

# Editorial

Well, the time of year has arrived when we should all be equipped with an ACU approved sound meter! Are you being afflicted with the loud bangs and 'wooshes' each evening on the run up to November 5th, or as it used to be known in pre-65 times, Guy Fawkes night. It is my understanding that our branch of the sport along with all other off road activities will be subjected to noise testing in the New Year. In fact, we should have had noise testing carried out at our meetings this year but the Eastern Centre would appear to have been very lax in checking and enforcing the noise limits set down. Although we may all enjoy the sound of a big four-stroke being revved hard, this does not necessarily help our cause with the environmental lobby made up by the general public and our "friends" working for the local councils. I hope that noise testing will be carried out in a sensible manner and not be heavy handed. I tried to ensure at the recent Motocross forum that the motocross scene looks after its own noise issues and to that end I hope that we in trials, especially pre-65 trials can

similarly look after and keep our own house in order.

Another wonderful day at Wivenhoe courtesy of Brian Horrigan. Several times in the past when we have visited Brian's nature reserve and garden, it has either been bitterly cold with a strong breeze off the river or the rain has been what is known as being persisting. On this occasion it was 'T' shirt and picnic time. Sadly, in my view, this venue has suffered badly from too much drainage! Where we used to have nice stretches of mud we now find a very firm dry surface even after several days of rain. In fact, the venue has changed from one which the riders who were loath to get their machinery dirty would miss, to become one where dust is shaken off by the firmness of the surface. Can this almost extreme drainage have been caused by the works surrounding the Wivenhoe barrier.

My spies tell me that we have some converts to really long distance trials. Sadly, it would seem that they need to have a more up to date calendar. Would I be right in saying that the 'lifeboat man' and his crewman Garry, were one day late in arriving at the signing on point? Now, I feel there

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## *The November Plonkaround*

Raydon Pit, Wades Lane, Raydon, Suffolk

Saturday 12th November 2005

Gates will be open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths/Juniors • Twin Shock sidecars

For further information contact:

Mike Harden 01473 310537

email: [mike@harden-j.freemove.co.uk](mailto:mike@harden-j.freemove.co.uk)

must be some truth in this as my informant is pretty reliable!

A little short on articles this month but I hope you will appreciate those that are included. Dave Blanchard writes about the 'Old Codgers' trial whilst Dabber has corrected some of my content of last month and included details of his recent time in Spain. Interesting really, the Spaniards were running a race meeting in the local village square as part of their Fiesta. Back in the Fifties and Sixties it was not unusual for a grass track meeting to be run in conjunction with the village show or garden fete. I well remember attending event's such as the Much Marcle Show on the Hereford/Worcester border. Very enjoyable and quite informal.

Don't forget the Thumpers! This year will see the 25th running of this prestigious event so let us see if we can make it in the best one yet.

Very nice to see Roger Finch back in action on Jaspar. He is looking well

and fit and let us hope that the bad times are now past - Roger has had a very rough time this last couple of years. I hope that as time passes, Roger will be able to return to riding the harder route.

I don't know if any of you attended the meeting with the DEFRA representative at Braintree, we didn't as we were on holiday, but the feelings of those who did attend seems to be that we are not out of the wood yet.

Just a little dig towards Dave Kent. As most of you are aware, Dave and June rode across the United States on a hired Harley for their summer holiday. I am looking forward to receiving an article or articles describing their adventures.

Looking forward to seeing you at the Thumpers in either a riding or helping capacity.

Best wishes,

*Jim*

# Secretarys Scribblings

Wasn't it just the perfect autumn day at our Wivenhoe trial, with all observing weather was like that! Even the tide was in our favour so we could watch the boats from the local sailing club out on the water if there were no riders about. Nice to see everyone enjoying their picnics in the orchard afterwards. It was evident that Mark and his team had had to do a vast amount of cutting down along the bank before they could start to mark out the sections -- thanks a lot lads.

By the time Club Nite comes around we'll have paid another visit to Tunstall Forest, always a great ride round (or walk if you're trying to find the section you're s'posed to be observing!) At the moment it sounds as if we're in for a soggy time - hope they've got that wrong.

At the end of the month it's Thumpers time again. If you've put your name down with Ted to observe please could you come and sign on in good time, or let me know that you're around and able to take a section. The main priority is to get the sections covered so we can start on time and quite often people volunteer on the day so please sign on early to avoid disappointment.

