



Trials & Tribulations



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The Anglia Classic Trials Club
monthly magazine**

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Pre '65 Scottish 2011

DAY ONE. BY CLIVE DOPSON.

Even though I first rode the trial in 1985, I started writing a personal report of the Scottish pre'65 Trial in 2004 and have done so every year since, initially for my own record but also to share with any other interested enthusiasts. So this is the eighth report. Preparation was quite simple this year, the Talmag trial was successful and although I knew the engine was smoking a bit and would soon need a rebore I decided to leave it until after the trial as it was running well. The Eastern Centre Pre'70 Championship trial at Ipswich was the only other trial before Scotland as I thought it a bit risky to ride at Blaxhall on Good Friday, just two working days before we had to leave. The rear tyre situation was the similar to 2010, so the Dunlop tyre only used in 2009 was taken out of storage and fitted to make use of the unused edge. When refitting the rear wheel I noticed a problem with the final gearbox sprocket so a new sprocket and nut from stock were fitted, this time with threadlock on the nut to help it remain tight.

The journey north on the Thursday was uneventful. As in the previous two years, Matthew and I were in the hire van, when we saw Brian Neale and Roy Ayres at Scotch Corner, who were travelling in Brian's van to observe both the Pre'65 two day trial and the six day trial. We signed on in Kinlochleven before we



Clive Dopson at Manmore Path
By Jack Knoops

arrived at the hotel below Ben Nevis and, after a quick swim, met the other two for dinner.

As expected Friday morning started dry and after breakfast we travelled back to Kinlochleven and, as usual, parked on the site of the demolished aluminium works. After some fettling of the bikes, we went for our traditional cup of tea in the café across the road from the start, and also used the facilities. There was an expectation that scrutineering would be stricter this year, two photographs of each bike having to be posted with the entry, but with

Cover Photo

Chris Cook at Manmore Path,
Pre '65 Scottish by Jack Knoops

the Norton it was difficult to tell any difference. This year Matthew was riding an Ariel recently built by his father, it differing from the one previously used in being a short stroke engine and was quite a bit lighter. It does not look too radical but after three local trials he was optimistic for a good result after finishing twelfth on ten marks lost in 2010. We have been on the even loop every year since 2004 but due to route changes on the Friday and not using Meall Na Cruaidhe the time allowance had been cut from six hours by 30 minutes and our first section was Pipeline.

Pipeline was quite rough with most of the riders going up the step on the right, I thought the straight line on the left was more suitable for the Norton as did Matthew so I went first and after a dab at the top of the step made it feet up to within a bike lengths of the ends before taking a three, not a bad start. After I had left for the next section Matthew followed my line for a dab. Aluminium Works shows how the trial has been made more difficult, in the past two sections would either be a double subsection in either the lower of upper stream, this year we had to ride each

part of the stream as a single section. For me scrappy threes in both were not good, although the top section is quite difficult. Now we went past the old village hall and turned right at the old school and then right again at the Mamore Lodge Hotel on to the track to Loch Eilde. Just after the game-keeper's cottage we dropped off right to the narrow footbridge, where I realised I had a rear wheel puncture, I rode on for a while until we were passing the end of Alt Nan Slatan. After parking the Norton on a suitable rock I asked a convenient spectator help hold the bike whilst I removed the rear wheel. As I changed the tube various riders including Matthew stopped and offered to help but I was happy on my own, as time worked out at the end of the day it was useful that Matthew kept going. When I got going, with the rear tyre a bit harder than before, I arrived at Jacksons (previously known as Grey Mare's Ridge) to find Matthew and Kevin Hood, on his father's Sprite still inspecting the section. Matthew cleaned it, Kevin had a dab and I had a scrappy three, still trying to get my head together after the puncture. It was Kevin's first ride in the trial, together with fellow Eastern Centre

Pencil in on your treats list Saturday 9th July, which is when the next ride will take place. Any suggestions for a route and destination are welcome. Final details will be published in July's edition of T&T



TIM'S TOURS

The Mid Anglia MCC
present
for your enjoyment



Plonkatound

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

Saturday 25th June 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



Sam Cook at Manmore Path
By Jack Knoops

riders Chris and Sam Cook, both Chris and Sam I believe had helped out a lot with the trial in previous years. I had a bad stop and a three

in Coire Na Ba before I got back to Allt Nan Slatan, Matthew was losing a few marks and we knew something was wrong, when after I had a three and a clean, he had two threes. After a quick inspection Matthew found that the brake pedal had bent so that when riding the section with his left boot in it's normal position the rear brake was hard on, some re-shaping was required. We did two new sections on the Mamore Path before rejoining the Loch Eilde track to go to four sections at Leacann Na Faire. These sections were exactly as previous years starting from the track up the slabs past where the stream narrows. The first pair were steady before in the first section of the upper pair I had a crashing five when I got off line and hit the front wheel into a big step which stopped the bike dead, the last section was difficult to exit but I was pleased with a dab. Brian and Roy were watching here as they had not been given a section to observe today.

I, Kevin and Matthew left the section together in that order to ride down the Loch Eilde Path, on the way we passed Milk Wilkinson. The

path was more difficult going down than up, I do not think we have ever come down it before in the Pre'65 but I do remember it in the Six Days. Near to the bottom on the steepest part I spotted a flag on the left and went to follow a small path, Kevin went to go straight down, but luckily for him changed his mind and followed me as the direct route had been washed out. On Saturday morning Mick admitted that his crash helmet annoyed him so much coming down the path, that he took it off and carried on with his arm through the strap, not a good idea from a point of view of Health and Safety.

