

Editorial

This past weekend has seen the outbreak of the Third World War if the bangs, whistles, flashes and crashes that seem to permeate the night sky is anything to go by. Can anyone come up with a good reason to have a firework display at two in the morning? Thankfully it was far enough away that it didn't keep me awake but no doubt some poor innocent was prevented from enjoying their sleep. For reasons I don't quite understand, the environmental police are keen on kicking motor cycle sport for the noise that we create but don't seem too interested in chasing the legal and illegal firework industry.

Goodness knows when you will be receiving this edition of Trials & Tribs if you are a postal subscriber. Here in darkest Essex, as I write this, we have just received our first delivery for the best part of a week. Rumour has it that it may be a couple of weeks before things get back to normal - hope it doesn't have too much affect on entries for the Thumpers.

Due in part to the postal strike, I am afraid that there are no Scribblings from Heather this month but I look forward to having some more to publish next month.

I am indebted to Chris Bater for the loan of some photos and other memorabilia relating to Shrublands Park. A great shame that there was such a date clash with so many conflicting events taking place on the same day as what could well be the last occasion that such a reunion can be held.

I gather the organisers were completely overwhelmed with the number of people who turned up to relive the past and instead of it being just a couple of hours get together it turned out to be the case that many had to be 'escorted' from the premises upon it getting dark!

I have reprinted the majority of the leaflet produced by BP and supposedly written by the Rickman brothers relating to a lap of Shrublands and I hope this will bring back good memories to those of you who were lucky enough to have visited Shrublands in what may almost be called your youth. How many of you rode there?

We started the winter season at Wivenhoe, thanks to our landlord Brian Horrigan, and a very good turn out of 50 pre-65s and twinshocks enjoyed four laps of nine sections which took place in the driest conditions in memory. As reported

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The November Plonkatound

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

Saturday 15th November 2003

Start: 12.00 noon

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars

last month, Brian has undertaken a bit of a land swap where we have lost the use of the embankment t'other side of the footpath but the 'new' land wasn't really available to us because of the ever so dry conditions. Perhaps the trial proved to be a bit on the easy side but rest assured, with the work that Brian is intending to undertake over the next year, we shall have some 'new' sections with which to make your day even more enjoyable.

Entries for the Thumpers are coming in, albeit a bit on the slow side but that may be due to the postal strike - lets hope that with things perhaps becoming





normalised, 'er indoors will have enough by the closing date to make the event viable. It does need quite a few to enter to break even financially and then of course the more we get, it all goes towards financing the club and keeping the cost of your membership and trial entry fees down.

We had intended making the trip to Boxford but I am afraid to say that the weather on Sunday morning did nothing to help our decision to go, so it was back to work - we both had more than enough pretty urgent work to be getting on with. I understand that an entry of about 60 was received which makes it look as if it was a good job that we didn't turn up and add to the problems of parking.

Seems that once the slippery surface was removed we were back to it being dry. We are going to require several days and nights of rain to get the Thumpers sections into prime condition. Mind you, with the dry weather we may be able to utilise sections which in the past have been 'out of bounds' due to the depth of water - watch this space!

My spies have been out and about again. This time out in furrin parts at the Codgers. Seems that the future of the Codgers is not in doubt unlike the Talmag - something to do with the age of the available organisers I believe. This really is something that some riders and clubs seem unable to come to terms with. At last weeks Trials Forum, one rather outspoken gentleman seemed unable to understand that trials needed manpower to put them on - 'they' seemed to just happen and of course clubs should throw money at them to make sure the land was suitably modified with JCBs etc to suit him. Sadly, this gentleman is not alone in his views on the way trials in general should be organised and run.

Our favourite Presidente has been at it again. Not happy with locking himself in one of his superior sheds - again - he is taking up a busking job to make ends meet! So if you hear a very out of tune recorder type sound in Sudbury, Ipswich

or Colchester then stay well clear until he has fully mastered his new craft or as a minimum check your PA insurance!

You may well have noticed that EIP now rides trials wearing the horn rimmed bottle bottoms. Well at Tunstall it seems that he started the trial without the benefit of 3 dioptries of magnification and was getting on quite well until he decided that he needed additional optical assistance. Putting on the National Healths suddenly provoked a collision with one of the 'very few' trees in Tunstall Forest!

