

# T RIALS & RIBULATIONS

March 2021  
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**Please could articles for inclusion in the T&T to be with the Editor  
by first post the Tuesday before club night. Thank you.**

**[www.eastern-fourstroke-association.co.uk](http://www.eastern-fourstroke-association.co.uk)**

Visit the Eastern Fourstroke Associations website and [Facebook Page](#)  
for a wealth of club information,  
results, pictures and videos of club trials.  
(Submissions gratefully received)

**Disclaimer** - The articles and comments published herein do not necessarily represent the views  
of the Eastern Fourstroke Association, they are the opinions of individual contributors and are  
published with a view that free expression promotes discussion and interest.

# EDITORIAL

As others have said we're all going through difficult times, club activities have been virtually zero and recently we have lost well respected members of the local trials community. I can only say I feel inadequate in not being able to do justice to their memories in not knowing them more than as true gentlemen who would happily pass the time of day with me in conversation about the days trial whilst waiting at a section or scoffing a bacon sarnie.

On the plus side, this edition of the T&T, the first for a few months, is because times are looking on the up and the club can start organising trials once more. And to that effect you'll find an entry form further on for the first club trial of 2021 at Thorrington.

Now for something more immediate, I have begun to have a love/hate relationship with the T&T.

I hate starting each edition and love finishing each edition. As you can see this edition is late as I've taken on some fairly substantial (for me) building/renovation works at home which is and will be for the foreseeable future taking up my spare time, so much so that I will have to step back a bit from EFA duties.

~~As much as I hate letting anybody down I feel I really need to find a new editor for the T&T so that it doesn't 'die from a thousand cuts.' It's time for some new blood at the helm of the T&T. Drop me a line, there's even a laptop with all the stuff on ready to get you up and running without any fuss.~~

After writing the above I've slept on it and don't mind carrying on. BUT don't let that stop you from having a go and helping me out I won't say no to passing the T&T on.

Keep 'yer feet up,



## DISPATCHES FROM THE MEMBERSHIP SECRETARY

Evening All and not such a good time with the loss of two great characters that meant a lot to us all within the EFA.

The best words of support are being posted.

It's a difficult time for our club and with hopefully better times ahead.

With this in mind I need to bring the news that the Classic Dirt Bike Show has been moved forward to a new date of 18/19 September 2021 and a change of venue to the Stafford Country Show Ground up the M6 junction 14. Returning to Telford in February in 2022.

Kevin Plummer.

# FOR SALE

## 1975 Suzuki Beamish (RL250)

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## **MESSAGES FROM THE CHAIRMAN'S IPAD**

Dear Members a lot of water as past under the Bridge  
since I last had words.

COVID has taken one of our members Mark Wilson, he used to ride solo but of late has been chair mounted and riding long distance trials. The other big C took a gentleman trials rider Roger Gulliver.

I have said my bit about Roger, R.I.P.

I am Sure Roger and Mark will be laying out the side-car sections in the holy garden.

As you can see we are trying to get things started but the gears are a bit rusty so bear with us as there is a lot more to it than just choosing a date. It is confirmed the Trial at Thorrrington will be run on the 11th April. It will be run under the AMCA as we don't want to have the problems we had with Bealings. Nothing has been done for 12 months so keep your eyes on the Internet nearer the time as a working party will be needed. It has been suggested we only use the left hand side of the ground as Per Graham B last year, more details later. With all this time on our hands I expect all the fettling and re builds to be done, and looking forward to seeing what you have been up to.

Bealings, it was great that all the riders donated there entry fee well done all of you. I sent a few words to John Dickinson at TMX about our donations, he put it in his columns on the 11 February.

*"Hi John here's a little tail from the flat lands of Essex/ Suffolk Mud Tree Roots and Sand. We had to cancel a Pre 70 trial in early January. The ACU in there infinite wisdom sent the whole entry fee back to the club. This was going to cause the club many headaches, but our club treasurer had the brain cell that day and suggested we put to the entered riders that we donate the money to the NHS. So that is what I did and to a man no one asked for their money back.*

*The money went to the NHS and the Air Ambulance.*

*Just goes to show what a great bunch blokes Trials riders are.  
Stay Safe Ted Smith. Chairman Eastern Fourstroke Association."*

*Ted.*

# TOWARDS “SECTION ENDS”

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## PART TEN

Anyone wishing to get a good solid season of trials riding under his belt in the early 1960's, would have had over thirty meetings in the Eastern Centre calendar to contest if he wished. Actually, there were far more trials run than that, for this was also the era of the: “touring trial”, with which the fixture list would include around fifteen meetings per year. I never competed in Centre-run touring trial but I imagine they would have been mini-versions of the ACU National Rally, which is a popular event to this day (when we can ride again.) Also, a few of these meetings were run at night, which must of made the event rather more adventurous. They gave the ordinary club members a competitive ride on their road bikes and sidecar combinations, which were in far greater numbers in those days.

