

Editorial

Firstly I must apologise to Mike Harden and those of you who got confused over the location of the May Plonkers Trial. The location appeared four times throughout the magazine but I am afraid that it was shown incorrectly on the 'Wots On' page - sorry - something about the grey matter becoming a bit addled with time!

I gather the Pre65 MX trial at Maylandsea went off very well and proved to be a good challenge as the weather almost took the upper hand which of course it did overnight causing the campers to be flooded out or so I am informed. I was hoping to have been able to give a bit of a run down on the results but sadly my contact has still to receive his results.

Once again we must thank Mick Brown for all the work he put into this years running of the Charity Trial at Bromley Brook. If things go according to his plan then this will have been the last charity event organised by Mick before he and his wife move to where the cider is apparently better.

Mick has organised and cajoled a lot of people over the years to support the Leonard Cheshire home at Great Bromley and we should be proud and thankful to have had him within our midst. The EFA and the ACT will miss Mick's enthusiasm and hard work upon his departure to pastures new.

Whilst several of our number have been 'North of the border' our Presidente and his good lady have taken to the water - no, not gone teatotal but have taken to the Inland

Waterways for a break. So far I haven't heard how they got on but suffice it to say they must have returned in one piece as we received a rather garbled message on our answering machine which ended with me being called Peter!

I have been on several canal holidays, all of which I have thoroughly enjoyed. Steering a full size narrow boat through a series of bends is very much like riding a road bike quite quickly through a series of bends - if you don't get it right you can easily come to grief! On the canal you are only travelling at about 4 mph but it is surprising how quickly things can get out of control. No doubt we shall hear from El P in due course about their exploits.

Now for something more serious. I appreciate that I am not necessarily the best person to bring bad tidings to my current medical/physical condition but we seem to be very short, once again, of people who are willing to observe and assist in the running of events. The last three events held in our 'neck of the woods', Pre65 MX at Maylandsea, the Charity Trial at Gt Bromley and the Plonkers at Gt Totham, all suffered from a lack of those willing to observe even though, or so I am led to believe, there were people, members of this club, present who could have assisted by observing. Surely these people MUST be aware that it is very disheartening for those who have put themselves out to organise an event and then find that their work would appear to have been treated with contempt by many of our club members. Am I out on a limb when I say that surely a club is a

Quotes Taken from Performance Evaluations:

"Wheel is turning, but the hamster is dead."

The Mid Anglia MCC
present
for your enjoyment



The June Plonkaround

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

Saturday 26th June 2010

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

mutual organisation where we should all work together for the benefit of each other. If, however, you the club member, believe that your only obligation to the club is to ride then I am afraid that the time will soon be with us when there are no more events for you to ride in. When I first became a committee member of the Chelmsford club, the average age of the committee was about 25, now it is about 61. The average age of the Revolutionary Council is about 65 with over half the members drawing their OAP. It won't/can't be many years before these people **have** to give up after giving a lifetime of service to the sport we love. Without your support we will arrive at the time when there are no, or far fewer, events for you to participate in.

We are still short of volunteers to take over the posts of Editor and Secretary of the ACT. Tracey has

included a plea for these posts to be filled. I WILL be resigning as Editor as of my last issue which will be the 200th that I have produced for the EFA. Together with my work on magazines for other clubs it means that I have been producing magazines for about forty of the last fifty years including 18 years of the T&T - I think I have done my bit!

I hope that none of our number are/were involved in the unofficial riding in Scotland. I know that it is very appealing but unlike this country there is little or no common land or right of way north of the border. It seems that the organisers of the Pre65 are getting really worried about losing land due to unofficial riding.

Best wishes,

Jim

Bloke from Barnsley with a sore bottom asks chemist "Nah then lad, does tha sell arse cream?"

Chemist replies "Aye, magnum or cornetto?"



Job Opportunities

All enquiries should be addressed to the
Revolutionary Council.

Editor

The current editor will be retiring from the post at the end of 2010 having published approx 200 issues.(18 years tenure)

Secretary

The Anglia Classic Trials Club is requiring a Secretary as Mick Brown is about to move house to the Wessex area.