An interestig article from Mustapha Brown regarding a part of his life before he took up residence in this part of the country. Interesting the tie up with another member of the E.F.A.

As with Mick, Norman Frizzell was my first insurance broker and I was a member of the C.S.M.A. prior to my arrival in East Anglia. If my memory serves me right, my car insurance more than doubled on becoming a non-civil servant! No I didn't have a nodding dog in my A35!

May I advise you that the Chelmsford club is hosting its novice, sidecar and pre-65 trial at Broomfield on 16th November - perhaps a good shake down before



Some of the course walkers at Shrublands Park



Period machinery seen at Shrublands Park

the Thumpers. 'Er indoors will look forward to your entry - they close next Monday, the same day as the Thumpers entries close.

Mike Harden advises me that he is organising a Plonkaround on the afternoon of the 15th November whilst on Sunday 14th December there will be a full blown Plonkers Trial - both events due to take place at Raydon. Entry form for the Plonkers in next months T&T.

Were you taken by surprise when nearing the Alma last month? Where had all the electric gone. Very good service was provided by candlelight as one might expect but I do think that a battery backup for the cash register could be worthwhile!

Are you having the same problems as I am with emails? I seem to have been attacked and am getting an inordinate number of spam messages. I use a program, Mail Washer, to filter out the messages that I feel need further investigation but to ensure a good success rate it depends on a sensible topic being included on the topic line. I am afraid a 'you must see this' or 'this will make you laugh' topic line are very likely to make it to the recycle bin!

As befits a Henfield enthusiast, EIP on his recent visit to the Indian sub-continent, left no stone unturned in his quest for new and interesting pieces of machinery. I am pleased to report that fellow Henfield enthusiasts, Fletcher Mowers are interested in importing the latest in Hi-Tech, eco friendly mowers. See the advert for further details.

Best wishes,

Jim



A husband and wife are getting ready for bed. The wife is standing in front of a full length mirror taking a hard look at herself.

"You know love" she says, "I look in the mirror and I see an old woman. My face is all wrinkled, my boobs are barely above my waist, my bum is hanging out a mile. I've got fat legs and my arms are all flabby." She turns to her husband and says "Tell me something positive to make me feel better about myself."

He thinks about it for a bit and then says in a soft voice...

"Well . . . there's nothing wrong with your eyesight".

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The Ostrich . . .

A man walks into a restaurant with an full-grown ostrich behind him, and as he sits, the waitress comes over and asks for their order.

The man says, "I'll have a hamburger, fries and a coke," and turns to the ostrich. "What's yours?"

"I'll have the same," says the ostrich.

A short time later the waitress returns with the order. "That will be £6.40 please," and the man reaches into his pocket and pulls out exactly £6.40.

The next day, the man and the ostrich come again and the man says, "I'll have a hamburger, fries and a coke," and the ostrich says, "I'll have the same."

Once again the man reaches into his pocket and pays with exact change.

This becomes a routine until late one evening, the two enter again. "The usual?" asks the waitress.

"No, this is Friday night, so I will have a steak, baked potato and salad," says the man.

"Same for me," says the ostrich.

A short time later the waitress comes with the order and says, "That will be £12.62."

Once again the man pulls exactly £12.62 out of his pocket and places it on the table.

The waitress can't hold back her curiosity any longer. "Excuse me, sir. How do you manage to always come up with the exact change out of your pocket every time?"

"Well," says the man, "several years ago I was cleaning the attic and I found an old lamp. When I rubbed it a Genie appeared and offered me two wishes.

My first wish was that if I ever had to pay for anything, just put my hand in my pocket, and the right amount of money would always be there."

"That's brilliant!" says the waitress. "Most people would wish for a million dollars or something, but you'll always be as rich as you want for as long as you live!"

"That's right! Whether it's a litre of milk or a Rolls Royce, the exact money is always there," says the man.

The waitress asks, "One other thing, sir, what's with the ostrich?"

The man sighs and answers, "My second wish was for a tall chick with long legs and who agrees with everything I say!"





