

Editorial

A great big thnkyou to all those who have phoned and asked about my condition after the little escapade at the Thumpers. Thanks to the care of the paramedics and the A&E department of Colchester General I am making a very good recovery but I have been warned that it will be several weeks before I am back to 'normal'. Thankfully, I didn't have the ambulancemen that have been written about quite widely in recent days - I got from Thorrington to Colchester faultlessly without even getting within a hundred miles of Birmingham!

I have just heard that Ian Towns has died, aged 70, in Broomfield Hospital. Ian who has been hospital bound for many years due to his MS will be remembered for his grass track exploits throughout the Eastern Centre.

Well, all the comments etc regarding the Thumpers are hearsay as I didn't even see a section! The general consensus was that it was up to the usual standard but if anything the hard route was a bit on the easy side. I know that Ted and his helpers

were a little apprehensive about the conditions underfoot. We had what might be called a lot of rain in the run-up to the trial but it would have all seemed to have run off the surface leaving the sub-soil quite dry. Hindsight, the most accurate science known to man, would indicate that we could have used some of the wetter parts of Poplars Chase with impunity.

Now how did they ride? The pre-units saw Matthew Neale putting it over the rest on his pretty standard Ariel, and Mark Banham on his pretty agricultural DOT went clean! That must have been a fantastic ride. From what I am told, the DOT does not support any new or modern additions.

Mark Gibb campaigned the girder class all on his lonesome but had a pretty good ride. But . . . what about the rigids!?! Seems that Little Eric followed the rules laid down by his builder - if it is possible to get the front wheel in one rut and the rear wheel in another rut then why not do it! Result - Roger Finch (clean until the last section) decides that he is hungry and needs to taste the Thorrington soil.

Sadly, it would appear that one can't please the sidecars - I have been

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Red	1	Green	2	Navy	4
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Navy	2				

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Tel: 01206 841519

Plonkers Trial

Snaque Pit, Belchamp, Nr. Sudbury. Grid Reference TL 826422

Thursday 28th December 2006

Start 11:00 am

A Trials for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks
Youths/Juniors • Twin Shock sidecars

told that it was far too hard and by others that it was fantastic - you can never win!

The visit to the Boxford Scout Headquarters is fast approaching. You should find a set of regs in this issue of T&T. There will be 3 routes which should satisfy everyone. Low ground clearance heavyweights will be catered for on an easy route which they will share with the sidecars.

This year Mike Harden and his Merry Men are departing from their long established post Christmas formula and instead are organising a full blown Plonkers Trial on the Thursday of the Christmas/New Year break at the Snaque Pit.

You will have noticed a 'stock list' (supplied by EeDee Tailoring) of the current stock of EFA sweat shirts. This is your last chance to buy items at the current price as once these have gone and the new stock arrives the prices will have to rise. Christmas is coming so what better time is there to buy an EFA sweat shirt?

Mick Brown has supplied the final figures for the fund raising carried out

back in the summer. You will find full details in Mick's article together with a promise of better things for 2007. I think the EFA has really done the Leonard Cheshire organisation proud. Thankyou all!

Some of you may be interested in the future set up of the 'management' of the Eastern Centre, an organisation which hasn't had the best relationship with the EFA. Well, with any luck a major restructuring may take place but before this can happen a consultation process is to take place. Details of the proposals can be found on the EFA web site:

www.thumpers.org.uk

Your thoughts and views will be much appreciated by David Smith, the working party co-ordinator/chairman.

Incidentally David Smith becomes the Chairman of the Eastern Centre on January 1st 2007 following Sidg's desire to stand down from the job.

Best wishes,

Jim

Secretarys Scribblings

What a grand day out, that's what everybody who came into the container to sign off had to say about the Thumpers. Unfortunately poor old Jim wouldn't agree 'cos he had to be taken to hospital in great discomfort with back problems. Pleased to report he seems to be well on the road to recovery at the time of writing.

Mr Starter, Bob Drane, sent the first outfit on it's way at 10 o'clock to tackle 3 laps of 17 sections in glorious sunshine which stayed with us all day. Unlike Chelmsford, Braintree and some other areas not too far away which were on the receiving end of some heavy, thundery showers.

A big thank you to all our valued observers, we really appreciate your help and thank you to the riders for donating such a marvellous assortment of goodies to ensure that no-one went home empty handed.

