

# Editorial

All seems quiet on the EFA front this past month. I have been out of circulation for quite a bit of the month due to becoming a political statistic. Quite early in the month I received a phone call from my second home, namely Bromfield Butltz, in which they said that I should attend for an operation before the middle of the month. They then gave me the date of the 16th May which was when they wished to operate on me. I requested that they attempt to change the date as I was hoping to have celebrated my 65th birthday on the 17th. No, it was a requirement that I was to be operated on by the middle of the month so, I was operated on the day before my birthday. The hospital officially denies the fact that they wanted the operation carried out before I became an OAP, but I am assured that I would have been placed on a different set of statistics had the operation been delayed! Make of it what you will.

What I will say, however, is that medical science, operation techniques or what have you, have improved immeasurably with regard to the treatment of bladder cancer within the last 15 months. Instead of spending the best part of a month in hospital this time

I was sent home the same day as I had the operation and feeling very few after effects. However, as is normal, it takes quite some time to recover from the hospitalisation and its associated sleep deprivation.

That's enough of me. Now let us look at what has been happening on the off road motorcycling front.

The big news of the month must revolve around the change of heart by DEFRA who have decided that for 2005 motor sport can carry on as usual on land that will be subject to the single payment system. With any luck this will mean that our sporting events can take place without hindrance. However, there is still the problem that many land owners will be unwilling to allow us onto their land because of their fully justified fears of recrimination from DEFRA. Sadly it would appear that officials from that government body have (in the past) harassed landowners who did not follow the 'party line'. One cannot blame land owners for taking the cautious approach as many small landowners and farmers depend upon subsidies to keep them off the bread line.

It was a great shame that the announcement by DEFRA came too late to allow the Stour Valley trial to go ahead as planned. Thankfully, the organisers were able to salvage some of the event and ran a pseudo trial utilising

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# *The June Plonkatound*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 18th June 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

some of the land and sections they had intended to use for the trial proper. In fact the event turned out to be a very successful ride around the Stour Valley with some interesting sections interspersed en-route. Full credit must be given to Mick Brown and his team for salvaging the event. I must admit that I was a little surprised to have received a photograph from Mick Brown depicting Roger Gulliver riding the bathtub Triumph. Now, I did not realise that these machines were quite as old as was intended to be entered in this trial! No doubt it was quite a handful on the slippery grass.

This month we have received a report from 'the management' of Tim's Tours regarding the tour that took place at the beginning of May. It seems that there was quite a good turn out and everybody enjoyed the ride. I think that it is high time that thanks were given to Tim Bradshaw for the work he, and his able assistants and route planners, have and are doing for our club members and friends.

I have received some photographs of the Scottish Pre 65 trial from Roy Ayres and I have the promise of an article on this year's event from Clive Dopson. It is my intention to include perhaps the first part next month.

Recently I received notification from the Eastern Centre competitions committee that I am to be the Team Manager for this year's Inter Centre Team Trial which is to be held in the Buxton area. At the moment I do not have a copy of the regs so do not fully appreciate the required make-up of the team. Following on from last year's experiences and the fact that we won the event, it is imperative that we have the strongest team possible and preferably who have experience of riding the sort of rocky terrain that we will be encountering. Due to the event involving road work I have a limited field of riders from which to choose a team but that limited field contains many of the best riders in the centre.

Best wishes,

*Jim*

# Secretarys Scribblings

Don't know about anyone else but I really enjoyed The Stour Valley Trial even though it didn't run quite as intended.

Seventeen riders on British machines and two on trail bikes arrived to sign an at the Leonard Cheshire Seven Rivers Home and, after riding two sections set out in the grounds of the home, set off around the lanes, following the "end over end" road trial system (with varying degrees of success! - maybe it was the hailshowers which caused the problems). Eventually, after covering 35 miles, everyone arrived at a piece of land we can still use to ride six more sections, one of which was timed and observed. When all riders had completed these, it was back to the lanes again and a friendly pub for a pint and a sandwich.

With the sun shining once again we completed the loop back to the Leonard Cheshire Home where the first two sections were ridden in reverse and those who wanted to, rode a special test.

