

Editorial

Did you watch the Moto GP from Laguna Seca? It is a long time ago that I saw a race that was so enthralling. A pity, though, that Casey Stoner chose to criticise Valentino Rossi - I feel that Mr Stoner ought to think back to some of his escapades in his younger days - Valentino was a saint in comparison. Perhaps a World Champion is intended to be treated with kid gloves - I think not!

Nice to see that the Gulliver's Travels organisation is expanding its business and undertaking mega sponsorship! On watching the 40-over cricket match between Warwickshire and Leicestershire on the box a week or so ago I was surprised to see that Warwickshire has as perhaps their major sponsor, Messrs Gulliver's Travels.

Ten years too late but . . . the ACU Motocross committee has decided to formulate a set of rules for Classic/Pre65 Motocross or should it be scrambles. All very well and good but I fear that they have well and truly missed the boat. I know that they were advised many years ago that if they didn't get their act together they would lose the Classic movement and sure enough, they have. I would hazard the guess that there will not be any desire for the classic scene to sign up with the ACU considering the contempt that the motocross committee of a few years ago treated them. Mind you, I suppose they were too involved with worrying about the Maxxis 'license to print almost limitless amounts of money for the organising club' series.

Did you have a chance to see the 'Dougie at Goodwood' video clip? Seems that Lord March, the event

organiser gave Dougie a free hand over the weekend to keep the punters amused which I believe included leaping over several well known personalities and a repeat of the ride up onto the roof of Goodwood House.

Now, am I unique in not looking forward to the wall to wall television coverage of the forthcoming Olympics. Well, to put it bluntly I cannot get enthusiastic about watching paint dry i.e. athletics, with competitors with over-inflated egos, and which seems to be the backbone of any television coverage. However, I suppose I shall have to do some middle of the night recording of Eurosport when they cover the less (supposedly) popular sports. How can one get interested when a competitor in the Marathon is going to wait until the start of the event before deciding whether to run thus removing the chance of another competitor to compete. Arrogance, surely!

We, that is Seabrook Software, received an email a few days ago touting for advertising. Well we are no longer in the market for doing any advertising but the interesting thing is that it was for a radio station, none other than Big L! Yes, Big L is alive and kicking and just about legit. The operation is based in Holland (but with a postal address in Frinton!) and has a license for satellite broadcasting to Britain which expires early in the next century! The format is very much as the original Pirate - same jingles and even some of the same DJs! If you were into the Pirate BBC Essex presentations then give BigL a chance.

Best wishes,

Jim

The Mid Anglia MCC
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for your enjoyment



The August Plonkaround

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Saturday 30th August 2008

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For further information contact:

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Paddy and the prostitute

Paddy was walking home late at night and sees a woman in the shadows.

'Twenty quid.' she whispers.

He'd never been with a hooker before, but he decides what the heck, it's only twenty quid.

So they hide in the bushes. They're going 'at it' for a couple of minutes when all of a sudden a light flashes on them, it's a police officer.

'What's going on here, people?' asks the officer.

'I'm making love to my wife,' Paddy answers indignantly.

'Oh, I'm sorry,' says the cop, 'I didn't know.'

'Well,' Paddy says, 'neither did I, until you shone that light in her face.'

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 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 or sent via email should preferably be saved in text or RTF format.



We had 11 riders report for duty on 12th June last including two who were two up. These were team Gulliver and Alan Farmer with his daughter on the little BSA C15.

For the trip, we opted for the end over end navigation system with Chris Stokes taking on the anchor man role which all worked very well.

Leaving the Alma, we went to Layer-de-la-Haye, the Birch lake crossing then Abberton where a certain person cheated and joined the party. We rode through Peldon, Little Wigborough, crossed Abberton Reservoir, then to Layer Breton, and crossed the reservoir again taking a brief stop which gave us a chance to admire the view and enjoy the company of the many water fowl. Continuing onwards we went to Tollesbury and then enjoyed a tour of the lanes in Gulliver land finally reaching our destination in Malden.

Visiting the chippy, the proprietor doubled up as an entertainer who was highly amused when I placed (excuse the pun) an order for two portions of cod roe with chips which caused great difficulty in communicating with the young lady who worked there. At one stage we thought that we might have ended up with a total of four chips and two portions of roe - much to everyone's amusement in the queue waiting to be served.

