



TRIALS &



TRIBULATIONS

OCTOBER 2011

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Tim's Tours
Shooting Gallery

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

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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.

TIM'S TOURS



Our programme for this year was completed on the 10th September when we had nine bikes and twelve people turn up. We set off from Ardliegh crown about 3:15 and made our way along the road beside the pub passing Ardliegh reservoir and taking the road to Dedham which we passed through enjoying the picturesque buildings and tourist area. We then went through little Bromley and crossed the A120 Harwich/Colchester road just before Horsley Cross.



The Little Bentley and Stones Green we reached the Harwich/Clacton road at Little Oakley. Where some of the members of our party were treated to a unique display of grass tracking by a certain person who was following a B.S.A. C15. there is no truth in the rumour that he will be turning out for the Ipswich Witches next season though. After the afore mentioned

excitement we reached Dovercourt where we

stopped for about half an hour where the benefits of the nearby

café could be taken. After this we continued, travelling towards Ramsey and enjoying the twisty route to Bradfield. We then made our way on the scenic road to Mistley whilst enjoying the panoramic views of the river Stour, which we rode alongside, before passing through Manningtree. Journeys end was reached at the chippie located at Dale Hall industrial estate.



With everybody satisfied

with the cuisine available safely consumed we made our separate ways home.

A special thank you is due to Ted & Eadie who contributed in devising the route. But were unable to participate because of holiday commitments (what a shame!)

FROM SHALE TO SNAILS

By Gary Eaves

“We can do both!” I try to explain to my long suffering Lady Tracey, well she does have to live with me! The Speedway Ride-N-Slide finishes at 1600 at Essex Arena then straight off to Dover to catch the 1750 ferry to Calais, drive for two and a half hours to Laon, just outside Reims, get there for 2300 French time, grab a few hours kip in the Campanile Hotel, get back up for 0530, drive another three and a half hours and be in Arbecy, just a bratwurst’s throw from the German border, all in time for the start of the two-day French Classic Trial - Great plan! Now I don’t know which part of great plan she doesn’t seem to go with, but there is that look I’ve seen a thousand times before “O God, here we go again !”

Friday 19Aug11 duly arrives, very early for me, just like Christmas day when you’re five. I’m a bit keen to discover my sideways technique. So with the pick- up packed to bursting point with all the camping necessities I think we need, and then with all the extra stuff that Tracey informs me I’ve forgotten. I.e. most of the contents of our house, plus a small pharmacy, off we set.

Upon arrival at the home of ‘Lakeside Hammers’ we meet up with the rest of the gang. Dear old Dad, who wouldn’t miss this for the world, Cousin Steve, who at the ripe of age of fifty-something is embarking on his trials career and lastly his boss Kurt. He doesn’t really ride bikes, he only has a couple of Harleys! We are introduced to our instructors, Russ Payne & crew and also to today’s machines. 125’s for the learning bit, 350’s for the faster learning bit and 500’s for the final scaring yourself s*****s bit!

So off to squeeze ourselves into our supplied kit, of which there are many layers. Unfortunately, all a bit one size fits all, alright if you’re an eight stone dwarf who doesn’t need to breath, but all cleverly topped off with our numbered tabards. These should be ideal for medical identification later in the session. Next it was back to see Russ, Team Manager Dad, and of course Tracey, for a few cautionary words and instructions and time to be let loose on the mighty 125’s.

Now having never ridden a speedway bike before, the idea of no brakes is beginning to seem rather daunting. Due to the fact that even on the 125, those corners seem quite tight, and the air-fences a little too close for comfort. However we all dash round as fast as we dare, with most of us staying upright. A little more chat and a Mars Bar later, it’s time for Russ to decide what our next mounts are to be. With his finger pointing in my direction I hear,” you’re all right, you can go straight on to the 500’s.” So off I trundle for my first proper go. Still can’t help pondering the lack of stopping power though and wonder whether Russ’s confidence in me is a little premature. Oh well, here we go!!!!

