

# Editorial

The weather fairies were good to us once again for the Training and Practice Day held for the first time at Snaque Pit. I think, and hope, that the consensus of opinion is that the venue provided a better and more interesting choice of sections than are available at Raydon but sadly we do appear to have a major conflict of interests with the pedaling brigade who we are led to believe are very unwelcome guests on that piece of land. I trust the membership will back the committee in any action we might be called upon by the landowner to assist him with to ensure the continued use by the off-road motorcycle community of this special piece of land.

Some new faces, to me, and then of course there were the regulars, and then there was Tracey, out for the first time in about four years. I thought I was going to go through it with her being to 'fatigued' to do anything today, Monday. But, no she hasn't got any aches or bruises - couldn't have been trying hard enough says I!

I have included a few photos taken at the Snaque Pit. As you may appreciate I was duty bound to include one of the photos!

In the morning Rog was giving the Millenium Triumph a good airing with the wheeled prop stand attached plus ballast (Heather). However, in the afternoon the third wheel was removed and Rog is now the expert on suitable trees in Snaque Pit for use as a bicycle prop!

The 'M' Triumph was sounding quite sweet when I heard it during the morning session but it seemed a bit rich and choked up after the break. It was suggested to me that perhaps it was running on 'dope' in the morning but petrol was substituted after lunch without a jet change. Could this be true?



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# *The October Plonkartound*

Raydon Pit, Wades Lane, Raydon, Nr Ipswich, Suffolk

Saturday 5th October 2002

From noon

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars



*Chris Huxtable*



*Owen Turnbull*



*'Er ooh must be obeyed*

Seems that Owen Turnbull learnt quickly following Roger Finch's instructions on tree root hopping on a rigid - bobbing up and down like this!

Seems that the manager of Tims Tours needs a holiday! I guess with all the successful tours he deserves one. Well . . . one of our eagle eyed membership reckons he espied Tim resting (with pint) somewhere on the North Norfolk coast.

Well, if our Presidente can spend half the year on holiday, or so it seems, then surely all us lesser mortals are allowed to have a break from our daily ritual chores.

Whilst mentioning the Presidente, I have it on as good authority as can be ascertained that although he was arriving back in the country from Turkey in time to make a visit to the Snaque Pit, her ladyship threatened withdrawl of something or other if he were to venture out! I say stand up for your rights!

Please make sure you enter the Seven Rivers Charity trial before the day so that the organisers know how much to get for the barbecue.

You should find an entry form for the Mid Anglia MCC Plonkers Classic Trial in the centre of this magazine. The event which takes place at Covenbrook Hall on Sunday, 3rd November is an enter before the day event and should provide a good days sport at this well liked venue. If you don't intend to ride, then please come along and hold an observers board - you will be made very welcome.

Once again we will be wallowing around in the reed beds and climbing the old railway embankment at Wivenhoe thanks to Brian Horrigan. As usual we shall

park in Brians back garden, so please make sure you drive in and out sensibly so as not to damage the ground too much. It would be appreciated if all those who can park in the garden do so in order that Brians neighbours are not inconvenienced too much. I wasn't at last years event which I understand was a bit on the wet side as Tracey and I were in France at the time. Following this year's fantastic growing season I wonder whether we should send Edie down into the reed bed to observe. A couple of years ago she was unable to see over the reeds, goodness knows what it will be like this year! The trial is enter on the day but please use the entry form from the magazine to ease matters on the day.



*Luke Gray*

We have got a new scribe this month. Don Daly has put pen to paper and come up with two very different articles, one on sprinting at Woodbridge and the other relating to his ride in the Arbuthnot. Now that is what I call a wide ranging motorcycling experience! Thanks Don, we will look forward to hearing some more - perhaps a description of a day on the Heenan & Froude dynamometer would be interesting - well it would to me - and I am sure that a lot of 'racers' would be interested. Having access to things like that were just a dream to those of us who played with engines years ago.

