



TRIALS

&



TRIBULATIONS

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

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Cover Photograph

Clive Dopson by Jack Knoops at Bhutha Burn, a section on the south side of Mamore Road, observed by Brian Neale and Roy Ayres. *"The photo of me on the Norton does not look too bad but I had already had a very soft five when it ground out and I fell off, what a difference even a three would have made in the results."*

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.

PRE '65 SCOTTISH 2011

DAY TWO. BY CLIVE DOPSON.

Saturday morning followed the same routine as Friday, although the start was in the new school and we were nearly last away as number 91 was first to start. On the way out of Fort William we stopped at the supermarket for some supplies including a support bandage for my wrist. The results showed Steve Saunders went clean to be leading, Matthew 38th on 18, Sam 84th on 44, Kevin 108th on 58, myself 121st on 68, 1 mark ahead of second best rigid Mark Watmore and Chris Cook 159th on 104 marks lost including 13 on time. So on the second day Matthew needed to have a better day and I had to stay ahead of Mark Watmore.

As Friday Matthew and I headed to Pipeline and Aluminium works first, there never seem to be as many spectators on Pipeline on Saturday but many Eastern Centre members were present, including Ted Smith and the Cordles. I followed the left side again at the step on Pipeline and was pleased to get a two and some applause. Matthew decided to abandon his Friday line and follow most others up the right at the step, but he also had a two. Aluminium Works was very much as Friday before we headed along the loch side again to Garbh Bhein,



Mathew Neale by Jack Knoop
at Bhutha Burn

I was pleased to clean both sections on the roly rocks, where Scott Dommatt conveniently had a rear wheel puncture fixed by his father, Colin. Cnoc a Linnhe was today marked lower in the stream and was more friendly, I dropped a dab on the exit of the last section. In the past I have enjoyed Cameron Hill but today I never really seemed to get on line and a quick five and a three followed, then

back to Camas Na Muic for another five and a three. The five here was really stupid as I was already on a three and was just footing through the section when not concentrating I sumped out. The second section at Camas Na Muic had not been helped by the kick start splines shearing as I went to start the Norton, this required help to get it out of the stream so as to bump start it before attempting the section.

Back at the van I think both Matthew and I knew we had to get our act together, so Matthew went ahead as I fitted a new kick start lever. Turning right at the old school and then via the Hotel we turned left on the Mamore road to get to Mamore sections. Normally on the left of the track this is two sections separated by a section stream that you divert around before entering the start of the second section. This year we had to ride both sections continuously including the slippery slabs in between at the start of the second

section. It appeared quite difficult, Roger Williams stopped in the second section and Scott Dommett had a struggling three. After a lot of walking up and down and advice from all present Matthew and I were last to go, both of us had good rides on the second section Matthew had a dab and I had a steady three without really getting in trouble. We knew we were not going over Callart this year so we followed the track to Bhutha Burn, where Brian and Roy were observing. It was a tricky little stream where I had a typical stupid rigid type five where it ground out on some rocks that had not troubled anyone else, and then I got my leg stuck as the bike fell over and had to be rescued, that would be an expensive mistake in terms of class results.

The furthest point west we went on Mamore Road was Sleubhaich. I was pleased to get a three on the very long single section, I think Matthew may have cleaned it, the ride from the track up to the

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Sam Cook by Jack Knoops
at Bhutha Burn

section was easier than normal due to the very dry year to date. The next two groups, Stob Coire Eirghe and Coire Dubh, are very similar, four sections in each group following streams which tends to get wider and drier as you approach the top. Both Matthew and I had scrappy threes on the first section in Stob Coire Eirghe, but this was worse for Matthew than I. Generally we were steady from then on, by this time Roy and Brian had caught up with us, so that I think they helped Colin Dommett change his second rubed tube of the day, but at least it was in his bike this time. The last section on the track is Am Bodach, which I cleaned even if not following the intended line, before we dropped down via the original Mamore sections to a new group for Lower

Mamore. This year the sections were not between the road and the loch but were in the same stream. These were more difficult than the originals with a difficult turn in the stream where the handlebars wanted to hit a tree, for me a two and a dab were reasonably steady.

We then headed away from Kinlochleven along the road to a group called Lower Caillich, which was first used in 2010. I was pleased to clean the first two sections but then had a scrappy three in the last section of the day before heading back to sign off at the school. We were about ten minutes inside the time limit and again the organisers removed our riding numbers, to be returned at the awards presentation.

