

Editorial

Well, this year's Thumpers has been and gone. Sadly, perhaps due to various circumstances not the most memorable of trials and this is especially sad as it was Ted's swansong.

What can one say about the weather? It first started to snow just as we turned into the track leading up to the farm and that was at a quarter past eight. Paul Houghton arrived soon after with the front of his van well snow covered and remarked that it wasn't very good for travelling especially in Norfolk so were readying ourselves for a long list of non-starters from that direction. Yes, the snow which started in earnest about the time the first man was away was a nuisance and made riding a bike between sections uncomfortable but it was made insignificant by the hail and rain which followed it. This made life very uncomfortable for all of us. The cold and wet conditions took their toll on both riders and officials. As many of you are aware Jim Patey had to take Linda home after she became a victim of hypothermia. I understand that she has now thankfully recovered but I understand she wasn't the only one who suffered to a greater or lesser degree.

At the finish of the trial we, Tracey and myself, are used to receiving compliments on behalf of the organisers regarding the quality and type of sections that have been included in the trial. This year, sadly, these compliments were lacking and were replaced by criticism of the tightness of the sections which many considered would have been quite hard enough thank you in dry

conditions and some went as far as to say that they would have made good twinshock sections. This is not to say that there were no thanks given but the anticipated compliments were missing.

Entries were well down on previous years with there being a significant reduction in club members and those from south of the river. I am sure the committee would be interested in any theories or reasons why the entry has dropped.

Congratulations must be given to the riders in the rigid class as there were NO retirements in this class.

As was to be expected the thorny subject of 'specials' was raised once again. I fail to see the difference between a special emanating from out of the area and a special that has been created 'in house' (or club). Perhaps if you have strong views on the subject or want to put me right then please put pen to paper, fingers to keyboard or what have you.

Thankfully, RailTrack or whoever is in charge of the 'new' gates at Thorrington level crossing didn't do the dirty on us and close Station Road. A closure would have given chief route marker, Mick Brown, a few additional headaches as the alternative routes are either very long or very narrow. But, didn't Mick do well! The route marking was fantastic.

We have now succumbed to a TomTom and to assist others with these rather marvellous toys/devices we included the PostCode for Poplars Chase Farm on the cover of the event programme and in an item on one of the inside pages.

As is becoming normal practise, we received a phone call from Alan Wright on the Monday morning thanking the club for the trial and all

The Mid Anglia MCC
present
for your enjoyment



The December Plonkaround

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

Saturday 6th December 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: mikeharden@mypostoffice.co.uk

the hard work that had gone into it. Also, it was nice to read in T+MX that Mick Grant enjoys his visit to these parts.

By the time you read this there should be the first batch of Thumpers photos on the web. Hopefully within a few days the photos taken by Mick Brown will be joined by some taken by Keith Bell. Make sure you have a look on:

www.thumpers.org.uk

If anyone 'found' a plug spanner at the Thumpers, then its owner, Paul Houghton, would be very grateful for its safe return.

Your Revolutionary Council /Committee are becoming concerned at the apparently growing numbers of people who are riding in EFA closed to club/enter on the day trials who do not feature on the list of members and it is thought do not have ACU registration. It has been decided /decreed that henceforth all those who enter EFA trials will have to show the Secretary of the Meeting their ACU licence or trials registration card. Sorry for this but . . . it is a

requirement of the event insurance that all riders shall be either licensed or registered. Failing to do just this could involve the club in some expensive and unnecessary litigation in the event of a serious accident occurring to, or caused by, an unregistered rider.

Its almost 12 months now since EeDee Tailoring relinquished the EFA clothing 'concession'. We are pleased to announce the appointment of a replacement which I am assured will give us a wider range of clothing. Please see page 9 of this magazine for further details. Thus far I have been unable to obtain a landline telephone number but I am assured that, contrary to advice frequently given by trading standards, it is perfectly safe to deal via these mobile phone numbers.

December once again sees the Boxford Bash which, as last year, will be run by the ACT. This event, as usual, will incorporate a route for sidecars which can also be ridden by those desiring a very easy route or those riding girder and/or rigid

**WE WISH YOU
A MERRY
CHRISTMAS
AND
A HAPPY
NEW YEAR**



suspended pre units or should it be pre historics?