The Eastern Fourstroke Association is an equal opportunity employer

More than Expected . . .

For years the shed had been empty. Well not empty because sheds never are, but there were no motorbikes. Instead the digressions had taken over. Plenty of digressions but nothing that satisfied like a proper good motorcycle trial. What could I wonder? Perhaps flying an aircraft or racing a car, maybe yes but the long straights would be boring. Maybe Kart racing on those tight little circuits, yes that did hit the spot for a while but there were never enough opportunities within reasonable cost.

Rumours began to circulate, maybe there were some more proper trials being run and the names that cropped up were Woodbridge and Foresters... Investigations began. So it had to be pre 65 then, whatever sort of bike would be needed. Actually demand was so high at the time it was more a case of what could be found. Memories of those old unreliable bikes resurfaced and visits were made to the Foresters event three times before the rider was convinced these old machines could be made fairly serviceable.



In the event what came up was a seriously over priced Tiger Cub and that was over a hundred miles away. Not only that but for another hundred the old trailer could be provided too. Done. Or seriously done, its all a matter of supply and demand or desire is it not . . .

The bike did not complain. It had been carefully built and had even been taken on a nice holiday to Scotland but as the years had passed and ownership changed the bike began to "share" its parts with the bike of the son of the man who sold the bike..

What we really ended up with was all the left over or second choice parts built into this machine. The bike was relieved to have a new owner who would nurture it. As it was gently ridden up and down the Kentish lane the motor purred and the gears clicked into place and whined contentedly. Actually the motor barked a bit because the silencer had been replaced by an inadequate spark arrester type thingy from a two stroke. This made the motor sound more powerful than it really was.

When it got to Lowestoft the little motor struggled up some of the hills and the little oval barrel got extremely hot and the exhaust pipe went blue almost . . .

halfway along its entire length. Lots of experiments ensued with carburettor jets and ignition timing and the Cub seemed happier though still less powerful than most. For this reason it got totally thrashed, with full throttle and maximum revs being the norm, both in the sections and in between. Finally, inevitably, predictably the big end failed after only twenty five trials.

So the motor had to be dismantled then, what would be expected. What was not expected was a Morris Minor piston with a concave crown in place of a flat or domed crown. Not only that but the piston did not reach the top of the cylinder by almost a quarter of an inch that's about six millimetres to any youngsters who might probably not be reading this. Calculations based on estimates put the compression ratio at about five to one on a good day. As there were few good days this sort of explained the lack of power.

There would be a change of spec. then. What went in was a nine to one piston with an "R" cam in a nice new square barrel and more advance on the ignition... The specialist had advised using a flat top, seven to one piston but the bike had been adamant. The Eastern Centre sections were all sandy or of the up a bank and round a tree type with no need for delicacy. The bike was transformed. It went from one extreme to the other. All trace of manageability had gone and it was now an outright little racer, either full on or off.

All sections then had to be tackled in full charge then stop mode, you know throttle revs go, brakes clutch stop and lots of fun was had this way. By this time EFA events had been added to the itinerary along with Lowestoft and Woodbridge events and fatigue began to set in.

A smoking clutch and a sore clutch hand were mixed in with all the fun and friendship.

Later on the motor would be moderated with a milder cam and piston and the Cub would become more rider friendly. But these lessons would only be learned by sharing the shed

Uno Hoo



Humphrey Lyttelton was famous for his deadpan delivery of outrageous double entendres on I'm Sorry I Haven't A Clue.

Most featured the erotic escapades of the show's fictitious scorer, Samantha.

Here is one of the funniest - printable - examples:

"Samantha tells me she has to nip home as she has a man coming in to start work on her new patio. He's bringing round his cement mixer, and he's promised to layer roughly across the foundations."

Sayings . . .

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement.

- Mark Twain



Leonard Cheshire Disability
Seven Rivers
Hall Road, Great Bromley.
Colchester
Essex CO7 7TR
19 May 2010

Anglia Classic Trials Club
Thorrington
Colchester
Essex

Dear Mick,

Thank you so much for your letter dated 18th May 2010 where you informed us of your latest fundraising exploits and presented us with cheques totalling £575.30. As requested the money will be used for the direct benefit of our residents here at Seven Rivers.

