

# Editorial

I start my editorial this month with the good news that Kevin Davie has agreed to undertake the ATC Secretary duties thus allowing Mick Brown to go back to cider country. I am sure we all wish Kevin well in this undertaking.

Last week I received an email forwarded by Mick Brown in which Mike Jackson announced the death of Pam Venables, widow of the late great Ralph. There are many of us who have had the pleasure of knowing her through our attendance at National trials and of course the Greybeards which Ralph and Pam organised for many years.

We have gained a secretary for the ATC but we still have no volunteers for editor of this illustrious publication. Time is running out. I will not be continuing with the editorship after the December issue but this does not mean that I will be vanishing from the scene but will be willing to help and advise (if asked) my replacement.

There will be no October issue of Trials & Tribs so don't get upset at clubnite or phone June saying "where's me mag?" All being well all will be back to normal for the November issue.

I was pleased to read the report in the August EC Gazette by Clive Dopson of the Twin Shock IC team trial. I have never ridden in the Lake District and I believe trials in that part of the world to be very much on the hard side for us southerners.

You will find a set of regs for the forthcoming Wrabness trial in this issue of T&T. Please read Dabbers 'bit' at the back of the magazine because the AMCA have amended their rules regarding youths and helmets.

I have been informed that the Wivenhoe trial has been postponed due to the amount of work that will be needed to clear the sections. Rest assured, I have it on good authority that the event is postponed and NOT cancelled. It will be nice to visit Brian's orchard and nature reserve once again.

Thumpers time is fast approaching! This year the secretarial duties have been taken over by Karen Mace so there will be a different face at signing on. Tracey has, we believe, furnished Karen with all the relevant paperwork and bits and pieces so this year please deal with Karen for your entries etc.

Nice to see that Kelvedon Hatch is back to being used as a venue once again. I know that there are varying views about the place but there are now very few venues in this part of the centre.

You will notice that Mike Harden has arranged two Plonkarounds, the dates being 18th September and 16th October respectively.

All being well we will be back to normal for the November issue.

Best wishes,

*Jim*



## Holiday Complaint received by Thomas Cook

"On my holiday to Goa in India , I was disgusted to find that almost every restaurant served curry. I don't like spicy food at all."

The Mid Anglia MCC  
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## *Plonkatounds*

Raydon Pit, Wades Lane, Raydon, Suffolk (Grid Ref TM043389)  
Saturdays 18th September & 16th October 2010

Gates will be open at noon.

Trials practise for:

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For further information contact:

Mike Harden 01473 310537

email: [mikeharden@mypostoffice.co.uk](mailto:mikeharden@mypostoffice.co.uk)



## 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)

The Eastern Fourstroke Association is an equal opportunity employer

## FOR SALE

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## Bacon Tree

Two Mexicans are stuck in the desert after crossing into the United States, wandering aimlessly and starving. They are about to just lie down and wait for death, when all of a sudden Luis says.....

"Hey Pepe, do you smell what I smell. Ees bacon, I theenk."

"Si, Luis, eet sure smells like bacon. "

With renewed hope they struggle up the next sand dune, and there, in the distance, is a tree loaded with bacon.

There's raw bacon, there's fried bacon, back bacon, double smoked bacon, every imaginable kind of cured pork.

"Pepe, Pepe, we ees saved. Ees a bacon tree."

"Luis, maybe ees a meerage? We ees in the desert don't forget."

"Pepe, since when deed you ever hear of a meerage that smell like bacon . . . ees no meerage, ees a bacon tree."

And with that, Luis staggers towards the tree. He gets to within 5 metres, Pepe crawling close behind, when suddenly a machine gun opens up, and Luis drops like a wet sock. Mortally wounded, he warns Pepe with his dying breath,

"Pepe . . . go back man, you was right, ees not a bacon tree!"

"Luis, Luis mi amigo . . . what ees it? "

"Pepe.. ees not a bacon tree. Ees  
Ees a ham bush!



# Far, Far More than Expected . . .

It had been raining for weeks now and the gravel pit that was always sticky had been turned into a quagmire.

Having seen the conditions the little Cub was a bit reluctant to come off the trailer but once started it gamely got stuck into things and drew the rider deeper and deeper into the ponds.. As the day went on and the rider got tired so did the little bike. And it began to complain. The motor was hot from dragging the increasingly corpulent rider up the claggy climbs and the exhaust pipe became blue almost to the silencer. The clutch became sticky and smelly from all the abuse and the wheels would hardly go round.