Thanks to all those who supported the event, we hope you enjoyed your day and thanks to Mick and the team for all the time and effort they put into organising and running the event.



Don't forget to put Saturday 2nd July in your diary for the Leonard Cheshire Charity BBQ Trial. It starts at 2.30pm and the £11 includes your BBQ. Extra BBQs for friends and family can be

ordered at £5 each but please let us know in advance so we know how many to cater for. Regs are included in this Newsletter.

The first Tim's Tour took off on Saturday 7th May and was well supported. Geoff Daw was responsible for the route which meandered around the lanes of Essex and Suffolk for Fish and Chips in Long Melford. We can't tell you exactly which lanes they meandered round 'cos this was a tour of two parts.' Due to an early hiccup with the "end over end" system, Chris Stokes, Rog and me were left to make up our own tour which we quite happily did, following more or less the same route as the others. We tried a byway at Middleton but were scuppered by a wet patch so had to turn around. We also went through Clare and Cavendish which the others didn't but we all ended up at the Fish 'n Chip shop which comes highly recommended.

The Triangle Motorcycle Club are running a Treasure Hunt on Sunday 19th June. New for this year is the opportunity to start from home instead of making your way to the Triangle Clubhouse in Ipswich. It costs £6 and more details can be obtained from Tony Cole, Touring Secretary on 01473 425170.



This year's Weeting Steam Engine Rally takes place on 16th, 17th and 18th July. Weeting is just outside Brandon in Suffolk and is a really good weekend. Even if you're not into steam there are lots of other attractions. As usual Chris Bater is getting together a collection of Pre-65 machines to make up a display. If you fancy a wobble round there is a rough wooded area available for Trials Bike demonstrations. If you're interested and would like to know more give Chris a ring - 01473 622550

*Heather*

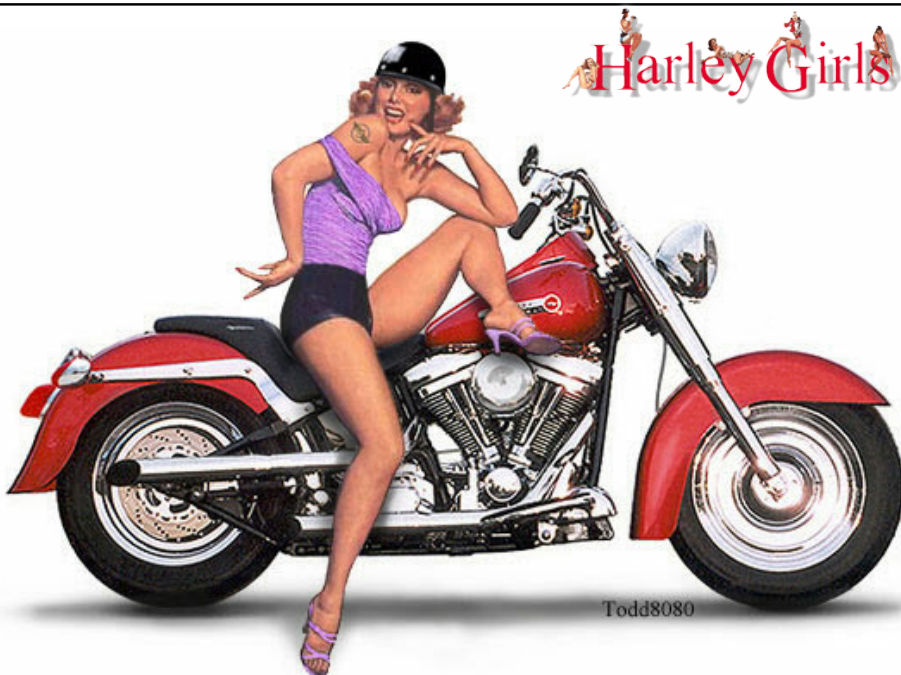
### **Please Note:**

The closing date by which all articles and adverts to be included in the next issue of Trials & Tribulations should reach the editorial office is the 25th of the month preceding publication.

Material for inclusion in the magazine may be supplied in the following forms:

handwritten • typed • computer hard copy • fax • email • floppy disc

If providing computer hard copy, a font size of 12pt minimum is preferred whilst articles supplied on floppy disc should be saved in text format.