I have a residents meeting on Thursday and shall be finding out how they wish to spend this money.

What an amazing sum of money you have raised for us over the years, £18,000 is a huge amount. This has bought a lot of joy to the residents at Seven Rivers enabling them to enjoy something a little extra. For all your efforts over the years, a big thank-you to you and your team.

It would be lovely if the club could keep in touch once you move and they would always be welcome. We are planning a fete on 24th July 2010 between 1&6 pm so it would be lovely to see some familiar faces.

Thank you once again and we all wish you well with your move to the West Country.

Yours sincerely

Deborah Rich

Deborah Rich

Service Manager, Leonard Cheshire Disability, Seven Rivers, Great Bromley

(PS, since this letter a further £25 has been paid into Seven Rivers, taking the total to just over £600.

Mick B.)

MEDICAL PRACTITIONERS' AND SPECIALISTS' VIEWS OF THE COALITION'S HEALTH PROPOSALS

The General Medical Council has weighed in on the new Coalition health care proposals.

The Allergists voted to scratch it, but the Dermatologists advised not to make any rash moves.

The Gastroenterologists had sort of a gut feeling about it, but the Neurologists thought the Administration had a lot of nerve.

The Obstetricians felt they were all labouring under a misconception.

Ophthalmologists considered the idea short-sighted.

Pathologists yelled, "Over my dead body!" while the Paediatricians said, "Oh, Grow up!"

The Psychiatrists thought the whole idea was madness, while the Radiologists could see right through it.

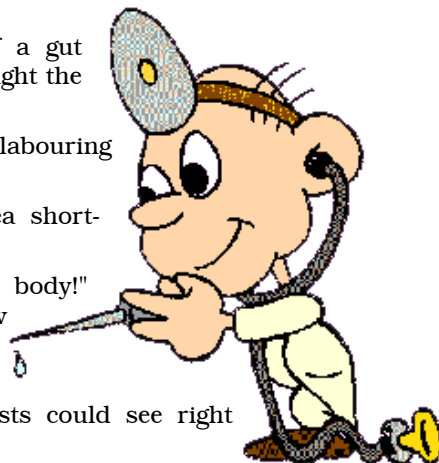
Surgeons decided to wash their hands of the whole thing.

The Interns thought it was a bitter pill to swallow, and the Plastic Surgeons said, "This puts a whole new face on the matter...."

The Podiatrists thought it was a step forward, but the Urologists were pissed off at the whole idea.

The Anaesthetists thought the whole idea was a gas, and the Cardiologists didn't have the heart to say no.

In the end, the Proctologists won out, leaving the entire decision up to the arseholes in Whitehall.



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.



CHARITY TRIAL

Bromley Brook, Great Bromley

Saturday 15th May

Results

Leonard
Cheshire
Disability

No.	Name	Machine	1	2	3	4	5	6	7	8	10	11	12	Total
HARD ROUTE														
<i>Pre-Unit</i>														
49	M. Fletcher	500 R/Enfield	000	000	000	100	000	000	000	000	100	000	000	2
31	C. Mace	500 R/Enfield	000	100	000	321	221	130	021	010	210	000	055	33
<i>Unit</i>														
29	A. Robinson	350 BSA	005	000	000	000	000	001	100	000	000	000	000	7
68	C. Canham	250 BSA	025	000	000	220	000	122	100	000	350	000	030	28
<i>Two Stroke</i>														
32	D. Spurgeon	246 Greeves	000	000	000	010	000	001	000	000	000	000	000	2
56	R. Finch	250 Sprite	000	000	000	101	000	100	000	000	000	000	000	3
52	G. Braybrook	186 BSA	002	005	000	110	000	000	000	000	000	000	000	9
50	B. Fletcher	250 Sprite	030	100	000	101	000	000	000	000	300	000	000	9
46	C. Teager	250 Cheetah	010	000	000	000	000	500	050	000	010	000	000	12
62	M. Smith	250 Greeves	055	000	000	500	000	100	000	000	000	000	000	16
71	J. Beasley	250 Greeves	030	000	001	000	010	011	200	000	000	000	511	16
<i>Twin Shock</i>														
39	G. Eaves	125 Wassell	003	000	000	100	000	001	000	100	000	000	030	9
40	A. Stevens	300 Fantic	012	000	000	100	100	100	000	000	500	000	000	11
61	C. Cook	Yamaha	015	000	000	000	110	200	000	110	000	000	150	18
47	M. Teager	175 Yamaha	013	000	000	101	000	211	100	000	210	010	121	19
24	K. Davie	250 Yamaha	223	000	200	012	110	111	300	000	100	000	101	23
18	G. Hill	250 Bultaco	103	002	001	30*	312	532	310	000	310	150	535	58
55	A. Everitt	165 Honda	335	11*	021	300	520	3**	105	100	300	000	302	59