Clearly for these conditions what was needed was a more powerful machine.

And there it was, right by the finish line, untarnished by the day, untried but eager for a new home. So eager in fact that a deal was quickly struck and the bike found its way to its new home before the rider could remove his muddy gear and get home himself, or even think to change his mind!

Not with a good reputation then as a trials machine but known to have been the most powerful "lightweight" of its time it was a Royal Enfield Crusader.



It came with an ominously large box of spares including lots of gearbox parts trawled from jumbles all over the South of England. From these the builder had created a good trials box with a low first and second gear. But there were many further combinations available in the Albion box with Clipper, Crusader, Sports and four speed Villiers bits all possible.. Like the old Jawa box that had gone before, the middle cluster could be put in either way round.

So one day at the Talmag, when second gear seemed a bit high, the rider should have been aware... First gear suited all the sections and the lap was almost completed before the rider changed "up" into the new low third gear which turned out to be the not so new low second and almost discharged himself into the spectators.. Not for the first time if you remember the account

of the Scottish escapade. Never mind, the new gear did suit the special test and aided by the riders inexplicable attempt at right foot braking at a crucial moment the bike achieved second fastest time of the day..

The bike came with a magic home made ignition system which worked without a battery but needed lots of wires and bits of aluminium under the seat. It also utilised a seven pound Lucas alternator and contacts that had to be critically set, running on a cam without discernible lift... Well it wasn't scrapped but it went onto a mates Tiger Cub where it served happily for another seven years, about 150 miles I think. The whole lot was replaced by a new gizmo which weighs about two pounds 50 though it cost a bit more than that and hasn't been touched since the day it was fitted.... so far.

The forks, Oh yes the forks. These provided plenty of further amusement. The bendy Redditch stanchions were replaced by some nice shiny ninety quid Hitchcock parts, "Much stronger" the salesman said.

As you all know its those intermittent faults that are the hardest to find.

After seven years of examining every component of the motorcycle, what remains elusive is the extremely well hidden but effective, not truly random, invisible intermittent tree magnet. This seems to be programmed to attract only the larger most resilient trees and is particularly attracted to those standing in water or lying at a low angle to the ground.

This device first came to light in the depths of Tunstall forest, just after those expensive forks had been fitted.. The slippery camber took the bike off line at about twenty knots and it slithered inexplicably towards the only tree in the clearing. Having scrubbed off all but five knots or so, the rider thought it better to compress the forks than to take the blow on the shoulder and steered into the tree... The forks will take it, he thought... Wrong.

This necessitated a visit to Bob the Breaker, pay attention, no more ninety quid items, these stanchions are about a quarter of an inch thick if measured in millimetres and come from a secret location where the forks are stronger



because the people get up earlier in the morning. Cheaper too. The parts, silly, not the people.

Next time the magnet activated itself was at an urgent Snaque Pit event where a tree was lying alongside the section. As the footrest, and riders foot, went beneath the diminishing space under the tree the left footrest was ripped right off the bikes frame.. The rider was not best pleased until he had time to reflect on what could have happened to his foot had the footrest not sheared off!! The footrests are now hung from brackets secured to the frame by shear bolts.

It was at the Alma that more thought was given to those gear ratios. Our resident expert special builder was exhibiting his home workshop fabricated special gears. Amazing. The core of one gear pinion fitted inside the teeth of another pinion I think, to make a special ratio... Out came that box of bits again. The low third had still been a bit too high for sections and had to be replaced.. The angle grinder came out from under the bench where it had been hiding since the flangeless alloy rims episode and a high, actually road standard, third gear pinion was separated from a standard second gear pinion mounted on the same bobbin. Boring isn't it. This was repeated until two bobbins had been sacrificed to make one special one. What was the outcome?

A low first gear, a low second gear, a standard second gear in place of third gear and a big gap to fourth gear. No trail gear then...

It was at Wrabness that the new low low third gear had to be tested. There was this magnificent long muddy slot just demanding a fast approach. After a long delay pretending to get the new gear selected, the rider was really just pumping his adrenalin up to maximum... The engine revs were raised to ninety decibels and the missile was launched at full pelt into the morass. What had not been spotted was the fallen tree, large, lying alongside the section and about two and a half feet above the ground. Just at the kink in the section the



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magnet kicked in and the bike dived under the tree depositing the rider over the handlebars and left him draped over the tree like a sack of spuds. The fork stanchions did not bend but the top yoke did crack. The detuned and winded rider did recover to complete the trial but at a steady measured pace and without further use of that dangerous third gear!

