

Editorial

I must start off with an apology to Mike Harden and all those of you who were waiting for information with regard to his Classic Trial. Hopefully all turned out well in the end. I know that the trial turned out OK. I thoroughly enjoyed what I saw and speaking to riders at the end it became obvious that it was very enjoyable.

Sadly the list of hospital inmates, recoverers etc doesn't seem to get any shorter. Brian Neale and Geoff Daw have been re-knee hinged and are in the recovery process. Nice to see Brian at Snaque Pit observing although having to make progress using a pair of sticks. Both Don Smith and Andy Spreadbridge are in hospital at the present. As many of you will know, Andy has been 'attacked' by a ton of copper whilst working in the hold of a ship, partially crushing him. We wish him well. Don, on the other hand is in Addenbrookes Hospital in a coma after suffering a brain haemorrhage. I understand that Bill Brooker gave up his ride on Sunday to be at Don's bedside. Our thoughts are with you, Don.

Our men, either full of Eastern Pride or Eastern Promise were really the stars of the East at the Arbuthnot trial held recently down in the

Salisbury area. I will refer you to the article written by the team manager to keep you up to date with their successes. Seems that we must have had a significant percentage of all the Norton 500Ts in captivity in our team. As far as I am aware these were genuine 500Ts. I don't think there were very many produced in the first place.

It looks as if the Eastern version of the Arbuthnot will be taking place next year, all permissions and interest being positive. Mick Brown is looking for a suitable name for the event so if you have one that will be acceptable to the organisers then let Mick Brown know. I am not sure that my suggestion, an anagram of Arbuthnot, was acceptable - "A Nut Throb". Mick is really looking for a name that may have been used pre War (Second World rather than Desert Storm II) and could be resurrected. So, some of you elder statesmen - get your thinking caps on!

'Our Boys' were victorious in the Pre 70 Inter Centre Team Trial. It was nice to see some of you out there giving the team some local encouragement. I will leave further comment to my article later in the newsletter.

Following on from the use of Snaque Pit by the Eastern Centre, we were back in there the following

*EFA Sweatshirts - latest styles - get yours
for the new Season from*

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

The October Plonkaround

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

Saturday 23rd October 2004

Start 12 noon

Trials practice for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars

weekend for a club trial and an event that was 'under new management' and what a good job they did. I really do think the sections showed far more thought having been put into them than what was on offer the previous week.

Sadly there are a couple of 'problems' that reared their head at the Snaque Pit. We cannot allow anyone to ride without having, or having shown intent to obtain, an ACU affiliation card or license. This is likely to cause problems for the club as well as the rider if any accident were to occur.

Also, may I remind you all that the club does not permit adult members to compete on monoshock machines. This situation will be closely monitored in future. Up until this last meeting at the Snaque Pit, the ruling has policed itself. Thankyou to those members who pointed out the problem, but in future it would be nice to have it pointed out before the event gets underway.

Not too big an entry at Covenbrook Hall but once again a very good trial

had been laid on and thankfully the weather was kind, not complying with the weather forecast which boded a day of wind and rain.

As you will see above, Mike Harden has another of his Plonkarounds planned for Raydon on 23rd October.

Our next event will be the Crab and Winkle trial at Wivenhoe on 17th October. Once again this will take place along the old railway line and starting from Brian Horrigan's back garden/orchard. It may be a bit muddier this year as in the past couple of years the muddy ditches have just dried out. Once again may I appeal to you that if you can get your vehicle into the garden then please do so as to not block the roadway outside Brians residence to the annoyance of the other residents.

Thumpers time is fast approaching! We will need all the help we can muster to ensure that the event remains at the very high standard it currently enjoys.

Best wishes,

Jim

Secretarys Scribblings

As the Chairman and his good lady are away on holiday, think we'd better start with the Chairman's Chat:



Thanks to everyone who made the Snaque Pit Trial a successful event. Your efforts were really appreciated.

Our next trial is at Wivenhoe on 17th October with Mark Fletcher as Clerk of the Course. Mark will need some help on Saturday 16th to probably do a bit of cutting out and to put the section markers out. If you can help please have a word with him tonite or give him a ring on 01206 250983.