EASY ROUTE

Pre-65

19	T. Sewell	246 Greeves	000	000	000	000	000	000	000	000	000	000	000	000	000	0
72	E. Hood	175 BSA	000	000	000	000	100	000	100	000	000	000	000	000	000	2
63	G. Radley	250 Greeves	000	000	100	000	000	000	000	000	000	000	000	000	010	2
27	E. Smith	350 R/Enfield	000	000	000	000	000	100	000	111	131	000	000	000	100	10
70	D. Clears	175 BSA	000	000	000	010	055	002	000	000	000	000	000	000	000	13
20	R. Bannister	250 BSA	031	000	002	00*	000	200	000	000	000	000	000	000	000	13
48	J. Bell	250 Greeves	000	000	010	000	010	105	105	000	000	000	000	000	00	14
54	N. Dyble	250 BSA	00*	000	000	000	050	000	300	110	000	010	000	000	00	16
22	C. Chapman	250 Wasp	035	000	020	000	001	000	301	100	000	000	000	000	100	17
53	P. Read	250 Cotton	022	500	100	000	000	100	501	000	300	000	000	000	000	20
69	M. Collin	350 AJS	030	001	001	00*	000	000	503	010	110	000	000	000	000	21
67	G. Andrews	199 Triumph	035	000	001	000	000	100	505	000	000	000	000	000	000	20
26	M. Redford	350 R/Enfield						5	3							RET
Twin Shock																
45	R. Challis	156 Fantic	000	000	000	000	000	000	000	000	000	000	000	000	000	0
37	D. Parker	185 Honda	010	000	000	000	100	000	230	100	000	000	000	000	000	8
33	M. Franklyn	200 Honda	001	010	000	000	000	000	250	000	000	000	000	000	000	9
21	J. Shepherd	250 Yamaha	033	010	000	000	000	000	223	000	000	000	000	000	000	14
23	A. Tym	175 Yamaha	100	000	000	000	010	000	323	510	000	000	000	000	000	16
51	D. Field	175 Yamaha	000	000	200	000	110	101	521	001	001	000	000	100	100	17
57	A.H. Kenny	325 Suzuki	000	000	000	020	500	000	310	100	500	000	000	001	000	18
25	J. Sadler	175 Yamaha	003	000	000	000	250	000	535	000	000	000	000	100	24	24
64	B. Cook	200 Honda	022	101	050	000	000	000	130	135	000	000	000	000	000	24
58	C. McKenzie	250 Ossa	033	010	023	200	151	211	532	513	000	000	000	000	000	44
59	F. Brzeski	125 Honda	353	003	030	220	551	115	535	323	110	000	000	015	000	68
Youth																
36	S. Parker	200 Honda	003	000	000	000	000	000	505	150	000	000	000	000	000	19