The sections at Loch Eilde Burn were as we normally rode them as the first group, nothing really exceptional apart from Kevin throwing himself and the bike out of the first section for a good ride. He then admitted he had worked out how to ride these sections, just hit everything harder than you think! Stupidly I followed another rider from this group and did a bit of a detour to get to a new group of sections just along the path to Blackwater. Chiarain Burn was a very narrow double subsection which I was pleased to clean before we headed back to the start and the van.

Nothing exceptional happened we just refuelled the bikes and ourselves and Matthew rode off to find Kevin. I went to start the Norton but the engine would not rotate, Brian and Roy arrived whilst I removed the left side footrest and the primary chain cover. With the biggest adjustable spanner I had, about 40cm long, I managed to get the crankshaft to rotate by using the primary gear nut. Without understanding what had happened I rebuilt the bike and it started, but by

now I was behind Matthew and Kevin and the five and a half hour time limit was going to be tight.

Following the road along the south side of Loch Leven, I arrived at Cnoc A Linnhe, the first section was cleaned before a dab and a three as surprisingly I caught up with the other two. The fourth section in the group had never been used in the Pre' 65 before, although it was quite tricky in the Six Days, a steep rocky gully that exited in the trees on the right side of the gully. Catching the others had been quite tiring so I was pleased that Sam Cook caught us up and I asked him to carry my rucksack to the top. I was pleased to have a steady three as many better riders managed to dig holes, Kevin had a five, but Matthew and Sam both had



Kevin Hood at Manmore Path
By Jack Knoops

a two. Pollock Hill was next and disaster with myself, Matthew and Kevin all stopping although Sam had a three. I was annoyed to stop feet up and Matthew reckoned Sammy Miller had told him the wrong gear. I struggled across to Coire Sgoilte with the Norton not running so well, so I was really annoyed with myself when it stopped in the first simple section, right in front of Colin Bullock filming for the DVD. I then had to change the spark plug as I should have done before the section, so after another three and a dab I headed down to the road and a long to Caolascoan, now more concerned about the time limit.

There were many spectators still watching and the section was as difficult as I have ever seen it, after a quick inspection and telling Matthew to keep going I set off from the bottom without much hope. Somehow the Norton stayed on line through he left hand turn and up the step, I was then determined to keep feet up around the right turn and made the ends card, I was really pleased with the ride as I was very tired by now, Matthew had a two and Kevin and Sam took threes. Back to the road again and then using up more time via the loch side to Camas Na Muic, two marks in each of two sections got me back to the road with a few minutes to spare. Hoping Matthew was not far behind I rode back to the finish, I got in with about two minutes to spare followed by Matthew who was about fifteen seconds inside the time limit. To stop riders signing off and then riding any missed sections riding numbers were taken to be returned on Saturday morning. On the road the Norton seemed to have a different vibration and on inspection I explained this by the bro-



Mathew Neale at Manmore Path
By Jack Knoops

ken front exhaust mount. There was not anything I could do to repair it, the exhaust manifold nut was tight and still wired in place.

At the van we worked to repair Matthew's broken gear lever by drilling holes in the stub and bolting on a shortened spark plug spanner, next year I shall take a battery drill rather than having to borrow one. Brian exchanged the previously bent aluminium brake lever for a steel one he had as a spare. After loading the bikes we headed back to the hotel via the garage in North Ballahulish to wash the bikes. It was when loading the bikes I realised I had hurt my wrist somewhere during the day.

To be continued.

In Memory of Russell Smith

Russell Smith sadly passed away recently after a short but severe illness.

Just one of the many things we will remember about Russell is that when he rode my spare Bultaco a few years back, he always had his pipe in his mouth! That is until one day at Her-ringfleet Hills when he crashed quite heavily and we couldn't find his pipe anywhere. We all feared he had swallowed it and had a look at the back of his neck to see if the stem was sticking out but all was OK and he could still talk!

Finally we found his pipe under the fallen bike and from that day on, Russell never rode with his pipe again. At Club nights Russell always managed to interrupt Ted's talk with some little comment or other, much to everyone's amusement.

He continued to ride his road bike although he never had a car licence. For a short period he also had a "Del Boy Reliant 3 wheeler.

Approximately two years ago Russell had a road accident and was left par-

alised from the chest down. He was in Stoke Mandeville for several months and found his injuries very hard to accept and come to terms with. He also found it very difficult to do the things the Nursing Staff needed him to do to help himself. He finally returned home to Jenny where he virtually lived in the downstairs lounge. This again was difficult for everyone.

About three months ago he became ill and was taken to Ipswich Hospital where he was put into the 24/7 Critical Care Unit.

He condition continued to deteriorate and he was put onto a life support machine. The medical staff tried many different approaches to get him to survive by himself but sadly, nothing worked. He lost his fight for life and passed away surrounded by Jenny and all his family.

The whole EFA membership send Jenny and family their condolences.

Eddie Hood

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"glorious tecnicolour"

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favourite club mag. will be winging it's way to your inbox in.

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

Onwards and Upwards.....

Ben Nevis, 1344 metres or (in old money) 4406 feet, a long way up for us as we only live in a bungalow.

Sitting in the campervan on the Glen Nevis Campsite at the foot of Ben Nevis we wondered if we'd bitten off more than we could chew with the idea of celebrating the 20th anniversary of the EFA banner's first ascent to the top by taking it up again.