With no maintenance needed we loaded the bikes in the van and went back to the hotel. On the way whilst washing the bikes Derek Clampin stopped at the garage for fuel, so we had a quick chat and he said he would be at the presentation.

After a swim and jacuzzi our table had grown to eight people for dinner including Trevor and Rachel Harvey arriving to observe the Six Days. We had to leave to go back to Kinlochleven again before the dessert so I cheekily asked if we could have ice cream cornets instead, to my surprise the waitress returned with two, which I think others thought was a better option than the menu.

Matthew and I left as quickly as possible to get to the presentation in Kinlochleven, as recent years results sheets were not available so I was still not clear who had won the best rigid award. As the finisher's awards were being presented my name was called out before Mark Watmore so he must have beaten me to best rigid (over 250) award. As I went on to the stage I checked with John Moffatt and I was 112th on 126 marks, Mark was one mark less so he



Chris Cook by Jack Knoops
at Bhutha Burn

must have beaten me by two marks on the day. This was the second time Mark has been best rigid and the first time he has beaten me since 2008.

The other Eastern Centre riders all finished Matthew 29th on 30 winning a first class award, Sam 76th on 84, Kevin 99th on 58 and Chris Cook 145th on 186 marks lost. We had all gained positions on the second day, there were a total of 22 retirements for either machine or rider problems, including Mick Wilkinson who knocked the flywheel cover of his James on Pipeline and cleanly broke the flywheel off the crankshaft. Steve Saunders had a two on Pipeline early on Saturday morning and then went clean to win the trial on two marks, Les Winthrop was very unlucky to finish third on six marks including a five on Garbh Bheinn when the pin in the swinging arm for the chain tensioning cam to react against sheared off and the chain came off, the only marks he lost on Saturday. A Scottish rider has not yet won the Pre'65 trial.

On Sunday morning we had a quick walk around the West End car park, the new layout seemed to be working well on the signing on day, but it could be difficult during the week for riders not staying locally and without a support team.

Overall, not a very memorable year, my first puncture since 2006,



Kevin Hood by Jack Knoops
at Bhutha Burn

and hopefully I will be back in 2012 to try and win back the Mick Andrews Trophy, which if successful would be for the seventh time. Not much damage to the bike but I think the engine needs a re-bore and rebuild before the Bilsdale Three Day on the August Bank Holiday weekend, and hopefully I will get some time to work on the Norton replica I started to build in 2007.

Clive Dopson

*Eddie Hood gave me this letter, could you put it in the next T&T.
Thanks Ted*

Mrs J Smith and family would like to thank you for your generous donations. Between yourselves (Eastern Fourstroke Association, Norfolk & Suffolk Group, Mr E Hood and son Clive) you raised £900. This donation went towards Russell's motorbike hearse, which you would all agree, was a fitting last ride for him.

Also to all who rode behind Russell on the day, that we as a family didn't get a the chance to say -THANK YOU. As we were, and Russell would have been, very touched and proud to call you all good friends.

And thank you for all your kind words and support at this unfortunate time that finally comes to us all.

Jenny Smith.



Guess Who?

Answer page 15

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Ben Nevis Onwards and Upwards Cont'd.....

Once we'd made it through the snow the summit wasn't too far away. Don't know whether it was the altitude or just relief to be at the top but everyone was so excited, taking pictures from all angles. One group, think they were Spanish, were huddled in the shelter of part of the old Weather Recording Station in an effort to keep out of the wind while they filled their wine glasses to celebrate someone's birthday. It was sunny and clear but bitterly cold. We fished out the EFA banner from the bottom of the rucksack and were draping it around a suitable pile of stones when a chap kindly offered to take a picture of us both with it. We then had to try and fold it up again without letting it blow away and stuff it safely back into the rucksack. Put our gloves on, take a last look round before setting off on the descent.

That patch of snow was certainly a lot harder going down, it was so slippery, eventually we cleared it and set off on the rocky stuff. While taking a break we were surprised to see a chap with a mountain bike on his way up. He was doing more carrying than riding but hoped to reverse the procedure on the way down ! We kept pressing on but were beginning to feel rather weary, couldn't see the security of the campsite and were beginning to wonder if we'd get off the mountain before it got dark. The marmite and cheese sandwiches were a distant memory and the knees were beginning to complain. Then we heard a swishing sound behind us, we turned round in time to see the chap on the mountain bike riding back down. He was quite excited and reckoned it was another ambition completed which he could tick off.

