

T RIALS & RIBULATIONS

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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

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

Well, it's still July (just), best laid plans of mice and men and all that this *light* T&T didn't get finished as soon as I'd hoped. So apologies Tim if you lost a few participants for your tour.

Side continues his "*Towards Section Ends*" and we have Trevor

Hill beginning his "*Musings*". There's also a couple of other articles in the pipeline, just stretching it all out bit.

Here's looking forward to club trials starting up again in? September?

Keep 'yer feet up,



A MESSAGE FROM THE CHAIRMAN'S IPAD

It is with great sadness I have to inform you of the death a former club member Mick Higgins who passed away on June 30th. Our thoughts are with his family. Those of you who can remember Isambard Kingdom Higgins bridges in Friday Woods will never forget.

The club will have a stand at the Museum of Power at Langford on the 2nd of August any one wishing to display a bike please get in touch with Don Daly on 01787 477045.

We also hope to have a stand/display at The Copdock bike show on 19th September again get in touch with Don or Ted on 01206 841519.

Please, please do not leave it too late as passes are very difficult to get hold of and there is a limited amount at Copdock (COVID permitting.)

All for now, Ted.

Apologies if this comes out too late for the Museum of Power show, Ed.

Boxford Superior Peacocks

Early Alarm Calls & Fancy Feathers a Speciality

Ask the experts - you know it makes sense!

Front Cover

Tim's Tours - "Waiting for their boat to come in"

TOWARDS “SECTION ENDS”

PART TWELVE

Doug Munson was an experienced and award-winning trials rider for the Castle club. In his earlier days in the 1950's, he had campaigned on AJS machines, but had been perhaps one of those who saw early on, the advance of the lightweights as inevitable. Consequently, he bought a Greeves and continued to do well. I had been getting increasingly frustrated with my Cub – principally with the ignition which, as I explained earlier, was inclined to misfire at the most inconvenient times. It had come to a head at a Castle trial where I was, as it turned out, giving the redoubtable Doug Theobald on his works Dot, a run for his money. At a tricky section at Tattingstone involving a tree-lined climb which was bisected by a sharp lip of outstanding roots, rider after rider failed to clear this extra hazard. I went up at a reasonably fair clip and duly surmounted them – to cheers from the several spectators. Alas, during that instant where after surmounting a major hazard, a rider has to regain his equilibrium, “Phit!” - the engine stopped. I was unaware until later that this annoying incident – which we all suffer at times – cost me the trial. But that's sport and the devil takes the hindmost.

Doug Munson who had witnessed my failure came to me at the end of the trial and sympathised with my bad luck. He then

offered me a test ride on his Greeves. Having previously ridden Peter Redpath's Greeves, I had thought them too long and rather awkward for me to ride well in trial sections but now in trying Doug's over some ballast heaps in the car park, I concentrated more on the engine and how utterly reliable the Villiers two-stroke was at low speed. I have always preferred – where possible – to tackle sections at a minimal pace and the re-assurance of an engine which would not give up and stop was uppermost in my mind. I think Doug had eaten all his sandwiches by the time I brought his Greeves back and by that time, I had made up my mind. My handling worries would be overcome – a two-stroke powered bike and hopefully a Greeves, would be my next bike. However, such was my finances – I was still paying for the Tiger Cub – it would have to be a second-hand one.

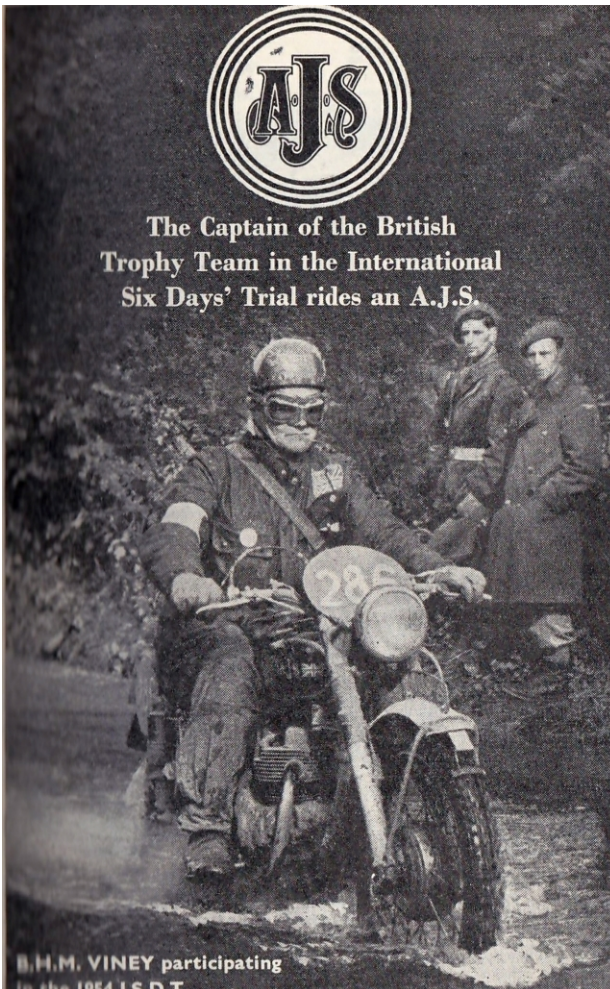
Oddly enough, before this change of machine took place, I won two trials outright – on the Tiger Cub! The first was in December 1963 which was an Essex and Suffolk Border event and the next was at Leiston, a meeting run by the club of the same name – now sadly defunct – staged at Mumberry Hills near to the Sizewell power station. This particular event was a “trial” in more ways than one.