We then enjoyed the aforementioned eats in the park which rounded off a very pleasant ride courtesy of Gulliver's Travels.

Watch this space for the next tour in September - it's different!

By Order of The Management

PS Yes! It is going to be different, we have been invited to assist the Harwich MCC in marshalling and bike parking as the bikes arrive in Harwich on "THE ESSEX AIR AMBULANCE RUN". This run is on Sunday 7th September and it is planned that "Tim's Tour" starts at The Alma, Copford at 10am followed by a run along the Stour Estuary to Harwich, arriving at approx. 11.30am.

You will remember that some of the Harwich club members observed for us at the first 'Wrabness Trial' in March. This "Air Ambulance Run" is a great opportunity to repay them for their help and hope that we can persuade them to assist us again in the future.

Put this date in your diary, more details next month.

Sidevalve Sophia



The Maid

The maid asked for a pay increase. The wife was very upset about this and asked: "Now Maria, why do you want a pay increase?"

Maria: "Well Senora, there are three reasons why I want an increase. The first is that I iron better than you."

Wife: "Who said you iron better than me?"

Maria: "Your husband said so."

Wife: "Oh."

Maria: "The second reason is that I am a better cook than you."

Wife: "Nonsense, who said you were a better cook than me?"

Maria: "Your husband did."

Wife: "Oh."

Maria: "My third reason is that I am a better lover than you."

Wife (really furious now): "Did my husband say that as well?"

Maria: "No Senora, the gardener did."

She got the raise.



This and That!!

On the evening of Wednesday 16th June there was the charity bike Show at Meldreth in Cambridgeshire run by the very competent Royston MCC. After several years attendance I still found an alternative route to and from the event - the 'from' being compounded by a diversion. However, it was a successful evening for all and I'm sure the charities are well pleased.

The following day, off to Donington Park for the 'Day of Champions' which isn't a race meeting but a show put together by the GP racers to raise money for 'Riders for Health' - to fund medical aid via motorcycles in Africa. Another world is the GP scene. Travelling around the pits seeing the building and preparation for Sunday's British Grand Prix is mind-blowing! Lots of celebrities on stage - Colin Edwards really wowed the crowd accompanied by his three year-old son. Lots of laughs created by commentators Ryder, Moody and superstar Mamola. It was my second time and I thoroughly enjoyed it.

On the big day a British hope came good in the 125 GP namely Scott Reading - what a ride to the top of the podium - what an experienced ride - I hope he continues in like manner.

On Sunday the 22nd we were back to earth at Great Totham for the new course which was pocket handkerchief sized. The 40 entry were satisfied (I hope). Ian and Angie Bennett, Bob Drane and Roger Gulliver (a newly retired person) and Jason Sigourney did the course preparation and most successfully! Several of the 'young uns' are seen to be improving whilst some of the 'vets' continue to throw away silly ones!

Tims Tour No. 2 was successfully managed by Gulliver's Travels with 11 bike's and 13 bodies ducking and diving around the lanes stopping at Abberton Reservoir to study the profuse bird life and terminating at Maldon Prom for the obligatory fish and chips. Enjoyable, both run and food!

I then spent an enjoyable evening at Straits Mill for the second Braintree & DMCC Wednesday evening trial. There were approximately 30 participants of widely ranging skill and mostly on modern bikes some of which were ridden very impressively and some with a long way to go. It is obvious that a practice/training programme is required to prevent the latter from drifting away - they can be the sports future! Son Gary made a return to the sport after 11 years and enjoyed his outing on Dad's Wassell. Rob Herbert's mate Ian, had his initiation on Rob's Bantam but despite a lot of hasty work previously they didn't finish. I'm sure that it can be revived, the Bantam that is - don't know about Ian!

Also back on the scene after 25 years is one Richard Eley, nephew of Terry, cousin to David, enjoying and coping with the white route. Another gent from the early Plonker days is doing the ace route after buying a modern in March. I thought it was a very successful experiment by the Braintree lads and the Purple (trail bike) route was very worthwhile. From small acorns

Absolutely nothing to do with E F A happenings but it is good to see on Sky that English speedway has some talent in the pipeline despite the fact they blew it in the World Cup.

