



TRIALS &



TRIBULATIONS

NOVEMBER 2013

Vol. 2 Issue 35



El President & Chris Cook, on Mark Wilson's outfit,
blowing the cob webs out at the Copdock Bike show.
Photograph by Mark Gibb

**THE EASTERN FOURSTROKE ASSOCIATION &
THE ANGLIA CLASSIC TRIALS CLUB
MONTHLY MAGAZINE**

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Visit the Eastern Fourstroke Associations website for a wealth of club information, results, pictures and videos of club trials.
(all submissions gladly accepted - keep your club alive)

Disclaimer - The articles and comments published herein do not necessarily represent the views of the Eastern Fourstroke Association, they are the opinions of individual contributors and are published with a view that free expression promotes discussion and interest.

EDITORIAL

Once again the curse of the Snaque Pit struck and the trial was cancelled at the very last second. A torrential downpour made many of the sections set out the previous day either unridable or/and unsafe. Some took the opportunity to have a little practice, others decided to spend their time wisely trying to extricate themselves, vehicles and machines out of the pit - it was that bad. Hopefully a slot can be found to re-run the trial.

Rumour has it El Presidente is looking for a new project, will it be a light weight 2-stroke Bantam? That's after he's built himself a set of starter rollers as the old right leg is starting to complain after years of kicking over big British singles.



Mark Fletcher

1st at Wrabness

Photo Sarah Pateman

I have it on good authority entries to the Thumpers are rolling in, a list of entrants will go on the website as soon as one is available. I stand to be corrected but last I heard, at the committee meeting, NOBODY had offered to help Karen and take over the Thumpers Secretary of the Meeting duties for the next two years. This is really only once a year and you'd only be doing it twice! What are we going to do when we need a new starter to take over from Bob with the big clock, CLOCK!

Had a message from the Royal Mons Auto Moto Club informing us of their Pre65 Trial & Hill Climb on the 9th & 10th November. I've posted a link on the EFA Facebook page for those interested

Have a good 'un.

A handwritten signature in black ink, appearing to read 'S.P.', with a horizontal line underneath.



Trevor Baker

2nd at Wrabness

Photo Sarah Pateman

*The Mid Anglia MCC
presents for your enjoyment*



Plonkatound

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

Saturday 23rd November 2013

Gates will 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



ANGLIA CLASSIC TRIALS CLUB

Affiliated to the Amateur Motor Cycle Association

THE BOXFORD BASH TRIAL

PRE-70 & TWINSHOCK TRIAL

Sunday December 15th 2013, Start 10:30 am.



AMCA Permit No.:

VENUE:

GRID REF:

CLERK OF THE COURSE:

SECRETARY OF THE MEETING: **Peter Siquornay, 125 Keene Way, Galleywood, Chelmsford, Essex, CM2 8NS Tel: 01245267088**

AMCA/CT/5399

Scout HQ, The Spinney, Boxford, Suffolk, CO10 5HL

TL 966408

Phil Smith

COURSE:

Approximately 4 laps of 10 sections - multi route course - all on private land.

ROUTES:

Hard / 50/50 / Easy (Suitable for Old, Big & Heavy bikes & riders!)

CLASSES:

Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock & Youth (15 to 18)

MARKING:

Will be 1,2,3,5 - Non-stop basis.

ENTRIES:

Will be accepted from members of the EFA and other invited riders. To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of **£14.00** adult, **£10.00** youth. A competitor becomes a member of the Anglia Classic Trials Club for the day of the event. **If you are a member of the AMCA please quote your membership number.** Please make cheque's payable to the **ANGLIA CLASSIC TRIALS CLUB** or **ACTC**. If you require the results to be posted to you please supply a S. A. E. Alternatively results will be posted on the EFA website at;
www.anglia-classic-trials-club.co.uk / www.eastern-fourstroke-association.co.uk

ENTRIES CLOSE:

Half Hour Before the Start

NOTICE:

Helmets must be worn & it is recommended that you wear other appropriate protective clothing. Excessively noisy machines will be barred. **Competitors parking on the hard car park outside the gates must not start their machines until they are pushed well inside the Spinney.**

OBSERVERS:

Please assist the organisers by bringing with you someone who is prepared to observe. Training given - *it's quite easy.*

ENTRY FORM

The Boxford Bash Trial

15th December 2012

Declaration: Motor Sport can be dangerous and may involve injury or death. You must read and agree to the following declaration and paragraphs below, which are designed to create a legally binding relationship in return for you being allowed to enter and compete.

