



TRIALS &



TRIBULATIONS

NOVEMBER 2011

Vol. 2 Issue 11



A Study of Different Lines Through a Section.
Woodbridge MCC Pre'70 Trial at Rendlesham Forest Oct 30th 2011

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

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FROM SHALE TO SNAILS

By Gary Eaves

PART DEUX

The Alarm goes off at 0530 and, after what seems like just five minutes sleep, I am painfully reminded of yesterday's fun by my knee, wrist, thumb and neck. However, we bid farewell to our little room in pursuit of coffee and croissants and the road to Arbecy.

Driving is made more than a little awkward, as my left thumb is the size of a small baguette, but with local Bakery raided, off we speed! Well as fast as we can with the weight of all Tracey's 'necessities' dulling the performance of Me Truck! After dashing through Northern France we soon set eyes on the tiny village of Arbecy and those little yellow signs "Trial", or as it's pronounced in France "Tree Al". With less than an hour before the start we arrive and erect the Weekend Accommodation, and I'm off to check out the machines. Now at first It's a little disappointing with what seems to

be no more than a collection of very tatty Yamaha Mono Shocks, these are not the classic trials machines I was hoping for, but on further investigation, some very precious little gems appear. My favourite being the little Peugeot, which is stunning and very rare, I hear.



There are also some very tidy looking Motobecanes and various other European creations that I have never seen before.



Start time has now arrived and the first of the 140+ Monsieur's are let loose at timed intervals to start their 2, 9 mile laps of 12 sections, with us in hot pursuit. All a bit like the Thumpers, but with better weather. On first inspection of the sections, there is nothing you EFA chaps couldn't cope with. Gentleman's route very sensible and even the expert route is not too denture jarring. But so far the middle

route is the one for me next year. This is until I find section 6, where I feel, an agile mountain goat, donning climbing boots and armed with a pick axe, may well struggle. Mm.....

Gentleman's route is now far more appealing.

Throughout the rest of the day, for which unfortunately for us, involves a 4 ½ mile, map reading error induced, hike across open

French countryside, we are witness to some most spectacular riding. Considering it is 35 degrees and what feels



she samples the local plonk, while I continue to explore the paddock and test my very poor French. Upon my return a happier, smiling Tracey falls from the tent, enthusiasm restored, spouting the great attributes of said vino, so I too, decided to sample it's delights. Saturday's entertainment "The Band" kicks off at 2100, by which time we are more than happy to listen from the comfort of our sleeping bags. Well it has been a very long, hot day. I'm up again at 0600, only 3 hours after the party finished and sur-



prise surprise, it seems like I'm the only one. But slowly through the mist I spy a pair of revellers who have obviously found it all a bit too much!

Now let me describe 'Camp'; Competitors, Family & friends, dogs, us, and what seems to be every wasp in Europe! All spread out over the local football field with one tap and one porto-potty! Nice!!!! Now having been dragged across Northern Europe, deprived of sleep and being presented with the above mentioned camp, Tracey's enthusiasm is waning. So in an attempt to lift her spirits I suggest

prise surprise, it seems like I'm the only one. But slowly through the mist I spy a pair of revellers who have obviously found it all a bit too much!



So on to day 2, and with the entrants now up to 180+, off we set on the 2, 18mile, 20 section laps, with some of our riders looking a tad worse for wear. As the temperature rises and the mist clears we leave Camp at a much more leisurely pace, to explore today's tasks. Much the same as yesterday most of the sections are extremely long and require at least 2 and sometimes 3 observers. But with no tight turns and plenty of room for manoeuvre, the competitors continue to wind their way through the soft peaty woodland, intermingled with various sized rocks and craters. We, like most of the spectators, spend most of the day at the obligatory vicious section which is producing some spectacular riding. At which point I must mention the two guys from Jersey, who are showing our European friends how to ride and the young lad from Japan, who every year flies over to ride his beloved 'HONDA 90' for the weekend – that's commitment!



So with all competitors safely back at camp the award ceremony begins with the winners being presented their

awards by the event organiser and all round star Joel Corroy himself. It's been a fantastic event and one I hope to partake in next year and maybe you should too!