Tony Huck seems to be developing a winter series of jumbles at North Weald Airfield. They're under cover in Hangar One. Don't know what they'll be like as he advertises classic and modern, new and used spares and accessories plus complete bikes. First one is on 20th November and admission is £3.

Put 11th December in your diary for the Boxford Trial. Entry forms will be in the December newsletter or you can enter on the day but it'll be the first Sunday after Club Nite, so not much time to think about it.

Three months disappeared in a flash the other day when the regs for the Talmag Trial at the end of January 2006 plopped through the letterbox - now that's planning ahead!

*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.



## Grown up words

The kindergarteners were now in the first grade. Their teacher wanted them to be more grown up since they were no longer in kindergarten. She told them to

use grown up words instead of baby words. She then asked them to tell her what they did during the summer.

The first little one said, "I went to see my Nana." The teacher said, "No, No, you went to see your grandmother. Use the grown up word." The next little one said "I went for a trip on a choo-choo." The teacher again said, "No, No, you went on a trip on a 'train.' That's the grown up word."

Then the teacher asked little Johnny what he did during the summer. Little Johnny proudly stated that he read a book. The teacher asked what book he had read. Little Johnny puffed out his chest and in a very adult way replied, "Winnie the Sh\*t."

## 25th Anniversary Edition

I hope you are getting prepared because it isn't long to go now before the Thumpers is with us. Yes, believe it or not, this year sees the running of their 25th Thumpers trial. Some of you, we know, have been involved in one way or another since the very first Thumpers which we believe to have been a restricted invitation event. Now, of course, the Thumpers is a very prestigious national event and does get entries from far and near.

If you haven't as yet entered but intend to do so, please get your entry in ASAP because the closing date is fast approaching, it being the 14th

November, so you now have less than a fortnight to make your entry.

As this is being written, the entry list is standing at 72 so it is looking as if we shall have a pretty good entry for our silver jubilee meeting.

As you are probably aware, this club boasts upwards of 125 members, not all of whom are riders but who must surely have had an interest in pre-65 trials. So - if you are not intending to ride, Ted will be awaiting your offer of assistance.

This event is always looked forward to by our members but it cannot be put on without help and

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## Harvard IQ Test

This was developed as an age test by an R&D department at Harvard university. Take your time and see if you can read each line aloud without a mistake.

The average person over 40 years of age can't do it!

- 1 This is this cat
- 2 This is is cat
- 3 This is how cat
- 4 This is to cat
- 5 This is keep cat
- 6 This is an cat
- 7 This is old cat
- 8 This is person cat
- 9 This is busy cat
- 10 This is for cat
- 11 This is forty cat
- 12 This is seconds cat

Now go back and read the third word in each line from the top down and I betcha you can't resist passing it on.

assistance from our membership. At a guess, about half the entries received so far are from EFA members so that leaves approaching 100 members who should be available to assist in running the event. Please do not leave everything to the hard core of workers - your assistance will be much appreciated before and on the day. Please contact Ted with your offer of help.

Friday Woods. This example now takes a position at the front of Sammy's awards cabinet which is in his museum. We thank Ted for his bravery in both visiting the museum and taking the photograph!

As mentioned earlier, the trial used to be run at Friday Woods, a very well known venue in the real pre-65 era when the Castle club used to run both trials and scrambles at the venue.



You will see from the accompanying photograph that a Thumpers premier award tankard has been put on display in the museum run by a well known Irish trials rider. Yes, Sammy, himself, has ridden in the Thumpers when it was held in

Sadly, we lost the use of Friday Woods because of a conflict with English Nature. We then moved to the sand pit at Bures which proved popular with some but not with others - it proved to be more of an artificial trial rather than the more natural sections that

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## **BUMPER STICKERS**

Pride is what we have - vanity is what others have

the pre-65 fraternity look for. Following problems with the local residents, the use of Bures as a venue was a lost to us and we moved to Poplars Chase at Thorrington where we have been very happy, a very considerate landowner and the ability to find and create sections suitable for a trial of this calibre.

It is nice to see that we can still put on an event which caters solely for pre-65 machinery whether on the hard route or on the easier “gentlemen’s” route.

