

T RIALS & RIBULATIONS



DECEMBER 2021
Vol.2 Issue 126



**Sam Appleton at the
Ian Preedy Memorial British Bike Thumpers Trial
riding the 2nd Enfield Ian built.**

MERRY CHRISTMAS

THE REVOLUTIONARY COUNCIL

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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 that turned out to be another grand day out, of course I'm talking about the Ian Preedy Memorial British Bike Thumpers Trial, a very fitting event in Ian's memory, plus Sam brought along one of Ian's creations to ride on the day. The weather turned out okay, just right for the riders, but the wind was a bit on the cool side for those observing, I'm sure you all thanked them for observing as you finished your last circuit. Thanks must also go to the team setting the trial up, the sections out and producing the results at the end of the day as without their commitment, that starts weeks in advance of the day, you wouldn't have a dirty bike to clean ready for the next trial. That said I'm led to understand the club could do with a couple or three more clerks of the course, anyone interested please contact Richard or Ted. Having been bumped off being an observer for the day the camera came out..... I appreciate not everyone wants to join FaceAche and there's not enough room in the T&T for the photo's

and videos people post on the EFA page, so I'll endeavour to rejuvenate the website to include more of that sort of stuff, Craig might have to loosen the purse strings for a bit of space in the cloud.

Don't forget not only your EFA club membership needs to be renewed from 1st Jan but also your ACU licence (for ACU regulated trials, not so for AMCA as at AMCA regulated trials you become a member of the AMCA for the day when entering) you'll need both for the Little Bealings trial on the 9th Jan. Anyone struggling with online entry contact Richard for guidance.

Before that we have the Boxford Bash on the 12th December (entry cash on the day NO cheque's), by the time you read this Phil with hopefully a merry band of slashers would have got through a couple of years of undergrowth to set out ten sections of trouble for you. This is a charity trial with proceeds going to the Boxford Scout Group which helps thousands of boys and girls develop skills whilst having fun and adventure, your support is appreciated.

Keep 'yer feet up,



A MESSAGE FROM THE CHAIRMAN'S IPAD

As you read this the Thumpers will be over, when writing this the forecast is not good, fingers crossed. The club made a donation to Ian Preedy Charities the Salvation Army and the St Elizabeth Hospice. Looking forward to Boxford on the 12th December, as usual we will require Observers if you are available. Phill and his merry men have it all planned. Don't forget there will be a club night at the Alma on 8th of December. All that remains is for me to wish you all a Happy Christmas and the best for the New Year, let's hope it is onward and upwards for 2022. All for now, *Ted.*

TOWARDS “SECTION ENDS”

PART EIGHTEEN

Of all the many technical improvements and innovation over the decades which go with a sport like ours, my belief is that no discipline has benefited more from this than trials. Road racers year on year, go ever quicker than they did, moto-crossers can leap higher and further than in the old days - and grass trackers are uniquely a class of their own - but the improvements in trials bikes has meant that it is now possible to ride obstacles - sections - where nothing before could have ever laid tracks. Not that this process is new. From the time when the Zenith “Gradua” belt pulley system had to be banned from trials competition because of its superiority in the 1910`s, to the bold decision by Royal Enfield to use rear suspension in their works trials bikes - much against the conventional thinking of the late forties - particular developments have pushed the trials motorcycle and its rider, into ever greater performances enabling them to conquer the seemingly impossible. Yet nothing in my time has given trials riding as a sport, such a high-voltage jolt as the introduction of the first Bultaco `Sherpa` trials motorcycle on to the British market in 1965.

It was the great Sammy Miller who developed this bike, virtually in secret whilst also dominating the major trials of the period on a 500cc four stroke Ariel. This at a time when the Japanese were al-

ready making inroads into the British motorcycle market by virtue of their road-racing successes. So it was distinctly odd that it was a Spanish concern, a nation not particularly known for its motorcycles, which made such a spectacular entry to a UK sport. The company was already producing lightweight two stroke road racers, where good men could win races - but not quite world championships. What caused Signor Bulto - the man behind the name - to think he could produce a world beating trials bike, I do not know, yet he did so - with Millers guidance - and made trials history. Miller literally rode the Ariel to a victory one day and then the new Bultaco to a win, the next. In 1965, he won the Scottish Six days and was to do so for two more years. It indicates a great deal of the man himself to be able to dismount from a mighty 500cc four-stroke and get on board a titch of a 250cc two stroke - and still win.

