



TAIL LIGHT

AUGUST 2009



2009 LANDS END TRIAL; MARK, GARRY & JOE PREPARING FOR THE START

*****STOP PRESS****

**NEW LOCATION FOR THE TRIAL ON
8 AUGUST – SNAQUE PIT, NR
SUDBURY, 17:30 START.**

Who's who?

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The Sidcup LDT (Round 1 of the South East Centre Championship)

The Old Chap and I travelled the short distance to Canada Heights, Kent for the first round of this years Long Distance Trial championship on Sunday the 25th April. We have been “veterans” of these types of events for the past few years but thought I would put pen to paper to give you an insight into what they involve. There is also a rumour going round that the Club may run one of these events in the not to distant future so watch this space!

Long Distance Trials (LDT's) involve road legal motorcycles using the local green lane network and roads to cover a circular route of around 100 miles. At various points along the route are marked out trials sections. The only big difference between a normal trial being that you are not allowed to park your bike up and take a good look at the sections on foot. This makes life pretty interesting, especially when you are on a big enduro bike rather than a nice nimble trials machine!

Dad and I really got into these events after the first one we competed in a few years back. The first section on that particular day was basically going across some deep muddy ruts down one particularly wet green lane. As we approached the section it looked like world war 3 had broken out! Bikes and men pushing everywhere! We joined the back of the queue and watched in despair as bikes got stuck, fell over, crashed and generally had a hard time getting through the section. Then as one guy got stuck he jumped off the bike and started pushing from the side. Several others helped him. It was only at the point when he wanted to remount that he realised his trousers had fallen down! I was almost crying with laughter...

You get a great mix of riders at these events and the majority are your average green laner or enduro rider. Some real LDT enthusiasts with “sudo” trials bikes such as Scorpa long rides and Gas Gas Pamperas also travel some long distances to these events and take it all rather seriously. The average green laner though can get in some real trouble in the sections and it's always an entertaining day out watching some try and get these big bikes up and sown slopes and over logs etc. Dad and I try to keep in the spirit of the events by riding our enduro machines (my Yam and his KTM) as they would be pretty boring on a smaller machine.

Back to the first round of this year's championship anyhow... Dad had a disaster before even leaving Canada Heights when he got stuck on a little tree stump on a tight corner and had to push out for a “3”. It was then out onto the road to start following the “Road book”. The road book contains loads of little directional boxes and guides you though the day's course. Some people have rolling mechanisms to turn so they can see what way to go. Dad and I mount clipboards onto our handlebars! Not ideal as you have to keep stopping every page to turn them over but it does the job nevertheless. We had a very pleasant day riding round the Kent countryside in glorious sunshine with two of dad's TRF club members. The sections were a little harder than normal and I had a few moments where the knobbly on the back started to spin up. Luckily though I managed to get my way back to Canada heights, over 100 miles later, still on “clean”. The last section of the day back in Canada heights is also timed to decide tie brakes. Sometimes these speed tests are un- observed (i.e. you are allowed to put your feet down) but today's was observed also. When you have spent the whole day keeping your feet up its hard to get the balance between going fast and not dropping a stupid mark (or worse) on the last section whilst trying to go quick! Dad was first up and he flew into the section at break neck speed! I was a little surprised as I hadn't expected him to go quite so quick... The

red mist must have descended! Anyway it was all to end in glorious failure for him when he went the wrong way (!) whilst trying to go so fast. The red mist must have been really thick! So the old man was furious to end the day with a 5, effectively ending any hope of a good result! I took things a little more conservatively and it was with great relief that I ended the day clean for the first time ever in one of these events. Back to the van to load up after nearly 8 hours in the saddle and a leisurely drive home taking the p*ss out of the old man for his 5... A great day out! Results a few days later showed I had a class win for my efforts whilst dad had a second class award in his class so not too bad after all!

I recommend these events for anyone with a road legal bike and a good sense of humor. It's a cracking day out!

Yours in sport,
Wes

LANDS END TRAIL

On 10th April this year I drove Mark Wilson, Garry Plumber and Joe Stollery down to Lauweston in Cornwall so they could compete in the Lands End Trial. We had a good run down. Lots of banter in the van and a fairly clear run, especially considering it was Easter Weekend. We got to the start area in good time, had a meal and got the bikes out of the van. Mark and Garry on a 600cc XT and sidecar, Joe on his 700cc Royal Enfield twin.

Plan A

I go to Bodmin for a good night's sleep in a Hotel. Then on to Lands End in the morning to me the lads at the finish and drive home.