Some time ago, Dave Blanchard announce that he had come across one of the John Catchpole Specials. Goodness knows how many machines came from the workshop of John Catchpole but they are all interesting in their own way. Well, it seems that Bob Onley is now the proud possessor of one, a solo, and Dave has provided a 'riders view' of the machine plus some interesting photos. Thanks Dave, and congratulations on being part of the winning team in the Arbuthnot. Perhaps, if you are feeling up to it we may get an entry from you for the Thumpers.

Which brings me to the subject of the Thumpers. Yes, tis just about that time of year again. I believe that 'er indoors will be doling out the entry forms at clubnight and thereafter. Have already had a request from Joël Corroy for an entry form so hope that he will be able to make it again this year.

I hope that this editorial hasn't been too boring but hopefully the remaining articles will make up for it.

All the best,

*Jim*

# Secretarys Scribblings

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Things didn't look too promising for the Lovejoy Jaunt at the beginning of September as it clashed with the Netley Marsh Jumble Weekend and the day dawned rather dull and damp. However, by teatime the clouds had cleared away and the sun had come out so at least the weather was on our side. We arrived at the Alma expecting to see Tim waiting in an otherwise empty carpark and were surprised to see Geoff and Daph + friends, Graham and Jacqui, Brian and Gill, Chris Stokes but no Tim. Apparently he had ridden by earlier patting the the BSA's tank so wasn't far away filling up with petrol. Roger Birch and 'Arkwright' joined in just as we were setting off so we had a reasonable sized convoy. We collected £12 for the ACU Benevolent Fund making a total of £64.50 in all from the summer's tours. Thanks to everyone who has supported Tims Tours 2002, hope you've all enjoyed yourselves.

By the time you read this Newsletter our practice/training trial at Snaque Pit on Sunday 29th September will be history but hopefully it will have helped some of you feel more confident about entering future events held at the venue.

We've still got the Leonard Cheshire Seven Rivers Charity Trial and Barbecue to look forward to on Saturday 5th October. Entries are a bit slow coming in for this. As mentioned previously we do need to know numbers before the day for catering purposes so if you haven't entered but would like to ride please hurry up and do so. Closing date is tonight - 1st October - if you haven't got an entry form I have some here or ring 01621 892606. There will be a bar selling beer, lager, wine and soft drinks. Great Bromley is easy to find on the B1029 between Ardleigh level crossing and the Old Courthouse pub. Its for a very worthy cause and we're sure you'll enjoy the afternoon - it'll help loosen you up for Wivenhoe on Sunday 20th October!

*Heather*

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# THE SEVEN RIVERS CHARITY BARBECUE TRIAL

## 5 OCTOBER 2002

### GREAT BROMLEY, Nr. COLCHESTER.

This is definitely a pocket handkerchief course, ten interesting sections, no deep mud or steep hills, but something different(!) and plenty of car parking.

The sections will be marked out for gentleman riders with expert route options.

The entry will be limited in numbers so please enter before the day to guarantee a ride and book your barbecue.

Great Bromley is easy to find on the B1029 between Ardleigh level crossing



*The Oval Office Desk?*

# TRAINING DAY

**Snaque Pit, Belchamp, Nr Sudbury  
Sunday 29th September 2002**



The club wishes to thank all who made this event successful including our instructors, observers and of course the landowner.

