

Editorial

May I, on behalf of the Revolutionary Council, wish you all a Happy New Year - can't this year say a prosperous New Year though but let us hope that the current monetary crisis, recession, or what have you does not cause you to compete less often or reduce your enjoyment of the sport of off-road motorcycling.

I understand that the Boxford Bash was very successful for the solos but the sidecars found it difficult to make forward progress due to either a slipping clutch, or in the second case, a distinct lack of traction due to wearing a rear slick instead of a trials knobby! Is it true that El Presidente was seen riding a Tiger Cub?

Little Bealings is our first trial of 2009 and regs are contained within this edition of Trials & Tribs. Eddie Hood is looking after the sections and Keith Fitz-John the paperwork. I am sure everybody will be well catered for at this very pleasant venue.

Following my comments regarding the Thumpers in the last edition of Trials & Tribs I am pleased to say that I have received phone calls taking me to task for my comments. Yes, what I wrote was created from an amalgamation of the comments received on the day but I am pleased to say that there were some who thought it was a fantastic day. Good! I am glad, for the sake of all the people who put in many hours of hard work, to be able to set the record straight or at least to add some balancing thoughts and comments about the trial.

Currently we haven't had the opportunity to put the photos by Keith Bell onto the website but rest assured the task is in hand and it will get done soon, once we have got over our Christmas and New Year holiday.

Dabber hasn't written for us this month as he has temporarily emigrated to Gozo (bet its a bit warmer than here!). The last communication I received from him was very poorly typed and included a



The late Jack Hubbard at Purlis Hill 1953

The Mid Anglia MCC
present
for your enjoyment



The January Plonkatound

Raydon Pit, Wades Lane, Raydon, Suffolk (Grid Ref TM043389)
Saturday 24th January 2008
Gates will be 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

A grand total of 65 riders braved the early frost and cold wind's to enjoy the charms of the Snaque Pit at the Plonker's Christmas Bash, once the frost started to leave the ground a lot of slipping and sliding was seen to catch out the unwary, catching out the more experienced participant on more than one occasion.

Many thanks must go to the band of helpers who set up cleared away and observed on the day without them this would not have been possible.....
Ian Bennett aka blobby

lot of spelling mistakes - supposedly due to over indulging in a by product of the grape.

Dabber does, however, apologise for providing the wrong telephone number for the Off Road Giants book - see page 7 for an update. I trust that all of you who called regarding the wrong number were satisfied. I am sorry but in some cases I had to leave a message on the 1571 system.

The EFA's machine specification seems to be raising it head once again! Rumour has it that the Chairman has

purchased a small chicken which has Italian suspenders and Japanese stuffing! I know that Brumwicham is known to have more miles of canal than that well known Italian city, Venice, but I didn't know that Tokyo was located near Small Heath! Mind you, it is a well known fact in Henfield circles that Madras is an industrial estate on the outskirts of Redditch!

Best wishes,

Jim

Thumpers Photos...

For photos of this years Thumpers go to the Thumpers website where you will find photos by Keith Bell (Talfdog Photography) and Mick Brown.

www.thumpers.org.uk



Membership Fees for 2009

Adult	£12.00 per year
Youths	£3.00 per year

Eastern Centre Gazette:

I have had no figures from the ACU for Gazettes, so at present can only quote £7.50 per year for existing orders.

If this goes up then obviously we shall have to pass the cost on.

If the ACU increase their costs I will inform you of this.

June Kent

Membership Secretary

Please Note:

The closing date by which all articles and adverts to be included in the next issue of Trials & Tribulations should reach the editorial office is normally the 25th of the month preceding publication.

Material for inclusion in the magazine may be supplied in the following forms:

handwritten • typed • computer hard copy • fax • email • floppy disc

If providing computer hard copy, a font size of 12pt minimum is preferred whilst articles supplied on floppy disc or sent via email should preferably be saved in text or RTF format.

Tales of the Expected . . .

Then came the Normans. Norman the First was single and had lots of bodywork. He was very strong and reliable and worked very well but he was dull so all his bodywork had to be cleaned and repainted. He was still dull! So along came Norman the Second. This was a twin, similar but not identical. This Norman had less body work to carry about and being more powerful was much more lively. Sadly, some bad habits developed - the twin began to scour and scrape the ground at every corner and developed a distinct twitch. This seemed to frighten every passenger and he fell out of favour.

GIVE ME NORMAN

says Derek Minter - "I RIDE THEM - I KNOW!"