What more can be said. This bike is now clearly more capable than the rider and could go anywhere with the right man on board, well up there with the Ossas and Montesas that have gone before.

In over forty years of trials, what has been important, has been all the fun and the friendship, the moderate successes and the magnificent failures all fondly remembered. Thankyou to all of you who make it possible.

Whatever could be next ?

*Uno Hoo*

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## ***The Zen of Sarcasm:***

- (1) Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me either. Just pretty much leave me alone.
- (2) It's always darkest before dawn. So if you're going to steal your neighbor's newspaper, that's the time to do it.
- (3) Don't be irreplaceable. If you can't be replaced, you can't be promoted.
- (4) Always remember that you're unique. Just like everyone else.
- (5) Never test the depth of the water with both feet.
- (6) If you think nobody cares if you're alive, try missing a couple of car payments.
- (7) Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.
- (8) If at first you don't succeed, skydiving is probably not for you..
- (9) Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.
- (10) If you lend someone \$20 and never see that person again, it was probably a wise investment.
- (11) If you tell the truth, you don't have to remember anything.
- (12) Some days you're the bug; some days you're the windshield.
- (13) Everyone seems normal until you get to know them.
- (14) The quickest way to double your money is to fold it in half and put it back in your pocket.
- (15) A closed mouth gathers no foot.
- (16) There are two theories to arguing with women. Neither one works.
- (17) Generally speaking, you aren't learning much when your lips are moving.
- (18) Experience is something you don't get until just after you need it.
- (19) Never miss a good chance to shut up.
- (20) Never, under any circumstances, take a sleeping pill and a laxative on the same night.



# Bulliver's Travels

## Tim's Tour ~ Saturday 17th July

If only you could be in two places at once - we'd have loved to join the tour in July but had already committed to go to the Weeting Steam & Country Fair that weekend.

We arrived at lunchtime on the Friday to be greeted by a rather hostile lady from security who advised us that the show had already started and all vehicles should have been in place by 9.30am. We were ordered to pull into the side behind another van so we could be escorted to our place on the site by their security pick-up (hazard lights flashing of course)

Smiling faces greeted us when we arrived in our corner and we all had a good laugh about the Gestapo on the gate. Bikes were unloaded and an interesting display of machinery began to line up. Friday evening we made our way to the Fish n' Chip stall for supper and then into the beer tent to be entertained (rather rudely) by Dr. Busker and his Dorset Rats (brilliant)

Saturday was our first run round in the farmyard arena and was lucky(?) enough to be chauffeured round in Geoff Daw's rather superior Enfield Chariot. Chairman Ted did a good job as Commentator/Interviewer and the bikes were either replaced on the stand or kept running for a jaunt round the rough little bit of ground which served as a trials section. Saturday evening we were again treated to a delicious BBQ courtesy of the organisers and then we wandered off to sample the delights of the fairground. Several of us clambered onto the

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dodgems and chased round crashing into as many others as we could. Chairman Ted missed the first round of mayhem but as soon as everyone realised he was going to have a go there was a mad scramble to go round again! No Dr. Busker tonight but another band doing a variety of cover songs (the more beer you drank the better they sounded . . . . )

Bacon butties got us into gear on Sunday for another jaunt around the arena. Obviously I wasn't up to scratch on Saturday as I was replaced on Sunday by a younger model. Never mind, maybe Geoff has seen the light and it'll be the end of those blasted Bantams !

We did have a first this year as we jumped on the tractor and trailer which ferries people around the site and sat on there for a lap and a half until we spied the ice cream van (sign of things to come)

All too soon the weekend was over and we were packing up to come home. Thanks to Noddy and family for all their hard work in keeping up the tradition started by dear old Chris Bater.

Wallace & Gromit

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## Smart arse

Two businessmen were sitting down for a break in their soon-to-be new store. As yet, the store wasn't ready, with only a few shelves set up.

One said to the other, "I bet any minute now some OAP is going to walk by, put his face to the window, and ask what we're selling."

No sooner were the words out of his mouth when, sure enough, a curious OAP walked to the window, had a peek, and in a soft voice asked, "What are you sellin' here?"