Eventually the surroundings become greener and we were back where the sheep are grazing. We can see the campsite and things look more encouraging. We decide not to return down the steep path to Youth Hostel which was the way we'd come up but take the longer, gentler route to the Visitors Centre. By now it was becoming an effort to put one foot in front of the other.

Timewise it took 5 and a half hours going up, half an hour at the top and a record 6 hours to come down but we made it. Over to the younger generation to take the banner up in 20 years time.

Wallace and Gromit

P.S Maybe we should have taken the ladder off the sidecar and used that, don't think it would have been long enough though !

THE DICK LITTLE TRIAL 2011

By Dave Blanchard

That famous old club 'Sunbeam MCC' who had many of yester-days ace's with household names as part of their desirable membership, put on a really great trial on Sunday 19th June. This super event took place at Bagshot in Surrey. No! Not the more usual Bagshot North but the South venue, just a 'Flint's Throw' up the road. This piece of land had lain idle for some years before Chris Mawer and Peter Donaldson took on the job of seeking out permission to use it once again for this great sport of 'Trials Riding'. It is to every rider's good fortune that for the last few years The Dick Little Trial has been held here and looks likely to continue in the same format well into the future. So well done to them and anyone else involved in this welcomed gift.

'The Dick Little Trial' has been the name of this event for several years now, but it used be run under the name of 'The Sunbeam British Bike Trial'. Dick is now remembered at least annually by the many competitive entrants and of course by everyone who knew him for the sterling



Riders at the start.

efforts he put into the Sunbeam Motorcycle Club in the many roles he took on, especially in the job of 'Trials Secretary'.

The day started a bit overcast with the threat of rain looming. But! So fickle is the British climate that 'Real Rain' never materialised (for a change). The 'Sun-Beamed' down later in the day and just a smattering of rain drops was all I felt. The going underfoot (or maybe tyre) was only slippery in a few places due to some overnight rain before the trial, but nothing to cause any major grip problems. It did not take long for the sand and leaf mould ground to 'fluff up' nicely and cushion any unfortunate falling rider as though he was falling onto a featherbed. Yes

there were a few Norton's in the competition but I did not see any with that famous aforementioned frame.

There were 12 sections laid out by COCs Neil Sinclair and Neville Lewis, so the combination of athleticism, experience and sensibility was in balance and duly applied to section plotting. This culminated in some great sections that were challenging to some but safe for all. The ever hardworking Peter Donaldson had the fidgets with not enough work to do. So one more section (No. 13) was added at the eleventh hour and was a welcome part of the three lap course.

Best solo rider on the white route was David Strank



Doug Johnson
Matchless 350



Riders queuing at section 13

who had 3 dabs during the day and was heard to curse at least one of them. His usual BSA C15 sounded well tuned and on song when on full bugle up some very steep climbs. That wily and very experienced John Kendall was runner up on 7 lost. I always expect to see John on a beautiful Triumph Twin but this time he had entered on a 250 Ariel.

Twin-shocks are a welcome addition to this event so the white route was won by none other than a humble Yamaha 175 piloted by Mick Ratcliffe. He needed to dab just twice during the whole day!

Red route top dogs were Bernard Rode-mark riding a super little 316cc BSA in the rigid class. He totalled



Barry Brockman
Yamaha TY 175

a 7 mark loss for a very good ride indeed.

The best solo on this red route was the well known George Greenland riding a 250 DOT fitted with telescopic forks rather than the more cumbersome and heavier leading link type. George had a couple of dabs plus a 2 for a total of 4 marks lost.

Most successful twin-shock in this group was Barry Brockman on his 175 Yamaha losing just a measly 5 marks. He was pushed hard by Adrian Mountain until Adrian had a disaster at section ten whilst riding his very rare four-stroke 350 CCM. This is without doubt the kind of bike many trials riders would love to own. Adrian eventually finished on 10 marks lost which

was still a very impressive score.

Always a popular route is the yellow one which is now usually billed for Gentlemen. This was once called the 'Clubmans' route and catered for those who just wanted a sporting day out and of course those who would be riding un-wieldy iron horse's that became obsolete years before I was born. This yellow route also appears in the Wizard

of Oz and contains a magic ingredient that brings fun to many and the start of an adventure for newcomers.