I don't know how I would have managed with this months issue of your favourite monthly magazine without the help of Peter Eaves, Dabber and Uno Hoo. Please try and help to keep this magazine going. As well as several Thumpers photos this month has rather more jokes than normal.

Mike Harden and his merry men are very busy this month - a Plonkaround on the 6th and then a Plonkers Trial at Snaque Pit on Saturday 27th December.

Looks like the Jack Thompson is going to have an influx of 'bright young things' on borrowed/loaned machinery. I hope for the sake of the

regular Pre-65 riders that they don't tailor the sections to suit these very occasional riders.

I would like to take this opportunity of wishing you all a merry Christmas and a Happy New Year.

Don't forget the Boxing Day trials - Triangle at Raydon (enter before the day) and Chelmsford at Broomfield (enter on the day).

I need any items for the January edition of Trials & Tribs by Wednesday 17th December at the latest as I shall not be able to do any work on the magazine over Christmas and the New Year

Best wishes,

Jim

Tales of the Expected . . .

As the little trials Greeves lay weeping, discarded at the end of the season, the young rider's eyes were taken by the shiny new scrambler in the showroom.

It had all the promise of a stronger big end and stronger gearbox and had to be quick with that fancy new cylinder and big expansion chamber. Yes it was a 'Challenger'. It had that cobby purposeful stance accentuated by the rear mudguard raised to incorporate the racing number plates.

The Cerriani forks - genuine ones this time - were suitably strong and were encouragingly effective when the bike was pushed over the step into the shed.

At the track, the high ground clearance and short wheelbase made the bike easy to get off the truck. Then the motor was fired up and began to sing, clear, crisp and just loud enough to have all the numbers stamped on the exhaust. A little snick into that stronger first gear, a snatch of throttle, drop the clutch and blush freely whilst climbing off arse and picking up bike and bits of broken back mudguard.



The origin of the name 'Challenger' was revealed. It was a real challenge to get the projectile moving forward without going vertical. The Cerriani forks were much too light, they needed at least a hundredweight added to stand any chance of sticking a front wheel to the ground.

Greeves themselves quickly recognised the problem and brought out a new model, the MX2. This clearly had two or three inches added to the front frame and probably an inch or two also added to the swinging arm. This did not help the young rider at all because the sponsor refused to allow a hacksaw into the same shed as last year's salary.

So the season was endured and the rider learned to adopt that 'challenging' stance, chest low over the head stock, nose rubbing the front mudguard, just to give the front wheel somewhere to go. Managed in this way the motor was amazingly quick and having read the book and watched the man pulling a stick that pulled the wire that released the elastic that lifted the gate, the Greeves shot off the line at the head of the pack. That 'challenging' stance worked all the way down the straight to the first corner which incorporated a ditch which led into the next field. Well, it should have led into the next field but while the young rider

Boxford Superior Building Services
period extensions and weather boarding our speciality

Ask the experts - you know it makes sense!

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.

was struggling to find a strong second gear in the slow changing gear box, the man on the Metisse had caught up and dived into the space currently occupied by Greeves handlebar. So, it was proven that the Cobby bike was perfectly capable of completing a forward roll complete with, at this point, passenger rather than rider. Interesting point - at what point does rider become passenger, projectile, victim, patient? Anyway, after that the wheelbase seemed to be even shorter than before. Nothing seemed to be bent, no kinks in forks or frame tubes, but the bike was perceptibly shorter. The wheels were still in line and the bike ran directly and truly back to the shop from whence it came. The sponsorship had ended at about the same time as the rider had lost two teeth.

Alas, the trials Greeves had gone off on its adventures and the Challenger took its place in the showroom. No tears this time, if you find it, put the barrel on a DOT or MDS.

Uno Hoo



Mark Fletcher

photo: Mick Brown

Sniffer

A man had just settled into his seat next to the window on the plane when another man sat down in the aisle seat and put his black Labrador Retriever in the middle seat next to the man.

The first man looked very quizzically at the dog and asked why the dog was allowed on the plane.

The second man explained that he was from the Commonwealth Police Drug Department and that the dog was a 'sniffing dog'.

