



TRIALS

&



TRIBULATIONS

January 2015

Vol. 2 Issue 49



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

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Club Secretary

Rob Sayers
29 Roman Way, Long Melford,
Sudbury, Suffolk, CO10 9LN
Tel: 01787 370180 **Mobile:** 07855 607492
E-mail: secretary@eastern-fourstroke-association.co.uk

Treasurer
Committee

Dave Kent
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Championship Recorder

Trials & Tribulations Editor
& Website Administrator

Chris Canham
10 The Close, Waldingfield Road,
Sudbury, Suffolk, CO10 2QA
Tel: 01787 374399 **Mobile:** 07963 467922
E-mail: editor@eastern-fourstroke-association.co.uk

Membership Secretary

June Kent
30 Clayhall Place, Acton,
Sudbury, Suffolk, CO10 0BT
Tel: 01787 379192
E-mail: membership@eastern-fourstroke-association.co.uk

ACTC Secretary

Kevin Davie
Mobile: 07801 138769
E-mail: secretary@anglia-classic-trials-club.co.uk

www.eastern-fourstroke-association.co.uk

Visit the Eastern Fourstroke Associations website for a wealth of club information, results, pictures and videos of club trials.
(all submissions gladly accepted - keep your club alive)

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.

EDITORIAL

Happy New Year to you all and I hope you have a good 'feet up' 2015.

I would like to say a big thank you to all who have sent in articles and photographs for inclusion in the T&T over the past year, especially the regular contributors as without you they'd be no T&T for the rest of us to read.

We're all very lucky to have a few club members and it is a few considering the size of the club, who are willing to give a little time helping the club survive. Some might send in stuff for the T&T, others organise a club stand at shows but the most important are those who regularly spend time, mainly unseen, putting each and every trial on. It's got to be 16+ for every club trial - secretary of the meeting, clerk of the course, EFA/ACTC secretary for the paperwork and to get the ball rolling, observers and a few to help set out the trial. So as we are in the dawn of new year resolutions how about making one to put a little back into the club, however small, to help spread the load over the coming year a little? Secretary of the meeting, observing, something for the mag, compiling the years 'Keeping Tracks' event diary or you could even jump right in and phone this number 07801 138769, Kevin is looking for some more help set-

ting out the Newbourne trial weekend after next.

For those of you who do and those thinking of doing the secretary of the meeting duties I've got a results spreadsheet which will make things easier to produce the results for you and easier for me to put into the T&T. I'll put it on the website for download or drop me an email and I'll send you one, just let me know if you'd like it in excell or open office format.

A lot of you may have already seen the notification sent out by the ACU regarding fake ACU licences. It has come to the attention of the ACU that fake licences are being sold on ebay. Needless to say, clubs in the Eastern Centre will be paying very close attention to licences in the light of this information and reporting offenders to the ACU, as well as refusing to allow offenders to ride.

Riders should also be aware that they are not covered by insurance unless riding on a valid licence, the possible consequences of which in the event of a serious accident don't bear thinking about.

[Further details on the ACU website](#)



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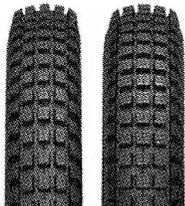
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PEDRO'S PATER

What bribery induced Phil Smith to add revolutionary council to his cv. As I have considerable regard for Phil a injection of his integrity has got to be good for the club, all the best young man!!

The Boxford trial produced some interesting results, how did Mark do that ?? It must figure high in his achievement file! A very substantial file! This is for the fantastic column! Next up, on a light weight twin shock, be it noted! Graham Palmer 10. The 50/50 scene produced two ties Rob Clarke on his 'special' in contest with Robyn Slater on 40, whilst Ryan Hyde and 'Vet' John Ruth produced a great result 23 apiece well done both!! On the 'easy' Richard produced smooth cleans right left and centre in the unit 4 stroke and exuberant Mark got a result in the twin shocks good on yer! The course layers/makers did a great job proven by the results and as always a big thank you observers! Thanks! A pity 'stumpys' efforts to impress were not contained 'on course' however he'll dine out on it !! Cheers!