Whilst rooting around in the loft (looking for something else) we came across a small piece of Thumpers history in the shape of a 1984 edition of The Eastern Gazette which contained an article by H.A. Lord as he signed himself. It's headed "A Good Day" and goes on to say that Sunday December 18th at Friday Woods was indeed a good day out - both for competitors and the many spectators. It was the third annual Eastern Thumpers Trial and with a Regional Restricted Permit garnered no fewer than 78 entries of Pre-65 machines. Harold Lord goes on to say that Sammy Miller, number 22, was first on the road after a few sections, finished his 2 laps by 1:10pm and was on his way home to New Milton a few minutes later. He lost 2 marks and reckoned the trial to have been easier than last year.

Also mentioned under Castle News was the fact that Alan Farmer's knee is not progressing too well, he can bend it just over 90°. He may have to go back into hospital where he will be put under and have his leg bent round by force - you probably don't want to be reminded about that Alan!

Christmas shopping will be easy this year, just pop along to the Kempton Park Jumble on 9th December and with a bit of luck you can do it all in one go!

Hope you can come and support the Scouts at Boxford on Sunday 10th, promises to be another good event. We plan to have 3 routes - Hard, Easy & Extra Easy/Sidecar. Entry form included in this Newsletter.

If you've got the week off between Christmas and New Year there are plenty of trials on to keep you out of mischief -

Triangle and Chelmsford clubs have trials on Boxing Day

Mike and his merry men are at Snaque Pit on Thursday 28th December

Dabbers Trials Club have a New Year Trial and BBQ for pre-70, twinshocks, rigids and sidecars (2 routes) Little Lodge Farm, Santon Downham near Thetford, enter on the day 10am start

The Woodbridge boys have their trial at Tunstall on New Years Eve

All the Best for Christmas and 2007





Todd8080

Four Letter Words

A young couple got married and left on their honeymoon. When they got back, the bride immediately called her mother. Her mother asked, "How was the honeymoon?"

"Oh, mummy," she replied, "the honeymoon was wonderful! So romantic..."

Suddenly she burst out crying. "But, mama, as soon as we returned Sam started using the most horrible language . . . things I'd never heard before! I mean, all these awful 4-letter words! You've got to come get me and take me home . . . Please mummy!"

"Sarah," her mother said, "calm down! Tell me, what could be so awful? What 4-letter words?"

"Please don't make me tell you, mummy," wept the daughter, "I'm so embarrassed, they're just too awful! Come get me, please!"

"Darling, you must tell me what has you so upset . . . Tell your mother these horrible 4-letter words!"

Still sobbing, the bride said, "Oh, mummy . . . words like DUST, WASH, IRON, COOK!"

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.

I would like to take this opportunity to thank all those concerned with making the 26th Thumpers another great event. All the hard work paid off and with a little help from the weather it was a good day. Our thanks of course go to Mr Sawyer for the use of his land. However, I was surprised to read in the Thumpers programme that doubts have arisen over the future level of entries for the event, and I quote "unless we open the trial to the ranks of 'Twinshocks'" unquote.

I would like to remind everyone that the Thumpers Trial was initiated as a trial for British pre 65 machines. As an event where riders could bring their old machines and have a good days sport with sections to suit their capabilities and test their skill. If we do not hold these special trials these machines and their riders will gradually drop away from the trials scene, which will indeed be a great pity. The Thumpers is their trial and should be kept so.

I would therefore like to point out that the E.EA committee have at no time discussed the opening of this event to Twinshocks and to date have no intention of doing so. As for the entry levels, I feel confident that these will stay the same and that we might have to limit them to 100 to keep the level of efficiency and enjoyment the same as usual.

The "Thumpers" is a special trial. Lets keep it that way.

Ian Preedy
President E.F.A.

Editors Comments:

As the person who printed the programme for the 26th Thumpers I would like to attempt to explain what has brought about Ian's letter for those who have not had access to the programme.

Tracey wrote in the programme the following:

"During this time, I have seen entries vary from under 100 to just over 140 about six or seven years ago - I doubt we'll ever get those entry levels again though unless we open the trial to the ranks of the Twinshocks! The EFA committee would appreciate your views on whether to open the event to Twin Shocks."

