October 19, 1984

BRIMBO

SUNDAY sees the opening of the new look All British, Off Road Series.

Traditionally, the first round is the grass track races, the difference this year being that our traditional home, the Lyco Riverside Speedway, has been affected by the laying of a water main and so Nigel Barnby has stepped into save the day by offering his own premises at Stuston.

Knowing Nigel, the course will be excellent and a good afternoon's sport can be virtually guaranteed.

The big class will be contested by Nigel himself with his Triumph Adventurer 500. Horrie Womack will be riding the well tried and tested A10. Pete Hislop will be one of a team riding AJ's using his ultra competitive 410cc Stormer.

Gene Womack has been doing his utmost to have his CCM present for its first Brimbo outing. One machine which unfortunately will not be present will be the CB Off Road Special. Having seen this machine, albeit in pieces, one can promise an ultra competitive motor cycle.

The 'Tiddler' class should also be well contested with a host of individual specials. Mike Harrison phoned me last week to enquire as to the where abouts of the first event, so following a successful scrambling season, during which he won the summer enduro, Mike looks set to challenge his first off-road series.

Leigh Trevail has also been on the phone, looking for British size tyres, so obviously Leigh has acquired a British bike. Paul Knights, consistent as ever will be sporting the Sprite.

The Wymondham team sadly look like missing this first round, due to a mix up over dates. Eddy Clarke has rebuilt the already immaculate Cub while Graham Barker has been keeping his mount a secret, and Mick O'Neil has been burning the midnight oil, putting his outfit together.

Cub enthusiasts Maurice Manning and Tom Evans will no doubt be putting in sterling performances as ever.

Maurice is also re-building his B40 Beezer for road and off-road use, this should be seen before the end of the season.

As previously reported, foreign bikes will not be contesting this year's series. There has been a tremendous response toward a series for the foreign bikes and plans are being worked out for some form of competition.

Cadwell Park saw Nigel Barnby again last Sunday but unfortunately at the time of writing the report, I have not heard the outcome of the day's racing.

Congratulations are in order to club president, Dick Aldous, who completed 30 consecutive years of road racing last Sunday. What a great achievement.

Dick had a good day's racing, assisted as ever by right hand man Bob Gedge, who discovered during Sunday's meeting that the megaphone fitted to the Norton was too long, so with the aid of a hacksaw, performance was greatly improved by removing two inches of exhaust pipe.

Dick has renewed his national licence through to next September so should be out again next season.

Next week I should be able to report on the grass track races and Nigel's day out at Cadwell.

Martin Smith

BRIMBO

WHILE Niki Lauda and Alain Prost battled it out in Portugal, the sun shone down on the now traditional carnival atmosphere of the first round of the Brimbo Off Road Series.

The new all-British look to the series brought forward an excellent turnout who were quickly touring the paddock to weigh up the opposition.

With machines still shaking off the dust, a number of mechanical problems arose and as riders fought to find race fitness, a large number of frightening spills took place although nobody was badly hurt.

Race one, the Under 250cc Class, and Mike Harrison took first place after a monumental tussle with Paul Knights and Geoff Davies. Maurice Manning, who has decided to ride his Cub himself this season had an excellent showing to prove what the Cub will do. Another Cub man who had an excellent day was ex-Yamaha racer Peter Alan, who has borrowed the Lyco Cub for the season.

Race two, for unlimited machines, and what a hotly disputed class this is going to be this year. Nigel Barnby and Peter Hislop tussled it out neck and neck the whole afternoon which finally resulted, in race nine, in a horrific pile-up with Nigel's fork leg finishing up in Peter's fuel tank, thankfully neither of them was hurt.

The main attraction of the afternoon was the outfit class. While many outfits are nearing completion, two examples lined up to contest the first round and what excellent sport this turned out to be.

Shelfanger based Ray Peacock and Burston based Mick Potter have teamed up to form Pea-Pot Racing and rebuilt quite a famous A65 Beezer outfit in their own immaculate paint job.

The other outfit is beyond description and must be seen to be believed — Wymondham Racing's long-awaited Mick Andrews special.

Somewhere in there is a Reliant but the beautifully engineered kneeler went very well despite a few teething problems and the lack of handles for the passenger to hang on to.

The Under 250 Class was won by Mick Harrison, with Paul Knights second, third came Geoff Davies on that very pretty AJS 250cc Stormer, fourth Peter Allan, fifth Maurice Manning and sixth Graham Barker.