Woodbridge club's trial had several of our number combating their Xmas bulges to good effect Graham Brown aced on 9 in the two stokers whilst Mark did well to equal Gary's performance on the Cub, collecting the home club best performance award yet again the still young Daniel Carter also

on 21. Again the section makers got it right and I'm sure many enjoyed the day. A battle royal evolved twixt Kevin & Howard on twin shocks, 10 apiece, a great result. Colin Sadler is still on the up taking his unit to an inter top spot great result Colin. Graham Braybrook's 15 was enuff to stay John Halfpenny's hopes of top in stokers. Again only a mark separated Andy Stevens & Nick Dyble's heavier mounts. Now the gentlemen on the easy were aced by a restrained Mark Gibb and a paced Brian Neale 4 & 5 great rides! Terry and Ted headed the stokers just ahead of Brian on the Henfield.

Now into 2015 with resolve to put more time aside to assist the club with it's 'promotions' possibly the most important 'the Thumpers' fresh officildiam being required as the current incumbents have done their bit, with a Big thank you!

Graham Steward has been hospitalised recently with heart related problems and I'm sure would appreciate a phone call to wish him well as we all do.

I trust your performances will improve this year turning negatives into positives (ask John Daly how one does that with a AJS) all the best!

Pedro E

UNCLE SYD

In a previous article I wrote about 'Molly's Bucket List'. This was all about a Septuagenarian lady who had harboured a deep desire to ride in a sidecar. We made that happen for her when she rode in my '1936 Post Vintage Norton model 18 outfit' in the Autumn of 2014.

From this happy and fulfilling meeting another short story probably of interest to other motorcyclist's was conveyed. It was about Dot Reed's Uncle Syd (now deceased).

Sydney Cornell of Ingates-
tone was a keen cyclist and raced cycles back in his younger days when he was an extremely fit young man and quite a handsome specimen too.

Like many young men of the period Sydney had this passion for bicycles and was gifted with the muscular energy to propel them at great speed for long distances.

Every work day he

could be seen riding to his regular employment at Hoffman Bearing Manufacturing factory in Chelmsford. At weekends and on holidays he would probably be racing the same bicycle that was used for travelling to work to earn his living.

As Syd got older and less capable of the daily grind he bought a 'Cyclemaster' attachment to propel him along more easily. This must have wetted his appetite for powered two wheelers and he was soon hooked just like the rest of us were in those days! It wasn't long before Syd had upgraded to

an Excelsior 98cc, most probably the popular Consort model. This gave a big increase in power because the little 'Cyclemaster' could only have been 32cc at most. The earlier ones were only 28cc if my memory serves me correctly?

What an experience that Excelsior power increase must have been way back then! I know because as a teenager



still too young to hold a driving licence, I also had a 'Cyclenaster'. This was soon followed by a 1949 98cc James Comet fitted with the same Villiers engine as Syd's Excelsior. I can remember it like it was yesterday. The prospect of two gears on the Comet was mind blowing... except the gears were operated by an insignificant hand change lever mounted on the handlebars. Not exactly like a racing

Manx Norton foot change pedal unfortunately, but my imagination could easily work overtime and often did in my boyhood 'confectionary pipe dreams'. I even turned the handlebars upside down in an effort to emulate those fabulous racing 'OHC Manx Norton' factory wonders.

As uncle Syd got older he continued upgrading when he bought himself a James Cadet. This would have been a 122cc machine fitted with the ubiquitous Villiers engine. This served him well just the same as all Villiers engine motorcycles were serving many others in those days.

Years later he bought himself another motorcycle. The monochrome photo printed here shows Sydney Cornell in 1962 on his 70th birthday, proudly sitting astride his new model 25 James Super-



swift Twin with the Villiers 2T engine. This was power and luxury in a pretty package. Although the beautiful colours cannot be seen, for the record it was finished in two-tone Flamboyant Riviera Metallic Blue and Silver Sheen, with the traditional Gold lining separating the two colours.