In my head I follow Russ’s instructions - power down the straight, step forward at the corner with left foot down, knee bent, straight right leg, push the family jewels to the top yolk, and CRACK IT OPEN!!!! To my surprise it sort of works, but more surprised were Dad and Cousin Steve as I slid by. Right then, a bit more on the next corner, yep, that’s ok. Now back down to Dad & Steve’s bend for the big’n. As my head bounces across the shale and



extricated by the marshals, this again is the end of another round.

Sadly, not long after this, proceedings are halted due to our only ambulance having to deliver a fellow air-

the rest of me tests the benefits of body-armour, I can't help thinking "nobody mentioned this bit!" But, as the photo shows, no harm done and Dad doesn't even get out of his chair. The machine however is not faring too well and this is the end of this go.

fence inspector to A&E. Nothing too serious though, just a dislocate shoulder and broken elbow! OUCH!!!! But with the Ferry beckoning and time running short we decide to call it a day much to Tracey's relief and a "come on lets go on holiday while you can still walk!"

Another short fluid and chocolate break later and out again for another bash. All going ok till lap 3, top bend! Maybe I'm going a bit too quick, shut the throttle –

Big Mistake! The back end kicks back in, bike stands back up and it's time for a really close look under that air-fence. This isn't as soft as it looks! After being

So we bid farewell and head to Dover and beyond! Join me next month for Section 2 of Shale to Snails!!!!



The Mid Anglia MCC
present
for your enjoyment



Plonkatound

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

Saturday 22nd October 2011

Gates will open at noon.

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks
Youths/Juniors • Twin Shock sidecars

For further information contact:

Mike Harden 01473 310537

email: mikeharden@mypostoffice.co.uk

FOR SALE

MATCHLESS 350

1950 springer (jam pots) competition model, trail trim.
Good order, no doc's £2800.

HONDA CB125S

1978 excellent condition, one owner, 18k miles £650.

Peter Eaves on 01245-353297

FOR SALE

YAMAHA TY175

1979 model, all very standard, sound,
although it rattles a bit like they all seem to.
Everything straight, just not immaculate.

Road registered, taxed and tested. I've just used it in a long distance trial and
decided I would rather ride my Scorpa.
£595.

HONDA TLR200

1987 model, registered in 1995 presumably when it was imported.
Nice condition and standard with the lights and indicators.
£1595.

Norman on 01206 768392 or 07788 715163



EFA/ACTC 'WORKING PARTY & TRY OUT TRIAL' **on 25th September at Thorpe le Soken**



No.	Name	1	2	3	4	5	6	7	8	9	10	Total
30	Kevin	1300	0	200	1100	0	3150	1000	0	5000	0	23
31	Chris	3011	210	3333	5353	2000	3332	0	0	3150	0	58
32	Ben	Retired										
33	Bob	3531	3000	2333	3331	1000	2132	0	2000	2100	1100	52
34	Gary	1001	0	0	0	0	3251	0	0	0	0	13
35	Richard	3000	501	5235	3313	1000	2530	0	2010	0	0	48
36	Chris	250	1100	1353	5212	0	1012	0	100	1000	0	37
37	Andy	5501	1	5535	3325	2110	5355	10	2550	1001	50	85
38	Howard	Plush	0	100	1500	0	2135	0	1000	0	1000	20
39	Bruce	Retired										
40	Colin	Rose	0	0	0	1000	0	5201	0	100	0	10

Eleven riders & five observers turned out for our recent working party & 'Try-Out' Trial at Thorpe Le Soken. The 'Recce' party had roughly trimmed out the location of 10-12 possible sections, and shortly after 10am the riders designed, trimmed & marked 10 sections. After a lunch break the trial began with four laps of the first 5 sections. As soon as lap 2 some of the riders were remarking how tight some of the sections were! A lesson learned here methinks! But good training for up & coming Clerks of the Course! After the first four laps we all moved on to 5 new sections for the last four laps. After all the fun was over & everything cleared up, the results were announced. It was agreed by all that the venue had great potential, provided it was not overused. The site is an old brickyard, complete with old clay diggings & the remains of the old brick kiln. Now it is up to the Revolutionary Council to find a slot in the calendar for us.

Thank you to all who turned up, worked hard and had some fun.

