Glowing sunny weather with dry going would be extremely kind to trials riders, but more importantly the continental conditions are welcomed by observers and officials.

Once the hard worked British engines had reached optimum working temperature tall trees would provide just enough shade to cool them down again. Hard worked perspiring riders also gained some welcome respite here. Incidentally the route planning between the sections was really great, with a few more miles ridden than is usual with this type of trial. Sections and marking were also very good so well done to the COCs.

Two trials riders I hadn't seen for a while were Joan Westbrook and sibling Mike Holloway. Both taking well earned time off from officiating and ground maintenance and riding the trial on the blue route. Joan actually beat brother Mike on the day, so well done that lady.

The showdown between the charioteers ended with Paul Fishlock (Ariel) and Peter Dale (Triumph) both on clean score cards at the end of the trial. No wonder they are contesting the Pre 67 Championship rounds!

Girder fork yellow route rider Mick Brown from Colchester was the only other competitor to maintain a squeaky clean sheet. His steed for the day was a Triumph Tiger 70 250cc. Nice ride Mick.



Mick Brown - 250 Triumph

The blue route encompassed unit and pre unit 4 strokes. A big banger AJS took the honours here with Big John Mantle working the controls and only losing 13 marks. Thirteen is lucky for some it would seem?

Four stroke rigid rider on the blue route was smiling Bernard Rodemark. He piloted his BSA C11 (yes a C11), around the excellent sections for just 19

AMAZINGLY SIMPLE HOME REMEDIES

Avoid arguments with the females about lifting the toilet seat by using the sink.



marks frittered away. This gave him the victory in his class. He deserves it because back in the sixties teenagers wouldn't be seen dead on such grey porridge! You are a hero!

How pleasing it was to see a humble James winning the pre 65 two-stroke class on the blue route. Its master John Dudley from Eltham made sure it finished the day with no more than 7 marks lost beneath his feet. Great ride John.

Twinshock blue route rider Richard Sulley all the way from the West country, must be some sort of a Sudoku expert! Why? Because he rode a two-stroke Fantic 212 and when you add the 212 digits together it makes 5 and that's exactly what he lost in 39 sections! Spooky don't you think?

Staying with the two-stroke theme but moving on up to the highest severity white route we had the well known and historic (in more ways than one) Peter Gaunt losing 25 marks on a 185 BSA. What no Enfield? I wonder if he ever rode a C11 back in the sixties??

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.

Four stroke white route man of the moment was Steve Mannering on one of them long suffering Tiger cubs. The poor old Cub has been used for just about every motorcycle sport ever invented! Even more so across the pond because our American cousins were expert at wringing every ounce of power from that poor little cylinder. Still, Steve obviously treats his bike like a true lady and it rewarded him by only losing 10 marks.

Final win of the day on the white route went to Ian Peberdy riding a Yamaha Whitehawk 200. His bike was obviously suited to the sections and so was Ian because he had a great score of only 6 marks lost!

Many others had good rides on the day although not winning their respective classes.

Rob Fleet was doing well until a lost but vital swinging arm nut put paid to his day. At least he got to try out his new longer rear suspension units before retiring.

Dennis Fleet was enjoying himself on a Seeley Honda. This reminds me of an 'Evening With Colin Seeley' that I went to some time back. One of the questions put to him was. "How do you get the swinging arm out of a Seeley Trials bike"? After the uproar died down Colin said " With great difficulty, next question"! Perhaps Dennis knows?

It had been a great Trial with a classic style programme and professional organisation throughout. Well done Sunbeam Club!

Dave Blanchard

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Tim's Tour - Saturday 17th July

Once again the Barbeque summer continued when our latest event took place.

There was also disappointment for those who enjoyed this tour as only five parties took part, these being Roger and Diane, Chris and Mollie Stokes, Glyn Hill and Linda, yours truly, and Greg onboard the three wheeled guided missile.