'His name is Sniffer and he's the best there is. I'll show you once we get airborne, when I put him to work.'

The plane took off, and once it has leveled out, the Policeman said, 'Watch this.'

He told Sniffer to 'search'.

Sniffer jumped down, walked along the aisle, and finally sat very purposefully next to a woman for several seconds.

Sniffer then returned to his seat and put one paw on the policeman's arm.

The Policeman said, 'Good boy', and he turned to the man and said, 'That woman is in possession of marijuana, I'm making a note of her seat number and the authorities will apprehend her when we land.'

'Gee, that's pretty good,' replied the first man.

Once again, the Policeman sent Sniffer to search the aisles.

The Lab sniffed about, sat down beside a man for a few seconds, returned to its seat, and this time he placed two paws on the agent's arm.

The Policeman said, 'That man is carrying cocaine, so again, I'm making a note of his seat number for the police.'

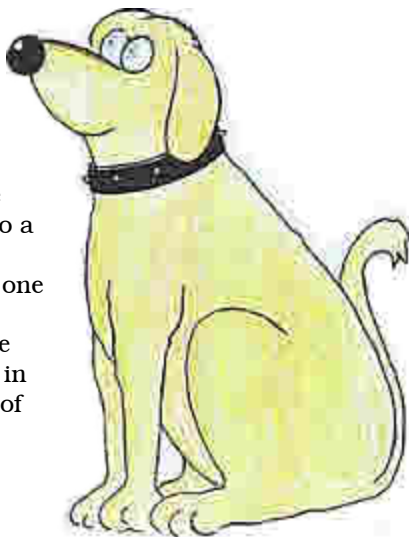
'I like it!' said his seat mate.

The Policeman then told Sniffer to 'search' again.

Sniffer walked up and down the aisles for a little while, sat down for a moment, and then came racing back to the agent, jumped into the middle seat and proceeded to shit all over the place.

The first man was really disgusted by this behaviour and couldn't figure out how or why a well-trained dog would behave like that, so he asked the Policeman, 'What's going on?'

The Policeman nervously replied, 'He just found a bomb!'



Heroes of 1960s Motorcycle Sport

Off-Road Giants!



**Christmas is coming!
Done all your shopping? If
not this would make a great
present for a fan of 1960's
off-road motorcycling sport.**

Andy Westlake, who many of you will know from his excellent articles in The Classic MotorCycle has produced this wonderful collection of classic black & white photographs plus well produced interviews with the riders. There are facts, tales and off-road folklore, some not told or published before from great characters like Badger Goss, The Sharp brothers, Big John Burton, Bud Ekins, Gordon

Jackson, Chris Horsfield, Dave Curtis, plus the story of Eric Cheney, ISDT heroes Johnny Giles and Ken Heanes and many others. There is a great piece on Fluff Brown and his time with Cotton and AJS plus the history of Wasp with Robbie Rhind-Tutt and lots more.

A great read, it's a book you can keep picking up and finding something new and interesting to read, I think it and its successors will become good reference works.

It is published by Veloce Publishing www.veloce.co.uk

email info@veloce.co.uk

Or telephone 01305 260068

ISBN: 978-1-84584-190-4/upc:636847041908

Or any good book shop. That's all a bit complicated so why not contact the author Andy Westlake direct a get a signed copy!

Email andrewwestlake@yahoo.co.uk or better still & quicker, give him a ring on 01634 644559.

Dabber

BUMPER STICKERS

If sex is a pain in the ass, then you're doing it wrong...

IMPORTANT

Whenever you ride at EFA closed to club/enter on the day trials you **WILL BE** expected to show the Secretary of the Meeting your current ACU Licence or Trials Registration.

The committee have become concerned at the number of riders entering our events who are unlicensed or unregistered (and not even members of the EFA).

We thank you for your co-operation.

The Revolutionary Council
December 2008





FOR ALL YOUR EMBROIDERY AND PRINTING REQUIREMENTS

Single items through to large orders. Complete Range of Colours and Sizes.

