

2020

April / May

Norfolk

Suffolk

Essex

# ACU EASTERN GAZETTE



Volume 60  
No. 4



**We're staying off our bikes so he can stay on his!**  
They've looked after us for years.... now it's time to return the favour!

## **STAY AT HOME - PROTECT THE NHS**

[www.easternacu.org](http://www.easternacu.org)

# 2020 OFFICIALS OF ACU EASTERN



## President:

Alan Penny 'Culross', Hadleigh Road, Elmsett, Ipswich, Suffolk, IP7 6ND  
Tel: 01473 658768 e-mail: apenny@nwsld.f9.co.uk

**Life Vice President:** Albert Brace

**Honorary Life Vice President:** Roy Bannister

## Vice Presidents:

Roy Bannister	Roger Chaplin	Alan Foskew	
Geoff Brace	Sidge Kenny	Vera Hearn	Margaret Mellish

## Chairman:

(R.G) Jack Hearn 25, Quinton Road, Needham Market, Suffolk, IP6 8BP  
Tel: 01449 721042 Mob: 07774 801205 e-mail: jack.vera7@btinternet.com

## Vice Chairmen:

Alan Foskew 9 Ebenezer Close, Witham, Essex, CM8 2HX  
Tel: 01376 517169 e-mail: alanfoskew29@btinternet.com

Geoff Brace 15 Ozier Court, Safron Walden, Essex, CB11 4BH  
Tel.: 01799 520336 e-mail: geoffmx94b@hotmail.com

## Treasurer:

Andrew Hay 27, Tizzick Close, Three Score, Norwich.NR5 9HB.  
Tel: 01603 734700 e-mail: andrew.hay10@btinternet.com

## Centre Secretary:

Lyn Ralph 23, Tymmes Place, Hasketon, Ipswich, Suffolk, IP13 6JD  
Tel: 07857 601753 Mob: 07857 601753 e-mail: lynralph@outlook.com

## Permit Secretary:

Phil Armes 10 Tremaine Close, Hellesdon, Norwich, Norfolk, NR6 5EL  
Tel: 01603 487061 e-mail: permits@easternacu.org

## ACU Benevolent Fund Officer:

Debbie Blyth 21 Ashe Road, Lower Hacheston, Woodbridge, Suffolk IP13 0PD  
Tel: 07963 118917 (eve) e-mail: blyths21@hotmail.com

## Environmental Officer:

Eddie Wass 10, Knights Road, Braintree, Essex. CM7 3YT.  
Tel: 01376 331111 (Work)

## National Council Delegate:

Vera Hearn 25, Quinton Road, Needham Market, Suffolk. IP6 8BP  
Tel: 01449 721042. e-mail: jack.vera7@btinternet.com

## ACU Eastern Competitions Committee

(The President, Chairman, Vice Chairmen, Secretary & Treasurer are ex-officio members)

**Chairman:** P. Armes

10 Tremaine Close, Hellesdon, Norwich, Norfolk, NR6 5EL  
Tel: 01603 487061  
e-mail: permits@easternacu.org

**Other Elected Members:-** Charlie Ralph, Eddie Wass, Alex Wright

**Sub Committee Chairmen**

*Motocross* – Charlie Ralph *Enduro* – Jack Hearn

*Trials* – Paul Nash & Chris Cook *Grass Track* – Alan Foskew

## ACU Eastern Gazette

**Editorial:** Phil Armes

**Treasurer & Distribution:**

Ron Greengrass  
58, Dell Road West, Oulton Broad,  
Lowestoft, Suffolk. NR33 9NS.  
Tel:- 01502 563566  
e-mail: rjg@rongg58.plus.com

ACU Eastern Web Site

**[www.easternacu.org](http://www.easternacu.org)**

Results, Events Calendar, News, and more



I've been involved in motorcycle sport, one way or another, for most, if not all of my life – I'm into my seventh decade on the planet now – and I don't actually remember anything quite like the current situation, where literally no motorsport or motorcycle sport is happening at all. And not just in the UK

– but right around the globe. Over the years I can recall the TT races being postponed due to a seaman's strike in the mid sixties, and I think Foot & Mouth; I can certainly recall a couple of instances where off road sport was curtailed due to Foot & Mouth, the most recent of which was this century so not that long ago; but to see all forms of two and four wheel competition reduced to 'all our yesterday's' videos across the myriad of TV and online platforms is definitely different.

At present no-one knows when or how, but one thing that is certain is that we will be back up and running some time in the future, and hopefully it will be sooner rather than later. However, once the green light is on we may need to be a little bit patient while championship dates and fixtures are dovetailed into what could be a very short time frame. It may be that we have to consider cancelling some of the Centre championships for 2020 altogether or running them against national championship dates which have been changed due to world championship dates being changed etc etc... it will be a challenging set of circumstances, but rest assured we will do everything we can to get as many bums on bikes, across all of the disciplines, at all levels of competition, as we possibly can.

In the meantime we will do our best to keep everyone up to date via the relevant online platforms, especially the centre website, which will provide us with the quickest and easiest method of communicating any relevant information.

I hope you enjoy some of the articles in this issue of the gazette, which for once include a couple of features about road racing, as well as the usual popular off road bits and bobs. If you have any similar stories from your experiences in motorcycle sport then please send them through, with pictures if possible, and we will look to publish a similar edition next month.

Stay safe, stay healthy, and please stay off your bikes for the foreseeable future – just in case you have a mishap as the lads and lasses in the NHS don't really need us turning up with a broken this or that right at the moment!!!!