Another photo shows the handsome young Sydney on his racing bicycle. Both these nostalgic pictures will bring back many memories for a lot of enthusiasts I am sure.

Dave Blanchard

Twinshock

9	John Ruth	Fantic 156	0000	1312	0010	0000	1105	0010	1030	1101	0000	0000	23
1	Mark Skene	Suzuki 325	0000	5332	0000	0050	0213	0110	0000	0321	0000	0001	33
40	Richard Wreathall	Ossa 250	0000	1353	0000	0200	1531	0013	1030	2111	0000	0000	37
44	PC Pettitt	Fantic 156	0010	5333	0000	0000	0352	3111	0500	3215	0500	0000	52
12	Tony Davey	Yamaha 250	0000	1333	0000	0000	5555	5250	1001	5131	0011	0001	57
10	Geordie Tyson	Montesa 250	0000	3353	0000	0000	1232	1000	1522	3355	0001	3350	61
16	Hugo Rose	Ossa 250	0000	3333	0000	0005	1555	0002	3120	2535	0000	0005	61
27	Kevin Davey	Yamaha 250	0	0	0	0	5	5					Ret
30	Nick Hodgkiss	Bultaco 350	0	3	00	50	55	01	3555	52	1	0	Ret

Pre Unit 4 Stroke EASY ROUTE

51	Kevin Goldsmith	R/Enfield 350	5515	0051	0500	0000	1233	5333	3331	5500	3000	0000	73
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Unit 4 Stroke

19	Richard Challis	BSA 250	0000	0000	0000	0000	0000	0000	0301	0000	0000	0000	4
24	Phill Smith	BSA 250	0000	0000	0000	0000	0052	0000	0110	0000	5010	0000	14
54	Brian Cook	BSA 250	0000	0000	0000	0000	5333	0025	0300	0000	0000	0000	24
25	Joshua Smith	BSA 250	0000	0000	1000	0000	5033	5035	2200	0000	1000	0000	30
17	Julian Smith	Triumph 200	1101	1200	0500	0000	3333	3333	1350	1531	3510	0000	63

2 Stroke

23	Oliver Weavers	Greeves 250	0103	0500	0003	0000	1133	5001	2030	0000	0010	0000	32
15	Eddie Hood	FannyB 197	0003	0000	0005	0010	0230	0000	0300	1005	5000	5000	33
39	HRH Ted Smith	BSA 175	0000	5100	0000	0000	1550	0233	3323	0100	0210	0000	40
61	Dale Clutterham	Yamaha 175	0300	2115	3000	0000	3353	3333	5333	3050	2120	1000	69
47	Andrew Spreadbridge	250	0000	0101	3000	0050	1333	0353	5555	0000	3555	0010	70
28	Bruce Davie	BSA 175	00	05	00	00	53	01				0	Ret
49	Trevor Andrews	BSA 175	002	0000	000	120	113	555	500	100	002	0000	Ret