It seems ages since we had our trip on 7th May. We had a good turnout of about a dozen riders involving about 15 persons. The weather had been rather unpredictable as sunny periods and short sharp hailstone showers had been experienced throughout the day.

Ten minutes past four we were ready to start from the Alma when we were greeted with the last gasp arrival of big Fletch with wife Chris, both on the 'Connie', which had been on a 'work to rule'.

The first part of the route was to Aldham, then Fordham, where our luck ran out and we had to contend with the hailstone shower. Next Wakes Colne, the outskirts of Bures, where young Doug Huxtable experienced a couple of dabs on his scooter as we encountered a muddy road which doubled up as the farmyard and cow track, he avoided dropping a five though.

We then had a partially enforced stop whilst Chris Huxtable opened up the mobile workshop carried on his back to assist Fletch together with others, to fettle the slightly ailing aforementioned Henfield, whilst the remainder enjoyed the wonderful panoramic views of the Stour Valley from our high vantage point.

In the meantime, the 'Connie' had decided to behave a little better and we commenced on our way towards Henny, through Twinstead, the Belchamps, past the Snaque Pit, to journey's end at Long Melford for one for our usual constitutionals of fish and chips and highly recommended too!

We also had the pleasure of being reunited with the company of lost friends.

Our thanks to Geoff Daw who compiled the enjoyable route which included some fine scenery which, added to our luck in missing most of the bad surrounding weather in the locality resulting in a good time had by all (well something like that!)

The next event will take place on Saturday 13th August when we will be going to the seaside. More to follow in the next issue of T&T.

**By order of the Management**

## OWLS Long Distance Trial 2005

On Sunday the 24th April the OWLS club held their 3rd Long Distance Trial in aid of the Kent Air Ambulance trust. This is round 1 of the SE Centre LDT Championship series.

The starting point was at 'Deepdale' in East Sutton near Maidstone. Warm thanks must go to the landowners Mr and Mrs Tony Bristow for allowing us to use such a lovely venue.

Some rain was forecast for the day but fortunately it remained dry, this was a bonus as the ground was already plenty wet enough around most of those 'groovy' and muddy byways of Kent.

Those OWLS boys have certainly got the hang of organising this type of event and this year excelled themselves by managing to incorporate seventeen good and varied sections which were laid out to test the riders skills.

I had vowed last year to ride something that had suspension fitted to it instead of my old Ariel. So I started the trial on my (just completed the night before) BSA Greeves. This was the first opportunity I had to try it out, except for taking it to my local MOT station, which didn't really count for much. What a riding experience the trial was, I reckon I could have done better on a camel with three humps! So there ends the short story of my special long distance bike. The Villiers engine will go back in the frame and it will be on ebay, ASAP. I know when to quit!

Perhaps it was the prime condition of the byways that gave the Greeves and me such an endurance testing type of ride. So please, all of you 4-wheel off road boys kindly fill in your great deep damn ruts next time you pass the way that I rode. Boy! Those byways are getting bad or maybe it's just that the Greeves and me are not up to much these days? Well I have just gone and done it and bought a modern Honda, so we shall see soon enough. It's a 1978 XL 185. That's very high tech for me, but with all that technical know how, why do Honda still insist on building them with the footbrake on the wrong side?

Derek Baker, a Kent & Sussex rider just has to be the rider of the day, he took his Beta Alp to an overall win. Plus best class A and best over 50. His trophy



### The Wit of Tommy Cooper R.I.P.

Tommy Cooperisms. . . . . to brighten up the day.

Apparently, 1 in 5 people in the world are Chinese.  
There are 5 people in my family, so it must be one of them. It's  
either my mum or my dad. Or my older brother Colin. Or my  
younger brother Ho-Cha-Chu.  
But I think it's Colin.

cabinet must be getting a bit full by now I should think. Must cost a fortune in silver polish!

In class B for 225cc up to 400cc it was Steve Austin from the Thames Club on his CRM Honda 250 two stroke who was top notch. Steve was recovering from a bad dose of chicken pox! So no other riders got near him on the day, in more ways than one! Including me.

