

Editorial

Where did the summer go?

It really has been an odd summer weatherwise. July was oppressively hot but was not really barbecue weather. We were all set to enjoy several barbecues but when the temperature and sun etc were what was wanted, the wind was blowing! In the past, people have put forward the theories that odd weather was caused by nuclear explosions, holes in the ozone layer, you name it. However, my theories for the windy evenings we have experienced this year is that it is all down to those who want to populate our coastline with wind farms! As we all appreciate, or should, these wind farms aren't worth a light unless there is a good steady breeze, so I feel that the supporters of wind farms have put the 'fluence' on our summer weather!

I suppose we are now in the cross over season when the summer scramblers are still doing their racing and the trials riders amongst us are getting the steeds fettled in readiness for the winter.

The trials season is getting underway with Mike Harden's trial at Great Bromley. I hope you have

entered as Mike needs a large entry in order to cover the expense of running at that venue. Hopefully, the wet weather we have 'suffered' should have made the 'going' to be in prime condition.

The following weekend we have the first of 'our' winter trials which takes place at the Snaque Pit. Tracey and I are in a bit of a quandry that weekend as there are three events which have a big interest for us. The second of these is the Chelmsford club's motocross at East Hanningfield. We almost feel obliged to attend and lend a hand as the Chelmsford club is our 'home' club and is very short of willing helpers. In previous years I have been the team manager for the Eastern Centre's team in the Pre65 Inter Centre Team Trial. This year's event takes place on the same day in the Clee Hill area. I found, by reading the minutes of a meeting of the Competitions Committee that I had been replaced as Team Manager by the President of the Centre, Mr Clampin. I can only assume that my efforts were not successful enough to satisfy 'our leaders' even though we were winners on one occasion. As you might appreciate, I have received no notification of my being replaced from the Competitions Committee, nor did I receive any congratulations from the

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

EeDee Tailoring

sole concessionaires for EFA regalia

Tel: 01206 841519

Plonkers Trial

Hall Farm, Gt Bromley, Essex

Sunday 10th September 2006

Entries close Wednesday 6th September

competitions committee for passing on to the team when 'we' won the event. What it does show is that the mentality in the Competitions Committee, or its chief officers, follows that in the sport/business of football! Football managers are summarily sacked at the whim of their directors especially when they have been successful.

Its not long now, honestly, before it will be Thumpers time! Things have started to move on that front. Tracey is in receipt of the permit for the event which means that insurance cover for all officials, section cutters, tea boys, dipsticks, etc is in place. A great shame the Eastern Centre can't follow the example set by the ACU at Rugby!

So, we now have a new sport to view with awe. I understand that an off-road Triathlon was held at Maylandsea as an added attraction. I don't know who made up the eight who competed but I must congratulate them for undertaking the challenge. Can't see it becoming a regular feature

though - I don't think too many would be keen on swimming two lengths of the pond at Broomfield!

Seems that Dabber is hanging his pen up. He has deemed that this months diary will be his last on a regular basis. A great shame as I am sure we have all enjoyed his comments etc over the past couple of years. So, I am now, almost desperately, in need of someone to replace Mick and his coverage of events in this illustrious publication. Just think about it - this is YOUR magazine and its success depends on the content. I do my best, but, these days I am less and less able to get around to events and of course after a while people keep me in the dark about their misdeeds - just in case it gets published! Would I publish them - well yes, of course.

Best wishes,

Jim

"Dilbert Quotes" *from real life Dilbert-type managers.*

"What I need is a list of specific unknown problems we will encounter."
(Manager Lykes Lines Shipping)

Secretarys Scribblings

We didn't win any popularity prizes at the chippy on the last Tim's Tour - in fact we were ordered off the premises! Things didn't get off to a very good start from the Eight Ash Green chippy as we arrived to find a notice on the door saying they were away on holiday so no grub there then. Never mind says Geoff, who was leading this particular run, we'll adjust the route and finish at Earls Colne. Off we went on a very pleasant route around the lanes of North Essex and Suffolk, arriving at the Earls Colne chippy around 6pm. We all parked up down at the end of the long thin parking area, got our fish n chips and came back to the bikes to eat them. We did comment on that fact that a Chinese Takeaway had sprouted up at the back of the chippy and we did seem to be getting a lot of attention from the staff inside the takeaway. Eventually a guy who seemed to be the owner came out for a word - he seemed to think we were frightening his customers away 'cos we were taking up all his parking space. Next time we'll park alongside the chippy which will block the entrance to the parking area but at least we won't be outside his shop! Thanks a lot to Tim, Geoff and Daff Daw for a smashing run and highly entertaining evening.

