



Trials &



Tribulations

January 2011

Vol. 2 Issue 1



**The Eastern Fourstroke Association &
The Anglia Classic Trials Club
monthly magazine**

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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.

Advertising Rates

Small Ads - free to members, 50p per insertion non-members
Trade - prices on application (page, half page etc)

Editorial

Well, what am I to write here?

In those intermittent idle moments one thought or another has germinated a paragraph or two but can I remember them now.....no. Apart from, that is, three things :- DON'T PANIC! Thanks Jim for all the info setting me off in the right direction. And a Happy New Year to you all. Oh yes one more, four things; DON'T PANIC!

Five things; A big thank you to Phil Smith and his merry men for setting out the Boxford Bash trial, another enjoyable day had by all. But with one big nag. Even though help was asked for the previous club night Phil was all on his own on the Friday setting out the course and only three good and true helpers turned up on the Saturday. Simples, if there's no help there's not going to be a trial ready for you one Sunday. Don't presume it's always going to be done for you – many hands make light work and all that.

Went to the second seven mile lap trial at Rendlesham Forest held by the Woodbridge club. A contrasting event if there every was one to the first trial there. Frozen ground in

places made for some interesting descents and climbs. Several EFA members there – would anyone like to write a few words? Ted? (on second thoughts Ted that one might require too much editing!) Thanks to this months contributors. Without them we've virtually no mag. So all pieces of prose are gratefully received, it's often the smaller pieces that 'oil' the larger 'cogs.'

Just come back from the South-end clubs Danbury Royal Oak Pits trial. No field to park on so all squeezed along the very muddy service road. 98% were modern mono-shocks so felt like a fish out of water but the middle route was good for the C15 and on occasions bettered some of the mono's, even up that big climb, only the rider held it back. Gave the spectators something different to watch and surprised a few - literally.

Handy that the ACU have extended the licences until 14th Jan, due to the weather, for those of us who still need to get the formed stamped.

Chris

Cover Photo

Phil Smith at Rendlesham
in October

Please Note:

The closing date for all articles and adverts to be included in the next issue of Trials & Tribulations should ideally reach the editorial office by the 25th of the month preceding publication.

The Mid Anglia MCC
present
for your enjoyment



Plonkataround

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

Saturday 22nd January 2010

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

SPRITE WANTED

250cc Sprite Wanted

Any condition but would prefer one fully sorted.

Please phone 01787 312752 or 07968213330

BOYS - GET A GRIP!

The fabulous IRC Trials Tyres

400 x 18 (rear) £65 no VAT

275 x 21 (front) £45 no VAT



ALSO NOW STOCKING THE NEW MICHELIN X LITE

As used by Doug Lampkin and all the Gas Gas team

very soft - very light



MICHELIN

400 x 18 (rear) £75 no VAT

275 x 21 (front) £55 no VAT

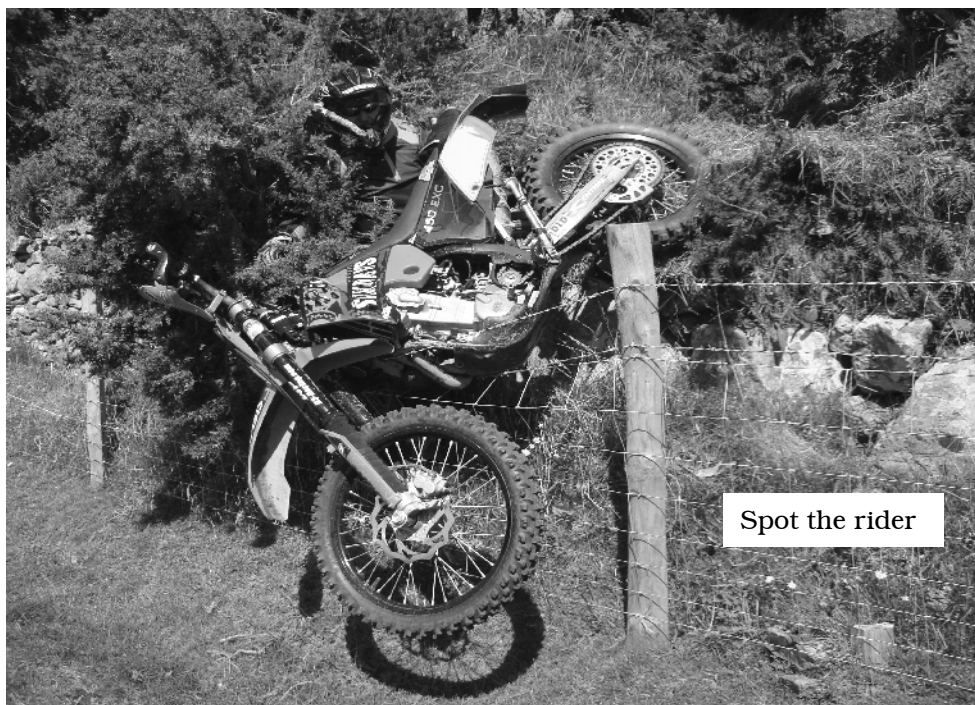
Tyres available for collection - by appointment

From my van at trials events or by carrier (at £10)

Tel: DOUG THEOBALD 07767 794749

Trade enquiries welcome





Spot the rider

You might like this photo of Adrian Licence. We were on our way back from Laxey mine on the Isle of Man this year. *How on earth did Adrian get there?* Good question! Seems he turned right off the track instead of going straight on. We had to dismantle the fence to release the bike. Neither he or the bike were injured!! Regards Geoff Rickett.



CLUB SECRETARY REQUIRED

The Eastern Fourstroke Association requires a Secretary to take over from Peter Sigournay at the AGM to be held in March. Peter is having to give up the post due to

family commitments.

For further details regarding this position please contact Chairman Ted or Peter Sigournay.

COME 'N ANDY

We've all got a box or two of it haven't we, some of the lucky ones a shed full or two!

My collection covers two generations or more, bits from my grandfathers cart shed, bits from my dad's 'ditty box', he was in the navy you see & a 'ditty box' is where sailors keep their bits & pieces.

