



# **Trials &**



# **Tribulations**

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APRIL 2011

Vol. 2 Issue 4

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Mark Gibb at Wrabness, by Sam McKenzie

**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.

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Handle trophy's



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Trevor Baker winner  
of the Po

The Mid Anglia MCC  
present  
for your enjoyment



## *Plonkaround*

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

Saturday 16th April 2011

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](mailto:mikeharden@mypostoffice.co.uk)

### FOR SALE

Motorcycle Leathers

Stein Ladies Leathers size 12

Black with blue detail

Worn twice

£100 o.n.o.

Tel: 07870734859

Trevor Baker.

## **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

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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**



## **Mini Editorial**

Just like to mention the other award winners being;

Challis/Hood shield  
Geoff Challis.  
Thumpers sidecar  
P.Fishlock & D. Merrell.  
Thumpers smokey (2/str.)  
James Newstead.  
Jeff Fincham trophy  
Geoff Challis.

Don't forget put in your diary the charity trial at Great Bromley on May 26th, entry forms in next months T&T.

Wrabness & Chattisham were a couple of cracking trials. The Braintree LDT was another good day, 80 + miles, green lanes & easy to follow sections.

Other headlines -

"Frustration in a Boxford household when ACU cd wouldn't play in DVD player!"

"Gentleman member discovers why turning front wheel round by removing complete front end from yokes and turning 180° is not common practice."

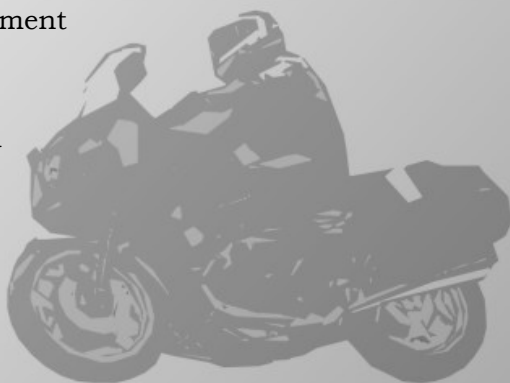
"ACU finally concedes Pre70's allowed disc brakes following representation they 1st appeared on 1966 production Honda's."

*Chris*

A message from the management  
Right You Lot!

The time is drawing near to  
nipping down to your local  
supplier to get the Autosol and  
polishing cloths out, to wake  
the toys from hibernation. We  
are holding our first 'Run Out'  
on Saturday 14<sup>th</sup> May.  
Watch this space for further  
details.

You have been warned!



## ***TIM'S TOURS***

# An 'Inters' Tale

BY IAN PREEDY. PART FOUR.

It's now 1959 and young motorcyclists were being persecuted from all sides. The Daily Mirror, Sketch and News of the World had us all over their front pages. We were labelled as hooligans, yobs and vandals. We were accused of fighting pitched battles with the "mods" in various sea-side towns. These so called battles were grossly exaggerated and mostly fuelled by journalists who would pay cash to get one started which would be very half hearted affairs as neither "rockers" or "mods" would risk not being able to ride his bike or scooter home! Every night when we went out on our bikes we would be stopped by the police who would check all our documents, one night Sylvia and I were pulled up five times! We had our own ways of getting back at this type of victimization as by this time we were becoming some-what hostile towards the police.

One such occasion that I had my sweet revenge on a police officer was when I was a young mechanic working in Moores Motorcycles. I was given the job of M.O.T. tester. The M.O.T. having just been introduced at that time by the Ministry of Transport. The man from the Ministry gave me a book of rules and told me I "had a lot of power" but must "use it wisely."

In those days there was no brake testing equipment. To test brakes we had two railway sleepers set side by side with one end rested on a low brick wall, thereby giving a slope of about 1 in 4. we would have to push the motorcycle up the slope where the front brake would be applied. If the machine rolled down the slope it failed its M.O.T!

One morning I was in the workshop when I heard a motorcycle stop outside. I opened the door and looked out, there in front of me stood a policeman, off-duty but unfortunately for him still in uniform. He stood beside an old side valve B.S.A. with a large side-car attached, resplendent in his corker crash hat, shiny buttons and size twelve boots. Without any form of greeting he said "It's booked for an M.O.T. How long will it be?" My time had come at last. I prevaricated and rubbed my chin, "Can't rightly give you an exact time mate we've got a lot on at the moment." This came as a complete surprise to the other two lads I worked with as they had just brewed up! "Come back later this afternoon" I said. He went away muttering something about wanting it for the weekend to take the wife and kids out.