Dabber

Sunday 31st July saw several members stampeding around Marks Tey scramble course quite impressively, Sam Appleton was "giant killing" mixing & beating names on 650's with his C15 fantastic!! Dave Godley was rarely out of the top three on his beautiful sounding AMC motored mounts, Greg Radley goes like the proverbial train on his Greeves Challenger putting it across the bigger cc opposition. Chris Huxtable now nearing retirement time still press's on enjoying his racing as does Keith Fitzjohn on his B50, sorry Keith it goes quicker with son Luke aboard!! The going was 'grippy' and the other trial tykes Philip Evans, Andy Tym & Richard Wreathall appear to have trouble gaining a bit quick! A well run meeting, good viewing!! Sun. 14th Aug. and Southend presented a interesting grass track at Latchingdon along with showers with knowledgeable commentary from Terry Sewell, I was impressed by some up and going youths this discipline needs them, entries are sadly depleted. However those that do, did and provided good racing. Braintree's evening trial at Snaque Pit on Sat. 6th. was well plotted and seemingly appreciated by all, 8

members flew the club banner, with Gary Eaves topping the white route on 6, Eddie Hood 15, Chris Canham 17, Dave Godley 21, Guy Stanley 60 (worn out as a result of harvesting duties)!! Good do! The pre- 65 m/x scene were enjoying a technical course(modern speak !,) at Maylandsea on the 28th again good weather & under wheel going, ace of the day was British & European champ. Scott Hayworth (BSA) & (Jawa) powered but as always Messrs Godley, Appleton & Radley notched podium in respective classes providing close exciting finishes, Greg was out on a Starmaker engined Greeves which certainly appeared to be on the pace, keeping regular reliable Challenger on the trailer. Jason Sigournay was as usual hanging out on Darren Metcalfe's outfit, quite tiring and very necessary. Again a well presented & entertaining meeting, veteran Jim Holt was laid out early and hospitalized,, no long term damage seemingly. Brian Farmer is seeking a rigid framed B 31 or similar spec Enfield, can you help, personally a speedway frame required, w.h.y? Enjoy rest of summer!

Pedro E

BOYS - GET A GRIP!

The fabulous IRC Trials

400 x 18 (rear)	£65 no VAT
275 x 21 (front)	£45 no VAT



ALSO NOW STOCKING THE NEW MICHELIN X LITE

As used by Doug Lampkin and all the Gas Gas team

very soft - very light



MICHELIN

400 x 18 (rear)	£75 no VAT
275 x 21 (front)	£55 no VAT

Tyres available for collection - by appointment

From my van at trials events or by carrier (at £10)

Tel: DOUG THEOBALD 07767 794749



PEDRO'S PATER

Sat.3rd Sept. Raydon practice invaluable to fine tune bike& body!,not many up to it but new faces & bikes.Sunday off to Sth.Runcion Norfolk a Dabbers event well patronised,many not seen in our 'southern anglia' events ,3 groups interesting sections,well organized. Easy 50/50 & hard routes. most of ' our' runners went 50/50 Gary Eaves winning on15, pipping Nick Dyble by one the latter having a 'ride of his life on his rigid C10 BSA great to witness!! Jim Shepherd was 4th with big grin as usual , Bob Wreathall, good ride 5th,'uncle' Geoff Challis not on the pace!! 7th. Schoolboy Ben Wreathall finished on his Bantam collecting a lot of marks but had some reasonable rides! The rain came in the last 15 mins. But hey it was enjoyable for most Roy Ayres retired early on,reason unknown.Sunday18th Marks Tey was the scrambler's venue a smaller than usual entry another different course which was good I thought, unfortunately no watering equipment was available, dust became dangerous meeting terminated at haltime,however prior to this Sam Appleton had continued his giant killing efforts aboard his C15 up front with experienced men on 650's,fantastic effort , question who's the engine builder?Chris Huxtable who has been campaigning Greeves for lots