## Foreword

*Phil Armes*



# BAVINS OF DISS

## Off Road Motorcycle Specialists

### MOTO X ENDURO SUPER MOTO



**New & secondhand Bike Sales, Clothing & accessories,**

**Servicing, MOTs & Repairs**

# 01379 642631

Buy online  
[www.bavinsmotorcycles.com](http://www.bavinsmotorcycles.com)



# YAMAHA



# Kawasaki

101 Victoria Road DISS IP22 4JG



# Recollection Section

*Sidge Kenny*

During what has been called: 'The Golden age of Motocross' – though then termed: 'scrambling' – the required ACU approved crash helmets – usually a Centurion or Cromwell

could be purchased for £3/12/- ( £3/60p). A pair of all leather ex-firemens boots – rather mysteriously widely available, was a further £2/10/- ( £2:50) - goggles – if required - could be as cheap as 5/- (25p) and gloves about the same. (I actually wore white – but they did not remain white for long – gardening gloves.) A sturdy jerkin and trousers – ex War

Department stock - completed the rig out. This was entirely within the ACU rules. It is true that in grass track, road racing leathers were frequently worn as were face masks, mainly to protect from the stones and debris spat up by spinning rear wheels – but they were not essential. Indeed to go further and in this day of health and safety it now seems quite bizarre, that trials riders rarely wore helmets, even though the events almost always involved miles of road work in between the sections. I believe it was only when helmets were made compulsory for road riders by government decree that the trials lads and lassies had to use the hard hats.

Those old helmets were pretty basic and referred to commonly as; "pudding basins" More often than not, scramble riders in particular, would attach plastic peaks to them secured by a strap going round the helmet. I certainly rode with such, though I often wondered about the value of having a peak. But motorcyclists are notorious followers of fashion and that was exemplified by the craze during the 1970's in the trials world in almost universal wearing of what amounted to rubber wellington boots, with steel caps. Likewise the introduction in the late 60's of multi-coloured leathers in the road-racing world. Once this innovation was introduced by a rider - whose name escapes me now - and all of a sudden everyone was wearing them.

It is a matter of course, that in a sport as varied as ours in its disciplines, progress will be made year on year and the protective clothing now available is a great deal improved in its protective characteristics as well as being colourful. To a certain extent the décor is part of the image of high speed, excitement and daring - but essentially to the wearer, it is all about protection especially in the racing arenas, where inevitably, there will be spills.

One grim aspect about our protective clothing and its value in minimising the effects of crashes was brought home to me in graphic style by Dr Hadfield, former medical officer and adviser to the ACU, when he was speaking at a meeting in Rugby. He reported that many a fatality in road racing in particular, was caused by the neck breaking – due to the helmet, or the edges of it, catching something as the rider was perhaps sliding at speed and prone down the track and giving the neck a violent and sometimes, fatal twist. Thinking on this, I wonder that the larger, all embracing helmets of today may be more to blame for such tragic outcomes than the older, simpler, designs. Yet a fuller helmet will give assuredly, a much more protection to the face – a difficult dilemma for anyone to work out.

Nowadays, certainly at the upper levels of road racing, we have leathers which work like a car air bag and on impact, inflate instantly to provide a cushion to absorb some of the shock. Moto GP riders are required to wear these and at around £2,000 a suit it is clearly the professionals who would be the main customers. The "air-vest" offers a cheaper alternative and is aimed mainly at the road and touring rider – who arguably, take just as high a risk. It can be a difficult decision to make but in this day and age, spending out on protective clothing must make a good investment.



# **Paul Nash**

## **Motorcycles**

**Official Dealer in Eastern Centre**

**Spares, Repairs, Servicing  
Accessories & Clothing etc.**

***Full Workshop Facilities***

***New & Used Bikes***

***Trials - MX - Enduro***

**01621 743443**

**07973 358408**



**TRS**

***SHERCO***

***OSET***



- **RE-VALVING**
- **SERVICING**
- **SPRINGS/SPARES**
- **FAST TURNAROUNDS**
- **DELIVERY**

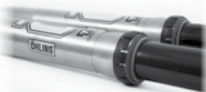
**Tel: 01371 850942**



**ORSS**



**AIR2SPRING**



**TTX MX SHOCKS**

**TTX MX CARTRIDGE KITS**

**REPLACEMENT SPRINGS**



**KYB SHOWA MOTUL**



**FTR SUSPENSION, CODHAM LITTLE PARK FARM, CODHAM PARK DRIVE, BEAZLEY END, BRAINTREE, ESSEX, CM7 5JQ**

**Tel: 01371 850942**

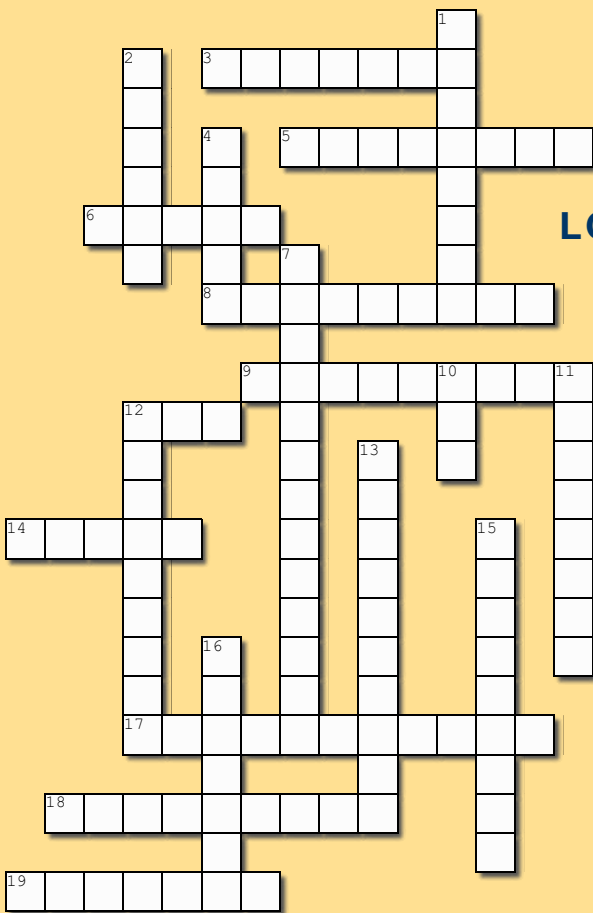
**Web: [www.ftersuspension.co.uk](http://www.ftersuspension.co.uk)**