We started from Pat Keeble's garage and immediately I started

the Cub, it misfired and despite much panicky fiddling with the points, it would not behave. In those days of trials involving road work, riders were dispatched at half-minute or minute intervals and I eventually found myself alone in the empty garage forecourt. I recall a boxer dog suddenly came up from nowhere and being on my knees - still tinkering - he gave me an affectionate lick. "Sod it" I said out loud and remembering Trevor Cooper's casual advice on misfiring

Bantams, I pushed the spark plug gap to about 8 thou and gave it another try. It fired up and ran as evenly as the "Flying Scotsman". I leapt on it and hammered down the road to catch up with the trial - and won it! One more thing occurred - the seat fell off! This incident was given some prominence by the press reports of the time - but did I care?....

Sidge



"I am afraid I have no relevant photos but I do include a general one with some historical interest of a twin-cylinder AJS in the ISDT."

Sidge

Eastern Fourstroke Association

Sunday, May 16, 2021

Snaque Pit trial

Easy Route

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	11	12	Total
69	Graham Braybrook	Baniam 185	0	0	0	0	0	0	0	0	0	0	0	0	0
62	Trevor Kemp	BSA Bantam 175	0	0	0	0	0	0	0	0	0	0	0	0	0
73	Alan Robinson	Honda TLR200	White	0	0	0	0	0	0	0	0	0	0	0	0
59	Phil Smith	BSA 250	Unit	0	0	0	0	0	0	0	0	0	0	0	0
66	Colin Black	James 250	2-Stroke	0	0	0	0	0	0	0	0	0	0	0	0
48	Kevin Davie	BSA C15	Unit	0	0	0	0	0	0	0	0	0	0	0	0
54	Marlin Croker	Triumph Cub 200	Unit	0	0	0	0	0	0	0	0	0	0	0	0
76	Dan Wright	Yamaha 175	White	0	0	0	0	0	0	0	0	0	0	0	0
42	Mark Globb	BSA 600 - Rigid	Pre-unit	1	0	0	0	0	0	0	0	0	0	0	0
68	John Beasley	Greeves 250	2-Stroke	0	0	0	0	0	0	0	0	0	0	0	0
43	Chris Clarke	BSA 330	Pre-unit	0	0	0	0	0	0	0	0	0	0	0	0
45	Chris Mace	Enfield 500	Pre-unit	0	0	0	0	0	0	0	0	0	0	0	0
80	Gary Smith	Honda 200	White	0	1	0	2	0	0	0	0	0	0	0	0
79	John Ruth	Fantic 156	White	1	0	2	0	0	0	0	0	0	0	0	0
53	David Rose	Triumph Cub 200	Unit	0	0	0	0	0	0	0	0	0	0	0	0
58	Colin Rose	Triumph Cub 200	Unit	0	0	0	0	0	0	0	0	0	0	0	0
65	Scott Chappell	James 250	2-Stroke	0	0	0	0	0	0	0	0	0	0	0	0
75	Ken Carroll	Yamaha 175	White	0	0	0	0	0	0	0	0	0	0	0	0
82	Graham Wadelow	Bullaco 238	White	3	0	0	0	0	0	0	0	0	0	0	0
41	Bob Wreathall	Royal Enfield 350	Pre-unit	0	1	5	0	0	0	0	0	0	0	0	0
55	Adrian Tyson	Triumph 350	Unit	0	0	0	0	0	0	0	0	0	0	0	0
56	Paul Gray	Triumph 350	Unit	0	1	2	0	0	0	0	0	0	0	0	0
72	Paul Bilbow	Fantic 125	White	0	0	0	0	0	0	0	0	0	0	0	0
46	Les Youngman	Matchless 400	Pre-unit	0	1	0	0	0	0	0	0	0	0	0	0
47	Joe Stollery	Enfield 350	White	0	2	0	0	0	0	0	0	0	0	0	0
81	Luke Gray	Honda TLR200	White	0	3	2	0	0	0	0	0	0	0	0	0
78	Nick Hodggets	Bullaco 325	White	1	0	0	0	0	0	0	0	0	0	0	0
63	Brian Flecker	Cruiser 250	White	0	1	0	0	0	0	0	0	0	0	0	0
60	Brian Cook	BSA C15	Unit	1	3	0	0	0	0	0	0	0	0	0	0
86	Russell Stafford	Honda 125	White	0	1	0	0	0	0	0	0	0	0	0	0
83	Sam Shaughnessy	Yamaha 175	White	0	0	0	0	0	0	0	0	0	0	0	0
49	TBC	BSA C15	White	3	2	3	5	0	0	0	0	0	0	0	0
64	Paul Cooper	Greeves 250	2-Stroke	0	2	3	5	0	0	0	0	0	0	0	0
74	Mark McCarthy	Enfield 212	White	1	5	2	5	0	0	0	0	0	0	0	0
44	Daniel Wilson	Royal Enfield 350	Pre-unit	0	0	3	0	0	0	0	0	0	0	0	0
51	Marlin Davy	BSA C15	Unit	0	1	5	5	0	0	0	0	0	0	0	0
57	Maryn Bishop	BSA C15	White	0	0	0	0	0	0	0	0	0	0	0	0
52	Stephen Chapple	Triumph Cub 200	Unit	0	0	0	0	0	0	0	0	0	0	0	0
61	Neil Thomas	Greeves 250	2-Stroke	0	2	3	5	0	0	0	0	0	0	0	0
84	Richard Wreathall	Fantic 156	White	0	0	0	0	0	0	0	0	0	0	0	0
77	Andrew Baker	BSA C15	White	0	0	0	0	0	0	0	0	0	0	0	0

