

# Editorial

Didn't he do well! The Charity event and BBQ at the Leonard Cheshire home at Great Bromley was a great credit to Mick Brown and all his helpers. Sadly, Mick was let down by the army - Mick had arranged to get some of the incumbents of the 'glass house' to help out before and on the day but sadly communication problems existed when the 'bloke in charge' went on holiday. So . . . We had a fly past by an ex-USAF Mustang this year - will Mick be able to get a fly past by a B52 of the American Airforce next year? Why you may ask - well, Leonard Cheshire was the official observer of the dropping of the atomic bomb on Nagasaki at the end of WW2. Okay, it wasn't in a B52 but a B29 but I don't think there are too many of those flying other than in the Confederate Air Force.

Get the impression that everything went well at Mike Harden's new piece

of land at Totham but I have heard comments that it may not be the place to go in winter when the East wind might be blowing a 'hooly' .

I have heard disturbing reports from north of Gretna that Mrs Preedy, wife of our esteemed El Presidente, was seen to be somewhat unsteady on her feet whilst descending the steepish slope from one of the groups of sections. Doesn't present a very good impression of our club does it - I can't vouch as to whether Scottish 'falling over' liquid was behind all this.

A pretty full edition of your favourite monthly magazine and I do have some 'left overs' which will, hopefully, be included in next months issue - I am sure the authors/ contributors will understand.

Coming up in July are at least two more social occasions, one of them being especially pertinent as it takes place in what might be called loosely 'our area'.

Chris Bater is once again co-ordinating the motor cycle



*Roy Ayres found El Presidente and his lady sunning themselves in the Highlands*

The Mid Anglia MCC  
present  
for your enjoyment



## *The July Plonkaround*

Raydon Pit, Wades Lane, Raydon, Suffolk (Grid Ref TM043389)

Saturday 19th July 2008

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.freoserve.co.uk](mailto:mike@harden-j.freoserve.co.uk)

participation in the Weeting Steam Rally etc which takes place on the weekend of 19th/20th July. If you want to know more give Chris a ring on 01473 622550.

The Goodwood weekend has a very interesting piece of advertising. If you are web enabled have a look at:

<http://www.telegraph.co.uk/news/newsttopics/howaboutthat/2151631/Dougie-Lampkin-rides-through-Goodwood-House.html>

I know it is just about the longest address you are ever likely to find but I am sure you will find it very worthwhile.

I am advised that the Pre 65 MX club have 'sneaked' another event into their very full calendar - Maylandsea on Sunday 27th July - tell all your mates.

August sees the fund raising event "It's Show Time" at a new venue in Purleigh - see the advert on page 7.

Best wishes,

*Jim*



Richard Challis

photo: Mick Brown

## Quotes Taken from Performance Evaluations:

"When she opens her mouth, it seems that this is only to change whichever foot was previously in there."

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### THE CHICKEN BUSINESS

John the farmer was in the fertilized egg business. He had several hundred young layers (hens), called "pullets", and ten roosters, whose job it was to fertilize the eggs.

The farmer kept records and any rooster that didn't perform went into the soup pot and was replaced. That took an awful lot of his time, so he bought a set of tiny bells and attached them to his roosters. Each bell had a different tone so John could tell from a distance, which rooster was performing. Now he could sit on the porch and fill out an efficiency report simply by listening to the bells.

The farmer's favourite rooster was old Butch, a very fine specimen he was, too. But on this particular morning John noticed old Butch's bell hadn't rung at all! John went to investigate.

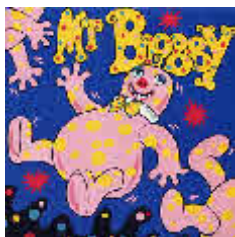
The other roosters were chasing pullets, bells-a-ringing. The pullets, hearing the roosters coming, would run for cover. But to Farmer John's amazement, old Butch had his bell in his beak, so it couldn't ring. He'd sneak up on a pullet, do his job and walk on to the next one.