Round the Circuit with the **RICKMAN Brothers**

Shrubland Park circuit presents a hefty challenge for any rider. Even the most experienced admit that it takes all the skill they can muster. That goes for us, too. We've got to know this rugged course the hard way and, in our estimation, it's as tough as they come.

The weighty decision a rider has to make at Shrubland is whether to ride doggedly through everything - bumps, jumps, dips, pits, and all - or whether to open the throttle and ride right on over.

That's where the skill comes in. You take calculated chances without going

crazy.

If you like a good positive start, you'll favour the starting gate system at Shrubland. As the last rider draws into line, up go the wires and off roars the pack. Nobody can mistake the starting signal, nobody can get held back.

The first run up the straight makes a spectacular ride, with some spectacular, uncharted bumps. Riders are dicing to gain a good lead before the pack thins out in the bottleneck at the first corner. Wheels have dug deep corrugations here, so stand on the footrests and try to stop the rear wheel kicking. In the words of Dave Bickers, "You can take this corner flat out on a 250, if you're brave!"

Airborne



So now you're haring up a dirt road, heading for a patch of concrete in the middle. You brake on it and change to third. Up comes a sharp left-hander on hard chalk and this, if you value life and limb, you must turn before dropping into the pit. Because now you're airborne for a hair-raising thirty five feet. So take a good rest - it's the only one you'll get round this circuit!

From the moment your back wheel contacts the deck, open the taps good and wide and take the sharp bank up from the pit flat out. Sand changes to rough soil and momentarily the riding is easier.

The next left-angle bend drops you into a stretch bedded with hard brick rubble. And that's another reason for hanging on tightly, because your wheels are jumping and jogging wildly. Suddenly they bang down into an awkward hole - too wide to jump - and slam out again.

IPSWICH M.C. & C. CLUB
COURSE PLAN

1 1/4 miles approximately

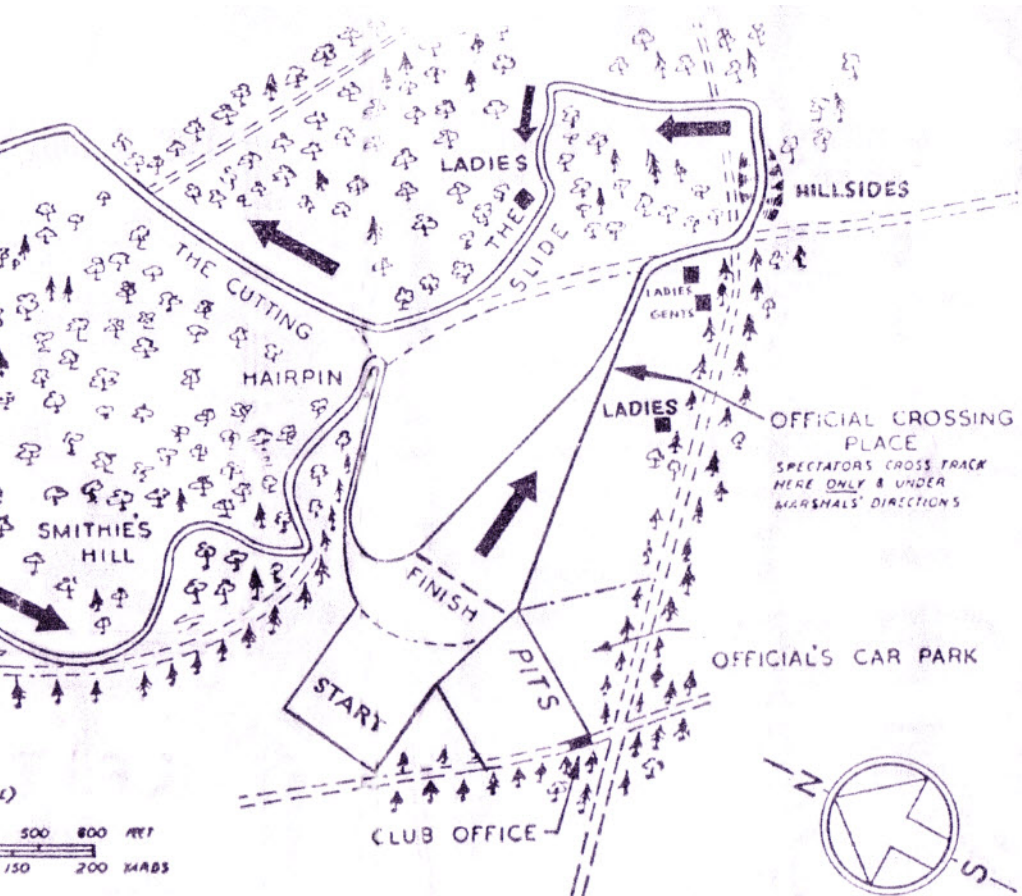


SCALE (APPROXIMATE)