of years on the road and off has been absent from scramble scene recently due to illness which necessitated him retiring from work prematurely,on behalf of the club I wish you well Chris! Ditto to the unfortunate Mick Brown. To complete this month's sick parade El President (of Boxford self-harm group) sorry Ian that was cruel,.Seriously he is recovering, not sure about 'The Duchess',!! Many of you will remember young Joe Jacobs piloting his Francis Barnett around successfully monitored by like mounted Dad , Joe is now riding speedway with Mildenhall, midway in the averages, has a interesting website : Joe Jacobs Speedway rider; no Gary has't got one. Last but very much not least, certain members go out out of their way to find land negotiate with landowners nominate officials etc ask for 20 bodies to clear 10 sections then have a fun trial ,what happens .10 adults and a junior plus the usual 'dad's army' observers turn up.Sorry you lot at the back need to wake up and put something in not just take because one day the old boys &girls won't be doing it any longer and hey ! suddenly no trials, no club!! Congrats Colin Rose those mods to the Cub paid off, great ride!
Ride safe!

Pedro E

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

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

No more SAE's and waiting for the post.

If you do, then either send me or June an email:-
chris.canham@gmx.co.uk / membership@thumpers.org.uk



Eastern Fourstroke Association

Pre 1965 Trials Club

Affiliated to the Eastern Centre Auto Cycle Union

PRE 65 AND TWINSHOCK TRIAL

DATE: 23rd October 2011

Start: 10:30am

VENUE: Snaque Pit, Belchamp, Nr Sudbury, Suffolk

ACU PERMIT No:

OFFICIALS:

CLUB STEWARD: TBA

CLERK OF THE COURSE: Brian Fletcher (license No. 38513)

SECRETARY OF THE MEETING:

**June Kent
30 Clayhall Place
Acton, Suffolk
CO10 0BT**

JURISDICTION: Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to ACU affiliated members of the Eastern Fourstroke Association riding Pre-65 Solo machines, invited EFA members riding Twinshock machines and EFA Youth members..

COURSE: approx 4 laps of 10 sections - multiroute course - all on private land.

MARKING: As per TSR 22B - Non-stop basis.

ENTRIES: To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of £ **12.00** (adult), £ **8.00** (youth) which includes Insurance Premiums, Licence Subscription and all levies. Please make cheques payable to EFA.

ENTRIES CLOSE: One hour before the start.

CLASSES: SOLO, Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock, Youth.

ROUTE: Hard/ Middle/Easy

The 31st Eastern Thumpers National Trial is fast approaching!

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

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

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

GUESS WHO?

Both have won the same EFA award.
One was the first and the other the last.





ANGLIA CLASSIC TRIALS CLUB

Affiliated to the Amateur Motor Cycle Association

The Wrabness Trial

Pre 65 & Twinshock Trial.

Priory Farm, Wheatsheaf Lane, Wrabness, Essex.CO11 2TB

(Off the B1352 Mistley to Harwich Road)

Map Reference TM 167310

Sunday 9 October 2011

Start: 10.30am

AMCA Authorisation No. AMCA/CT/2947

Clerk of the Course: Gary Eaves

Secretary of the Meeting: Terry Sewell. 79 Digby Road,
Corringham, Essex, SS17 9BU. Tel 01375 675857

Course: approx. 3 or 4 laps of 10 or 12 sections, all on private land. The sections will provide a challenge for riders of all skills, a straightforward **easy** route with a more challenging **hard** route for the more experienced rider. Riders over 65 years of age can opt to enter a separate class and only complete three laps of a four lap event or two laps of a three lap event. Easier route only, please show your preference in the route box on the entry form i.e. **easy 3** or **easy 2**.

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

Classes: Rigid, Pre-unit, Unit, 2 stroke, T/Shock and Youth (**15 to 18**)

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

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

Entries close half hour before start. Cheques must be made payable to: **ANGLIA CLASSIC TRIALS CLUB** or **ACTC**.

Notice: Helmets must be worn & it is recommended that you wear other appropriate protective clothing. Excessively noisy machines will be barred.

Riding over the field and any other prohibited areas is forbidden and any rider seen doing this will be disqualified. A map will be displayed at the start showing these areas. Please keep to the marked route.

All dogs to be kept on leads.

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

PLEASE SUPPLY A SAE IF YOU REQUIRE THE RESULTS TO BE POSTED TO YOU

ENTRY FORM

The Wrabness Trial

9 October 2011

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:** _____

OFFICIAL ENTRY FORM
Eastern Fourstroke Association
TRIAL **Snaque Pit, Belchamp**
ACU PERMIT No.