One of the men replied sarcastically, "We're selling arse-holes."

Without skipping a beat, the old timer said, "Must be doing well... only two left."

### ***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.



### **Tim's Tour - Saturday 18th September**

We are bringing the curtain down for the 2010 season on Saturday 18th September.

We will be meeting at Chairman Ted's "plaice", 372 Ipswich Road, Colchester for our departure at approx. 2:30pm.

The Management (by Order Of)

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## **Definitely NON PC !**

In a pub quiz the other day I lost by one point. The question was "where do women mostly have curly hair"? Apparently, it's Africa .

One of the other questions was to name two things commonly found in cells. It appears that Scousers and Pikeys is not the correct answer .

I've heard that Apple have scrapped their plans for the new children's iPod after realising that "iTouch Kids" is not a good product name.

George Clooney is to star in a new film about Gary Glitter, called "Oh, She's Eleven."

My wife told me I was no longer romantic so I booked a table for the two of us on Valentine's Night. Problem was she's rubbish at snooker

There's a new Muslim clothing shop opened in Colchester but I've been banned from it after asking to look at some bomber jackets

You can say lots of bad things about paedophiles but at least they drive slowly past schools

A biker goes to the doctor with hearing problems. "Can you describe the symptoms to me?" asked the doctor.

"Yes. Homer is a fat yellow lazy bastard and Marge is a skinny bird with big blue hair."

# **The South Midland Classic Autumn Trial**

Plashes Farm, Nr. Colliers End, Herts.

Sunday 17th October 2010

This event caters for all pre65 classes, including girder, has two routes and three laps, but 'Gentlefolk' can ride two laps of the easy route for no award. This is the second event at this venue and the reports were good from several EFA members who competed there in the spring. It's not far away, only just out of the centre, west of Bishop's Stortford off the A10.

Entry forms & Regulations can be had from:-

Mick Clarkson, 6 Boughton Drive, Rushden, Northants, NN10 9HX.

Tel: 01933 387743.

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Keep the magic alive

A Chinese guy is sitting next to a Jewish guy on an airplane. Out of the blue, the Jewish guy slaps the Chinese guy so hard that his head reverberates.

The Chinese guy asks, "What did you do that for?"

The Jewish guy says, "That was for Pearl Harbor."

The Chinese guy says, "But Pearl Harbor was bombed by the Japanese."

The Jewish guy says, "Japanese, Chinese, Korean, it's all the same to me."

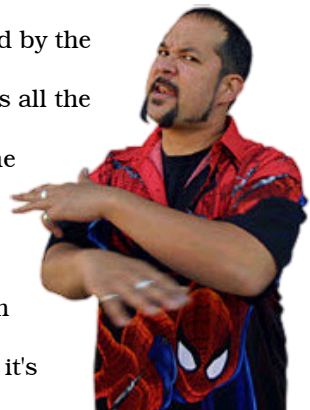
A few minutes of silence pass when out of the blue the Chinese guy slaps the Jewish guy so hard that HIS head reverberates.

The Jewish guy asks "What did you do that for?"

The Chinese guy says, "That was for the Titanic."

The Jewish guy says, "But the Titanic was sunk by an iceberg."

The Chinese guy says, "Steinberg, Goldberg, Iceberg, it's all the same to me."



# Pre 65 Scottish 2010

Part 3

by Clive Dopson



As we were both in the second half of the entry and Saturday is generally a more relaxed day for time, Matthew was going to wait for me at Pipeline.

I was virtually last rider to start and got to Pipeline, where the crowd is generally smaller than Friday. The section was very similar to Friday and Matthew had another good double clean, I had a steady ride for a few dabs to drop a three without really having to push too much. Aluminium Works was next and today we used the two subs higher up the stream first used in 2009, when I had two soft fives. I had two steady threes this year and Matthew had his first two marks of the day. Via the van, to refuel, we went to Garbh Bheinn, which was no problem and then onto Cnoc A Linnhe. Three subs were quite tricky and I had just a three in the last one. The double sub-section at Cameron Hill was next, where the very tight stream has some slippery angled steps, at this point we were last to ride the sections from the even numbers, with Dave Thorpe just in front of us. After some studying Matthew went first and had his next dab of the day, I was feeling quite confident so managed to force the Norton straight up the middle for two cleans. Camas Na Muic was the last section of the loop for us and the sections were the same as Friday, where I had a five and then a clean, Saturday started better cleaning the easier first section. The clean on the more difficult second section could not be repeated, so I had my first five of the day.