John was so proud of old Butch, he entered him in the Suffolk County Show and he became an overnight sensation among the judges.

The result . . .

The judges not only awarded old Butch the No Bell Piece Prize but they also awarded him the Pulletsurprise as well. Clearly old Butch was a politician in the making: who else but a politician could figure out how to win two of the most highly coveted awards on our planet by being the best at sneaking up on the populace and screwing them when they weren't paying attention.

Vote carefully . . . the bells are not always audible!



A very big thanks to the many observers who braved the sunshine at Sheepcoats Farm and made my job so much easier. A total of 39 riders appeared to enjoy the new venue with its shortish sections and exceptional weather. We hope to use this venue again in the future with a bit more variation. Once again many thanks to all the helpers old and new. . . . .

Ian 'Mr Blobby' Bennett



### ***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 normally the 25<sup>th</sup> 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 or sent via email should preferably be saved in text or RTF format.

## ***This and That!!***

Down memory lane again - wake up at the back there!

An International motocross took place at Wakes Colne on 10th September 1972 with support from Gainsborough Petroleum.

A three leg up to 500 cc solo event concluded after some very hectic and hard racing with Bryan Goss (Maico) from Bryan Wade (Husky) and then Jimmy Aird (Maico).

Five foreign crews and two Brits fought for the chair honours with all except two being fourstrokes. Albert Courajod/Claude Lampant from Switzerland aced it on a 650 Triumph Wasp from England's John Turner and Mike Parsons on a 750 Wasp. They were followed by the Wilkins Brothers on their 650 WBS.

The National solo motocross support races concluded with Mike Wyse (500 BSA) being top dog from Ralph King (351 B 40 - a good ride!) - then Peter Childs (410 AJS two stroke).

A good presentation as always from the Halstead club's hard working enthusiasts, especially the veteran secretary Cecil Newport and Clerk of the Course Albert Carter - true stalwarts.

On 17th September, 1970 the scramblers descended on Little Watting to do battle for the 'Murco Trophy' presented by Murco Petroleum. The first final was the 250 and was won by a very popular bike of the day - CZ - with Stuart Nunn on board. He was chased by Norman Messenger on the other bike of the day, a Husky (they were lovely!!) and then Freddie Mayes CZ - what a sandwich, what a race! The 300 cc final saw Stuart Nunn followed by Freddie Mayes, say no more. The big one was taken by Norman Messenger and then Alan Clarke, 500 BSA, riding for Sudbury followed by another BSA with Barry Colson riding under the Halstead banner. Chris Ginn riding a 380 CZ was 4th - this after 12 laps. Another good Stourbourne (Haverhill) presentation.

On to another big one! The St Edmunds Grand National sponsored by Greene King brewery - lovely stuff! Albert Carter was here with his ACU stewards armband on (hope they bought him a beer) - a new venture by the company. The 250 cc two leg motocross had a galaxy of national runners resulting in great entertainment with Andy Roberton on top of the podium (Husky) - second was Vic Allen (Bultaco), then 'flying' Fred Mays (CZ) with brother Geoff in sixth also on a CZ. The 300 to 750 cc event was for the 'G Bowers Trophy' and the winner was John Banks, a local lad, (CZ) and then 'undernourished' Vic Eastwood (410 AJS) with Ivan Miller (Husky) completing the podium. Local lad Chris Ginn was a good 5th with C.A. Everett from Great Blakenham not far behind. The 12 lapper (for barrel of beer - I jest) but they must have deserved a drink after a diet of West Stow Heath dust. Completing a double John Banks, Andy Roberton, Vic Eastwood and Ivan Miller.

10th June saw many enthusiasts, competitors past and present, friends, and colleagues, pay fond farewells to the one and only Jack Hubbard. A superb church service and possibly his slowest ever ride to Chelmsford for cremation.

This was followed by a wake at Great Saling village hall to celebrate his life - a very full life.