**Email: [info@ftersuspension.co.uk](mailto:info@ftersuspension.co.uk)**

**LINGS.COM**  **Husqvarna**  
MOTORCYCLES

**YOUR  
HUSQVARNA  
DEALERS FOR  
NORFOLK AND  
SUFFOLK**

**MOTOCROSS & ENDURO BIKE SALES + SERVICE + PARTS**  
**FIND US: 01379 851090 HUSKYMOTO.CO.UK IP20 9DW**



# CR LOCKDOWN SS WORD

The garage is tidy, all your spanners are sorted neatly, you've found that 12mm socket that went missing last September, and if you polish the bike any more you will be through to base metal.

So it's either get on with some of those DIY jobs she wants done or put the kettle on and sit down with a cuppa and have a go at our crossword... your call!

## ACROSS

3. Spanish manufacturer of two-stroke motorcycles from 1958 to 1983
5. You could eat your dinner off this part of a motocross track (8)
6. This enduring family sound like they could be cattle herders out West (5)
8. Surname of the 'King of Lyng' (9)
9. The nickname of this former motocross world champion sounds like a character from the Harry Potter novels (5,4)
12. Governing body of world motorcycle sport
14. Geoff and Freddie possibly (5)
17. This magic box lets the timekeepers know you have crossed the line (11)
18. Not too much grip on the dirt without these (9)
19. 125 is a right Wally (7)

## DOWN

1. First into turn one (8)
2. No compression without this reciprocating object (6)
4. \_ \_ \_ \_ \_ Competition Motorcycles (5)
7. This track in Kent sounds like it should be in the Rocky Mountains (6,7)
10. Just the one foot down (3)
11. Where is the Woodbridge & DMCC motocross circuit (8)
12. Getting down for a closer track inspection? (9)
13. Inter country motocross competition (3,7)
15. This flag comes as a great relief to many (9)
16. Expansion gave more power for two-stroke riders, also kept under the bed a while back (7)

Answers on inside back cover



# My Memory of Road Racing at Boreham

Yvonne Smith - Secretary - Eastern Sporting Sidecar Association since 1974

There were two road racing tracks in the Eastern Centre, one at Boreham near Chelmsford Essex and the other at Snetterton in Norfolk.

My early memory of motorcycle racing started in the Eastern Centre in the early 1950's when the former World War II airfield at Boreham was converted into a race track for two, three and four wheeled vehicles and was first used by the Chelmsford Auto Club. It subsequently became so popular that it was used as an International race track.

Having been brought up with motor vehicles as my late father Richard (Dick) Ashby owned a garage in Witham I became interested when my boyfriend, later my husband, Robert Smith suggested we went to watch the races. At that time we would catch the bus to Boreham and together with other interested people we would all pile into a waiting taxi to be taken to the track.

Many riders belonged to clubs that were affiliated to the Eastern Centre of the Auto-Cycle Union, whose head office in those days was in Pall Mall, London. I think most of them, if not all, started their racing as Grasstrack riders in both solo and sidecars, and would take the engine out of the grass bike and put it into a different frame for racing on tarmac; competitors such as the late Derek Yorke, then a member of the Chelmsford Auto Club, who, with other interested parties went on to form the Eastern Sporting Sidecar Association in 1954.

Other local riders at that time were John Chisnell who was passenger to Derek, and Tony Davis (Chelmsford Club), and went on to have a very successful racing career as a passenger to international riders such as Charlie Freeman and Bill Beevers. Roger Dutton (Bury St Edmunds Club), Dave Mallows with the late Tony Cook in the Chair (Castle Colchester Club), together with solo riders Ken Willis, Wellyn Ranson, Albert Wiffen (Chelmsford Club) Reg Everett (E.S.S.A) and many more all hailed from the Eastern Centre. Unfortunately, a number of these have passed under the final chequered flag and are no longer with us, but most, if not all would also have raced at Snetterton and various other tracks.



The Boreham Circuit became so popular that it started to attract leading international stars like Les Graham, Cecil Sandford, Pip Harris (Sidecar) and Jack Surtees (with a 15 year old John in the chair). Many famous names like Essex solo riders Robin Sherry, Arthur Wheeler, Geoff Monty, and George Brown all graced their local venue, and it wasn't long before riders from other countries would also take part, including Australians Keith Campbell, Fergus Anderson, and Ken Kavenagh; Rod Coleman from New Zealand, Reg Armstrong from Ireland, Albert Moule from the Isle of Man, and Swiss Rider Hans Haldermann.

During two day International Events i.e. Easter and other Bank Holidays, riders would fill all the local hotels in the Witham and Chelmsford areas or wherever they could find a room. As my father would have his garage open seven days a week, riders needing welding gear or any other assistance would call on him. Hans Haldermann gave my father his mechanic's pass and asked him to



be his mechanic but as my father could not leave the garage he had to refuse - but I still have that pass amongst my many programmes.