Along with most of my colleagues of the Clacton motorcycle club, my interest was entirely on the “sporting trials” and now having transport of my own, I rode virtually every weekend and literally covered the whole map of the Eastern Centre (Essex, Suffolk, Norfolk) from Southend to Kings Lynn. I would just add that the sporting trials season operated from October to April and then largely gave way to scrambles and grass track – and indeed the touring trials – during the summer months.

Looking back, I think it might have been that sheer number of

meetings I contested on my new Triumph Tiger Cub, which brought on the various short-comings with the bike that I was to experience. I had already replaced the Zenith carburetor for an Amal which was not new but a second-hand old-style twin-chamber version. I popped it on without altering anything at all and the bike went appreciably better – so I left it as it was. But then I had a gearbox mainshaft break. This was replaced free of charge – though I had to fit it. And, as time went on, the little Cub developed a misfire which defied all attempts to cure it. It was the dreaded “Bantamitis” all over again. Indeed its source was similar. With the self-energising transfer system, it is essential that the contact breaker points open at precisely the right time of maximum flux through the low tension circuit. Variations will reduce the spark strength and promote the misfire. The Tiger Cub's contact breaker was driven by a vertical shaft – prone to wear – and had a centrifugal “advance” system – prone to additional wear! As a result, I found myself having to use the clutch much more on tight turns than I should have done in order to keep the engine from stalling. The Tiger Cub anyway, was never known for its ability to “plonk”, particularly well - though with the sixty years of subsequent development, exclusively by “privaters”, the ones I see at trials nowa-



days are truly amazing in both their ability to rev and their low-speed performance, devoid of any misfire..

As I became more known in the sport with my yanking on the clutch lever for a great deal of the time, I equally became a subject of comment. I particularly recall a top man and trial winner in his day: Denny Reeve, coming up to me after I had cleaned a tricky section – using the clutch - and was feeling rather pleased with myself. Looking

at me straight in the eye, he said: “If you rode like that in the army – you would have been put on a charge!” “Why?” I protested. “Because you’ll wear out the thrust mechanism and bugger up the push rod!”

Denny is sadly not around to see how much clutches have to put up with in today's events.....

*Sidge*



Team Marmite, Roger and Heather aboard their sidecar outfit.



I can't believe I'm writing this but it is with a broken heart I have to tell you that Team Marmite have ridden their last Section. Sadly Roger lost his battle with cancer and passed away in the early hours of Saturday 13th February. Can only hope he has gone to a better place.

*Heather*



## Mark Wilson piloting his Triumph sidecar outfit



It is with great sadness I have been informed by Don Daly that Mark Wilson has passed away. He had been suffering with the dreaded COVID. He will be remembered for riding solo and s/car trials. Of late he had been riding long distance trials. Our thoughts go out to his family.

*Ted.*

I hope everyone is keeping safe and well. We have received the below letters from the NHS and

East Anglia Air Ambulance thanking everyone for their kind donations. Thank you to everyone who



19 February 2021

Eastern Fourstroke Association  
26 Windermere Road  
Stowmarket  
Suffolk  
IP14 1LR

Fundraising Office  
Ipswich Hospital  
Postbag No 49  
Ipswich  
Suffolk  
IP4 5PD

0300 7701369  
charity@esneft.nhs.uk

## Thank you

Dear Eastern Fourstroke Association,

Thank you for your generous donation. It means so much to us here at Colchester & Ipswich Hospitals Charity. You can be sure that your donation of £400.00 will go directly to COVID 19 Staff Benefit to help support the health and wellbeing of NHS staff in ways that would not be possible from NHS funding alone.

Our NHS staff are amazing, dedicated people who work tirelessly to provide the very best levels of care at all times. By supporting the appeal, you have helped them continue their life saving work.

For the latest NHS and Government advice on Coronavirus (COVID-19), please visit:  
[www.nhs.uk/coronavirus](http://www.nhs.uk/coronavirus) [www.gov.uk/coronavirus](http://www.gov.uk/coronavirus)

Yours sincerely,

Carly Hamilton-Jackson, Fundraising Officer

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Email - [charity@esneft.nhs.uk](mailto:charity@esneft.nhs.uk)

Donation number:- 229327

Donation Date:- 12/02/2021

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Registered Office | Colchester & Ipswich Hospitals Charity | Turner Road | Colchester | CO4 5JL  
Registered charity number 1048827



donated their entry fee to such worthwhile causes.

With the restrictions plan-

ning to lift in the near future I look forward to seeing you all soon.

Craig.



Eastern Fourstroke Association  
26 Windermere Road  
Stowmarket  
Suffolk  
IP14 1LR



Our ref: ADN-301041

Tuesday, 09 February 2021

001288

Dear all,

On behalf of everyone at East Anglian Air Ambulance (EAAA) it is my pleasure to say thank you for the very generous donation of £285.00. Please pass on my sincerest thanks to everyone who has contributed to this amazing total. It is very much appreciated by all of us, especially our patients and their families. Please accept this letter as your receipt.