Anyway, in for a penny, in for a pound, at 8.15am on Wednesday 4th May, a clear, bright, cold and frosty morning, we set off. We'd already decided to go up the short, sharp route near the Youth Hostel to warm us up and it did! We joined the main path and soon encountered several other people (and the odd dog or two) who were also going up that day. It wasn't long before some parts of the path resembled the Trials Sections we'd been watching during the week. Not a good idea to look over the edge! To add variety to the route there were three little bridges to negotiate, substantial affairs with handrails, thank goodness.

Although we were climbing higher and the morning had started off really cold it was beginning to warm up now so jumpers had to be discarded. The campsite is looks the size of a postage stamp and two low flying military aircraft have just shot past along the valley below us!

Time to take on fuel (marmite sandwiches and water). The views over Fort William and the Lochs are spectacular but we still can't see the top of Ben Nevis. It's getting colder though (time to put the gloves back on). No wonder it's getting colder we've just seen our first patch of snow. It's quite cosmopolitan, lots of foreign holidaymakers chattering away in their own languages as well as English, but everyone is very friendly (and young!)

We press on over various types of terrain until we come to a much harder bit, a steep section covered with snow, nothing else for it but got straight through it. Seems no-one expected to have to actually plough through snow so there was much hilarity as we slowly set off, still a bit further to go, will we make it?

Wallace and Gromit



An 'Inter's' Tale

BY IAN PREEDY. FINAL PART.

It was now time to rebuild the Norton. I decided to use the bits I had recovered from my friends shed. I used the long Norton tele's, original frame, engine and wheels, a Gold Star exhaust system and of course drop handle bars and rear set foot-rests. I also had to sort out the seating arrangements as Sylve would now be pressed into action whenever the Inter had to be started.

With a new paint job and the petrol and oil tank painted grey with black lining it looked 'the business.' The Norton with its make over would now not look out of place if it was parked outside the 'Ace Café' in 1956. it was then used as our main form of transport throughout the summer months.

Though the old bike still went very well it needed a lot of maintenance and was

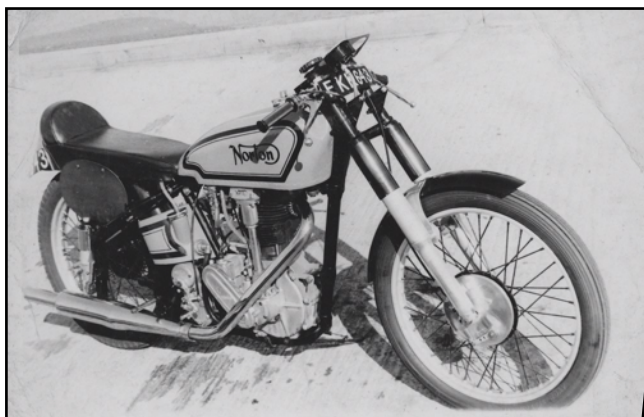
very prone to oil leaks and mag trouble, but having said that, it always managed to get us home. All went well until the early hours of one morning after we had been helping to man the Colchester station of a

National M.C. Rally. We were rammed by a hit and run driver. Leaving Sylve, myself and the Inter all injured and in a heap at the side of the road!

After the accident I rode it a couple of times but it was never the same again and reluctantly, some months later, I sold it. With the money obtained from the sale of the Inter I purchased and restored a vintage Austin 7 saloon, which we still own.

As the years went by I often spoke to friends or anyone who would listen about the 'Inter' and all the fun we had in those long gone days of my youth. Memories were recalled of the

'Ace Café,' our trouble with the police, the burn-ups and the racket we used to make roaring up and down Muswell Hill! Great Times!



The Norton International in 1968

Then two years ago I had occasion to deliver some Royal Enfield bits to Don Daly who lives at Halstead. I arrived at his house, walked up the drive, said "Hello" and handed over the R.E. bits. We chatted about this and that and

as I turned to walk back down his drive back to my truck I noticed the front end of a motorcycle poking out from a cover as it leaned up against his wall. "What have you got here then?" I asked and lifted up the cover to reveal an old Norton International. "Do you know Don it's just like the one I used to have!" I exclaimed, looking at the tank, oil tank, engine and wheels. "What a coincidence, it's so much like my old one" I said, not believing the similarity. Don could con-

tain himself any longer "It is your old one!" he said. "Your name is in the log book." As I looked over the machine I first rode fifty years ago I was speechless. Memories came flooding back and I must admit it has been a somewhat emotional journey telling the Inters story.

Several friends have asked me if I would have bought it if I had known it was for sale. The answer is no I would not. It is true the Inter is now a nicely restored British Classic and very valuable, but to me it is history, when I first rode the Norton I was 17, now I am a little older and unfortunately cannot turn back the clock to that wonderful time that

only people of our generation will ever know. I am no longer a rebel and the Norton is no longer the wild animal it was and has lost some of its mystique with the passing of time.

I am very pleased that its new owner, Don Daly, is an authority on these machines and it now gets used on a regular basis.



The Norton International Today

al of you say, all trying to visualize what it will look like! Fear not. I think it will look pretty good. Funny enough it has girder forks, drop bars, rear set foot rests and huge exhausts. Remind you of anything yet? Of course it looks very much like the Inter when I first saw it! How will it go? I hear you ask. That I do not know but I am going to have so much fun trying to find out and hope it will perform reasonably well. But one thing's for sure I will be very disappointed if I cannot keep the oil in the engine where it belongs!!

THE END.

