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# The Revolutionary Council

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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.

# From the Chairman

Well it's that time of year again for the Boxford bash.

It will be held on Sunday the 8th of December with a 10.30am start  
could all 4wd vehicles park in the woods hopefully it will be dry.

This trial will be AMCA sign on the day.

## **Thumpers**

I would to thank all the people who observed and helped on the day.

I would also like to thank Chris Canham for being secretary of the meeting grate work.

And thank to everyone who helped with cutting out and setting out ,very much appreciated by all

*Chris Chapman*

## **Drum Brake Exchange Brake Shoes (All Types) & Tyres**

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Call Kevin Plummer On 07774 277144

## **KEEPING TRACK!**

2024-25

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

12 <sup>th</sup> January	EFA	CC	Little Bealings
1 <sup>st</sup> February			Eastern Centre Presentation Awards - Stowmarket
16 <sup>th</sup> February	EFA	CC	Raydon
6 <sup>th</sup> April	EFA	CC	Chattisham
25 <sup>th</sup> May	EFA	CC	Great Bromley
5 <sup>th</sup> October	EFA	CC	Snaque Pit
23 <sup>rd</sup> November	EFA		Thumpers
4 <sup>th</sup> January 2026	EFA	CC	Little Bealings



# Eastern Fourstroke Association

## The Ian Freedy Memorial Thumpers Trial

### Sun 24 November 2024

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No.	Name	Machine	Club	Easy Route Inc. E.C. Championship															Total
		Easy Route Rigid		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
	19 Mark Gubb	BSA M21 600	EFA																NS
		Easy Route Pre Unit		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
C	50 John Daly	Matchless 401	EFA	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	12
	30 Joseph Stolley	Velocette MAC 350	Woodbridge & DMCC	1	2	0	0	1	1	0	0	5	0	0	0	0	0	0	28
	38 Robert Clarke	BSA C10 350	EFA	5	5	1	0	3	0	0	5	0	0	0	3	2	0	0	54
C	53 Christopher Mace	Royal Enfield Bullet 500	EFA	5		2	5				0	0		5	0		0	R	
		Easy Route Unit		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
16*	David Rose	Triumph Tiger Cub 200	EFA	2	3	1	0	1	0	3	0	0	0	0	0	0	2	0	25
45	Joseph Knight	Triumph Twin 490	EFA	0	1	0	0	0	1	5	0	0	0	0	0	1	5	0	38
33	Phillip Smith	BSA C15 250	EFA	1	1	0	0	1	1	2	0	5	0	3	3	1	0	0	42
24	Chris McKenzie	BSA C15 333	EFA	5	2	1	0	0	1	0	2	0	0	0	5	1	3	0	62
		Easy Route 2 Stroke		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
31	Paul Houghton	BSA Bantam 185	Lowestoft Invaders MCC	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	6
C	39 Bob Clarke	BSA Bantam 185	EFA	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
C	28 Trevor Hill	BSA Bantam 185	EFA	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	10
	5 John Beasley	Greaves Anglian 250	EFA	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
C	58 Colin Black	James Cotswold 250	EFA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
11	Paul Cooper	Greaves Anglian 250	EFA	5	3	3	0	0	3	3	0	0	0	0	0	0	1	0	99
9	Colin Miles	Greaves Anglian 250	EFA	3	5	1	0	3	3	0	1	3	3	5	0	0	2	0	129
22	David Lewis	Greaves Scottish 250	Cambridge Matchless MCC	2	R	0	0	0	5	0	1	5	0	2	3	3	5	5	R
C	14 Andrew Baker	BSA Bantam 175	Southend & DMCC								5	0	1	0	0	0	0	NS	
		Easy Route Twinshock		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
60	Les Johnston	Fantic 240 212	Castle Colchester MCC	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	13
43	Simon Donnelly	Yamaha TY 175	Ipswich MCC	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
55	Leslie Youngman	Honda TLR 200	Chelmsford & DAC	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	18
3	Alan Robinson	Honda TLR 200	EFA	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	20
7	Peter Teagler	Yamaha TY 175	EFA	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	20
63	Lloyd Wright	Honda TLR 200	EFA	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	37
40	Paul Palfrey	Yamaha TY Whitehawk 171	EFA	0	3	0	0	0	5	0	0	5	0	0	0	0	0	0	53
35	Gary Smith	Fantic 240 212	Ipswich MCC	0	3	0	0	1	3	2	0	3	0	0	0	0	0	0	56
48	Kevin Davie	Yamaha TY 250	EFA									2	3	0	0	0	0	NS	

Thank you to the land owners Steve & Wendy Sawyer for the use of their wonderful wilderness and to all who put the effort in for this weekend's EFA Ian Preddy Memorial Trial at Thorington. Clerk of the Course Chris Chapman, Club Stewards, Machine Examiner Eddie Hood, Starter / Timekeeper Sarah McKenzie, the setting out team for the sections, and as always all the Observers, Richard Challis, Eddie Smith, Geoff Daw, Daphne Daw, Kevin Goldsmith, Colin Sadler, Allie Passfield, Aaron Clarke, Mark Gibb, Paul & Andrew Bilbow, Phil and Mandy Kent, And not forgetting all the helpers setting up and clearing away for making it another successful Ian Preddy Memorial Thumpers Trial. Those marked by a 'C' denotes riders electing to enter in the Eastern Centre Championship in their route category.

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 An asterisk by the number shows a 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.

# TOWARDS “SECTION ENDS”

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I was an enthusiastic member of the “Racing Fifty” motorcycle club of the 1960`s. Evidently set up by two brothers, Alan and Des Laid, and located at the quaintly named: `Flitwick` – in Bedfordshire.