11th June, Halstead club presented the first of a three part evening motocross series, this being at Wakes Colne - not the course I remember. However, it drew competitors from as far afield as Dorset and Hull. The meeting consisted of open capacity four lap heats, six lap semis and an eight lap final. 140 entries - squirt and go. The track was dry, quick, yes, and the circuit appeared tailor-made, Berms, graded, uniform jumps. I stayed for half the excellently presented meeting and then enjoyed a varied ride home. If this interests you, the third event is 2nd July at Wattisfield Hall presented by the Diss club with a 5:30pm start.

The charity trial at Great Bromley. It gets better and better. Mick Brown, what an ace - the way he flew that Mustang, a great display. Lovely aircraft and the driver knew how it should handle - whow!! Confused? Ha ha - Mick kept his feet on the ground and finger on the pulse, sorry button. The band was great as were the dancers, great girls. The trial, oh! Section three should have been called 'confused' not 'the rockery'. Half the entry insisted on riding outside the markers and I've never seen so many varied lines within. Extremely varied performances - look at the results!! From behind the Observer's board it was great.

For Father's Day the Anglian Air Ambulance run from Washbrook to RAF Honington for the Air Ambulance funds. Roger and Heather Gulliver and myself were in the midst of hundreds. Bikes ranged from Bantams, 1937 HRD, classics, Twin Shocks, grey porridge superbikes, and wild and woolly. An interesting route. The sprint was under way when we arrived with impressive performances by all sorts. Don Daly was giving his impressive Manx the stick whilst Mark Gibb was enjoying his day with a 650 Kwacker - Ray was doing his PR bit!! Alf Hagon had his V twin JAP record-breaker on display and quietly dispensed knowledge. A great atmosphere and an enormous queue for the food stall - sadly the need had been greatly under estimated. The suggestion was that they are going to run another in October - check this out for your diary!!

Check your mirrors!

*Pedro E*

## FOR SALE

**Triumph Adventurer**  
plus two spare petrol tanks  
£3000

**250 Triumph 'Green Laner'**  
£1500

**Norton 16H (WD)**  
fairly original  
offers around £2000

**Norton 16H Trials**  
girder forked  
offers

Ted Collins  
01208 72281 or 0787 5640521



# "IT'S SHOW TIME"

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## **FUNDRAISING RALLY SUPPORTING LITTLE HAVENS CHILDREN'S HOSPICE** (Charity no. 1022119)

### **SUNDAY 17 AUGUST 2008**

### **NEW VENUE**

### **PURLEIGH HALT, BARONS LANE, PURLEIGH, CHELMSFORD**

*(with the kind permission of the Livermore family)*

Guest celebrity - Richard Spendlove, MBE., BBC regional radio presenter and writer

Displays of classic cars, motorcycles, trucks, steam engines, tractors, stationary engines & lawnmowers. Craft marquee, stalls, pole lathe & farming demonstrations. Heavy horses, rabbits, Ajax Dog Display Team, Owls'R'Us, Remus Horse Sanctuary, Springstep Dairy, companion dog show (Kennel Club licensed), donkey rides, bouncy castle & other attractions.

Live entertainment with Winston the Singing Farmer, Mark Shelley Band & Kismet Belly Dancers.

Displays of motorcycle trials & Parkour.

Ample parking, toilets and refreshments.

**£4 adults, accompanied under 16's free**

Phone Janet on 01245 473359 or Tony on 01621 742184 for details  
[or email: janethobart@hotmail.com](mailto:janethobart@hotmail.com)

[www.itsshowtime.org.uk](http://www.itsshowtime.org.uk)