FEET 0 100 200 300 400
YARDS 0 50 100



DEREK



Rear wheel riding

The surface changes to deep leaf mould and roots, clutching and clinging like dead hands at the wheels. Thick and slushy in wet weather as a cake mix. It's uphill all the way to the corner, so weight back and feed on the throttle till the front wheel is well up. Over this 60-80 yard stretch you'd let it touch down only about four times. Otherwise it can slew sideways in the slush and put you right in it!



DON



Adverse camber

Up comes a left-hander, steeply angled, so you lean right over and accelerate out. You're riding adverse camber now, as pitted and pocketed as the surface of the moon. Pitching and leap-frogging into holes eroded by thousands of bikes that have passed through the years.

The Slide

Coming into the Slide, the ground plummets sharply downhill. The surface is badly worn down, exposing a menacing selection of tree-roots. So watch your line and avoid tangling with them. It's full-time work to keep the bike straight and prevent a rider's private nightmare of the back wheel overtaking the front. At the foot of the Slide you're rocketing forward flat out, changing up to top, and positioning for a fast right-hander on sandy soil. Right foot down to steady the bike in case of wheel-slip. Weight back to keep the front wheel light and out of the sand.



High jump

Accelerating up the Cutting, you take the first jump - a bank about 4-ft high at around 55 m.p.h. Unless your machine is more aerodynamic than most, you'll be separated from Mother Earth for about 30 ft. Turn off the power as you go up, land on the back wheel and simultaneously open the taps. This will hold your front wheel off the ground and prevent a painful nose-dive.

Now the big roadway jump looms near - another 4-ft bank that puts you in orbit for a blissful 12 ft. A quick climb up to the corner and you're changing down to take this tight left turn round a natural banking. Up to top gear again and you're swinging down a stretch of straight, closely locked in with trees. Choose a line that keeps your handlebars well clear - more riders have been wrapped round trees here than you've had hot dinners!

Red's Banking is sharper than it looks. So brake and lean well over. It's downhill from here on over some deceptively sharp, short steps - 2 or 3 ft down at a time, so lean back and drop on the back wheel. It's only too easy to catch the front wheel and take a header over the handlebars.

The going gets very rugged after the left-hander into the Snake Pit-leaf mould, sand, roots-you'd find steadier riding on the surface of a blancmange! Trees crowd in again from the sides of the track-no room here for errors.

Snags

You're climbing Smithie's Hill now - no relation to Jeff-and changing into second for the slow right-hander down over a dangerous crop of tree roots. Then a sharp left-angle bend on good camber and uphill again, picking a line to the right of the track. The tree-roots are really setting in now. Watch out - they can buckle a wheel rim beyond recognition! Right turn; then down over rough, hard flints - murder on your tyres! Left incline; then throw out your anchors for the hairpin.

They don't call this the slowest section of the circuit for nothing! They don't call this a hairpin for nothing either - it's tight and close.

So right foot down, watch for the infamous tree-roots that can snatch your bike from under you, and round you go into the last section of straight. Change up to third and choose your line carefully. The going is easier now the track has been widened to avoid the roots. Take a close turn, hugging the left side, and you're into the starting stretch again. And the bumps are bouncing your bike like a ping-pong ball on a water-spout. This is the section that frightens even the experts!