PS Tracey would like to know of the best hotel in Arbecy, with en-suite for next year,

Au revoir,

Gary E



October 9th

[illegible]

Easy Route

Pre Unit	1	2	3	4	5	6	7	8	9	10	Total																									
18 G. Challis	Ariel	1	0	1	5	1	0	0	1	0	3	0	0	0	0	0	0	0	0	26																
16 C. Chapman	Rarefield	2	1	2	0	3	0	1	0	3	1	1	3	0	1	1	5	0	1	0	0	41														
Unit	1	2	3	4	5	6	7	8	9	10	Total																									
29 R. Challis	BSA	1	5	1	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	24															
19 G. Lynch	BSA	0	1	1	0	2	2	0	1	0	0	0	1	0	0	2	0	0	1	1	0	30														
7 B. Woods	BSA	0	0	0	5	0	0	1	3	1	1	0	0	0	1	1	0	0	1	0	0	43														
9 D. Maggs	Triumph	0	3	2	1	0	5	0	0	0	5	1	0	5	0	0	2	0	0	0	0	54														
2 Stroke	1	2	3	4	5	6	7	8	9	10	Total																									
34 R. Finch	Sprite	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	5													
26 J. Bell	Greeves	2	1	1	2	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	3	1	21													
17 D. Field	BSA	0	1	3	0	0	0	0	1	1	2	1	0	0	0	1	0	0	2	0	1	5	0	25												
4 A. Spr'dbridge	Greeves	0	3	1	1	5	0	0	3	0	0	1	0	0	0	5	0	0	0	2	2	1	0	0	40											
20 T. Smith	BSA	1	2	1	2	5	3	3	2	1	0	1	0	1	0	5	0	2	0	0	2	0	1	0	0	46										
12 A. Dove	Banvil	0	2	5	3	5	0	1	0	5	3	0	3	0	0	0	0	0	0	3	3	3	0	0	5	70										
Twin Shock	1	2	3	4	5	6	7	8	9	10	Total																									
5 M. Gibb	Honda	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	3	0	0	12										
30 N. Hodgetts	Bultaco	1	1	0	0	0	0	0	0	2	0	0	0	0	0	5	0	1	0	0	0	1	0	0	0	24										
10 M. Franklin	Bultaco	0	1	2	1	0	0	0	0	1	1	0	0	0	0	0	0	5	0	0	2	0	1	0	0	0	30									
13 S. Kenny	Suzuki	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	5	0	2	0	0	32									
22 R. Clarke	Montesa	0	1	5	2	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	1	0	3	0	0	35									
8 P. Morris	Honda	0	5	3	1	2	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	2	1	1	3	0	0	36								
23 B. Cook	Ossa	0	3	2	2	0	0	0	0	0	0	3	0	0	0	0	0	3	1	0	0	0	3	2	1	3	1	0	0	5	5	3	0	0	0	43
6 S. Morris	Bultaco	0	3	3	2	5	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	5	3	5	0	0	0	0	43		
15 C. McKenzie	Ossa	0	3	2	2	1	0	3	1	1	0	1	0	0	0	5	0	0	1	0	0	2	3	5	3	1	0	1	0	5	3	0	0	0	51	
21 H. Rose	Ossa	0	1	1	1	0	5	0	5	1	5	1	0	0	0	5	0	5	1	0	0	0	2	0	3	3	0	0	0	5	3	3	0	0	0	55
24 S. Cook	Ossa	3	3	3	3	5	5	5	3	5	3	2	3	0	0	0	5	5	0	3	0	0	5	5	5	5	5	3	1	5	5	5	0	0	0	120

THIRTY YEARS AGO - REALLY!

By Norman Blakemore

That first EFA trial, it don't exactly feel like yesterday but – 30 years!

Inevitably when old farts are reminded of something like this they say “things ain't the same” and I'm no different. Whilst the sport is similar in most respects the differences are considerable.

I think the most significant difference is the tyres.