EASTERN FOURSTROKE ASSOCIATION CLOTHING



EMBROIDERED

Polo Shirt including chest logo £11.45

Sweat Shirt including chest logo £10.45

Fleece including chest logo £18.65

Knitted Hat including logo £6.10

Cap including logo £6.25

Scarf including logo £7.00

Jacket including chest logo £36.75

PRINTED

Sweat Shirt including large front logo £10.45

T-Shirt including large front logo £6.10

Further options are available

For a fast, friendly and efficient embroidery or printing service please contact us on 01787 222751 or 07960 621987

Email: info@bbembroidery.co.uk or visit www.bbembroidery.co.uk

Please also visit www.babybumbles.co.uk for Personalised Baby Gifts

OTHER PRODUCTS

Sports Wear, School Uniforms, Team Race Wear, Gifts, Company Clothing, Promotional Items, Safety Clothing, Hotel Sundries, Towels, Caps, Bags, Hen/Stag/Party T-shirts, Hi Viz Clothing, Personalised Candles and Teddy Bears

Additional contact details:

Kelly at BB Embroidery, Brookfield, Tey Road, Earls Colne, Essex, CO6 2LQ

The Mid Anglia MCC
present
for your enjoyment



Plonkers Trial

Saturday 27th December 2008
Snaque Pit, Belchamp, Nr Sudbury, Suffolk
(Grid Ref TL826422)

Start at 11:00 am • Enter on/before the day

A Trial for:

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

For further information contact:

Mike Harden 01473 310537

email: mikeharden@mypostoffice.co.uk

Funeral Procession

A man was leaving a cafe with his morning coffee when he noticed a most unusual funeral procession approaching the nearby cemetery. A long black hearse was followed by a second long black hearse about 50 feet behind the first. Behind the second hearse was a solitary man walking a pit-bull on a leash. Behind him was a queue of 200 men walking in single file. The man couldn't stand the curiosity. He respectfully approached the man walking the dog.



'I am so sorry for your loss, and I know now is a bad time to disturb you, but I've never seen a funeral like this with so many of you walking in single file. Whose funeral is it?'

The man replied, 'Well, the first hearse is for my wife'

'What happened to her?'

The man replied ' My dog attacked and killed her.'

He inquired further, 'Well, who is in the second hearse?'

The man answered 'My Mother-in-law. She was trying to help my wife when the dog turned on her.'

A poignant and thoughtful moment of silence passes between the two men.

'Can I borrow the dog?'

'Join the queue.'

This and That!!

Sunday 2nd November saw several members trekking to Tunstall Forest for the Woodbridge club trial. A pleasant day after the previous day's heavy rain. This really changed under wheel conditions. Competitors were then faced with some very exacting sections which 25 per cent of the entry decided wasn't fun. Mark Fletcher put in a brilliant display winning the Pre Unit class on 44 Marks. To put this into perspective, Matthew Neale topped the Pre Unit class on 60 and John Kendall topped the two-stroke class on 68. These results were hard fought for, believe you me. On the easy route, Brian Fletch had a result, well done, beating Geoff Challis who clocked 38. Richard Challis rode well to top the Unit class ahead of Phill Smith on 88, both of them on BSAs. The two strokes went to Doug Barrell on 58 with Trevor Andrews a further five behind. The twin shocks on the hard route saw Mark Banham (only six ahead of Mark F!!). The easy route was Mark Gibb on 59, a great result. I understand the course was changed on the morning of the event - my query - by whom??

Sunday the 23rd at Poplars Chase, Thorrington. An 89 rider entry with 83 starters - looks good - weather cold, and dry, and Mick Brown practising his skills as a car-park attendant. Good! The observers were looking like teddy bears and took up their boards and pencils. Starter, Bob Drane, counts the seconds away and action!! Then it starts snowing followed by rain which completely changed the going and proved or disproved the worth of waterproof clothing. Extremely uncomfortable! I witnessed some excellent efforts on section 6 - very impressive and a good section. I found it interesting observing the skills of the 'foreigners' - well from Yorkshire and the Southern Counties. A big thankyou to the ladies for their help in trying conditions. All in all a satisfactory event.

One Ted Smith (the orator!!) recently passed over some programmes of yesteryear which always interest me and get carefully filed in the archives.

