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# T RIALS & RIBULATI NS



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**(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

Hello all hope you are all is well with you all.

After attending the Blaxhall trial it was great to see so many EFA riders what a great trial finishing before the rain came.

It was also good to see so many supporting the EFA at the trials forum, I am not sure but one point I believe our president was using semaphore to vote.

With the oncoming Ian Preddy memorial Thumpers trial, it is our main event of the year so it would be nice to ALL club members to contribute.

Please remember to do your licence as you will require one for Little Bealings January as this will be a ACU enter on the day trial.

All the best and feet up boys.

*Chris*

## KEEPING TRACK!

2023

### Club Fixture List & some other classic events.

Nov 26 <sup>th</sup>	Thumpers, Thorrington	ACU	ACU Eastern 'C' Class Trials Championship Round 5
Dec 17 <sup>th</sup>	Boxford Bash	AMCA	EFA Enter on the Day
Dec 31 <sup>st</sup>	Butley	ACU	ACU Eastern 'C' Class Trials Championship Round 6 Woodbridge & DMCC
7 <sup>th</sup> Jan	Little Bealings	ACU	EFA Enter on the Day
18 <sup>th</sup> Feb	Raydon	ACU	EFA Enter on the Day





# TOWARDS "SECTION ENDS"

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It would have been in the classified adverts of "Motorcycle News" - a much less glamorous weekly motorcycle newspaper back in the 1960's - where I spotted an advert for a road-racing motor bike and one that I could just about afford. A 250cc Cotton. A well respected lightweight bike of the day, the Cotton was probably third only to Greeves and DOT, in being a successful small-capacity off-road competition bike. Built in Gloucester, they were well used in trials and scrambles - my near-neighbour: Norman Messenger, being a semi works rider - and top road racer, Derek Minter, had ridden a road racing version to a very creditable ninth place in the lightweight T.T. This looked like the one for me - and at £160:00, it was just about affordable. There was a phone number, I called up. A lady replied: "Yes," the machine was still available. I plied her with technical questions - none of which she could answer. " - You'll have to speak with my son...I know nothing about it - but I'll be pleased when it has gone." That should have been a warning in itself. Why? Nonetheless, I was so worried it might be bought under my nose, that I took the address details and arranged to go down to Kent (and oddly, not far from Brands Hatch) to go and see it.

What I did see was not quite what I had expected. The bike had a fairing, which being of full 'dolphin'

style rather dominated the view of its interior. I was also surprised to see it had a Villiers engine but this version was the "Starmaker." I had expected the same modified Villiers 34A which was on the Greeves but the Villiers Starmaker was an engine especially produced for competition use so I considered that a bonus. The bike also was fitted with Norton forks. Cotton used Armstrong leading link forks as standard but Norton front forks were somewhat prized at the time and again, I thought it a "plus". Also of note was a whacking great unfiltered carburettor, connected to a remote float chamber by a black fuel pipe. Road racers use full throttle a great deal of the time and therefore need a lot of fuel and tend to do without air filters. I saw that as normal. One other aspect of the machine I noticed, was a black box carried in a made-up cage. A battery box? - when Villiers produced their engines with perfectly good flywheel magnetos? - my alarm bell should have gone "ping." - right then.

As it was, I had the money, stuffed in my back pocket, my Bedford 'Dormobile' van was outside and without even hearing it fire up - still less being able to try it out - I bought the thing.

The vendor, a chap a few years older than I, had a convincing manner about him and to my odd query on

the bike, always provided a smoothly delivered convincing and reassuring answer. I know now I was being backed into a corner and can see it – all these years later. He had a slightly cocky nature about him and in recollection I can see who he

reminds me of now:- the entertaining rascal, Arthur Daley – but this was long before “Minder” had graced the T.V. Screens. I hadn’t a clue.....