Twin Shock

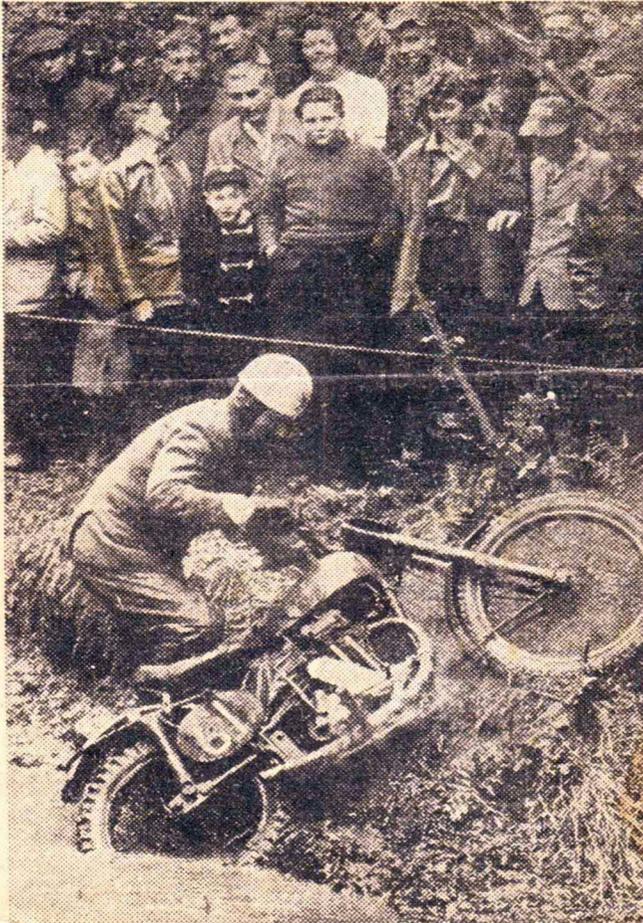
32	Mark Gibb	Honda 125	0010	0000	0000	0000	0200	0010	0030	0000	0000	0000	7
46	Colin Black	Fantic 212	0000	0000	0000	0000	3350	0000	0000	0000	0000	0000	11
29	Sidge Kenny	Suzuki 325	0000	3000	0000	0000	0333	0001	0000	2000	0000	0000	15
52	Steve Page	Honda 200	0000	0000	0000	0000	5000	0110	1370	050	0000	0000	28
36	D Field	Banty 246	0000	0010	0000	0000	3333	1001	0551	0003	0010	0000	30
48	Andy Tym	Yamaha 175	0010	0000	0300	0000	5302	0521	0000	5002	0000	41	
35	John Sadler	Yamaha 175	0350	0102	0501	0000	5513	0300	1200	5000	0101	0000	44
34	David Warton	Honda 200	5000	1010	0100	3131	3333	0121	5515	0251	1010	0000	58
45	Joe Palmer	Yamaha 175	0152	0000	5200	0000	1333	2032	1111	1000	550	0010	58

VETERAN'S ROUTE

5	Geoff Daw	Bultaco 350	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	10
38	Clive Joseph	Honda 200	0100	0200	0503	0000	0500	0000	0000	0003	0000	0000	19
33	Alex watson	Honda 125	0333	5000	5033	5055	1030	0013	3300	1350	0000	0000	63
60	Phil Evans	Yamaha 175	000	000	1015	0050	3555	0033	55	50	515	505	72
31	Albert Dove	Banvil 250	133	3	0035	0000	0050	3053	0300	0000	0000	0000	77

BLAST FROM THE PAST

Motor cycle mud bath



Mud and water added to the fun of things at Whit-Monday's motor-cycle scramble at Fridoy Woods, Berechurch. Pulling his machine from its mud bath is N. Canham, of the Essex and Suffolk Border Club.

"It was probably 1957?, the machine is a 350 Matchless running on dope at 12 to 1 compression ratio, it was built by I think his name was Dave? Green as a grass bike, and it went like shxx off a shovel, in fact so fast it beat Dave Bickers 500 iron engined BSA along Friday woods straight, but as usual I never saw his back side for dust after that.

After I pulled the bike out of the mud in the picture, it had lost all drive, and on investigation it was found that the gear box had split wide open from end to end, which curtailed my racing for a bit."

WANDERINGS

The EFA Banner has been on it's travels again, this time to the Kempton Show and Jumble at the beginning of December. Don and his Team had gathered together a variety of machines plus a rather impressive Velo engine on the bench. Seems as though they had a steady stream of visitors to chat to, maybe being in a cosy corner of the Show Hall had something to do with it! Back outside the sunshine had brought the punters out in their droves but listening to some of the Jumblers the chilly wind kept a lot of people's hands firmly in their pockets! We didn't have a bike on display but were able to stand guard at the end while the others wheeled theirs away and loaded up for home - the Stollen was very nice thank you Chris.