The Unlimited Class was won overall by all-time favourite Harris Womack, second Nigel, third Peter Hislop. The results are based on an average points second and points for finishing.

Big news is that there will be a separate foreign bike Off Road Competition. This will run alongside the British Series, mostly using the same venues but at different dates and times.

Will all riders please stick to their relevant competitions as courses will be built for the bikes taking part.

I will shortly be writing to all interested parties but note dates of next rounds which will be for both competitions — The Green Lane Thrash at the usual site.

For British bikes only — Sunday November 11. For foreign bikes only — Sunday November 25.

November 2, 1984

BRIMBO

Format is changed for safety's sake

WITH the dents, scratches, bumps and bruises of last week's grass track races, easing themselves out, members are looking eagerly to the next round on November 11.

Traditionally established as the second round, the format will be slightly changed this season, mainly for safety reasons.

The Green Lane thrash will be held at the usual venue and the competition will take the ususal form in that riders will attempt two runs on the muddy, overgrown and narrow lane. Both runs will be against the clock and aggregate times will count.

This year we will be closing the run before the competition starts and then allow competitors a practice session of ten minutes. Solos and sidecars will practice separately.

Two weeks later, the first round of the All New Foreign Bike Series takes off at the same venue. November 25, will be the date, 2pm the time, any foreign bike qualifies, providing competitors are fully paid up members.

The venues for the remainder of the season are gradually coming together, although it could be that on two of the rounds, foreigners will have to ride before lunch and British after lunch, as it is not possible to obtain venues on different occasions. But more news in due course.

News in next week's *Express* on the forthcoming rounds, plus, hopefully, a line up for November 11, together with more news on venues.

November 9, 1984

BRIMBO

THIS Sunday sees round two of the All British Class of the Off-Road series, round two. As ever, the green lane thrash will be held at the usual site, starting at 2pm.

I visited the run on Sunday last and due to drainage contractors plant and dry weather, the run is very wide, mostly very smooth and very fast.

All competitors are advised to wear gloves and if possible, full face helmets, because of brambles.

Outfit crews will find the run very demanding, due to the bottleneck situation which occurs in a couple of places on the course which are tricky when negotiated at speed.

Under 250cc solo winner of the last round, Mike Harrison, will not be present due to a rebuild of his bike. Last year's championship winner, Chris Coe could well be back, following a disintegration of his engine.

Wymondham Club ace Eddie Clarke will definitely ride, along with all those from round one, including current unlimited leader Harris Womack.

The outfit class is really on the boil, Rocket Ray Peacock has been fettling the Beezer to maintain his championship lead, whilst Wymondham Wedge pilot, Mick O'Neill is re-hashing his hybrid to improve handling.

Members will be pleased to learn that Off-Road's most ardent spectator of last season has decided to compete this year. Caleb Sparkes-Trotski has teamed up with Harleston based Robin Beaumont to ride the ex Duncan Bond/Joe Fraser 650cc Triumph outfit.

The season looks set for a titanic tussle between conventional outfits and hybrid threewheelers.

Former off-road supremo Robert Bensley has been lured back with a mini outfit, which he was out practising last weekend. Robert described his new invention as "Frightening", so the sparks should fly on Sunday.

Wymondham Wedge Two is under construction at the hands of Graham Barker, although it is debatable whether Graham can complete his works by Sunday.

To date, little has been heard of the Iceni team, mainly due to lack of foreign rounds but Alan Atco and Peter Spacehopper have built an outfit.

Foreigners will be having their first round on Sunday fortnight, November 25, on the same site, starting at 2pm.

The new series is for all makes of machines and all capacities, although competitors must be paid up club members.

November 16, 1984

BRIMBO

All action at Thrash

THE damp, rather overcast weather on Sunday did nothing to deter those members taking part in round two of the British Class of the Off Road Series.

As ever, round two is the Green Lane Thrash, a timed run on a green lane about one mile in length. It was soon evident that we were to have an all-action event with some ultra competitive early runs.

Outfits ran first, with entries up 50 per cent, Mick O'Neill in a very much refettled Wymondham Wedge with independent rear braking — operated by the passenger — setting the time to beat at 1.05.61. Mick suffered gearbox problems put down to a bent selector.

Next came current class leader Ray Peacock with Pea-Potts racings, ex Doc Rawlence Beezer, Rocket Ray and Max Potter did a fine run of 1.48. Robert Bexley worked feverishly over the weekend to have his outfit ready.

Assisted by Leigh Trevail, Robert unfortunately rolled the outfit in practice, damaging the radiator, but was still able to continue racing.