As far as I am concerned there is a new kid on the block. It is a 1938 J2 Royal Enfield that at this moment is nearing completion in my workshop. "Urgh!" I hear sever-



BROMLEY BROOK CHARITY TRIAL



No.	Name	Machine	1	2	3	4	5	6	7	8	9	1 0	Total
Pre Unit		Hard Route											
44	Graham Braybrook	Royal Enfield 350	0	1	0	0	0	0	0	0	0	0	11
Unit													
50	Colin Saddler	Royal Enfield 248	3	5	1	0	0	0	0	0	0	0	28
26	Chris Canham	BSA 250	2	5	1	5	0	0	1	0	0	0	39
2 Stroke													
54	Mark Fletcher	Sprite	0	0	0	0	0	0	0	0	0	0	8
34	John Beasley	Greeves 250	3	1	2	1	1	0	0	0	0	0	23
59	Terry Sewell	Greeves 250	2	1	3	1	0	0	0	0	0	0	23
48	Brian Fletcher	Sprite	2	1	0	5	0	3	5	1	0	0	32
14	Greg Radley	Greeves 250	5	5	3	3	0	0	0	0	0	0	39
Twin Shock													
36	John Halpenny	Armstrong 240	1	0	0	0	0	0	0	0	0	0	10
37	Andrew Stevens	Fantic 300	1	0	1	0	0	0	0	0	0	0	10
47	Howard Plush	Honda 250	1	5	3	3	5	0	0	0	0	0	34
3	Kevin Davey	Yamaha 250	1	1	1	5	0	0	0	0	0	0	36
49	Glyn Hill	Bultaco 250	3	3	5	R	0	0	R	0	0	0	RET
Easy Route													
Rigid													
40	Nick Dyble	BSA	0	0	0	0	0	0	0	0	0	0	5
52	Dick Clears	BSA Bantam	0	0	0	0	0	0	0	0	0	0	6
Pre Unit													
38	Geoff Challis	Ariel 500	1	5	0	0	1	0	0	0	0	0	14
45	Kevin Goldsmith	Royal Enfield 350	1	1	0	1	1	0	0	0	0	0	25
28	Chris Chapman	Rarfield	5	2	1	0	3	0	0	0	0	0	28
Unit													
23	Gary Lynch	BSA 350	0	0	0	1	0	0	0	0	0	0	3
29	A Robinson	BSA 350	0	0	0	0	0	0	0	0	0	0	5
5	B J Woods	BSA C15 250	3	1	0	0	0	0	0	0	0	0	13
18	Kieth Fitzjohn	BSA C15	0	0	0	0	0	0	1	0	0	0	14
20	Doug Maggs	Cub 199	0	0	5	5	0	0	0	0	0	0	28
4 Stroke													
24	Brian Cook	BSA 250	5	1	0	0	2	0	1	0	5	0	40
4	Steve Morris	BSA 250	5	0	0	0	0	0	1	3	0	0	45