About a dozen riders from the Eastern Centre ventured south of the river for the Jack Thompson British Bike Trial. The Sidcup Club had spread 20 sections around the outside of the Scramble Course which gave the entry a good ride round. Three routes, each marked out separately, white cards for the harder route, red cards for the easier route and blue cards for the easiest route. A few of the sections were a bit greasy but produced some amazing rides. Trevor Baker did well to finish 3rd in his Class on the white route, with Gary Baker taking a First Class Award in his Class. From what we saw of Mike Smith he was having a tough time of it on the White Route. Terry Sewell and Richard Challis kept

going for a finish on the Red Route. Dave Field retired at the end of the first lap but John Daly only managed two sections, don't know the story behind that, hope it was nothing serious.

At Boxford over 60 of you enjoyed our annual visit to the Spinney. It's always amazing how everyone manages to squeeze into the area available for parking. Scanning through the results it looks as though it was an event of two halves with lots of cleans on some sections but feet flying and failures on others. Dave Spurgeon gave a festive atmosphere to the proceedings, coming round as Santa Claus with boxes of chocolates for the Observers, much appreciated, thank you Dave. The new idea of the Veterans Route attracted five takers and will probably grow in popularity once people get used to the idea.

The Woodbridge Club Laurie Bird Memorial Trial on the 28th December attracted a big entry, sadly only 30 British Bikes and over twice as many Twinshocks. Again three routes, hard, intermediate and easy. The sections were split into main two groups connected by a good blast round. Heroes of the day were the Observers 'cos the cold really got to you if you stood still for long.

We're busy munching our way through the Christmas goodies and only fit for filling in the calendar with next year's fixtures, happy daze.

All the Best for a five free 2015
W & G



ANGLIA CLASSIC TRIALS CLUB

Affiliated to the Amateur Motor Cycle Association

THE NEWBOURNE TRIAL

PRE-70 & TWINSHOCK TRIAL

Sunday January 18th 2015,

Start 10:30 am.



AMCA Permit No: AMCA/CT/6633
Venue: Newbourne Off Road Site, Woodbridge Road, Newbourne,
Suffolk, IP12 4PT (IP12 4PA might be nearer)
Clerk of the Course: Daniel Carter
Secretary of the Meeting: T. B. A.

Course: Approx 4 laps of 10 sections - multi route course, all on private land.
Routes: Hard / 50/50 / Easy / Veterans*
Classes: Rigid, Pre-unit, Unit, 2 stroke, Twin Shock, Youth (15 to 18),
Marking: Will be 1,2,3,5 Non-stop basis.
Entries: Will be accepted from members of the EFA and other invited riders.
To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of **£15.00** adult, **£10.00** 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.** Please make cheque's payable to the **ANGLIA CLASSIC TRIALS CLUB** or **ACTC**. If you require the results to be posted to you please supply a S. A. E. Alternatively results will be posted on the EFA website at; www.anglia-classic-trials-club.co.uk / www.eastern-fourstroke-association.co.uk
Entries Close: Half Hour Before the Start

NOTICE: The access track to the parking area of this event is also, in part, a public footpath over which we have permission to travel; we also have approval from the local authority providing we comply with the signs that will be displayed on this track. The signs will read: **“CAUTION pedestrians have priority GIVE WAY”**
Please keep to the marked route and **STOP** at the signed **FOOTPATH CROSSINGS**.
Helmets must be worn & it is recommended that you wear other appropriate protective clothing.
Excessively noisy machines will be barred.
Dogs Must Be Kept on a Lead.

*The **Veterans** route will be suitable for the Old, Big and Heavy bikes and run between the beginnings and end cards with a couple of yellow gates to keep you away from trouble. It will be **open to anyone** so also suitable for those looking for a gentle, enjoyable ride around the course.

OBSERVERS: Please assist the organisers by bringing with you someone who is prepared to observe. Training given - *it's quite easy.*

ENTRY FORM

The Newbourne Trial

18th January 2015

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.