GENTLEMANS ROUTE

Pre-65

66	M. Brown	249 Triumph	000	000	000	000	000	000	000	000	000	000	000	000	000	0
28	B. Drane	246 Trivil	000	000	050	000	000	000	000	000	000	000	000	000	000	5
38	M. Gibb	250 BSA	000	000	121	000	000	000	500	000	000	000	000	000	000	9
43	R. Ayres	270 BSA	300	100	000	010	000	000	000	000	00*	000	000	000	000	10
30	R. Gibb	600 BSA		0	2	0	0	0	0	0	5	0	0	5	0	RET
41	B. Woods	250 BSA	05	01	00	35	01	00	1	0	5	5				RET
Twin Shock																
35	R. Naim	250 Bultaco	105	330	031	020	001	020	323	505	130	000	020	000	000	45
65	S. Morris	250 Ossa	500	001	211	030	101	010	531	005	000	5**	523	500	500	55
73	N. Bentley	250 Yamaha	303	013	251	211	555	000	555	551	535	555	525	500	500	103
44	G. Canham	250 Bultaco	5	0	1	1	0	1								RET
Youth																
34	T. Franklyn	175 Yamaha	001	000	000	000	000	000	510	000	052	050	020	000	000	21

SIDECAR

60	A. Hornsby M. Ackers	500 Triumph	000	000	000	000	000	000	050	000	000	000	000	000	000	5
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Our first event took place on Saturday 22nd May and sixteen of us left the Alma at approximately 3.00pm on an assortment of eleven bikes and yours truly in four wheels and a hood. The B40 was reluctantly besieged with clutch problems and Henry Ford came to the rescue.

We used the 'end to end' navigation system with the exception of one person who shall remain nameless, so he didn't get lost! Who ever could it be?



Once on our way we turned off the A120 roundabout at Marks Tey and passed through Aldham, then Wormingford, Bures, Pebmarsh and then had a comfort stop at the 'Victory Inn' at Wickham St Paul enjoying a cool drink in the garden in the lovely sunshine.

Continuing, we passed through the scenic village of Castle Hedingham and after this Gt Yeldham, Toppisfield, Blackmore End, Gosfield and Greenstead



Green. After this we arrived at our destination at Earls Colne chippie enjoying the high standard of nosh served there - something we have become used to.

All in all a pleasant afternoon/evening ride out made even better by the superb weather.

Our next event which takes place on Saturday 17th July is something of a one off. We have been invited to Chris Kearney's daughter's wedding reception which will be taking place at their home in Peldon. It will be quite a unique occasion as it is intended to have a vintage/steam theme with old traditional fairground attractions and appropriate vehicles in attendance.

Pencil this in - more information to follow.

By Order of The Management

The EFA have been invited to ride in the Woodbridge Clubs evening trials this summer.

These trials will be aimed primarily at beginners, novice and fun riders, but are open to all solo machine riders and youth and will be suitable for classic and modern bikes.

The trial dates are:

Saturday 19th June

Saturday 24th July

Saturday 21st August

All three events will be held at Blaxhall Moto-X circuit, starting at 4-30 pm. Entry will be on the day and cost £8.00 for adults and £6.00 for under 16's.

Please contact Trevor Andrews on 01379 586303 or at

trevorscub@tiscali.co.uk

Hi Folks

Just thought I'd try and drum up some enthusiasm for taking on the two jobs that are up for grabs within the club. For the past several months now it has been known that Jim is wishing to hand over the job of magazine editor to new blood. Yes he decided that after 18 years of doing the T&T that he wanted a break so announced at a Committee meeting early in the year that he wished to give up at the end of the year when he will have done a total of 200 magazines. Since then he has been asking in each magazine for a new editor to come forward. So far the response has been...ZERO!!!

This is more than disappointing since Jim has given it his all and more. We have arranged our lives around making sure a T&T is ready for club nite for the past 16+ years and now - in his 70th year - Jim wants to hand over to a new editor. Is that so wrong? Surely he's done his fair share of work for the club! So come on people! Surely there's someone out there who could take over. We've even got an unopened copy of the software Jim uses for the new editor.