*Sidge*



MOTOR CYCLE 8 NOVEMBER 1962

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## 1<sup>ST</sup> TALMAG

An event I've been wanting to do for years, a bike offer by KH, 2 x entrys and 2 x had to cancel because of family commitments, 2023 was to be the year. A Royal Enfield Crusader kindly loaned to me by loan term friend and good old boy Kevin Hood the entry went in early December on the new sport 80 system with out a problem.

Bikes loaded up on Saturday afternoon and a early alarm call at 4.30, I landed in Bramford prior to collect Hood junior.

A quick run down to Hungry Hill as I was a early number (13) unlucky for some.

10.36 lined up with Jim Cammack (also 1st Talmag) and we were off to section 1.

Slightly nervous as to how I would get on, on a 4 stroke pre 65 my fears were unfounded and the bike was perfect and I felt comfortable within a few sections.

The sections were well thought out and the hills big, thoroughly enjoying the trial and riding with good friends Jim and Bob Clarke. All going well until section 8 were a very loose dab was taken on the flat. Onto the Special test with Kevin's words ringing in my ear "leave it in 3rd and don't change gear" went slowly.

End of the 1st lap and back to the Van for a drink and wait for the start on lap 2, 1st lap finished on one and ready for lap 2.

Amazed at how many vehicles were in the car park we headed out for lap 2, all going well until section 6, managed to put it in 3rd instead of 2nd and needed a big three to crest the hill, which was easily cleaned on lap one. Total school boy error on the rider's part. Section 11 and a stall on one of the long downhills and a five. Rider error again as Hood junior had told me to keep the revs up going down hill, so lap 2 wasn't as good as the 1st but lessons learned.

Over all a fantastic day out and a very enjoyable 1st Talmag, hoping to be the 1st of many visits to Hungry Hill. I could almost be tempted to sell one of much loved Fantics to join the Pre 65 4 stroke gang. My thanks to Kevin Hood for the loan of his treasured crusader and for me one of the best trials I've ever ridden.

Until next year.

*Craig Crowfoot*



# AN OCCASIONAL OBSERVANCE AT THE SNAQUE PIT 1ST OCT '23.

The day started well after the chairman's address to the nigh on 60 riders with the usual bumpf. Ted informed all that the course was to be ridden anti-clockwise ..... well, it was if you were going to go against the flow but, sensibly, the old sages instructions were ignored and sanity prevailed.

Section 4(?), manned by a nimble octogenarian threw up an interesting dilemma for those on the hard route – stay in close on the anti-camber left hand turn but risk the roots or go out wide and use a long pivotal dab to bring the front back in line for the next gate. Most went out wide even if they tried the former close in route first attempt.

Said octogenarians dry wit came to the fore a couple of times, once when a rider came through his section sitting down and it was suggested he might want to take up sidecar trials and be the passenger. Then when our illustrious, entrepreneurial, membership secretary, after much deliberation and questioning of best route it must be said set off in a quiet controlled manner but emerged from behind the trees on the knoll, head first in a rather ungainly cat like dive, landing on hands and knees as though (presenting ones rump for convenient bicycle parking) inspecting the finer details of the earth for hidden treasures when the little chicken abruptly ceased forward motion when the front wheel didn't rise above a root. Suppressed mirth was the order of the day when said lordship shot those observing his antics a stare of a thousand daggers and none dared to show a snigger or make an amusing comment for fear of retribution and having to dig turnips from frozen ground in the winter months. Turning to usher the next rider into the section the dry wit of the octogenarian observer was heard to whisper under his breath “must have seen something shiny down there.....”

Section Five set out to take a mark or two had some of the early riders on the easy route questioning the parentage of those who laid the section out, more so those not riding nimble two-strokes. But really only needed a little thought and as the sun traversed the sky most came to master it with no more than a dab or two.

Only a couple of the big four-strokes came out to play, one notable absence was Mr J. Daly who had by all accounts not quite made it far enough north and was a little further south in Henny using some of his transferable skills ploughing long straight furrows across flat fields with a vintage tractor rather than squiggly ones through twisty undulating sections on a big four-stroke single Ex Works Rider.

*Chris Canham*

# SNAQUE PIT - CHRIS CANHAM





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