- 1. I confirm that the information in this entry form and the information and my acceptance to the terms of my competition licence are correct.
- 2. I confirm that I understand the nature of the competition I am entering and I am competent to take part.
- 3. I confirm that any vehicle I use will comply with the regulations and will be safe and fit for use in the competition.
- 4. Before taking part in the event, I will ensure (unless prohibited) that I have inspected the venue, the track and the facilities and geographical features and that I am satisfied that it is safe for me to compete.
- 5. I will not take part if I have any doubt about my ability or the safety of the venue.
- 6. I accept that the competition in motor sport may involve the risk of injury or death and I agree to take part at my own risk.
- 7. Before taking part in the event, I will read and be bound by and comply with general regulations, any supplemental and final instructions issued by the AMCA, the organisers and the circuit owners and the regulatory body.
- 8. I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication, I will inform the event organiser and seek approval to participate before taking part.

Riders Signature: _____ **Date** _____

***Date of Birth (if under 18)** _____ **AMCA Membership No.** _____

Riders Name: _____

Address: _____

_____ **Post Code:** _____

Telephone: _____ **email:** _____

Class Entered: _____ **Route:** _____ **Machine:** _____ **CC:** _____

***Parent/Guardian Declaration and Agreement:** to allow the applicant to enter the competition you must agree to the matters set out below, which are designed to create legal obligations on you. Sign below only if you agree.

I (print name) _____ I am the parent/legal guardian.

I have read the entry form and declaration completed by the applicant and confirm the answers are true.

- a) I confirm that he/she is competent to take part in the event and that any vehicle which he/she will use is safe and fit for competition.
- b) I will, before allowing him/her to take part, satisfy myself that the course and the facilities are safe and will inspect same.
- c) I also AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue. I WILL INDEMNIFY AND PAY BACK TO YOU any sum which you may be required to pay as a result of such a claim.

Signature of Parent/Guardian: _____ **Date:** _____



PEDRO'S PATTEN

6th Oct. A busy day in the local motorcycle scene Don Daly and Ted Smith had marshalled a motleyed selection of bods and bikes at the EFA stand in Copdock show and I understand their efforts in club promotion was considered worthwhile, well done chaps!

The ACTC contingent (actually Kevin Davie mostly) over at Wrabness enjoyed a good day's sport in lovely weather, this attracted 37 entrants a battle royal twixt Mark and Trevor on the real bikes, Mark getting it by furthest clean 3 behind Gary who collected a cracked knuckle en-route, Graham is mastering the BVS, just behind Mike Smith had a very concentrated successful day. Another Southend veteran namely John Beasley topped the 50/50, good one! Jim (smiley Jim) had a brilliant outing to take the 'easy' comfortably from some hard fought tussles behind, the results I think you'll agree indicate Kevin's section setting expertise big thank you also to Chris Byford-Smith and 'Stumpy' for their labour contributions and as always the observers!!

Sadly Graham's gang's work at the Snaque pit was literally washed out, I can only say commiserations thanks for the thought and effort!

A turnout of 34 for Raydon practice, new and some old new faces if you know what I mean, is our 'show presence paying off?' Our test section was busy and entertaining, Gary trying hard 'showing' John the Ajay could be ridden Fantic

wise, well maybe not. Hang in John!

Some of our older members who had wider interest in the sport may have known off/seen him action one Ben Heath a 1000cc grass sidecar ace nationally winning British championship in '70 s or maybe it was the '80s, sadly he died recently after coming round from a minor op. George Mason, one of Derek Yorke's passengers on grass and on the road, passed away after a battle with dementia.

Several members enjoyed a hour and half of reminisce with James Toseland and John Surtees both very modest personalities but wow! what stories they have to tell. The bike that James hopes to go land speed record breaking with was also present, a very interesting happening, John is doing a tremendous amount of work for his late son's trust to make motor sport more affordable for youth. What that man has achieved is incredible I personally have so much respect for him having first witnessing him riding solo and passengering his Dad's Vincent outfit at the Boreham road races in 1950. Lucky me!