HOW TO GIVE A CAT A BATH



- 1 Thoroughly clean the toilet.
- 2 Add the required amount of shampoo to the toilet water and have both lids lifted.
- 3 Obtain the cat and soothe him/her/it while you carry it to towards the bathroom.
- 4 In one smooth motion, put the cat in the toilet and hurriedly close both lids. You may need to stand on the lid to prevent escape.
- 5 CAUTION: do not get any part of your body too close to the edge as the cats' paws will be reaching for whatever purchase they can possibly find.
- 6 Flush the toilet 3 or 4 times. This provides a "power wash and rinse" that is quite effective.
- 7 Have someone open the door to the outside and ensure that there are no living creatures between the toilet and the outside door.
- 8 Stand behind the toilet as far as you can. Quickly lift both lids.
- 9 The now clean cat will rocket out of the toilet and run outside where it will dry off.
- 10 Using this technique, your cat will always be the clean, sweet-smelling pet we adore.

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QUICKIE:

How can you be over the hill if you never got to the top?



Crab & Winkle



Hewthorn, Anglesea Road, Wivenhoe Essex
 Sunday 19th October 2003 Permit No. C 30033

No.	Name	Class	Machine	1	2	3	4	5	6	7	8	9	Total
85	Mark Fletcher	P/Unit	500 RoyalEnfield	00000	00000	00000	01000	00000	00000	00000	00000	00000	1
68	Graham Braybrook	2stroke	175 B.S.A.	00000	00000	00000	00000	00000	00000	10000	00000	10000	2
83	Trevor Baker	T/Shock	250 Ossa	00000	00000	00000	01010	00000	00000	00100	00000	00000	3
43	Dave Kenward	Unit	350 B.S.A.	00000	00000	10000	00000	00000	00005	00000	00000	00000	6
79	Roger Finch	P/Unit	500 Jaspas	00000	00000	00000	00000	00000	00000	10001	00000	00500	7
60	Peter Teager	Unit	250 B.S.A.	00000	00000	50000	00000	00000	10010	01000	00000	10111	12
41	Eric Gregory	T/Shock	250 Honda	10000	00000	30000	00102	00000	00000	12100	00000	10000	12
86	Brian Fletcher	P/Unit	500 RoyalEnfield	00000	00000	10500	10000	00010	00200	00300	00000	00010	14
77	John Beasley	2stroke	250 Greeves	00000	00000	30010	00010	00000	00000	02551	00000	11012	23
65	Trevor Hill	Unit	200 Triumph	00000	00000	01000	00000	00000	00000	51555	00000	00101	24



Daniel Cranfield
 350 Triumph

Geoff Daw
 250 A.J.S.



A big thankyou to all who helped and observed, making this a very successful event and of course many thanks to Brian Horrigan for the use of his land and orchard.