The big boys who ride class C for over 400cc bikes had their work cut out to negotiate a few of the (proper) trials sections, but even so, Tom Parkin from the ever popular Sidcup Club did the whole day in a determined style and was best in this class.

The team event is getting very popular with 16 teams entered in the programme this year. This definitely reflects what good fun these events are.

Team, 'Fives R us' turned out to be the 'winning trio' at the end of the days riding. This consisted of, Steve Masters, Neil Jarvis and Rachel Jarvis so well done to them all!

All the class winners this year were decided in the sections and not on the special test.

The special test had been made a bit more special this year due to an extra telegraph pole that was diagonally placed between the other two parallel ones. Also much more 'special test tape' was in place to guide the riders around the course in case they got lost. It was just like the six days enduro to the watching spectators who were certainly getting their monies worth of entertainment. A great spectacle to the end of a great days riding.

If the byways next year are in the same condition as this year would it be OK if I just did a couple of Tri-Athlons instead of the byways please. I am sure it would be easier?

Well-Done OWLS Club. See you next year on my modern bike!

*Dave Blanchard*

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## **Actual Headlines from Newspapers in 2004!**

***Police begin campaign to  
run down jaywalkers***

# Skinny Dippers

One day Bobby and Joey were having a catch by the river. Bobby threw the ball and it went over Joey's head and down by the river. Joey said "I'll go get it."

After five minutes Joey did not return so Bobby went after him.

Bobby found him hiding behind a large rock by the river.

Bobby said, "What are you doing down here?"

Joey said "Shhh! Look in the river."

Bobby looked to find a young woman skinny-dipping in the river. They sat there watching for about 15 seconds and Bobby ran away. Joey went after him and, after he caught him, said "What the hell are you doing! We were just watching a NAKED woman swimming! Why did you run away?"

And Bobby said "Well, my mom said that if I look at a naked woman I will turn to stone and I felt something get hard!".



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**Essex**  
**LEONARD CHESHIRE**

## **Grand Charity Barbecue Trial** **Saturday 2<sup>nd</sup> July – 4pm Start** **Seven Rivers, Hall Road. Great Bromley.**

Fourth running of this event in unique surroundings, ten sections and four laps with routes for Experts and Gentlemen followed by a barbecue and entertainment by the 'Spirit of the East' dancers and supporting cast. There will be a raffle, new and nearly new book stall and a motorcycle memorabilia + bric-a-brac stall. Entry includes a barbecue, observers get a free barbecue, and other barbecues are available at £5. Please enter before the event, as we need to know numbers for catering, but don't let this put you off, if you find you can ride at the last minute give Mick Brown a ring on 01206 250462.

So get your entry in, bring the family along, book their barbecues and turn out the shed for that priceless piece of junk that you have been hoarding for years and donate it to the junk stall, sorry! Memorabilia!

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### **BUMPER STICKERS**

How many roads must a man travel down before he admits he is lost



# The Macdonald Cup Trial

Once again the Ilford Motor Cycle and Light Car Club (I hear the younger voices shout “who?”) were proud to host the Macdonald Cup Trial. The event was resurrected two years ago when Joan Westbrook suggested the club host the event after a long absence. Well take out the word “ suggest”, and perhaps add, “told” the club they were hosting, would be more accurate, Joan we don’t mind honest.

A nice spread of vintages on both rider and machine turned up to grace the picturesque Jacksons Wood, Horsmonden in Kent. We were given both the purr of the classic four stroke to the scream of the oil burners both old and new.

Joan proudly led her troops to set out a fair trial with sections both to boost the confidence and take those all important dabs, and the odd complete cock up but we are human after all. A slightly ‘easier route’ was marked out for an over seventy class. The route was laid out in fairness to the slightly older limbs and not too complex to avoid forgetting the route halfway round. Four of our senior riders turned out and put some of the younger ones to shame. So next time chaps, proof of age is required or we will make it an over ninety class.

The weather and conditions were kind to us this year. The only rain that came down to dampen the dust was on the Ilford MC & LCC’s group setting out the sections on Saturday. But a good soaking can be tolerated for the cause?!