The grip of the current super sticky tyres has affected all trials, making Expert riders able to surmount fantastic obstacles on modern bikes. This has made it much harder to cater for riders of different abilities in one event, resulting in ‘multi route’ trials being the norm, creating a situation where British Championship trials have fewer entries in the top class than point scor-

ing places and more classes and Champions than I can get my head round.

In our ‘old bike trials’ (notice I've not said Pre65 trials) the sport has not been helped by the new tyres. The type of section as well as the type of bike has been influenced by them and not necessarily for the better. Suitable sections (and land) are harder to find and lay out and many sections are no longer used because they represent no challenge. Thinking back I can remember trials where just getting round was sometimes a struggle, even getting into some sections was more than some could manage. Wheel grip was at a premium. When was the last time you saw someone give up an ‘give that one a miss’?

Now let's think about the bikes.



The 31st Eastern Thumpers National Trial is fast approaching, so don't forget to send your entry form in. **(OBSERVERS STILL REQUIRED)**

The event will be managed by Clerk of the Course, Chris Mace and the Event Secretary Karen Mace. Regulations are available from Karen at :-

**Karen Mace, 23 Rosabelle Avenue, Wivenhoe,
Essex, CO7 9NX.**

Tel: 01206 827611 or efa.thumpers@yahoo.co.uk

Be Part of the Thumpers Working Party
On the 13th November.
See Ted or Chris Mace For Details.

Here is a picture of the bike I used in that first EFA trial 30 years ago. In this picture it is fitted with a B40 motor which I was trying out, but as used through that first season it had the standard C15 engine. In fact it was pretty well standard C15T, a genuine trials model that I was lucky to find.

JUST LOOK AT IT!

Steel tank, big steel oil tank, steel rims, big heavy hubs, 20 inch front wheel (you could never get a good 20 inch front tyre), standard forks, little or no travel and similar damping and limited ground clearance.

Would anyone expect to go out on this today and win?

One final point. The C15T had a small port cylinder head which obviously limited performance. This was great for wheel grip on the old tyres and one of the reasons it was hard to beat. But

show it a 'modern' Pre65 section and it would lack the get up and go to exit the inevitable tight corner and burst up the big rock step or a steep climb in the Essex flatlands.

Looking back I think that my generation had the best of it.

Ed's note:

Well what do you think? Did you/they have the best of it? Have modern tyres reduced the challenge? Is it the 'modern' suspension? And what about the use of 'modern' frames and dimensions? Have all these spoilt the ethos of Pre65 trials for those who can't/don't/choose not to use them? Are any of us not guilty? What do you think? If you can chunter about it over a beer then you can easily send me your thoughts on the matter, any format (even if you expertly format a word document into a picture – Norman!) Your anonymity can be preserved if you so wish.

The Mid Anglia MCC
present
for your enjoyment



Plonkatound

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

Saturday 19th November 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

FOR SALE

Bultaco Sherpa 326cc

1973 Good order, not used much since major rebuild
11 years ago. No papers. £850.00

Chris Byford-Smith 01255 671098 or 07710508441

FOR SALE

Looking for project parts?

I have Honda TL parts also AMC.

I speak English (Essex, actually)

Peter Eaves on 01245-353297

Have you noticed it's the same people over and over again signing you on at our trials.

Volunteers are always needed to act as
Secretary of the Meeting and Observers.

**DON'T ALWAYS LEAVE IT UP TO THE SAME PEOPLE.
PUT A LITTLE BIT BACK INTO THE CLUB.
IT'S FREE.**

The EFA (your club!) runs several trials for your enjoyment and if each one had a different Secretary of the Meeting and a few more willing Observers it would spread the load, allowing those few who always volunteer a day off.

They're not particularly hard 'jobs' to do. You've seen what's involved with Secretary of the Meeting when you've signed on and **it'll only be once a year at the most** if we had a few more volunteers. So step up and give it a go, contact Rob Sayers and put your name down. You'll be making Rob's and Kevin's jobs a lot easier aswell, as at the moment they have to ask the same people several times a year to be Secretary of the Meetings.

If you need more info about what is involved have a word with Ted, Rob or Kevin.