# Charity & BBO Trial

Seven Rivers, Great Bromley

Saturday 14th June 2008

Provisional Results

Leonard  
Cheshire  
Disability

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
<b>HARD ROUTE</b>													
87	Roger Finch	250 Sprite	0000	0000	1000	0000	0000	0011	0231	0000	0000	0000	9
75	Mark Fletcher	500 Royal Enfield	0000	0000	0221	0001	0000	1005	0030	0000	0000	0000	15
70	Mike Smith	250 Greeves	0000	0000	1115	0101	0000	0102	2100	0000	0000	0000	16
67	Dave Spurgeon	246 Greeves	0000	0000	2100	0001	0000	0012	1203	5000	0000	0000	18
57	Graham Braybrook	190 BSA	0000	0000	0100	5001	0000	0133	0233	0000	0000	0000	22
77	Colin Sadler	199 Triumph	0001	0000	1101	0111	1000	0523	0333	0000	0000	0000	27
84	Terry Sewell	250 Greeves	1110	0000	2300	1000	0000	1333	1333	0000	0000	0000	29
80	Colin Rose	199 Triumph	0000	0000	1300	0000	5000	1033	3555	0000	0000	0000	34
50	Chris Byford-Smith	199 Triumph	0050	0000	3100	0012	0000	5332	0353	0000	0000	0000	36
79	Graham Steward	250 Jarrow	5101	0000	0101	0021	0003	0533	3335	0000	0000	0000	40
58	Alan Robinson	350 BSA	1010	0000	0112	0555	0500	0212	3133	0000	0000	0000	41
83	Alan Kendall	325 Bultaco	2132	0000	0020	5322	0000	1333	2333	0000	0100	0000	44
71	Alan Farmer	500 Royal Enfield	2010	1320	5055	0100	0000	3333	3333	0000	0000	0000	49
78	Andy Spreadbridge	250 Wasp	2115	0001	1122	3503	0000	5333	3555	3100	5505	0000	78
68	Glyn Hill	350 Royal Enfield	5313	5013	1015	1133	5251	2333	3355	5000	0225	0000	90
<b>EASY ROUTE</b>													
69	Geoff Daw	125 Honda	0000	0100	0000	0000	0100	0101	1022	0000	0000	0000	9
64	Richard Challis	250 BSA	0001	0010	0000	0000	1000	0010	0032	0000	0000	0000	9
46	Bill Brooker	199 Triumph	0000	0001	0000	0000	1000	0023	0502	0000	0000	0000	14



72	Brian Jacobs	197 Francis Barnett	0000	0000	0000	0000	0000	0000	2333	0333	0000	0000	0000	20
91	Robin Herbert	150 RTX	1100	0000	0000	0001	0000	0000	0023	3133	0000	0500	0000	23
52	Mark Gibb	125 Honda	0050	1100	1000	0310	0000	0000	0232	0133	0000	0000	0000	26
82	John Sadler	175 Yamaha	1010	1000	5120	0000	0000	0000	3031	3153	0000	0100	0000	31
53	David Parker	125 Honda	0000	0010	5000	0001	1000	0000	0322	5533	0000	1000	0000	32
89	John Beasley	250 Greeves	0000	0000	0155	0000	0000	0000	3333	3333	0000	0000	0000	35
92	Roy Ayres	199 Triumph	0000	3202	1000	0000	0110	0000	5333	3333	0000	0000	0000	36
66	Eddie Hood	175 BSA	0000	0010	5555	0000	0000	0000	0033	1233	0000	0000	0000	36
56	Richard Leggett	250 Buellaco	0000	0100	5000	0000	1100	0000	3511	3335	3300	0000	0000	38
76	Chris Canham	350 Royal Enfield	5530	0200	0101	0000	0000	0000	0352	0152	0000	0005	0010	41
59	Dale Clutterham	175 Yamaha	1301	0530	0005	0000	0500	0000	0232	1153	1000	0000	0000	41
60	Mick Honeyball	246 Greeves	0000	0000	3051	0000	5000	0000	5333	3353	0000	0000	0000	42
47	Roy Bannister	250 BSA	0000	1000	5222	0033	1120	0000	3333	3333	0000	3000	0000	49
81	Andy Tym	175 Yamaha	1010	1100	5550	0000	0000	0000	0333	5353	0000	3300	0000	50
51	David Habbins	250 Firefly	1200	0111	5503	0000	1010	0000	3333	5355	0000	0000	0000	51
55	Chris Stokes	250 Yamaha	0015	1102	0000	0000	1200	0000	2533	1555	0000	1530	2000	53
49	Phillip Evans	200 Yamaha	3010	1100	5522	0000	5220	0000	1353	3333	0500	3020	0011	65
61	Chris Huxtable	250 Greeves	3302	3133	0333	0000	1333	0000	3333	5555	0000	5000	1100	76
90	Rob Sayers	125 Honda	2000	0001	5553	5510	0000	0000	5525	5533	2503	0150	0000	81
62	Tim Bradshaw	250 Greeves	3333	3333	0551	0000	2333	0000	3333	3355	1000	3335	3000	92
48	Philip Kent	200 Triumph	5353	3122	5215	2000	5133	0000	3535	5355	5332	1000	3331	109
63	Chris Mace	200 Honda	0-0-	0---	0---	0---	---	---	---	---	---	---	---	Ret
65	Chris Bater	500 BSA	2---	---	---	---	---	---	---	---	---	0---	5---	Ret
<b>Youth</b>														
73	Joe Jacobs	197 Francis Barnett	0000	0000	0000	0000	0000	0000	3010	0233	0000	0000	0000	12
85	Josh Smith	250 BSA	1003	0000	3000	0000	3000	0000	0030	0233	0000	0000	0000	21
86	Elliott Smith	125 Honda	0000	0200	1020	0000	0000	0000	0333	0333	0000	0000	0000	23
54	Stephen Parker	80 Yamaha	0000	0000	3100	0000	0000	0000	0333	5553	0000	3000	0300	37
88	Hal Plummer	125 Scorpa	5230	0113	0500	0000	1011	0000	3333	5555	0000	5500	0000	65