The Thumpers will be our next event on 21st November. Although this seems a long way off at the moment there's lots to do and planning has to start early. One of the most important jobs is to make sure we have enough observers on the day. Please let Ted (01206 841519) or Heather (01621 892606) know if you can help out.

For those of you on the Committee there will be a meeting on Wednesday 20th October.

Have just been leafing thru' Old Bike Mart and spotted a rather disturbing piece about a proposed idea from DVLA for an annual registration charge which will be collected at tax disc or SORN time. Even folk with historic vehicle tax discs would be subject to this fee. Needless to say the FBHVC is campaigning to oppose this idea. In the same article is a piece about insurance and having vehicles insured even if they're off the road, being worked on or rebuilt etc. The Department of Transport say it's to clamp down on people who drive around without tax and insurance but it won't affect them will it, it'll only clobber those who already abide by the law - typical.

Get well soon to Andy Spreadbridge who has suffered a very nasty accident at work, is in hospital and likely to be out of circulation for some time.

Watch out for low flying broomsticks at the end of the month . . .

Heather



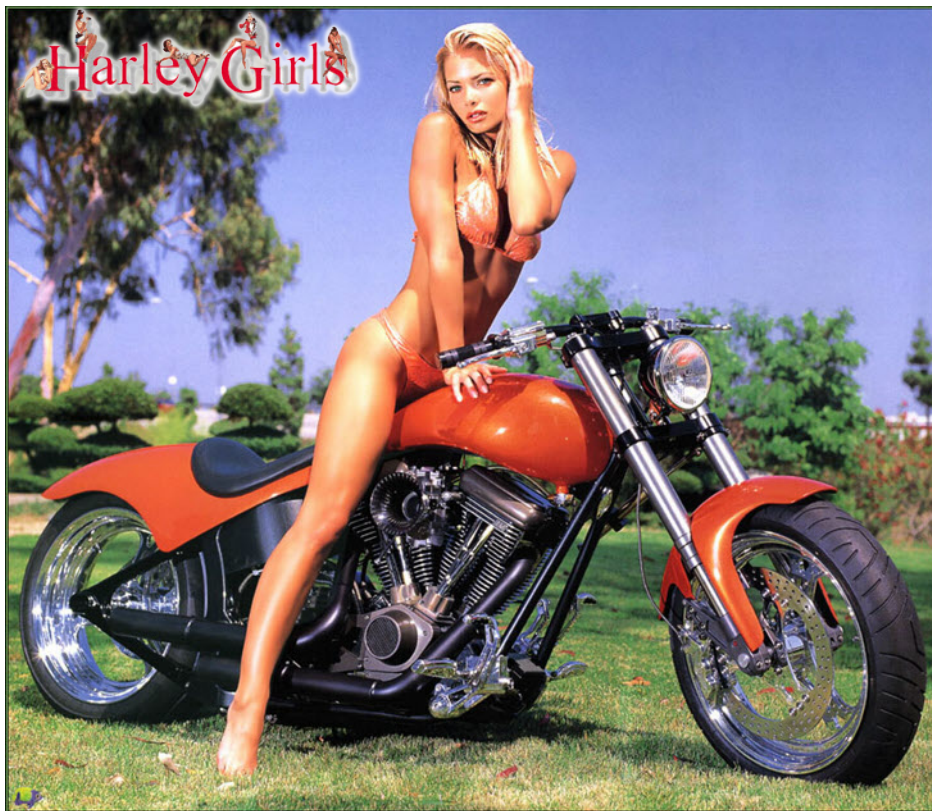
The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. to brighten up the day.

So I was getting into my car, and this bloke says to me

"Can you give me a lift?"

I said "Sure, you look great, the world's your oyster, go for it."



A friend worked for a while at a well known super store, selling sporting goods amongst other items. As an employee of the store it was sometimes required to make store-wide pages, e.g., "I have a customer in hard-ware who needs assistance at the paint counter."