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



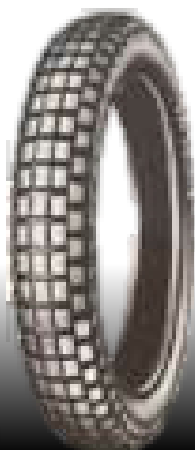
MICHELIN

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





ANGLIA CLASSIC TRIALS CLUB

Affiliated to the Amateur Motor Cycle Association

BOXFORD BASH

PRE 70 & TWINSHOCK TRIAL

**SCOUT HQ, THE SPINNEY, BOXFORD, SUFFOLK CO10
5HL**

Map reference TL 966408

Sunday 11th December 2011

Start: 10.30am

AMCA Permit No.

AMCA/CT/3142

Clerk of the Course:

Phil Smith

Secretary of the Meeting:

**Gary Eaves, 22, Bouchers Mead,
North Springfield, Chelmsford. CM1 6PJ Tel: 01245 460025**

Course: approx 4 laps of 10 sections, all on private land.

Riders over 65 years of age may opt to enter a separate class and only complete 3 laps of a 4 lap event or 2 laps of a 3 lap event. Easier route only, please show your preference in the route box on the entry form i.e. **easy 3 or easy 2.**

Marking: Will be 1,2,3,5 NON STOP.

Classes: Rigid, Pre-unit, Unit, 2 stroke, Twin Shock, Youth (15 to 18),

Entries will be accepted from members of the **EFA** and other invited riders on the official entry form.

Entry fees, £12 adult £10 youth. A competitor becomes a member of the Anglia Classic Trials Club for the day of the event. If you are a member of the **AMCA**, please quote your membership number.

Entries close half hour before start. Cheques must be made payable to:

ANGLIA CLASSIC TRIALS CLUB or ACTC.

Notice: Helmets must be worn & it is recommended that you wear other appropriate protective clothing.

Excessively noisy machines will be barred

Competitors parking on the hard car park outside the gates must not start their machines until the machines are pushed well inside the spinney.

Vehicles of any kind must not be driven on the grass field.

The easy course will be suitable for Old, Big and Heavy bikes & riders!

Observers: Please assist the organisers by bringing with you someone who is prepared to observe. Training given.

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

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

Riders Signature: _____ **Date** _____

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

Riders Name: _____

Address: _____

_____ **Post Code:** _____

Telephone: _____ **email:** _____

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

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

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

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

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

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

PEDRO'S PATT

Oct 1st the regional trial ,Colliers end ,Herts. Our recharged Roger Finch went and dominated the white route,well done young man, I believe other members apart from Howard Plush & Dave Field rode but I have no further info. Wrabness 9th Oct.,results elsewhere in this edition ,seemingly well rec'd by rather small entry.well done section plotters,Chris Byford - Smith, Dave Ling, Kevin Davie & Gary Eaves . 16th Oct. Several members enjoyed The Dabbers trial at Lt. Thetford nr. Ely with it open to all including modern, 3 routes easy,50/50 ,expert., the results were interesting and a credit to section plotters. Nick Dyble on his rigid C10 B S A did the 45 sections on the 50/50 for 3 !! Doug. (Tyre Man) Theabold 2 ahead of Paul Houghton 6 again 50/50 ,pre-65 .on the expert route young Daniel Carter excelled on the very well prepared C15, two dabs!! Colin (Snowy) Sadler jerked the ' crusader' around for 27 ,but I think he enjoyed the experience! Dave Field , Chris Chapman were mid-fielders on the 50/50 whilst Roy Ayres contented himself on easy route. Gary Eaves topped the 'twin shock ' experts on lowly 6 all that work on the TY/ Dalesman paying off!! Young Ben Wreatall had a good ride in

the modern 14. On the same day Howard Plush rode at E & S border open to centre trial at Raydon, 'big mistake' think he's off the tranquillisers now!! Raydon practice on 22nd again saw ' new blood' & machines and regular runners honing skills & enjoying 'bike riding ! The following day was the club's first trial of new season at the popular Snaque pit venue 10 sensible sections courtesy of messr's Graham Braybrook, Trevor Andrews & Dave Kent, a great day weatherwise and lots of smiley faces ,Trevor Baker just popped up the road from home to record a well ridden 3 in the 'big' class, Guy Stanley lost a few more on his rigid Enfield but loved the day,(has a rigid 500 BSA for sale ,if you're man enuff), Daniel Carter went clean to win the day a truly impressive ride (Sidge take note the lad has 3 weetabix for breakfast!). Brian Fletcher enjoyed recording his clean sheet to take the 50/50 win.,Thanks as always to the dutiful observers! Make the most of weather get out on that bike,ride safe use the mirrors!!