His first run was just one second down on Ray Peacock. This order continued throughout the afternoon with Robert unfortunately, finishing up in a ditch.

Under 250cc class winner was Eddy Clarke. Eddy's first win and thoroughly deserved, having totally rebuilt his Tiger Cub which not only runs well but has overcome last season's gear change problems.

Harleston's Paul Knights took second spot having done well to ward off a bad misfire.

The unlimited class was dominated by the Womack family with father Harris taking first place, followed by son Sean and younger son Gene.

Having his first off-road outing and gaining fourth place, Royal Enfield enthusiast, Terry Godbold from Metfield, riding a trusty 500, enjoyed his afternoon out. He had only one nasty moment, when his handlebars worked loose.

Sunday next (November 25) sees the foreign bikes' first round, using the same run for their green lane thrash. Will all competitors please arrive in good time as on last Sunday's British round, light did deteriorate very quickly.

Brimbo

WITH hardly a fine day since the British Green Lane Thrash, two weeks ago, foreign riders will find a very different lane on Sunday next for their first round.

For the British round the lane was possibly the fastest it has ever been since the inception of the Off Road Series, five years ago.

I visited the site earlier this week, only to find a very wet, muddy and slippery run, the ultimate test for any off-roader.

Hopefully, a good entry will contest the new look series when competition should be greater than ever with many competitors either taking delivery of new machines or revamping their old ones.

Last year's winner, Duncan Bond, has already given his Beamish Suzuki an airing alongside his old 400 Yamaha this year, piloted by Pusher Pearce.

The Harleston challenge is boosted this year by David Coe with his Montesa. His injured hand is healing nicely and hopefully front forks straightened on the bike.

The biggest foreign challenge has got to be from Thetford with anything up to one dozen entrants on a variety of machinery.

With results only just finalised for the second British round, Rocket Ray Peacock and co-pilot Max Potter have maintained a 100 per cent score rate to lead the outfit class with Mick O'Neil and Andrew Took just four points adrift, closely followed in third place by Mr Besley and Mr Trevail.

In the solo classes, Harris Womack leads the unlimited class despite coming second last time out and Paul Knights leads the Under 250cc class.

Paul will be very pleased about this with the next British round being the Observed Trial for which he must be favourite, providing current trials champ Dylan Evans does not compete.

Riders will be pleased to learn that we have managed to secure our January Enduro site once again, leaving our course builders the unenviable task of building no less than three courses this season, with foreigners before lunch, British and outfits after lunch — all happening on Sunday January 6.

November 23, 1984

Doubly pleasing this week is a return invitation by Nigel and Gina to use their excellent Rosemary Speedway facilities again. All those present at the original races will indoubtedly be keen to have another bash together with all those who missed before. Date to be announced.

Club secretary, Willie Mewse, hopes to be mobile again on Sunday, riding the Pulham Crown Honda, which leads in rather nicely to an important announcement to all members.

An extraordinary general meeting has been called for Tuesday December 4 at 8pm in Pulham Crown. It is hoped to have a repeat of last year's Enduro Video so please made a note in your diaries.

Next week's *Express*, hopefully should carry a full report of Sunday's foreign Green Lane thrash, starting at 2pm.

Womack wonder

HAVING seen damp wet weather nearly every day for the past fortnight, off road members must have been delighted at Sunday's weather, clear and bright for the first foreign round in this new look, double-barrelled series.

The off-road circus stayed in town to make use of the same run as the British competitors two weeks before, although the lane was rather different.

A superb turnout soon got down to the serious business in hand as club secretary Willie Mewse threw down the gauntlet on the Pulham Crown Honda with a 2min 15sec run.

This was chiselled steadily away until Gene Womack clocked an unbelievable 1 min 56.60 on a Maico chased hard by father Harris at 1:56.60 also on a Maico.

Duncan Bond had left the Beamish at home in favour of his new Trail Suzuki and bearing in mind his 175, did amazingly well to clock 1:47.60.

Other Harleston riders had good first runs with Pusher Pearce on 2:46.00, David Coe 1:56.00 and Chris Baker unfortunately breaking a chain.

The Thetford team arrived in force, Graham Perkins back on a Honda 200, his 125 having been involved in a road accident. Phil Williams brought the Montesa and Jan Lewandrewski was on his Bultaco. Phil Williams did a 1:53.50 first round, sharing his Montesa with John Robinson with a 2:44.40 first run.