After we'd had our tea break I set about testing the B.S.A. The very first thing I noticed about it



was a pitiful little front brake! It would hardly stop a moped let alone a big old B.S.A. plus Mr & Mrs plod and all the baby plods on it! With help I put it through the patent railway sleeper test and, of course, it failed miserably. I failed his bike three times in all, because of his own bad maintenance. The last time he went off in a rage accusing me of being bi-ased! As if!! There is a famous saying that “revenge is a dish best served cold” Boy did I enjoy that!

After my third speeding conviction it was time for the old “Inter” to go back to it’s owner in Bedford. The bike was so noisy and different to look at, a real 1935 clubman’s racer, a definite eye catcher, especially to the law! The machines that are now referred to as “café racer bikes” could not hold a candle to the mean looks and rawty sound of the “Inter.” Sad as it was to let it go back I was in jeopardy of loosing my licence if I had one more run in with the law. Something I could not risk because of my job.

The day I rode the Norton back to Bedford I realised I would no longer be able to ride it again. It would be the last time anyone would ever see this great old machine in its true 1935 pre-war guise. I checked I was on a no speed limit road. Then eased the throttle round harder for our final ride together..... What a feeling.

To be continued.



The EFA weren't the only ones trying to relegate 2-strokes to the dustbin. Back in the early 1980's a chap called Dave Bexley of Hadleigh custom fame campaigned a sidecar racing outfit powered by a Honda 6 engine in an effort to blow the 2-strokes into the weeds. He didn't succeed but the outfit sounded great and was very





ANGLIA CLASSIC TRIALS CLUB  
WRABNESS



PRE 65 & TWIN SHOCK TRIAL

March 13th 2011

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
-----	------	---------	---	---	---	---	---	---	---	---	---	----	-------

Pre Unit

16	M. Fletcher	500 R/Enfield	0	0	0	0	0	0	0	0	0	0	1	2	3	1	3	2	26
60	T. Baker	410 Matchless	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
6	T. Woods	350 Matchless	3	1	2	3	5	1	0	0	5	2	0	1	1	0	0	0	RET

Unit

45	T. Hill	250 Triumph	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
52	C. Sadler	248 R/Enfield	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
35	C. Rose	199 Triumph	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
2	A. Robinson	350 BSA	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	50
27	C. Canham	250 BSA	0	2	1	3	1	0	0	2	0	0	0	0	0	0	0	0	58
5	B. Davie	350 BSA	3	2	1	0	1	0	0	0	1	1	0	0	2	0	0	0	58

2 Stroke

54	J. Kendall	250 Ariel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
59	D. Spurgeon	246 Greeves	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
41	G. Braybrook	246 BVS	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31
15	B. Fletcher	250 Sprite	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
53	J. Beasley	250 Greeves	1	1	0	1	1	0	0	2	0	1	0	1	0	0	0	0	46

Twin Shock

31	G. Challis	250 Suzuki	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39
3	K. Davie	250 Yamaha	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
39	R. Wreathall	212 Fantic	3	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	54
30	B. Wreathall	250 Ossa	1	0	0	2	1	0	5	2	0	0	0	0	0	0	0	0	57
43	B. Harber	220 Honda	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	59
29	P. Ruditis	325 Suzuki	1	1	0	1	0	0	5	1	0	0	0	0	0	0	0	0	65
49	A.H. Kenny	325 Suzuki	0	3	5	0	1	0	0	0	3	0	0	0	0	0	0	0	71
1	G. Hill	250 Bultaco	3	0	3	3	2	1	3	0	5	1	0	0	0	0	0	0	91
32	E. Ruditis		5	3	2	5	1	1	3	2	3	2	0	3	0	5	1	5	124

EASY ROUTE

Pre Unit

40	K. Goldsmith	350 R/Enfield	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	26
25	C. Mace	500 R/Enfield	5	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	47
17	E. Smith	350 R/Enfield	0	0	1	0	2	0	3	2	0	0	5	1	0	0	0	0	66





**Bexleyheath&DMCC presents**  
**BATTLE OF BURWASH May 21<sup>st</sup> & 22<sup>nd</sup> 2011**  
**Pre 65 solo/ sidecar & twinshock championship 2 day trial**

Open to all classes including pre 65 hard route and gentleman route  
Pre 65 solos/sidecars/2 stroke/Twinshocks/Aircooled mono.

If you want to ride on a fantastic piece of land (72 acres) then this is the trial that you should pencil in your diary for every year.