We had a great time at the fundraising rally for Little Havens Hospice on 20th August down at Althorne. There were more stalls and more things going on this time. A good variety of machines were lined up in the garden, conveniently close to where the tea and cakes were being served. The weather was kind, the people rolled in and a good amount of money was made for the charity.

It's trials time again:

The Mid Anglia Club have a Plonkers Clubman's Trial on Sunday 10th September at Great Bromley starting at 11 am. Mike Harden is looking after the paperwork and closing date for entries is Wednesday 6th September, so hurry if you haven't booked in yet.

Then on Sunday 17th September we have an EFA Trial at Snaque Pit. Entry form is included in this newsletter and you can enter on the day. Think I'm right in saying there'll be three routes at this one. Starts around 10.30am, hope to see you there.

The 15th Copdock Motorcycle Show takes place on Sunday 1st October with the usual format of motorcycle displays; autojumble, trade and club stands. It's at the Suffolk Showground, Felixstowe Road, Ipswich. For more info have a look at www.copdock-cmc.co.uk

Just before I sign off remember . . . life is like a roll of toilet paper. The closer it gets to the end, the faster it goes

Heather



Sunday School

Little Johnny is in Sunday school and the teacher asks the class where Jesus is today.

Paul raises his hand and says, "Jesus is in my heart cuz I love him very much."

Mary raises her hand and says, "Jesus is in heaven cuz he's dead."

Johnny screams out loud, "You're all wrong. Jesus is in my damn bathroom,"

The teacher taken back says, "Why is that Johnny?"

Johnny replies, "Every morning my dad pounds on the door and screams, "JESUS CRHIST, ARE YOU STILL IN THERE."

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.

The Dick Little British Bike Trial 2006

Held at Bagshot Heath on 25th June in memory of the late Dick Little. A trials enthusiast and an extremely valued member and conscientious worker of the Sunbeam Motorcycle Club.

Last year's trial was held in scorching weather and really put the riders stamina to the test, eventually causing a few retirements. This year was also going to be 'too hot' for trials riding, so it was decided by the organisers that an easier riding day would be the sensible way to go.

Initially it was decided that two routes would be plenty. But! Peter Donaldson the secretary of the meeting received several telephone calls prior to the trial from 'nervous beginners' and 'returner's' to this sport. So, with this firmly in mind, a slightly different approach was now needed. A basic red route for the rigid's, with eased yellow deviations for the gentleman's classes seemed to fit the requirements. However, during the setting out of the trial, this was changed to a 'full yellow route' for the 'beginners' and 'returner's', plus, the fun riders and gentleman classes. The harder white route for the more skilled and adventurous stayed as normal. But! Allowances were made for the expected hot weather! COC Mick Holloway had sensibly planned some longer riding stints between sections. The sole purpose of this was to cool down any overheating bike or rider. A nice touch which worked extremely well on the day.



The trial duration was to be the usual 4 laps of ten sections with no roadwork so long mileage's would not be covered. Even so I could not resist checking the distance from start to finish on my cycle computer. The whole event was 8.6 miles in total for those that might be interested in working out their fuel consumption figures etc. So! Why did I nearly run out of petrol on the day? It's the heat you know, it evaporates petrol very quickly when it's 'splashing' around inside your tank! Especially if you forget to keep an eye on it like I did!

The winner of the premier award and the best in class A was Colin Mote on his Ariel 500 springer. Colin rode the hard route for a loss of just 3 marks. A superbly skilled ride in hot sticky conditions.

Best unit construction class B on the hard route was Ken Ward, riding his usual BSA 250. He only surrendered eight marks whilst tackling the forty sections. A great ride indeed, well done Ken!

Last year the tele-rigids rode the hard route and lost many points, so this year it was decided to let them ride the red route for an easier day. But! The skills of Mike Barton AJS 400, Bernard Rodemark BSA 290 and Alan Shorter AJS 350 were underestimated a tad! All three riders went the forty sections for a clean score each! With no special test in place they are joint winners of the Tele Rigid class on the red route. Next year you boys will be forced to ride on road tyres so we can find a clear winner!