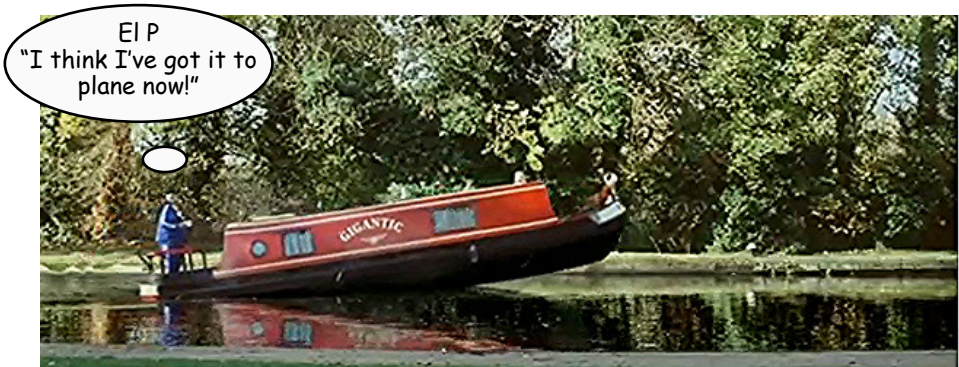
So what happens if no-one comes forward. Well from experience it wouldn't work for Jim to say he'll carry on until someone DOES come forward as no-one ever does. Therefore unless someone comes forward by the end of the year the club will have no magazine - and this after having a magazine I believe the club can be proud of. But to go from that to nothing at all would be disappointing in the extreme. Even a newsheet would be better than nothing. So come on folk - get your thinking caps on and consider what you can do for your club rather than what your club can do for you.

Another job available is to take over from Mick Brown as Secretary of the ACTC - the Anglian Classic Trials Club. For some time now Mick has warned us that he wants to move back down south which will leave the position vacant. As you should know by now, if it hadn't been for Mick's enthusiasm in setting up the club then we would not have had some of the trials you riders have enjoyed in recent years. The whole purpose of setting up the ACTC was initially to provide a backup when the EFA were let down by the Eastern Centre (unfortunately there was nothing that could be done about the latest episode at Bromley Brook). When we are refused a permit by the Eastern Centre for whatever reason, the ACTC have been able to step in and get an AMCA permit. In addition they have been able to organise trials in their own right.

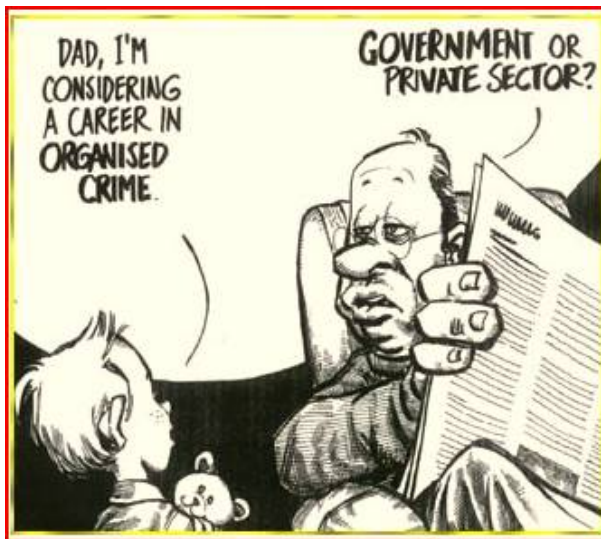
Like Jim, Mick has been an extremely active member of the club since he joined us back in the mid-90s and quickly became a member of the committee. Currently I don't know what his situation is as far as his move back down south is concerned, but when he goes he is gone and we need someone to step into his shoes and take over as Secretary of the ACTC. I'm sure Mick will have more to say on what is involved but someone is most definitely needed.

If having thought about it, you feel you would like to take over either of these jobs then contact Ted Smith now on 01206 841519, or, if you want to know what the jobs entail, then get in touch with the relevant person, Jim Woodmason on 01245 466815 or Mick Brown on 01206 250462. I'm sure they will welcome your call and answer any questions you may have.

Tracey



With apologies to Geoff Capes and Churchill!



I see that America has declared war on Iceland. Apparently they are accusing them of harbouring a "weapon of ash eruption".