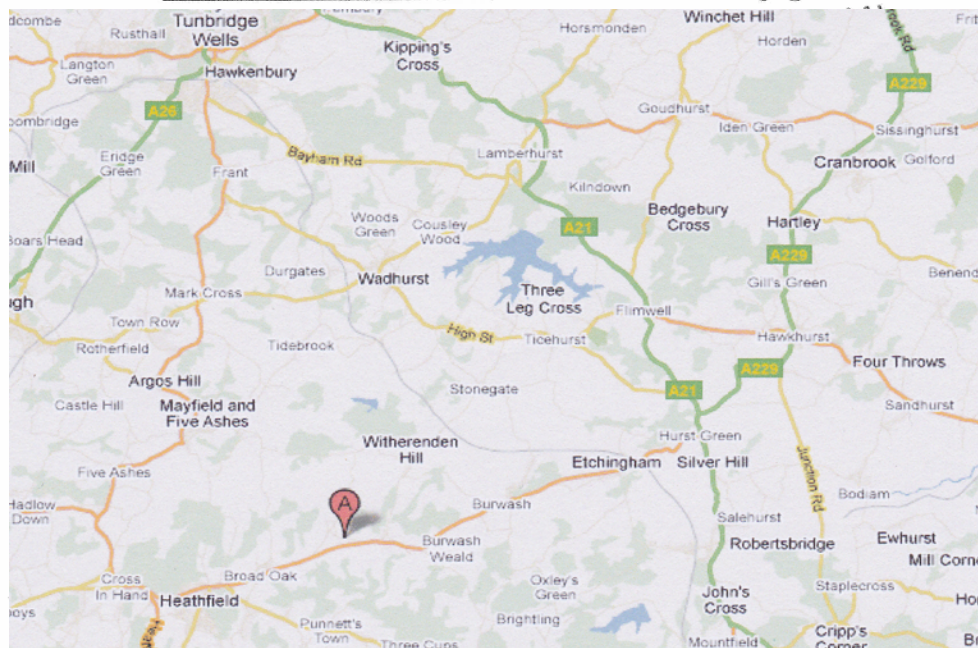
Situated in the beautiful East Sussex close to the famous Battle and not far from Hastings it has easy access to the trial, just off of the A265 at Burwash common and easy link roads A21 & A22 from the M25. map and postcode **TN218XA** (this gets you on the right road just follow the signs from there) will be included and it will be well signposted from the main road.

It also has ample parking for motor homes and tents ect so if you are coming for the weekend then all are welcome.

I have told a bit of a porky to grab your attention in calling it a two day trial. The plan is, this being the first 4stroke and twinshock championship we have run we hope this will grow and word gets about then we can run this event every year and hopefully improve on the format. This year the idea is that we will be laying out 3 laps of 15 sections which will vary of different terrains rocks, streams, big banks ect, and on the Saturday at 12 oclock you can go out and practise on those marked out sections as much as you like. Look at it as a free practise and an advantage over the ones who don't come down on the Saturday who are riding Sunday!

The sections on the Saturday won't be observed, only on the Sunday. Sections will not be changed for the Sunday unless it is proved some routes are to hard.

All other info for the trial including pictures of the land and results page can be found on [WWW.Motorbiketrials.com](http://WWW.Motorbiketrials.com) link will be on front page.





Chris Mace captured these three stooges at the Thumpers  
Hear no.... Speak no.... See no....



Gary Lynch at Wrabness, by  
Sam McKenzie



John Kendal at Wrabness,  
by Sam McKenzie



Chris Mace at  
Chattisham by  
Sarah Pateman



Chris McKenzie  
at Chattisham by  
Sarah Pateman



# Eastern Fourstroke Association

## Roger Birch Trophy Trial

**TRIAL:** Centre Restricted

**DATE:** Sunday 17th April 2011

**Start:** 10:30am

**VENUE:** Hall Farm, Hall Road, Great Bromley, Colchester, Essex

**Grid Ref:** TM 078258

**ACU PERMIT No:** TBA

**OFFICIALS:**

**ACU STEWARD:** TBA

**CLUB STEWARD:** Ted Smith

**CLERK OF THE COURSE:** Brian Fletcher (license no: 38513)

**SECRETARY OF THE MEETING:**

June Kent,

30 Clayhall Place, Acton, Sudbury, Suffolk CO10 0BT

**Tel:** 01787 379192

**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 adult and youth members of clubs affiliated to the Eastern, South Eastern, South Midland and Southern Centres riding Solo or Sidecar machines.