Leaving the Alma we went through the charming village of Messing and then Kelvedon, Rivenhall End, Little Braxted, Great Totham and spent our 'comfort' stop at Heybridge Basin. Where it came to pass that Mollie had lived there as a girl and young adult. She provided a very interesting account of days gone by and could recall the last of the horse drawn barges which later became self propelled as they made their way along the canal with various cargos to the then industrial Chelmsford.

After our break, Chris pointed out Heybridge Basin Parish Church which had been a nissan hut originating from the First World War and is still in daily use.



Continuing we rode through Goldhanger, Tolleshunt D'Arcy, and Little Wigborough where we turned off and went over Abberton Reservoir, where you could see the earthworks of the expansion which is taking place for the next two years.

After this through Layer-de-la-Haye (what an impressive name for a village!) then the village of Abberton and reached our destination of The Kearney's at Peldon.

What a spectacle to welcome us! Vintage Fairground commercial vehicles, a steam Galloper, a roundabout, a coconut shy and steam engines which included the Higgins family with their road roller.

On our arrival we were asked to display the bikes which proved to be a popular attraction in spite of our small presence.

We then enjoyed the pleasure of making use of the rides and the other attractions available. We were offered an excellent barbeque.

All in all, a unique occasion which we were privileged to be part of.

Thanks to the generosity of the Kearney family. Thank you all!

The Management

Watch this space - hopefully another tour in September - ideas from anyone most welcome.

Passing down their handguns . . .

Why Italian Fathers and Grandfathers pass their handguns down through the family . . .

An old Italian Mafia Don is dying.

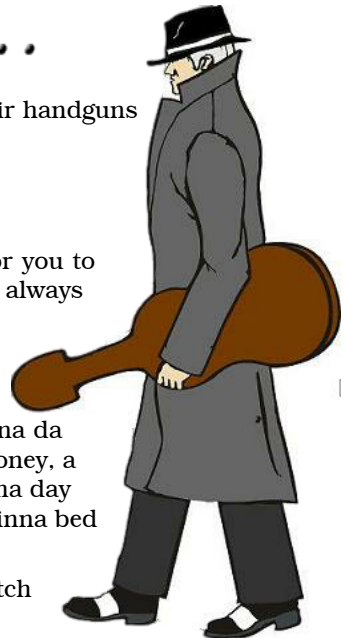
He calls his grandson to his bedside.

"Grandson, I wanna you lissina me. I wanna for you to taka my chrome plated .38 revolver so you will always remember me."

"But grandpa, I really don't like guns. How about you leave me your Rolex watch instead?"

"You lissina me. Somma day you gonna be runna da business, you gonna have a beautiful wife, lotsa money, a big home and maybe a couple of bambinos . Somma day you gonna coma home and maybe finda your wife inna bed with another man. "

"Whatta you gonna do then... pointa to your watch and say, Times Up???"



How to BBQ for your family . . .

BBQ RULES :

We are now well into the BBQ season. Therefore it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity.

When a man volunteers to do the BBQ the following chain of events are put into motion:

Routine...

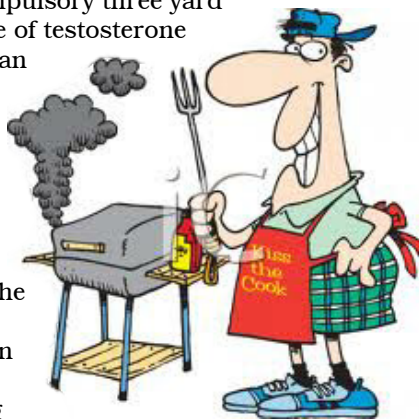
- (1) The woman buys the food.
- (2) The woman makes the salad, prepares the vegetables, and makes dessert.
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand.
- (4) The woman remains outside the compulsory three yard exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

Here comes the important part:

- (5) THE MAN PLACES THE MEAT ON THE GRILL.

More routine...

- (6) The woman goes inside to organize the plates and cutlery.
- (7) The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat.



Important again:

- (8) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

More routine...