Closed to Club
DATE . . **23rd October 2011**

This event is held under the National Sporting Code of the Auto-Cycle Union, the Standing Discipline Regulations of the ACU and the Eastern Centre, Supplementary Regulations and any Final Instructions issued for the meeting.
The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook.

Entry declaration: I/we the undersigned apply to enter the event described above and in consideration thereof:

- I/we hereby declare that I/we have had the opportunity to read, and that I/we understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations as have or may be issued for the event, and agree to be bound by them.
- I/we further declare that I/we are physically and mentally fit to take part in the event and I am/we are competent to do so.
- I/we confirm that I/we understand the nature and type of event we are entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
- I/we confirm that the machine(s) as described below which I/we compete on shall be suitable and proper for the purpose.
- I/we confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it/they will comply with the regulations in respect thereof.
- I/we agree that I am/we are required to register our arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my/our practice or first competition, whichever occurs first.
- I/we enclose the entry fee of £

Acknowledgement of the risks of motorsport: I/we understand that by taking part in this event I/we are exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I/we acknowledge that even in the event that negligence on the part of the ACU, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I/we may suffer, the dominant cause of any serious injury will always be my/our voluntary decision to take part in a high risk activity.

I/we have read the above and acknowledge that my/our participation in motorsport is entirely at my/our own risk.

Rider's signature: Date: DOB (under 18)

For riders and passengers under 18 years of age - I accept the above conditions of entry to this event and give my approval:

Signature of parent or person with parental responsibility:

Riders and Passengers under 18 years of age who cannot produce a valid ACU Competition Licence/Trials Registration must also complete a Parental Agreement form (Single Event) in addition to this entry form.

RIDER

Surname: First name(s):

Address:

Postcode: Tel: Email:

ACU Licence/Registration No: ACU Affiliated Club :
(of which I am a member)

Class/Grade Entered: Route

MACHINE

Make: Capacity: cc Stroke: mm

MALDON AUTO CLUB

Grass Track Meeting

Nr.

Purleigh Round Bush

(by kind permission of Mr. Hendry)

PURLEIGH, MALDON, ESSEX

On SUNDAY, SEPTEMBER 6th 1959

Commencing at 1.30 p.m.

Held under G.C.R. of the A.C.U.

OFFICIAL PROGRAMME - Price 1/6

Officials of the Meeting :

A.C.U. Steward	...	...	To be appointed
Timekeeper	...	...	D. A. Sissons, Esq.
Clerk of the Course and Secretary of the Meeting	...	...	J. Griffith
Club Steward	...	...	A. Church
Chief Marshal	...	...	M. Bowles
Paddock Marshal and Machine Examiner	...	...	W. Wallis
Starter	...	...	D. Birkenshaw
Lap Scorers	...	...	To be appointed

A.C.U. Permit No. S 291

Public Address by George's Relay Service

WARNING! Motor Cycle Racing is dangerous!

You are present at this Meeting entirely at your own risk, and this programme is issued subject to the condition that all persons having any connection with the promotion and/or organization and/or conduct of the Meeting, including the owners of the land, and drivers and owners of the vehicles and passengers in the vehicles are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property, however caused.

FIRST MOTORCYCLING DAYS

As this is my first go at writing a story for the T&T magazine I hope it will be of some interest to members. These are some memories of my first motor cycling days.

Back in 1958 I was 17 yrs old and had started work at a local agricultural dealers in Bocking. I had passed my test and was riding a motorbike on the road, starting off with a Norman 197 two stroke then stepping up to an Ariel 350. my brother doug was 15yrs old and had started work in a car garage in Braintree. Doug decided to buy a motorbike to learn to ride. As we had farm land behind our house this was possible after harvest. After looking in the "Motor Cycle" magazine for a few weeks he found an AJS 250 for sale at one of the London motorcycle dealers. Without even looking at the machine he sent them the money and also the rail fare for it to be sent on the train. Several days later and after a few visits to White Notley station on our bicycles, the bike arrived. We pushed it home to cressing feeling very excited. It was a 1937 AJS 250 Model 22 with twin exhausts and a large chrome plated petrol tank. The gearbox was a Burman H type and proved to be rather hit and miss. This was later changed for a Burman C.P. which was much more reliable. We removed the lights and other unwanted parts and he learned to ride it on the fields. Dougs job at the garage meant he had to work every other Saturday afternoon and have the following Thursday afternoon off. On one of his Thursday afternoons off he decided he would take the bike on the road

for a ride. Needless to say he got caught by the local Policeman. This put a stop to his fun and delayed his road riding a few months as he was fined and had his licence endorsed.