After the war he was a keen motorcyclist & an avid do-it-yourself addict. I have downsized recently but I used have anything from a cart spanner and horse-shoe nails up to a set of brass fixing bolts for a gyroscopic compass on a battle ship, plus bike instruction books for pre Ariel's, Levis & Sunbeam, post war Triumph's and all the associated tools and spares. Some of this does 'come 'n andy' now and then, but most of it is kept, just in case!

It is also amazing what you pick up in the course of your working life, even if you are not employed in an engineering or similar trade. Once you have got that 'come 'n andy' bug there is no going back. Dad used to call it 'rabbiting' a term sailors used for the habits of resourceful dock yard workers, or 'Mattie's as they were known, who could 'find' you almost anything for a packet of 'Ticklers', Navy issue Blue Line fags.

One of my first bits of treasure, which has really come in useful, was a few squares of precision cut good quality aluminium, just the right size for a trials front number plate, also from the same emporium came some rubber matting, perfect for rear number plates. I can't tell you where these treasures came from, that will blow my cover, suffice to say the ally plates are stamped 'government property' and I did sign the official secrets act whilst working there. Gracing my shelves are tins, jars & boxes with all sorts valuable junk, one tin is

now nearly empty of its stock of ally nuts & bolts left over from a greenhouse owned some years ago, under the bench there is the collection that I am sure you all have of off-cuts of pipe, rod, bar, sheet, odd forgotten brackets etc. etc.

The roof timbers house the longer examples and hidden behind the bench is the collection of various sheet materials. Recently I have become a great fan of the humble black plastic flowerpot, they are cheap & light, come in many sizes and scrub up well for a smart matt black finish. From an 8" pot, you can get 2 or 3 mud flaps, they don't last for ever, but you might make one last a season, and anyway are easily changed. They also make very efficient air cleaner covers. My most recent addition to the stock came when I had occasion to scrap a floor scrubber and a dishwasher. Before taking a trip to the dump these machines were 'guttled'. The scrubber was full of useful bits of kit like small chrome-plated brass unions, taps, connectors & pipes. The dishwasher contained short lengths of plastic & rubber pipes, some handy spring pipe clips and a wealth of fixing screws.

Some of this stock is currently being fashioned into stylish looking breathers, will they work? Ah! That's another matter.

Now the reason for this bit of nonsense is to get you to think about your wealth of 'come 'n andy, stock, you must have something of interest with a tale worth telling?

Chris, our new editor would love to hear from you, so go on have a poke around behind the bench and tell Chris all about it.

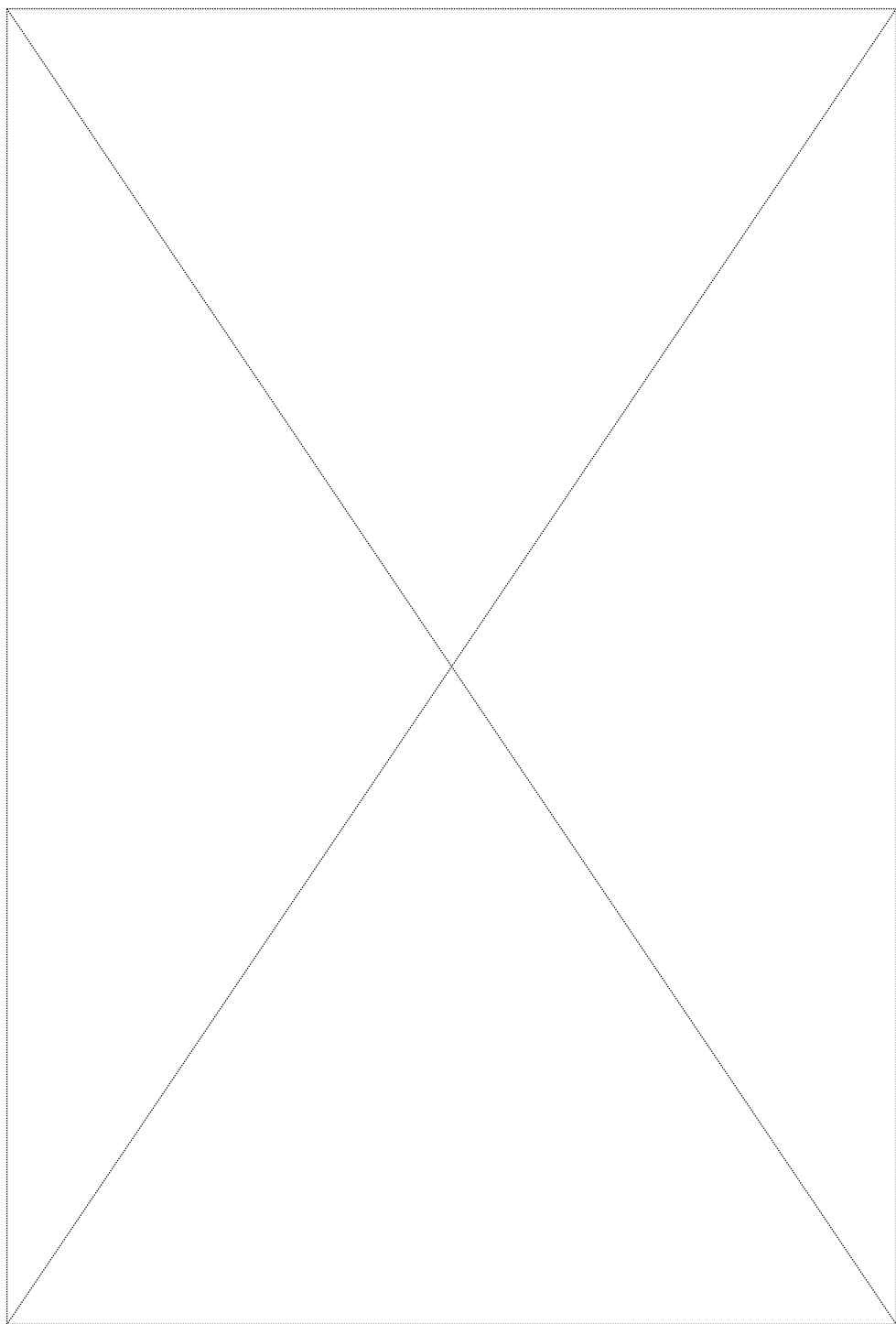
Handy Andy



A BIT ON THE SIDE

One Sunday morning I got up early, quietly dressed, quietly hitched up the trials bike to the car and proceeded to back out into a torrential downpour. The wind was blowing 50 mph so I pulled back into the garage, turned on the radio and discovered the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back, now with a different anticipation and whispered, "The weather out there is terrible." My loving wife of 5 years replied, "And, can you believe my stupid husband is riding in a trial in that?" And that's how the fight started...