Pedro E

Would you like to read your Trials & Tribulations in
"glorious technicolour"

Then sign up for the email copy and a colour PDF version of your
favourite club magazine will be winging it's way to your inbox.

No more SAE's and waiting for the post.

If you do, then either send me or June an email:-

chris.canham@gmx.co.uk / membership@thumpers.org.uk



SNAQUE PIT TRIAL RESULTS

October 23rd

Pre Unit	1	2	3	4	5	6	7	8	9	10	TOTAL
23 Trevor Baker	0	0	0	0	0	0	0	0	0	0	0
22 Mark Fletcher	0	0	1	0	0	0	0	0	0	0	0
18 Graham Braybrook	0	0	0	0	0	0	0	0	0	0	0
28 Guy Stanley	0	0	0	0	0	0	0	0	0	0	0
Unit	1	2	3	4	5	6	7	8	9	10	TOTAL
17 Daniel Carter	0	0	0	0	0	0	0	0	0	0	0
26 Trevor Hill	0	1	0	0	0	0	0	0	0	0	0
25 Colin Sadler	0	0	0	0	0	0	0	0	0	0	0
2 Stroke	1	2	3	4	5	6	7	8	9	10	TOTAL
24 John Kendall	0	0	0	0	0	0	0	0	0	0	0
21 Dave Spurgeon	0	0	0	0	0	0	0	0	0	0	0
Twinslock	1	2	3	4	5	6	7	8	9	10	TOTAL
19 Gary Eaves	0	0	0	0	0	0	0	0	0	0	0
20 Ray Humm	0	0	0	0	0	0	0	0	0	0	0
27 Richard Wreathall	0	2	1	0	0	0	0	0	0	0	0
Pre 70 50/50	1	2	3	4	5	6	7	8	9	10	TOTAL
86 Brian Fletcher	0	0	0	0	0	0	0	0	0	0	0
85 Richard Challis	3	1	0	0	0	0	0	0	0	0	0
80 Roger Finch	5	1	0	0	0	0	0	0	0	0	0
66 Dave Godley	0	2	1	0	0	0	0	0	0	0	0
57 Chris Canham	0	0	3	0	0	0	0	0	0	0	0
87 Colin Rose	3	0	0	0	0	0	0	0	0	0	0

[illegible]



SNAQUE PIT TRIAL RESULTS

October 23rd contd.

Twinshock	1	2	3	4	5	6	7	8	9	10	TOTAL	
54 Nick Hodgetts	0	1	0	0	0	0	1	0	0	0	1	20
68 Chris McKenzie	0	0	0	0	0	0	1	1	0	0	0	21
62 Andy Tym	0	5	0	0	0	0	0	0	0	0	0	24
65 John Sadler	5	0	0	0	0	1	0	0	1	0	0	31
78 Brian Cook	0	0	0	0	0	2	0	2	3	0	0	40
58 Russell Cook	0	0	0	0	1	1	0	0	0	1	0	45
76 Dale Clutterham	2	0	3	1	5	0	1	1	0	5	1	80
79 Steve Cook	0	5	5	5	0	1	0	2	0	5	3	121
70 Les Fox	5	5	0	1	0	0	0	0	0	0	0	Ret
74 Keith Backhouse												Ret

NOTICES

If any club member is riding in the Sidcup & DMCC Jack Thompson Trial on 5th December could they please contact Mick Brown on 01206 250462, with a view to picking up his crash helmet and a couple of other small bits from Dave Blanchard. Mick was hospitalised at the Arbuthnot Trial and Dave kindly picked his bits up and looked after them.