**START & FINISH:** Great Bromley, Colchester, Essex

**COURSE:** approx 4 laps of 10 sections - multi route course - all on private land.

**CLASSES:** Rigid, Pre-unit, Unit, 2 Stroke, Twinshock, Youth

**ENTRIES:** Must be on an OFFICIAL ENTRY FORM and sent to the Secretary of the Meeting with a fee of £14.00 Solo, £8.00 Youth and include two 9x4 SAE's. Cheque's and POs to be made payable to Eastern Fourstroke Association.

**ENTRIES OPEN:** 4th March 2010

**ENTRIES CLOSE:** One hour before the start for EFA members only

**ROUTE:** Hard/Easy

**ACU Membership will be checked**

**This entry form to be used only by members of the Eastern Fourstroke Association .**

**OFFICIAL ENTRY FORM**  
**Eastern Fourstroke Association**  
**TRIAL Roger Birch Trophy Trial**

**Centre Restricted**  
**Sunday 17th April 2010**  
**PERMIT No. ACU**

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.  
The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook.

**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: . . . . . DB (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





# MOTORCYCLE SPORT TRIALS EVENT ENTRY FORM

(Minimum information requirements) Auto-Cycle Union Ltd, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX

Tel: 01788 566400 Fax: 01788 573585 E-mail: admin@acu.org.uk

Event: **BATTLE OF BURWASH pre 65 & twinshock** Organisers: **BEXLEYHEATH & DMCC LTD**  
*AND PRE 65 SIDECARS AND MOPED RIDERS ON MODERN OUTFITS.*

Venue: **Knowl farm Broadoak TN218XA** Date of Event: **21<sup>st</sup>/22<sup>nd</sup> May 2011** Permit No: **ACU 31659**

This event is held under the National Sporting Code of the Auto Cycle Union, the Standing Regulations, Supplementary Regulations and any Final Instructions issued for the meeting. The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook.

**Entry declaration:** I the undersigned apply to enter the event described above and in consideration thereof-

- I hereby declare that I have had the opportunity to read, and that I 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 further declare that I am physically and mentally fit to take part in the event and I am competent to do so.
- I confirm that I understand the nature and type of event I am 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 confirm that the machine described below which I will compete on shall be suitable and proper for the purpose.
- I confirm that if any part of the event takes place on a public highway, the machine described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it will comply with the regulations in respect thereof.
- I agree that I am required to register my arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my practice or first competition, whichever occurs first.
- I confirm that I am not suspended or my ACU Licence has not been suspended / withdrawn from any ACU competition.

I enclose the entry fee of: solos **£19.00** ..... sidecars **£25.00**

**Acknowledgement of the risks of motorsport:** I understand that by taking part in this event I am exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I 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 may suffer, the dominant cause of any serious injury will always be my voluntary decision to take part in a high risk activity. I have read the above and acknowledge that my participation in motorsport is entirely at my own risk.

Rider's signature: ..... If under 18 state date of birth\*: .....

Date: .....

\* For riders 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's Name: .....

Address: .....

Postcode: ..... Tel: .....

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

Passengers name ..... Address .....

Postcode ..... Tel: .....

Passengers signature ..... Date .....

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

Machine Make: ..... Capacity: ..... cc ..... Class Entered: .....

A pre65 hard B pre65 gentleman C twinshock hard D twinshock gentleman E rigid F pre 65 sidecar G aircooled mono Hard  
H aircooled mono gentleman

E-Mail: .....

Send to secretary of the meeting Mr Roger Abbott 39 The Grove, Biggin hill ,kent, TN163TA

FORM 55-2010/7

01959575759



# MORE HASTE - LESS SPEED

I have always believed that the key to a successful days motorcycling is careful and methodical machine preparation. Leaving this until the last minute usually means something gets missed resulting in potential breakdown and disappointment. This has never been more apparent than the events described here during our recent visit to the March Hare Trial in Tetbury.

It was my plan to prepare the James on Friday but other jobs got in the way. I found myself dragging the bike out of the garage at 2:30 on Saturday afternoon. Well now- it was running ok at the Red Tape trial a few weeks before, there was no deep water there so the wheels would be alright, just fill the tank check the gearbox oil and adjust the chain – time for a quick test.

Petrol on – kick start – bingo starts first kick. It wasn't running too well at low revs so I decided to check the carburettor. Other than a few drops of water in the float chamber all looked ok and after removing the jets and blowing through various orifices all was re-assembled. Perfect – a quick plod around the garden confirmed all ok. Shall I do my normal road test? Nah - too late - getting dark - time to load the van.