Quotes Taken from Performance Evaluations:

"Not the sharpest knife in the drawer.."

Dougie Lampkin is proving to be reckoned with in the world trials scene. Take note lads - get that bike out and have another go!

Harking back to 1973, the East Anglian National Trial, sponsored by Arco, and organised very efficiently by Sudbury MCC & LCC on 25th February with officials by the names of Swann, Carter, Williams, Chaplin (2) and Keyse - all who contributed much to the sport. Sections were at Ballingdon Grove, Alphonstone Pits, Purls Hill woods, Snaque Pit, Acton Pits, Edwardstone Pits, some of you remember what a good trial! 114 solos and 17 chairs. Amongst the entry are many who still do it today - John Kendall, Colin Sadler, Allen Collier, Graham Braybrook, Jim Patey, Roger Finch, Sidge Kenny, Dave Spurgeon, Ian Preedy. Results? Ask!! You have to ask the aforementioned.

Another Arco promotion was the international motocross at Wakes Colne on 8th April 1973. John Louis the captain of the Ipswich Witches welcomed the star studded entry and then battle began. Vic Eastwood won the solos on his two-stroke AJS from Jimmy Aird and then Dave Bickers. Chairs victory went to Swede Engemar Andersson with a home contrived 620 Husky twin. England's Rowing brothers were also competing with a Husky albeit a 450 and Dennis Downing wore a Chaney frame wrapped around his. The main opposition were on Norton Commando engined plots of varying capacity. Len Hunt, then from Copford, rode a 650 Odin. I would suggest this was an Atlas engined plot.

29th April - Dunmow Scramble at Park Farm Stebbing. 117 solos and 24 chairs literally from countrywide. The first final, 250 cc, was won by John Pease. The 300 to 420 Allcomers and Experts went to Freddie Mayes the man of the day!! The Sidecar first final was taken by the Simpsons from St Albans with the Coopers from Royston in second followed by the Rowing brothers riding for Chelmsford & DAC as were the Field brothers, Terry and Roy, who were in fifth. There must be something about keeping it in the family! The sidecar allcomers final was Simpsons, Rowings, Coopers!! The invitation was the same again - consistency!

Enjoy the summer, keep the wheels turning

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www.itsshowtime.org.uk

Johnson's Reunion

May the 11th 2008 was a day for remembering the rockers and their infamous lifestyle and the transport cafe known as 'Johnson's' which was situated on the A20 at West Kingsdown in Kent.



Most of you will no doubt have heard of the Ace Cafe also. This alternative 'road burners haunt' was on the North Circular road in London. Maybe you are too young to have frequented this type of cafe in your wild and busy youth but some of you will most likely have seen the well known film "The Leather Boys", starring Rita Tushingham. This film told the story of those young people who were into motorcycles for the sheer thrill of the chase, at a time when motorcyclists were a good source of cannon fodder for newspaper reporters of the era. The Ace Cafe has seen a big revival in recent years but in a different format now where scooter riders (Mods), can safely mix with the rockers from the past and not feel at all threatened or bruised.

Johnson's has not yet had the resurgence it truly deserves but I believe the May the 11th gathering was the third in a series of three reunions so far.





I was one of those who did frequent that place in the sixties with its heady atmosphere of speed, bikes and leather clad girls. The standing joke every night was the plentiful supply of chipped and cracked tea mugs! So, if you have an old rocker chum who invites you round to tea and offers you a 'cup of Johnson's', you will know immediately that the fine bone china will stay firmly in the cabinet! But, you will still be honoured and allowed to drink from the sacred and hallowed 'cup of nostalgia' that we know today as the 'Johnson's Tea Mug'!

Unfortunately Johnson's, or Joes as we called it way back then, is now an accountants office, so the reunion took place at the Horse and Groom, just a few hundred yards down the road. It was a lovely sunny day with lots of old boys on immaculate old bikes attending. The bikes looked like new, but the riders were showing their age, with wrinkled tattoos, arthritic joints and long flowing hair down the back of their heads and very little on top! Our mature rocker ladies still looked good in even tighter fitting leathers than they wore in their youth! Only thing was that way back in the sixties your pillion-riding girlfriend reduced your bike's top speed by 5mph or so. Nowadays I suspect it would be 10mph, or more? Swinging a pretty and trim leg over the pillion seat for our cherished and favourite ladies was easy way back then, but it has now become a big challenge for some of them, with several attempts necessary for the pre 65 models. Bless 'em all!