Brightest spot of the afternoon just had to be our two lady competitors from Thetford, Sue Keevil and Sarah Sunderland, not just pretty faces — these two went tooth and nail to a very respectable 2:37.60 and 2:29.00 respectively.

Sidecar co-pilot Max Potter tried a solo for the day and did well to clock 2:04.00.

Eastern Centre grass track champion Mark Garwood gave his Yamaha an airing to take a very cool fifth overall.

Skipper Moyse was sidelined with two broken bikes and both Stuston riders Roger Lye and Nigel Barnby could not make the meeting, hopefully they are both making steady recoveries from the British Round.

Final results: Gene Womack, Maico; Harris Womack, Maico; Duncan Bond, Suzuki; Phil Williams, Montesa; Mark Garwood, Yamaha; David Coe, Suzuki; Max Potter, Suzuki; Graham Perkins, Honda; Sarah Sunderland, Honda; Willie Mewse, Honda; Pusher Pearce, Suzuki; John Robinson, Montesa; Sue Keevil, Montesa-Jan Lewandrewski. Bultaco; Harrold Staitheman, Honda; Chris Baker, Suzuki.

Thanks to all who supported the event, the next round is on December 9, the Observed Trial, foreign bikes at 11am, British plus outfits 2pm.

Duncan Bond reports an off road jambouree this Sunday at the Cadders Hill Lyng scrambles track. Duncan and the Thetford club are going. For further details please telephone Norwich 631335.

MARTIN SMITH

Tough track tests big turnout

THE Brimbo Off Road circus moved once again south of the border for rounds two and three of the foreign and British classes of the club's off road series — the observed trial.

A thoroughly excellent course was laid out with sections which were testing but not impossible.

The pit used always provides an abundance of interesting sections.

A first class turnout soon busied themselves on the tasks ahead. The scramblers found the going very tricky and the trialists came to the fore.

Surprisingly the outfits came through with flying colours, particularly well the versions with two driving wheels.

Foreign class entries were well down understandably with many riders not attempting the trial on scramble bikes.

Taking first place on his Beamish Suzuki was Harleston Racing's Duncan Bond with only the loss of six points. Following Duncan by just two points was Maico rider Gene Womack, followed by father Harris, also on a Beamish Suzuki.

Harleston Racing also clinched the British class with event favourite Paul Knights on his rebuilt Sprite which worked perfectly on what is after all the job for which it was designed.

Gene Womack borrowed by Lyco Cub to take second place, followed again by father Harris with the mighty A10.

Wymondham Racing's Eddie Clarke started excellently with his Cub but unfortunately burnt out his clutch so had to settle for sixth place with the third Womack Sean, who borrowed father's A10 for the event and found the weight and power just too much on the muddy slopes.

Outfit entries were up 25 per cent and the two driving wheel varieties took best advantage of the course.

Robert Bensley drove "Denises Mini" to his first class win with only eight marks lost followed closely by Wymondham teammates Graham Barker and Mick O'Neil with his Mick Andrew's Special.

Ray Peacock and Max Potter took third place with the Beezer.

There is an increasing interest in the club with regard to trail riding, and a party travelled last week to Huntingdon to attend a meeting of the British Trail Riding Federation.

Brimbo hopes to send a party to its first trail event on January 13. Already, many members intend to attend. Anyone interested, please see Roy Peacock or Duncan Bond.

MARTIN SMITH

January 11, 1985

Bond and Reynolds are new snow kings

COURSE builders Duncan Bond and Paul Knights had done an excellent job in providing a tricky, interesting and yet not impossible course for the Brimbo mid winter Icycle Enduro at the usual pit, just south of Harleston.

For the first time, the club held an event on snow which proved very popular from the first class turnout.

Due to the snow the schedule of events had to be amended and I must apologise for the inconvenience this caused to riders.

Basically, the morning foreign round was merged with the British round and the outfits run on a contra-rotating individual circuit.

The two hour solo event proved the ultimate test of both rider and machine but amazingly the majority completed the event, although it was interesting that nobody was interested in grabbing any free practice afterwards.

The joint overall winners were Ray Reynolds, who had an incredible first time outing on the Suzuki 480 and Harleston's Duncan Bond on his Suzuki.

Duncan at one stage was doing his impression of a star fish in the water splash.

Taking second place and flying the flag, current unlimited leader Horrie Womack.

Following Horrie with joint third place, Harleston's Trevor Moyes and Pulham St Mary's Mark Garwood on a Honda and Yamaha respectively.