Muses on Trials Riding Through the (many) Years

Chapter 1. The Beginnings

My elder brother worked for the DHSS and used to go out to visit clients, as a result he would come across various cars and motorbikes. One he obtained was a 150cc D5 BSA Bantam which had been lightly modified with heavier duty front forks, a low level exhaust with an upswept silencer, trials bars and a slightly larger rear

150 D5 motor, as he wanted the cheaper road tax. I “tuned” the motor and it ran quite nicely with more poke than standard. We used to ride this at a nearby quarry, often with a friend who had a Greeves fitted with a Cub engine (horrible combination!).

We used to go watch Trials around the Otley (Yorkshire) area



Riding my first Bantam in Adel Quarry,
Leeds, circa 1967

wheel sprocket. I think I was 16 at this time.

One of my schoolmates swapped his 175 D7 motor for the

and also at Post Hill with the likes of Arthur, Alan and Martin Lampkin and Peter Gaunt, so we decided to join the West Leeds MCC. I rode

my first trial on this Bantam, in 1968, in a Novice trial near Yeadon. The site is now a garden centre. Being young and naive I was expecting a wide variety of older bikes, or like mine, a lightly converted road bike, but no, it appeared everyone except for me was on a brand new Ossa, Montessa or Bultaco! This was a real baptism of fire, there was no way with the gearing my Bantam had (1st gear was around what on my current trials Bantam is 3rd) and only a 3 inch wide, rock hard, rear tyre. To my credit, although I took 5' on some sections, I did finish and somehow I wasn't last! This would be the only time I rode this bike in a trial as although fun to ride around the quarry area it was in no way suitable for trials.

My brother also acquired a 197cc Villiers engined DOT. We never could get the thing running; in hindsight I am sure it was an ignition problem. I got a damaged SS90 road bike and we put the DOT wheels in that to create a trials bike. The SS90 was basically a tuned B40, so the motor was really too fierce for trials and also incredibly heavy. Although my brother used to ride it he never competed in a trial and I much preferred the Bantam.

Here ends my first chapter as in 1969 I went off to Middlesbrough to get my Maths degree.

Trevor Hill

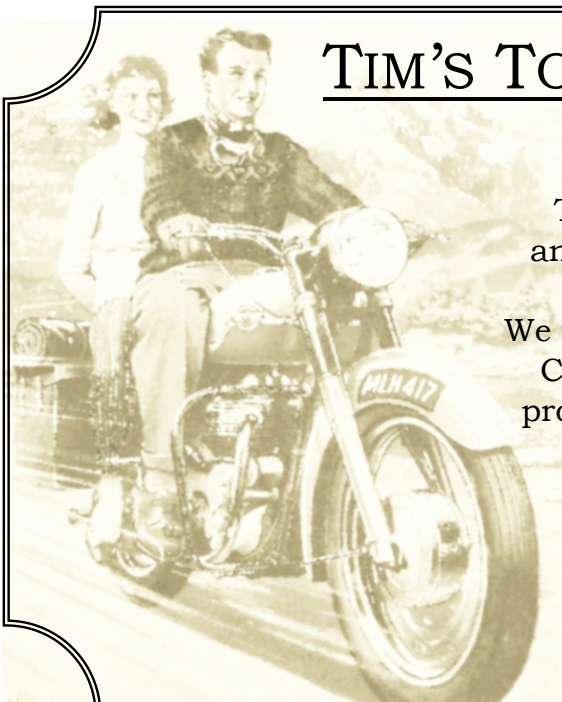
TIM'S TOURS 2021

Right you lot.

Tim's tours are holding another 2021 event on the 17th July.

We will be departing from the Copford Alma at 2:30pm prompt'ish. All are welcome.

For further details,
phone head office on
07761822223
The management.



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July 2021

KEEPING TRACK!

Club fixture list & some classic events further afield

July 17th

Tim's Tours, From The Alma at 2:30 pm

August 2nd

Museum of Power Bike Show, Langford.

Sept. 19th

Copdock Bike Show, Ipswich

There will not be a Club Championship this year.

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