One of the reasons for including the above was that the entries for the Thumpers would appear to be on a diminishing return basis. In fact this year we had less than 90 starters compared with the 130+ starters of about six years ago. The number has decreased every year since and there would appear to be no reason to believe it won't decrease again next year.

Both Tracey and I together with other members of the committee have been asked whether there is any intention to allow Twinshocks into the entry. So far the answer has always been NO but we, Tracey and I, felt it worthwhile attempting to get the feeling of the club membership.

The Phill Mellers Trial 2006

The Farnham Motor Cycle Club organise this really great trial every year and as far as my memory goes it is normally held at the Headley Park Hotel (also known as the Lithuanian Club) in the village of Sleaford, near Bordon. This is a really pretty setting in private grounds in the leafy woods of Hampshire.

There was a wedding going on at the hotel at the same time as the trial. So a few of the scruffiest old trial's riders queued up for a chance to kiss the pretty bride for luck. They were hoping that some of the, 'old chimney sweeps tradition's' would be adhered to by the Lithuanian couple. But! It didn't work. Therefore a few sad faced trials riders had to start their day with a disappointed and missed opportunity! They soon cheered up however as the trial turned out to be a really good event with sand mud and leaf mould to clog the tyres, or the boots, depending on how much footing you were doing on the day.

There were seven different classes to choose to ride in with the last of these being a no award type, which catered for any rider on any machine. It is always a good idea to have this sort of class for those that prefer a very relaxed fun day out. This also has the advantage of increasing the number of entries on the day.

At the end of the day there was not one clean sheet in any of the classes although many riders had low single figure scores. The girder fork class had the highest score of the class winners, which was to be expected on the two route only, course.

This trial has always been a good one although I admit that I have not ridden it for a few years now due to several unavoidable reasons. I really did enjoy the day and on the way home thought to myself that Sunday the 24th September had been one to look back on and remember.

Many thanks to the Farnham Motorcycle Club for taking the time and effort to organise this sporting day for us 'old' and 'not so old' trials riders.

Class winners:

'A' Girder fork	The Len Heath Trophy	Dave Blanchard	42 ml
'B' Tele rigid	Gaymer Trophy	Bernard Rodemark	2 ml
'C' 4stroke pre-unit	Phill Mellers Trophy	Len Huty	3 ml
'D' 4stroke unit	Cyril Gibbs Cup	Paul Ray	6 ml
'E' 2stroke British	Mason Cup	Bryan Devereux	15 ml
'F' twinshock	Cyril Gibbs Cup	Kevin Nolan	1 ml
'No award' class winner		Len Hart	13 ml

Dave Blanchard

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

"Doing it right is no excuse for not meeting the schedule."

Star in the East

A woman takes her 16-year-old daughter to the doctor. The doctor says, "OK, Mrs. Jones, what's the problem?" The mother says, "It's my daughter, Dianne. She keeps getting these cravings, she's putting on weight, and she's sick most mornings."

The doctor gives Dianne a thorough examination, then turns to the mother and says, "Well, I don't know how to tell you this, but your Dianne is pregnant -- about four months would be my guess."

The mother says, "Pregnant?!? She can't be. She has never even been left alone with a man! Have you Dianne?"

Dianne says, "No mother! I've never even kissed a man!"

The doctor walks over to the window and just stares out of it. About five minutes pass and finally the mother says, "Is there something wrong out there, doctor?"

The doctor replies, "No, not really. It's just that the last time anything like this happened, a star appeared in the East and three wise men came over the hill. I'll be darned if I'm going to miss it this time!"



Albert Dove



Chris By4D Smith - Triumph Tiger Cub

Q: Why did God make man first?

A: He didn't want a woman looking over his shoulder telling him how.

C O M P U T E R S

A language teacher was teaching her class that French nouns, unlike their English counterparts, are grammatically designated as masculine or feminine. "House" in French is feminine -- la maison. 'Pencil' in French is masculine -- le crayon."

One puzzled student asked, "What gender is computer?"

The french teacher didn't know, and the word wasn't in her french dictionary. So for fun, she split the class into two groups, by gender, and asked them to decide whether "computer" should be a masculine or feminine noun. Both groups were required to provide four reasons for their recommendations.