Eastern Fourstroke Association

Pre 1965 Trials Club

Affiliated to the Eastern Centre Auto Cycle Union

PRE 65, TWINSHOCK AND PRE 65 SIDECAR TRIAL

DATE: Sunday 9th January

Start: 10:30am

VENUE: Sunfield Farm, Little Bealings, Nr Ipswich, Suffolk

ACU PERMIT No:

OFFICIALS:

CLUB STEWARD: TBA

CLERK OF THE COURSE: Eddie Hood (Licence No, 9449)

SECRETARY OF THE MEETING:

Keith Fitz-John

124, Moulsham Drive,

Chelmsford, Essex, CM2 9PZ

Tel: 01245 258214

JURISDICTION: Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to ACU affiliated members of the Eastern Fourstroke Association riding Pre-65 Solo or Sidecar machines, invited EFA members riding Twinshock machines and EFA Youth members..

COURSE: approx 4 laps of 10 sections - multiroute course - all on private land.

MARKING: As per TSR 22B - Non-stop basis.

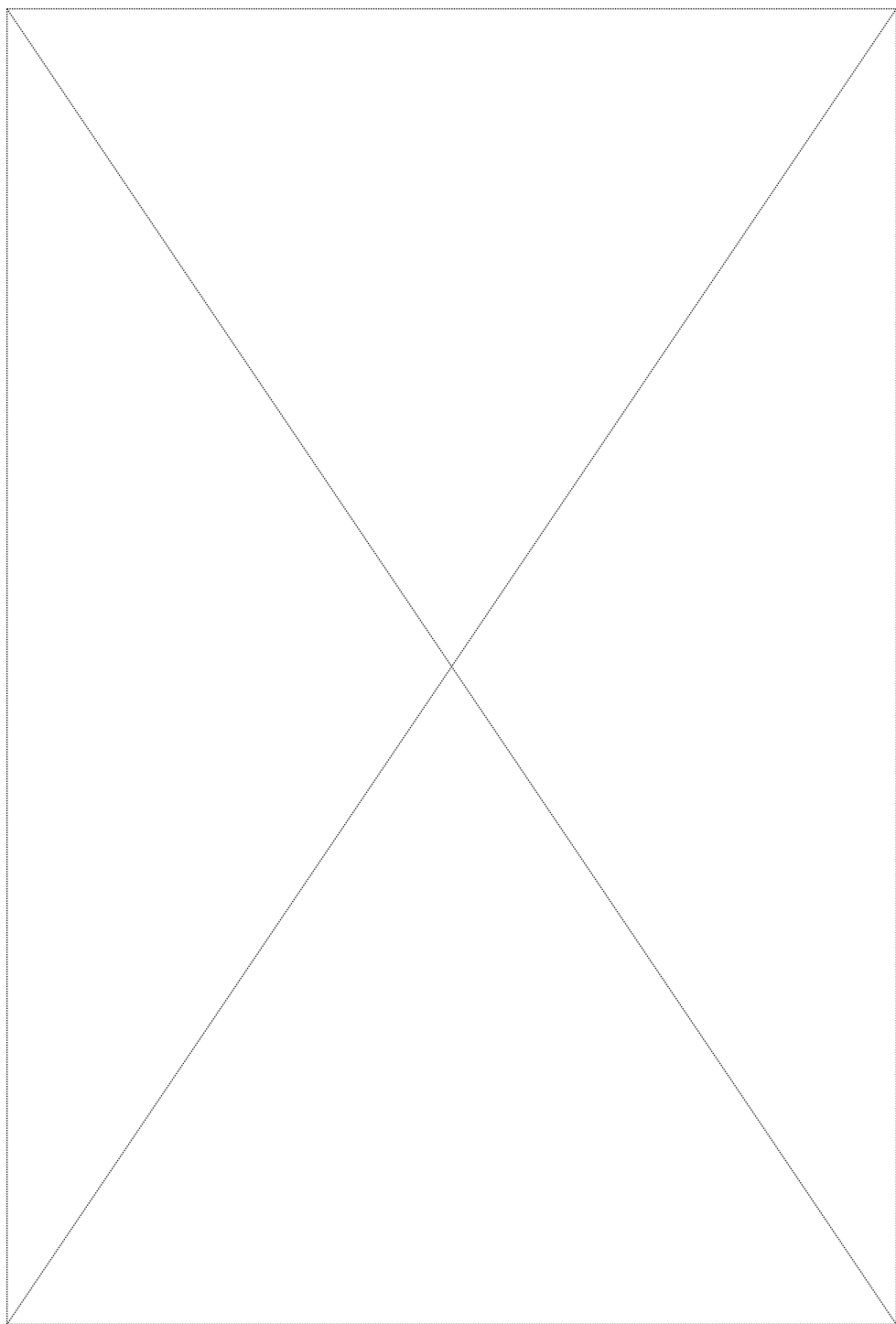
ENTRIES: To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of £ (adult), £ (sidecar), £ (youth) which includes Insurance Premiums, Licence Subscription and all levies.

Please make cheques payable to EFA.

ENTRIES CLOSE: One hour before the start.

CLASSES: Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock, Youth, Sidecar.

ROUTE: Hard//Easy





Eastern Fourstroke Association

Pre 1965 Trials Club

Affiliated to the Eastern Centre Auto Cycle Union

PRE 65 AND TWINSHOCK TRIAL

DATE: 13th February 2011 . . .