The best Girder Fork rider on the day made me smile for joy. It was sporting friend and rival Paul Lecoq. What an outstanding ride he had for a loss of 29marks!! Beating me and the



Adrian Mountain
CCM 350

very experienced Pixie Briggs by a clear five marks was something special and very well deserved! Paul rides a 350cc Triumph Girder Fork bike which needs lots of input and a little lady luck on the day. But his performance was so special I will not forget it for a long time to come. Well done Paul!!!



Paul Lecoq
Triumph 350 Girder Fork

The best overall solo on the yellow brick route was Peter Yates riding a sparkly 350 Royal Enfield that could double as an advert for 'Solvol Autosol'. That's the well known classic polish in a tube for you youngsters. Peter had a couple of dabs plus a couple of fives for good measure totaling 12 marks lost, he had a good day so well done to him.

Five charioteers had entered this trial with two of them retiring before the end of the day. Peter Dale and passenger Barry Pocock with their aggressive sounding Triumph 500 outfit, managed to lose a five and a one on section nine, on laps one and two respectively. I find it hard to believe that anyone could have

got round on such a lump with such a low score of 6 lost. So they are commended for a truly great performance. Well Done you winners!

Just reflecting a while on the Wizard of Oz and the start of an adventure, makes me mention Pat Corridon who rode his first ever trial at this event. Pat had ridden his Royal Enfield Crusader 250 (also highly polished) to



Alan Hornsby & Martin Ackers
Triumph 500

Bagshot from Dorking to take part. He would be riding it home again if all went well. For a first trial I was impressed with his performance and nerve. He met his match at section ten when the sharp loose drop caught him out and the handlebars knocked the wind out of his sails. Sensibly he retired to ride another day and also ride home to Dorking. But not before he had managed two cleans on sections 2 & 3. I think this is a great determined performance and hope to see him riding again soon.

Another great sporting day at a historically sporting venue had to come to an end all too soon. The organisers and observers had done their efficient and



Pat Corridon
Royal Enfield Crusader

very welcome stuff leading up to the event and now would take on the task of removing all evidence of the sporting motorcycle trial that had just taken place.

What a great bunch of people they all are!!!! Many thanks from all competitors.

Dave Blanchard

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PEDRO'S PATTER

Another good scramble on a revised course at Marks Tey saw several of our members with their race heads on making a right good go of it, Greg Radley at least one win & several placings, 'workhorse' Dave Godley was seen winning in between endeavour to fix a sulking ignition on one of his 'luvel'y' A M C engined bikes and also trying unsuccessfully to get the PA to work!!! What a guy! This made Terry Sewell redundant, your dulcet tones were missed, young man! The weather couldn't have been better prior to and on the day lots of grip & no dust!! Also quite a temperate day, well run meeting by the hard working pre-65 m/x club.

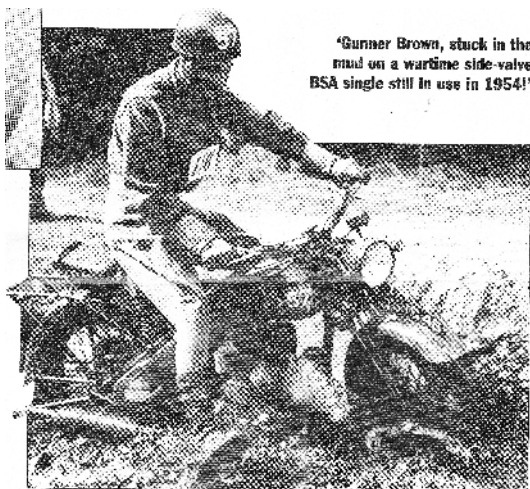
Mike Harden's Raydon practice session was under subscribed due to conflation with Dabbers 2 day trial, the Bonanza weekend & 'olidays. However new faces & different machinery, with varied performances, normal!