My favourite class is the Girder Rigids because I enjoy riding working museums. John Excell must also enjoy being shaken to pieces because he got his very old BSA Empire Star 250 around the 8.6 miles course plus the forty sections for just two nervous dabs, both on the difficult right turn at the bottom of section eight. Well won John! Who is the oldest? You or the bike?



Although this is mainly a British Bike trial it also caters for twinshocks. I have always associated Steve Austin with British Bike riding, but he also rides a foreign one sometimes. In the twinshock class on his Yamaha 175, Steve showed that a right hand footbrake holds no fears for him as he went round for a loss of only 14 marks. Nice one Steve!

Another Yamaha (but 250cc) won the Gentleman's class on the yellow route. This bike was ably piloted by Phil Temple who only put his foot down on 5 occasions, thereby saving lots of riding boot leather for another day.

It had been especially good to see some entries from the South Midland area in the event. Also, at the end of the day many kind words were spoken by relaxed and happy competitors who had really enjoyed the sections. Many backed this up by stating that they would certainly be back next year. Yes! Definitely a successful day thanks to many willing observers and organisers. Also, all our observers were entered into a prize draw with gifts donated by the riders. Grateful competitors ensured that every single observer went home with a token of the rider's appreciation but with the instructions not to drink it whilst driving home, just in case you spill some!

Many thanks to the Sunbeam Motorcycle Club, see you all next year!

Dave Blanchard



Spot the difference?

The above photograph of Kersey, Suffolk was taken on the 26th April 2006. The same scene below was sketched in 1931 and used to illustrate an article in the 'blue 'Un' (The Motor Cycle) probably written by 'Ixion', pen name of Canon Basil H Davies who wrote for the magazine right through the 1900s until his death in 1962. I hope to visit some other scenes sketched by Sydney R Jones and another fine artist Frank Patterson and 'Spot the Difference'

Dabber





A Message from the Management

Our second tour took place on Saturday 5th August departing from Eight Ash Green chippy. It was intended that this would be our destination but as the staff were on holiday we decided to finish at our old faithful at Earls Colne.

A cavalcade of nine solos and Greigs chariot with son Harrison riding shotgun set off in the direction of West Bergholt, then Hawkesley, Stoke by Nayland, Higham, Wades Lane (home of Raydon pits) then Hadleigh, where we had a short stop to give our aching bits some relief.

We continued through the picturesque Suffolk lanes taking in the villages of monks the Lee, Oxford (where we made our presence known by much honking of hooters and verbal a complement as we passed the Preedy residence) then Assington and Bures where me and Chris Stokes were separated from the main bunch after getting stuck behind a bus but with a few handfuls of twist grip we soon caught up whilst enjoying a panoramic view of Wakes Colne motocross track across the fields in the undulating landscape.

We reached the destination after 42 miles. The Colne chippy had changed hands but the quality of the eats had remained the same

. We were then treated to some entertainment when a rather irate owner of the adjacent Chinese takeaway appeared and accused our group of driving his customers away! Perhaps he mistook us for the 'other lot' who sport the long hair and leather?

Thanks to Geoff Daw who directed, produced, and compiled the route which everyone enjoyed the pleasure of completing.

See you next time.

Tim Bradshaw

Managing Director

**FOR
SALE**

Fantic Trials 250

Disc brakes • Monoshock • Excellent condition

£650

Contact Peter Eaves for further details

01245 353297

This and That!!

Once again the French families did the club proud with their 'open garden' display of motorcycle history. This was very much appreciated by the scribe and I'm sure I speak on behalf of the many club members present that the effort put in by all the family members made a memorable day. Thank you!!

Could NJB's next machine be a veteran - eligible for the Brighton Run - yes, go for it Norman!

I was fortunate enough to be enlightened on the technical mysteries by Roger - machines with no carburettor or spark plug - no, they hadn't been pinched but were designed as such and they worked! How Don and Roger remember the control set-ups on the individual models had me in awe!! Not only that, I've never seen a better crop of runner beans - Ann's I would imagine!

Catching up with the Chelmsford & DAC reflections, we arrived at 1966. I have become aware that I wasn't a presence on the trial scene at this time so I had a word with one Dick Hobart who was a rising star and ventured far and wide with fellow club members and hopefully he will trot out some historic events and happenings that you will appreciate.

Newmarket & DMCC held a scramble at Home Farm, Kennett on March 13th, 1966. Twelve members represented the club with Ken Dodd taking a 4th in the first allcomers final and a 5th in the second allcomers final - Dave Temple gained an 8th in the experts invitation.