We look forward to seeing you at Thorrington on the 27th November either as a rider or a helper.

**Jim & Tracey**

**Russell Smith**

**1/2 Price  
Sale**

**Starts Thursday  
4th January**

**Russell Smith**



*The “Good Life” is alive and well and living in Crete!*





# Eastern Fourstroke Association

## Pre 1965 Trials Club

### PROVISIONAL RESULTS

# Crab and Winkle Trial

**Sunday 16th October 2005**

### Harder Route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
62	Mark Fletcher	500 RoyalEnfield	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
75	Mike Smith	250 Greeves	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
71	Brian Fletcher	500 RoyalEnfield	00000	00000	00000	00000	00000	00000	01000	02002	00000	00000	5
73	Peter Teager	250 B.S.A.	00000	00000	00000	00000	00000	00000	10000	50000	10000	00000	7
42	Alan Robinson	350 B.S.A.	00100	00000	00000	00000	00000	00000	10000	12200	01000	00000	8
64	Mark Gibb	125 Honda	00000	00000	00000	00000	11000	00100	00000	50001	12000	00000	12
51	Trevor Hill	200 Triumph	00000	00000	00000	00000	00000	00000	10000	50501	11001	00000	15
68	Dave Spurgeon	246 Greeves	05005	00000	00000	00000	00000	00000	00000	00105	00000	00000	16
67	Colin Sadler	248 RoyalEnfield	00000	00000	00050	00000	00000	00000	00000	05001	51100	00000	18
70	John Beasley	250 Greeves	01000	02000	00000	00000	00000	00001	11001	35005	10100	00000	22
66	Alan Farmer	350 RoyalEnfield	00000	01101	01000	00000	00010	00000	01001	33235	00000	00500	28
74	Kevin Teager	175 B.S.A.	00500	50001	00500	00000	10100	01000	00010	03232	50010	00000	36
45	Jason Sigournay	250 B.S.A.	02010	00020	00000	00000	20002	00000	10000	55555	12000	00000	38

### Gentlemen

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
53	Richard Challis	249 B.S.A.	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
60	Mick Honeyball	246 Greeves	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
63	Colin Rose	199 Triumph	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
77	Roger Finch	500 Jaspar	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
46	Roy Bannister	250 B.S.A.	00000	01000	00000	00000	00000	00000	00000	00000	00000	00000	1
56	Phill Smith	250 B.S.A.	00000	10000	00000	00000	00000	00000	00000	00000	00000	00000	1
69	Eddie Hood	199 Triumph	00000	00000	00000	00000	00000	00000	01000	00000	00000	00000	1
76	Jeff Fincham	350 Rariefield	00000	10000	00000	00000	00000	00000	00000	00000	00000	00000	1
44	Barrie Clarke	250 Sprite	00000	00000	00000	00000	00000	10100	00000	00000	00000	00000	2
43	Chris Bater	500 B.S.A.	00000	10000	00000	00000	00100	00000	10000	00000	00000	00000	3
57	Jim Shepherd	250 Yamaha	00000	10000	00000	00000	00000	10000	00000	00000	01000	00000	3
59	Keith Fitzjohn	250 A.J.S.	00000	00300	00000	00000	00001	00000	00000	00000	00000	00000	4
50	Peter Sigournay	275 B.S.A.	00000	00000	00000	00000	00010	00000	20000	00001	00000	00000	4
49	Albert Dove	250 Banville	00000	00000	00000	00000	00000	00000	15000	00000	00000	00000	6
72	Ian Preedy	275 LittleEric	00000	00100	00000	00000	00000	00000	51000	00000	00000	00100	8
65	Glyn Hill	500 Royal Enfield	15000	22510	50000	05100	52513	00001	53105	11102	00000	00000	63
58	Ted Collins	250 B.S.A.	10550	50000	50000	00000	53510	30503	55333	51022	32500	20101	89



## Twin Shocks

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
47	Sidge Kenny	325 Suzuki	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
54	Jim Mason	250 Suzuki	00000	00000	00000	00000	00000	00000	00000	00000	00000	00000	0
48	Chris Byford-Smith	325 Bultaco	00000	00000	00000	00000	00000	00000	05000	00000	00000	00000	5
61	Rob Clarke	247 Montesa	00000	00000	00000	05000	00000	00010	00000	10000	00000	00000	7
55	Elliott Smith	125 Honda	00000	10100	00000	00000	00000	00000	55200	00000	00000	00000	14
52	Nick Dawson	310 Armstrong	00010	00500	05000	00000	35151	33000	05010	00000	00112	00000	42

What gorgeous weather!