in association with

*Gulliver's  
Travels*

Listen up you lot! Pin back your lug 'oles,

We are pleased to announce that with the assistance of Gullivers Travels we have organised a ride out to take place on Saturday 12th July. We will be meeting at 'The Alma' and setting off at 4 o'clock, finishing at The Promenade in Maldon.

You have been warned!

By Order of The Management

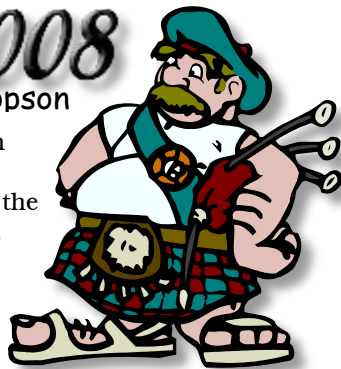


*no caption necessary!*

# Pre 65 Scottish 2008

by Clive Dopson

Preparation for Scotland this year did not seem too bad. The Talmag was cancelled and the Good Friday Woodbridge trial went well. I decided to do the EFA trial at Chattisham at the end of March, for a final run, but the result was a retirement due to a strange problem not seen before in more than 30 years of riding this bike. A lot of valve train noise and loss of power caused me to stop the engine and push back to the car. I expected a major rebuild, but on investigation, the intake valve clearance was about 6mm, but luckily the rocker arm ball had not come out of the push rod cup. Quite a few miles on the road and the Ipswich trial at Bramford convinced me the problem was purely that the inlet valve clearance adjuster lock nut had come loose, and therefore we were ready to go. Matthew had decided to ride Brian's Ariel for the first time in Scotland, having had some good rides in 2007 and at this year's Red Marley trial.



Due to having the builders in at home for two months, and filling the garage with their rubbish, we loaded the trailer on Tuesday.

The journey on Thursday was uneventful, despite fear of fuel shortages, and for the first time in many years we did not see the Gibbs at Scotch Corner. Signing on at Kinlochleven was well-organised and we got to the hotel about half past six and had a quick swim before dinner.