Enjoy the Thumpers, you're chance to make history, give it your all, best of luck.

WRABNESS RESULTS - SUNDAY 6TH OCTOBER 2013

No.	Name	Machine	Section										Tot.
			1	2	3	4	5	6	7	8	9	10	
			Hard Route										
Pre-Unit													
2	Trevor Baker	410 Matchless	0000	0000	0100	0000	0111	0000	3232	0000	0000	0000	14
7	Mark Fletcher	500 Royal Enfield	0000	0000	0000	0000	0011	0000	1223	1111	0000	0000	14
Unit													
29	Colin Sadler	248 Royal Enfield	1011	0000	3001	0001	1031	0050	3333	0000	5200	0001	38
34	Colin Rose	199 Triumph	5111	0010	0010	0000	1530	5100	3332	2500	0031	2500	54
2 Stroke													
16	Graham Braybrook	246 BVS	0100	0000	1000	0000	0211	3000	2233	0000	0000	0000	19
36	Mike Smith	250 Greeves	0000	0000	1000	0000	2211	0010	2323	1000	1100	0000	21
30	Trevor Hill	185 BSA	1100	0000	1000	0000	0110	0100	5223	1200	0011	0200	25
Twin Shock													
4	Gary Eaves	156 Fantic	0000	0000	0000	0000	2000	0000	3123	0000	5100	0000	17
37	Howard Plush	200 Majesty	2001	0000	1000	1300	1511	1000	3312	1001	0110	0000	30
50/50													
Unit													
18	Bruce Davie	350 BSA	0000	0000	0000	1001	3512	1555	1111	0500	3351	0000	50
35	Ryan Hyde	250 BSA	00	00	50	01	55	2	1	3	0	0	Ret
2 Stroke													
31	John Beasley	185 BSA	0000	0000	1000	0000	1211	1000	5015	3125	1111	0000	33
Twin Shock													
21	Hugo Rose	250 Ossa	5000	2000	0000	0035	3213	3012	2351	5102	0111	0000	52
5	Glyn Hill	250 Bultaco	5122	5022	0000	0000	5135	5103	5123	3351	5233	0000	78

Easy Route

Pre Unit															
10	Chris Chapman	350 Rariefield	0000	0000	0000	0000	0000	0052	0000	0000	3001	0050	0001	0001	18
24	Rob Clarke	290 BSA	1100	0110	0000	0000	0050	0000	0000	3001	3001	5000	0000	0000	18
23	Kevin Goldsmith	350 Royal Enfield		0	1	0	5	1	3	3	1	1	3	Ret	
Unit															
19	Brian Cook	250 BSA	0002	0000	1000	0000	1111	1000	0000	3311	1100	0000	0050	0050	23
26	Doug Maggs	199 Triumph	0100	0031	1000	0021	1030	0000	0000	0511	2010	2000	1000	1000	26
12	Chris McKenzie	317 BSA	0100	0201	0000	1202	3010	0100	0100	3151	2350	1000	2012	40	
20	Brad Woods	350 BSA	0000	0010	0000	0100	5525	0005	0000	3552	5000	0000	0000	44	
27	Ciaran Baynes	199 Triumph	5553	5323	3113	1530	3311	5533	5355	5355	3510	1001	3002	106	
15	Bill Haines	247 BSA	5555	3533	5555	3333	5555	3555	3555	5555	5335	3555	5555	178	
9	Chris Canham	250 BSA	00	00	00	0	1	1	5	5	0	0	0	Ret	
2 Stroke															
8	Richard Leggett	250 Greeves	0000	0000	5000	0010	0500	0000	0000	2220	0000	0000	0000	0001	18
32	Geoff Challis	250 Wasp	1000	0000	0000	0002	0000	0000	0000	0325	0000	0000	0000	0005	18
17	Andy Spreadbridge	250 ?	0000	0000	0000	0110	0050	0000	0000	3132	2210	0000	0100	22	
14	Ian Jamieson	186 BSA	2300	0000	0030	0015	5015	0000	0000	5055	2030	5010	2050	58	
22	Albert Dove	250 Banvil	300	0000	000	002	025	015	33	22	05	10	10	Ret	
Twin Shock															
33	Jim Shepherd	175 Yamaha	0000	0000	0000	0000	0000	1000	0000	5500	0000	0000	0000	0000	11
28	Geoff Daw	238 Bultaco	0002	0000	5500	0000	0000	0000	0001	0001	1000	0020	0000	17	
11	Dave Field	246 Yamaha	2050	0100	0000	0000	0050	0010	3100	0000	0000	0000	0000	18	
6	Ian Hill	325 Suzuki	3050	3000	1000	0000	0001	0010	1111	0000	0100	0000	0000	19	
1	Sidge Kenny	325 Suzuki	5000	0000	0000	0000	0150	0100	3251	0000	0000	0000	0000	23	
25	Alan Miller	250 Suzuki	3100	2500	1100	0100	0011	0000	0000	3151	1000	0100	1000	29	
3	Nick Hodgetts	350 Bultaco	00	00	00	00	22	00	01	00	00	00	00	Ret	