A very big thankyou to Brian Horrigan for allowing us to make use of his garden and wild life reserve.

We must not forget Mark and his willing gang of helpers who had a major job on their hands just clearing the embankment before the sections could be planned leave alone laid out.

How different the railway embankment is these days. Even though we have a reasonable amount of rain the 'going' is so very dry. I preferred it when it was wetter!

I understand that a 'rambler' departed from the footpath and accosted one of our riding members with regard to us riding illegally! I hope he was put right - not forcibly of course. He was the trespasser not us! Our presence on Brian's wildlife preserve really does demonstrate the way that trials and wildlife can live with each other in harmony.

Our next trial will be at Boxford on 11th December. Regs should be in next months Trials & Tribs (December).

*Tracey*

## Beer Research



Yesterday, scientists suggested that, considering the results of a recent analysis that revealed the presence of female hormones in beer, men should reconsider their beer consumption.

The theory is that drinking beer makes men turn into women. To test the theory, 100 men were fed six pints of beer each within a one-hour period.

It was then observed that 100% of the men gained weight, talked excessively without making sense, became overly emotional, couldn't drive, failed to think rationally, argued over nothing and refused to apologize when wrong.

No further testing is planned....



A mother and her young son were flying Virgin Blue from Brisbane to Melbourne. The son (who had been looking out the window) turned to his mother and asked, "If big dogs have baby dogs and big cats have baby cats, why don't big planes have baby planes?"

The mother (who couldn't think of an answer) told her son to ask the flight attendant.

So the boy asked the flight attendant, "If big dogs have baby dogs and big cats have baby cats, why don't big planes have baby planes?"

The flight attendant responded, "Did your mother tell you to ask me?"

The boy admitted that this was the case.

"Well, then, tell your mother that there are no baby planes because Virgin Blue always pulls out on time. Ask your mother to explain that to you."



## War

As many are aware, the French government recently announced a raise in its terror alert level from "Run" to "Hide". The normal level is "General Arrogance", and the only two higher levels in France are "Surrender" and "Collaborate". The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralysing the country's military capability.



It's not only the French that are on a heightened level of alert:

Italy has increased the alert level from "Shout loudly and excitedly" to "Elaborate military posturing". Two more levels remain, "Ineffective combat operations" and "Change sides". The Germans also increased their alert state from "Disdain" to "Dress in uniform and sing marching songs". They have two higher levels: "Invade a neighbour" and "Lose".

Seeing this reaction in continental Europe the Americans have gone from "Isolationism" to "Find another oil-rich nation for regime change". Their remaining higher alert states are "Attack random countries (ideally those without any credible military)" and "Beg the British for help".

The British are also feeling the pinch in relation to recent bombings and have raised their security level from "Miffed" to "Peeved". Soon though, security levels may be raised yet again to "Irritated" or even "A Bit Cross". Londoners have not been "A Bit Cross" since the Blitz in 1940 when tea supplies all but ran out. Terrorists have been re-categorized from "Tiresome" to "Bloody Nuisance". The last time the British issued a "Bloody Nuisance" warning level was during the Great Fire of 1666.

# Meccico



A boat docked in a tiny Mexican village. An American tourist complimented the Mexican fisherman on the quality of his fish and asked how long it took him to catch them.

"Not very long," answered the Mexican.

"But then, why didn't you stay out longer and catch more?" asked the American.

The Mexican explained that his small catch was sufficient to meet his needs and those of his family.

The American asked, "But what do you do with the rest of your time?"

"I sleep late, fish a little, play with my children, and take a siesta with my wife. In the evenings, I go into the village to see my friends, have a few drinks, play the guitar, and sing a few songs. I have a full life."

The American interrupted, "I have an MBA from Harvard and I can help you! You should start by fishing longer every day. You can

then sell the extra fish you catch. With the extra revenue, you can buy a bigger boat."

"And after that?" asked the Mexican.