At that time Robert and myself did not have transport so could not go to other race tracks such as Snetterton so I had to be content until Robert managed to buy a very old Norton (1932) which would take us to Grasstrack or Scramble Meetings.

Following the above, Robert and I got more involved with the Sport and purchased a Bedford Van to assist a young lad from Colchester who fancied racing with a 50cc Itom. Unfortunately this did not last long as he didn't progress too far but it did get us more involved in the sport. In 1957 after saving very hard we decided we could now afford to go to the Isle of Man for the famous Tourist Trophy Races. Having to travel overnight to get to Liverpool in time for the boat, no motorways then and pouring with rain, no street lights only at Police Stations where a kind local officer would take us in and give us a hot drink before proceeding, and although I fell asleep on the back of the bike I managed to stay on.

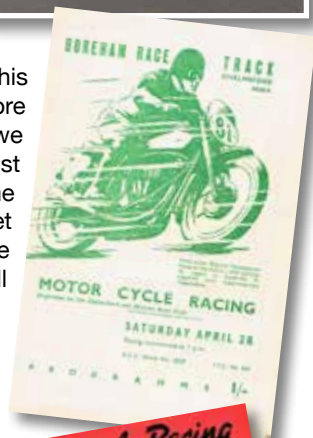
During that time we met and became friends with many top riders including Swedish rider Sven-Olav (ESSO) Gunnarsson and his wife Irene who became close friends and although ESSO has passed away I am still in regular contact with Irene and we meet each year at the TT.

Robert became mechanic to Eastern Centre riders, Derek Yorke/Dave Finn, Mike Potter/Bernard Coverdale, Roger Dutton/Tony Wright and in 1972 Robert won the first sidcar mechanic's award, which is in the form of the Manx Sword of Honour with the Triskelion on the top, for the mechanic of the first private entrant to finish who was Roger Dutton. At the same time, I entered the E.S.S.A for the Club Trophy with the above crews and won both 500cc and 750cc trophies which was a great achievement for a small local club especially as they had already won the 500cc trophy in 1960.

Although Snetterton being in the Eastern Centre I did not get so involved with it other than lap scoring for the Auto 66 Club at one of their meetings as they were short of helpers and can confirm it was very cold in the lap scorers hut which was on stilts. Robert and I continued supporting the Snetterton Races until his untimely death in 1992 after which time I have continued with the ESSA as much as possible, attending Centre Board Meetings and keeping the Club name going as the Grass Track side of the sport in Essex has virtually finished due to lack of assistance from riders.

Despite an un-named person wanting to purchase the land and build it up to a first class track, Boreham, which was only used for about two years and considered to be the fastest track in the country, was re-surfaced and sold to the Ford Motor Company for testing their vehicles in 1955, and thus the loss of a good track.

*Photo at top of page shows former Chelmsford & DAC member, Wellyn Ranson, now 99 years old and living with his daughter in Scotland.*





**TEL : 01206 791155**



**PARTS**

**CLOTHING**

**SERVICING**

**FINANCE**



**FOR ALL MX & ENDURO NEEDS**  
**WWW.GHMOTORCYCLES.COM**



Towards the end of the 1970's, many of the Eastern Centre favourites from the 60's and 70's had called time on their riding careers, although Chris Ginn continued for a time, winning the Eastern Championships in 1977

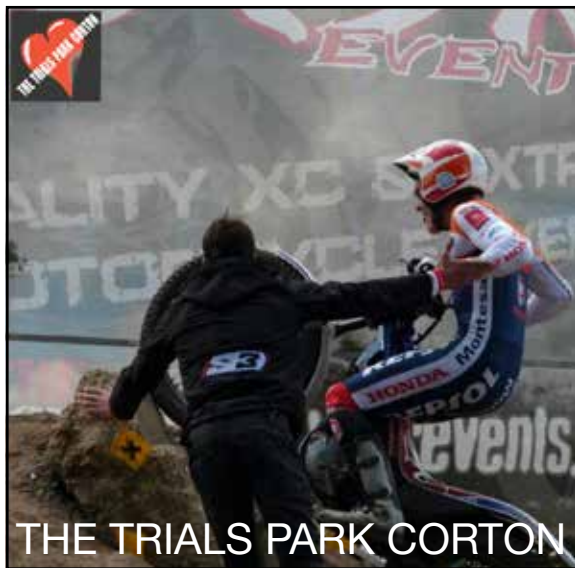
and again in 1978. Pete Bavin was still prominent as well, and Kevin Plummer on the Slaughter Maico had some good results at that time. Geoff Mayes won the Centre Championship in 1979, before going on to snatch the British title a year later. Stuart Nunn and Kiwi Ivan Miller had some very hard fought battles for supremacy, in the Eastern Championships, and were both top ten riders in the British series towards the end of the 70's, Miller won the 1980 Eastern title on his Comerford KTM, and Nunny took the title a year later.

However, the writing was on the wall for all of these great riders with the emergence of a horde of young guns who had learnt their craft from their schoolboy racing days. There was an almost endless list of teenagers, mostly riding Japanese machinery. Included were, Nigel and Chris Howe, Martin Crees, Mark Mitchell, Chris Watts, and the Dagenham brothers, Jim and David Dormer. It was Jim Dormer and Mark Mitchell who were regularly beating the ageing Stuart Nunn at local events, and I recall at Great Wilsey Farm, near Haverhill, Dormer and Mitchell having a ferocious battle for supremacy, leaving Nunny a distant third. One of Mitchell's first ever adult rides was at a one off event at Snetterton, but I am not sure as to whom the organising club was.