One night a tentative female voice came over the intercom system with the following message:

"I have a customer by the balls in the toy department who needs assistance." . . .



Please Note:

The closing date by which all articles and adverts to be included in the August issue of Trials & Tribulations should reach the editorial office is Monday 27th September. 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.



Our final tour of the year took place as planned with good weather although there was a strange wind. Participants were down in number owing to the Netley Marsh Auto Jumble taking place the same day. Those who did take part were Doug King - trail bike (the make escapes me), Roger Birch - Kawasaki, Chris Stokes - BMW, Russell Smith - Honda (I think), Roger's mate Harry - Royal Enfield (no relation to the comedian) and me - B40.

Where we went mostly remains a mystery to me at least. Following Doug along roads that for all intents and purposes were no more than green lanes, single track to say the least with large deposits of gravel washed down by recent rains and concentrated vegetation in the middle. It was a technique to negotiate this terrain which took not a little concentration on a traditional touring bike - none the less very enjoyable.

Roughly speaking, on leaving Bures we headed to Lamarsh, then Alphamstone, Wakes Colne, Chappel, Fordham, Horkesley, Langham, Bures (again) Assington "Preedy Hill", (where we forded a river), Kersey and many more tiny places, finishing at Hadleigh to sample the excellent eats at the chippy.

We covered about forty miles on what turned out to be quite a unique experience.

With thanks to Doug King and Geoff Daw for compiling the route. Unfortunately Geoff could not attend due to his recent knee operation. We wish him well. Also due appreciation for the help of Roger and Heather and everybody who has helped or taken part to make our little outings the success they have been.

See you next year . . .

By Order Of The Management



A recipe is a series of step by step instructions, for preparing ingredients you forgot to buy, in utensils you do not own, to make a dish that even the dog won't eat.

Thumpers 2004 - 24th edition!

Hi folks, its THUMPERS time again - well almost anyway! This week sees the release of the regs and I shall be moving amongst you with them so keep an eye open - and there's no need to get trampled in the rush - there's plenty available. As you may or may not be aware, this years event takes place on 21st November and is the 24th offering of the Thumpers. In addition it is the 13th for which I've been Secretary of the Meeting. Doesn't time fly when you enjoy yourself.

Thinking on it, just what do I like about the Thumpers? In the past programmes, we've had several riders who have written about what they like about it and we hope to have someone else this year but from an officials point of view, what do I like about it?

The Thumpers is a popular trial and we have had many people from all different parts of the country mainly the south but even more from the south-east corner of the country. Yes we've had people from the north, the midlands and from the West Country, but mainly they come from the South-Eastern and the Eastern Centres and of those who do enter, most are, of course, from the Eastern Centre. I would like to have got an advert for the Thumpers in the TSM (The Sporting Motorcyclist) but unfortunately I didn't think about it early enough to get it to them in time. But how we spread the word about the Thumpers, I just don't know.

One of the things I enjoy about the Thumpers is meeting people from other parts of the country who, as

Little Johnny comes in to school one morning wearing a brand new watch. Obviously his best friend little Benny wants to know where the watch is from, so

Johnny tells his story: "I was coming from the bathroom to my bedroom when I heard a strange noise from my parents bedroom. I walked in and saw them bouncing up and down. Dad said I could have anything I wanted as long as I didn't tell the family. I asked for a new watch and here it is."

Benny decides he wants one too, so night after night he listens outside his parents bedroom for any strange noises and, sure enough, eventually he hears some banging and groaning from the other side of the door. He walks in and catches his parents in the act, so his dad offers him anything he wants to keep quiet about the whole affair.

Benny immediately says "I want a watch."

The dad sighs and says: "Alright but go and stand in the corner and don't make a noise."



FOR SALE - Centre Lift Stand £20

Ted Smith 01206 841519

Secretary of the Meeting, I have come to know quite well over the years. I may not see them from one Thumpers to the next but I always enjoy meeting them again, albeit briefly. Sadly, there are one or two people I'm unlikely ever to meet again and I'm thinking about those from abroad who have ridden the Thumpers several times. I'm thinking of the likes of Stig Karlson and his mate Olav Högman from Sweden and lets not forget Jôel Corroy from Vesoul in France. It has been a great pleasure to meet them all.