When Doug reached 16 we became interested in Grass Track racing. I had bought a 1938 Ariel 350 from the same London dealer that Doug had bought his first bike. We prepared the bikes for racing. Both machines had rigid frames and girder forks but we were still keen to ride them. We joined the E.S.S.A. motorcycle club in Chelmsford. The E.S.S.A. club was mainly a grass track club. One popular meeting they ran was at the Essex Show in the grand ring on the evening of the second show day.

Our first meeting was at Purliegh Round Bush and run by the Maldon Auto Club. We both enjoyed ourselves, although Doug crashed in one race. The list of riders shows Doug riding an Ariel but this is wrong as he was riding an AJS. After 3 or 4 meetings I decided grass track was not for me but I still enjoy watching the racing today. Doug did a few more meetings, also some sidecar racing as driver and as a passenger before he gave it up.

Have a scan down that list of competitors (see over the page) you'll note No. 584 Peter Eaves riding an AJS of course. Peter was a very popular rider and raced many years and is still a keen motorcycle follower today.

Ken Sillett.

COMPETITORS

No.	Name	Club	Machines
8	K. Willis	E.S.S.A.	250 (Hadler) A.M.C.
10	E. Harrington	Maldon	248 Velocette
11	E. F. Jameson	Chelmsford	350 A.J.S. 500 J.A.P.
20	C. V. Snell	Bury St. Edmunds	250 Greaves, 500 J.A.P.
22	A. W. Sutton	Castle	199 Triumph Cub
28	W. Rushmore	Gt. Yarmouth Seagulls	500 Ariel
53	D. M. Horrigan	Castle	500 Enfield, J.A.P.
63	M. Banks	L.A.M.C.	250 Greaves
81	L. Clarke	Southend	350 J.A.P.
85	B. V. Horrigan	Castle	500 Enfield, J.A.P.
106	M. Fian	E.S.S.A.	350, 500 Ariel
111	J. Watson	Maldon	250 Greaves
121	T. Whitney	Maldon	197 Greaves
132	R. B. Rushmore	Gt. Yarmouth	250 Greaves
139	L. Dalby	E.S.S.A.	250 B.S.A. 350, 500 J.A.P.
156	D. P. Williams	Rendlesham	250 Greaves
160	R. Albone	Maldon	500 J.A.P.
178	K. Page	Chelmsford	350 Matchless
186	I. Boyd	Maldon	250 Ariel
187	J. Donaldson	Maldon	500 Ariel
189	P. Greep	Maldon	350 B.S.A.
195	D. Finn	E.S.S.A.	250, 350, 500 Finn Specials
230	R. B. Powell	Castle	350 Matchless
230	P. Church	Maldon	350 Dot
247	F. Shaw	L.A.M.C.	350, 500 J.A.P.
293	R. E. Deal	Chelmsford	350 B.S.A.
332	R. Kerlogue	Bransgrove	250 Dot
(App)	K. J. Sillitt	E.S.S.A.	350 Ariel
	D. A. Sillitt	E.S.S.A.	245 Ariel
292	W. J. Vinyard	Triangle Ips.	242 A.J.S., 500 J.A.P.
	R. Levett	E.S.S.A.	345 R/Enfield
	R. B. Radley		350 Radley
280	D. Pearce	E.S.S.A.	250 B.S.A.
299	G. A. Ward	Ilford Amateur	245 J.A.P./s
300	E. P. Magnus	Barking East Ham	250, 350 Greaves
329	I. E. Frith	Southend	250 Greaves
337	R. Lawrence	Maldon	250 Greaves
359	M. J. Pease	Maldon	347 A.J.S.
375	D. Temple	Maldon	250 Greaves
381	L. Edsley	Tiger, Grays	250 Rudge, 252 A.J.S., 500
400	K. Dacosta	West Essex	197 James, 500 J.A.P. J.A.P.
427	T. Brewster	E.S.S.A.	500 J.A.P.
437	A. Goodey	E.S.S.A.	250, 350, 500 A.M.C., J.A.P.
480	V. P. Wrenn	Maldon	347 Triumph
481	A. Briggs	West Essex	200 Triumph, J.A.P. 350, 500
528	L. J. Blowers	E.S.S.A.	350 Triumph
570	N. Anderson	Southend District	197 Greaves
584	P. Eaves	Chelmsford	350 A.J.S.