With the extra money the larger boat will bring, you can buy a second one and a third one and so on until you have an entire fleet of trawlers. Instead of selling your fish to a middle man, you can then negotiate directly with the processing plants and maybe even open your own plant. You can then leave this little village and move to Mexico City, Los Angeles, or even New York City! From there you can direct your huge new enterprise."

"How long would that take?" asked the Mexican.

"Twenty, perhaps twenty-five years," replied the American.

"And after that?"

"Afterwards? Well my Friend, That's when it gets really interesting," answered the American, laughing. "When your business gets really big, you can start selling stocks and make millions!"

"Millions? Really? And after that?" said the Mexican.

"After that you'll be able to retire, live in a tiny village near the coast, sleep late, play with your children, catch a few fish, take a siesta with your wife and spend your evenings drinking and enjoying your friends."

And the moral is:

Know where you're going in life... you may already be there.

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## LIFE'S MYSTERIES ARE ON YOUR TV

Things you would never know if it weren't for the small screen:

- If staying in a haunted house, women should investigate any strange noises wearing their most revealing underwear.

# Old Codger Classic Trial 2005

The very first Old Codger Classic trial was way back in 1992 and held at 'Betchworth Quarry'. On this occasion the weather was wet! In fact it absolutely chucked it down and the very slippery going caused so many problems to the competitors that many of them went for an early bath in more ways than one. I was riding my 'just finished the night before' B40 on the intermediate route. My thanks go out once again to the observers and organisers on that very wet day, who coaxed many of us around the course to the welcome finish, in what seemed at the time, impossible conditions.

The 13<sup>th</sup> Old Codger had perfect conditions for this type of event and was held at one of my favourite venues, Hungry Hill. Mick Clarkson on the intermediate route riding his BSA 250 is one of only two riders left who have ridden all of the Old Codger trials. The other one being yours truly. All those years ago back in very wet and cold conditions, wild horses wouldn't have stopped me from completing the event. I will keep on entering this classic trial as long as I possibly can because it is so enjoyable. So, many more thanks are due to the organisers of this great day out. They are the 'Reigate and Redhill North Downs Motorcycle Club'. Well done to you all!

It was a pleasure to see Don and Jo Morley as the starters this year. Don's caricature appears on the cover of every programme and always brings a smile to my face. It sums up the 'good fun' day quite nicely. It was also good to see some famous older faces competing on the day. Bill Brooker who I think is an octogenarian and Peter Gaunt. But! The youngest rider on the day was just 17 youthful years old. We really do need more younger riders to take up the old bikes. So come on Dads and sponsors, give them a chance! Let them ride your old iron!

Twenty sections had been set for our pleasure and they were very enjoyable with just enough tougher ones to comfortably sort a winner for each class. There was only one clean sheet on the day and most award winners were in single figures. Just about perfect for this type of event I would say.

Girder fork bikes ride for the 'Glenwood Trophy' and Ben Penny on the peculiar looking Vincent Comet lost 12 marks to win this class.

Telescopic Rigid machines do battle for the 'Don Morley Trophy' and the clear winner was Chris Guppy on his (Racebred?) Norton. He cleaned everything in sight! An extremely good ride indeed.

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## Actual Headlines from Newspapers in

**If Strike Isn't Settled Quickly, It May Last Awhile  
[you think?!]**

Any type of machine riding on the red route can compete for the 'Don Barrett Trophy'. For a loss of 9 marks Andy Ball came out tops. Andy was entered in the programme on a 197 Sprite. However, in the results it was stated he rode a BSA. I am not sure which bike it would have been but well done to him for the win.

On the intermediate blue route, Philip Legge bossed his Triumph Cub around the 'hills and hollows' of Hungry Hill, giving away a measly 3 marks. His reward is the 'Jim Susans Cup'. A very good performance and very well deserved!

The crème de la crème of current pre 65 trials riders tackle the much tougher white route. Always in with a very good chance is John Kendall on his super Triumph Twin. But! He was beaten into runner up spot on the day, by the narrowest of points margins. His seven-mark loss was just one more than the very high performing Len Huttery! Len is always extremely difficult to beat in any conditions. Therefore the 'Aston Cup' is his for another year! An outstanding show of skill from both men!

Many thanks to all involved.