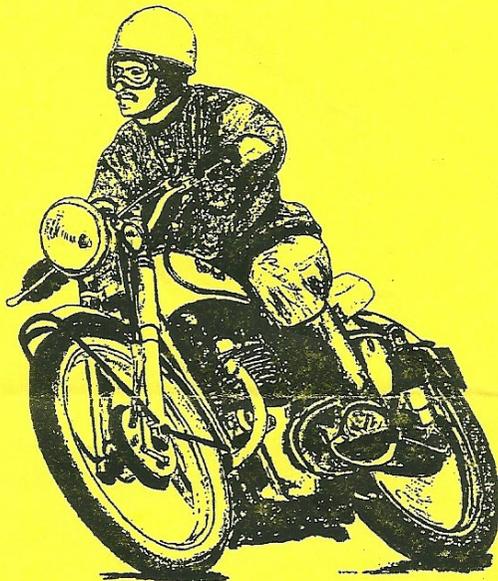
- a) I confirm that he/she is competent to take part in the event and that any vehicle which he/she will use is safe and fit for competition.
- b) I will, before allowing him/her to take part, satisfy myself that the course and the facilities are safe and will inspect same.
- c) I also AGREE that if 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:** _____

Maldon British Motorcycle Owners Club

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Mark 01621 857130

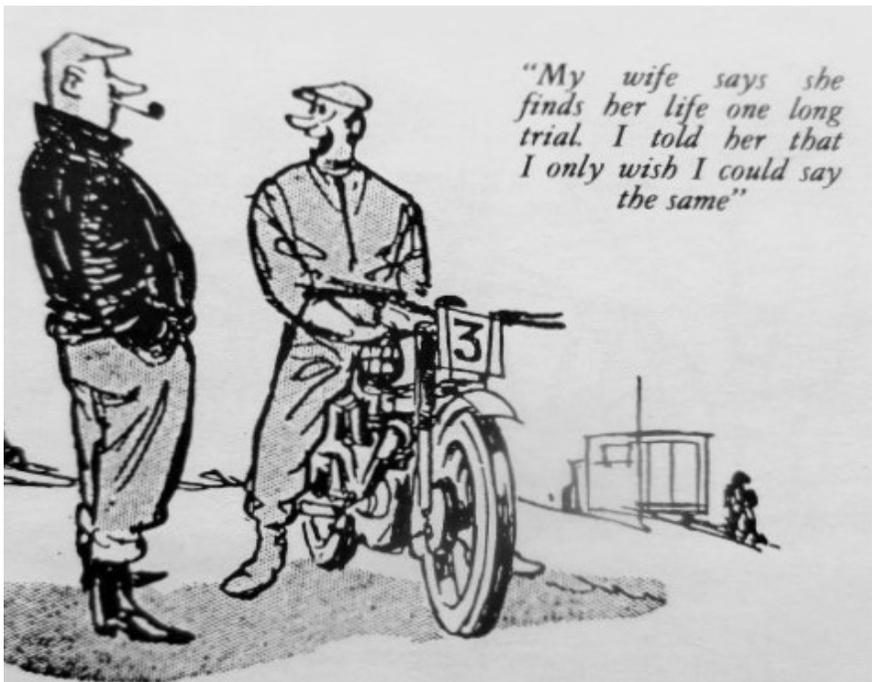
KEEPING TRACK!

January 2015

Fixture list of Classic Trials in East Anglia & some further afield

Date	Club	Authority	Event & Venue
Jan - 11	Maldon B. M. O. C.		Bike Jumble, Royal British Legion, Witham
Jan - 18	ACTC	AMCA	Newbourne Trial, Newbourne Nr. Matlesham
Jan - 24	Mid Anglia M.C.C.	AMCA	Plonkaround Practice, Raydon Pit.
Jan - 25	Talmag MCC	AMCA	Talmag Trophy Trial (??) Hungry Hill
Feb-8	Castle Colchester)MCC	ACU	Phil King National Trial, Alphamstone
Feb-15 TBC	EFA	ACU	Raydon Pit Trial

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.



Remember when these two characters used to be a regular in this mag?
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