The men's group decided that computers should definitely be the feminine gender because:

- 1) No one but their creator understands their internal logic.
- 2) The native language they use to communicate is incomprehensible to everyone else.
- 3) Even the smallest mistakes are stored in long-term memory for possible later retrieval.
- 4) As soon as you make a commitment to one, you find yourself spending half your monthly pay on accessories for it.

The women's group however, concluded that computers should be masculine because:

- 1) In order to get their attention, you have to turn them on.
- 2) They have a lot of data, but they can't function on their own.
- 3) They are supposed to help you solve problems, but half the time, they ARE the problem.
- 4) As soon as you commit yourself to one, you realize that if you had waited a little longer, you could have got a better model.



*"Sorry, Frank, but this is a LACROSSE
dressers anonymous meeting."*

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

The answers are the actual responses by the website officials.

Q: Can you send me the Vienna Boys' Choir schedule? (USA)

A: Aus-tri-a is that quaint little country bordering Ger-man-y, which is...oh forget it. Sure, the Vienna Boys Choir plays every Tuesday night in Kings Cross, straight after the hippo races. Come naked.



John Phillips

LIFE'S MYSTERIES ARE ON YOUR TV

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

- You're likely to survive any battle in any war unless you make the mistake of showing someone a picture of your sweetheart back home.

This and That!!

The Easter Monday Scramble at Kent Hill Fields, Ramsden Heath, presented by the Chelmsford and DAC in 1969 had many club members competing under the jurisdiction of secretary Ken Harrison. The committee had established a very successful scramble format, hence the club's popularity on the scrambling scene. Machinery was very two-stroke orientated. John Pease on a Greeves won the 250 honours from S. Pearson (Sprite) with John Louis third. Winner of the A.J. Brush Trophy for the 362 - 650 race was Norman Messenger (360 CZ) from John Pease. The unlimited was taken by Peter Smith (400 Husky).

Six days later battle resumed at Tye Farm, Great Cornard. Brian Atkinson (Kirby Métisse) won the first round of the 250 Eastern Centre championships from Richard Hughes (Greeves) and John Louis (CZ). The 300 - 442 final saw Richard beat John Pease. The prestigious Suffolk Point to Point was taken by Freddie Mays from John Louis and John Pease.

The following Sunday saw action at Jenkins Farm, Stisted, a Braintree presentation. Chelmsford club star John Parker with Mick Edwards in the chair had a good ride finishing second behind Brian Sadler in the sidecar scratch race but he didn't figure in the championship race which was won by none other than Mike Holloway, who was riding a 500 Matchless in the recent Thumpers - 37 years on!! Philosan? Of the 108 solo entry only 24 were four-stroke mounted. The 13 sidecar entry comprised 11 twins, and two singles, all four-stroke. Freddie Mays was man of the meeting with Norman Messenger and John Pease in close attendance.

The 4th round of the 500 motocross championship was held at Wakes Colne on 27th April. All the national stars and aces were there. John Banks took both legs in style. Norman Messenger took second place in the second leg with John Louis in 5th. The 250 championship round saw little Clacton ace Norman Messenger chase Malcolm Dearn home in leg one and repeated the exercise in leg two behind Malcolm Ballard and rounded the day off by securing 4th in the Essex Grand National. A brilliant day for East Anglian talent.

An incredible entry of 199 solos and 12 sidecars overflowed the paddock at Falstaff Manor, Bentley, Suffolk for the Essex and Suffolk Border Scramble on Sunday 11th May. Included in the Juniors (non experts) was one Dave Godley on a 250 Greeves and Tony Girling on a 500 Tribsa together with Pete Redpath on a 440 BSA. John Pease beat Freddie Mays in the 250s. Stuart Nunn won the juniors from Mick Hines. The all-comers was taken by Malcolm Ballard (400 Husky) from John Pease (360 Greves). Local ace, Adrian Yallop (360 CZ),

FUNNY SIGNS . . .

In a cafeteria:

"Shoes are required to eat in the cafeteria. Socks can eat any place they want."



Roger Finch - BSA 'Little Eric' (still clean!)

completed the podium. Rising CDAC stars David Crowe and Dan De'Ath took heat wins in the Juniors. Some 25 were riding under the club banner, many from out of centre, whilst some of the riding was off centre as well!