As a bike, the Bultaco in various forms, subsequently penetrated into other disciplines, soon winning trials, moto-cross and even grass track races. Our own dear old Jack Hubbard, an Eastern Centre scrambles star of the 1940`s, to the 1960`s, resurrected his career by getting Alf Hagon to put a Bultaco engine into one of his grass tracker frames. Jack duly won the 1965 Centre 250 grass track championship and many more races towards the finale of a great career.

Yet it was undoubtedly on the trials front that the Spanish bike made its greatest impact and those who could afford them found their performances jumped up a league. Compared to British machines, they were a little expensive and for myself – out of reach. I hung on to my Greeves for three more seasons but with trials organisers beginning to appreciate what the Bultacos could master, the sections were getting progressively harder and I finally I caved in and bought a Bultaco Sherpa. Not a new one but secondhand and late in 1968, I

paid £150:00 for an early radial-finned, Sherpa. I also had to go to Exeter to purchase it! The part of the world where the hills are high and the rocks big and as far away from Eastern Centre tight turns and muddy ditches as you could imagine. It took me all day to go down and pick it up yet the occasion had in store, much more to offer than a mere transaction.

Sidge



" The `Doe Cup` trial used to be held by the Maldon club. Both sadly now defunct. This shows a scene from their 1951 event. The unfortunate rider is `A Sleep` - it does rather look as though he is having a nightmare.."

IAN PREEDY MEMORIAL TRIAL

"To preserve the dignity of the unfortunate their faces have not been shown"





I want some of what Mark's got in that can dragging man & bike out of the brook.

Dirty Deals Done Dirt Cheap



It is with great sadness I write to inform you of the passing of John Phillips who lost his battle with lung cancer on the 13th November. John was a long time member of the EFA and a regular competitor at club trials over the years.

John's funeral will be at Southend Crematorium on
Tuesday 14th December at 2:20pm.
Our thoughts and condolences are with John's family
at this difficult time.

A few photo's taken by Mark Gibb at the John Easty Memorial Trial held by Woodbridges MCC at Blaxhall Pit



Paul Neilson



Colin Sadler



Steve Martin



Daniel Carter



Kenneth Carol



Eastern Foursroke Association

Sunday, November 28, 2021

Ian Preedy Memorial Thumpers Trial - Thorrington

| No. | Name | Machine | Class | Club | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total | |
|--|---------------------|---------------------|----------|-----------------|-----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|-------|-----|
| Championship A - Hard/Red Route | | | | | | | | | | | | | | | | | | | | | | |
| 56 | Mark Fletcher | Aiel 500 | Pre-Unit | EFA | Red | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 60 | Mark Babcock | Aiel 350 | Pre-Unit | EFA | Red | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 2 | 1 | 5 | 3 | 0 | 80 |
| 10 | Sam Appleton | Royal Enfield 350 | Pre-Unit | Woodbridge | Red | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 5 | 3 | 0 | 0 | X |
| 44 | Douglas Mummery | Norton 500 | Pre-Unit | Gravesend | Red | 0 | 2 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 3 | 0 | 91 |
| 2 | Joseph Buicher | Norton 350 | Pre-Unit | Kent YTC | Red | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 5 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 102 |
| 20 | Trevor Baker | Matchless 410 | Pre-Unit | EFA | Red | 0 | 5 | 1 | 1 | 1 | 3 | 5 | 0 | 0 | 0 | 3 | 5 | 3 | 3 | 0 | 0 | 109 |
| 32 | Christopher Collins | BSA C15 270 | Unit | Norwich Vikings | Red | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 3 | 1 | 34 |
| 58 | Gav Baker | Triumph Cub 199 | Unit | EFA | Red | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 0 | 43 |
| 57 | Matev Neale | Aiel 500 | Unit | EFA | Red | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 3 | 0 | 48 |
| 62 | Chine Dogson | Francis Barnett 250 | 2 Stroke | Wymondham | Red | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 32 |
| 18 | Allen Collier | Francis Barnett 250 | 2 Stroke | Branitree | Red | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 50 |
| 59 | Andrew Abraham | Francis Barnett 250 | 2 Stroke | EFA | Red | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 52 |
| 26 | Adrian Parker | BSA Bantam 175 | 2 Stroke | Branitree | Red | 1 | 0 | 1 | 0 | 5 | 1 | 3 | 5 | 0 | 0 | 0 | 1 | 3 | 5 | 3 | 3 | 126 |

| | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|---------------------|--------------|-----------|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|
| Championship A - Rigid Easy Route | | | | | | | | | | | | | | | | | | | | | | |
| 31 | Mark Gibb | BSA C11 250 | Rigid | EFA | White | 2 | 1 | 0 | 0 | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 47 |
| 3 | Nathan Morton | Aiel 500 | Rigid | Branitree | White | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 113 |
| Championship B - 50/50 Route | | | | | | | | | | | | | | | | | | | | | | |
| 24 | John Daly | Norton 500 | Pre-Unit | EFA | 50/50 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 3 | 0 | 65 |
| 22 | James Gamrack | Triumph Cub 200 | Brit Special | EFA | 50/50 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 18 |
| 61 | Darrat Glover | BSA C15 250 | Brit Special | EFA | 50/50 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 29 |
| 12 | Mark Chapman | Greeves/BSA 250 | Unit | Diss | 50/50 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| 36 | Michael Smith | Triumph Cub 255 | Unit | EFA | 50/50 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 31 |
| 38 | Bradley Woods | BSA 350 | Unit | EFA | 50/50 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 66 |
| 24 | Richard Snowden | Finley 250 | 2 Stroke | Diss | 50/50 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 13 |
| 4 | Kevin Plummer | BSA Bantam 185 | 2 Stroke | EFA | 50/50 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 24 |
| 14 | Peter Bevin | Jarow 250 | 2 Stroke | Diss | 50/50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16 | Terry Thompson | BSA Bantam 185 | Brit Special | EFA | 50/50 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 40 |
| 40 | Greg Redley | Greeves Anglian 250 | 2 Stroke | EFA | 50/50 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 3 | 2 | 1 | 0 | 41 |
| 28 | Bob Clarke | BSA Bantam 185 | 2 Stroke | Wymondham | 50/50 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 47 |

Numbers 1, 11, 16, 22, 33, 36, 43, 60, 61

ACU-EC, as for previous Pre 70 championship rounds it is requested that the affected numbers are identified with an asterisk (*) and the following note is added to the bottom of the results machine that did not appear to meet the Pre-70 ACU Eastern eligibility rules as published on the ACU Eastern website, and therefore will not score centre championship points in this event, if any rider believes their machine has been incorrectly identified as not complying, in the first instance they should contact the secretary of the meeting*

Thank you to all who put the effort in for this weekend's EFA trial at Thorrington, John B. (Sec of M), Richard (CofC), Graham, Chris, Bob & Josh for the sections, and as always all the Observers Edie, Allie, Christine, Jackie, Diane, Derrick, Albert, Colin, Malcolm, Mich, Alan, Sidge, Peter & Jackie, Andy & Young Mr Clarke, Chris, Ted & Ken for making another successful day!