*Your donation helps people like Steve. In June 2018 Steve Jones was riding his motorcycle in Norfolk when he overtook a car and it turned into his path, catapulting him from his motorbike, through a brick wall and into a watery ditch. When the Anglia One crew arrived 21 minutes later Steve was still unconscious. Doctor Peter Temesvari and Critical Care Paramedics Simeon Tomlinson and Sam Sweeney knew they had to get him out quickly. Steve had suffered such a traumatic head injury that no one thought he would survive. Steve was sedated and intubated so that the crew could take control of his breathing and flown to Addenbrooke's Hospital, where he remained for 10 weeks. Three months after the accident Steve visited the Norwich base to thank the EAAA team and the EEAST paramedics who were also at the scene. Steve had no lasting effects from his injuries and went on to make a full recovery.*

Our helicopters can reach anywhere in the region within 25 minutes. Our pilots fly a highly skilled doctor and critical care paramedic team along with A&E level medical equipment, to patients who have suffered life-threatening accidents and medical emergencies.

We rely on community support to keep our life-saving crews flying 365 days a year, now more than ever. Due to the recent COVID-19 crisis, we have had to postpone several of our fundraising events and are doing everything we can to keep our highly skilled teams of pilots, doctors and critical care paramedics safe and able to operate as normal. We are passionate about being there for the people of East Anglia when they need us most. Your kind donation will make a big difference in helping us to save lives at this critical time. Thank you.

Please note, we have temporarily closed our fundraising offices to help limit the spread of the disease, however our fundraising teams are working remotely and still available by email and phone, should you need to get in touch.

Yours sincerely

Jenny Mitchell  
Supporter Engagement Team

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Telephone: 03450 669 999

Registered charity in England





**ANGLIA CLASSIC TRIALS CLUB**  
Affiliated to the Amateur Motor Cycle Association



**THORRINGTON TRIAL**  
**PRE-65/70 & TWINSHOCK TRIAL**  
**Sunday 11th April 2021, Start 10:00 am.**

**AMCA AUTHORISATION No.:** AMCA/CT/  
**VENUE:** Poplar Chase Farm, Thorington, CO7 8HZ  
**CLERK OF THE COURSE:** Chris Chapman  
**SECRETARY OF THE MEETING:** Kevin Plummer, Bradgate House, Crown Lane, Ixworth, Bury St. Edmunds, Suffolk, IP31 2EH. Mobile: 07774 277144

**COURSE:** Approximately 4 laps of 10 sections - multi route course - all on private land.  
**MARKING:** Will be 1,2,3,5 - Non-stop basis.  
**ENTRIES:** Will be accepted from MEMBERS of the EFA ONLY. To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting. The fee of **£15.00** adult, **£10.00** youth to be paid on the day of the event, correct cash in an envelope only, CHEQUE'S WILL NOT BE ACCEPTED. 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.** Results will be posted on the EFA website at;  
[www.anglia-classic-trials-club.co.uk](http://www.anglia-classic-trials-club.co.uk) / [www.eastern-fourstroke-association.co.uk](http://www.eastern-fourstroke-association.co.uk)

**ENTRIES CLOSE:** When the MAXIMUM of ENTRIES is reached - NO ENTRIES ON THE DAY.

**CLASSES:** Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock & Youth. All solo.

**ROUTE:** Hard / 50/50 / Easy / Veterans

**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 so will be disqualified. Instructions will be given at the start indicating these areas. Please keep to the marked route. **NO SPECTATORS ALLOWED** and please **FOLLOW SOCIAL DISTANCING GUIDELINES** AND ALL DISPLAYED NOTICES WHILST AT THE EVENT. Thank you.

### **ADDITIONAL INFORMATION**

Please read the regs/entry form above carefully, the key points are:-

1. No entries on the day.
2. Do not send payment with your postal entry.
3. Payment will be on the day - correct cash amount in an envelope with your name on it please.
4. No spectators.
5. Follow distancing guidelines and all notices/instructions on the day.
6. The maximum number of entries will be dependant on the

venue size to enable social distancing guidelines to be complied with (probably 50 riders.)  
7. A list of those entered will be compiled and riders subsequently informed.

And finally enjoy the trial, it's been a long time coming, the future looks bright.



## ENTRY FORM

## Thorrington Trial

11<sup>th</sup> April 2021

**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.
9. I consent to the collection and retention of my personal information by the AMCA.

**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:** \_\_\_\_\_

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March 2021

# KEEPING TRACK!

## Club fixture list & some classic events further afield

April 2nd	Woodbridge DMCC	ACU	Blaxhall. Check with club beforehand.
April 11th	EFA/ACTC	AMCA	Thorrington Trial, Club Members Only, 10:00am

There will not be a Club Championship this year.

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*and Performance Centre*

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