Thanks to the Landowner, Kevin Davie and Geoff Daw for plotting out the Sections and everyone who Observed, hope you all enjoyed the day.

THE BIG "SCREECH"

Here I tell a tale of a mysterious screeching in a BSA A10 twin engine after replacing the valve guides, which were made and fitted for me by a very good friend and engineer extraordinaire, Don Daly.

After reassembly of the engine and making all the necessary adjustment and checks, it was time to see if the repairs had cured the original problem.

So switch on fuel, tickle carb, retard ignition, foot on kick starter, and thrust leg downwards, not a sausage. However after a couple more kicks she fired and ticked over beautifully. Now lets see the response to the throttle, so a quick twist of the twist grip, and the response was immediate with a lovely crackle from the Siamese exhaust, but a horrible screeching noise from the engine. I quickly closed the throttle, and the screech disappeared. Opened throttle, and the screech appeared again. Not wanting to cause any further damage to the engine I quickly switched it off. My immediately thought was what had I done wrong. For the life of me I could not think of what it could be. Perhaps Don may have some thoughts on what it could be.

So I get on the blower and we chew it over together, did I drop any thing into the crankcase?

Did I do this? Did I do that? No, nothing came to mind. It was then suggested that I start it up again, set it to a fast tickover, and squirt a little oil into the carb and see if there was any improvement.

Back in the workshop find oil can (this was dads old oil can that came with the caterpillar tractor he drove at the end of the last war) which takes a good few pumps before it works, start engine, open throttle, screech appears again. Hang on a bit ! Where have I heard that sound before. It sounds a bit like a hooter, so I put my ear near to the horn, and bugger me that was what it was.

Now previously I had a problem with the modern alternator draining the battery if the bike stood for a couple of weeks without use and I was advised to put in an isolating switch, which was duly fitted and that problem was cured.

It turned out that when I refitted the tank I had jammed the hooter wire which then shorted out to earth, then when the engine was revved there was enough juice generated to make the hooter work.

Your one and only,

Big Nelly

TIMS TOURS 2013



The programme for this years events was concluded on the 28th September.

First apologies for no photographs, something to do with a senior moment and forgetting the camera. Ok, another good turnout with 15 of us on 10 bikes. We left the Alma at the earlier time of 2 o'clock to allow for the shorter day. The route was as follows; Turkey Cock Lane Stanway, Fordham Heath, West Bergholt, Gt. Horkesley, Langham, Ardleigh & Gt. Bromley. It was here we stopped at the Old Courthouse 'watering hole'. As it was a good day we took advantage and sat outside enjoying the sunshine. At this point Richard left us to go home to light the 'barbie'.

After our stop the route was; Gt. Bentley, Thorrington, Alresford and back to Colchester and the 'Challis' residence.

My oh my what a spread awaited us! A gourmets delight. Richard & Wendy, daughter Clair & son-in-law Karl had 'worked their socks off.' As a token of our appreciation £70 was raised with a further £30 from the Challis family which was donated to the McMillan Cancer charity by way of sponsoring son Mark Challis who was competing in the Great South Run which took place in Portsmouth.