Jim Dormer was regarded as a future National star, and although he won the Eastern title in 1983, his racing career did not last for too long, although at the time, he was almost unbeatable on the Eastern circuits. Dormer recorded many wins, including a one off meeting at Aveley in Essex. Mark Mitchell however, had impressed Dennis Slaughter, and when Geoff Mayes changed teams, Mitchell took the Maico to win the 1982 Eastern title at Herringfleet Hills after a day long battle with Richard "Percy" Thrower. Around that time, many young riders from Kent rode regularly in the Eastern Centre, and racing with all of this young talent was closely fought. Paul Luscombe was the leading talent from Kent, and his battles with Crees, Mitchell and Chris Watts were always a joy to watch. Luscombe went on to become a top British Championship rider. Halstead's Martin Crees was a very neat, deceptively fast rider, and was hard to beat on

## Motocross Memories

### Part 5 - Charlie Ralph



Official East Anglian agents for:



Great prices on:

spares, accessories, tyres & oils



**ONLY £10 PER DAY!**

Camping £5 per night

**TRIALS SHOP ON SITE**

WOBURN FARM, STIRRUPS LANE  
CORTON, SUFFOLK NR32 4LE

**TEL: 07889 422555**



his home Wakes Colne circuit, and his battles with his Halstead team mate, Mitchell, live long in my memory. Colchester's Chris Watts was known for his lightening starts, and also recorded many wins in his career.

At that time, many riders were riding full blown 500cc twostrokes, and we were fortunate in our area that National events regularly took place at Lyng, Wakes Colne and over the border at Elsworth Cambridgeshire. Local riders such as Geoff Mayes and Jonathan Wright were seldom seen in the Centre, as they plied their trade at GP's and National meetings, but there was plenty of new talent emerging to wet our appetites. Essex youngster, Matthew Skeet, came onto the scene in 1983, and quickly became a threat to the top Centre riders. I gave him the nickname of "Mr. Smooth", because that was what he was, without doubt, one of the best in our region. A year later, we saw another rider emerge from the junior ranks by the name of Anthony Plummer, who, just like Skeet, became one of the best riders around at the time.

The Eastern Centre is now, and has always been, probably the strongest area in the UK for the amount of talent produced, and in the early to mid 80's, we saw so many good riders. Onto the scene came John Banks eldest son, Mark, who, just like his famous father, was a very hard lad, who did not take any prisoners on his way to become a British 125cc champion. Mark contested all three categories of the British Championships as well as GP's, and, but for injuries, could have won more National titles. His younger brother, Justin was a totally different type of rider however, always very neat on the track.

By the mid 1980's, the sport was changing. Several circuits, including Little Wratting, Herringfleet Hills, Laindon and Ramsden Heath were lost, due mainly because club's lacked organising officials and land was being developed for housing etc. The once prominent Ipswich club carried on at Akenham for a time, but the glory days of Shrubland Park and Hintlesham Hall were gone. The Bury St Edmunds club, having lost their West Stow circuit, did have a one off meeting at nearby Cavenham, then later used the Wildtracks venue, but sadly, lack of working members put an end to motocross events. The busy Sudbury club, after losing their Great Cornard track, concentrated more on enduro events, and to this day, are one of the leading enduro club's in our region. The Southend club, who had held some great meetings at their Hadleigh, Essex circuit, later moved to Laindon and Ramsden Heath, but sadly no longer host motocross events.

The other big change at the time, was that people had many more choices and interests. Sunday football was now prominent, supermarkets were able to open on Sundays, and we saw the emergence of the popular car boot sales. Most families now had cars, which gave them more scope to try other activities, so the glory days of the 50's, 60's and 1970's, where thousands watched our sport, had gone forever.

For the die hard fans however, the sport still flourished. Geoff Mayes, after a great career, came back to ride in the Eastern Centre, winning the Centre title in 1984 and 85. Matt Skeet won the title in 1986, and Mark Mitchell claimed his second title a year later, this time riding Honda's.



*Mark Banks #34 battles with Dave Thorpe #1*

Skeet and Mitchell had some tremendous battles at circuits such as Akenham, Lyng and Blaxhall at the time.

Other riders emerging at the time, were Anthony Skerry, now the boss at Stebbings Cars, Colchester's Gary Gladwin, and the iron man from Lowestoft, Paul Bennett. I recall Mitchell winning a fierce race at Blaxhall in 1987, chased home by Gladwin and Skerry on his 250cc Suzuki.

Blaxhall hosted the 1988 Inter Centre meeting, where 17 different Centres were represented. The Eastern team were dominant on their "home" territory, with Mark Banks leading them to victory.

The other team members were, Justin Banks, Matthew Day and Shaun Lock, who was a last minute replacement for the absent Paul Bickers. Paul Malin represented the East Midlands on that day, with the tough Jared Smith of the East Yorks team, chasing Mark Banks home in the final race.

I mentioned Paul Bickers, who, like many, such as the families of the Banks, Nicols, and Eastwood dynasties, followed in their father's footsteps, and despite Paul becoming a very good rider, probably had the hardest task of them all, trying to emulate one of the greatest riders of all time. Chris Louis, the son of former scrambler, and speedway star, John, also tried his hand at motocross, and quickly became an expert graded rider, but soon moved, very successfully, to riding the shale.

So, although we had lost several racing venue's, and spectator attendances were less, racing was still very enjoyable to watch at the end of the 1980's, and with star names such as Kurt Nicol and Mark Banks making their mark at world level, the Eastern Centre still had an abundance of talent going into the 1990's.