On the 7th October 1973, Southend promoted a trial, I know not where as the front page of the results is missing. However, among the contenders were John Ruth, Ted (Taco), Ray Hamm (Taco) and among the 12 chair entry were Ian Preedy and Bruce Watters. Aces of the day, Roy Vince and Keith Rayner topped the chair class with 32 whilst Alan Kidd and M Clarke won the intermediate award on 142. The novice of the day was D. Clissitts and M Saunders on 251, yes 251! 13 sections and five laps!! Some trial! The solo

AMAZING LETTER TRICKS

A DECIMAL POINT

When you rearrange the letters:

IM A DOT IN PLACE

Quotes Taken from Performance Evaluations:

"Got a full 6-pack, but lacks the plastic thingy to hold it all together."

award went to Dick Parker (Chelmsford) 2 marks lost, Alan Sibley on seven and Mick Naulls (Southend) on nine. John Ruth also lost nine. Perhaps this was a one route trial.

On the 21st, Stowmarket ran the Mrs Revetts Trophy trial and among the entry was Malcolm Adams, a past member, and Ken Davis past Editor of the Eastern Centre Gazette. John Vallis (currently a Thursday trail rider), Ray Bates (now domiciled in oz), Brian Fletcher, then categorised as an intermediate - he finished on 29 marks lost whilst our Ted was on 76 (novice category) this being a one route trial limited to novices intermediates. The awards: intermediate - R Buck (Diss), Nick Robinson (Ipswich), Brian Watts (Colchester), Brian Bowers (Bury). Novices: Colin Robinson (Ipswich), Dick Parker (Chelmsford), Alan Day (Colchester), Peter Rank (Newmarket), R Harrow (Woodbridge) and Ray Humm (Colchester)

A week later the Wymondham Novice and Intermediate trial at Tusburgh was won by R. Garrod(Stowmarket) on 15 with the best novice being Alan Day on 34 followed by Brian Fletcher on 43 and Ray Humm on 60.

Chelmsford & DAC presented the Annual Frank Eaton trial (Frank and dad ran a small garage in Chelmsford - worked hard - and enjoyed life - had a stab at scrambles in the Fifties on a pre-war Triumph Tiger 80 (350) and a Speed Twin (500) - the throttle only worked one way - sadly he died of a heart attack much too early). This was a real trial, 5 laps of 12 sections. The premier solo was won by Alan Sibley (CDAC) 14; first class - Alan Day 15 and Ray Hamm 19; second class awards - Peter Rank 19, John Ruth 24. The sidecar premier was won by the Green Brothers, Mick and Graham (Braintree) on 55; first class award - Roy Vince and Keith Rayner (Braintree) on 71 and a second class to Ian Preedy and Steve Tye 600 UFO on 100 marks lost - a result!! The sidecar novice award went to John Turner and Reg Miller (Braintree) on 90 aboard a 500 Hubbard Matchless. There was a presence of 15 CDAC members in this event whilst there was also a couple of ESSA grassers - Chris Rodwell and Mick Mandeville. Tony Girling was obviously on a learning curve with the chairs as he lost 193. Other marks were Dave Godley on 46 and Ted Smith on 33.

That's your lot, have a good festive season



Council Complaints

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

I want to complain about the farmer across the road; every morning at 6am his cockwakes me up and its now getting too much for me.

Frank Feldman

A man walks into the street and manages to get a taxi just going by. He gets into the taxi, and the cabbie says, "Perfect timing. You're just like Frank."

Passenger: "Who?"

Cabbie: "Frank Feldman. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happened like that to Frank Feldman every single time."



Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Frank Feldman. He was a terrific athlete. He could have won the Grand-Slam at tennis. He could golf with the pros. He sang like an Opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more... He had a memory like a computer; could remember everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with.. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Frank Feldman, he could do everything right."

Passenger. "Wow, some guy then."

Cabbie: "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Frank, he never made a mistake and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes highly polished too - he was the perfect man. He never made a mistake. No one could ever measure up to Frank Feldman ."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Frank. I just married his widow."

English signs in foreign countries

Hotel elevator, Paris:

**PLEASE LEAVE YOUR VALUES AT
THE FRONT DESK.**

THE LONE RANGER IS CAPTURED BY INDIANS . . .