Meanwhile back to my scene, 'grassin'. The ESSA ran the centre championships at Stow Maries on 17th July and exciting racing produced a new 250 champion, one John Coughlan who beat Jack Hubbard, both on 250 Hagens. Denny Barber was third. Brian Gladwell beat Harry Godding for the 350 crown with Reg Nash third. Brian went on to take the 500 in front of Ian Towns and consistent Reg chased! Derek Yorke won the chairs with John Chisnall on a 650 Triumph from J Miller and C Thake from Haverhill.

The National motocross scene moved to Hintlesham Park on 29th August. Dave Bickers was a non starter. Chris Horsfield, CZ, won the first 250 and the overall. Brian Goss was second and finished runner up. Norman Messenger from Clacton was third overall. Excellent. Brian Goss took the 10 lap Shrubland Trophy race from Freddie Mayes on a 360 Greves followed by John Banks, 475 BSA, and Norman Messenger in 5th. In the Hintlesham Grand National, Chris Horsfield took the lead from Brian Goss after 12 laps followed by Peter Hole, 650 Metisse, and 4th place went to Freddie Mayes. Not content with that, Freddie Mayes took a first and second in the senior motocross to win overall with Jim Aim second.

LIFE'S MYSTERIES ARE ON YOUR TV

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

- Cars and trucks that crash will almost always burst into flames.

On 25th September the Daily Express International motocross took place at Little Lovenay Hall, Wakes Colne. Freddie Mayes again excelled by taking a 5th and sixth in the three leg 250 cc motos. John Pease had a 7th and 8th whilst Peter Smith gained 6th, 6th and 9th places - a great ride. Badger Goss aced it with three firsts!!! In the 500 moto, Dave Bickers had a result with two firsts and a second. John Banks gained 3rd, 4th and first.

A Saturday afternoon grass track at Langford near Maldon saw Robbie Page and myself representing CDAC but not very well - we didn't make the finals. A class entry enthralled the crowd. 'Oily' Wells won the 250, Jackie Sewell the 350s and Arthur Stuffins the 500. Real cut and thrust grass racing. Derek Yorke and George Mason were the sidecar aces.

A relatively quiet but pleasant afternoon was spent in company with members of the VMCC at Althorne. This was in conjunction with other organisations and clubs and the occasion was a charity rally for Little Havens Childrens Hospice. Dick Hobart was 'Herr Controller', Mick Brown was displaying his recent acquisition, a BSA B32 trials lump - 49-50 period - very right and proper. Several other models indicated that much effort and some expense had been expended on them.

Several hours were spent at the Kempton Auto Jumble and benefited myself and friends. Several club members were seen bargaining and a sprightly Roger Finch was well pleased with his purchasers.

The pre-65 Scramble scene seems to be getting bigger with new faces and new bikes shaking up the 'olde brigade'! The meeting at Maylandsea was a cracker. In one very quick race, Roger French lost his lead in the latter stages to an aggressive Russell Humm. Sam Appleton was amongst the front runners. Consistent performances were put in by Mark and Brian Fletcher and several other club members who thoroughly enjoyed the grippy and dustless going. The triathlon was very entertaining - a two-lap race, off the bike off with the gear and swim around the buoy in the lagoon, then finally a lap of the course on a push bike! Some very creditable performances were put in by the eight competitors.

The Presidente and his Lady go to Turkey and we have an international situation!!

Pedro E

FUNNY SIGNS . . .

In an office:

WOULD THE PERSON WHO TOOK THE STEP LADDER YESTERDAY
PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN



The Roger Birch tour

The Roger Birch tour will take place on Saturday 23rd September. Meet outside Chairman Ted's residence for a departure at 3:30pm.

Ted's residence is situated in Ipswich Road, Colchester, and can be found between the petrol station and Highwoods roundabout.

Give it ago-it's the last one this year.
See you there.

Tim Bradshaw
Managing Director

FOR SALE

1980 Beamish Suzuki 250

£800

Jim Mason
01787 277753

Classroom Capers!

Little Johnny is in a class where every Friday the teacher asks a question and if you get it right you can leave early.

The first friday the question was how many gallons of water is there in the whole world. No one knew so nobody got to leave early.

Next Friday the question was how many grains of sand is there in the whole world. No one knew so nobody got to leave early.

By this time Little Johnny is getting mad because he figures it's all a con, so he paints two ping-pong balls black. The next Friday the teacher announces it's time for the question. She turns to write it on the chalk board but before she can do so Johnny rolls the two black ping-pong balls down the isle to her feet.