Sunday 05:30 – Joe arrives and we load his bike into the van – 06:00 collect Norman from Colchester – 09:30 and 195 miles later we arrive at the start. Unload bikes & sign on – time to start. Joe and Andy leave first followed by Norman and myself. The road from the car

park slopes downhill for about half a mile and the bike runs well until more power is required to climb out of the dip. Anything greater than a quarter throttle opening causes the motor to cut out. I nurse the bike along to the first section and quiz my 3 companions as to what they think the problem might be and the general consensus is to check the carburettor.

Whilst removing the carburettor it suddenly hits me “I know what the problem is – it's the main jet” I said, “What's the problem with the main jet “ they asked “ It's at home on my bench in the shed “ I feebly answered. After a short silence doubts were expressed regarding the validity of my parentage plus other comments connecting me to range of unsavoury body parts.

My situation looked pretty grim, I had thought that there might be an outside chance of bumping into a main jet fairy wandering through the woods, but this now seemed unlikely. Retirement seemed my only option until someone suggested that as I had managed to get this far why don't I try the first section to see how I get on. The bike performed perfectly well and continued to do so for the rest of the trial.

Overall I feel the weight saving benefits gained by omitting to fit the main jet were far outweighed by the resulting 20 mph top speed on the road.

Hmm – must be a lesson there somewhere!

Silly Suffolker

# "DICK's MEMOIRS WW2"

FROM THE DIARY OF CHRIS BYFORD-SMITHS UNCLE

## PART TWO

11<sup>th</sup> to 17<sup>th</sup> March 1942. After crossing the Equator, we are told not to drink much water as its getting short and the water we took on board is not too good. We had a concert on board and its getting colder. We saw birds fly over the ship and think we are getting near islands.

Got paid 10/- (Ten Shillings equivalent to 50p now, about the price of a chocolate bar!) Kicked up a row about not enough money; they told us we would get another one Tuesday. We were told we will go ashore at Cape Town. Are we excited! We can go ashore Blue or Khaki as it's very cold. Still sleeping on deck.

Have travelled 6,000 miles and we should be at Cape Town on Tuesday. Washing our shirts and pressing our pants (trousers). Very cold now decided to put on blue.

On standby as enemy subs in vicinity and sea is getting rough. Had a pay parade today, it's rough and cold sleeping on deck, hoping to get in tonight.

18<sup>th</sup> to 20<sup>th</sup> Mar. Arrived in Cape Town South Africa. We went ashore at 17.00 all the food, drinks and Tram rides are free. It's a wonderful place the people cannot do enough for you, had a great time. (Next day) We went ashore at 13.00 people took us round Cape Town, Museum's, Art Gallery's everywhere, saw Table Mountain. I

bought a watch and had a wonderful dinner free, then went dancing, got back to ship at 24.00 hrs Ashore again at 13.00 walked around and tried to find curios, bought a few things I thought I might need for the trip. Had dinner and went to the pictures, saw Mr Doe Club and Pioneer Trail, back aboard at 23.00.

21<sup>st</sup> to 25<sup>th</sup> Mar. All shore leave stopped! We move out into the bay, and are all browned off. We are told that this trip is long and dangerous. Set sail at 13.00 the ship is rolling quite allot, got a rotten headache, got to get sea legs again. We slept on deck and woke up wet through; it had rained during the night.

Been at sea one day of next trip, American Destroyer is still with us but not so many in convoy, the ship is still rolling I suppose it will until we get round the Cape.

It's getting warmer and is not quite so rough, I am feeling ok. Saw another ship on the horizon and the Destroyer intercepts it. A ship all lit up, passes in the night and the Destroyer intercepts.

7,000 miles. HMS Newcastle leaves us and another cruiser joins the rest of the convoy. The weather is fine but can't drink the tea it's terrible.