The Thumpers, even though it is a lot of work, is a great pleasure in that it gives me the opportunity to organise the admin side of a "proper" trial. Sadly, it doesn't have any roadwork and maybe that in itself would attract more riders from other parts of the country. Snag is, that this would eliminate many from the Eastern Centre mostly from our own club of course as most do not have road registered machines together with the associated insurance and MOT!

At one time the Thumpers came at the beginning of December and it was the last meeting of the year that I was

involved with and I could relax as far as motorcycling was concerned. Several years ago, of course, it was brought forward two weeks and hence occurs some weeks earlier so this doesn't always apply any more. In particular, as Centre Secretary (at least until the end of December - what happens after that depends on the Centre Board on 14th November), there are at least two admin meetings I am duty bound to attend after the Thumpers. Still, I can't complain as I knew what I was taking on.

One thing I was worried about this year was the effect the Pre-70 Inter-Centre Trial may have on the EFA and the Thumpers. However, the trial itself went off very well - it was just the admin/paperwork that was so appallingly thought out. You will find that the regs for the Thumpers as always is far superior to that for the Inter-Centre Trial and should, hopefully, have no effect on the Thumpers, at least I hope not.

Tracey

SITUATIONS VACANT

Could you be the person we're looking for ?

Having more or less hung up my riding hat 1 feel it's also time to hang up my Secretary's hat so a new Club Secretary is required.

I've enjoyed the time I've spent as Club Secretary but feel I'm getting a bit stale and should step down now.

If you feel you'd like to take over, come and have a chat and I'll let you know what's involved or you can always have a word with Ted.

We'll be pleased to see you between now and next

March when the new club year starts.

Heather



The Snaque Pit Trial

Harder Route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
82	Mark Fletcher	500 Royal Enfield	00000	00000	00000	00000	00111	00000	00000	00000	00000	00000	3
59	Sam Appleton	350 Royal Enfield	00000	50000	00000	03000	21001	00000	10000	00000	00000	00000	13
78	Dave Spurgeon	246 Greeves	50000	00000	00000	00001	10222	00000	00000	20100	00000	00000	16
79	Colin Sadler	248 RoyalEnfield	00000	00000	00101	00000	23353	00000	00000	00000	00000	10000	19
77	Terry Sewell	246 Greeves	00000	00000	00000	00000	12322	10050	00000	22100	00000	00000	21
83	Brian Fletcher	500 Royal Enfield	01000	10000	11020	00000	55122	10005	00000	01032	00000	00000	33
84	Kevin Teager	250 Banville	5000m	10000	22000	51000	22323	00000	01102	02101	00000	11255	60
<i>minishock</i>													
75	James Williams	250 Yamaha	00000	00000	10000	00000	11000	00000	00000	01000	00000	00000	4
44	Andrew Prill	350 Bullaco	00000	00000	00000	20000	21222	00000	00000	20110	00000	00000	15

Youth (Gentleman Route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
60	Harrison Payne	80 Yamaha	00000	00000	33000	00000	00000	00000	00000	00000	00000	00000	6
61	Ross Jarvis	175 Montesa	5	5	3	5	5	5					ret

Middy Route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
66	Jim Mason	250 Suzuki	00000	00000	00000	00000	00000	00100	10000	00000	00000	00001	3
68	John Beasley	250 Greeves	00000	00000	00000	00100	00000	00000	00010	10000	00000	00000	3
72	Richard Challis	249 B.S.A.	00000	00000	00000	21001	00000	00000	00000	00000	00000	00000	4
47	Trevor Andrews	175 B.S.A.	00000	00000	00000	11013	00000	00000	00000	00111	00010	00000	10
64	Geoff Challis	250 Wasp	00000	11000	00000	12000	50000	50110	00000	00000	00000	00000	17
53	Jeff Fincham	350 Rarfield	00000	00000	50000	05030	00000	00000	01521	00201	00000	00000	25
42	Roy Phypers	350 Triumph	00000	00000	00000	12322	00000	15250	00000	00000	11000	00000	25
80	Eddie Hood	175 B.S.A.	00000	02000	00000	10000	00000	25335	00500	00050	00000	00000	31
71	Les Fox	250 Greeves	00000	15101	00000	10051	00000	32555	50000	10002	00000	05000	48
<i>minishock (not a recognised class!)</i>													
81	Gordon Blackburn	250 Yamaha	00000	00000	00000	10300	00000	00000	00000	00100	00000	00000	5