Start: 10:30am

VENUE: Snaque Pit, Belchamp, Nr Sudbury, Suffolk

ACU PERMIT No:

OFFICIALS:

CLUB STEWARD: TBA

CLERK OF THE COURSE: Brian Fletcher (license No. 38513)

SECRETARY OF THE MEETING:

Nik Beavins

**60 Stablecroft, Springfield,
Chelmsford, CM1 6YX**

JURISDICTION: Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to ACU affiliated members of the Eastern Fourstroke Association riding Pre-65 Solo machines, invited EFA members riding Twinshock machines and EFA Youth members..

COURSE: approx 4 laps of 10 sections - multiroute course - all on private land.

MARKING: As per TSR 22B - Non-stop basis.

ENTRIES: To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of £ **12.00** (adult), £ **8.00** (youth) which includes Insurance Premiums, Licence Subscription and all levies.

Please make cheques payable to EFA.

ENTRIES CLOSE: One hour before the start.

CLASSES: **SOLO**, Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock, Youth.

ROUTE: Hard/ **Middle**/Easy

OFFICIAL ENTRY FORM**Eastern Fourstroke Association****TRIAL Snaque Pit, Belchamp**

This event is held under the National Sporting Code of the Auto-Cycle Union, the Standing Discipline Regulations of the ACU and the Eastern Centre, Supplementary Regulations and any Final Instructions issued for the meeting.

Closed to Club**DATE . . 13th February 2011****ACU PERMIT No.****Entry declaration:** I/we the undersigned apply to enter the event described above and in consideration thereof:

- I/we hereby declare that I/we have had the opportunity to read, and that I/we understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations as have or may be issued for the event, and agree to be bound by them.
- I/we further declare that I/we are physically and mentally fit to take part in the event and I am/we are competent to do so.
- I/we confirm that I/we understand the nature and type of event we are entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
- I/we confirm that the machine(s) as described below which I/we compete on shall be suitable and proper for the purpose.
- I/we confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it/they will comply with the regulations in respect thereof.
- I/we agree that I am/we are required to register our arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my/our practice or first competition, whichever occurs first.
- I/we enclose the entry fee of £

Acknowledgement of the risks of motorsport: I/we understand that by taking part in this event I/we are exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I/we acknowledge that even in the event that negligence on the part of the ACU, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I/we may suffer, the dominant cause of any serious injury will always be my/our voluntary decision to take part in a high risk activity.

I/we have read the above and acknowledge that my/our participation in motorsport is entirely at my/our own risk.

Rider's signature: Date: DOB (under 18)

For riders and passengers under 18 years of age - I accept the above conditions of entry to this event and give my approval:

Signature of parent or person with parental responsibility:

Riders and Passengers under 18 years of age who cannot produce a valid ACU Competition Licence/Trials Registration must also complete a Parental Agreement form (Single Event) in addition to this entry form.

RIDER

Surname: First name(s):

Address:

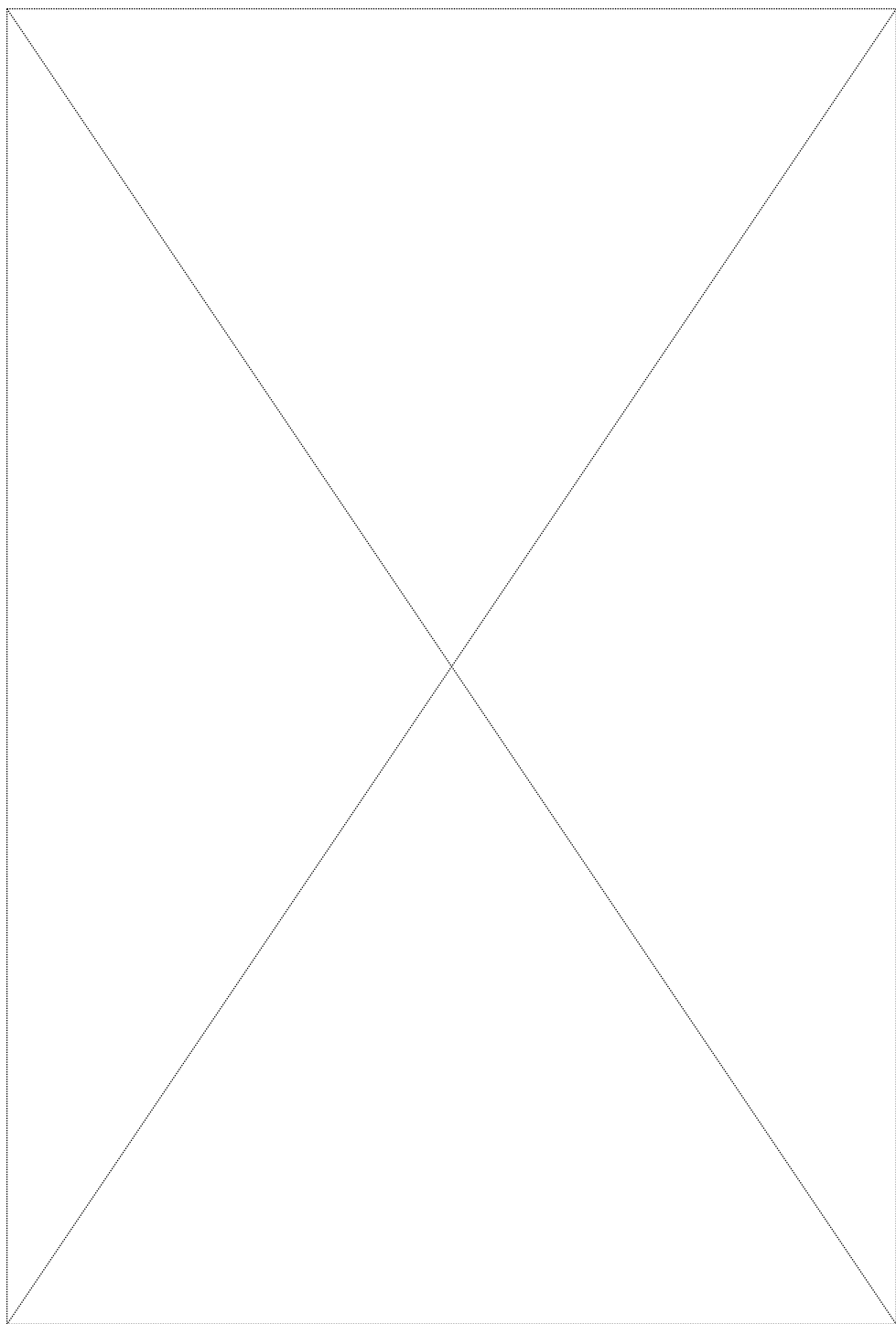
Postcode: Tel: Email:

ACU Licence/Registration No: ACU Affiliated Club :
(of which I am a member)

Class/Grade Entered: Route

MACHINE

Make: Capacity: cc Stroke: mm



OFFICIAL ENTRY FORM**Eastern Fourstroke Association****TRIAL Sunfield Farm, Little Bealings**

This event is held under the National Sporting Code of the Auto-Cycle Union, the Standing Discipline Regulations of the ACU and the Eastern Centre, Supplementary Regulations and any Final Instructions issued for the meeting.