*Dave Blanchard*



*A suggestion for the loos at "The Alma"?*

*The mens room at the Sofitel - Queenstown NZ has recently introduced the above 'decorations' - embarrassed? - surely not!*



## **FOR SALE**

### ***Harrison Payne's Yamaha TY80***

good condition

Previous owner was "The Young Classic Motorcyclist of the Year"

**£550**

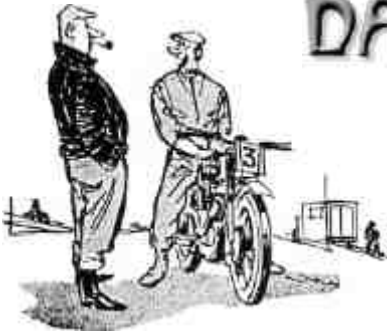
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## **This months Picture Caption Competition**





# DABBERS DIARY

Been away most of October, so very little to tell you. Thank God, I hear you all cry! But Jim's got to have something to fill up the back pages of Trial and Tribs, and I have heard some folk turn to the back pages first! Any rate I know you all like a bit of gossip so here we go.

First of all a couple of corrections from last month's edition, neither the editor's fault I hasten to add. Unfortunately I did not make Tim's 'Green' Tour as stated, must have been Tim's handwriting. The model 'G' Enfield had developed a definite rumble in its lower regions at the Arbuthnot, so I decided not chance blowing up somewhere around Braintree, but I would love to have been riding those green lanes with you. This next one was my fault; I gave Don Daly some duff information. I did not win my class in the Arbuthnot; I won a first class award, behind Dick Hobart who was runner up in the colonial class. Dick and I thought that we had tied on five marks each. The results showed that I had lost ten, with a mysterious five creeping into my score; however Dick had beaten me fair and square on the special test.



*Somehow I don't think this Spanish 'Fiesta' race meeting would pass the ACU safety rules etc!*



Whilst talking about the Arbuthnot, for the final time this year, you will remember how Don Daly remarked on the popularity of Nortons at this event. There were in fact eleven entered, scooping five awards. But to prove that quantity does not always mean quality, there were only seven Royal Enfields entered and they carried off five awards. That should please the Henfield fans!

It was reported to me that one prominent Norton rider, not competing in the Arbuthnot this year (but who may have in the past) thought that the event was 'Sleep Inducing' or words to that effect. Well, all I can say is, try the event, 75-80 miles of nearly all byways, when you are a bit older, preferably of bus pass age, and ride the colonial class i.e. road tyres! I think the fact that nine EFA members entered the event this year, only seven started, underlines what an enjoyable and unique event this is.

Whilst in the Salisbury area my wife and I visited Mrs Pam Venables, and I had the pleasure of taking her the few miles to her nearest village shop for a bit of shopping. When we returned to her delightful cottage for coffee, Pam told us what had happened to Ralph's jazz record collection. This fabulous collection of over 4000 records had gone to a founder member of the 'Temperance Seven', John RT Davies, who went by the name of 'Sheik Wadi el Yadounir' and was the one that wore the fez. John RT was the curator of an even bigger collection and was in the process of cleaning up, or 'remastering' as the experts call it, and publishing these old jazz numbers on modern formats. Unfortunately John RT has now also died but I understand that the work is still being carried by a couple of fellow enthusiasts.

Unfortunately I missed the Ibiza and Formentera Pre 65 Club two day run this year as I had to be back home for half term, but I did visit what was described as a Dirt Track and was part of a local fiesta. The equivalent of an English parish fete with a scramble or grass track tacked on. The village track was in a bare field about the size of a small football pitch, oval, marked out with large ship sized ropes laid on the ground and the spectator barrier was the stone wall that surrounded the field. Oh! I forgot the pile of rubble in the middle, from which the marshals took concrete blocks to use as trackside seats between races. Definitely not up to ACU standards. The bikes were modern motocrosser's and enduro machines and after practice the riders took part in two lap dashes of six riders to qualify for the heats, the heats were six laps with an eight lap final. Solo with a couple of demonstration races by four quads. Good close racing and every body seemed to enjoy themselves especially the spectators who applauded every race and did not seem to mind the dust.

Finally, I am glad to see that DEFRA are in the mire again, they must be as sick as parrot's! Still should hopefully keep them off our backs for a while.

*Dabber*

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***End Thought . . .***

I intend to live forever -- so far, so good.