The Treasurer of the club was a certain, Jim Parker, who years later set up the “New Era” racing club - but perhaps more significantly, became Chairman of the ACU. Jim could certainly handle money and I recall turning up for a race meeting at Cadwell early one summer morning to `sign-on` and be given a ten-bob note (50p) in return, as the club had made a substantial profit on previous meetings! The first and only time I have ever in my over six decades in the sport, received such a gesture.

The “Racing 50” would use circuits all mainly set in the south of the country, so Snetterton was included in our own Centre but I do have to say my own favourite was indeed Cadwell Park. Rather like Donnington, it was set out on an estate before the War and had meandering curves, bends – and gradients. A “riders circuit”. It was nonetheless a long drive in my Bedford “Dormobile” which meant a 4am start in the morning – having loaded up the previous day.

Whilst I was enjoying the racing on my Cotton-based 250, I began to

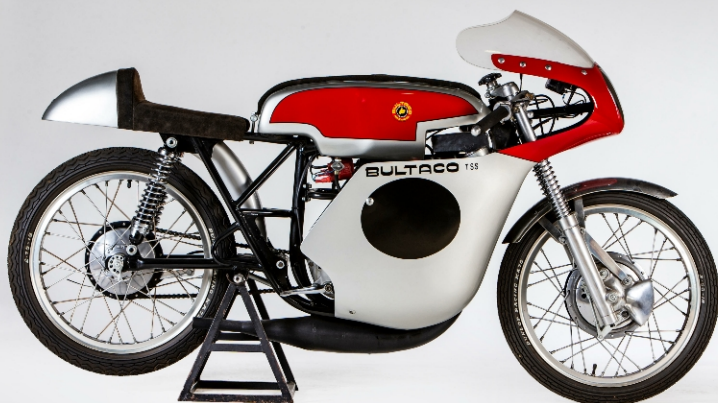
understand that the process of engaging in road-racing was a very long one in ratio of actual riding time on the motorbike.- In other words there was too much hanging about. The Racing 50 club, whilst obviously fostering 50cc bikes, also catered for other classes including 250`s at their meetings but I would be lucky to get more than two races per day, plus of course practice. At first I was happy enough taking in all the new aspects of the new – to me – discipline but after a few meetings, I began to find it somewhat boring. I had been spoilt by the average Eastern Centre scramble meeting, where on a good day you could get at least six races and on occasion, even more – and all this for an entry fee of 10 shillings (50 pence) – plus the distinct possibility of earning a few bob in prize money! But it was the activity, I missed most – getting out there and putting in those fast laps to nowhere.

I decided that the only way to fill out my racing day more fully was to purchase a second bike of a different capacity to qualify for more races. I thought on that one – what should it be? Bigger or smaller? In the end, I settled for a 125, which would fit more easily into my Bedford `Dormobile` alongside the Cotton. Racerwise it was right from the start, a silly move – I am far too heavy for a 125! But oddly enough

buying a 125, TSS Bultaco, which actually was a very good little bike inadvertently opened doors into the wider road racing world, where I met up with a variety of road race

people including a very young ambitious fellow named Barry Sheene...

*Sidge*





# OFF TO SUNNY SPAIN

The annual trip to the 2 dias Costa Brava seems to come round all so quickly, it's that time again. Possibly the most popular trial on the European calendar with 450 lucky riders, from the 750 that try and enter. Your 200 euro entry gets you all the razzamatazz of the weekend, plus a goody bag with that all important T Shirt. It is a slick, well run event, an army of helpers, police on the roundabouts stopping traffic, important lunch stops, free refuel on mountains. There is a good array of classes, from the almost modern Blue to the more moderate yellow, with age of machine variants along the way. Riders tend to be of the ageing type, although a recent trend to attract the top French and Spanish riders of very recent years in the top category is now on trend. Sections as you would expect are dry, rocky, with some sandy interludes, 19 in total with a ride round of approx 50km

The last two sections take place in the town centre, one on the beach breakwater, and a artificial, to attract the locals before you finish and then a lovely lunch where glories and excuses can be discussed.

This year it was as normal, dry lovely conditions, both Gary and myself and another old " Essex Schoolboy " Alan Brown made the podiums, which was fantastic when you consider the quality of riders from all over Europe

competing in all the classes. Brad Woods rode well in his class as he continues to improve and Nick Radley flew in for moral support and help on the spanners if needed. As I compose this, Tuesday morning, Gary and the Transit are still not home, so do not underestimate the journey time and expense in doing this trial, is it worth it. Yes, just ride it once, see the vast array of beautiful machines, rub shoulders with the stars of yesteryear, and ride in an area of natural beauty and usually the sunshine. See you next year.

*Hamish Eadie*



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# THUMPERS - GEOFF PIESLEY













## **FOR SALE**

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Road registered and also has a rigid rear end, Trials handle bars, Rear end with jam pot suspension.

Offers in region of £4K Amy Benton (for Chris Byford-Smith)  
07789182210



### **Triumph Tiger Cub**

248cc 172lbs dry weight

Modified 1965 Tiger Cub Frame no. T20 3498

Lightweight Sub frame/swing arm/m.p. Type forks  
Dot type front brake/bantam rear, drum on r/h side  
Alloy yokes/levers/bars/guards/fork brace

#### **Engine spec:**

Late type square barrel bases  
Special stronger big end  
Alloy barrel 69mm bore (248cc)  
Belt primary drive, diaphragm clutch  
Electrex world ignition, amal carb  
Trials close second gear/top clutch arm

This is a very competitive EFA/Talmag eligible bike, previous award winner ready to win again in the future

Offers in region of £4K John Ruth 07989154883 / 01245 281799