twinsbrook

Gentlemen

Twin Shocks (Gentleman Route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
70	Luke Gray	200 Honda	0000m	20070	00000	00110	20100	00000	00000	33333	00000	50000	38
49	Paul Kelling	250 Suzuki	30000	01000	00000	51000	11553	00000	00000	10121	00000	15500	41
58	Robert Clark	325 Bultaco	20005	05000	00000	00000	01101	05000	50000	32122	10000	51100	43
63	Richard Penfold	250 Bultaco	21010	02100	50000	00000	33013	01120	00000	53233	00005	22002	53
50	Doug Maggs	325 Bultaco	55000	15000	50000	00050	00500	00000	00000	1111m	50000	09500	60
41	Chris Cook	320 Yamaha	50000	20000	00000	13500	10000	55550	55230	10011	00000	55000	65
56	Keith Fleet	325 Suzuki	35235	00200	00000	00000m	53502	00030	33300	55335	03313	mmmmmm	138
74	Chris Stokes	250 Yamaha	3005m	500mm	0000m	5000m	03501	0100	0005	2022	5000	0	ret
73	Daniel Cranfield	250 Fantic					excluded - not affiliated						

Pre 70 Inter Centre Team Trial

19th September 2004

Eastern Centre ACU



WE WON!

Yes, the Eastern Centre has beaten the might of the South Eastern and Yorkshire centres to win the Pre 70 Inter Centre Team Trial. I have it on very good authority that this is the best result that an Eastern Centre Team has achieved since the inauguration of the Centre philosophy of the ACU and the subsequent team trials. I think our team should be very proud of their achievement especially as it was achieved, seemingly, against the wishes of the organisers.

As I stated in my report to the Eastern Centre Competitions Committee, (incidentally a report the contents of which were summarily disregarded and binned by the competitions committee), the Clerk of the Course should be congratulated on

the trial, its sections etc, but I felt and still do feel that we, the Eastern Centre, the home centre, were treated with contempt by the organisers, yes the Eastern Centre, as they should have been the authority that the Clerk of the Course was responsible/answerable to.

I must admit that the severity, or lack of severity, of the sections did surprise me and I feel that they could have been a little more severe, an opinion born out by none other than our Presidente. From my viewing of the sections, I would hazard a guess that they were in general about the severity that a 'middy' route rider would have expected - the main difficulty seemingly being the actual length of the sections.

Contrary to the view of some, I didn't enter an appeal to the Stewards



Eastern Centre Pre 70 Team 2004

Matthew Neale - Sam Appleton - Mike Smith - John Kendall - Dave Spurgeon - Clive Dopson



Matthew Neale Triumph 199

of the Meeting regarding the cavalier approach of the Clerk of the Course with regard to the interpretation of the regulations - instead I wrote an 'open' letter to the Stewards requesting confirmation that the event would be run to the regulations. After some deliberation this was achieved to my and the teams satisfaction but it would appear not to the satisfaction of the Clerk of the Course who it would appear did not even intend to act on or follow the decisions of the stewards of the meeting!

I believe that the inclusion of the Snaque Pit into the route hasn't caused any undue damage to the venue but what has been shown is that although we in the EFA have invested considerable quantities of members time and money in resurrecting and protecting this valuable facility, it is, or would appear to be, open season with regard to the use of Snaque Pit. I really do find this disappointing as most clubs and individuals within the trials scene have for many years acted

as gentlemen with regard to the use and non-poaching of another club's land. Open season now seems to reign!