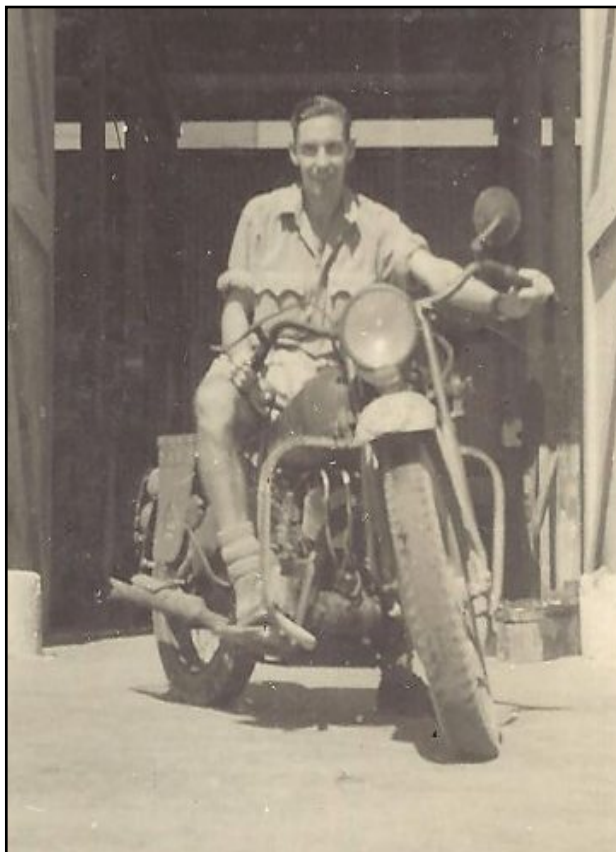
26<sup>th</sup> to 31<sup>st</sup> Mar. Weather still fine, the sea is rough and one ship

leaves us. On guard it's too hot, it's hell. A Cruiser comes along side and the Marines give us a tune. It's too hot it's like hell. 8,000 miles and still too hot! We woke up in the night soaking wet we had run into a tropical storm. Very warm, we stopped to get Oxygen bottle from Cruiser.

1st to 10th Apr. We crossed the equator going north and it's still too hot! A new Cruiser joins us and the rest of the convoy goes to India, only three of us left now, few it's hot! It rained again last night.

Passed two Islands near the mouth of the Gulf of Aden, saw birds. Ar-

rived at Aden but not allowed ashore, still warm, took on fruit, fuel and water etc. Depart Aden early in the morning. After two days at sea we got all kit bags up from hold ready to go ashore. Had sports on deck against another deck, we won. Pay day again, the sea is rough and very windy. My kit bag not brought out of hold. Everything lost, I report to Orderly room.



DISPATCH RIDING WITH  
AMERICAN INDIAN MOTOR BIKE  
FOOT OPERATED CLUTCH  
DELIVERED MAIL TO CAP FLETCHER  
IN HOSPITAL WATER DIED  
TYPHOID

Don't miss next month collision at sea.



# CHATTISHAM RESULTS - 27<sup>th</sup> MARCH 2011

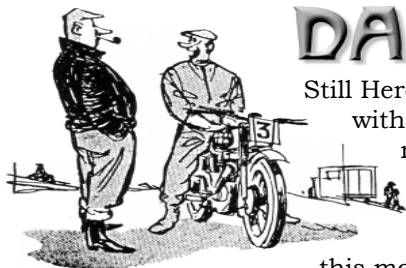


			Section										
No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot.
HARD ROUTE													
Pre Unit													
18	Mark Fletcher	500 Royal Enfield	1000	0000	0000	0000	1212	0002	0000	0000	0000	0000	9
48	Trevor Baker	410 Matchless	1020	1000	0010	0000	5313	0000	0000	2000	0000	0000	19
Unit													
36	Colin Sadler	248 Royal Enfield	2105	0000	2000	0000	3221	0000	0000	0000	0000	0110	20
33	Chris Canham	250 BSA	3202	5131	5523	0000	3333	3001	5300	3521	5512	0100	81
2 Stroke													
47	Dave Spurgeon	246 Greeves	0100	0000	0000	0000	0200	0000	0000	0000	0000	0020	5
20	Graham Braybrook	246 BVS	1211	0000	0030	0000	0130	0000	0000	0000	0505	1000	23
19	Brian Fletcher	250 Sprite	3132	0000	1000	0000	3332	0000	2500	1001	1055	2133	50
46	John Beasley	250 Greeves	0101	3210	1111	0000	3333	1000	1205	1003	2511	1550	57
3	Greg Radley	250 Greeves	2030	1231	3222	2130	3233	3000	5000	2312	5020	2231	69
Twinshocks													
40	Ray Humm	250 Montesa	0001	0000	0000	0000	3012	0000	0000	0000	5010	1000	14
41	Russ Humm	250 Bultaco	5221	1103	0000	0000	3100	0000	1000	0000	0000	0000	20
5	Gary Eaves	125 Wassell	1050	0000	5000	0000	3030	5000	1500	0000	2110	2010	35
24	Kevin Davie	250 Yamaha	0110	0010	5011	0000	3330	2105	5350	5111	5020	1311	61
39	Richard Wreathall	212 Fantic	5553	2210	1321	0111	3352	5100	1001	3350	0100	2210	71
28	Hugo Rose	250 Ossa	2231	3520	3355	2332	3335	5330	0000	5000	5553	2332	102
25	Bruce Davie	175 Yamaha	215	12	11	511	533	311	500	155	555	525	Ret
EASY ROUTE													
10	Chris Mace	500 Royal Enfield	0000	0010	0000	0000	1000	1000	0000	1100	0000	0000	5
35	Colin Rose	325 Bultaco	0000	0000	0000	0000	2100	2000	0000	0000	0000	0000	5
13	Alan Robinson	350 BSA	0000	0010	0000	0000	1500	0000	0000	0000	0000	0000	7
15	Geoff Challis	250 Suzuki	0000	0000	0000	0000	3100	0000	0000	0005	0000	0000	9
4	Dave Field	175 BSA	0000	1000	0000	0000	0001	0100	0000	5000	0200	0000	10
9	Trevor Andrews	175 BSA	0000	0000	0000	0001	0111	1100	0000	5000	0000	0000	11