Get well soon Mick.

Photo's Photo's Photo's

Not only does your magazine need that little bit of prose from your pen but, as you can see, pictures bring that little bit of extra life to the T&T. Therefore if your snapping away at a trial, club or otherwise (or even have some old photo's, which will be returned) and wouldn't mind seeing them printed in this esteemed mag it would be great if you could send them in. E-mailed copies don't need to be bigger than 1mb. I can even take stills from your mpegs.

Thanks, Ed.

THE ARBUTHNOT TRIAL

Sunday 11th September 2011

A pinch of salt is quite often needed when checking the weather forecast before riding in a trial, because the wet and windy conditions and predicted threat of thunder and lightning for Sunday 11th September, never

Club had been pre-planned to take us around any inclement weather, thereby avoiding the worst of Mother Nature's unpredictable personality. Clever guys these organisers! The event this year was dedicated to



Just like the old days, a brace of Triumph Trophy's

quite materialised during the day. Those rolling hills of Wiltshire only got a smattering of a shower during the afternoon. So, the sunshine was contented enough to come out and do its stuff for the spectacle of old British bikes clattering their way around the 73 mile course! But it is possible that the course we were riding and the route that had been plotted by the knowledgeable Salisbury Motor Cycle

'Bob Little' a course marker as well as back marker for many years for this great event. A heart warming photo of a smiling Bob riding the Wiltshire tracks appears on the front cover of the programme. Sadly 'Bob' is not with us anymore, but we all felt his spirit was present and helping to guide us throughout the day. Many thanks Bob for your efforts in all those memorable Arbuthnot events of the past, from us grateful riders.



Lunch time and bikes rest, riders talk,
at Rushmore Golf Club

There were quite a few newcomers to this event this year and hopefully this trend will continue to grow. More two strokes of Colonial type, (roadster's) as well as genuine trials type bikes were to be seen. Also many first time entrants appeared on traditional big banger four strokes. This new influx is very welcome indeed, so tell all your friends what a great Trial this is.

If you have never seen photos of the Arbuthnot and the scenery we ride in, just go to Tony & Pauline Green's website who this year have excelled themselves with photos from many different vantage points around the 73 mile course. See, www.photographicmemoriesuk.com. Click on sub heading 'Motocross', then Arbuthnot 2011. There are also some photos from 2010. Once you are enticed telephone Mike Rye on 01725 511131 to get on the mailing list for this great event.

Class A, competition Girder fork winner was Pete Robson on his

500 Levis Special with 20 lost, with Runner up Andy Glading, on the ex John Excell/Reg May BSA Empire Star 250 with just 3 more than Pete.

Class B, competition Telescopic fork rigids was won by Nigel Townsend on his AJS losing just 2 marks. Runner up in this class was Peter Collins on another AJS losing 5. Both of these men were in the winning team this year called Golden Blunders! Their

third team member was Fred Clutterbuck, unbelievably on another AJS! These 350 Ajay's are fairly common but really lovely to see and hear.

Class C was for sidecars and Chris Brindle with passenger Jill Pegler took the win with 30 lost. They were riding the ex Ray Blackwell Ariel. Jill also got the well deserved Ladies award.

Class D for Colonial Girder fork bikes was won by Bob Onley on the uncommon 350 Velocette MAC. Bob lost 5 marks. Clive Cook all the way from Paignton in Devon lost 20 for runner up spot on his ex WD Norton 16H 500.

Class E, Telescopic Colonial rigids, saw a 1941 Matchless ex army G3L 350 ridden by Stewart Dickinson misplace 10 marks for a win in this class. This was a really good effort on a bike that must have seen enemy action in the Second World War. Muck and Bullets are appropriate! Runner up was Hugo Wilson on a



John Taylor's James &
Steve Goodmans Royal Enfield

Runner up Peter Meek on his Greeves lost 5 marks as did my friend George Smith on his 1937 Royal Enfield 350. George was a little slower on the second of the special tests so gets a first class award. But! At 138 years combined age of rider and machine George picks up his second award and goes home loaded with treasures! Well he will actually collect them next year, but the feeling of pride was there with him all the way home to West Kingsdown in Kent.