Eastern Fourstroke Association

Sunday, November 28, 2021

Ian Preedy Memorial Thumpers Trial - Thorrington

| No. | Name | Machine | Class | Club | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total | |
|------------|------------------|---------------------|----------|------------|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|-------|---|
| Easy Route | | | | | | | | | | | | | | | | | | | | | | |
| 53 | Robert Wreathall | Royal Enfield 350 | Pre-Unit | EFA | White | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | Robert Clarke | BSA C10 330 | Pre-Unit | EFA | White | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| 51 | Joe Stoenly | Royal Enfield 350 | Pre-Unit | Woodbridge | White | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | Hugo Rose | Royal Enfield 350 | Pre-Unit | EFA | White | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 1 | 3 | 2 | 1 | 2 | 0 | 0 |
| 25 | Graham Breybrook | Royal Enfield 248 | Unit | EFA | White | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 47 | Phil Smith | BSA C15 250 | Unit | EFA | White | 1 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | Colin Black | Triumph 350 | Unit | EFA | White | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21 | Martin Croker | Triumph 500 | Unit | EFA | White | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | David Rose | Triumph Cub 200 | Unit | Woodbridge | White | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | Kenneth Carroll | Triumph Cub 200 | Unit | EFA | White | 1 | 0 | 1 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 19 | Adrian Tyson | Triumph 350 | Unit | EFA | White | 1 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | Brian Cook | BSA C15 250 | Unit | EFA | White | 1 | 1 | 1 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 30 | Trevor Hill | BSA Bantam 185 | 2 Stroke | EFA | White | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | Joshua Brown | Banval 250 | 2 Stroke | EFA | White | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17 | Paul Cooper | Greeves Anglian 250 | 2 Stroke | EFA | White | 1 | 5 | 2 | 0 | 2 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | |
| 15 | Paul Blibow | BSA Bantam 175 | 2 Stroke | EFA | White | 3 | 1 | 1 | 3 | 3 | 5 | 3 | 3 | 0 | 2 | 5 | 1 | 2 | 1 | 0 | 0 | |
| 35 | Colin Miles | Greeves Anglian 250 | 2 Stroke | EFA | White | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| 27 | Richard Challis | BSA 249 | Unit | EFA | White | | | | | | | | | | | | | | | | | |
| 54 | Robert Cox | Panther 350 | Rigid | Greensend | White | 0 | 1 | 0 | 1 | 2 | 5 | 2 | 5 | 0 | 1 | 3 | 5 | 1 | 2 | 0 | 0 | |
| 50 | Bruce Davy | BSA C15 250 | Unit | EFA | White | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 41 | Alan Robinson | BSA B40 350 | Unit | EFA | White | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 46 | Mark Warren | BSA C15 250 | Unit | EFA | White | | | | | | | | | | | | | | | | | |
| 13 | Scott Chappell | James 246 | 2 Stroke | EFA | White | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 3 | 5 | |
| 7 | John Dudley | James 250 | 2 Stroke | Greensend | White | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 49 | Terry Sewell | Greeves Anglian 250 | 2 Stroke | EFA | White | | | | | | | | | | | | | | | | | |
| 11 | Andrew Blibow | BSA C15 250 | Unit | EFA | White | 5 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | |
| 33 | John Ruth | BSA Bantam 175 | Unit | EFA | White | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 43 | Chris McKenzie | BSA C15 250 | Unit | EFA | White | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8 | Craig Crowfoot | James 251 | 3 Stroke | EFA | Red | | | | | | | | | | | | | | | | | |
| 9 | Steve Martin | James 197 | 2 Stroke | Woodbridge | White | | | | | | | | | | | | | | | | | |
| 37 | Trevor Kemp | BSA Bantam 175 | 2 Stroke | Ipswich | White | | | | | | | | | | | | | | | | | |
| 39 | Colin Sadler | Triumph Cub 200 | Unit | EFA | White | | | | | | | | | | | | | | | | | |
| 42 | Stephen Paraker | Royal Enfield 350 | Pre-Unit | Southend | 50/50 | | | | | | | | | | | | | | | | | |
| 48 | John Beasley | BSA C15 250 | Unit | EFA | White | | | | | | | | | | | | | | | | | |
| 55 | Brian Fletcher | Royal Enfield 248 | Unit | EFA | White | | | | | | | | | | | | | | | | | |

And of course, thanks must go to Steve for producing the results after observing at the trial.



ANGLIA CLASSIC TRIALS CLUB

Affiliated to the Amateur Motor Cycle Association

THE BOXFORD BASH TRIAL

PRE-70 & TWINSHOCK TRIAL

Sunday December 12th 2021

Start 10:30 am.



AMCA Permit No:

AMCA/CT/

Venue:

Scout HQ, The Spinney, Boxford, Suffolk, CO10 5HL

Clerk of the Course:

T.B.C.

Secretary of the Meeting:

T.B.A?

Course:

Approx 4 laps of 10 sections - multi route course, all on private land.