Friday started very bright. We left Fort William quite early to get a good parking place. Preparations went to plan, meeting up with Doug Theobald, Freddie Mayes and Dave Bickers, before a cup of tea in the café before the start. As we approached the start ramp there was a little scrutineering, based purely on what you had put on your entry form, which



Clive Dopson

photo: Jack Knoops

was not going to deter many people from cheating. Len Hutty and I were starting on the same minute, Len and I rode in schoolboy trials together about a hundred years ago. As we were waved forward onto the ramp, I put the Norton in first gear, just as I reached the top of the ramp it jumped out of gear and I managed to roll backwards feet-up down to where I started. Second time it worked ok. I had experienced a problem with it jumping out of top gear on the road, but had decided not to adjust anything before the trial for fear of causing a problem of jumping out of the more important first gear, perhaps an omen of problems to come.

As in most recent years, we headed for Loch Eilde Path via the track behind the old village hall. The normal easy first section was replaced by a really difficult opener, when we arrived as numbers 34 and 36 it had not given many cleans. After quite a wait, and having seen a few cleans and more fives, I managed a three and Matthew cleaned it. The second section was as expected, but I gave away a two. The route marking was then confusing, as we had to reverse the normal Friday route by going to Aluminium Works via the bridge. Mike Rapley, Matthew and myself all arrived together by different routes. My mother and sister were at Aluminium Works, which I managed to clean. Pipeline was next; there were many spectators for even our early numbers.

Gear selection was the problem for both of us, Matthew was not sure if to take the expert advice of the Ariel stars and use second gear, and I was not sure how the Norton would go in first gear with the gears lowered from last year. Matthew finally went in second and had a steady ride for a two as the line was cut up. I was worried about losing marks in the first sub if I went too slowly. The first sub was clean but after much footing I had to give in to a stop in the top sub.

The reverse run to the dam proved the Norton was not going to stay in top very much, but was still as quick as needed in third. The sections at Aite Tamh under the dam were simple and wide, but caused concern due to there being no line to follow on the solid rock with a few pools of water.



*James Newstead*

*photo: Jack Knoops*

# Council Complaints

The following is an extract from a complaint letter received by the council from a tenant  
The man next door has an unsightly erection in his front garden.

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We then set off to follow the route to Coire Na Cruaidhe; this was a difficult ride for the old bikes, not helped by some missing route marking. Coire Na Cruaidhe was ok but took a two from me. Meall Na Cruaidhe was now all on the east side of the hill and the first double sub was as tight and difficult as ever. The other subs were sensible, following the stream and path. There was now a long ride over the hill top and down the original Meall Na Cruaidhe path/sections to the bridge at Loch Eilde Mor before the short ride to Leacann Na Faire. Here we found Brian Neale and Roy Ayres observing. The two subs were rideable, but had an awkward large rock you had to go over right at the begins cards. As we headed back to the main track, we saw Neil Gaunt take a short cut and ended up in a bog nearly up to the tank of his Ariel, I must admit to a slight smile. Then the weather changed from riding without a jacket to snow and sleet, I was not too bad wearing glasses, but Matthew had to stop to put on goggles.

We followed the Land Rover track past the top of Loch Eilde path and then dropped off left towards the top of Grey Mare's Ridge to two groups Coire Na Ba and Allt Nan Slattan. The first I had ridden before in both the pre'65 and the six days, the double subber was quite tricky and I was pleased to clean the first and three the second. Matthew was slightly off line and fived the first when the Ariel just ground out. The second was again two subs in a narrow stream which again took me for a clean and a three. We then took the track to the left to rejoin the main Land Rover track over the bridge and up the hill where I always crash. This year I was ok on the hill but misjudged the ditch at the top and got stuck. Alan Wright stopped and helped me out. We then had to follow the track to the Mamore hotel and then back to Kinlochleven. We had a quick stop to refuel bikes and riders with about an hour and a half to complete the sections on the road loop.