Again we refuelled before heading up to the Mamore sections, where by now we were absolutely last, so the spectators were walking away. Mamore was tricky, taking a three and a two from me, but the second sub took a dab each from Matthew and Dave Thorpe. In my mind the sections on the right of the Mamore road all tend to merge together, but Matthew was clean, my rides were



James Nestead on Saturday on Corrie Dubh along the Mamore Road.

Photo: Jack Knoops .

reasonable apart from a five right in front of Roy Ayres who was observing on Stob Coire Eirghe. Sleubhaich is next and is always difficult, apparently it took many marks when used in the rapidly rearranged Wednesday in the 2009 Scottish Six Days. Dave had a dab and Matthew dropped two before I stopped. We now cross the Mamore road to Callert Cottage, which was quite simple before the long climb to Callert Pass. We were now being hindered by a Spanish rider who was really struggling so Dave and Matthew pushed on a bit, as Matthew was supposed to be nearly half an hour in front of me.

The ride up to the summit of Callert Pass is really enjoyable and I dropped a three in the section right at the top. I guessed Matthew and Dave would be much quicker than me dropping down the other side to the road, we must be going downhill for about fifteen minutes. Reaching the road gives some relief and by the time we arrived at the new group of sections just to the left of the road I had nearly caught the other two. Lower Caillich was the new group of two single sections, Caillich is one of the most picturesque sections in the Six Days and these two new sections were taking marks as Dan Thorpe told his dad when we arrived. The others cleaned the first one where I was happy with a two. The second one was a jumble of rocks, and Matthew was confident, so he went in front of Dave, and cleaned it but was fighting the bike and off line from the begins to the ends. Dave was obviously nervous so I decided to go next, trying not to rotovate the rocks, somehow I managed to hold on across the rocks to the bank where the Norton turned perfectly right out of the stream onto the bank for a clean. A friend of mine, Mr Martin, from the Bognor Club reckoned it was one of the best rides of the day. We rode off to Lower Mamore, where we heard when Dave arrived that he had been forced to dab on the last corner. The section at Lower Mamore should be cleaned if you retain concentration, which it duly was. We headed of back to the school to sign off. Matthew reckoned he was on six marks and I reckoned I was slightly less marks than Friday. Dave thought he was on four for the day for a total of five for two days.



Mark Kemp on Corrie Dubh along the Mamore Road looking for the missing sidecar wheel. Photo: Jack Knoops

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Iceland, we wanted your cash, not your ash.

## Sayings...

My wife has a slight impediment in her speech.  
Every now and then she stops to breathe.

- *Jimmy Durante*

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We loaded the bikes and again we stopped to wash the bikes on the way back to the hotel.

Matthew and I left as quickly as possible to get to the presentation in Kinlochleven, when we arrived the presentation was just starting, but unusually results sheets were not available so I was still not clear who had won the best rigid award. Mark Watmore and I stood next to each other as the rider's names were called out in reverse order and in groups of three to go up and collect their general awards. Whoever's name was called out first had lost and it was not until to one hundred and sixteenth place that Mark's name was read out on ninety six marks followed immediately by my name in one hundred and fifteenth place on ninety four marks. So on Saturday I had beaten Mark by twelve marks, forty four to fifty six.

Matthew finished on ten marks in twelfth place to win a Special First Class Award, whilst not his best position Matthew reckoned it was probably his best ever ride considering the quality of the entry. Paul Heys was declared the winner for the second consecutive year, winning a three way tie on three marks for the two days. Steve Saunders was best newcomer on five marks riding a Triumph twin. Other Eastern Centre competitors were James Newstead, on nineteen marks in twenty seventh position and a first class award, and Mark Kemp on seventy nine marks in one hundred and first position.

As Matthew was not feeling too good we had a quick walk around the West End car Park on Sunday morning before heading home. On reflection it was a very enjoyable event for both of us, no real dramas, retaining the best rigid award and no major repairs on the bike.