On behalf of everyone who attended this function I would like to offer my heartfelt appreciation and thanks to the Challis family who 'did themselves proud' in making this a memorable day. Thanks a million.

Tim.



Colin Rose
at Wrabness

Photo Sarah Pateman



Sidge Kenny
at Wrabness

Photo Sarah Pateman

THE MUD, BLOOD & BEER

Sunday the 15th of September found the usual suspects at Plashes Farm Colliers End Herts. Having not rode there before and it being a British bike only trial I was as you say "up for it". Having recently and finally adorned AJAY with a new home-made alloy hub carrier and detachable sprocket I was eager to see how things would pan out, 2nd gear would now be more useable and possibly even 3rd! 3 laps of 15 sections including a special test were set out over a 4 mile course and what an absolute blast it was between sections, having been well and truly "burned off" by a 500T Norton and a rigid BSA I thought it might be an idea to tuck in behind one to "learn the craft." Some chance! the words green and amateur spring to mind, I think the Speed Gene may have skipped a generation. Not that I didn't screw AJAY far from it, a rockerbox cover haemorrhaging 15/40, a missing handle bar end and discovered the following day a split petrol tank pay testament to that.

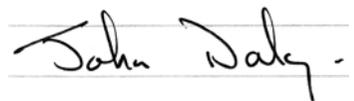
Sections 4 and 15 were the point takers, both bore a likeness to trench warfare and both needed a spirited assault and an iron will just to get through let alone clean. Whilst section 4 may have been do-able section 15 required intervention from a Higher Being and I quite clearly haven't been going to church lately. Whilst trying to wrestle my bloodied hand wedged between a 1000 year old Oak and a dreadnought geared, ticking over like a clock whilst at a 45 degree angle AJAY (incidentally with a Monobloc carb, new float height now ascertained) I thought a prayer may be the answer!

Just to finish was an achievement and hats off to 500T and other rigids just for doing so, pushing 250lbs of AJAY up a 6 foot muddy bank, clutch home and rear

wheel spinning but refusing to give any assistance to my now beleaguered stomach muscles and totally exhausted lungs I pondered the fitness issue, should I have trained for this, is there an easier way? should I invest in a winch (Land Rover Style) the answer came in the form of Big Chris Chapman a man, who for me, that Sunday afternoon always seemed to be there with a vice like grip on AJAYS forks, frame, wheels, engine and rider were plucked from the muddy quagmire with effortless ease (I'm gonna buy that man a pint)!

Back in the paddock the whole trial was reenacted verbatim with the Head of Tuning and Development (Halstead Branch), the plug now shows very little signs of richness which bears out AJAYS low down pulling power improvement and apart from the missing items mentioned earlier all seemed well. Back home though the unmistakable aroma of petrol was present and a quick feel under the tank confirmed my suspicions "the old gals sprung a leak", the dark art of ally welding a petrol tank and all it entails would have to be broached!

So just when I thought I was getting on top of this trials lark and all that lies ahead is silverware and applause a trial like this comes along and well and truly bites me on the arse! and brings me back down to earth with a bump (a big one).

A handwritten signature in black ink, reading "John Daley", written on a set of three horizontal lines. The signature is cursive and fluid.

A STORY GOES WITH IT

My wife and I were recently involved in a car accident whereby a car pulled out in front of us at a quiet country crossroads and pushed us over the road straight into the only tree in the area. We were quickly dealt with by the Police and Ambulance paramedics. We remain impressed and grateful to the services we needed most at a time of emergency, but a story goes with it, in the best Damon Runyon tradition tho' I won't pretend to replicate his wonderful pacey diction.

The mission was to go up to Solihull and collect some bits for my bike, my wife smelt a day off and a pub lunch so she volunteered to help even tho' she hates bikes especially smelly old British four strokes (I digress). On the way up we noticed signs to canals and pubs so resolved to call in on the way back, but never made it.