Routes:

Hard / 50/50 / Easy / Veterans*

Classes:

Rigid, Pre-unit, Unit, 2 stroke, Twin Shock, Youth (15 to 18),

Marking:

Will be 1,2,3,5 Non-stop basis.

Entries:

Will be accepted from members of the EFA and other invited riders.

To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of **£15.00** adult, **£10.00** youth, **cash on the day** no cheque's. 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.** If you require the results to be posted to you please supply a S. A. E. Alternatively results will be posted on the EFA website at;

www.anglia-classic-trials-club.co.uk / www.eastern-fourstroke-association.co.uk

Entries Close:

Half Hour Before the Start, entries on the day accepted.

NOTICE:

Helmets must be worn & it is recommended that you wear other appropriate protective clothing.

Excessively noisy machines will be barred.

Competitors parking on the hard car park outside the gates must not start their machines until they are pushed well inside the Spinney.

Vehicles of any kind must not be driven on the grass field.

No Dogs.

*A **Veterans** route will be run between the beginnings and end cards with a couple of yellow gates to keep you away from trouble. It will be **open to anyone**, suitable for those looking for a gentle, enjoyable ride around the course, beginners and those with old, heavy, big bikes.

OBSERVERS:

Please assist the organisers by bringing with you someone who is prepared to observe. Training given - *it's quite easy.*

FOR SALE

Moto Guzzi 500?

1972 Ex police bike not used for a long while. Believed to be one of only 10 in the country. Contact Ted in the first instance. 07790567989.

ENTRY FORM**The Boxford Bash Trial****12th December 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.

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:** _____

Muses on Trials Riding Through the (many) Years

Chapter 5. Tiger Cubs

I had considered packing up altogether, but opted instead to look for a P65 bike, after all, a change is as good as a rest they say. I wanted something light and a four stroke appealed, so in May 1996 I bought a Cub from Lancashire. We drove there and back in a day and called in to see my Mam and brother in Leeds on the way home.

Martyn Adams, owner of SERCO (trials Cub specialists), had assembled the engine. It was so different to ride and I no longer had any preconceived ideas of what the bike and I were capable of, so riding the easier route in centre trials or the hard route in P65 trials was great. I loved the bike. As bought, it had a 1964 Kehin carburettor from a 125cc Honda and, after getting a better ignition system, the bike ran well, albeit very noisily with what appeared to be a Royal Enfield silencer.

In February 1997 I saw another Cub for sale, in Clacton and bought that, intending it as a source of spares. The bike however was in better condition than anticipated, so I decided to get that to a similar spec to my original, then ride it allowing me time to improve my original bike.

The Eastern centre had recently introduced a P65 championship, so I decided to enter on the Cub. After a while I discovered I wasn't getting any points in the championship

and making enquiries I discovered that the bike wasn't deemed to be eligible due to its Kehin carb, even though it was in period, but nobody had told me. I did want to ride in the championship, so to comply I had to replace the carb with an Amal concentric. This I did and it became a long and laborious job over the next several years trying to get the engine to run sweetly, changing slides, needle position, jets, manifolds etc. It seemed that what ever I did, it would occasionally spit back and stop for no apparent reason. In general I could expect to get a 5 in one section every trial because of this trait. Most Cub riders set a very fast tick over to alleviate this happening, but this did not suit my style as I always prefer my bikes to have as slow a tick over as possible. With the great engine braking on the Cub, mostly you could just let it roll down hills rather than having to use the brakes. Ironically, with the Kehin carb fitted the engines ran smoother, ticked over nicely and never spat back, it ran like a Honda, but with the Amal sometimes they would tick over fine, others times they would cut out, or tick over too fast. In a word, inconsistent.