**HMC**  
**HERTSMX.COM**  
Proprietor: Steve Atkins

**OFFICIAL  
HONDA  
OFF  
ROAD  
DEALER**

**.... FOR  
HERTS,  
BEDS &  
BUCKS**

**Tel: 01462 486580**



## Black Cat & a White Helmet

*Phil Armes*

Most people who read the gazette will know that I have been fortunate enough to race in both the Manx GP and TT Races on the Isle of Man. And I think it's fair to say that just finishing a 4 or 6 lap race around the 37  $\frac{3}{4}$  mile roads of Mona's Isle has meant as much to me as just about anything else that I have achieved in my time on this planet. Certainly been the most knacker, both physically and mentally, as it's not a circuit where you can switch off or relax for even a few seconds, and concentration for the full duration of the race is absolutely paramount. So it doesn't really help when what I can only describe as 'outside factors' get thrown into what is already a challenging environment.

My first foray to the Isle of Man as a competitor was the Manx Grand Prix in 1984, when I was entered in the 250cc class of the Newcomers race, and subsequently, if I measured up, the 250cc MGP later in the week on my TZ250 Yamaha. All went fairly well during practice, and I managed to learn enough of the circuit not to be a nuisance to others, and be third quickest in my Newcomers class. Come the day of the race I headed off down Bray Hill with a belly full of elephants (that somehow magically disappeared as I successfully negotiated Quarter Bridge on the opening lap) and off into the Manx countryside with a steely determination and a smile that would have put the Cheshire cat to shame! After two laps of the four lap race I made my refuelling pit stop (a certain



*Flat out on TZ250cc Yamaha - bottom of Bray Hill 1984  
(yes that is daylight under both wheels)*

Colin Armes in charge of the filler so no messing about in gasoline alley!) and headed off for the second half of the race in third spot, and a potential podium finish. By the time I reached Kirkmichael, just under half way round the fourth and final lap, the two riders ahead of me had retired and I was enjoying a 90 second advantage as leader of the race. At this point every nut, bolt, bracket and engine sound was magnified to a point where I was sure the bike was going to explode at any second, but nothing prepared me for what was about to happen next....

As I headed through the bumpiest part of the circuit just after Ginger Hall and through towards Ramsey a black cat jumped off a wall, ran across the track in front of me, and then jumped up onto the wall on the other side of the road and vanished through the hedge. This did nothing for my concentration on the task of finishing the race, as I spent the next several miles trying to remember if a black cat crossing your path was good or bad luck; however, by the time I reached Ramsey I had decided that as both me and the cat had survived intact it must be good luck – and so it proved as I went on to win the 250cc Newcomers class by 1 minute 43 seconds!!!







The following year I was allowed to enter the TT races and Honda recognised my Manx GP exploits by providing me with one of only half a dozen NS250cc road bikes that were specially imported for the 250cc Production TT race. This was my first TT, and having only ridden in the Island once before it was a pretty big step up in both quality of the competition, and status of the event; all of sudden I'm waiting to head off for a practice lap sitting next to the likes of a factory Honda mounted Joey Dunlop! I did okay in practice and was hopeful of a top ten finish, or maybe better, in the race when we would all be on very similar machinery. The whole point about Production Class racing in those days was that the bikes had to be completely standard – just as they would be in the showroom albeit without the stands and indicators, and the lights had to be taped up!! This of course meant that two strokes were on road exhausts, and therefore very quiet. To be honest I didn't really set the world on fire at the start of the race, but I was in or around the top ten as I flashed through the start/finish at the end of lap one and headed off flat out in top gear (approx. 110mph) towards St Ninians crossroads. As I neared the crossroads and prepared for the drop down Bray Hill I was tucked right in behind the bubble, and it was at this point that I caught sight of a white object which appeared to be just above the tarmac, and moving across the road. Instinct, more than anything else, told me it would be out of my way by the time I got near it so I kept the throttle pinned and headed over the crown of Bray Hill to find a Manx copper crossing the road!!!! (For those who do not know – Manx policemen have White helmets!). I'm not sure who was more surprised, but I am fairly sure his laundry bill was a bit bigger than usual that week! I did manage to finish the race in a very disappointing 14th on a little Honda that wasn't too keen on going exactly where I wanted it – subsequently discovered that the front tyre was an incorrect fitting.



# The First East Anglian Sporting Trial

*As the sporting trial celebrates its 50th anniversary, Roger Chaplin recalls how the first one was organised.*

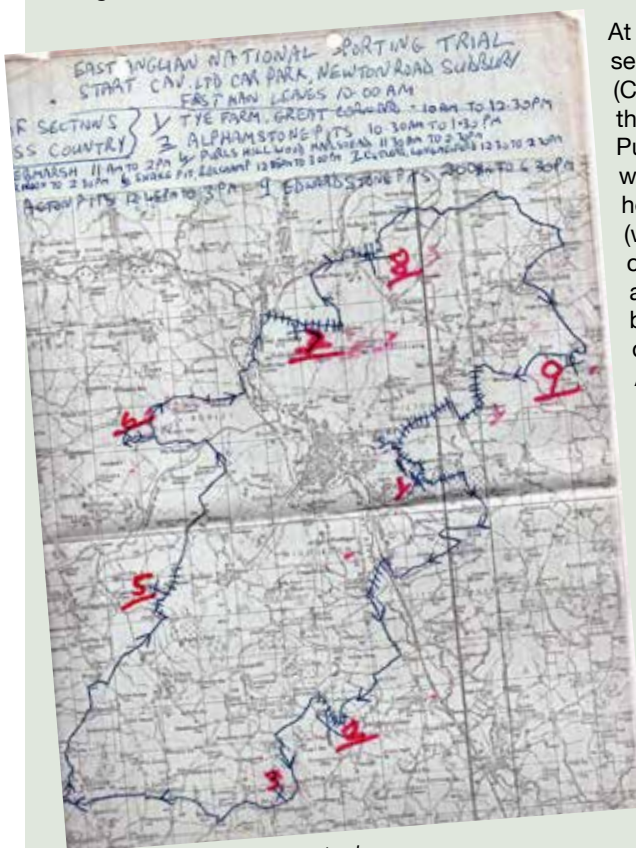
The Sudbury Motor Cycle Club celebrate another landmark anniversary on 1st March 2020 as on this day in 1970 the first East Anglian Sporting Trial was held 50 years ago. The Trial ran over a period of 12 years; however, I am going to concentrate on and how the first event was put together a kind of behind the scenes.

