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T RIALS & RIBULATI NS



Photo courtesy of Craig Crowfoot

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Visit the Eastern Fourstroke Associations website and [Facebook Page](#) for a wealth of club information, results, pictures and much more.

(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.

CHAIRMAN'S Ramblings

It is great regret that I have to announce Ballingdon grove trial will not take place as it has been sold, what a shame as I have never ridden there but members of my family have .

This is why we have rearranged a trial for your entertainment on Sunday the 1st of October.

I was pleased to see so many of the EFA members riding and most with great results .

The copdock show turned out to be a fantastic weekend and I would like to thank Don and John Daly for organising it all again many thanks .

Looking forward to seeing you all,

Many thanks

Chris

Please note:

2023 ACU-EC Annual Trials Forum, Wednesday 1st November, 7.30pm

The Parish Room, Great Blakenham, Ipswich Suffolk, IP6 OLN

Agenda will include 2024-25 ACU-EC Trials Calendar discussion.

Any additional agenda items before October 24th to dopson_boar@msn.com

All trials organisers and riders very welcome to attend, in particular it would be good if the Youth Academies could be represented to make any requests for support, they may have.!

A Message from Ted

Copdock bike show

We all had a great time at the show this year we were very busy with people asking about the bikes and what Pre70 trials is all about..

We had a good show of different bikes sprinters to mopeds and anything in between.

Some of boys had a go round the area but the safety fence is too far away from the sections.

By the way we shared the site with the Pre65 motor cross club. Don and John ate most of the cake Thanks Edie.

Ted

TIM'S TOUR JULY 2023

The Magnificent Seven.

Tim's Tours enjoyed a ride to The Pub Five Miles Anywhere on Saturday 8th July. We started from Newton Green, through to Long Melford, taking the B1063 at Clare, towards Newmarket. I had earmarked a comfort stop at a pub in Stradishall until Julian suggested a cafe he knew, taking advantage we enjoyed a welcome break with other bikers. Continuing we reached busy Newmarket high street fortunately managing to stay together. Taking the A142 towards Soham we turned off onto the A1123 through Wickham Fen. Which some of us will remember visiting the working windmill, recently restored with the help of our late Ian Preedy. After Wickham Fen we took the road to our destination, and enjoyed a pleasant el fresco lunch enjoying the scenic location on the banks of the river Cam.

That's all folks watch this space, The Management



TIM'S TOUR SEPT 2023

No Prize for the location!



GOODWOOD REVIVAL CHRIS CANHAM



TMX & DIRT BIKE RIDER

I'm hoping that you will have heard the brilliant news that both TMX and Dirt Bike Rider magazines are back – in the form of TMX incorporating Dirt Bike Rider. Both iconic titles ceased publication in 2022, but at WW Magazines, we're really excited to have brought them together into an all-new, A4, glossy monthly magazine which covers all things off-road motorcycling.

TMX has a stack of creative content from a writing team that contains the most authoritative, opinionated and engaging voices in the sport, and you also get the work of the world's greatest trials, motocross and enduro photographers. All in an exciting new format that looks and reads way better than ever before, in the safe hands of Suttly, long-serving TMX (and former Dirt Bike Rider) Editor.

Let's be honest. As hard as you try, you'll never see all the off-road action you want to live – unfortunately life and the miles just get in the way. But fear not, TMX magazine brings it all to you – wherever you are. You could be watching the riders in the south while reading the reports from the north. And because TMX is available in both print and digital formats, it's up to you how you read it. Take the opportunity for a digital detox and immerse yourself in its top-class writing and photography (in a form which is less likely to blow away than the old newspaper format) or enjoy all the good stuff on your phone or tablet – with no need to scroll through a load of search engine results to get to what you want. It's all there waiting for you (and the digital version is available from the publication date so if you're not at home when the magazine arrives, it's no problem).

We think the new TMX will be right up your street – so we'd love to offer you an exclusive-to clubs introductory Print + Digital subscription rate of 5 issues for £5, which is a massive 80% off the cover price. It's by far the easiest way to stay up to date with all the news, event reports, results, stories and new products you're after.

You can sign up by following the link below and the subscription will start with the next available issue.

<https://shop.tmxnews.co.uk/suboffer/23TMX5/source/ACUCLU>

Sarah Moss
Marketing & Operations Director WW Magazines



KEEPING TRACK!

2023

Club Fixture List & some other classic events.

Oct 1st	Ballingdon Grove Snaque Pit Trial	AMCA	Replacement Venue
Oct 8th	Thorrington - Castle Colchester MCC	ACU	ACU Eastern 'B' Class Trials Championship Round 5
Oct 15th	Poles Wood - Southend & DMCC	ACU	ACU Eastern 'D' Class Trials Championship Round 2
Oct 23rd	Badwell Ash - Ipswich MCC	ACU	ACU Eastern 'A' Class Trials Championship Round 6
Oct 29th	Blaxhall Circuit - Woodbridge & DMCC	ACU	ACU Eastern 'C' Class Trials Championship Round 4
Nov 1st	2023 ACU-EC Annual Trials Forum		Details on Page 3
Nov 5th	Raydon - Essex & Suffolk Border MCC	ACU	ACU Eastern 'B' Class Trials Championship Round 6
Nov 26th	Thumpers, Thorrington	ACU	ACU Eastern 'C' Class Trials Championship Round 5

Close contenders
for the cover photo!