Some of the club members were so keen that they camped out over night to secure the top secret sections. Some naïve people thought they were there simply to get away from the wives, drink beer and play on motor bikes. Oh two words of advice to any one who wishes to camp out! 1. Don’t pee into the wind 2. Don’t ride a trials bike with a hot exhaust in short trousers (I’m told the skin will grow back soon).

Sunday came and the sun shone. A healthy entry of more than fifty riders turned out along with a good number of willing observers, giving us twelve sections over four laps. I am proud to announce that the host club had a seventy percent turn out with sixty percent officiating, how many clubs can boast a turn out like that? The last ten percent were able to watch, but he is only seven so is too young to observe (you can do the maths yourself). For those who know the club and wondered where Sid was, he was at home and awaits a knee operation.

The mud and clay stayed at bay in the woods only proving a touch greasy on the steeper climbs to ensure marks were lost. It was also fun to watch a few trying to walk the hills as well. These conditions ensured we didn’t get a multi zero mark draw at the top, Chris Anderson was the only one to manage the clean sheet with Doug Theobald on the next lowest with a massive one , so it must have been hard? A special test was put in at lap one to keep riders on their toes, and spot the multi-disciplined riders. This was professionally laid out with some ‘nicked’ police tape and old tyres, but did the job. The special test times being

required only to separate the class D results. A 'rock' section was put in to give a taste of the Scottish Six Days. It's amazing what effect ten feet of old concrete can do. This all added to the fun atmosphere of this 'regional restricted' trial.

The four laps were completed with all riders smiling, even the two damaged veterans: Terry Knight who decided to take out a branch with his nose, and Claude Crowder trying to uproot a tree with his forearm. Thankfully the only first aid needs of the day.

The day was complete within five hours with the quiet village of Horsmonden returning to its peace before the early evening. Jacksons Wood was left as tidy as it was found so thank you one and all for your consideration.

The Ilford Motor Cycle & Light Car Club would like to thank all riders for their good sport (even the odd rider who forgot to make sure the observers were watching before they start), the observers for their time, the officials for their support, Joan for rattling the club into life and Pete for putting up with Joan's indecision when setting up the sections.

We all look forward to seeing you all again next year, and coming years. And remember the whole idea is to have a good, sporting time.

Clive Austin. Ilford MC & LCC. Sports Reporter.

**FOR SALE**

**C15 and B40 engine cases - £30 pair**  
**B40 QD front and rear whels (2 pairs) - £60 pair**  
**Dunlop steel rims (front and back) - £15**  
**Ariel 500 tele-rigid - road registered - £1750**

*Trevor Baker*  
**01787 372842**  
**07870 734859**

## **TOUGH BLONDES**

A blind man and his guide dog enter a bar and find their way to a bar stool. After ordering a drink and sitting there for a while, the blind guy yells to the bartender, "Hey, you wanna hear a blonde joke?"

The bar immediately becomes absolutely quiet. In a husky, deep voice, the woman next to him says, "Before you tell that joke, you should now something. The bartender is blonde, the bouncer is blonde and I'm a 6' tall, 200 lb. blonde with a black belt in karate. What's more, the woman sitting next to me is blonde and she's a weightlifter. The lady to your right is a blonde and she's a pro wrestler. Think about it seriously, Mister. "You still wanna tell that joke?"

The blind guy thinks for a moment and says, "Nah, not if I'm gonna have to explain it five times." .



## The Inheritance . . .

Charles' Father was ill, and soon to die, leaving Charles a great sum of money.

Charles had never been good with the women, but he thought that the temptation of the wealth he would soon have would guarantee that he met and took home a 'trophy' girl.

Going to a singles bar that always hosted the hottest women in town, he spotted a woman whose beauty took his breath away. Her short dress, and ample breasts overflowing their constraints - her long blonde hair and deep blue eyes pierced through him as he walked up to her. This was the girl of his dreams, the girl he wanted more than any other.

"I'm just an ordinary man," he said, walking up to her, "but in just a week or two, my father will die, and I'll inherit 40 million dollars!"

The woman immediately took Charles by the arm and went home with him.

In four days she became his stepmother. Two weeks after that, she inherited the entire estate.

Some men will never learn . . . .