The first group at Cnoc A Linnhe was ok, and then cross country to Pollock Hill, a difficult section on a rigid due to the length and rockiness of the run in. Sammy Miller was watching here and he suggested it should be flat in second on the Norton. I agreed with him only if he was going to stay and help me fix the probable puncture, he declined, so it was first gear with feeling. I had a steady ride for about three dabs plus another with my hand on the bank, and then Matthew had a good ride for a clean. As I left the section I missed the track and went straight over the handlebars, resulting in another bent front mudguard. The next group, Coire Sgoilte, always catches me for too many marks late in the day when I am tired, again a disappointing three and a five in the three subs. Coalascoan still had a large and knowledgeable crowd even this late, again a faster than normal approach was ideal, so a dab on a rigid was a

# AMAZING LETTER TRICKS

## THE MORSE CODE

When you rearrange the letters:

## HERE COME DOTS

reasonable ride. With about twenty minutes of the six hours left we arrived at Camas Na Muic for two subs. The first is tight with an awkward start, but I cleaned it for the first time ever, then to the last section which normally goes well for me. The approach was quite flat but I ground out on the step for a quick five, and then cleaned to the finish. Without fourth gear I got to the signing off in Kinlochleven with five minutes to spare. The others were still on their section, so we loaded the bikes and headed back to Fort William to wash them off before a quick swim and then dinner.

*to be continued*



## English signs in foreign countries

Tokyo hotel's rules and regulations:

**GUESTS ARE REQUESTED  
NOT TO SMOKE OR DO  
OTHER DISGUSTING  
BEHAVIOURS IN BED.**





# DABBERS DIARY

Didn't we have a wonderful time the day we went to Bromley!

A great day of sights and sounds! As some of us were admiring a line up of interesting vehicles including a genuine Willys jeep and some bikes that dated from around WW2, we were taken straight back to those days by the sound of a Rolls Royce 'Merlin' engine and the arrival of the 'Mustang' aircraft in the sky above us. What a display! We expected a couple of flybys and a victory roll but the pilot really pulled the stops out for us, spine tingling!

Then sounds more familiar to us as the trial started and the woods were full of bikes, nice to see the 'Big Fletch' Henfield being campaigned by Glynn Hill and good to see Richard Challis out on British Iron again.

I hope you all enjoyed the trial, it was a fun trial but not supposed to be too easy, the 'Wrabness' method was used to mark out the sections and did cause a little confusion to riders and observers not yet used to it, sorry, put it down to experience! Soon the smell of the barbecue had our mouths watering and we headed for the patio and the bar. Soon the band 'Beatz Work' strike up, what a great sound they make, and all for free! These guys only play for fun, charity gigs and occasional friend's parties and weddings.

Barbecue has gone down well, the bar is doing brisk business and raffle tickets selling well, the band are taking their second break. Who's that



Graham Steward - 250 Jarrow

photo Mick Brown



*Jo Jo Jacobs - 197 Francis Barnett*

*photo: Mick Brown*

pratt with jugs on his head? Never mind, the music now changes and we are transported to the Eastern Mediterranean, the desert, camels, souks and they are here! Our favourite dancers, 'The Spirit of the East', fabulous as usual and featuring some new faces. They put on a great performance for us, then the raffle and it's all over, a great way to end a good day of motorcycling sport with a fine sum of money raised for this worthwhile charity.

Thanks must go to all our observers, the lads who put the event together, the jumbler, the band and dancers and the riders, especially those who raised personal sponsorship. The final total is expected to top £2500, well done!

Now looking forward, don't forget the 17th August, 'its Showtime' at Purleigh Nr. Maldon, in aid of the 'Little Havens' Children's Hospice where we are putting on a demonstration trial accompanied by a commentary by Sidge Kenny, guaranteed to be fun! I am still seeking riders and bikes for the pre-unit and unit class.

September is 'Arbuthnot' time; the regs should soon be out for this classic Salisbury Club event on the 14th.

September 28th sees our return to Priory Farm, Wrabness.

October 5th is the date of this years 'Old Codgers Trial' at Hungry Hill, Aldershot. Entry form for this event can be found on the RRND website, [www.rrnd.co.uk](http://www.rrnd.co.uk).

***Dabber***

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

A conclusion is the place where you got tired of thinking.