Minter, first made his lap for the British Isles of 1961. The "Norman" is over 100 m.p.h. on a 500cc machine. Always ready. Equipped with a real motor cycle. Everything about it is built for riding. It's fun, simple, light, fast. The one he'd choose for himself as a "Norman".

New for 1961 is the range of 58 models. In roadster, speed and competition trim. A reinforced dual frame gives load-carrying ability whether on a road or on a hill. Pick-up is instant and 20 m.p.h. is economical - with 40 m.p.h. on a tank of 10 gallons from the 500 cc 701 cc two-cylinder petrol engine.

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£129.00 (incl. tax)

Norman became redundant when the new pick-up arrived and all the passengers, female, seemed to prefer this. This little truck was much more modern and had lots of patches attached to the lower panels to cover up the rusty bits. Self-tapping screws were used for this job because they were found in Dad's shed - luckily there was no welder at the time otherwise the whole lot would have burned away.

Despite the hydraulic brakes, the little truck determined to run into the back of a Mini, BL not BMW, and left not a mark on the Mini but completely flattened the front of the truck and left the headlamps pointing at the ground.

As the door frame rotted, the driver's door became detached, well fell off really, and another visit was made to Dad's shed. Lurking in the shed were the garden gates that had been knocked off their posts by a passing, well visiting, Robin Reliant (another story). Eight coach bolts later the door was refitted to

the truck by using the gate hinges. Like a Land Rover or such like, the door could be opened 180 degrees and folded against the front wing or lifted off completely if the weather was hot.

One hot day when the half ton truck was carrying about a whole ton of stakes round the Scramble course the truck went down a hill. At the bottom of the hill the front suspension compressed and the anti-roll bar dug into the ground. This stopped the truck in exactly three feet six inches, this being the length of turf taken up.

The offending piece of suspension was removed and the truck began to behave much like the truck that had gone before except this one kept burning out the exhaust valves - maybe the combination of cheapest fuel and highest possible revs was a mistake. Anyway, those years of experience lapping in the valves of the Bedford buses came in handy.

Norman the second went back from whence he came, part of a deal for a much more interesting machine - can you wait for the next instalment?

Uno Hoo



Peter (or is it Paul?) Jarman at Shrublands Park 1956

Weary GI

An American soldier, serving in World War II, had just returned from several weeks of intense action on the German front lines. He had finally been granted R&R and was on a train bound for London. The train was very crowded, so the soldier walked the length of the train, looking for an empty seat. The only unoccupied seat was directly adjacent to a well-dressed middle-aged lady and was being used by her little dog.

The war weary soldier asked, "Please, ma'am, may I sit in that seat?"

The English woman looked down her nose at the soldier, sniffed and said, "You Americans. You are such a rude class of people. Can't you see my little Fifi is using that seat?"

The soldier walked away, determined to find a place to rest, but after another trip down to the end of the train, found himself again facing the woman with the dog. Again he asked, "Please, lady. May I sit there? I'm very tired."

The English woman wrinkled her nose and snorted, "You Americans! Not only are you rude, you are also arrogant. Imagine!"

The soldier didn't say anything else; he leaned over, picked up the little dog, tossed it out the window of the train and sat down in the empty seat. The woman shrieked and railed, and demanded that someone defend her and chastise the soldier.

An English gentleman sitting across the aisle spoke up, "You know, sir, you Americans do seem to have a penchant for doing the wrong thing. You eat holding the fork in the wrong hand. You drive your autos on the wrong side of the road. And now, sir, you've thrown the wrong bitch out the window."



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Off-Road Giants!



Sorry about the confusion with the telephone numbers in the December issue of *Trials & Tribs*. I know that Jim was fielding telephone calls from several of you who couldn't get through to Andy Westlake. I trust that you were all able to get your orders delivered in time for Christmas.

Of course it is still not too late to avail yourself of this very good read.

It is published by Veloce Publishing www.veloce.co.uk

email info@veloce.co.uk

Or telephone 01305 260068

ISBN: 978-1-84584-190-4/upc:636847041908

Or any good book shop. That's all a bit complicated so why not contact the author Andy Westlake direct and get a signed copy!

Email andrewwestlake@yahoo.co.uk or better still and quicker, give him a ring on 01364 644559.

Dabber

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phone Ron Hockey on

01621 772698

for details, and photos if required

BUMPER STICKERS

Ever Stop To Think. And Forget To Start Again?