61	Julian Smith	Tiger Cub	1 0 1 1 5 2 2 0 2 0 0 0 0 0 0 0 0 5 0 0 5 0 0 3 3 3 3 0 0 2 0 0 0 0 0 5 3 1 5	52
9	Roger Gulliver	Triumph 500	5 3 5 5 3 3 0 1 1 0 1 1 5 0 0 0 3 0 0 3 0 5 0 3 3 2 5 3 2 3 0 3 1 0 1 5 5 5 5	90
62	Mick Brown	Tiger Cub	1 0 R R 1 0 R R 0 0 R R 0 0 R R 0 1 R R 3 0 R R 0 3 R R 0 1 R R 0 0 R R 0 R R R	RET
7	Roger Rugs	BSA C15 250	R R	RET
2 Stroke				
12	Richard Leggett	Greeves 250	0 0 0 0 0 0 0 0 0 0 5 0	6
10	Eddie Hood	Bantam	0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10
11	Dave Field	Bantam	2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 0 5 0 0 0 0 0 0 0 1 0 0 5 1 5 5	29
21	Trevor Isaac	Greeves	1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 3 3 0 2 1 5 0 3 0 5 0 1 0 5 5 5	46
22	Ted Smith	Bantam	1 1 0 2 0 1 0 3 0 0 0 1 0 0 0 0 3 0 5 0 0 5 2 1 0 1 3 1 1 0 0 0 5 0 5 3 5 5	49
39	Phillip Evans	Frances Barnett 225	5 R R R 3 0 5 R 0 0 R R 5 5 R R 3 0 R R 0 0 R R 5 5 R R 2 5 R R 3 R R R 0 R R R	RET
Twin Shock				
2	Gary Eaves	Wassell 125	0 0	0
46	Richard Challis	Fantic	1 0	4
27	Rob Clarke	Montessa 247	1 0	5
51	Colin Rose	Bultaco 350	0 0	5
1	Richard Wreathall	Ossa	2 0 0 0 0 1 0 2 0	7
35	Jim Shepherd	Yamaha TY175	0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0	8
57	Matthew Fowles	Montessa	0 0 2 0 0 0 0 0 1 0 0 0 5 0 0 0 1 0	10
30	Bob Wreathall	Ossa 250	0 0 0 0 0 1 0	10
42	Chris McKenzie	Ossa 250	1 0 0 0 1 0 1 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11
60	Robin Herbert	RTX 150	2 1 0	15
43	Tony Woods	Honda TLR200	2 0 0 0 0 0 0 0 1 0	15
6	Peter Morris	Bultaco 350	0 0 0 1 1 5 0	20
53	Sidge Kenny	Suzuki 325	1 0 0 0 5 0 0 0 0 0 0 0 0 5 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22
15	Andy Tym	Yamaha TY175	5 1 0 0 0 0 0 0 1 0	22
33	Roy Amey	Honda 200	5 3 1 0 3 0 0 0 0 0 0 0 0 0 5 0	48
17	Colin Black	Bultaco 250	1 0 0 0 1 3 0 0 0 0 0 0 0 0 5 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	54
13	Gareth Young	Beamish Suzuki	5 0 2 5 2 0 0 1 5 0 1 0 0 5 1 0 1 1 1 5 0 0 0 0 3 3 0 5 0 0 0 0 0 0 0 0 5 2	60
41	Gary Palmer	Bultaco Sherpa	5 1 5 3 5 1 1 2 0 0 0 1 1 3 0 0 0 2 2 1 0 0 0 0 5 0 3 0 5 1 1 1 0 1 0 2 5 5 0 0	63
8	Frank Brzeski	Honda 200	0 1 0 0 1 5 3 2 0 0 0 1 5 1 0 5 0 0 0 0 2 3 0 0 0 0 5 2 1 1 3 2 0 1 0 2 3 3 5 3	71
32	Dale Clutterham	Honda 125	0 3 0 5 3 0 0 2 0 0 0 5 0 0 0 0 1 0 3 0 2 0 5 3 2 5 5 0 0 5 5 0 0 1 1 5 5 5 5	79
25	Thomas Isaac	Honda 125	3 2 2 5 3 1 3 2 0 0 0 5 0 1 5 2 0 1 1 1 0 1 0 5 2 3 3 3 1 1 3 3 1 0 0 5 5 5 5	83
58	Robert Nairn	Bultaco Sherpa	5 3 3 3 3 5 2 2 5 0 0 0 3 3 1 0 1 0 1 3 0 0 0 5 3 0 1 3 1 2 3 0 1 3 3 5 5 5 3	87
19	John Sharples	Suzuki 250	3 3 3 3 3 3 3 0 0 0 1 0 5 5 5 1 0 3 5 2 5 2 1 3 3 3 3 5 3 3 3 3 0 0 0 5 5 5 5	107
31	Sean Stafford	Yamaha TY	3 5 3 3 3 5 5 3 5 1 5 2 0 5 5 2 R 5 5 5 0 0 0 0 0 R 5 3 3 R 5 5 5 3 R 3 3 3 3	RET
Youth				
16	Harry Partridge	Bantam	3 0 0 0 1 0 1 0 0 0 0 0 1 1 0 0 5 0 0 0 2 0 0 0 3 2 1 1 1 2 0 0 0 0 0 5 5 3	42
56	Robert Fowles	Montessa	1 3 5 3 5 5 5 5 5 0 0 0 1 2 1 1 5 2 0 0 0 0 0 1 0 0 0 1 0 3 2 2 0 1 1 1 2 2 5 5	80

A New Trial is Born!

By Dave Blanchard

Sadly many famous and some not quite so famous Trials have disappeared from the sporting calendar in the past decade or so for many different reasons. One of these reasons could be due to lack of suitable ground and of course the availability of ground. Therefore when a 'new event is born' it brings forth excitement and re-kindled hope for the future of sporting trials as we know it. When you tie these emotions into a venue as picturesque as Knowle Farm, situated in beautiful East Sussex, you have a great combination that will grow bigger and better year on year due entirely to the efforts of the Bexleyheath & District Motorcycle Club. So! **'The Battle of Burwash'** is now born and warm-



Rigid class winner
Mick Holloway, AJS 400.



Riders at the start.

ly christened into the world of sporting motorcycle trials!

Advertised as a Pre-65 Trial with room to accommodate Twin-shocks and air cooled Mono's its first running was a great success! Those who could not make it on Sunday the 22nd May missed a superb day out with weekend weather no lower than continental standards. But it was not only the Sunday that was on offer, because if you had the use of camping equipment, Saturday was holiday time! With a camping field resplendent in overhanging broad leaved trees rustling and twisting gently in the breeze, serenity was at maximum! All this including views to die for across sweeping hills and valleys that abound in this part of East Sussex County. If this was not enough for any man, woman or beast, they had the option of riding in a practice event on the Saturday prior the **'Battle of Burwash'** on Sunday. Opportunities now existed

to fine tune their various machines and get maximum enjoyment for the full weekend.

Traversing the sandy banks and rocky streams David Strank on his 250 BSA took the Pre-65 hard route win from Tom Bartrum 175 BSA. Both riders lost 3 marks but David went furthest clean. Only three old heavyweight British bikes mixed it with the lightweights in this class. Closest were Richard Whitebread AJ's, battling with Colin Mote Ariel, with Richard getting the better of Colin by just 3 marks and finishing on a total of 14.

The easier red route for British machines saw Steve Armistead Francis Barnet 250 on 1 mark lost, just squeezing ahead of Colin Hedges



Young Jenny Stephen about to climb a very steep bank

pression on his 300 Beezer. Grem-lins had already attacked Alan Shorter's AJ's 350 which suffered clutch slip from the start, so both enthusiasts were out of the running at this 'new born trial'.

There were two Mono-shock classes, a hard White route and an easier Red one. The hard was won by Paul Houghton who finished on 13 riding his Fantic 212. Charlie Grange made sure of his win on another Fantic (but a 156 model) as he piloted the bike around the Burwash red route for 20 lost.