GREYBEARDS TRIAL

4th September 2011

A different format was in force for the 53rd staging of the famous Greybeards Trial. The biggest change noticeable to entrants was the lack of road riding and therefore any need for vehicle tax and third party highway insurance. This historic competition would now be held totally in the confines of Jacksons Wood, situated in the pretty area of Horsmonden.

Official starter on the day was the extremely talented ex works Triumph rider and multiple ISDT gold medal winner Johnny Giles. 'Gilo' as he is affectionately called, was a massive part of off-road motorcycle sport in the days when Great Britain was the country that the rest of the world so desperately wanted to beat. Having our approachable hero there on the day was very special, so many thanks to him.

Fifteen sections were manned (and Woman'ed) while riders had to complete three laps of dips and climbs over tree roots embedded in variations of leaf mould and clay. Even some sandy banks were thrown in for good measure, giving something for everyone whether you were from the South or 'oop' North. A couple of our Northern competitors had said to Sue during the trial, "We might be slow getting round but at

least we finish". I think they have missed the point of haste, because the canny Southerners only finish early so they can be first in the queue at the pub afterwards! There is an underlying and ongoing pre-planned method in their eagerness that will never be quenched.



Landowner Mick Holloway chats to riders at the start

Observers are the salt of the earth as far as Trials riders are concerned, so I must just mention one Sunbeam Club member who is far too modest to reveal that he once worked for a French design team on the shape of the 'Michelin Bibendum Man' advertising sign, so proudly displayed at the entrance to Jacksons Wood. Brian Humphries is a shy and reserved hardworking sort of guy who is a Trials Rider, Observer,



Johnny Giles chats to Derek Strudwick

already lost 30 marks before he has even put a wheel spindle in the very first section of the day! This gives enthusiastic hope to more mature riders who have lost their athletic edge due to advancing years. Therefore this system is a great leveller and encourages all of them 'oldies' to go for the win.

Top man on the day and therefore overall winner was Gloucestershire man Jon Bliss riding his Montesa. He went round for a total score of 13 lost which included the 2 marks added because he is only 68 years young. The overall

Steward and Cake Connoisseur that always gives 100% and it shows. Well done Brian and all other observers and helpers!

Famous journalist, the late 'Ralph Venables' was the original inspiration for the Greybeards event for all Trials riders over forty years old. His unique handicapping system has stood the test of time and works really well giving those riders approaching octogenarian-ism, the fighting chance of a win against all those finely honed, athletic, 'middle aged' and clean shaven sportsmen competing on the day. This prestige event is just one of the Sunbeam Clubs many competitions run throughout the sporting trials calendar, so well done to those 'Good Old Sunbeam Boys'!

Scores sometimes seem high in the Greybeards Trial, but only because of the 'Ralph Venables' handicapping system. It seems that a rider of 40 years of age has



Steve Armistead, Francis Barnet 250



Ted Bunton, Tiger Cub 199cc

runner-up was Martyn Goodall who had also journeyed all the way from Gloucester to finish on 25 marks, which included his handicap of 15. Both men did extremely well and I bet when the results drop through their letter boxes they will have a grin like a Cheshire cat on their faces for at least a week or more!