Following in fourth and fifth places, brothers Gene and Sean Womack, Gene suffered a throttle stick on his Maico while Gene had handling problems on the Yamaha X7.

Sporting a new machine, a BSA Starfire, the ever sporting Nigel Barnby, who ran into electrical problems, then swapped the Beezer for his Honda.

Also swapping bikes was Paul Knights who left his Sprite at home to borrow the familiar Bond Beamish to take a joint seventh place with Wymondham's Eddie Clarke with the ever reliable Cub.

Current British champion Chris Coe had his first outing of the season on the revamped Greeves to take eighth place just ahead of Ipswich rider D. B. Allen on the Lyco Cub.

Thetford rider John Robinson, who shared a ride with team mate Phil Williams, tied with David Coe in tenth position, followed by Chris Coe's fellow Mildenhall team mates Peter Hislop AJS Storner 410, Geoff Davies AJS Storner 250 and Martin Wigmore Cotton.

The outfits rode a one hour event and it is a source of much embarrassment to announce that the event was unfortunately started falsely and drivers had to be recalled.

However, after a re-start, current class leaders Ray Peacock and Max Potter took an early lead in the peapot special Beezer.

Retiring just five minutes from time with a broken gearbox, they had to concede first place to the Bensley brothers in Denis's mini.

Wymondham Reliant enthusiast Mick O'Neill and Graham Barker partnered by Andrew Tooke and Rudolph Clarke had mechanical problems and had to settle for third and fourth.

I am still receiving reports on the New Year's Day fun run and hope to put together a report in time for next week's *Express*.

Apparently, all time Off Road pioneer and Brimbologist Tony Trevail made the trip up from Gloucester for the event on his trusty Greeves but more of this next week.

Results of the Icycle Enduro: Under 250cc. Eddy Clarke (27 laps), Christ Coe (24), Nigel Barnby (19), Peter Allen (nine), Geoff Davies (six), Martin Wigmore (two).

Unlimited. Horrie Womack (46 laps), Peter Hislop (eight).

Outfits. R. Bensley and J. Bensley (54 laps), R. Peacock and M. Potter (47), M. O'Neill and A. Tooke (23), G. Barker and R. Clarke (18).

Foreign Machines. Ray Reynolds and Duncan Bond (both on 48 laps): 2. Trevor Moyes and Mark Garwood (both on 43): 3. Gene Womack (35): 4. Sean Womack (33): 5. Paul Knights (27): 6. John Robinson and David Coe (both on 17): 7. Phil Williams (15).

MARTIN SMITH

., February 8, 1985

New venue set to test

By MARTIN SMITH

SUNDAY next sees round five of this year's Brimbo off road series and a totally new venue thanks to Wymondham members Mick O'Neill and Andrew Tooke.

The circus extracts itself from the Waveney valley and heads north west to Besthorpe for the point to point time trial.

With just two rounds ahead and a tight league situation competitors will be hoping for dry conditions where high speeds will be the order of the day.

The sixth and final round will also be held at yet another new venue, just over the Suffolk border, but more news of this nearer the date.

Sunday's event begins at 2pm and will consist of machines competing against the clock with best run of the day to count — not aggregate times as at the Green Lane trash.

The event will be well sign posted off the A77 and is for British bikes only.

Two more outfits should be making their debut at Sunday's event.

The first is a Reliant based outfit, from the Wymondham Racing Team, bringing their Reliants up to no less than three. Graham Barkers brother Bob has built the machine in his back garden despite the frost and snow.

The second outfit an almost conventional bike and sidecar set up should I feel remain a secret. Foreign machines will be riding their fourth round two weeks later at Homersfield, Sunday February 24 at 2pm.

Last Saturday the club held a most successful party at Pulham Crown.

The evening proved most enjoyable and the club has received many requests to repeat the exercise.

In conclusion Sunday's event will be held on a very long and demanding circuit described by course builder Mick O'Neill as the best track yet.

The event will be well signposted off the A11 from the Silver Street turn off and a report will appear in next week's *Express*.

., February 15, 1985 29

GO GO COE

THE scene of the fifth and penultimate round of the Brimbo British Off Road Series resembled the barren wastes of Alaska rather than the pleasant corner of a Norfolk field.

A hardy band of enthusiasts battled through atrocious road conditions to reach the event at an all new venue at Besthorpe.

This was an important step for the club as for some time we had been attempting to hold events closer to the bases of outlying groups. The venue was arranged by Wymondham riders Mick O'Neill and Andrew Tooke.

The course proved very demanding due to the very hard frozen surface of what is an all out moto cross track.