Jacqui Braybrook  
Secretary of the Meeting

No.	Name	Machine	1	2	3	4	5	6	7	8	Total
22	Owen Turnbull	500 B.S.A.	0000	0000	0000	0000	0000	0000	0000	0000	0
13	Jeffrey Fincham	250 Bultaco	0000	0000	0000	0000	0000	0000	0000	0000	0
10	Colin Rose	199 Triumph	0000	0000	0000	0000	0000	0000	0100	0000	1
23	Kevin Teager	250 Cotton	0000	0000	1011	0000	1000	0000	1110	0000	7
2	Rod Chapman	350 Bultaco	0000	0000	0000	0103	0000	0000	5000	0000	9
5	Barrie Clarke	250 Sprite	0000	0000	0000	0050	5000	0000	0000	0000	10
12	Chris Byford-Smith	326 Bultaco	0000	0000	0000	5000	5000	0000	0000	0000	10
9	Lewis Allen	500 Ariel	0000	0100	0000	0000	0000	0001	1122	0003	11
16	Tracey Palmer	175 Yamaha	0000	0000	1000	0000	0000	0005	0510	0000	12
14	Kevin Goldsmith	350 Rariefield	0000	0002	0011	0000	0000	0010	5151	0000	17
18	Chris Huxtable	250 Greeves	0000	0000	0010	0005	1000	0000	3513	0100	20
3	Nick May	500 Ariel	0000	0000	0501	0300	1151	0010	0110	5000	25
8	Clive Joseph	350 Royal Enfield	1000	0000	1002	0303	5500	0050	0101	1000	28
15	Dean Goldsmith	350 B.S.A.	0000	0001	0000	0001	2000	0005	1555	3105	34
20	Gary McIvor	250 Yamaha	3000	0000	0100	0550	5500	0000	5100	5000	35
11	Roger Gulliver	500 Triumph	5000	5000	2050	0000	1500	0500	2102	1130	38
21	Andy Jackson	325 Bultaco	0000	0000	0100	5555	0000	2321	1312	2102	41
6	Doug Maggs	250 B.S.A.	5002	0500	0355	5205	5501	5100	1551	0000	66
17	Ian Mepham	350 Bultaco	0	00	00	00	0	00	15	52	ret
1	Nick Jordan	225 Francs Barnet									n/s
4	Liz May	350 Royal Enfield									n/s
25	John Phillips	350 B.S.A.									n/s
	Youths										
19	Stephen Daw	125 Yamaha	0000	0001	0000	0000	0000	0000	0100	0500	7
7	Ryan Maggs	250 B.S.A.	5200	0010	0000	0000	0010	5000	0000	0010	15
24	Luke Gray	80 Yamaha	1100	0200	5532	5512	5010	5000	0010	0000	44

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At the end of August I took myself off to the sprint at RAF Woodbridge.

I took the 500 KTT as I did not want to chance breaking the 'Inter' - its my road bike and I don't like walking! It did well at North Weald so its got nothing to prove.

Unfortunately, after six or seven day long sessions on Dave Holmes Heenan & Froude dyno, the Velo was not in top condition and I've had to put standard KTT cams etc back in, so wasn't expecting much.

There was also the small matter of not having gone really fast on a girder forked racer for over twenty years since I packed up racing.

However, Stephen Harvey, son of my old racing rival Julian, had entered on his 580cc methanol Norton. Stephen is an ex VMCC road race champion and no slouch. Stu Rogers was also coming bringing a fast '33 500cc Norton, so I looked forward to a good day. As it turned out I only got a ride on the Saturday - Sunday was oversubscribed.

Saturday arrived bringing a lovely sunny day, alas the wind was too strong for flying quarters. The big Japanese bikes were approaching 200 - thats two hundred miles per hour - when the wind dropped and we finally got a go at them around 4 pm.

Stephen did 115, I did 114, and Stu missed the timing lights in the excitement!

Previous to this, the standing quarters had produced some good times - 96mph from a 440cc MAC Velo to 112 from Derek Fox's JAP vee twin engined Manx, this an ex-Francis Williams bike seen for many years at various important meetings.

After my third run I had a bad fall whilst pushing Len Hunts 745cc Dominator (and am still very sore a fortnight later as I write this!) but carried on for the rest of the day. 96mph and 14.12 secs was the best of around 10 runs.

So, when the time came for the 'flyers' I could hardly pull the clutch in because of the pain in my hand and shoulder. I did 112, 114 and 110 mph runs more or less single handed!