Johnson's always was the true cafe racer's haunt. The A20 road is undulating, bending and twisting which is perfect road burning country. On the nights that we used to visit 'Joes', the moisture-laden damp evening air, always made our British Bikes go like the proverbial scalded cat! I can still hear the sounds in my ageing mind's eye. Gold Stars, Dominators, CSRs, Velocettes, Constellations and Bonneville's. They all had their own distinct exhaust notes and when raced together at full throttle, it was like the Philharmonic Orchestra playing Tchaikovsky's 1812 Overture. Emotionally deafening!

Some of the younger rockers were directed down the road to visit the hallowed site of a bye-gone age. The live music at the Horse and Groom was brilliant! A very good 'Rock 'n' Roll' Disco filled in for the band whilst they were quenching their thirst. Memorabilia was available as was food and drink from the horse and Groom public house.

Thanks go to Nigel Franklin and friends for organising such a great day for the old and not so old rockers. Hopefully this will not be the last reunion? Perhaps we can have another dose of nostalgia like this next year? Fingers crossed.

Dave Blanchard

Leonard Cheshire Disability

Seven Rivers
Hall Road
Great Bromley
Essex CO7 7TR



25th June 2008

Dear EFA & ACTC

On behalf of the residents and everybody at Seven Rivers, I would like to thank you and all the members of your association for supporting the "Trials" on Saturday 14th June.

The amount of work and preparation prior to the event was substantial but I'm sure you will agree that it was all worthwhile as the day was a great success.

It was good to see the residents taking an interest in the event along with their relatives and fortunately the weather was better than the year before.

There were many positive comments from the onlookers and the general opinion was that this was the 'best yet' therefore we hope that you will continue in the future.

Some of the money raised has already been spent on a new PA system which was overdue and the fountain in the raised garden will be replaced.

The display by the 'Mustang' was spectacular and the day went very smoothly.

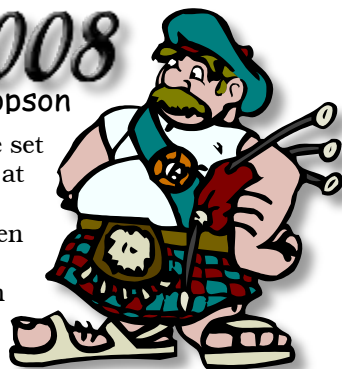
Please convey our thanks to your fellow members and we hope to see you next year

With best wishes,

Deborah Rich
Service Manager

Pre 65 Scottish 2008

by Clive Dopson



Saturday started bright, and after breakfast we set off to get a good parking space in the School Yard at Kinlochleven. The results were depressing. I have ridden the Norton most years since 1986, and when the best rigid award was introduced by Mick Andrews in 2003, I won for the first four years. An old friend of mine, Mark Watmore beat me on his 410 rigid AJS and won the award in 2007, but now both of us were miles from winning. My 18 marks lost in the sections late on the road loop left me on 50 compared to Mark on 36, miles away from Peter Carson on a recently built rigid BSA Bantam on 11 marks, allegedly it weighs 145lb. Amongst the twenty retirements from Friday was John Chapman out with engine problems on his James, but James Newstead was going well on 3 marks lost, Matthew was on 13. We had seen Mark Kemp have some good rides to finish on 41. We prepared the bikes for the day, no major problem until I went to lift the bike onto its stand and the rear mudguard bracket broke, requiring some zip tie engineering which with care lasted all day.

Matthew and I set off to try and have a better day; the first section was the slippery gulley, Bridgend, just below Pipeline. Mick Wilkinson was watching here and he reckoned it was cleanable on the Norton, even though there were many fives and a few dropping over edge. I thought today I had to be faster in the slippery sections, even though the lower gearing was not helping in these sections. So with this in mind I hit the step as quick as I could and cleaned the section. Matthew also cleaned this section so we set off to Pipeline. There are always fewer spectators



Clive Dopson

photo by Jack Knoops



Mark Kemp

photo by Jack Knoops

years of trying, a rigid had finally cleaned Pipeline. On the way back to Kinlochleven I stopped to tell Mick Wilkinson, expecting some congratulations all I got was "jammy bastard", I assume this was some form of Yorkshire humour.