The hard and easier format was also in force for those good old Twin-shock bikes as well. Stephen Farrall on his clearly much loved Honda 250 threw away just 4 marks on the white route for his well deserved win. At the same time his bike entertained the spectators with the reverberating sounds that only a four stroke can make.

Those Fantic 156 models must be very popular and durable because another one of them won the Twin-



Guy Stanley/M.Pettit on their Royal Enfield outfit

Matchless 347 on 2.

I have an affinity with 'Rigid British Bikes', so when Mick Holloway did the business on an old heavyweight AJ's 400 with only 7 lost on the rigid red route, it was most satisfying. Also in this class, old-stager Stan Metcalfe unfortunately lost all com-



Karl Jarvis spinning the rear wheel of his Triumph outfit

shock Red route. Brian Devereux was the rider and also the only competitor to have a 'clean score sheet' at the end of the day! This reflects the fact that COC Rob Fleet did a very calculating job on section plotting, so well done to him too!

There were many good rides on the day but I must just mention young Jenny Stephen who was riding a Twinshock with the great old British name of Armstrong. Jenny had a great ride on the red route for a loss of 5. The smooth confident style that she was showing really impressed me and of course in this sport of trials she can mix it with the men on equal terms. She did just that, so well done young Jenny!

Last but by no means least, came the three wheeler brigade. No! I don't mean in the style of Del Boy's Reliant! Although some of the characters riding could have stood in for him as a stunt double and earned themselves a few bob. Without any doubt all the sidecar crews are great 'fun teams' with a capital 'F'. Their foolhardiness is only overshadowed by great deter-

mination of the kind which seems uniquely unnatural. Yes! I really like them and you always get your full pound of entertainment and laughs as they appear to career around the course not knowing which way to go. But there is great skill applied in their method and that is the continuing and unexplained mystery of the Universe. Even though I saw the Ariel 500 outfit piloted by Pete Pesterfield and passenger Paul Fishlock, 'embarrassingly' showing its under-sides to the world on at least one occasion, it was they who triumphed as clear winners on 20



P.Pesterfield/P.Fishlock Ariel, on their way to a win!

marks lost.

So this new born trial called the '**Battle of Burwash**' ended with good humour and abundant cheer. Competitors and spectators had enjoyed the weekend immensely and vowed to return again in 2012 when some different kinds of Olympics will be on offer for all to see.

Well done! Bexleyheath and District Motorcycle Club and all observers and officials!

WOODBIDGE & DISTRICT M.C.C.

Dear club secretary,

we are running three restricted invitation evening trials again this summer, all three will be run on 'Restricted Invitation' Permits and will be open to members of the following Clubs; Woodbridge, E.F.A., Ipswich, Triangle, Lowestoft, N&S Junior, Wymondham, Diss and N.Viking. These trials will be aimed primarily at beginners, novice and fun riders, but are open to all solo machine riders both adult and youth and will be suitable for classic and modern bikes.

The trial dates are; Saturday 28th May,
" 30th July,
" 3rd September,

All three events will be held at Blaxhall Moto-X circuit, starting at 4.30 pm. Entry will be on the day and cost £9.00 for adults and £7.00 for under 16's.

If you or your members require any further information I can be contacted on 07803 270853 or at trevorscub@tiscali.co.uk.



Steve Morris (birthday boy!)
At the Woodbridge & District evening
trial on the 28th May. By Sarah Pateman

Yours sincerely

Trevor Andrews

Trials
Secretary

Chris McKenzie
At the
Woodbridge &
District evening
trial on the
28th May.
By Sarah
Pateman



Pre 65 motocross club

Fun trial

Maylandsea

30th April 2011

Pre 65

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
46	Steve Howard	BSA 250	2000	0000	0000	1100	0000	0000	0000	0002	1000	0000	7
31	Mike Smith	Greeves 250	1000	0000	1000	1001	0000	0000	5000	0000	1111	1210	17
28	Greg Radley	Greeves 250	0001	0100	0322	1210	0000	1000	0011	5111	1513	3302	42
26	Dave Godley	Fire Fly 250	0100	0000	1053	1053	0000	0000	0311	2010	5130	2112	42
32	Phil Kent	BSA 350	1000	5010	3000	3531	5500	2512	3000	5000	0110	3321	61

Twin shock

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
38	Andrew Arden	Yamaha 250	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
35	Ray Humm	Montesa 250	0000	0100	0000	2000	0000	0000	0000	0000	0100	2100	7
33	Russell Cook	Yamaha 250	0000	0000	0100	0000	0000	0000	0000	0000	0000	2311	8
37	Ian Wheeler	Bultaco 250	0100	0300	0200	0100	0000	0000	0000	0000	1000	2000	10
39	Terry Thompson	OSSA 250	5000	1000	1011	0010	0000	0000	1002	1000	0000	3322	24

Modern

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
42	Glenn Davey	BETA 200	2000	0000	0000	0000	0000	0000	0000	0000	2020	1200	9
29	Gary Eaves	Gas Gas 240	0000	1000	0000	2000	0000	0000	0000	0100	2100	3310	15
30	Roy Crisp	Gas Gas 250	0000	0100	0000	5221	0000	1020	3200	0130	3202	3122	38