The Sudbury Club started organising Sporting Trials in 1959 shortly after its formation in 1958 and were successful at it. In 1964 they organised the Eastern Experts and a Regional Restricted Trial which I had the good fortune of being Secretary of the Meeting. Coming back to 1969 a proposition was passed at the Committee Meeting 2nd June to apply for a Regional Restricted permit (which covered three Centres/Regions) however Bill Swann Secretary of the Eastern Centre ACU (the local governing Body) suggested we should apply for a National permit which the Club thought this might be a bit ambitious, however as Bill also sat on the Management Committee of the Auto Cycle Union (ACU the national governing body), he probably knew the Ipswich Club were going to lose their national status for their Mardle Trial due to lack of land etc. An application with the full support of the Eastern Centre ACU for a national permit was made and granted.

At this stage more land was needed for sections and the Braintree and Castle (Colchester) Clubs were approached as they had land in Althamstone Pits and Purls Hill Woods between them. As this was going to be a status event more help was needed and the Halstead Club (who were now just organising moto cross but had run Trials several years ago) were also invited to join what became the Consortium. The Sudbury delegates for the newly formed East Anglian Committee were: Chas Chaplin (Chairman), Barry Chaplin, Roger Chaplin, Trevor Andrews and Pat Keyse.

Now the hard work began to plot the route between groups of sections and to find more land as a 50-mile course was planned with 50 sections in total contained in nine groups with as least roadwork between the groups as possible. The Club received a letter dated 20-11-1969 from CAV (now Delphi) giving permission to use their factory car park for the start/finish area which was on the outskirts of Sudbury.

I took on the duties of Press Officer and Land & Route Coordinator.



No GPS or Googlemaps back then!

# LINGS HONDA

## 0% Finance

Available on whole Honda CRF Range

For more information on any of the Honda range  
or for a finance proposal please contact a  
member of the sales team on

Sales

### 01379 851090

[www.lings.com](http://www.lings.com)

Parts

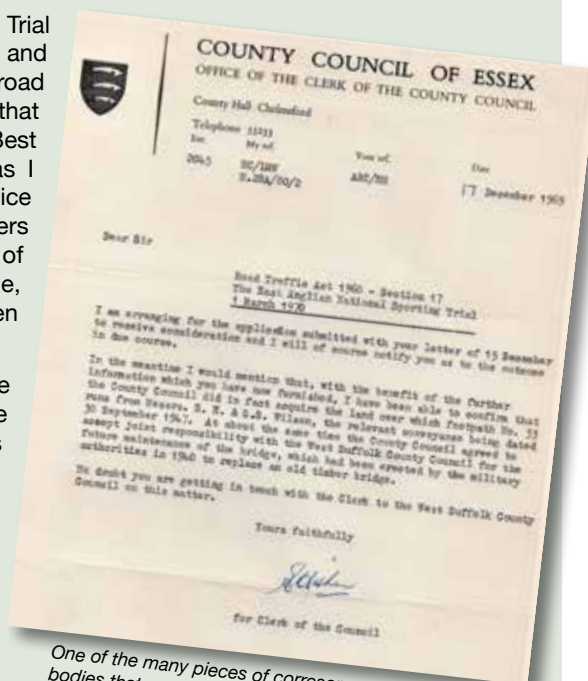
### 01379 853213

[www.lingshondaparts.com](http://www.lingshondaparts.com)

**Lings Honda, Lings Corner, Mendham Lane, Harleston, Norfolk IP20 9DW**

In 1965 I rode in the Brian Stonebridge Trial organised by the Cambridge Matchless Club and I was so taken aback by the number of off-road routes between sections so I thought I want that for the East Anglian, by the way I won the Best Novice Award that day. Good fortune was I worked for Boardman & Oliver a diverse practice of Chartered Surveyors, Auctioneers, Valuers and Estate Agents and they had hundreds of Ordnance Survey maps which were large scale, so I sat down and plotted the route between the groups of sections.

From the Start a back road through the Chilton Industrial Estate was taken onto the A134 (Colchester bound) then within yards onto a track on the Tye Farm Great Cornard complex across the historic Scramble fields to The Spinney consisting of five sections. Onto the highway at Sheepshed Hill, very short distance onto a cinder track through Peter Wheldon's Orchard then the highway through Little Cornard, a right then a left turn on the Bures to Sudbury road under the Stour Valley Railway Branch Line



One of the many pieces of correspondence with official bodies that were required to enable the event to take place



# SDX Motors

## Professional Vehicle Sales and Sourcing

New and Used Vehicles

[www.sdxmotors.co.uk](http://www.sdxmotors.co.uk)

Vehicle dealership based in Ipswich, Suffolk. We concentrate on providing an easy and efficient service for private customers and businesses looking to replace/upgrade/buy or sell vehicles whether you are looking for new or used vehicles. Please get in touch to see if we can help.

I also offer trials training days, feel free to get in touch for prices and availability.