Closed to Club**DATE . 9th January 2011****ACU PERMIT No.****Entry declaration:** I/we the undersigned apply to enter the event described above and in consideration thereof:

- I/we hereby declare that I/we have had the opportunity to read, and that I/we understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations as have or may be issued for the event, and agree to be bound by them.
- I/we further declare that I/we are physically and mentally fit to take part in the event and I am/we are competent to do so.
- I/we confirm that I/we understand the nature and type of event we are entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
- I/we confirm that the machine(s) as described below which I/we compete on shall be suitable and proper for the purpose.
- I/we confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it/they will comply with the regulations in respect thereof.
- I/we agree that I am/we are required to register our arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my/our practice or first competition, whichever occurs first.
- I/we enclose the entry fee of £

Acknowledgement of the risks of motorsport: I/we understand that by taking part in this event I/we are exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I/we acknowledge that even in the event that negligence on the part of the ACU, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I/we may suffer, the dominant cause of any serious injury will always be my/our voluntary decision to take part in a high risk activity.

I/we have read the above and acknowledge that my/our participation in motorsport is entirely at my/our own risk.

Rider's signature: Date: DOB (under 18)

Passenger's signature: Date: DOB (under 18)

For riders and passengers under 18 years of age - I accept the above conditions of entry to this event and give my approval:

Signature of parent or person with parental responsibility:

Riders and Passengers under 18 years of age who cannot produce a valid ACU Competition Licence/Trials Registration must also complete a Parental Agreement form (Single Event) in addition to this entry form.

RIDER

Surname: First name(s):

Address:

Postcode: Tel: Email:

ACU Licence/Registration No: ACU Affiliated Club :
(of which I am a member)

PASSENGER

Surname: First name(s):

Address:

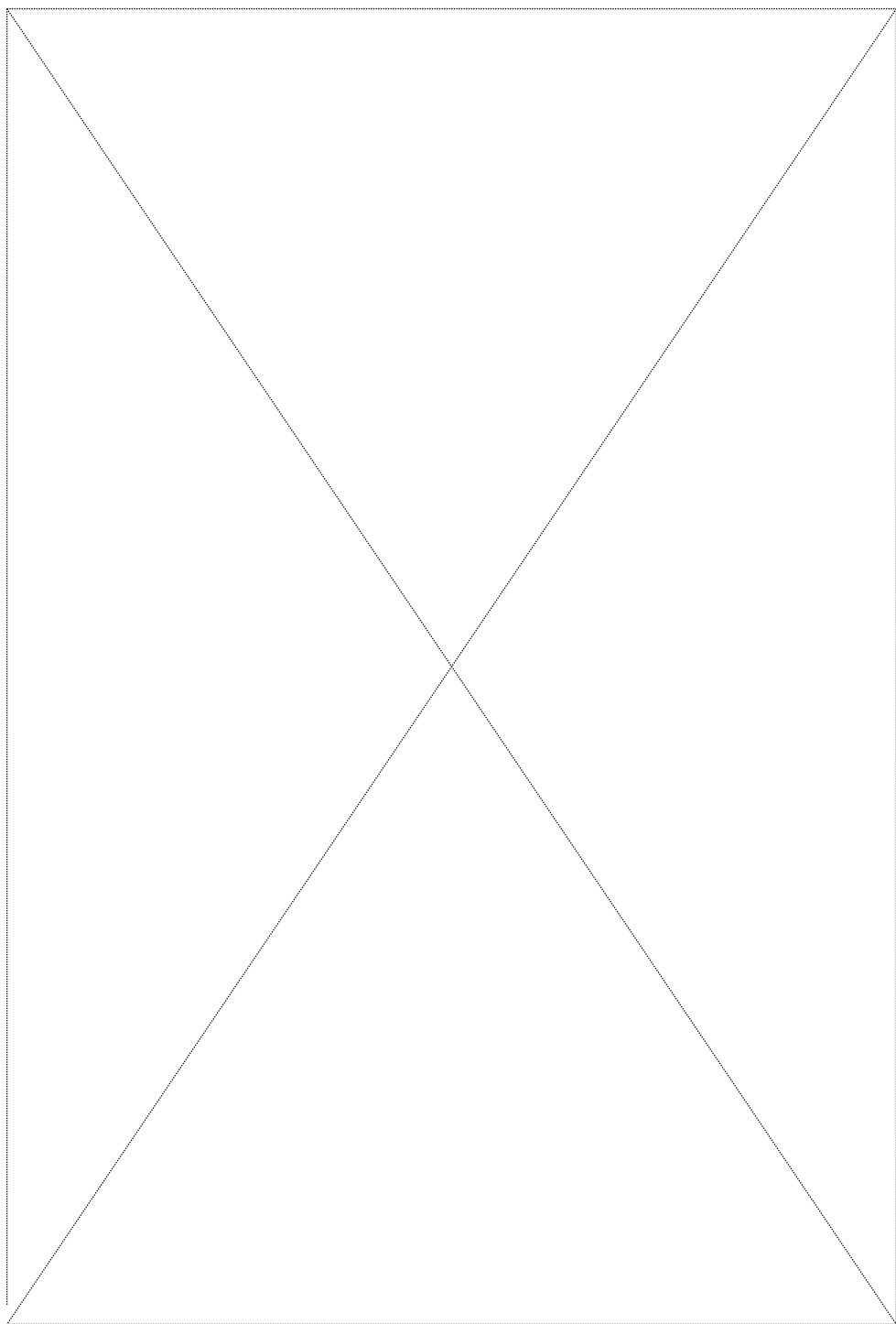
Postcode: Tel: Email:

ACU Licence/Registration No: ACU Affiliated Club :
(of which I am a member)

Class/Grade Entered: Route

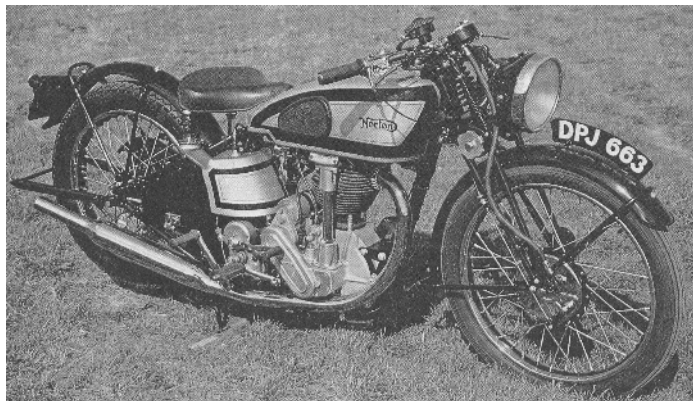
MACHINE

Make: Capacity: cc Stroke: mm



An 'Inter's' Tale

Ian Preedy



The picture above is of a 1936 Norton International, universally known as an 'Inter'.

My story starts over fifty years ago in 1955. I was living with my parents in Tottenham, North London, and eagerly awaiting my 16th birthday when at last I would be able to buy my first motorbike.

I worked at a local engineering firm and every night after tea it was off on my old track bike to meet up with my mates. A track bike was a push bike made to look like a speedway bike. It was stripped of lights, mudguards and brakes. Anyone who has ever ridden one of these delightful devices in the rain will remember getting soaked from backside to head be-

cause of the missing mudguards.

We would all meet up at the local off-licence, there we'd buy a bottle of Cydona, a non-alcoholic cider drink. Hard core drinkers or what!

Drinking finished, we set off on our track bikes to pedal around the back streets and alleyways to check out the motorbikes we knew were on our 'manor'. This ritual finished, we would pedal home discussing the merits of the various machines we had seen that night.

Standard dress for these occasions would be a clean white t-shirts, tight jeans and all of us trying to look like our idols of the time, Marlon Brando or Tony Curtis. Hair greased back into submission and smelling of Life-buoy soap with a slight infusion of Swarfega, some of us came pretty close to the desired effect – while others, because of Mum's intervention, looked more like Norman Wisdom!

One night, as we pedalled down a road close to Downhills School, I saw from a distance an unfamiliar machine. "What's that?" I asked the others. "Don't know" came the reply. As we got closer and stopped on the other side of the road I could see the word 'Norton' on a rather large petrol tank. The old machine was propped up on the curb as no stand was fitted. Closer inspection revealed it also had no lights, no kick-start and the clutch was exposed – as were the valve springs! It was fitted with drop handlebars and rear set foot rests and had the general appearance of being a very racey bike indeed. Not something one would take ones latest bird on for a ride in the country!

On the way home the Norton was discussed at great length. Was it a Manx Norton? Was it still being used? How old was it? A few days later we went back to it again and were in luck as it's owner was about to do some maintenance on it. As we stopped and all stood looking at the machine the owner said "Hello lads, do you like the look of my Norton? It's a 1934 'Inter' built for racing." He

answered all our questions and, after a few more visits, we got to know him and lots of other things he was only too pleased to tell us about this extraordinary machine.

At last my 16th birthday arrived and I got my first driving licence. My parents would not allow me to get a big bike (– can't think why!) and I had to settle for a 98cc Excelsior! Also I had to wear a 'Corker' crash hat. This was not the image I wanted to achieve, less like Marlon Brando more like a trainee 'Human Canonball' for Billy Smart's Circus!

After three months of rebellion and hard saving the little Excelsior was swapped for a 1947 Triumph Tiger 100, the 'Corker' crash hat thrown away and I took to the road in full 'Rebel without a Cause' gear – leather jacket, t-shirt, jeans and riding boots. My mother's pleas to wear a vest and a balaclava went unheeded. If I was going to die of pneumonia I'd do it looking like Marlon!

Some time later a friend told me that the Norton had gone and was nowhere to be seen in the area.

I thought then that I had seen the last of it.

Towards the end of 1956 I got a phone call from a friend who had recently moved from Tottenham to a small village near Luton in Bedfordshire. He told me he had bought an old Norton 'Inter'. It turned out to be the one my mates and I had known in Tottenham! "So that's where it went," I said and asked if he had ridden it yet. "Not yet, I'll let you know how I get on when I do." One week later he rang up.

"How are you and how did you get on?" I asked.

"Awful to both questions!" he replied.

Apparently he had used the Norton to go to the village to buy some cigarettes. (This would be a bit like saddling up Shergar to collect the morning papers!) The fact that it didn't have a kick-start should have told him that it would have to be bump-started and would require at least a distance of 100-150 yards! After pushing the bike halfway around the village to start it, in fact almost to the tobacconists, he arrived at the shop, left the engine run-

ning, rushed into the shop to get his cigs, then got back on the bike and headed home. Full of exhilaration because of the Norton's performance, on the way home he attempted to ride it up the curb and into his gateway, heading for the garage. Alarm replaced exhilaration as unfortunately the bottom frame rails hit the curb and stopped the bike instantly! It then fell over on his leg, the open clutch carving a hole in his boot and injuring his foot! He said that he'd had enough of the bloody thing and that once he had repaired the damage he would be putting it up for sale. I told him that I would jump at the chance to buy it from him but that my financial position was such that I really didn't have one! My friend came up with a great solution to both our problems. As a reluctant engineer he was not looking forward to the repair job so I could take it back to Tottenham, do the repairs and have the use of it for as long as I wanted. What an offer! So a few days later I was on my way to Bedfordshire to pick up my dream machine.