23	Mark Gibb	125 Honda	1000	0000	0100	5010	1221	2000	0000	0000	0000	0000	0000	16	
21	Jim Shepherd	175 Yamaha	0000	0000	0100	0000	0200	3000	0000	5000	0000	0000	0010	17	
6	Chris Chapman	250 Wasp	0000	0100	1000	1110	0101	5020	0000	0000	0100	1010	0000	17	
16	Bob Wreathall	250 Ossa	0000	1100	0000	0101	3000	1300	1000	1000	1012	0001	0000	17	
7	Alan Farmer	535 Royal Enfield	0000	0000	0000	1000	3000	3000	5000	5000	0000	3000	1200	18	
11	Andy Tym	175 Yamaha	0000	0200	0000	2000	2100	2000	0010	0010	5010	0000	2000	18	
30	David Parker	185 Honda	0000	0000	1000	0010	3330	0010	0000	0000	5510	1000	0000	24	
14	Dave Kent	250 Greeves	0000	2102	0002	0000	2112	3110	0100	1010	1010	0015	0100	28	
22	Mick Brown	199 Triumph	5000	2001	0010	1000	5102	1001	1010	1010	1202	0010	0010	29	
34	John Daly	350 AJS	0000	1500	0001	0000	1512	5000	2000	2000	1000	3110	0000	29	
17	Ted Smith	175 BSA	0000	1011	0000	0000	0212	3303	0000	0000	1521	5101	0000	33	
37	Roy Bannister	250 BSA	1000	0100	0010	0100	2102	0510	5000	5000	2000	3010	3031	33	
12	John Sadler	175 Yamaha	1000	0111	0000	2000	3222	5300	1000	1000	1011	3100	3101	36	
42	Tony Woods	350 Matchless	0000	3110	0000	0000	3301	5100	5000	5000	5123	5001	0100	41	
8	Nick Hodgetts	350 Bultaco	1000	3000	0500	0000	5511	5300	0000	0000	2051	1011	2100	43	
31	Chris McKenzie	250 Ossa	0001	2101	2000	0000	3103	5505	3000	0310	3201	1100	1100	44	
43	Gary Lynch	350 BSA	0000	1201	0000	1100	5353	5001	5000	5000	3323	5220	3210	59	
45	Brian Cook	250 BSA	0055	1501	0100	0001	5511	1101	5001	5001	5053	5533	5200	76	
32	Kevin Goldsmith	350 Royal Enfield	0000	0312	0505	0021	5553	3255	0000	0000	5352	5110	3001	78	
44	Steve Morris	250 BSA	0000	2051	3010	0020	0500	5555	0005	0005	5053	3222	5530	79	
26	Dale Clutterham	125 Honda	5050	1100	0000	0200	5335	5053	5313	1535	5555	5500	5500	99	
27	Albert Dove	250 Francis Barnett	0000	1111	3020	0005	5330	55	55	15	53	25	25	Ret	
2	Mike Redford	250 Bultaco	50	2	5	0	1	5	5	5				Ret	
1	Barry Manning	350 BSA	03	3	3	5	5							Ret	
38	Ryan Hyde	350 BSA	Non Starter												Ret
Youth															
29	Stephen Parker	125 Honda	0000	0000	0000	0000	0000	0000	0000	0000	0001	0000	0000	1	

Thanks to the Landowner, Section Plotters, Observers and you, the Riders, for turning up and making this a successful event, hope you all enjoyed the day.