She turns and says, "Who is the comedian with two black balls?"

Little Johnny said, "Bill Cosby. See you on Monday."



Part 3

Sleubhaich is always difficult and had only seen about six cleans, in our group Mick and the Douglas decided to give it a miss, then the others asked me to wait so I would not rotate it, then I think all bar Scott fived it, before I managed to get a three on the Norton.

Stob Coire Eirghe is four subs up a long steep rocky gully, all ridden with a few marks but keeping moving, I patiently waited whilst the others on more modern bikes went first until Martyn Wilmore dug a big hole and then I thought they could take their chances. Brian, Roy and Trevor were observing the two sections at Coire Dubh, as I arrived Mick was just leaving and he said he had had some chain problems but was carrying on, it looked like the adjuster had broken on one side. The first sub was observed by Roy and Trevor, a difficult jumble which took a five from Mick Grant, I had a dab but I think Mick on the Douglas may have cleaned it, a fantastic ride. Brian was on the second sub, the chain came off the Douglas and Mick had a five. When Matthew and Darrel arrived here for some reason they were being chased by the back marker Dave Field, even though they had plenty of time, Darrel was a bit low on fuel so a couple of Coke cans of petrol were taken from Brian's Honda. Darrel and Matthew were having a good ride around at the back of the entry and Darrel was having some good rides, despite not having ridden much recently and both rear dampers on the BSA were shot.

A few spectators had waited at Am Bodach, including Richard Whitebread. This is normally a rigid friendly section, so all on my own I studied it and then had a good clean and even got a clap. As time was safe I trundled along to Jackson's, over the narrow bridge, the section always rides harder than it looks and the Dommetts and the rest were still studying it when I got there. After a while we all decided the line was over a big rock on the right, Colin and Mick Grant fived before I had my one and only five of the day when I got jammed between two rocks, breaking the exhaust



Darrel Glover



Matthew Neale 200 Triumph

silencer bracket in the process. Darrel and Matthew had arrived by now and before they went Charlie Harris cleaned it straight up the middle on Andy Johnstone's Enfield, so right at the end of the day both Matthew and Darrel stopped on the middle line, so we were a bit depressed after three fives when we set off together right at the back of the entry. As the previous year we decided to be clever and go back over the bridge and up the hill, and as before I fell off this year bending another clutch lever, the other two almost fell off laughing so much. So back together again we arrived at the last section, Mam Brec, I cannot remember about the others but I had a slack dab, before arriving back at the finish. We started packing up and everyone was amazed the Douglas had finished, so whoever wanted was having a go around the car park on it. In particular Mike Rapley had allegedly previously said he thought Mick could have tried harder, but after a few minutes riding it he had more respect and agreed it was the world's worst trials bike.

The van was loaded and we set off to the hotel to relax before dinner with everyone. My sister gave us a lift back to Kinlochleven for the presentation, arriving just as it started, the results showed my 10 from Friday was still there and Chris Bradley, a late entry on a springer taking over a withdrawn rigid entry was shown as best rigid, although most knew this was incorrect. The presentation was a bit chaotic, Matthew was unlucky to miss out on a Special First, but as best of the First Class awards in reverse order when they got to him they had run out of awards. Mick and I both had a chance to be interviewed. Mick said he had enjoyed his ride more than the win the year



Clive Dopson 490 Norton

photos: Roy Ayres

before, finishing 137th on 147 marks out of 159 finishers, he said he had about 10 cleans, a real sportsman. Colin Dommertt applauded my puncture repair skills but Darrel and Matthew claimed they should have got the credit. The Spanish wine man on Mick's James finished on 65 marks. The boys found a source of red wine and found out the red wine on Friday afternoon being drunk from plastic cups was worth about £30.

Back in the hotel we reflected on two enjoyable days. Sunday morning saw a last dip in the pool before a large breakfast and a walk around the car park where I bought a new pair of boots to replace the old ones damaged in the trial.

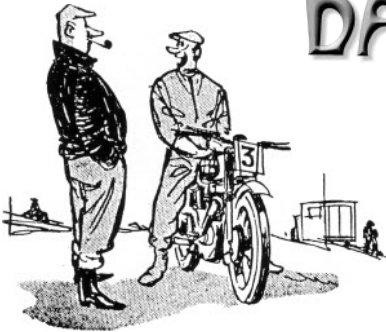
The final results arrived showing Neil Gaunt on three marks had led a big bike one-two by one mark from Graham De Feu. Matthew got a First Class Award in 25th place on 22 marks, Darrel and I tied on 57 marks (my missed section being sorted) in 70th and 71st places, my best rigid award was confirmed, the fourth in four years. John Chapman was very happy to finish on 116 marks in 122nd place. Mick was actually second best rigid out of four finishers from nine entries and seven starters, as best as I could determine.