Severally members/friends rode the Dabbers team trial at Ashdon on Sat. quiet man Jim Shepherd went round clean, the Clacton BSA works team put in some worthy efforts couldn't finish quick enough to get the evenings festivities going, most came up smiling for Sunday's four lap 15 sections. Easy, 50/50, hard routes, 106 solos, 6 chairs among whom were young & mature learner crews, 50 year young lady first time out, knackered when she finished but the smile said it all

congrats to the skilful /considerate driver!! Lots of happy riders on a hot day, the club very considerably provided observers with 2 ltr bottles of water, gratefully rec'd, also the writer was accorded a hand maiden with supply of sun cream due to his exposed desert section!! Back to the action, our man Graham B got the BVS round to top Pre-65 hard, Gary E. shared top 50/50 with DougTheobald (Bantam), this was Gary's first competitive out on his creation, the Euro-Wassell, well pleased! Jim Shepherd shared top spot on the dabbers route. Brian Neale had a brilliant day losing just 2 to top in mono's 50/50 on a Beta (no electric start) but a big grin! Roy Ayres now 80 got his Cub to the finish, not last, no grin though? I enjoyed the day the afore mentioned all have reason to be satisfied with result. Dick Clears another evergreen got the rigid Bantam round on 28, on 50/50. A good result eh! Representing EFA I trust at the Bonanza were Messr's big Chris, Dave, Andy, & Norman, no report/results! Carry on enjoying the summer. Cheers, mine's a Magners!

Pedro E

Guess Who?
On a Honda TL125 Gary Flaves
with a steadying hand from dad
Peter



'Gunner Brown, stuck in the mud on a wartime side-valve BSA single still in use in 1954!'

**I would just like to say a big
"THANK YOU"
to all the contributors of
articles, all are gladly received.
T&T = 'stuff' from you.
No 'stuff' = No T&T
*Ed.***

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Chris 01621 858280

A customer asked, "In what aisle could I find the Irish sausage?"

The clerk asks, "Are you Irish?"

The guy, clearly offended, says, "Yes I am. But let me ask you something.

"If I had asked for Italian sausage, would you ask me if I was Italian?

Or if I had asked for German Bratwurst, would you ask me if I was German?

Or if I asked for a kosher hot dog would you ask me if I was Jewish?

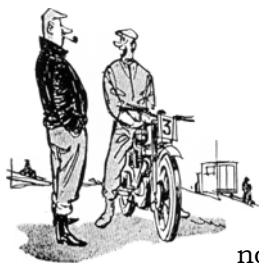
Or if I had asked for a Taco, would you ask if I was Mexican?

Or if I asked for Polish sausage, would you ask if I was Polish?"

The clerk says, "No, I probably wouldn't."

The guy says, "Well then, because I asked for Irish sausage, why did you ask me if I'm Irish?"

The clerk replied, "Because you're in Halfords."



DABBERS DIARY

Its Arbuthnot time of the year again, yes, entry forms can now be got from

Mike Rye, Sec. of the Meeting, 22 Moot Gardens, Downton, Salisbury. SP5 3LF, 01725 511131. The EFA have a good record at this event and for several years were lucky to win the team award, lately we had to draft in our mate Dave Blanchard and last year I was the sole representative from the East and joined Dave and his son Steve in a team. We were called the 'Unsprung Hero's' and managed to win the team award once again. Would anybody thinking of entering, its on September 11th, and would like to be in the EFA team, please contact Mick Brown on 01206 250462. The next week it's the long trip up to Durham for the Beamish Trial, an-

other great event from the old days held in beautiful countryside. I think our only rider this year is Dick Hobart on a new machine, best of luck Dick, keep up the Crusade!

I have recently got back from the Mendips where I competed in the Somerton Classic Clubs, 2 day British Bike Trial at Priddy, Nr. Cheddar Gorge, a very good venue and a great place for a weekend away. There were some interesting bikes there & I hope Editor Chris can find room for a couple of pictures of some original machines. The Saturday afternoon was great, held in warm sunshine, but pleasantly cool in the woods. The organisers changed the sections Saturday evening ready for Sunday and then the heavens opened and it rained all night. It was still raining on Sunday morning as I drove up Cheddar Gorge, there was nothing about

apart from a few miserable wild goats wandering down the road, you could have been anywhere in the world, with the stunted trees on the cliff top, then the rain streaked rocks you could imagine that you were in China perhaps? Arriving at Priddy most of the riders sat in their vans until the last moment and then one brave soul emerged and we all reluctantly got dressed up and unloaded. The poor old organis-



A. Hicks on a very original looking D1 Bantam (apart from the 175cc motor!)
Photo's by Lynda Metherell

ers were forced to change the sections again, reduce the number of laps and sections. The outcome was a lot more marks lost but still very good and enjoyable sections.