Cnoc A Linnhe was cleaned to the fourth and last sub on the high of cleaning Pipeline, a steady three was better than big crashes that have occurred in the past. Both Matthew and I had steady rides through the two groups and four sections back to the car park, I was on about 10 and he was only on 2 or 3. Lower Mamore still had a lot of spectators including my mother and sister plus Doug Theobald, Derek Clampin and the other Eastern Centre locals. Both of us cleaned, it is not difficult but requires concentration and

on Saturday, but my sister was there. We walked up the hill; it appears on Saturday some riders do not bother to walk to the top. We both decided the same approach as Friday, just a bit faster, even though it looked more cut up. Graham Du Feu went in front of us in second gear on his Ariel for a clean, and then Matthew followed the same line with the same result. I revved the Norton in bottom gear through the first sub and was on line feet up at the step. As it landed it gripped and stayed exactly on line, so still feet up I was suddenly three bike lengths from the top. I thought a five or three would make no difference so I kept my feet up and hit it, suddenly I was out clean, for the first time ever. The spectators applauded, and when I got to the bottom the riders in the queue were also clapping. I reckon after 20



Donut Grass Track
10th August
Latchingdon

Council Complaints

The following is an extract from a complaint letter received by the council from a tenant

He's got this huge tool that vibrates the whole house and I just
Can't take it anymore.

slow progress, perhaps the lower gearing was not too bad. The ride up to the Mamore Road around Flook's corner is interesting, being careful with the rigid not to get a puncture on the drainage rock gullies. The next section, Flook's, suits us as it's quite slippery, we got to talk to an American who was riding well on a BSA, he said the trial was much harder than he had been expecting, someone told him it was like a classic bike show. Matthew cleaned both of Upper Mamore, whilst I had a steady two on the first sub.

We both rode steady through the five sections to Sleubaich, just losing the odd mark. Alan Wright was depressed to hear he had lost more than me on his James, but he had lost two fives when it jumped out of gear and then in another the fuel tank fell off.

Sleubaich is a very long single sub, which allegedly was originally meant to be two subs, but on its first year was only observed as one. So in some form of tradition each year we struggle in vain, I fought hard but had my only stop of the day, Matthew I think had a three. The next two groups are the real mark-takers of the day being long steep loose rocky gullies. The first, Stob Coire Eirghe, is four subs which we both rode well; most riders had a stop somewhere here. Brian and Roy were observing the next group, Coire Dubh, I think Matthew cleaned and I lost a couple of marks. Then it is a steady ride back to Am Bodach, just the top side of the road from Upper Mamore, by this time the



Matthew Neale

photo by Jack Knoops

back-markers, Cookie and his gang, were with us. Again, it was surprising to see so many spectators still waiting; I should have cleaned it, but had an early dab to get up the first step. Peter Ehringer from Austria was with us, he was struggling, having officially retired on Friday. The last section is the least typical of the event, I had a couple in the narrow stream, Matthew cleaned and Carlos Casas had a stall and a five just feet from the ends card, to lose the trial. We both thought Saturday had been a better ride than Friday, but only the results would tell.

The school yard was still busy as we loaded up to go back to the hotel via the garage to wash the bikes. Trevor and Rachel Harvey had arrived at the hotel so they joined us for dinner, which Matthew and I had to leave after the main course to drive back to Kinlochleven for the promised earlier start to the awards presentation.

It was lucky we did miss dessert as due to my poor ride and the awards being presented in reverse order we arrived just five minutes before my name was read out. John Moffat and Colin Dommett were on the microphone and they asked me about my ride on Pipeline. Mark Watmore and I both ended on 81 marks lost, Mark was 95th, but I lost out on a four way tie decider to be 98th. Pete Carson on the Bantam was best rigid in 24th place on a two day total of 18 marks lost. James Newstead was best newcomer in 20th place on 13 marks, Matthew was 31st on 23 marks and Mark Kemp was 101st on 86 marks lost. Both Matthew and I had a better second day, finishing 25th and 77th respectively on the day. Out of 180 starters there were only 146 finishers. The two other Nortons finished. Ian Barker on a girder rigid finished in 138th place on 174 marks lost and Irish lad Richard Griffiths rode many second day sections with a rear wheel puncture on his 500t to finish in 143rd place on 202 marks lost.