TOWARDS “SECTION ENDS”

The first thing you notice when you sit on a road-racing motorcycle, from a trial or scrambles version, is just how low it is. The dropped handlebars add to this difference, perhaps all the more so for myself, sitting for the first time on a Greeves RAS “Silverstone” - because I had previously owned and competed on both Greeves trials and scrambles bikes.

With a road racer it seems all is – somewhat to be expected – devoted to speed. The dropped handlebars did however put me off. Besides being so strangely low, they were also ridiculously narrow and I wondered if I would ever be able to hold the bike straight. I had no time to consider these fears however, the engine already started, I was in effect, handed the bike with a visual command to keep the engine revving with regular “blips” and off I went with another “rookie”, to start my first ever lap of Brands Hatch behind our leader.

We started virtually at the top of Paddock Bend and dropped down the deceptively steep slope to climb - again steeply - to the hairpin. The weather was cold and the roads wet. As I recall, we were using the then popular, “triangulated tyres” which theoretically gave an increased contact when really heeled over - but in these conditions who was going to bank over that far? I had these unwelcome thoughts when eyeing

the two little Greeves before my stint whilst waiting in the paddock. But I needn't have worried. As the two of us progressed behind “Mother Hen,” mounted on a Triumph, that complex unexplainable communication within your brain and body, slowly came in to tune - like a radio getting on to the right wavelength - and I could feel the little Greeves was steering and handling like a thoroughbred. I think we did two or three laps before our guiding pilot pulled over and eased off into the pits - and we were then circulating on our own.

Two blokes on motorbikes, an empty circuit - and no traffic coming the other way? What was bound to happen? You've guessed it - let battle commence! Of course, I was fully aware of the repercussions if we came off and damaged the bikes but my riding partner - now contestant - did seem ridiculously cautious at Southbank and I wound it past him and belted up to Clearways. This is a difficult bend from the short circuit aspect and I went miles wide which enabled my more prudent rival to slip past comfortably on the inside. The remaining four laps, not viewed by more than twenty or so people, presented perhaps the most fought out dice - but most likely conducted at the slowest pace - of any combat staged at the famous old circuit. Full of adrenalin and now really up for it - on the waving of a chequered flag,

we reluctantly pulled into the pits. Road racing was my sport! I could feel it!

However the “headmaster” , Charles Mortimer Snr, thought differently. “I have never seen such undirected riding - ” He said with half a smile. “ - the circuit length of the short course is one and a quarter miles. You were running so off-line - the pair of you - that you extended it to two and a half. I thought the bikes might run out of fuel before you completed the laps...”

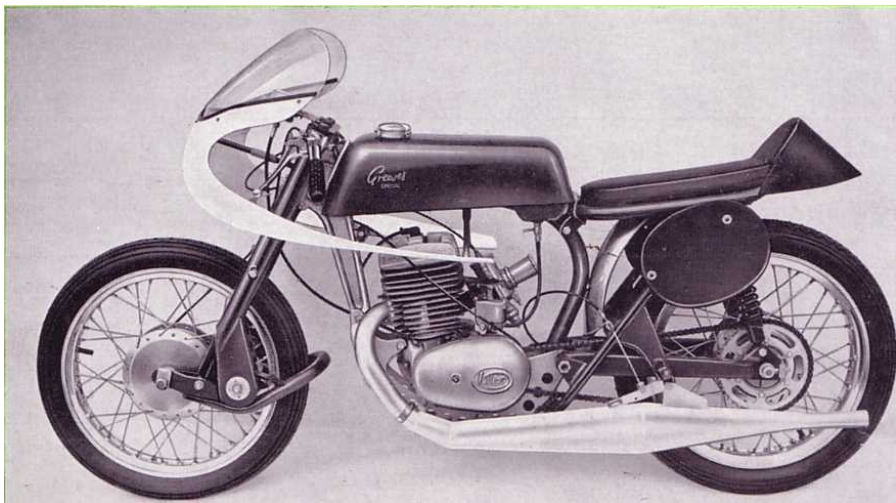
Duly brought back to earth, I took off my helmet and looked at the other first timers on their inaugura-

tion. One chap soon caught my eye. Once clear of the instructor’s controlling lead, he set off at an amazing pace, leaving his partner on the other Greeves far behind. His line looked perfect and his pace in the wet conditions was extraordinary.

Yet he looked safe and in full control. I had already spoken to him whilst we were all waiting during the preliminaries and he told me he was a boat builder from Maidstone. His name was Paul Smart....

Later he was to become a Ducati and Suzuki works rider and race Kawasakis in the U.S.....

Sidge



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MISCELLANEOUS

Taken from a Facebook Page called "Rural East Suffolk in Old Photographs": Little Bit of History Uncovered from an Old well, believed to be the remains of some bikes from the beginning of Rendlesham Motorcycle Club, now Woodbridge DMCC, very interesting find but sadly all very rusty, possibly a few usable bits with some time and effort



65^{ème} TRIAL DU MONT PANISEL

41^{ème} TRIAL Pré 65

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