To be continued...



Anglia Classic Trials Club Boxford Bash

Sunday, December 12, 2010



Hard Route

Pre Unit		1	2	3	4	5	6	7	8	9	10	Total	
53	Mark Fletcher	Royal Enfield 500	0	0	0	0	0	0	0	0	0	0	1
Unit		1	2	3	4	5	6	7	8	9	10	Total	
46	Colin Saddler	Royal Enfield 248	0	0	0	0	0	0	0	0	0	0	16
2 Stroke		1	2	3	4	5	6	7	8	9	10	Total	
43	Dave Spurgeon	Greeves 250	0	0	0	0	0	0	0	0	0	0	0
42	John Kendall	Ariel 250	0	0	0	0	0	0	0	0	0	0	1
52	Mike Smith	Greeves 250	0	1	1	0	0	1	0	0	0	0	11
Twin Shock		1	2	3	4	5	6	7	8	9	10	Total	
39	Howard Plush	Honda 200	2	3	0	5	1	0	0	0	0	0	42
17	Hugo Rose	Ossa 250	3	3	3	1	2	3	1	3	3	5	108
29	Chris Cook	Yamaha 320	R	R	R	R	R	R	R	R	R	R	RET

Easy Route

Rigid		1	2	3	4	5	6	7	8	9	10	Total	
35	Mick Brown	Triumph 249	0	1	0	1	0	0	0	0	0	0	7
19	Mark Gibb	BSA 250	2	2	0	3	0	0	0	0	0	0	9
26	Dave Field	BSA 174	1	1	3	2	0	0	0	0	0	0	34
Pre Unit		1	2	3	4	5	6	7	8	9	10	Total	
28	Ted Smith	Royal Enfield 350	3	1	0	1	0	0	0	0	0	0	6
27	John Daly	AJS 350	0	0	0	0	0	0	0	0	0	0	12
31	Kevin Goldsmith	Royal Enfield 350	2	1	2	0	0	0	0	0	0	0	15
Unit		1	2	3	4	5	6	7	8	9	10	Total	
11	Alan Robinson	BSA 350	0	0	0	0	0	0	0	0	0	0	0
36	Chris Canham	BSA C15 250	0	0	0	0	0	0	0	0	0	0	1
15	Colin Rose	Triumph 199	0	0	0	0	0	0	0	0	0	0	4
14	Chris Byford-Smith	Triumph 199	0	0	0	0	0	0	0	0	0	0	8
3	Phil Smith	BSA 350	0	0	5	0	0	0	0	0	0	0	8
22	Doug Maggs	Cub 199	0	0	0	0	0	0	0	0	0	0	12
45	Gary Lynch	BSA 350	3	3	3	0	0	0	0	0	0	0	35
41	Brian Cook	BSA 250	3	2	2	0	0	0	0	0	0	0	45
49	Steve Morris	BSA 250	3	1	3	0	0	0	0	0	0	0	63
37	Phillip Kent	Cub 250	3	2	3	5	0	1	5	0	0	0	76

2 Stroke		1	2	3	4	5	6	7	8	9	10	Total
56	Brian Fletcher	0	0	0	0	0	0	0	0	0	0	0
	Sprite 250	0	0	0	0	0	0	0	0	0	0	0
55	Terry Sewell	0	0	0	0	0	0	0	0	0	0	0
	Greeves 246	0	0	0	0	0	0	0	0	0	0	0
8	Greg Radley	0	0	0	0	0	0	0	0	0	0	1
	Greeves 250	0	0	0	0	0	0	0	0	0	0	0
7	Jason Sigournay	1	0	1	0	0	0	0	0	0	0	4
	Firefly 250	0	0	0	0	0	0	0	0	0	0	0
40	Dave Godley	0	0	0	0	0	0	0	0	0	0	5
	Firefly 250	0	0	0	0	0	0	0	0	0	0	0
47	Ryan Hyde	0	3	1	0	0	0	0	0	0	0	5
	BSA 187	0	0	0	0	0	0	0	0	0	0	0
44	John Beasley	0	0	0	0	0	0	0	0	0	0	8
	Greeves 250	0	0	0	0	0	0	0	0	0	0	0
32	Richard Leggett	2	0	2	0	0	0	0	0	0	0	15
	Greeves 250	0	0	0	0	0	0	0	0	0	0	0
5	Philip Evans	3	5	R	R	1	0	R	0	1	R	RET
	James 225	0	0	0	0	0	0	0	0	0	0	0
Twin Shock		1	2	3	4	5	6	7	8	9	10	Total
16	Geoff Challis	0	0	0	0	0	0	0	0	0	0	0
	Suzuki 250	0	0	0	0	0	0	0	0	0	0	0
2	Gary Eaves	0	0	0	0	0	0	0	0	0	0	0
	Wassell 125	0	0	0	0	0	0	0	0	0	0	0
24	Stephen Parker	0	0	0	0	0	0	0	0	0	0	0
	Honda 125	0	0	0	0	0	0	0	0	0	0	0
54	Robert Clarke	0	0	0	0	0	0	0	0	0	0	1
	Montessa 247	0	0	0	0	0	0	0	0	0	0	0
18	Richard Challis	0	0	0	0	0	0	0	0	0	0	2
	Fantic 156	0	0	0	0	0	0	0	0	0	0	0
23	Steve Page	2	0	0	0	0	0	0	0	0	0	2
	Honda TLR 200	0	0	0	0	0	0	0	0	0	0	0
38	Russell Cook	2	0	0	0	0	0	0	0	0	0	3
	Yamaha TY 175	0	0	0	0	0	0	0	0	0	0	0
33	Sidge Kenny	0	0	1	0	0	0	0	0	0	0	3
	Suzuki 325	0	0	0	0	0	0	0	0	0	0	0
12	Bob Wreathall	0	0	0	0	0	0	0	0	0	0	7
	Ossa 250	0	0	0	0	0	0	0	0	0	0	0
30	Keith Backhouse	0	0	0	0	0	0	0	0	0	0	10
	Honda 200	0	0	0	0	0	0	0	0	0	0	0
13	Chris Chapman	3	2	0	0	0	0	0	0	0	0	12
	Beamish Suzuki RL 325	0	0	0	0	0	0	0	0	0	0	0
25	David Parker	5	0	1	0	0	0	0	0	0	0	13
	Honda 185	0	0	0	0	0	0	0	0	0	0	0
6	Peter Sigournay	0	0	1	0	0	0	0	0	0	0	15
	BBS 250	0	0	0	0	0	0	0	0	0	0	0
21	Ben King	0	0	0	0	0	0	0	0	0	0	16
	Yamaha TY 175	0	0	0	0	0	0	0	0	0	0	0
9	John Sadler	0	2	0	0	0	0	0	0	0	0	18
	Yamaha TY 175	0	0	0	0	0	0	0	0	0	0	0
34	Dale Clutterham	1	1	0	0	0	0	0	0	0	0	22
	Yamaha TY 250	0	0	0	0	0	0	0	0	0	0	0
10	Andy Tym	0	0	3	1	3	0	0	0	0	0	26
	Yamaha TY 175	0	0	0	0	0	0	0	0	0	0	0
50	Jason Morris	5	1	1	0	0	0	0	0	0	0	49
	Honda 200	0	0	0	0	0	0	0	0	0	0	0
20	Carl Daw	3	5	5	3	3	1	0	0	0	0	63
	Yamaha TY 175	0	0	0	0	0	0	0	0	0	0	0
51	Don (No surname)	0	3	5	0	0	0	0	0	0	0	104
	Yamaha 175	0	0	0	0	0	0	0	0	0	0	0
48	Keith John Ablitt	0	0	R	0	0	R	2	1	R	0	RET
	Honda 125	0	0	0	0	0	0	0	0	0	0	0
Youth		1	2	3	4	5	6	7	8	9	10	Total
4	Elliot Smith	0	0	0	0	0	0	0	0	0	0	7
	BSA 250	0	0	0	0	0	0	0	0	0	0	0