No.	Name	Class	Machine	1	2	3	4	5	6	7	8	9	Total
55	Steven Weedon	Unit	200 Triumph	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
80	Jason Sigournay	Unit	250 B.S.A.	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
84	Jeff Fincham	P/Unit	350 Rariefield	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
72	Richard Challis	Unit	249 B.S.A.	00000	00000	00020	00000	00000	00000	00000	00000	00000	2
62	Peter Sigournay	Unit	275 B.S.A.	00000	00000	00000	00000	00000	00000	00000	01000	10000	2
69	Colin Rose	Unit	199 Triumph	00000	00000	00010	00000	00000	00000	00000	00000	01000	2
57	Stuart Penfold	T/Shock	250 Bultaco	00000	00000	00000	00000	00000	00000	00000	00000	50000	5
47	John Ruth	T/Shock	175 Yamaha	00000	00000	05000	00000	00000	00000	00000	00000	10000	6
71	Trefor Andrews	Unit	350 Triumph	00000	00000	00000	00000	01000	00000	00000	00000	50000	6
63	Barrie Clarke	2stroke	250 Sprite	00000	00000	05011	00000	00000	00000	00000	00000	00000	7
58	Roy Bannister	Unit	250 B.S.A.	00000	00000	00110	00000	00100	00000	00000	00050	00000	8
51	Mick Brown	Unit	199 Triumph	00100	00000	53000	00000	00000	00000	00000	00000	00000	9
67	Graham Andrews	Unit	199 Triumph	00000	00000	13000	00000	00000	00000	00000	00000	50000	9
61	Graham Horrex	T/Shock		00000	00000	00000	00000	00000	00000	00000	00000	55000	10
70	John Phillips	Unit	350 Triumph	05000	00000	50000	00000	00000	00000	00000	00000	00000	10
87	Paul Gray	Unit	350 Triumph	00000	00000	00500	00000	00010	00000	00000	00500	00000	11
59	A Robinson	T/Shock		00000	00000	01000	00000	00000	00000	20000	00000	53000	11
76	Ian Preedy	P/Unit	250 LittleEric	00000	00000	53100	00000	00000	00000	00000	00000	11000	11
48	Chris Byford-Smith	P/Unit	350 Matchless	00000	00000	20100	00000	00020	00000	00001	00000	50000	11
74	Stephen Daw	2stroke	175 B.S.A.	10000	00000	05105	00000	00000	00000	00000	00000	00000	12
75	Albert Dove	Unit	350 D.O.T.	00000	00000	50330	00000	00000	00000	00100	00000	00000	12
73	Geoff Daw	2stroke	250 A.J.S.	00001	00000	01305	00000	00000	01000	00100	00000	00000	12
45	John Daley	P/Unit	500 Norton	05000	00000	11000	00000	10000	00000	00000	00050	00000	13
66	Kevin Goldsmith	Unit	350 B.S.A.	00000	00000	55200	00000	00000	00000	01000	00000	10000	14
52	Mick Honeyball	2stroke	250 Greeves	00000	00000	00551	00000	00000	00000	00100	50000	00000	17
54	Andy Colsell	T/Shock	250 Suzuki	00000	00000	51200	00000	00000	00000	13000	00000	05000	17
89	Daniel Cranfield	Unit	350 Triumph	00000	00000	55330	00000	00000	00000	00000	00000	20000	18
49	Paul Baker	T/Shock	305 Montesa	15000	00000	05500	00000	00000	00000	00000	00000	50000	21
78	Bob Drane	T/Shock	246 Honda	00000	00000	02003	00000	10000	00000	00500	00050	50000	21
64	Kevin Harris	Unit	350 B.S.A.	00000	00000	50500	00000	00000	00000	30000	50000	50000	23
50	Nick May	P/Unit	500 Ariel	00000	00000	55503	00000	00110	00000	03000	00005	50000	33
82	Harrison Payne	Youth	80 Yamaha	30000	00000	55555	00000	00015	00000	00020	00000	01000	37
81	Ian Bennett	2stroke	197 FrancesBarnet	00100	00000	50150	50001	01000	00000	30030	13235	50020	46
88	Luke Gray	Youth	80 Yamaha	20110	00000	55555	00000	00010	10000	53000	00000	50210	47
53	Tim Bradshaw	2stroke	250 Greeves	00000	00000	55555	00000	55233	02000	13100	30031	50050	67
56	Ashley Watts	T/Shock		55555	05000	55555	00000	53550	15100	55055	53555	55050	138
44	Paul Weavers	Unit	250 B.S.A.		0	30	0	5	5	3			ret
46	Caspar Killick	T/Shock		5	0				5	5	5	3	ret
90	Andrew Jackson	Youth	325 Bultaco	0	1	3	0	1	0	2	0	3	ret

Winkle Pickings:

Why did Peter Teager try to bury his C15?

Three Ducks

A chap walks into a quiet bar carrying three ducks - one in each hand and one under his left arm.

He places them on the bar, has a few drinks, and chats with the barman. The barman is experienced and has learned not to ask people about the animals that they bring into the bar, so he doesn't mention the ducks.

He and the chap chat for about 30 minutes before the chap has to go to the gents. Now, the barman is alone with the ducks.

After an awkward silence, he decides to try to make conversation.

"What's your name?" he says to one of the ducks.

"Huey," answers the first duck.

"How's your day been, Huey?"

"Great. Lovely day. Had a ball. Been in and out of puddles all day." "Oh, that's nice," says the bartender. Then he says to the second duck, "And what's your name?"

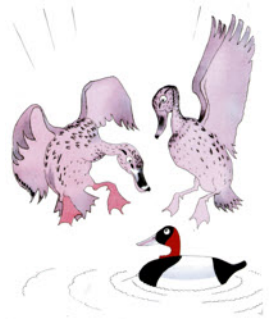
"Dewey," comes the answer.