Easy route

No	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
45	Dennis Howard	Yamaha	0000	0000	0101	0000	0000	0000	0000	0000	0000	1003	6
41	John Stocker	BSA 340	0000	0500	0000	5100	0000	0000	1000	1001	5300	2355	37
27	Alan Taylor	Montesa 250	5200	5501	0501	5000	0000	0000	1300	1011	0000	2100	39
43	David Tye	Gas Gas	5303	5315	3331	5220	2000	1100	5301	1311	5330	3232	83
40	Mick Baldwin	AJS 350 Rigid	000	0151	511	50	5	0	55	5555			R
36	Mick Brown	Triumph 200	00	03	03	00	00	00	10	30	00	23	R
34	Terry Sewell	Triumph 200	0	0	5	1	0	0			0		R
44	Chris Huxtable	Greeves 250				32	3300	0			3	33	R

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MICHELIN

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Tel: DOUG THEOBALD 07767



In Memory of Brian or “Pop”

It was with great sadness that we learnt of the passing away of Brian (“Pop”) Coomer. He died peacefully ending his long battle with illness.

Brian was many things, a devoted family man he had six children who produced grand children who in turn produced great grand children, a large loving family. He was a builder by trade, a job he loved and the skills of which he passed onto his sons. He also loved motorcycling and was a very capable trials rider

who also dabbled in Pre’65 Moto Cross. He was an E.F.A. committee member for some years and on E.F.A. club nights

would often arrive clutching a Tesco carrier bag with some ‘treasure’ or other to swap or show another member of the club that would involve to-ings and fro-ings in the pub car park! His signature code of dress for trials was a dark blue boiler suit, rubber trials boots and believe it or not a pink satin tie!

Ian and I rode hundreds of miles with Brian mainly in the Isle of Man and the West Coast of Scot-

land, he was always good company, fun to be with and quite mischievous at times. He would, whenever we all ate together, try to secure an extra helping of cream or custard by saying to the young waitress “I bet you’re a Sagittarian because you’re so helpful and attentive!” Whether she was or not she would be instantly won over because here was a man who was interested in star signs! His extra calories secure he would smile knowingly! One of his mates was Roger Birch, they

were chalk and cheese but got on well together and there are a few amusing stories that I dare say will be told at a later date.

He was a

great character and will be sadly missed by all his friends and if there is a Heaven for motorcyclists you can be sure Brian is up there riding around on an old Ariel, blue boiler suited, flat capped, rubber booted, pink satin tie shining and occasionally stopping to ask a lucky angel what her star sign is!

Sylvia & Ian Preedy.



Monthly Musings

At .14th May ,first Tim's tour, a goodly turn out an interesting route no problems, and Earls Colne chippie solved the hunger problem at the end, thanks Tim!

Sunday 22nd Bromley charity trial 60 odd entry, well maybe not all odd! Excellent course as proven by the results, Jim, Roger & Kevin took to laying in the brook, not by design, in section 10, this section required untold revs from the Wassell to get out. On technical section 1, I witnessed some very worthy efforts which made for an interesting day. Steve Morris had me agog on his first effort literally flying round the 'hard' route until 6ft from the end when he became confused as a white router. Impressive though! Another who enjoys 'wringing' it's neck is Colin Sadler usually for a result, John Beasley, always a trier had a good day. Rigid riders Dick & Nick tried hard, pity about the 5 Dick! Allen Robinson is also regretting a 5 nearing the end of a good day! I guess Richard Legget falls into that category too! The twin shockers had a right tussle on the white route with some very improved performances in my opinion. Keep at it lads! On the youth scene 14yr old Harry having his initial competitive ride had a result on the ex- Daw Bantam. Many thanks to

officials/observers & section plotters. Please be aware that there are never enough helpers please come forward and do your bit!!

A good turn out for Raydon practice on Sat.28th saw some new faces and machinery & performance improvements were noted.

Sun 29th at Marks Tey, The East Anglian Grand National Classic Scramble, several members & friends were competing & viewing. Sam Appleton had race wins & placings on his C15 on more than one occasion, David & Goliath moves around good 650's, Jim Aim among others. Luke Fitz-John excelled himself with race wins resulting from lightning starts & measured riding on Dad Keith's Victor, Greg Radley got into the top 3 and made the 8 lap Grand National (sorry didn't note his finishing position). Richard Legget & Chris Huxtable were exercising their Greeves, results not noted. Jason Sigournay was kept busy holding the 3rd wheel down for Darren Metcalf. Terry Sewell was both S.O.M and commentator and good at it!! A great days racing, I thoroughly enjoyed it.

Pedro E

If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?

FOR SALE

2-3 bike trailer needs TLC see
TED or phone 01206 841519

Lost & Found

I was handed a fleece (navy with
logo) at Bromley.

If it's yours or you know whose it
is please contact June Kent,
membership secretary

Wanted

Parts to complete an early 1950's Royal Enfield 350 Bullet.
I have an early 50's R.E. Bullet frame, engine, gearbox, forks & yokes
which I intend to build into a road going bike but I am short of the
following parts:-

Petrol Tank

Mudguards

Triangular Tools Boxes

Single Sided Brakes & Wheels

Centre Stand

Chain Guard, and anything else to make a complete bike.

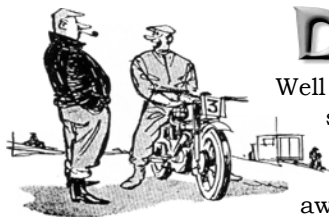
Unless you know of a Rigid BSA B31 basket case.