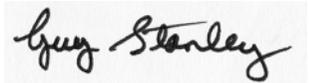
When the police arrived I was breathalysed after some jokes about strong tea, the paramedics, suspecting neck injuries made me immobile with straps supports and padding and then asked me if I was alright?. I replied that I was but what about my wife and what would happen to all my bike bits in the car boot? Shortly afterwards we arrived at A and E and were both trundled into some abattoir cum reception area and began assessment. During this time I was able to keep in touch with my wife and was assured she was OK and , to my immense surprise was told that

all my bike bits were safe in the same room, apparently the policeman and the the paramedic were both bikers and had put all my bits in the ambulance and subsequently in A and E for me , how wonderful.

Some 5 hours later we were dismissed with strict instructions to visit our GP's and no motorcycling for me for 8 weeks, we thanked everyone profusely, at which point a wheelchair was delivered for me to get out to reception .(What about my bike bits?) Before they could change their minds I loaded the wheelchair up with forks a wheel and a big box of bits and told them to lead on. So, much to everyone's surprise and amusement a wheelchair full of old bike bits followed by two bedraggled OAP's fondly pushing the victim were escorted out of A and E, down various corridors and out to reception where a special walk in taxi was ordered for us.

What a wonderful way to be treated, everyone was so kind and helpful, the police, the ambulance and the NHS all did the best they could as soon as they could and no remarks were made about oil leaks in A and E.

P.S. I fully recommend an NHS wheelchair for transporting bike bits around a hospital.



Exact Fare Please

The last minute cancellation of the recent Snaque Pit trial has highlighted an ongoing problem faced by the secretaries of our meetings.

Is it too much to ask that riders wishing to pay by cash arrive at the event with the correct entry fee? I don't think it fair that riders turn up at sign on in the middle of a field / wood with a £20 note and expect the sec to have change. You only have one £20 note to deal with, he or she could potentially have 50!

If any of you strongly disagree with the above perhaps you should volunteer to be S.O.M. for one of our events and see it from the other side. Please be aware that you will need to provide the large amount of change, which will be fully refunded to you by the club after the event.

Dave (treasurer)

FOR SALE

2007 Bonneville 865, silver, K&Q seat, 30k miles, VGC, T&T, £3,200.

Indispension units, heavy duty (poundage) used £40.

Lucas twin platform mag. (N23) sparks, reasonable condition £80.

Single cylinder competition mag. (NC1) good order. £150.

MK2 concentric 34mm excellent condition, bell mouth,
flexible mounting available, £40.

Peter Eaves 01245-353297.

Melford Motorcycles

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(We'll even replace the valve guides whilst we're at it!)

Ask the experts - you know it makes sense!

KEEPING TRACK!

November 2013

Fixture list of Trials open to Classic Bikes in East Anglia & some further afield

Nov-9 -10	Royal Mons A.C.M.		Pre65 Trial, Mons, Belgium
Nov-16	Ringwood MC & LCC	ACU	SMP Perce Simon Trial, Ringwood, Hants.
Nov-17	North Berks Trial	ACU	SMP Downland Trophy Trial, W'st Hagb'ne, Didcot
Nov-23	Mid Anglia MCC	AMCA	Raydon Pit from noon.
Nov-24	EFA	ACU	Thumpers National Trial, Thorrington. P70 Rnd 4
Dec-01	Sidcup & DMCC	ACU	Jack Thompson British Bike Trial, Canada Heights
Dec-15	ACTC	AMCA	Boxford Scouts Charity Trial
Dec-22	Braintree & DMCC	ACU	Beazley End, Turkey Trot Trial, P70 Rnd 5
Dec-26	Triangle (Ipswich) MCC	ACU	Boxing Day Fun Trial, Raydon Pit
Dec-27	Somerton Classic MCC	AMCA	Gordon Francis Trophy Trial, Long Sutton
Dec-29	Woodbridge DMCC	ACU	Laurie Bird Memorial Trial, TBA
January 5 2014	EFA	ACU	Little Bealings Trial

These events have been supplied in good faith but neither the Editor nor the E. F. A. can be held responsible for errors, omissions or cancellations of any event.

IRC TRIALS TYRES

Rear - £75

Front - £50

Good Quality Tubes

Rear - £9

Front - £7

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Chris McKenzie

at Wrabness

Photo Sarah Pateman

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