Finally I must ask you to join me in congratulating the members of the winning team, Mathew Neale, Sam Appleton, Mike Smith, John Kendall, Dave Spurgeon and Clive Dopson. Especial thanks must go to Matthew Neale for providing the best performance of the day and also to Sam Appleton for standing up to his rights (and the regulations).

We now await details of next years event, which I understand will be held in the Deryshire Peak District and I feel sure won't cause the teams or their managers as many problems as this years.

Jim



Dave Spurgeon Greeves 246

Arbuthnot News . . .

You had the history lesson last year, so, briefly the Arbuthnot is a trial from between the wars, run now by the Salisbury Motor Cycle Club, on the Dorset / Wiltshire borders and covering 75-80 miles of mainly off-road byways and private tracks, twelve sections and a special test.

Team 'Eastern Promise', Mick Brown, Dick Hobart and Pete Sigournay met up at the 'Barford Arms', the start venue, on Saturday evening for a team meeting. Also present was a representative of team 'Spirit of the East', Keith Fitz-John. Keith was bivouacking somewhere in

the village and his team mates in lodgings not far away.

Dick had an exciting start to the day. You may remember that he broke his footrest bolt last year. Well, this year while loading the Matchless he broke a footrest, so a quick visit to the Sigournay Family Forge and some swift work with the welder and some gas pipe was called for. I must say a very tidy job was done which lasted the trial and will probably last many more!

Both teams left the start in line astern promptly at 0912hrs and were on the rough stuff within a couple of hundred yards, first warm up section



Eastern Promise - Peter Sigournay Dick Hobart & Mick Brown

and then on for well over an hour and 25 miles to the next group of sections. The course was damp in places which sharpened the concentration if you were, like me running on road tyres, the ford made us all sit up. But we all made it across without any water in the works. We soon came to a timed, no inspection hill, standing start for competition tyres, flying start for colonial i.e. road tyres

One more section before lunch by which time we had covered 40 miles. I kept trying to point out landmarks to my team mates, like the distant Isle of Wight, 30 miles away, or Madonna's house, about 100 metres below us in a steep valley. I waved to her but got no response!

We all met up for a posh lunch, yes, waitress service, table-cloth, polished floor etc. and us lot in Barbours and boots. A bit of machine fettling and we are off again to Well Bottom, a Dick Farquharson Trial favourite group of sections. Now started to rain as we belt up Zig-Zag hill, no sections this year, and on to Whitesheet Hill where Dick and I lost our marks.



*Keith FitzJohn
Norton 500T*

MALE OR FEMALE . . .

You may not know that many non-living things have a gender, for example . . .

- 1) **Copiers** - They are Female, because once turned off, it takes a while to warm them up again. It's an effective reproductive device if the right buttons are pushed, but can wreak havoc if the wrong buttons are pushed.
- 2) **Tyre** - Male, because it goes bald and it's often over-inflated.
- 3) **Hot Air Balloon** - Male, because, to get it to go anywhere, you have to light a fire under it and, of course, there's the hot air part.
- 4) **Sponges** - Female, because they're soft, squeezable and retain water.
- 5) **Hourglass** -- Female, because over time, the weight shifts to the bottom.
- 6) **Hammer** - Male, because it hasn't changed much over the last 5,000 years, but it's handy to have around.
- 7) **Remote Control** - Female . . . Ha! You thought it'd be male. But consider this -- it gives a man pleasure, he'd be lost without it, and while he doesn't always know the right buttons to push, he is endlessly trying.



Pride of the East - Andrew Prill, Stuart Penfold & Keith FitzJohn

One more section and another dozen miles back to the pub, which is open all day, for a welcome pint or two!

Well! Two teams of three started from the EFA and two complete teams finished, one team, 'Eastern Promise' lifted the team award much to our surprise and delight. Andy Prill on his Matchless won his class, the pre-unit comp. springer for the second year running and yours truly won a first class award on the colonial tele-rigid route, same as last year. Other EFA

winners were Dick Hobart, first class, colonial tele-rigid. Pete Sigournay first class, Comp/ Colonial. Friend of the EFA, Dave Blanchard won a first class in Girder/Rigid class. At the time of writing this I don't know how our other couple of riders, Keith Fitz-John and Stuart Penfold, got on. What I do know is that we all enjoyed a brilliant day out in glorious country and in good company!