"So, how's your day been, Dewey?"

"Great. Lovely day. Had a ball. Been in and out of puddles all day, too, and if I had the chance, I would do it all again."

So the bartender turns to the third duck and says, "So, you must be Louie."

"No," growls the third duck. "My name is Puddles. And don't ask about my day."



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The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

A man came round in hospital after a serious accident.

He shouted, "Doctor, doctor, I can't feel my legs!"

The doctor replied, "I know you can't, I've cut your arms off".

O.H.M.S.

The above abbreviations on an envelope could put the fear of goodness knows what on you as the envelope fell on the mat! However, to some lucky people it may have contained a tax refund! To reply to such a communication you always had a pre-paid envelope, not any more! although I don't put a stamp on (its called the Meldrew syndrome). My first receipt of one of these communications was when I was accepted to work at the Ordnance Survey Office as a map making surveyor, with my firsts months salary cheque I squandered more than half of it on a 197cc James Commando Trials bike, cost £25, well I had to get to work somehow! The second OHMS letter I received was probably my National Service call up papers! Going back to my James, on which I won my first novice award, I insured it via Norman Frizzell, the Civil Servants insurance broker, to be able to take advantage of Norman's good rates you had to belong to the Civil Service Motoring Association, another set of abbreviations!

C.S.M.A.



Most of you will associate this with cars carrying a nodding dog on the back shelf, an old git driving with a flat cap on his head or the pin stripe trouser and bowler hat brigade. But no! there were and are a different breed of Civil Servants. In the winter season us surveyors looked like adverts for ex-government stores, but we were inspected before we left the office to go into

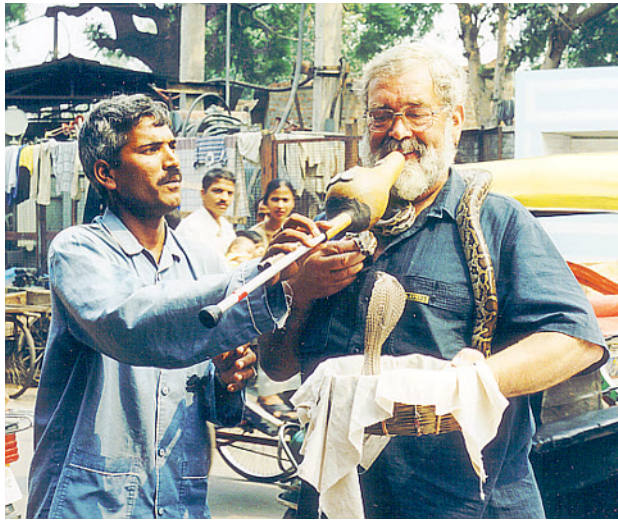


the field to ensure that we were wearing collars and ties! What's all this got to do with trials you may ask? Well remember my ravings fast month about the Arbutnot? Yes it became included as an award in the Services Trial organised by the C.S.M.A. The Services Trial is an event for all armed services, police forces, civil servants (including the Post Office and BT). It used to be a normal

trial but now is a three stage event in which I have knackered a Cub and a Fantic! Back in the sixties the Services was an excellent event run at Weavers Down just north of Petersfield in Hampshire. The awards were excellent with superb trophies for class winners and the replicas were pint and half pint pewter tankards. As stated last month the award for the best naval entrant was the Arbuthnot Trophy. The award for the best Civil Servant was the Sir William Crocker Award, don't ask me who he was, but the trophy looked like the F.A. Cup and you kept that for a year, and yes, they sent you a postage paid label to send it back with.

E.F.A. (more abbreviations) What's this all got to do with the us? You may well ask. Well many years ago the Sir William Crocker award was won several times by your trials championship recorder Colin Taverner and later for a few years by yours truly . The C.S.M.A. were very supportive to their riders and would pay your expenses for trade supported events and other nationals. They helped me over several years and without their support I would not have ridden in the Scottish and other classic national trials.

Mick Brown



Because EIP's missus has retired he has taken to training as a snake charmer and street entertainer to make ends meet and this picture proves he has still a long way to go before his teacher will be satisfied with his performance on the musical potato!

End Thought . . .

I said "no" to drugs, but they just wouldn't listen.