Class I, won by a

Bantam D1 losing 21, which included a great old character who can't leave my a 10 for missing section 5.

Class G, introduced a few years back to cater for rear sprung competition bikes of four and two stroke engine types saw a young chap called Mark Ward take the win on a clean sheet with his Matchless 350. His Dad Simon also on a similar bike got a first class award for a loss of 7. Come on Dad catch up with the Young'Un! Now I wonder who cleans those bikes when they get home?

Class H, another class also introduced a few years ago for competition bikes riding the colonial sections with slightly harder deviations. This is to allow for the advantage of pukka trials tyres which are fitted to these old bikes. So Steve Hands riding a 1948 350 AJS went clean all day and secured a win in this class.



Paul Fevyer's 1940 Matchless WD G3L 350cc.

wife alone! Kissing and cuddling her so that I don't have to do it when I get home. Thanks Ali Tanner you are the winner of your Colonial class with a great ride on 3 lost, whilst hanging onto the Francis Barnet Falcon 197cc

up to Barry was, John Adams from Bradford on Avon who lost 6 marks riding a Triumph 3TA 350cc. This was obviously converted from road to trials specifications at some time in its life. These bikes make a very welcome



The winning Triumph Greeves

2stroke. It amazes me how you old boys manage to keep performing like you do and your ride was pretty good as well! Runner up to Ali was Richard Pike who lost 10 marks on his 1953 Royal Enfield 350 but didn't kiss my wife once.

Class J, another fairly new class for pre-1970, competition four stroke, unit construction trials bikes. A local lad from Salisbury took the win on a Triumph Greeves Special usually called a Grumph! His loss of just 2 marks was a good ride on the hardest of the routes, so well done to Barry Barthorpe on your win. Runner

and traditional sounding machine when on full song. Just music to our ears, so if anyone owns one we hope to see you next year at this event where there are many different classes for riders to enter.

Don't forget to go onto that website I previously mentioned and get yourself hooked on this great event! Then get on that mailing list so I can write about your win in next year's report!

Dave Blanchard

KEEPING TRACK

NOVEMBER '11 - FEBRUARY '12

November 1	EFA		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 19	Mid Anglia MCC	AMCA	Plonkaround, Raydon Pit
November 20	Dabbers	AMCA	West Raynham, Fakenham, Norfolk
November 20	North Berks MCC	ACU	SMP, Downland Trial
November 27	EFA	ACU	Eastern Thumpers Trial, Thorrington
December 6	EFA		Club Night at the Alma
December 11	ACTC	AMCA	Boxford Bash Trial
December 18	Braintree & DMCC	ACU	Turkey Trott Trial
December 27	Woodbridge & DMCC	ACU	Tunstall Forest
2012			
January 2	Dabbers	AMCA	Little Lodge Fm. Santon Downham
January 8	EFA	ACU	Little Bealings Trial
February 5	Dabbers	AMCA	TBA
February 5	Castle Colchester	ACU	PhilKing Anglian Trial, Althamstone
February 12	EFA	ACU	Snaque Pit

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

Dabbers Trials Club News

The next trial is on 20th November at West Raynham airfield between Fakenham and Swaffham and you can find more detail on the website. As before, the format will be 3 laps of about 15 sections, with a tea break half way through. Signing on is from 9:30, rider briefing at 10:25, trial starts at 10:30.

You can pre-enter from Sunday 23rd October until NOON on FRIDAY 11th November. There's more information on how to enter on the Dabbers website.
www.dabberstrialsclub.co.uk

Soon after the entries close, the rider list will be available to see on the website. Please DO NOT send any money, just bring the £10 entry fee with you on the day.

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.

I would just like to say a big "THANK YOU" to all the articles contributed, especially the 'first timers', those not published this month will appear in later editions.

Please keep them coming.

Thanks to - Norman Blakemore, Gary Eaves, Pedro, Dabber, Dave Blanchard, Sylvia Preedy, Ted Smith & Sidge.

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