Overall a very enjoyable year, 2005 had been too hard, I lost 132 marks, 2006 took just two stops from the Norton both on cleanable sections. To encourage the older bikes and riders 2006 was plenty hard enough. Mick did really well to get the Douglas around, especially in between sections. I do not think there will be many volunteers in the future to try the same.

Clive Dopson

BUMPER STICKERS

Hard work has a future payoff. Laziness pays off NOW.



DABBERS DIARY

August started with an exiting Tim's tour, but those who thought that we were going to get fish 'n chips twice were disappointed as the Eight Ash Green chippie was closed, so after a lovely tour around the Essex/Suffolk borders we ended up at the Earls Colne chippie where the proprietor of the neighbouring Chinese take-away took offence at us nice motorcyclists parking outside his premises! However acting

as the perfect diplomat Tim assured him that we would soon be on the move and thus avoiding a Tim v Tong confrontation!

"IT'S SHOW TIME" at Althorne, on the 20th, was a great day out, with plenty to see, and I believe a large amount of money was raised for the 'Little Haven Children's Hospice'. I took my new toy along, a very shiny BSA ZB32 and was very embarrassed when it decided to stop and refused to be re-started during the parade around the show ring, back in the shed I found a main jet blocked with sediment from the petrol tank.

Went to the Pre-65 scramble at Maylandsea on the 27th, and everybody seemed to be having a great time, including the 'Ironmen' that took part in a triathlon during the interval! These gents completed two laps of the scramble track, followed by a swim out to a buoy and back and then one lap of the track on a pushbike! The EFA were well represented with one of our 500T Norton riders coming in a very respectable third.

Now I hope that the latest fiasco to bother the cricket world doesn't rear its ugly head in trials. I refer; of course, to 'Ball Tampering' which could manifest itself in several ways and observers must be aware of what to look out for. You will all be aware of the habit that some riders adopt when inspecting a section, you know scratching those certain appendages that also can come into painful contact with the petrol filler cap or steering head! It could involve the end of control levers or for the more technical wheel bearings or engine internals. Any of these nasty habits should be noted, but any observer who resigns over these maters and expects to be paid, can forget it!

www.austourism.org

Questions about Australia from potential visitors were posted on an Australian Tourism Website.

The answers are the actual responses by the website officials.

Q: Will I be able to see kangaroos in the street? (USA)

A: Depends how much you've been drinking.

FAIRIES

A married couple in their early 60s was out celebrating their 35th wedding anniversary in a quiet, romantic little restaurant. Suddenly, a tiny yet beautiful fairy appeared on their table and said, "For being such an exemplary married couple and for being faithful to each other for all this time, I will grant you each a wish."

"Oh, I want to travel around the world with my darling husband" said the wife.

The fairy waved her magic wand and - poof! - two tickets for the Queen Mary II luxury liner appeared in her hands.

Then it was the husband's turn. He thought for a moment and said: "Well, this is all very romantic, but an opportunity like this will never come again. I'm sorry my love, but my wish is to have a wife 30 years younger than me."

The wife, and the fairy, were deeply disappointed, but a wish is a wish...

So the fairy waved her magic wand and - poof! - the husband became 92 years old.

The moral of the story: Men who are ungrateful bastards should remember fairies are female.



Now if that last paragraph doesn't get me the sack I am afraid that this will be the last regular 'Dabbers' for a while. Hurrah! I hear many of you shout! Well I have managed to put something together every month for the last two years and I have, as I am sure you have noticed, run out of things to say. However you haven't heard the last of me yet, as I will be reporting next month on my trips to Frome for the 'Circuito del Mendip' and up to Durham for the Beamish Trial.

Finally, I hope as many riders as possible will be supporting Mike Harden and gang for the **'Plonkers Clubmen's Trial'** on Sunday 10th September, at Great Bromley. This is an expensive piece of land and Mike needs a good entry to break even, so if you haven't entered, give Mike a ring, on 01473 310537, and reserve a ride.

End Thought . . .

Hug your kids at home - belt them in the car!