The Tommy Sandham book is a very useful reference book for results and photographs but I personally would prefer some more written words to read. The results of the earlier events do remind you of some of the competitors going back to the first event in 1984. According to my brief analysis of the results there have been thirty two competitors from the Eastern Centre over the years. Besides myself the most appearances go to Joan Westbrook (12), Matthew Neale (11), Bill Buskell (9) and Doug Theobold (8). As a relatively flat centre for trials we seem to have contributed quite a lot to such a prestigious event and we look forward to next year.

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### **FOR SALE**

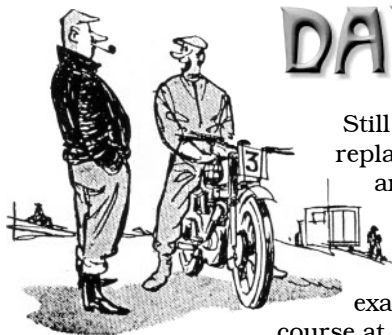
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# DABBERS DIARY

Still here! Some good news though, I have got a replacement, yep, a volunteer, no half nelson or any other type of bullying went on, just a phone call was received and rider of that strange named machine, Kevin Davie, volunteered. He has successfully passed his entrance exam and will be cutting his teeth as clerk of the course at the next Wrabness trial on September 26th.

So now I can relax a bit and pursue my new hobby of polishing, yea! I know what you think; even my wife has warned me I might go blind! But seriously, you may not know, but before I was deported to the east I was known as Mick 'Don't do Shiny' Brown, as my dear old Tiger Cub bears out. Now a revelation has occurred in the Brown workshop since fitting a wonderfully restored aluminium tank to the old Girder Tiger 70, this restoration was carried out by a talented and helpful club mate, thanks Graham, and it looks splendid with its bespoke tank badges, courtesy of Paul at Anglia Vinyl Art. I can't stop polishing, looks so good, getting a strange cramp though!

Now, chains, never had much of a problem with them, apart from coming off at inconvenient times, but recently preparing the Tiger70 for the Arbuthnot Trial I decided that apart from a bit of a polish, a new chain was due, so off to





## AMAZINGLY SIMPLE HOME REMEDIES

For high blood pressure sufferers ~ simply cut yourself and bleed for a few minutes, thus reducing the pressure on your veins. Remember to use a timer.

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my local bike shop to purchase a length of 428, back to the shed and it would not fit the sprocket, which was a alloy 420. The old chain was not stamped with size, just 'Made in Germany' but in accepted 428 joining links and had never given any trouble.

The Tiger 70 carries a Cub rear sprocket and luckily I have a few spares, so wrapping the chain around the wider 428 (imp.1/2 X 5/16) gave me a perfect fit. But it was a different tale with the narrow 420 (imp.1/2 X 1/4), this time the chain would only engage with the teeth for a few pitches. Time to scratch head, so I dug out an old steel original 60's sprocket (imp1/2X1/4), note narrow & still in good condition, guess what, a perfect fit. So, to sum up a 428(wide) chain will not fit a modern 420(narrow) sprocket, but it will fit an old imperial 1/2X1/4 sprocket and obviously a modern 428(wide) that it was intended for. I thought these two sizes were compatible, or is there a slight difference in manufacturers; this new chain was an 'Iris' a make I have not used before.

My chain troubles did not end there, having completed the work on the T70 by fitting another rear sprocket; I turned my attention to getting the Trophy ready for the Beamish Trial, later in September. This was also due a new chain, so off to the bike shop again and not wanted a problem time I checked chain, a 530 (imp.5/8X3/8) this time, to sprocket first before cutting to length, perfect. Until I tried to fit joining link, it would not go through the link, so out with the vernier gauge, yes, I can do technical on a good day! I compared the new link with the old one and it was much fatter.

More head scratching and back to the shop, who did not know the answer, again a new make of chain to me, a 'TKR', which I think is German or Spanish. After much rummaging in boxes & bins I was sorted out with a couple of correct joining links.

We had none of this trouble when all our chains came from Mr. Reynolds!

*Dabber*

PS We will be having a working party for the first trial of the season at Wrabness on Saturday 11th September 9.30 for a 10am start. Please phone Clerk of the Course Kevin Davie if you can make it, 07801 138769.

The AMCA have just informed me that HELMETS must be worn at classic trials & youth riders under 15 can only ride modern bikes, so we have for the Wrabness trial restricted youth riders to a minimum age of 15.

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## *End Thought . . .*

Before marriage, a man yearns for the woman he loves.

After marriage, the 'Y' becomes silent.