Having two bikes was great, as I could ride one whilst upgrading and modifying the other, then, once done, effectively swap bikes



Original (red) Cub May 96



Second (black) cub Feb 1997

Cont'd over

and bring the next one up to beyond where my current one was. Over the years I spent a lot of money upgrading both engines to a full 250cc, both with heavier steel fly-



Both Cubs 2020

wheels and alloy barrels, one done by SERCO and one by UPB. The bigger capacity and heavier flywheels mitigated the spitting back problems, but did not cure them fully. Also, both had high capacity oil pumps fitted, modified 2nd gear, full electronic ignition (PVL). The clutches on both bikes were somewhat rubbish, even with new plates and an alloy pressure plate, they tended to slip under power, yet also drag. With the aid of John Ruth I managed to test out a new belt drive conversion with a modified commando diaphragm clutch. The clutch was now feather light and did not slip or drag. Also the bike ran slightly smoother and quieter. The only problem was that the clutch was rather switch like, it

was either free or engaged and was difficult to slip it in a controlled way; I think with a bit of fiddling this could be sorted. I ended up with a second set, so now both

cubs have the same belt drive.

I used to enter normal centre trials on the Cub as well as P65 events, usually riding the novice route and frequently was the only P65 bike at the events. I think it was around 2011 that I actually won the Eastern centre P70 championship in the unit construction class, not bad for

a 60 year old! Around this time I joined the E.F.A, which then had 2 routes available easy (white) or hard (red/blue), the hard route was the correct one for me and I had a happy time, favourite venues being Little Bromley, Thorrington and Snaque pit. These largely consist of the wet slippery sections, which I prefer.

Although over the years I replaced steel parts with alloy and I am sure both bikes weigh significantly less than when bought, however, as the years creep on both bikes feel heavier. It is a trait I am sure most of the older riders recognise, where the under 50's may not! As a result, I started looking for something lighter, resulting in the purchase of a Bantam.

Trevor Hill



EASTERN FOURSTROKE ASSOCIATION
Restricted to members of the Eastern Fourstroke Association



LITTLE BEALINGS TRIAL
PRE-65 AND TWINSHOCK TRIAL
Sunday January 9th 2022, Start 10:30 am.

TRIAL: CLUB RESTRICTED
VENUE: Sunfield Farm, Little Bealings, Woodbridge, Suffolk
POST CODE: IP13 6LT. (Nearest, trial entrance is just by the level crossing)
ACU PERMIT No: TBC
OFFICIALS:
CLUB STEWARD: TBA
CLERK OF THE COURSE: Eddie Hood (Licence No. 9449)
SECRETARY OF THE MEETING: John Beasley / Kevin Davie
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 members of the Eastern Fourstroke Association riding Pre-65 solo machines, twinshock machines and EFA Youth members only.
COURSE: Approximately 4 laps of 10 sections - multi route 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 **£17.00** (adult), **£10.00** (youth) which includes Insurance Premiums, Licence Subscription and all levies. Please make cheque's payable to the Eastern Fourstroke Association (EFA) If you require the results to be posted to you please supply a S. A. E. Alternatively results will be posted on the EFA website at; www.eastern-fourstroke-association.co.uk
ENTRIES CLOSE: Online Entry Only - Opens 11/12/21 - Closes 07/01/22
CLASSES: SOLO, Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock & Youth. All solo.
ROUTE: Hard / 50/50 / Easy

Refunds to online entry trials are available if you are unable to make the trial BUT only if you give the secretary of the meeting adequate advanced notice

2022 ACU LICENCE RENEWAL CODES ARE AVAILABLE.

Contact your Club Membership Secretary
Kevin Plummer; details inside front cover.

Please remember that ALL ACU events
from Jan 1st will require riders to
have a 2022 licence.

(As well as being a member of the EFA)

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KEEPING TRACK!



Club fixture list & some classic events further afield

| | | | |
|----------|----------------|------|---|
| Dec 12th | EFA | AMCA | Boxford Bash, Boxford Scouts Spinney |
| Dec 28th | Woodbridge MCC | ACU | Eastern ACU Class C P70 Trials Champs, Butley |
| Jan 4th | EFA | | Club Night at The Alma, Copford. |
| Jan 9th | EFA | ACU | Little Bealings Trial, Little Bealings |
| Jan 30th | Talmag MCC | ACU | Talmag Trophy Trial, Hungry Hill, Aldershot |
| Feb 1st | EFA | | Club Night at The Alma, Copford |
| Feb 27th | EFA | ACU | Raydon Pit Trial |

The Club Championship will resume from Little Bealings Trial on 2nd Jan

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