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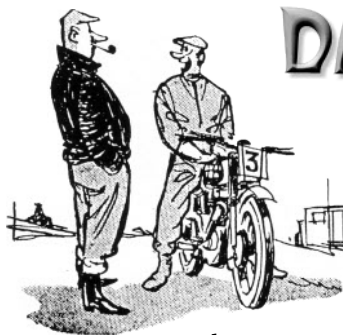
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Additional contact details:

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



DABBERS DIARY

I must begin with a big thank you to all the riders and supporters of the charity trial, despite me putting in the minimum effort on the fund raising front this year; we managed to raise just over £600, a great effort! A special thank you must go to everybody who raised sponsorship and to members of the Dabbers club

who supported us in numbers and sponsorship cash, well done

and thank you.

You will see elsewhere in the magazine, a thank you letter from the Seven Rivers manager.

We were blessed with good weather and the sections were in prime conditions, the three routes were all well supported, especially the route for over 65s, girders, beginners and sidecars. One well known senior rider was heard to remark 'It was just like the old days with nice wide sections where you had to pick your line, made you think!' Sadly only one sidecar, I think the writing is on the wall for you boys if you do not support events that cater for you. The other sad and worrying trend was the serious shortage of observers, we ended up with eleven sections and three of these were unmanned, the Revolutionary Council must once again scratch their heads!

This problem is not a new one and I have just read an account of the Archer Trophy Trial organized by the Aldershot Club on Weavers Down, Hampshire, in February 1962. This account in 'The Motor Cycle', reports that the trial was won by Gordon Jackson (347 AJS) and the field contained several other well known and works riders, but observers were scarce - and despite postponing the start for half an hour there was such a dearth of marshals that four sections remained unmanned!

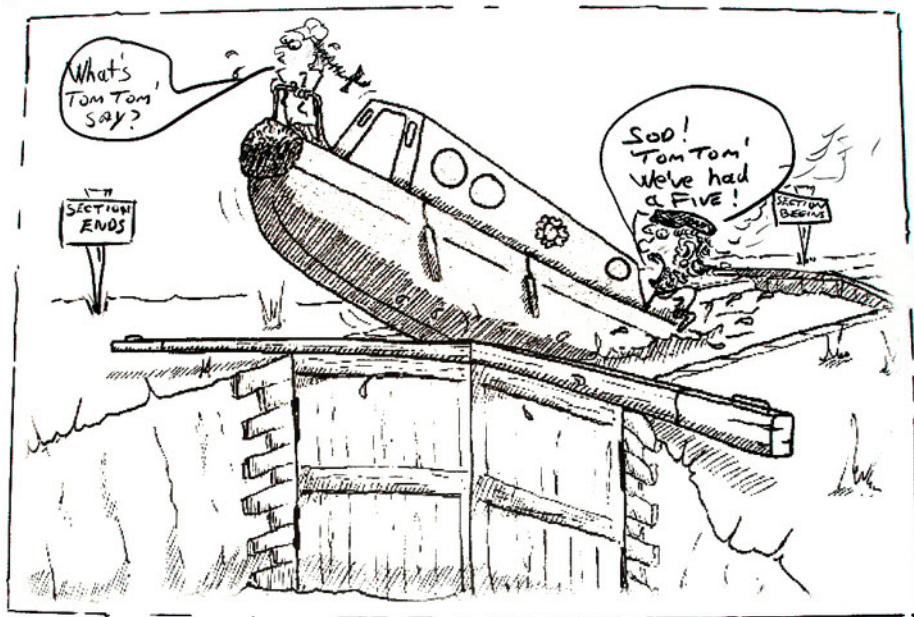
Dabber



Braintree & DMCC Summer Trial Dates 2010

Saturday 5th June	Twinstead Hall	All Classes	start 5pm
Sunday 13th June	Spansey Wood	P65 & Twinshock	10:30am
Saturday 10th July	Beazley End	All Classes	start 5pm
Saturday 7th August	Snaque Pit	All Classes	start 5pm

Twinstead Hall and Spansey Wood are new venues - well worth a visit!!!



BOYS - GET A GRIP!

The fabulous IRC Trials Tyres
Now Available

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400 x 18 (tube type)

£67 no VAT



Tel: **DOUG THEOBALD**
07767 794749

IRC

End Thought...

The easiest way to find something lost around the house is to buy a replacement.