## **THE FUTURE OF OUR SPORT IS STILL THREATENED BY DEFRA GUIDANCE ON LAND USE - Latest Update . . .**

As we all should be aware by now, DEFRA has changed the goal posts with respect to motor sport being permitted on land which is subject to the single payment subsidy. Unfortunately the Eastern Centre Gazette had to go to press before the change of heart was announced. We took the Gazette data to the printers on the morning that DEFRA decided to treat our sport with the due respect it deserves.

At first sight everything seems to be wonderful but on studying the 'small print' things do not appear to be quite as much in our favour as we would have liked it to be. It would appear that DEFRA have just given us a stay of execution. Their statement is quite explicit in that this change of heart only applies to 2005 and will be reviewed for next year and subsequent years. So, we must still be very very careful. It is my, and many other interested motor sport enthusiasts, view that we have to be aware that this present administration is not friendly towards motorsport especially off-road motor sport whether two, three, or four-wheeled. Perhaps, we should look upon the new minister, Lord Bach, as a person who can understand our feelings or is it that his legal training made him aware that DEFRA was on to a thrashing if the legal proceedings instituted by LARA were to go ahead. What is certain though is that the previous minister, Alun Michael, was no friend of ours but allied to the Ramblers.

During the period that we have been having our troubles with the DEFRA guidelines, Trials and Motocross News, especially the editor John Dickinson and columnist Mike Rapley have been very honest and upfront with their editorials and articles. It has been very nice to be able to read well thought out and none sensational articles. Sadly, as John Dickinson forecast, there are those, some within the Eastern Centre, who would appear to be claiming the victory, if it is one, as theirs, due to their actions. This attitude disappoints me greatly as I am fully aware of all the hard work carried out by all the major off-road motor sport organisations including our own ACU and especially the CEO, Neil Hellings. I admit that he is a paid employee but he has been unstinting in his work towards the removal of these guidelines and I am sure he will continue so to do. I do know that the good work of the major organisations has been hampered and hindered by the actions of some within this centre.

During the next six to nine months we must be aware that the war has NOT been won but we that we have just won the first battle or maybe skirmish.

## Noah's Ark 2005

Tis the year 2005 and Noah lives in the United Kingdom. The Lord speaks to Noah and says: "In one year I am going to make it rain and cover the whole earth with water until all is destroyed. But I want you to save the righteous people and two of every kind of living thing on the earth. Therefore, I am commanding you to build an Ark." In a flash of lightning, God delivered the specifications for an Ark. Fearful and trembling, Noah took the plans and agreed to build the Ark. "Remember," said the Lord, "you must complete the Ark and bring everything aboard in one year."



Exactly one year later, a fierce storm cloud covered the earth and all the seas of the earth went into a tumult. The Lord saw Noah sitting in his front yard weeping. "Noah." He shouted, "Where is the Ark?"

"Lord please forgive me!" cried Noah. "I did my best, but there were big problems. First, I had to get a permit for construction and your plans did not comply with the codes. I had to hire an engineering firm and redraw the plans. Then I got into a fight with the Department of Transport over whether or not the Ark needed a fire sprinkler system and floatation devices. Then my neighbour objected, claiming I was breaking planning regulations by building the Ark in my front garden, so I had to get approval from the planning department. I had problems getting enough wood for the Ark, because there was a ban on cutting trees to protect the Spotted Owl. I finally convinced the Forestry Commission that I needed the wood to save the owls. However, the Conservation Agency won't let me catch any owls. So, no owls."



"The carpenters formed a union and went out on strike. I had to negotiate a settlement with the National Union of Carpenters and Allied Trades. Now I have 16 carpenters on the Ark, but still no owls. When I started rounding up the other animals, I got sued by an animal rights group. They objected to me only taking two of each kind aboard. Just when I got the suit dismissed, the HSE notified me that I could not complete the Ark without filing an environmental impact statement on your proposed flood. They didn't take very kindly to the idea that they had no jurisdiction over the conduct of the Creator of the universe. Then the Department of the Environment demanded a map of the proposed new flood plain. I sent them a globe. Right now, I am trying to resolve a complaint filed with the Equal Employment Opportunity Commission that I am practicing discrimination by not taking godless, unbelieving people aboard!"