Boxford Bash

Sunday 7th December 2008

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
Pre Unit - Hard Route													
37	Mark Fletcher	500 Royal Enfield	0000	0000	0000	0000	0000	0000	0000	0000	0000	1000	1
55	Trevor Baker	410 Matchless	0020	0000	0000	0000	0000	0033	0000	0000	0010	3200	14
36	Brian Fletcher	500 Royal Enfield	0312	0000	0020	0011	5000	0555	0001	0300	0011	5333	50
16	John Daly	350 AJS	3333	3000	0222	0000	5500	5553	0001	5510	2012	5333	80
Unit - Hard Route													
58	Chris Collins	250 BSA	0000	0000	0000	0000	1000	0121	0000	0000	0000	1000	6
6	Kevin Plummer	340 BSA	0000	0000	0001	0000	0000	5303	0000	0000	0002	3533	28
8	Alan Robinson	350 BSA	5300	5000	0010	0100	0010	3353	0010	5500	3000	1555	60
2 Stroke - Hard Route													
24	Graham Braybrook	246 BVS	0100	0000	0000	0000	0000	0205	0000	0000	0000	0200	10
30	Roger Finch	250 Sprite	0010	0000	0010	0000	5300	0303	0000	0000	0000	2550	28
Twin Shock - Hard Route													
54	Gary Marchant	250 Bultaco	0002	0010	1100	0000	5000	1553	1550	0000	0000	3330	44
49	Guy Stanley	325 Bultaco	1003	1000	2110	0001	5000	5332	0000	1000	0000	5335	45
28	Gary Eaves	125 Wassell	5553	0000	0010	0000	0000	2050	0000	5132	0023	0355	55
38	Alister McFarquhar	173 Montesa	5105	0100	1300	0003	0000	3315	0002	3000	0033	3355	58
13	Glynn Hill	250 Bultaco	1322	0110	0112	1122	0000	0555	5105	0330	0501	5333	72

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
Pre Unit - Easy Route													
4	Chris Mace	500 Royal Enfield	0000	0000	0020	0000	0500	1331	0550	0000	0001	0000	26
32	Kevin Goldsmith	350 Royal Enfield	0000	1000	0122	0000	0220	1333	0003	0000	0002	0011	27
52	Mark Gibb	350 AJS	0050	0000	1502	0300	0100	2231	0055	0000	0012	1311	44
Unit - Easy Route													
27	Chris Byford-Smith	199 Triumph	0100	0000	0300	0000	0000	0000	0000	0000	0000	0010	5
3	Chris Canham	250 BSA	0000	0000	0010	0000	0003	2010	0000	0000	5010	0000	13
19	Phill Smith	350 BSA	0000	0000	5200	0000	0000	0032	0000	0000	0210	0000	15
10	Graham Andrews	199 Triumph	0000	0000	0000	0000	5000	0020	0050	0000	0001	1101	16
39	John Phillips	350 Triumph	0000	0000	5000	0000	5000	3332	1300	1000	0020	5000	33
1	Peter Sigourney	275 BSA	0000	3000	3301	1000	0001	1033	5321	0000	0011	0020	34
5	Kevin Davie	317 BSA	0	10	12	00	050	05	05	0	0		RET
2 Stroke - Easy Route													
41	Brian Jacobs	197 Frances Barnett	0000	0000	0000	0000	0000	0120	0000	0000	0000	0000	3
45	John Beasley	250 Greeves	0000	0000	0001	0000	0000	1000	0010	0000	0000	0000	3
2	Jason Signourney	250 Firefly	0000	0000	0000	0000	0000	0010	0000	0000	0000	0005	6
7	Andy Spreadbridge	250 Trivil	0000	1000	0002	0000	0000	0035	0020	0000	0000	2001	16
17	Keith Fitz-John	250 AJS	0000	0000	0112	0000	0000	1301	0001	0000	0001	0053	19
35	Ted Smith	175 BSA	5000	0000	0101	0000	0100	1121	0330	0000	1205	1310	32
11	Dave Kent	250 Greeves	0000	1000	2111	1001	0100	5233	0015	0000	0100	5120	37
33	Albert Dove	250 Banvil	000	00	50	00	010	50	03	00	000	000	RET
44	Norman Blakemore	250 Sprite	0000	0000	5503	00	01	000	005	00	00	000	RET
47	Ryan Maggs	250 Banvil	0000	00	50	00	00	00	05	00	00	00	RET
56	Trevor Andrews	175 BSA	000	000	0	001	00	313	000	00	00	20	RET