We have had a letter from Jo, the new service manager at Leonard Cheshire Disability, Seven Rivers thanking us for our donation, here is an extract:-

"On behalf of all the residents and staff at Seven Rivers, I would like to thank you all for your efforts and the generous donation of £400 following your Annual Motorbike event. Your continuous support makes such a difference to the resident's lives as you well know. Please speak with myself when you commence plans for next year's event as we would like to be involved and look to hold the event here."

Now that last sentence sounds like an invitation to me, I have made it quite clear to the new manager that we were forced to move the event to Bromley Brook because of difficulties with some of the old management who have or are about to leave.

Jo has been with Leonard Cheshire since she left school and has worked her way up to her last post of Head of Care and now Manager, she is a local girl and knows the problems we had and the effort we put in. hopefully the staff at Seven Rivers will offer to arrange the evening and we can organise the



T. Payne on a nice old 250cc BSA
(note the rear frame mod. might try this!)
Photo's by Lynda Metherell

trial. Many of you have said to me how they enjoyed the old event and what a great atmosphere the social part created. Please let me know, or any committee member, if you think we should be involved in returning the event to Seven Rivers and if you can help with the organising?

Dabber



KEEPING TRACK!

July - November 2011

July 9	EFA/ACTC		Tim's Tour - see page 4.
July 9	Braintree & DMCC	ACU	Beazely End, evening trial - 5pm
July 10	East Midlands RA	ACU	Inter Centre P70 & T/S Team Trial
July 17	Bury St. Edmunds	ACU	Hawkedon, open to P65 class?
July 23	Mid Anglia MCC	AMCA	Plonkers Practice, Raydon
July 31	P65MX	AMCA	Marks Tey
July 31	Ilkley & DMC	ACU	SMP, Yorkshire Dales Pre65 Trial
July 31	Sunbeam MCC	ACU	Billinghurst Novice, Pre 67 & T/Shock
August 2	EFA/ACTC		Club Night at the Alma
August 6	Braintree & DMCC	ACU	Snaque Pit, evening trial - 5pm
August 7	Southend & DMCC-	ACU	Vintage Grass Track, Latchingdon
August 7	Norwich	ACU	Trial, Westleton
August 18	Essex VMCC	VMCC	100 mile Byway run
August 21	Builth Wells MC	ACU	SMP, Frank Jones Trial
August 28	P65MX	AMCA	Maylandsea
August 29	Bank Holiday		
September 3	Sunbeam MCC	ACU	Horsmonden Pre 67 & T/Shock Trial
September 4	Sunbeam MCC	ACU	Horsmonden Greybeards Over 40 Trial
September 6	EFA/ACTC		Club Night at the Alma
September 11	Salisbury MC & LCC	ACU	Arbuthnot Trial, Dorset/Wiltshire borders
September 18	P65MX	AMCA	Marks Tey
September 18	S. Durham VMCC	AMCA	Beamish Trial, Weardale, Co. Durham
October 1/2	MCC	ACU	Edinburgh Trial
October 1	West of England MC	ACU	SMP, Peter Keen West of England Trial
October 2	S. Midland Group	ACU	Classic Autumn Trial, Colliers End, Herts.
October 4	EFA/ACTC		Club Night at the Alma
October 9	ACTC	AMCA	Wrabness Trial
October 9	P65MX	AMCA	Maylandsea
October 23	EFA	ACU	Wivenhoe Trial
October 23	Sth. Birmingham MC-	ACU	SMP. Greensmith Trial
October 29	Clocks go Back		
October 30	Woodbridge	ACU	Trial, Rendlesham
November 1	EFA/ACTC		Club Night at the Alma
November 6	VMCC Chiltern	ACU	Bounds Cup Trial, Harefield, Middx.
November 6	P65MX	AMCA	Marks Tey
November 19	Ringwood MC& LCC	ACU	SMP, Perce Simon Trial
November 27	EFA	ACU	Eastern Thumpers Trial, Thorrington

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

These events have been supplied in good faith but neither the Editor nor the E.F.A. cannot be held responsible for errors, omissions or cancellations of any event

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"Classic" Road



£65

Clubman Trials



£95

Clubman Scrambles



£111

"Classic" Racing



£72

"Open Spring"
Road



£95

Expert Trials



£131

Triumph Shox



£110

Expert Scrambles
with rate change adjustment



£126

"Road" Racing
multi rate



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