Fast forward to '06. Several members have been enjoying forays into the West Country partaking in long-distance trials. Machinery has varied from pre-65, pre-70, and electric boot variety competing with KTMs etc with varying results. The terrain used is different to East Anglia and mileages vary from 50 to 70 miles. Sounds good! Couldn't this be a format for a local venture similar to Mick Brown's venture. Talk to Norman, Andy, Joe, Graham, Terry and Dave for their views and ideas.

My limited viewing of the Thumpers was interesting and I witnessed some good rides. Two youngsters enjoying big bikes were Sam Cook (500 T) (Don Daly's) and Wesley Butcher (500 AJS). The modern bike riding style can be applied successfully but possibly requires youthful enthusiasm and flexibility. Good to see Bill Brooker performing, albeit in a more staid manner (*editor's note: don't forget that Bill celebrated his 81st birthday the week before the Thumpers!*) The sidecars seemingly had some difficult sections. Does the depleted entry send a message? There were some notable absentees not only in the chairs but if one reflects back, the National riders aren't attracted today! Thanks must go to the workers for providing the day and the weather was much appreciated.

Pedro E

Old Codger Classic Trial 2006

Held at the very popular ministry land known as 'Hungry Hill' in Aldershot Surrey on the 1st of October 2006.

It was an open trial for Pre-67 machines of British manufacture only and was hosted by the hard working and very enthusiastic, 'Reigate, Redhill and North Downs Motorcycle Club'.

This trial is held under the AMCA regulations so the wearing of crash helmets is an option. But on the day I cannot remember seeing any rider without this fashionable and now widely accepted form of head protection. The weather leading up to the trial and on the day was wet, so the wearing of a crash hat is a very good way of keeping the rain from ruining your lovely 'thick long golden hair'. Yes, I do wish I had some!

The rain showers managed to keep things slippery and trials like in the best foot slogging tradition in some of the sections, especially 'Hungry Hill' itself. But this lack of grip was no where near as bad as the very first 'Old Codgers Trial' back in 1992. Way back then it was at a different venue called 'Betchworth Quarry' and the heavens just opened for most of that day. My memory tells me that it was probably the most slippery event that I ever competed in to date. Actually, I do not have to use my memory much for that trial because wife Sue



Chris Huxtable - 250 Greeves

'video recorded' some of that historic and eventful day and I can peruse the conditions in the comfort of my own home.

Back to the future for the 2006 event and some aggressive riding was deemed necessary here and there over the two laps of twenty sections. I over did it and looped the bike on Hungry Hill on the first lap but plonked through the same section on full retard (plus a bit more) on the second lap, albeit for a three. Several dabs were needed in other sections along the way. It was a thoroughly enjoyable trial with some really great course plotting!

This trial always has a wide variety of motorcycles 'on show' ranging from small single cylinder two strokes right through to big heavy old 500's, with most of these being single's but also including some twin cylinder configurations. These have great visual spectator appeal, with the added pleasure of thundering sound affects. Something that you rarely see or hear of nowadays! Except of course in other Pre-65 British Bike Trial's. Although some of the very modern four strokes have one 'helluva' sound to warm the ear drums on a cold autumn day!

Much gratitude is due for the RRND club members and volunteer helpers, as once again they did a really great job of organising this fantastic event. Many thanks to all the Ladies and Gentlemen involved.

Dave Blanchard

Results:

Glenwood Trophy

Girder Fork	red route	John Excell	BSA250	9ml
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Don Morley Trophy

Tele Rigid	"	Bernard Rodemark	BSA C10L	1ml
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Runner Up	"	Chris Smallbones	Triumph 500	4ml
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1st Class	"	Alan Shorter	AJS 350	9ml
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"	"	Mike Barton	AJS 400	9ml
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Don Barrett Trophy

Any Bike	red route	Derek Bentley	Greeves 250	6ml
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Runner Up	"	Alan Ross	Triumph 500	7ml
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Jim Susans Cup

Any Bike	blue route	Daren Osborne	BSA 350	13ml
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Runner Up	"	Mike Clarkson	BSA 250	22ml
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1st Class	"	Neil Osman	Ariel 500	24ml
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"	"	Trevor Wall	BSA Bantam	25ml
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2nd Class	"	Andy Bamford	Matchless 500	28ml
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"	"	Martin Kemp	Greeves 250	28ml
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The Aston Cup