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total
Twin Shocks - Easy Route													
23	Paul Baker	305 Montesa	0000	0000	0010	0000	0000	0010	0000	0000	0000	2023	9
22	Steve Page	200 Honda	0000	0000	1001	0000	0000	0313	0030	0000	0000	0001	13
46	Doug Maggs	325 Bultaco	0000	5000	0153	1000	0000	2222	0000	0000	0000	0002	25
14	Geoff Daw	125 Honda	0000	0000	0200	0000	0000	0225	0100	0000	1000	0553	26
25	Andy Tym	175 Yamaha	0000	0000	0150	0000	0005	0350	0355	0000	0000	0201	35
29	Dave Field	175 Yamaha	0030	0100	0135	0000	0000	3323	1003	1000	0001	5210	38
51	Dave Parker	185 Honda	0001	0001	3102	0300	0000	3203	0351	0000	0015	5221	44
43	Rob Clarke	247 Montesa	0000	0100	5123	0003	0005	0125	0335	0000	3201	0231	51
18	Luke Fitz-John	250 Suzuki	0000	0000	3332	5100	5000	3333	0315	0000	2222	5311	61
26	John Sadler	175 Yamaha	0101	0011	5322	1032	1000	1332	5535	2005	0010	5031	67
15	David Peperell	156 Fantic	0001	5000	5133	0000	5550	3333	0325	0001	0010	1532	68
31	Peter Horrex	300 Fantic	1330	3301	2021	3102	3000	2253	0553	0000	2153	3315	76
50	Keith Ablitt	125 Honda	5100	5021	1301	5501	2550	0135	0553	0010	0203	3012	76
9	Dale Clutterham	175 Yamaha	0010	000	012	011	1131	0333	0033	0110	0300	332	RET
12	T.Daly	250 Yamaha	3	5	5								RET
34	Andy Colsell	250 Suzuki	0	0	2	0	3	0	5	5	0	1	RET
48	Gerry Canham	250 Bultaco											RET
Youth - Easy Route													
40	Ryan Hyde	182 BSA	0000	0000	0200	0000	0000	0100	0012	0000	0000	0000	6
42	Jo Jacobs	197 Frances Barnett	0000	0000	0000	0000	3300	0000	0001	0000	0000	0001	8
53	S.Parker	125 Honda	0000	0000	1000	1000	0000	0312	0000	0000	0120	0000	11
20	Elliot Smith	125 Honda	0000	0000	0000	0001	0000	0310	0331	0000	0000	0012	15
21	Josh Smith	250 BSA	0000	0500	2110	0000	0000	0320	0030	0005	0100	5021	31
59	Hal Plummer	125 Scorpa	1300	2005	5332	0000	1502	3335	1553	0000	2050	1132	74
Sidcar													
57	Paul Gray	500 Triumph	00	000	555	055	000	11	555	05	005	555	RET
60	Mark Wilson	500 Triumph	00	01	322	500	001	535	5555	555	00	5	RET



Guy Stanley ascending Pipeline in the 1990 Scottish

The club would like to thank the Boxford Scouts for the use of the land and all those who helped with the running of the Boxford Bash especially those who observed and those who helped lay out the sections on the Saturday. A special mention must be made of Boxford Team Smith who did a wonderful job in section clearing.

Heather Andrews

Secretary of the Meeting

This and That!!

Highlight of the year for the Eastern Centre Scramblers in the Fifties was the Shrublands August Bank Holiday Monday meeting. Mr and Mrs Bickers didn't need to get the car out to take a young David to watch and want to get out there! However, I digress. First run in 1947 as an Eastern Centre meeting, '48 a national permit, likewise '49 when Braintree's Jack Hubbard won the 350cc over 10 laps. In 1950 Monty Banks (Chingford) thrashed his 1938 Ariel into second place behind John Avery (BSA) whilst in third, a result for him, was Don Squires - Ariel (Bishops Stortford) in the 250 event.



Bryan Sharp (Frances Barnet) at Shrublands Park 1956

As I was becoming involved in this scene at the time and seeing the world's best competing against guys I knew on a local basis was the ultimate!!

Jack couldn't repeat his previous year's result and BSA works riders filled the top six places apart from Brian Stonebridge (Matchless) who was third in

AMAZING LETTER TRICKS

THE EARTHQUAKES

When you rearrange the letters:

THAT QUEER SHAKE

Quotes Taken from Performance Evaluations:

“A gross ignoramus — 144 times worse than an ordinary ignoramus.”

the 350s. In the 500s, Geoff Ward (AJS) was third among the Beezas. Eastern Centre pride was maintained by Ernie Watson (Bantam) who was second in the 150cc five lapper behind Bill Nicholson (works Bantam) and ahead of Bill Barugh (DOT).