# DABBERS DIARY

Still Here! But  
with not  
much  
to re-  
port  
this month

although I have enjoyed riding in two good trials on the ex. Bill Brooker Tiger Cub, a great little bike, but I have to do a bit more tuning to the Villiers carb. that is fitted, some rude person suggested that I should consult an Atco lawnmower instruction manual! That might be the answer!

Back to the trials, I think the boys did a great job with the Wrabness trial, a couple of new sections and a new look for some of the old ones provided a good event with a sting in the tail! The mud section in the middle of the wood was in classic, old fashioned style, straight from the sixties, a muddy blast! The sting in the tail, at section 10, turned out to be harder than intended, I can assure you that when the section was cleared on the Friday before the trial, that hole of black primeval mud did not exist, we must have been riding over the skin of a very smelly black custard and then the skin broke! A great event in brilliant weather, thanks to all the observer who turned out, many from the Harwich MCC. We did however have a scare before the event which could have resulted in us losing the ground, not only for this event but FOREVER. The landowner discovered somebody on the ground, during the week before the trial, in a black pick-up and chased him into the village of Wrabness, where he was stopped, he claimed that he was looking for the trial and that he knew members of the club. This person is unknown to us or

the Harwich club but the landowner, we believe, has identified him and is dealing with the matter. If this person had been a club member, we would almost certainly have lost the event and maybe any future events at this great piece of land. I cannot stress too strongly that nobody must trespass on this or any other land used for trials without arrangements being made through the club or in some cases directly with the landowner. Some riders have had permission to practice at Wrabness, I know, but lads please don't wear out the existing sections by continuously riding round & round them, put a bit back into the sport please and trim out some new sections for everybody to enjoy. Rant over!

Another fine day and we find ourselves at The Water Run, Chattisham for an enjoyable trial, now this is a venue that has limited scope for sections and the course plotters have to use all their ingenuity to create something new. However, this time we had one brand new section and a new look to most of the others. Another great event and clean bikes at the end! That should please the mud haters, can't understand them myself, I thought that was what trials were all about, sign of age again I suppose, before 1965 trials were a winter sport! Looking forward to the Roger Birch Trial at Great Bromley on April 17<sup>th</sup>, now this is a venue of the old style, we are bound to get a good measure of mud & water here, so enter early to avoid disappointment and I am sure the Clerk of the Course would appreciate a hand with the event preparation, there will be a working party on Saturday 9<sup>th</sup> April 9.00-9.30.

Dabber

## **Club Subs are now OVERDUE**

£12/yr adults, £3/yr youths.

Contact June, Membership Secretary

# KEEPING TRACK!

April - May 2011

FIXTURE LIST OF CLASSIC MOTOR CYCLE EVENTS IN EAST ANGLIA &  
some further afield

Date	Club	Auth'ty	Venue & Event
Apr-15	Essex VMCC	VMCC	Essex Way byway run
Apr-16	Mid Anglia MCC	AMCA	Plonkers Practice
Apr-17	EFA	ACU	Roger Birch Trial, Great Bromley
Apr-17	Essex VMCC	VMCC	Essex Bluebell Run
Apr-17	Cambridge MMC	ACU	Cuckoo Trial, Elsworth.
April 22	Woodbridge	ACU	Trial, Pre70 champ, Blaxhall
April 22/23	MCC	ACU	Lands End Trial
Apr-24	Red Marley HCC	AMCA	Pre 65 Trial
Apr-25	Red Marley HCC	AMCA	Hill Climb
Apr-25	Bank Holiday		
April 29 & 30	E&DMC	SACU	Pre 65 Scottish
May-01	P65MX	AMCA	Maylandsea
May-02	Bank Holiday		
May-03	EFA/ACTC		CLUB NIGHT at THE ALMA
May-08	Dabbers	AMCA	Charity Trial, Stowbridge Farm, Nr Ely
May-14	EFA/ACTC		Tim's Tours
May-15	Stratford upon Avon	ACU	SMP, Sam Cooper Trial
May 21&22	Bexleyheath DM-CC	ACU	Battle of Burwash Trial, Kent
May-22	ACTC	AMCA	Charity Trial, Bromley Brook
May-29	P65MX	AMCA	Marks Tey
May-30	Bank Holiday		

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  
Above is an edited version of Mick Browns' 'Keeping Track' fixture list. For more information or to include an event in 'Keeping Track!' contact Mick Brown on :- 01206 250462 or email:-[mbrown21@btinternet.com](mailto:mbrown21@btinternet.com)

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