Please contact;

Brian Farmer – 01206 862990 or brianfarmer561@btinternet.com

Dabbers Ashdon Trial

Don't put your bike in the back of the shed, the Ashdon 2 day event is on
25th & 26th of June - only one month away. All are welcome and there is a print-
able information sheet on the website www.dabberstrialsclub.co.uk describing
the event, pre-registration and location instructions etc. If you are entering a
team on Saturday, please let us know by email to
contact@dabberstrialsclub.co.uk If you are not in a team, we still want to see
you and we can make up some teams on the spot – it's only a bit of fun any-
way! The 2 day event is a busy time for the organisers and we always welcome
any help. There's quite a bit of work to do on the Friday before, setting out sec-
tions, putting up the tents, lifting barrels of beer onto the table etc. As always
we are very grateful to observers over the 2 days and if you know of anyone
who fancies a go please bring them along ... no experience required and you
may even get a free pint!



DABBERS DIARY

Well that's it, the season over for some of you, put away your toys

get out the lawn mower and enjoy the delights of summer? Others are not so clever and will be riding in some of the summer series, but for most of us we are looking forward to Wrabness on October 9th to open next winters season. But watch this space we may have a surprise event at a new venue in September! Can't say too much, probably said too much already!

I hope those of you that rode in the Charity Trial at Bromley Brook enjoyed themselves. We hope to be handing over to the Leonard Cheshire Disability Charity at Seven Rivers approx. £400. Thank you for all your donations and auction bids, I must also thank all of you that helped prepare the event and clear-up, also those that offered to help, please do so again, but in plenty of time so that we can plan the working party dates. I must apologise about the severity of section ten, seems it turned some peoples world upside down with a trip over the handle-bars! I hope nobody harmed themselves, apart from a welcome ducking on a warm & dusty day. It was a last minute change to the course after the original section suffered from the drought conditions and became a main road, still, with some modification could be worthy of inclusion in next years Roger Birch Trial.

Talking of the Roger Birch Trial, my comments about the loss of championship status has not fallen completely on deaf ears, and maybe the centre officials can be a bit more diligent in planning the championship dates for the future. May I remind our members and anybody with centre contacts the reason for moving the event to April.

The event, then known as the 'Frating Trial' was for many years run on land near the village of Frating in March. Unfortunately, through no fault of the club, this land was lost to the shooting & fishing fraternity who rented the 'Sporting?' rights. We luckily soon discovered Bromley Brook and the event was moved and eventually renamed. Many of you will know that it is a great venue, but in March we had terrible problems with access and parking. So, at the suggestion from the landowner, we moved to an April date and a new parking area. Still not perfect, but we have managed to run on this date (18 April 2010) until last year when the club was informed, in late March that the event would have to be moved to another date as it clashed with a twin shock event, (this twin shock event had run on April 5th the previous year). The club eventually received a letter of apology from the Centre Competition Chairman, part of the letter stated "It was agreed at the trials forum a few years ago at the outset off the Twin shock championship that they would not clash with a Pre65 round as several riders wished to contest both". From this letter the club presumed that all would be sorted for 2011, but no such luck! The problem the EFA has with running this event is a very small date window, we have to wait for the end of the shooting season, then until we have a reasonable good chance of access, after that the event will be to close to the annual Scottish trip, after Scotland there is very little time before the game-keeper starts his preparations for the following winters sport? So mid April seems about perfect, lets hope something can be sorted out for 2012.

Dabber

KEEPING TRACK!

June - October 2011

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

June 11&12	Somerton Classic	AMCA	British Bike Trial, Priddy, Mendips
June 19	P65MX	AMCA	Marks Tey
June 19	Sunbeam MCC	ACU	Dick Little Trial, Bagshot Heath
June 25/26	Dabbers	AMCA	Ashdon, Nr. Saffron Walden
June 25	MAMCC	AMCA	Plonkers Practice, Raydon
July 3	Westmorland MC	ACU	SMP, Crabtree Cup Trial
July 5	EFA/ACTC		Club Night at the Alma
July 10	East Midlands RA	ACU	Inter Centre P70 & T/S Team Trial
July 31	P65MX	AMCA	Marks Tey
July 31	Ilkley & DMC	ACU	SMP, Yorkshire Dales Pre65 Trial
July 31	Sunbeam MCC	ACU	Billingham Novice, Pre 67 & T/Shock
August 2	EFA/ACTC		Club Night at the Alma
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

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

Tim's Tour

We had a very good turnout for our first outing of the year which was held on Saturday May 14th. Something like 15 bikes, some two up, which made a total of approx 20 people. The weather was on our side as we left The Alma at 3:00pm. I had a rough route plan, cheating a little and using terrain from the past. Racing through Messing via the former runway at Birch Aerodrome which has the privilege of a straight which must be $\frac{1}{2}$ to $\frac{3}{4}$ of a mile long. After Messing, Inworth and then Little Braxted, Wickham Bishops and Hatfield Peveral. We almost went into Terling turning off before hand and going through Faulkbourne. So far so good. We didn't use the 'end to end' navigation system and managed to stay in convoy without incident. Time for a 'comfort stop' at White Notley where a convenient watering hole was much appreciated. We stayed for about half an hour whilst some took the chance to watch the cup final on the telly which was taking

place between Stoke and that other club somewhere near Old Trafford. Feeling refreshed after the stop we continued through Cressing, Bradwell, Pattiswick, Burtons Green, Greenstead Green and eventually



reaching one of our favourite chippies at Earls Colne where the nosh lived up to expectations. It would appear that the 'good time enjoyed by all' syndrome was evident and it was good to see a few new faces who participated.

Signing off now
(The management)