K Potter (*Matchless*) at Shrublands Park 1956

The following year the above race was won by Don Squires (Bishop's Stortford) on his 1937 Royal Enfield 150 cc four-stroke. What a result, ahead of Bill Barugh (works DOT). Peter Davey (Ipswich) on his James was third - he must have been elated!!

Council Complaints

The following is an extract from a complaint letter received by the council from a tenant

And their 18-year-old son is continually banging his balls against my fence.

In the 250 race, of the 20 starters, 14 were on pre-war engined bikes many in the original frames but now with post-war teles and home-produced rear suspension. David Tye, 250 BSA with works connections, won from Aldershot's Les Archer aboard the MOV Velocette (well sorted). Don Squires was again on the rostrum in third place on a 250 Red Hunter Ariel. 'Sonny' Absalom, 1937 BSA, upheld Southend's prestige - a very versatile rider, 'Sonny' rode successfully in ISDTs as a privateer in later years. Always a smile!!

In the 350 race the Eastern Centre aces did well separating AMC and BSA works riders. Basil Hall and David Tye (BSA) led Bob Manns (AJS) then Ernie



Jeff Smith (BSA) at Shrublands Park 1956

Whiffen (BSA) from Leytonstone who had some works support. Ipswich rider agent, Geoff Revett, finished a fine 5th then Monty Banks, this year aboard a 350 'Matchbox' (Matchless). There were five Chelmsford runners among the 50 starters. What a sight when they took off!! Privateer Les Archer on the Inter engined Norton won the senior race ahead of Eric Cheney (Ariel) then Eastern

English signs in foreign countries

Hotel, Yugoslavia:

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WITH PLEASURE IS THE JOB OF
THE CHAMBERMAID.**

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Centre ace Geoff Revett on his 350 just putting it across red faced Jack Hubbard from another red-faced Braintree enthusiast, Ron Argent. Dickie Rix, Norwich's ace, was 6th. The work's lads didn't figure? Alf Hagon rode both 350 and 500 races on his Matchless 350 but remained midfield.

In 1952 the work's boys were led across the line in the senior race by Les Archer (a gentleman by the name Ron Harkins was the tuner of Les's machinery and provided reliable machinery at home and on the Continent). Les was followed by Geoff Ward (AJS), rising star Don Rickman ('Goldie'), John Avery (Works BSA) then a 650cc A10 engined works BSA piloted by Basil Hall - what fantastic viewing this was!!

Brian Stonebridge, who had taken over from Basil Hall at AMC, won the 350 race (one of his first national wins) ahead of Basil and then Johnny Draper (350 Norton), David Tye, and Geoff Ward. I consider myself very fortunate to have witnessed this.

Local interest in the ultra lightweight race was provided by Don French (Bantam), Fred 'Oily' Wells (Ilford) Royal Enfield followed by consistent Dickie Rix with an improving Alf Hagon fourth. Tony Crouch was sixth. What a great day! What a great venue - now gone for ever.

More recently, in 2008, Mark Wilson and Garry Plummer won the sidecar class in the Edinburgh long-distance trial whilst Joe Stollery also won an award.

Even more recently, on 14th December, Mark Wilson and Garry didn't win any awards(!) retiring after his 20 year old rear Dunlop Universal became a slick. That was what I was told(!) whilst the only other sidecar crew retired with a slipping clutch despite new clutch plates. However, on the solo scene both routes worked well and I was impressed by Guy Stanley's performance on the hard route proving he doesn't need a third wheel to remain upright! As always, some had a great day whilst others not so good but I think it rated favourably. Our Ted thought a third route in section one was necessary but as the day progressed all became clear?!! Good to see the juniors enjoying and improving - soon to be snapping at Mark Fletcher's and Roger Finch's heels?

Thanks must go to the officials and observers for the day - the section designers had a rough day on Saturday and I know that Boxford's own team Smith did a lot of clearance/cutting out prior to the event. Again, I would emphasise the need for such commitment - necessary for the club membership to enjoy a good days sport. Also, please be mindful of Jim Woodmason's efforts in providing this excellent Newsletter. He needs your contribution.

Happy new year and smile when I see you next

Richard E

End Thought . . .

To steal ideas from one person is plagiarism; to steal from many is research. .