Good job the old Velo ran true!

*Don Daly*

**P.S.** Keith Parnell did around 199.50 and his son 201 mph on a very standard looking Kawasaki ZX whatever to get best of day - QUICK!

**P.P.S.** Many thanks to my 'Sponsor for a Day' Mister Peter Eaves for supplying the methanol at short notice.

# ***It's Thumpers Time - Again***

Well where do all these years go? No sooner is one Thumpers gone than its upon us again - or so it seems sometimes. Anyway, it IS that time again and I shall be passing amongst you all at The Alma with regs for the event. However, please note that as usual I shall be noting who I give them to since I don't want the club to run to the expense of sending you more sets of regs when you already have them.



This year's event is on the 24th November at the usual place, i.e. Poplars Chase Farm, Thorington and will be run/organised by the usual team. I'm sure though that Ted would appreciate any help you may be able to give but check with Ted first as he is in charge of the laying out and cutting out of the sections - one could be the 'Chief Executive Officer' of the event. As usual we shall be requiring a team of observers so if you wish to offer your services then please have a word with Ted 'cause if you don't, he may well have a word with you - nicely of course!

As has been the practice for the past many years we shall be requesting that E.F.A. members (rather than those from 'out-of-centre') show their appreciation for the job the observers do by bringing along a small gift, be it a bottle of wine, a tin of biscuits or box of chocolates etc, just a little something to show your appreciation. After all, without observers we have no trial, and no trial no sport - you'd have to find something else to spend your time on. But seriously folks, without our observers there really would be no trials. We depend on them week after week and they get little appreciation in return. They stand out in weather that can be very pleasant but they also stand out in weather which can be extreme, very cold frosty days, excessively hot days, pouring rain, howling wind - and its not unknown for observers to stand out in snow storms for the pleasure of trials riders. So let's give a little something to show our appreciation, something to make a rapidly approaching Christmas all the better and more pleasant - please.

'bye now - until next month then when I'll probably have more to say about progress.

## ***Tracey***

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

The closing date by which all articles and adverts to be included in the November issue of Trials & Tribulations should reach the editorial office is Monday 28th October.

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 should be saved in text format.

The Mid Anglia MCC  
present  
for your enjoyment



## *Plonkers Classic Trial*

We are organising a PLONKERS British Buke Trial for riders past and present, and those wishing to get back into trials, as trials used to be, in the 1950s and 1960s.

Sections will be interesting but not dangerous and all will be natural obstacles, i.e. grassy banks, woodland, streams, etc etc.

John Pease is our host for the day, a works Greeves rider over many years with much success in scrambles and trials, at local and international levels.

It will be a Pre 65 trial for British bikes. The event will be run by the Mid Anglia M.C.C., with invited Greeves Riders Association members, run under A.M.C.A. rules.

The date for the trial is 3rd November 2002.

The Greeves club are keen for a trial in Essex, being the birth place of the bike, and I am hopeful for a good response.

This is the third year of this event and I hope to see you on that date.

A handwritten signature in cursive script that reads "Bob Drane". Below the signature is a horizontal line.

### ***P.S.***

Volunteers are required to observe at "Stisted". Light refreshments will be given to all helpers.

Names to:

Mike Harden  
Peter Eaves  
Bob Drane

For further information contact:  
Mike Harden 01473 310537  
email: [mike@harden-j.freeseve.co.uk](mailto:mike@harden-j.freeseve.co.uk)



# LOVEJOY JAUNT

The final leg in our trilogy of events took place on Saturday 7th September. Once again we were blessed with fine weather. Numbers were somewhat depleted compared to our last venture owing to the Netley Marsh Autojumble taking place. However, not to be demoralised, about eight various machines and their riders and passengers set off from the Alma at approximately 5.45 pm. Almost immediately our quota was increased when, in the nick of time, Roger Birch and "Arkwright" appeared - Roger on the army B40 (what happened to the Helectric Henfield?) and "Arkwright" on the unique Guzzi.