- (9) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- (10) After eating, the woman clears the table and does the dishes.

And most important of all:

- (11) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.
- (12) The man asks the woman how she enjoyed her night off and, upon seeing her annoyed reaction, concludes that there's just no pleasing some women!

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Pre 65 Scottish 2010

Part 2

by Clive Dopson



Aluminium Works did not look too bad, having reverted to the original lower sections. After a quick inspection I got to within a bikes length of the finish of the second sub-section for a dab before a big crash and my first five of the day. The crash also ripped the number plate from the rear mudguard, so for the benefit of the local constabulary I put the number plate in my rucksack.

When I got to the van Matthew had already left and I had decided, besides refuelling the bike and myself, I would fit a new de-compressor cable inner. Time was not critical but I was worried about getting stuck with a stalled engine on the run across to Pollock Hill, the fitting went quite well apart from not getting the rubber isolators exactly right causing the fuel tank to vibrate slightly on the road to Cnoc A Linhe. The first two subs were straightforward before the last double sub-section which I think took me for a two and a three. By this time two of my friends from the South Eastern Centre, Len Hutty and Mark Watmore had caught up with me; after Len's brake pedal fell off he decided to return to the car park to repair it as he had plenty of time in hand.

I struggled across to Pollock Hill, this is a really nasty single sub-section which would be on my list of spectators' favourite sections. After inspection together with Davy Morewood and Chris Milner I let Davy go in front of me for an excellent clean. My attempt was not fast enough at the bottom, being concerned about punctures, and ended with another five. Pollock Hill took a two from Matthew and I think also Len Hutty, throughout the day it remains one of the trickiest sections. I lost one three at the



Mark Kemp - Pipeline - Friday

Photo: Jack Knoops

three sub-sections at Coire Sgoilte before rejoining the road to ride to Caolasnacuan. This section was more difficult than usual and I was reasonably pleased with a two, even if the second dab was right on the ends card.

At Camas Na Muic I had a soft five just on the ends cards of the first sub-section before I got to the spectators, perhaps tiredness was setting in. The part of the stream with the steps, which originally was two sub-sections, was marked as a single sub-section including exiting the stream on to the bank, even if the course markers appeared to have concreted the rocks in place to improve the exit. Determined to finish the day on a high I held on when the Norton stepped out of line at the top of the first step and got a clean which received some applause. Rucksack back on for the last time I rode back to the car-park to sign off with about fifteen minutes to spare. In the car-park I met Tommy Sandham who had kindly offered to give a copy of his new book "The Pre65 Scottish (1984-2009)" for previously assisting him with information and photographs.

Matthew was at the van so we loaded up before heading to the filling station at North Ballahulish to wash the bikes.

The results showed that Matthew was on four marks which put him equal seventeenth, to show how competitive it was, I was on 50 marks which disappointingly put me 10 marks behind Mark Watmore who was best rigid. I removed and refitted the fuel tank to sort out the vibration and generally checked over the Norton.

to be continued



Matthew Neale - Pipeline - Friday

Photo: Jack Knoops



Braintree & DMCC Summer Trial Dates 2010

Saturday 7th August

Snaque Pit

All Classes

start 5pm

Iceland goes bankrupt, then it manages to set itself on fire.
This has insurance scam written all over it.

Sayings . . .

Be careful about reading health books. You may die of a misprint.
- Mark Twain

BEFORE MARRIAGE

John - Ah....At last. I can hardly wait!
Jane - Do you want me to leave?
John - NO! Don't even think about it.
Jane - Do you love me?
John - Of course! Always have and always will!
Jane - Have you ever cheated on me?
John - NO! Why are you even asking?
Jane - Will you kiss me?
John - Every chance I get!
Jane - Will you hit me?
John - Hell no! Are you crazy?!
Jane - Can I trust you?
John - Yes
Jane - Darling!



AFTER MARRIAGE



Read from the bottom back to the top

End Thought . . .

Shotgun wedding: A case of wife or death.