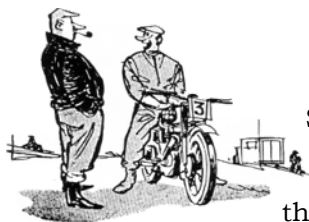
Best British four stroke rider on the harder route was John Kendall from Brightlingsea. John was riding a BSA C15 250. This type of bike when introduced back in 1958 did not look like it was heading for a long production run either on the road or in competition. It just shows how wrong we were back then because John Kendall successfully got his mount around Jacksons Wood for a total of 49 lost. This includes his 3 mark handicap. That was a good ride that the Birmingham Small Arms factory would be interested to know about, if they were still in business!

Best British Two-Stroke (I was going to say 'Stinkwheel', but didn't), was ridden by Tim Streatfield. A Greeves rider and enthusiast he lost an overall 46 marks which included his handicap of 20. So it was an excellent day for him too. From the very first three wheeled 'Invacar' that Greeves produced for our disabled

war heroes, you would never have thought that the successful competition history that was about to unfold



John Dudley James 250



DABBERS DIARY

Sorry no
Dabbers as
intended
this month,

this refitted neck brace
has trussed me up a bit! & I can
not see the keyboard or screen
properly. Dabber

There's always a solution!)

TONGUE
TEXTING



was remotely possible. Once again it
just shows how wrong we were back
then in the nineteen fifties.

The Gentlemen's route is a very welcome addition to any trial these days and is always well received by the competitors and especially

Bernard Rodemark, because he won it! A great ride from him on the old style BSA which was even more grey porridge than the later C15.

Bernard was a birthday boy on the Sunday and is now 75 years young! He lost a total of 34 marks which included a minus of 5 on the good old Ralph Venable's system. Apparently he would have gone round clean but some young person distracted him for most of the day with her constantly repeated rendition of 'Happy Birthday to You!' I do not think Joan Westbrook belongs to any choir I have ever heard of.

Last award up for grabs was for the oldest finisher. This went to 77 year old Tony Goings on a Beta 200 for 39 lost. What more can one say about such a sterling effort where some rain during the day made it a bit slippery for all. Very well deserved Tony, well done to you!



Bernard Rodemark BSA 316cc

Dave Blanchard

KEEPING TRACK

OCTOBER '11 - FEBRUARY '12

October 8	Bike Jumble		Shepton Mallet
October 9	ACTC	AMCA	Wrabness Trial
October 9	P65MX	AMCA	Maylandsea
October 15	Bike Jumble		Kempton Park
October 16	Dabbers	AMCA	Braham Fm. Little Thetford, Ely
October 22	Plonkers Practice	AMCA	Raydon Pit from 12 noon
October 23	EFA	ACU	Snaque Pit Trial
October 23	Sth. Birmingham MC-	ACU	SMP. Greensmith Trial
October 29	Clocks go Back		
October 30	Woodbridge	ACU	Trial, Rendlesham, Pre 70 Champ.
November 1	EFA		Club Night at the Alma
November 6	VMCC Chiltern	ACU	Bounds Cup Trial, Harefield, Middx.
November 6	P65MX	AMCA	Marks Tey
November 19	Ringwood MC& LCC	ACU	SMP, Perce Simon Trial
November 20	Dabbers	AMCA	West Raynham, Fakenham, Norfolk
November 20	North Berks MCC	ACU	SMP, Downland Trial
November 27	EFA	ACU	Eastern Thumpers Trial, Thorrington
December 6	EFA		Club Night at the Alma
December 11	ACTC	AMCA	Boxford Bash Trial
December 18	Braintree & DMCC	ACU	Turkey Trott Trial
December 27	Woodbridge & DMCC	ACU	Tunstall Forest
2012			
January 2	Dabbers	AMCA	Little Lodge Fm. Santon Downham
January 8	EFA	ACU	Little Bealings Trial
February 12	EFA	ACU	Snaque Pit Trial
February 5	Dabbers	AMCA	TBA

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.

I would just like to say a big "THANK YOU"
to all the articles contributed, especially the 'first timers', those
not published this month will appear in later editions.
Please keep them coming.
Thanks to - Tim, Gary Eaves, Pedro, Dabber, Ken Sillet,
Dave Blanchard, Sylvia Preedy, Ted Smith & Sidge.

Guess Who Answer.

In the foreground is Roger Birch and in the background is Neil Canham

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