The route took us along the A120, through Great Tey and Chapple viaduct. We then continued through White Colne, to Halstead via Colne Engaine. Maplestead was reached, passing by the fascinating little round church. We then encountered the enjoyable twisting road to Wethersfield, where it appeared that all the residents were laden with produce, the edible and drinking varieties, going to a village hop. No doubt a good time was had by all.

Finchingfield was reached with Geoff and Sylvia Daw on the Ariel (take me to your Leader) laying a good smoke haze for all to follow.

We then made our way eastwards after passing through Great Bardfield and then Saling, turning by the pub (didn't notice if Lovejoys' car was outside) and passed 'Beastly' End Pit via Shalford. We then enjoyed the sight of Gosfield Lake. As we went through Gosfield, people had created life-size images of figures including a spaceman and other characters which was quite entertaining.

Halstead was reached and after a good blast along the straight between Halstead and Earls Colne we descended on the chippie, which as it happened was quite busy at this time, but well worth the wait for the excellent vitals we are used to enjoying at this establishment.

And there our Lovejoy jaunt was terminated without any mechanical problems and no mishaps regarding directions, partly by the format of Rog and Heather bringing up the rear on the Japanese Triumph.

Thanks to all who participated on the night and also on our two previous outings.

See you next year - if we can dream up some more routes.

**By Order of the Management**

# The Arbuthnot

A bunch of Essex men made the trip down to the Wiltshire/Dorset border on Sunday 15th September for the 'Arbuthnot' trial - and it all happened something like this.

We, Mark Wilson 350 Royal Enfield, plus the 500T set off Saturday evening to be at the Borford Inn, very good, which was the venue for the start and finish.

In the morning, loads of bikes, from a 4 valve bronze head Royal Enfield - lovely - lights n'all! a GTP Velo (pre war) in full road trim, HT5s, AMCs, REs galore and 7 or 8 Norton 500Ts, a 16H girder fork special ridden by big Ted nursing a still not mended broken wrist, a 37-38 Model 18 in optional trials trim - very tasty, and 2 or 3 outfits, one in very much road trim complete with 2 passengers.

I started at 9.43 in lovely weather, waved off by Mrs Ralph Venables. Ralph was seen later in the day at one of the sections which were hard enough in the dry (for me, also nursing a sprained wrist, thumb and shoulder, from a previous bad fall pushing a 750 Dommi at Woodbridge sprint).

The route comprised about 75 miles of rough tracks, byways, across some really stunning countryside in Wiltshire and Dorset. Riding over the tops of hills you could see for perhaps 20 or 30 miles.

At one point a very big country steam fair was taking place - far below - big traction engines looked ant sized from our viewpoint!

I got a puncture 5 miles from the start and seeing as I'd only got a plug spanner and plugs thought my day was over, but was saved by my friends from Chelmsford - Keith Fitz-John who did most of the work, Big Ted supplied the tools, and Matt who lent his spare tube.

A 2½" roofing nail in the tyre wasn't helping.

Anyhow, this being my first attempt at long distance trials, the sheer hard work of it only served to add to the exhilaration of riding an old Norton at a very respectable speed along some badly rutted and bumpy going. I nearly fell off just after the start and I looked up just in time to see Mark part company with the Enfield - it was some sight - arms and legs in all directions!

The sections are incidental on a trial like this as just getting round is a feat in itself and we were well pleased to finish and have a pint. I was absolutely shattered and of course I have already decided to enter next year.

Many thanks to the organisers and helpers and especially to Mark Wilson for all the help mending the puncture.