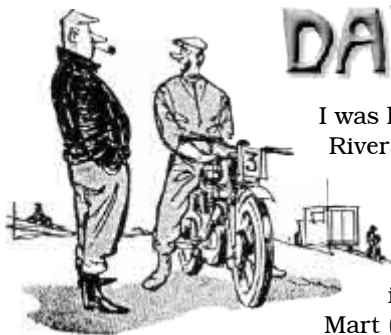
The Scottish Pre65 trial remains the best event of the year for those lucky enough to attend. The organisers continue to get the severity right for the winners. Not since 1994 has more than one rider cleaned the trial, and then it was still only a one day event. I finished 18 marks and 21 places better than 2007. The appeal and the atmosphere comes from the quantity and the quality of the crowds. Things cannot stand still and this year I noticed for the first time senior riders such as Mick Ransom and George Greenland struggling. The organisers have instigated some form of scrutineering for machine eligibility, but I feel one event cannot really have much effect. The only solution is for the ACU to issue some rules which probably would not be enforced by all the organisers.

No major problems during the event and no punctures, but both mudguards needed replacing, together with making a new rear mudguard bracket. On return home, I concluded the bike needed a complete gearbox rebuild to replace two gears and recover top gear.

English signs in foreign countries

In a Tokyo bar:

**SPECIAL COCKTAILS FOR
THE LADIES WITH NUTS.**



DABBERS DIARY

I was hoping to give you the final total for the 'Seven Rivers Trial'

But I can't as the cash is still coming in! Since last month I have received a nice rider's sponsorship cheque, sold a load of BSA tin ware to Drangonfly and been asked to invoice Morton's Media for reports in Old Bike Mart (soon to become Old Biffa's Mag.) and The

Classic Motorcycle. Plus there's more to come! What we are sure of, is that the total raised has exceeded £2500!



Elsewhere in this issue you should see the 'Thank You' letter from Seven Rivers which also invites us to continue. Well, I have told them that they, 'Seven Rivers', must get the grass cut earlier, as this year there was a definite possibility that the event could have been cancelled. It was only the hard work by a very small band of club members that got it cleared up in time. I could do with some help and new ideas in attracting sponsors as after seven years I am



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AMAZING LETTER TRICKS

SLOT MACHINES

When you rearrange the letters:

CASH LOST IN ME

running out of steam. Help with new attractions, help before the event and clearing up would also be welcome.

You will remember that back in June I appealed to members in the Sudbury area for information on a 1937 Triumph engine built into a garden wall. Well, I had a feeling that someone amongst our learned membership would know and sure enough one of our ace riders sidled up to me at the Weeting Steam Fair and spilt the beans. It turns out that our member knew the brother of the man who put it there. Great I thought, expecting a romantic, tragic or 'Family at War' type of tale, worthy of a TV drama or at least a short story. No such luck, this bloke, Gordon Mills, was building this wall and was short of stone, so in went the Tiger 90 power unit! Simple as that, thanks Roger for the story, did I get the name correct? This story reminds me that our El Presidente is still in 'Bob the Builder' mode, I wonder what's in his footings?

Busy times ahead, with our Trials demonstration at 'It's Showtime' at Purleigh' Nr. Maldon on August 17th, in aid of 'Little Havens Children's Hospice'.

Still looking for a volunteer riding a Pre Unit Springer, I know there are plenty out there, come on and enjoy a good day out, free gate pass for two adults.

The Essex branch of the VMCC are busy later in the month with their camping weekend at Sible Hedingham, 22nd – 25th August, Dick Hobart is running a Green Lane event on Friday 22nd, followed by the Colne Valley Run on Sunday 31st August. If you are not a member of the VMCC yet, I strongly recommend you sign up for some great events all over the British Isles.

September kicks off with a Sunday Tim's Tour supporting Harwich MCC and the Essex Air Ambulance Run on September 7th.

Dabber

End Thought . . .

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