"The Tax man has seized all my assets, claiming that I'm building the Ark in preparation to flee the country to avoid paying taxes. I just got a notice that I owe some kind of user tax and failed to register the Ark as a recreational water craft." Finally the Race Equality Commision got the courts to issue an injunction against further construction of the Ark, saying that since God is flooding the earth, it is a religious event and therefore unconstitutional. I really don't think I can finish the Ark for another 5 or 6years!" Noah wailed.

The sky began to clear, the sun began to shine and the seas began to calm. A rainbow arched across the sky. Noah looked up hopefully. "You mean you are not going to destroy the earth, Lord?"

"No," said the Lord sadly. "The government already has."

AMEN . . .

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## This months Picture Caption Competition



That's what I call a fountain!

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## Last months Picture Caption Competition



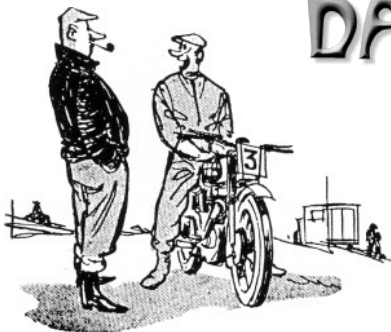
Sadly, no entries submitted for this one!  
Do you want me to continue with them?

Send your entry or an amusing photo to the Editor in time for the next issue of T & T.



# DABBERS DIARY

## Stour Valley Trial



Do you remember back in October 2003 when three gallant members of the EFA came back from the Wiltshire/Dorset borders raving about the Arbuthnot trial? One of those members asked if the EFA could run a similar event, our editor had his doubts, but hoped that somebody could prove him wrong.

Well we did prove him wrong, just! As I told you last month we were forced to cancel the event as originally intended, but have a days sport on what ground was left. Nineteen riders turned up on the day, some having travelled from Sussex, Surrey & Kent, a big thanks for your support, everybody got a ride including Norman Blakemore and Bob Drane on their trail bikes and Roger Gulliver on the 'bathtub' Triumph.

After the usual briefing we set off at 09.30 with two warm up sections at Seven Rivers and a ride to Raydon via Nayland where we had a brief stop to view the sections that would have been if DEFRA had kept out of it! On again along a few green lanes, through a ford and a hail storm before arriving at Raydon, a bit late, but in warm sunshine. Here we tackled four sections, before going over to the land opposite for a couple more sections, one being the timed hill which proved very popular, some riders having a couple of goes!

I had great difficulty achieving forward motion with hard road tyres on damp grass, but finally managed to get into the section and up the hill.

Now the best bit, we stopped at a very cosy pub in East Bergholt for lunch and took a bar over where everybody had a good natter before continuing back



Don Daly - 500T Norton



Roger Gulliver - 'colonial' Triumph

to base through another hail storm. We then had completed fifty miles and eight sections and had the option of another thirty miles, four sections and a special test. We decided to stay at Seven Rivers, ride the sections that we had started with in reverse and tackle the special test. So ended a good day out, despite the weather, and thanks must go to the riders that supported us, my fellow organisers Don Daly, Chris Cook and Stuart Penfold, Secretary of the Meeting Heather Gulliver, observers Andy Spreadbridge, Ted Collins and Ted Smith. Even with this small entry the event raised over £100 for the Leonard Cheshire Charity, this money will be used to sponsor a section at the barbecue trial on July 2nd.

Will we do it again? Well that depends on a lot of factors like organisers, landowners and what other legislation is thrown at us. If you enjoyed the day let us know, if you didn't, let us know! No doubt elsewhere in this edition there will be a lot said about the DEFRA fiasco so all I want to say is that the news that they had backtracked was a second and harder kick in the B\*\*\*S for me after all the organising time spent, changing the event and then those stupid prats changing their minds! I am sorry but I cannot agree with Neil Hellings at the ACU when he says 'we are back in business' it's still a minefield for organisers and landowners and although his advice for 'every body to show restraint in making any vitriolic statements' is probably sound, we off-road enthusiasts must make it clear that we will not tolerate being treated like this again.

*Dabber*

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## ***End Thought . . .***

Dislexics of the world... UNTIE!!