The Boxford Kybosh

Having had a marvelous ride at the recent thumpers, I was looking forward to the boxford bash with eagerness with all the obligatory maintainance done on the AJAY (front and back wheels out, carb body cleaned, cables oiled etc.) a little ride round the garden, everything was ready.

Set off from sunny rainham around 7ish, up to Halstead, cup of tea with the old man "I will be over later", and so on to Boxford. I always enjoy this little trial, nothing too taxing, but enough to catch you out, so everything was looking good, even sunshine. Lots of talk about the thumpers, lots of feedback, a little ride round to check the tyre pressures etc and so ready to start.

First couple of sections no real problem, next 2 a bit more tricky but do,able, a quick chat in the que with Fantic mounted Gary Eaves and all was going well.

"So" I hear you cry, "what could possible go wrong?" muddly sections, tree roots, rocks, snipers!!! landmines!! hidden SAS ambush!!!!?? oh no! none of these,,,,,let me explain,,, Having ridden clean to the final section on lap one there is one hazzard that is sure to strike fear in any rider and that is the voice of the old man who thought it

would be a good idea to let it be known the I am, indeed, clean, so far!!! If anything is going to rock the fabric of the universe, upset the status quo or, indeed, put any England centre forward off scoring a penalty, its going to be the voice of the old man whispering the dreaded kybosh!!!

How to deal with this:

- 1) Do not ignore it.
- 2) Do not pretend you did not hear it
- 3) Desperately try to think of something else
- 4) Let all confidence and riding ability simply drain away from your body and so,,, to rule 5~ you will like this!!!
- 5) Hide copy of trials and tribs and tell the old man the trials on a different day.

Driving home, had plenty of time to reflect on the last disasterous 3 laps,,,blame the bike, blame the sections, blame the weather, blame Cameron and Clegg, no John! Through rigorous scientific analysis only one conclusion can be reached ~ The kybosh does exist and it wealds tremendous power!

John Daly ~ forging ahead.

KEEPING TRACK!

January-April 2011

FIXTURE LIST OF CLASSIC MOTOR CYCLE EVENTS IN EAST ANGLIA
& SOME FURTHER AFIELD

Provisional dates are shown in 'Normal Type'. Firm dates in '**Bold Type**'.

<u>Date</u>	<u>Club</u>	<u>Authority</u>	<u>Venue & Event</u>
January 7/8	MCC	ACU	Exeter Trial
January 9	EFA	ACU	Little Bealings Trial
January 30	Talmag MCC	ACU	Talmag Trophy Trial, Hungry Hill, Aldershot
February 6	Castle Colchester	ACU	Phil King Trial
February 6	Dabbers	AMCA	Little Lodge Fm. Santon Downham.
February 6	CSMA	ACU	Red Tape Trial, Bagshot Heath
February 13	EFA	ACU	Snaque Pit Trial
March 5/6	Jersey Classic	AMCA	Jersey Classic Two Day Trial
March 13	ACTC	AMCA	Wrabness Trial (to be confirmed)
March 20	Dabbers	AMCA	South Runciton, Downham Market
March 26	Clocks go Forward		
March 27	EFA	ACU	Chattisham Trial (to be confirmed)
April 3	Braintree & DMCC	ACU	Stisted Long Distance Trial
April 15	Essex VMCC	VMCC	Essex Way byway run
April 17	EFA	ACU	Roger Birch Trial, Great Bromley (to be confirmed)
April 17	Essex VMCC	VMCC	Essex Bluebell Run
April 22/23	MCC	ACU	Lands End Trial
April 29 & 30	E&DMC	SACU	Pre 65 Scottish

Above is an edited version of Mick Browns' 'Keeping Track' fixture list that he has been sending out by email for the last year. The complete list takes you right through 2011 & into 2012, it is updated as necessary and sent out no more than monthly. At the moment we are waiting for the Eastern Centre dates and a few others.

The circulation list is approx. 50 at present, but Mick is sure more members would find it useful. So if you would like to receive 'Keeping Track' by email please contact Mick at the email address below or give him a ring.

This Fixture list is intended to assist riders and organisers to plan their sporting year. It is not comprehensive and if you know of an event that warrants inclusion, or spot any errors, then please let Mick know.

For more information or to include an event in 'Keeping Track!' contact Mick Brown on :- 01206 250462 or email:- mick@solannmick.org

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