Plan B

10.30 Friday a phone call .
"Are you in Bed yet?"
"No why?" I answer.
"We have broken down at Bridgewater services north of Exeter. Can you come and pick us up please?"



Both Bikes had suffered electrical problems. No sleep! Drive back to Bridgewater, collect bikes and tired riders and return to Braintree.

I finally got into bed at 4.30am Saturday morning. Not a good result but we will do better next year!

Dave Clark

HELP NEEDED

On Sunday 9 August our club has got a display stand at a Bike meet at the Museum of Power, Hatfield Road, Langford, Maldon, CM9 6QA. This is an event to promote motorcycling. Lots of bikes including two of Mike Hailwood's works Hondas. I need your help . . . I need a few solo bikes to make the stand look good. Mark is bringing his outfits. Paul Gray has promised his trials outfit. So please lads a little bit of help, phone me on 01376 340072 so I can arrange admission passes for you. There will be lots to see and do and our club and I will be very grateful to you for your help.

Dace Clark



Museum of Power, Hatfield Road, Langford, Maldon, Essex, CM9 6QA

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3.Berkshire Close,Leigh-on-Sea,Essex,SS94RT

DICK'S BIT

Trials activity amongst our Club riders continues to remain pretty low key compared to normal times, with more and more of those falling numbers that are competing stepping back in time and riding 70s and 80s style twinshock machines - and also pre-70. I've personally never been able to fathom out why anyone would want the hassle of old technology and reliability to apparently justify riding an easier route when they have a beautiful modern bike in the shed on which they could ride a route or so down if they so desire. Perhaps I have too many memories of competing on stuff in my youth that was neither competitive nor very reliable! One motive for turning up with a bike a generation or two old is of course to show off the bike, not to spend half the trial exercising their right leg and knee to pass the time until the engine feels like bringing ignition spark and fuel mixture together in the required format! Why not ride the BETA and leave the old 'un on the trailer for people to admire! The beauty of the multi-route system, now with A and B grades for expert and inter, and often a purple or some other weird colour available for anyone wanting to compete at real beginner level or on an unwieldy trail bike, is that no-one should ever have cause to complain about the severity of the sections (but they still do....). There's something for everyone. Anyway, the best-supported class in the Club Championship tables - as you will see over the page - is at the moment the twinshocks. Some of our members seem to be flitting from modern to pre-70 to twinshock - perhaps they are as confused as me! By the way, in case you thought I'd forgotten, I am operating the one third of maximum marks (sections times laps) penalty for those who lose a ride to act as c of c or secretary, following the matter being brought up at the last but one AGM and which I addressed in the March 2008 Tail Light. If I have missed an event or guessed your age wrongly, let me know and I will sort things out.

THE BOB DRANE SUMMER SERIES YOUTH TRIALS CHAMPIONSHIP 2009										
NAME	CLASS IN CENTRE	HOW THEY SCORED								SERIES TOTAL MARKS
		06 JUNE 09		11 JULY 09		06 JUNE 09		11 JULY 09		
		ROUTE	MARKS	ROUTE	MARKS	ROUTE	MARKS	ROUTE	MARKS	
	(BASED ON D.O.B.)	PENALTY	LOST	PENALTY	LOST	PENALTY	LOST	PENALTY	LOST	
Tim Fooney	B	0	18	200						218
James Page	B	0	200	32						232
Rules and Route Penalty system apply. Details on website or from rjsillett@yahoo.co.uk										
2009 GREYBEARDS TRIALS COMPETITION		SERIES TOTAL	06 JUNE 09				11 JULY 09			
			Age	M/c	R'te	Marks	Age	M/c	R'te	Marks
Graham Palmer		129	15	15	0	30	15	15	0	39
Phil Read		144	0	0	15	10	0	15	15	89
Chris Cook		161	10	15	15	15	10	15	15	66
Steve Butcher		173	10	15	0	66	10	15	0	57
Bob Drane		255	0	0	15	25	0	0	15	200
To be eligible, riders must have signified their wish to be included by completing their age category on the Entry Form for each Saturday Summer Series event entered.										
Age Penalty		40-49	15		Route Penalty		Machine Penalty			
		50-59	10		Easier 15		Modern 15			
		60 +	0		Harder 0		Pre-70/Trail 0			

Forthcoming Braintree MCC Fixtures

DATE : 08/08/09

EVENT : Trial

VENUE : Snaque Pit, Braintree

NOTES : All classes including trail bikes welcome

DATE : 27/09/09

EVENT : Trial - Expert & Inter Champs

VENUE : Snaque Pit, Braintree

DATE : 20/12/09

EVENT : Turkey Trot Trial

VENUE : Straits Mill, Braintree