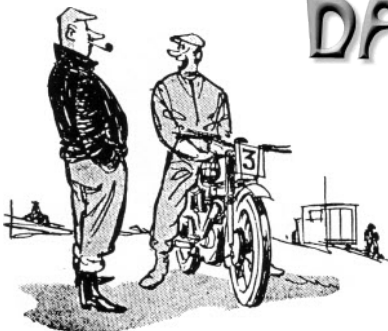
Any Bike	white route	Len Hutty (Jnr)	Matchless 410	12ml
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Tony Tutt Award

Oldest Finisher		Bill Brooker	Triumph Cub	28ml
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BUMPER STICKERS

Lead me not into temptation, I can find it myself.



DABBERS DIARY

Still here! Good news to pass on, the final total for the Charity Trial, following the drawing of the raffle for the toy ride-on tractor is a staggering £3044. Well done and thanks to every body concerned. The tractor was won by the mother of Angie, one of Seven River's residents who has donated it to a London Children's Hospice, so good news all round, the raffle raised £250 for Seven Rivers and the tractor has

gone to another deserving charity. How did we get to this great total? Well here is a rough breakdown:

Section sponsors £1200; Riders sponsorship £900; Profit on refreshments £206; Stalls £430; Raffles £308; Total £3044.

Special thanks must go to all the riders who got personal sponsorship, Bruce Davie for organising some section sponsorship and the toy tractor and finally Reg Sargent for the wonderful donation of his life-long collection of motorcycling books. I wrote to Reg thanking him and telling him what we had done with them. I also invited him and his wife to next year's event. His reply is included below.

Now! Next years event is planned for 30th June and we, the E.F.A., have been invited to help Seven Rivers celebrate their 50th anniversary of opening. There will, they hope, be something going on all day, more details later. The trial will follow the same format, with section sponsorship and the opportunity for riders to get sponsorship. We will have official Leonard Cheshire sponsorship forms

Dear Mick,

Thank you so much for your letter from which we were pleased to learn that members of the E.F.A. had contributed so generously to the sale of books and other memorabilia. We are very grateful to you all, in particular to yourself and Peter for organising the sale.

We no longer get to trials, our real enjoyment, but I suppose that over the years we have been to more than our share. Whenever we attended E.F.A. events we were made most welcome and everyone showed a genuine interest in our well being.

Thank you for the invitation to next year's event on the 14th. July, we will certainly come along if possible. The programme and results for this year's event are most interesting - I can now start another collection !

We wish you all every success and happiness, based on your past and present performance this must surely be guaranteed.

Yours sincerely,

Reg. Sargent
Reg and Sylvia Sargent.



which will enable us to get money out of the Tax Man! So put this date in your diary NOW! June 30th.

Unfortunately I have not been very well lately, all say aaahh, which was a shame because I had just bought some new walking boots to explore some of the footpaths around Thorrington, get fit, and rub shoulders with some serious ramblers (if you can't beat 'em, join 'em!). As I recovered I did a few short walks around the village, just to run the boots in, these walks usually ended at the pub! However, on one of my short walks around the village I found myself following another walker with a dog. Nothing unusual about this, but this man, about my age was carrying the obligatory bag of dog poo. He turned off left down a footpath and I continued on up the road. Then for no particular reason, I thought, I've not been down that path, so I turned back, and as I turned into the footpath just caught sight of the dog walker chucking his bag of crap over the hedge. Sadly I did nothing about it, apart from retracing my footsteps, and visiting the village shop, pub was shut! There I bored the pants off the Post Mistress with my tale and she showed me the latest issue of the parish magazine. Here the Thorrington parish council states that they were spending a lot of money on bins and bags for dog litter. And they found it galling that users of this service were taking handfuls of bags from dispensers rather than one or two bags they need. Over 250 bags were taken from one dispenser over one recent weekend!

I know what you're all saying know, OK old Dabbers lost it! What's this got to do with Motorcycling? Well you know the way all us motorcyclist get tarred with the same brush. Well! Surely all walkers, ramblers, call them what you like should be tarred with the same brush as this dog walker? Just thought of a good use for all those bags of dog s**t!

End Thought . . .

The sooner you fall behind, the more time you'll have to catch up.