*Don Daly*

# MEDICAL TERMS FOR TRACTOR BOYS

<b>Benign</b> .....	What you be after you be eight.
<b>Artery</b> .....	The study of paintings.
<b>Bacteria</b> .....	Back door to cafeteria.
<b>Barium</b> .....	What doctors do when patients die.
<b>Caesarian Section</b> .....	The Italian part of Ipswich.
<b>CATscan</b> .....	Searching for kitty.
<b>Cauterize</b> .....	Made eye contact with her.
<b>Colic</b> .....	A sheep dog.
<b>Coma</b> .....	A punctuation mark.
<b>Dilate</b> .....	To live long.
<b>Enema</b> .....	Not a friend.
<b>Fester</b> .....	Quicker than someone else.
<b>Fibula</b> .....	A small lie.
<b>Genital</b> .....	Non-Jewish person.
<b>Hangnail</b> .....	What you hang your coat on.
<b>Impotent</b> .....	Distinguished, well known.
<b>Labour Pain</b> .....	Getting hurt at work.
<b>Medical Staff</b> .....	A Doctor's cane.
<b>Morbid</b> .....	A higher offer than I bid.
<b>Nitrates</b> .....	Cheaper than day rates.
<b>Node</b> .....	I knew it.
<b>Outpatient</b> .....	A person who has fainted.
<b>Pelvis</b> .....	Second Cousin to Elvis.
<b>Post Operative</b> .....	A letter carrier.
<b>Recovery Room</b> .....	Place to do upholstery.
<b>Rectum</b> .....	Damn near killed him.
<b>Secretion</b> .....	Hiding something.
<b>Seizure</b> .....	Roman emperor.
<b>Tablet</b> .....	A small table.
<b>Terminal Illness</b> .....	Getting sick at the airport.
<b>Tumor</b> .....	A couple extra.
<b>Urine</b> .....	Opposite of you're out.
<b>Varicose</b> .....	Near by/close by.



# Crab & Winkle Trial



Wivenhoe

Sunday 20th October 2002

start 10.30 am

buckets, spades and pins optional - observers a necessity

Come and enjoy a day playing in the reeds and along the old railway embankment.

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*Joke du jour . . .*

## And the Lord created Woman

First the Lord made man in the Garden of Eden.  
Then he said to himself, "There's something he's needing!"

After casting about for a suitable pearl,  
He kept messing around and created a girl.

Two beautiful legs, so long and slender,  
Round, slim, and firm, and ever so tender.

Two lovely hips to increase his desire,  
All rounded and firm to bring out the fire.

Two lovely breasts, so full and so proud,  
Commanding his eyes, as he whispers aloud.

Two lovely arms, just aching to bless you,  
And two loving hands, to soothe and caress you.

Soft, cascading hair hung down over her shoulder,  
And two dreamy eyes, to make him grow bolder.

'Twas made for a man, just to make his heart sing. . .

Then he added a mouth: ruined the whole darned thing!

# John Catchpole Special

Some time ago I wrote a little piece about my friend (Bob Onley) having obtained one of the John Catchpole Specials.



I did have a brief ride on it at Canada Heights during a wobblers type trial. The steering was neutral in that it did not tuck in on full lock nor did it want to go straight on when doing uphill turns. The handling was light and easy, just how I like it! The front brake at the time did grab severely on a slippery downhill slope and locked up the front wheel so some quick cadence braking was required.

With a healthy crackle from the exhaust I gave it a try and was at first disappointed with the pulling power but realised the engine was a good puller once I had remembered that two strokes fire every revolution and was therefore turning over at half the speed of my 500 Ariel but sounding similar in rhythmic beats.

Apparently the front forks are of obscure Japanese origin and the headstock is not Henfield but home made. Also there are three different registration numbers that have been allocated to it at different times.

Some changes have obviously been made to it over the years and the original period magazine articles are a little misleading here and there. It hasn't made a full blooded return to trials but is used on road and for the occasional off road practice session.

A lovely little piece of motorcycling history that is in good and capable hands and is now used.

*Dave Blanchard*



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## Quickie:

A woman worries about the future until she gets a husband.

A man never worries about the future until he gets a wife.