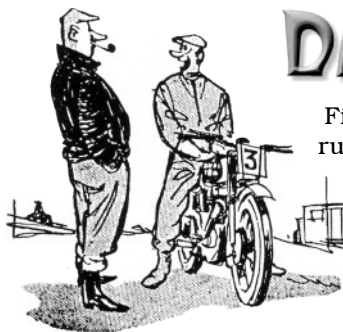
Mick Brown

BONKERS BOOKS

I have received some more anonymous entries into the Bonkers Books list of titles never to be missed. Can you come up with any to give us a chuckle?

'Perfect your Rear Suspension' by Tanya Bottoms

'Make sure you buy the Correct Crash Helmet' by Sonia Head



DABBERS DIARY

Firstly, may I say how pleased us Arbutnot runners were to see Tony and Judith Appleton at the start of the trial, a fan club!, when they appeared at the second group of sections I promptly pressed my digital camera into Tony's hand and appointed him as team photographer.

Well here we go again, I don't know if our editor is short of copy, or have you all swamped him with articles? If you have he won't want this crap!

As I set off for the Arbuthnot, a few days earlier than the other lads, its not that I get lost like some EFA members are prone to, I get dehydrated, so I have to top up with some good West Country Ale. Any rate I set off West the day the A12 was closed both ways at Marks Tey, so I had plenty of time to listen to Dave Monk on BBC Essex when his two guests were discussing the possible closure of byways. His guests were a representative from the ramblers, of course, and a spokesman for the four wheel drive brigade, I was itching to ring in but was trying to get onto the A12 somewhere south of Witham. Did any of you get through? I lost contact before the programme ended.

What was coming over to me from their discussion was that both the Rambler and 4WD chap agreed that there were troublesome cowboy motorcyclists, no mention was made of responsible motorcyclists or responsible motorcycle clubs. The 4WD man agreed that they should try and control their cowboys 4WD drivers or oikes as Dave Monk referred to them. They also agreed that the motorcycling fraternity should police their own members.

This made me think, if we motorcyclists on two wheels and the 4WD boys on four wheels are expected to police our colleagues, are the ramblers on two feet expected to police the oikes that plague our towns and villages, who smash up phone boxes and terrorise old people? Ask your nearest local Rambler!



Peter Sigornay - 350 Ariel



*Para 23a of the Royal
Enfield Warranty
specifically states that
riding the machine with
both wheels clear of the
ground invalidates the
warranty!*

*Mick Brown invalidating
his warranty at the
Arbuthnot.*

On the way back from the West Country I listened to all the excitement with the Anti-Hunt Bill and the raid on the House of Commons. As a country boy growing up in rural Hampshire, I witnessed the last Otter Hunt in the county. I did not enjoy it, but nobody objected, it died out naturally. I don't enjoy fox hunting, despite having my chicken wiped out, but I don't believe it requires an act of Parliament to stop it, it will die out in its own time just like us old boys and our old motorcycles. Morbid? Not a bit of it! Lets enjoy what we've got and fight this urban government of Mr Blair.

Get your pens out and write to your MPs, Local Councils and the Press. I think it's time we joined the Countryside Alliance and joined with the fox hunters etc. in defending our traditional country pursuits. The bed and breakfast farmhouse where we stayed this year for the Arbuthnot sums it up for me. The owner, a retired agricultural contractor, ex-huntsman and now running a small shoot, always spectates at the start of the Arbuthnot and reminisced with me about grass track meetings he used to attend and road racing at Blandford Camp and Castle Combe. A true countryman, lets not lose this endangered species.

Dabber

P.S. If our editor publishes that picture of me and my big dab again, I might have to dab on him too!

End Thought . . .

When everything is coming your way, you're in the wrong lane.