The Indian Chief proclaims, "So, you are the great Lone Ranger. In honor of the Harvest Festival, you will be executed in three days. But, before I kill you, I will grant you three requests.

What is your first request?"

The Lone Ranger responds, "I'd like to speak to my horse."

The Chief nods and Silver is brought before the Lone Ranger, who whispers in Silver's ear and the horse gallops away. Later that evening, Silver returns with a beautiful blonde woman on his back.

As the Indian Chief watches, the blonde enters the Lone Ranger's tent and spends the night.

The next morning the Indian Chief admits he's impressed. "You have a very fine and loyal horse but I will still kill you in two days. What is your second request?"

The Lone Ranger again asks to speak to his horse. Silver is brought to him, and he again whispers in the horse's ear. As before, Silver takes off across the plains and disappears over the horizon.

Later that evening, to the Chief's surprise, Silver again returns, this time with a brunette, even more attractive than the blonde. She enters the Lone Ranger's tent and spends the night.

The following morning the Indian Chief is again impressed. "You are indeed a man of many talents but I still kill you tomorrow. "What is your last request?"

The Lone Ranger responds, "I'd like to speak to my horse....alone."

The Chief is curious but he agrees and Silver is brought to the Lone Ranger's tent.

Once they're alone, the Lone Ranger grabs Silver by both ears, looks him square in the eye and says, "Listen very carefully you dumb ass horse. For the last time . . . BRING POSSEEEE".



Thumpers Photos . . .

For further photos of this years Thumpers go to the Thumpers website where you will find photos by Keith Bell and Mick Brown.

www.thumpers.org.uk



DABBERS DIARY

Wow! What a 'Winters Tale' the 'Thumpers' was this year! But how great to see the Eastern Centre boys on their fairly standard bikes putting it over the trick Ariels from Up North! Mind you the most trick bike in the car park belonged to that well known ACU steward and friend of the EFA!

Interestingly the only class with no retirements were the Rigid's, all British Pre-unit construction machines!

Now, a charity update, Tim's tour in September helped raise £30,000 for the Essex Air Ambulance with over 3000 bikes taking part in the run.

We helped Leonard Cheshire Disability; Seven Rivers win a Nintendo Wii game machine by being the home that raised the most money at the Charity's 60th birthday celebration which they held as part of our BBQ Trial day.

Looking ahead to next years Charity Trial we have a proposed date and a proposed target. We want to raise funds to help purchase and convert a special wheelchair for one of the residents. John, who has been a resident at Sevens Rivers for a couple of years now, was involved in a quad accident whilst on holiday in Greece. This accident has sadly left him paralysed and in need of constant care. Before the accident, John, a Colchester lad, was a very keen motorcyclist and enjoys watching our antics at the BBQ trial.

The cost to convert this chair is in the region of £1500-£2000, so please let's make a special effort next year. Any offers of help on the organizational front will be appreciated, for instance we need a secretary of the meeting!

Proposed date for Seven Rivers Charity BBQ trial is Saturday 27th June. Please let me know if this clashes with



Matthew Neale

photo: Mick Brown



Andy Spreadbridge

photo: Mick Brown

anything you know about and I don't.

This is the last Dabbers Diary you will read for a little while as my wife and I are going into hibernation for the winter! Before the spring I hope the Revolutionary Council will have sorted out some worrying trends that members are gossiping about, or is it gossip! It seems that in a sleepy part of north Essex several elders of the EFA are forming yet another splinter group which they are proposing to call the EYA, the Eastern Yamaha Group. Now that is worrying! It has also been confirmed that following an outing on a 'little chicken' our chairman is actively seeking to purchase a BSA Bantam.

Now! As the recipient of a lot of flack about my affection for Tiger Cubs I find this most surprising as cubs are of course four stroke and British designed, whereas the Bantam represents the spoils of war from the Hun and are stinking two strokes!

On this controversial note may I wish you all a good day at Boxford where we hope to raise some funds for the Boy Scouts and take this opportunity to wish you all a Happy Christmas and a Sporting New Year.

Keep Yer Feet Up!

Dabber

(P.S. I've got a 'little chicken' in the garden shed awaiting development!

End Thought . . .

The early bird may get the worm, but the second mouse gets the cheese.