The under 250cc class was won by last year's champion Chris Coe on his 197 Greeves, followed by Mildenhall teammate Geoff Davies with Wymondham rider Eddie Clarke third on his Tiger Cub.

Mildenhall team had a superb day out with not only first and second places in the Under 250cc but team chief Pete Hislop winning his class jointly with Tibenham rider Gene Womack, followed by his brother Sean and father Harris.

Current Series leaders Ray Peacock and Maxwell Potter, rode their machine to the event, worked on the bike to bring it into competition trim and then raced the outfit to second place.

Ray found the going very tough and after his first run, tipped the machine over. To complete his afternoon out, Ray and Max rode the team Peapott Beezer home.

Having won the last two rounds on the trot, Thorpe Abbotts' rider Robert Bensley was keen to take the number one spot again in his chase of Ray Peacock. And he managed it by just one second.

The next off road event is the fourth foreign bikes round at Homersfield on Sunday, February 24 at 2pm for this time trial.

Much hinges on the last two rounds with everything to ride for.

This year, as soon as the series has been completed, the annual off road meeting will be held to discuss next year's arrangements, while this year's series is still fresh in competitors minds.

)URNAL, March 1, 1985 29

Quick work to stage meet

BRIMBO
by Martin Smith

WHAT a season this year's Off Road has turned out to be, full of drama and crisis at every turn. This week's round proved no different.

With only hours to go before the start of round four for foreign bikes, the proposed venue was closed to the public and save for sterling work by Duncan Bond and Harris Womack the event was moved just into Suffolk and the event went ahead.

One lap against the clock round an arduous course, made doubly difficult by the frost leaving the ground.

An excellent entry brought forth by beautiful weather soon gathered to view the course with suspicion. With no foreign outfit course as yet, sidecar crews took great advantage to compete in the solo class.

First rider away was Thetford's Richard Scott on his Beamish, clocking 1.59. Knocking no less than one minute and nine seconds off this time came Duncan Bond with his Beamish.

First time out on a solo this season, Ray Peacock clocked just nine seconds slower than Duncan and the race was on. A very strong team from Thetford disputed the lead but could do little to challenge Duncan Bond.

Duncan's main rival for the championship, Gene Womack, had all sorts of mechanical problems wit the Maico and did very well to clock 56.6 seconds to clinch second place.

Already British Unlimited Champion, Harris Womack, tried Duncan Bond's Suzuki to do three minutes 0.2 seconds. Harleston Honda rider, soon to be back on a Greeves, Trevor Moyes, had a good ride to clock 1.41.

Thetford rider Richard LIndsey took fifth place on his new Montesa, while team mate Tom Robinson, took sixth place on the Williams Yamaha. Phil Williams himself took eighth spot with Harris Womack ninth.

Mini pilot robert Bensley, decided to ride the massive Lyco Honda with a gallant ride to take tenth place. Tying for 11th place came lady rider Sue Keevil and thetford supremo Graham Perkins. Bringing up the 12 spot came team Peapott passenger Max Potter.

The grand finale of British, foreign and outfits all together takes place in March on concrete and can easily be attempted on standard road bikes with no risk of damage, more news nearer the date.

Last night saw the club's annual meeting at Pulham Crown with a complex agenda under discussion. A full report will appear in next week's Express.

Season's grand finale

BRIMBO
by MARTIN SMITH

SUNDAY next sees the grand finale to this season's off road series with all classes massing together for the final showdown at what will be the third new venue this year.

The event will consist of two timed runs round the Suffolk Airfield course and the competitor with the two closest laps will be hailed the winner.

Being held on concrete the event will be open to road bikes, which we will be pleased to see.

Last Thursday, the club held its annual meeting at Pulham Crown. The meeting was well attended, with so many members coming from Thetford, they hired a mini bus.

Many key issues were on the agenda for discussion with the usual re-election of club officers. The main point for discussion was the club newsletter which has been edited to date by Chip Chilvers.

Chip was thanked by chairman Doc Rawlence for all his excellent service as unfortunately he is no longer able to edit the magazine.

Investigations are taking place to find a replacement and the newsletter, hopefully, should appear again in the not too distant future.

Club secretary, Willie Mewse also announced his retirement and his position was taken up by Ray Peacock for his second term in the secretary's job.

The evening finished with a slide show by chairman Doc Rawlence.

As this is the tenth anniversary of the club, the chairman has compiled an excellent assortment of nostalgic views which combined to provide the usual first class entertainment for all those present.