**Jack Sheppard 07540 969709**

Email: [jack@sdxmotors.co.uk](mailto:jack@sdxmotors.co.uk)

- Cars
- Commercial Vehicles
- Motorcycles



- Part Exchange Welcome
- Fleets Welcome
- Nationwide Delivery
- Finance Available

SDX Motors, Westbourne Road, Ipswich

*The trial enjoyed much press coverage both before and after the event, in motorcyle and regional press.*



● **SCOURRY** Motor Cycle Club members between the club dinner on Saturday: back row (left to right), "Doc" Barker, Barry Chaplin, Roger Chaplin, Chas Chaplin and his wife, Freddie; front row, Lesley Long, Freddie Mayes, Pat Kewer and the president, Mr. Donald Stead.

**SUDBURY** Motor Cycle Club will be holding a National Sporting Trial next year, this will be only the second ever held in the Eastern Centre.

This announcement was made at the club's annual dinner on Saturday in the ballroom. Mr. Otto Chaplin, the president, Mr. Duane Reed, was warmly delighted. "What a wonderful trophy!" he cried, but only briefly and then said: "The best is yet to come. I hope it will be the East Anglian National Sporting Trial. The club is going to strive to win it and to give the trophy to their oldest relations, Mr. Roger Chaplin, said afterwards he was hoping the trial would be given thorough coverage.

## IS THE LEAD

Mr. Charles Chaplin also emphasized the purpose the club was having this year and that at present they were making the Peninsula and San Joaquin Group seem like competitors.

The trophies were presented by Mrs. M. L. Connolly wife of the late Mr. Arthur Connolly and Miss Marjorie was given a cup for the best club member and on the occasion, Keith Wapshoret was presented with the tumor award which he won at the Little League trial and Mr. and Mrs. M. Polpras presented the Wading Cup trophy for best track.

The most improved rider this year was Graham Brackman and he was presented with the Garrochburgh Petroleum Trophy this year.

On the straddle side the most improved rider was Arnes Pearson and the judge the most appreciative for the cut in straddles was Roger Pearson, both were awarded 2500 points.

## MOTOR-CYCLING

New National  
Trial in  
1970 for  
E. Anglia

**E**AST ANGLIAN motorcycle clubs have banded together in the past few weeks to put on in 1970 a National Sporting Trial which will compare with the classic events held in other parts of the country.

The clubs concerned are the Southport and District M.C.C. Club (Colchester) M.C.C., Braintree and District M.C.C., and the Harlow and District M.C.C., and the event, to be staged on March 1, 1970, will be called the East Anglian National Shooting Trial. Well-known terrain used by all four clubs will be included in the event and spectators are

Edwardstone Pits being the last group of sections it was back to the Start/Finish area and in order to avoid going through the village of Great Waldingfield the route came off the highway to a track alongside The Badleys where the then Sudbury Club President Donald Steed lived. At the end of the track wooden sleepers had been placed over the ditch onto a field owned by

# NATIONAL SPORTING TRIAL COMES TO SUDBURY

IPSWICH TOWN have not exactly been setting the world on fire recently so, for a change, I am turning this week's article from soccer to motor-cycling, a sport I must confess, I don't know a great deal about but one that is featured regularly on television and one that has a great following, especially in this area.

For some years now motor cycle clubs in East Anglia have been thinking that in area should be organising National Sporting Trials so as to bring the amateur side of motor cycling to the fore like they have done for scrambling.

Their main drawback for clubs has been not enough land in their particular district and have thought shy of staging such a large event because they felt they could not

produce the high standard they were seeking. However, many dreams will be fulfilled on March 1 because the Sudbury and District Motor Cycle and Light Car Club are organising a national sporting trial which has been named the East Anglian National Sporting Trial.

## Ideal course

In order to make this trial a success they have obtained the help and knowledge of the Braintree and District, Castle (Colchester) and Halden and District Motor Cycle Clubs. The well-known terrains used by all four clubs have been pooled

## Organisers have put a lot of work into event

together to produce an ideal course well up to the standard of the status of this event which is the only one within 100 mile radius of Sudbury.

Preparations for the "East Anglian" have been going on for over two months and the organisers have had donated to them several trophies from local motor cycle dealers and vice-presidents for specific performances but so far they have tried unsuccessfully to find a firm, company or business to donate the main trophy and replica.

This is only one of a few minor setbacks which have arisen but the enthusiastic organisers are undeterred and are keeping their fingers crossed that something will turn up so they can keep their financial commitment as low as possible.

Going back to the course itself, it is one of between 40-60 miles radius and contains

about the same number of sections.

The definition of a section is a hazard containing thick mud, sand, rocky stream beds, tricky water gullies and steep climbs, sometimes up to a gradient of one in two six. The course starts on the outskirts of Sudbury and proceeds through the Suffolk-East Essex borders.

Entries are restricted to 150 competitors but as this is the first event of its kind between 80-100 are expected. Gainsborough Petroleum of Sudbury have donated the main trophy and replica while C.A.V. Ltd. of Sudbury are lending one of their factory car parks to the organisers for use as a start and finish area.

## Certain starter

The European Trials champion, Don Smith is an almost certain starter and another expected rider will be Smith's fellow works rider Gordon Farley from Surrey.



NEAL MANNING  
Saturday Night  
COLUMN

Other riders the organisers are seeking are Sammy Miller, Brian's trials champion for the last 11 years from Hampshire, Neil and Mick Wilkerson, Arthur, Alice and Martin Lompton (Yorkshire), Mick Andrews from Derbyshire and Malcolm Radford and Derek Adsett.

For the "East Anglian" the marking system will be based on a 0.1-2.5 system as against the system regularly in use 0.1-5.5. The new marking system is favourable amongst many competitors but for observers it is thought rather difficult for them to change after a very long time on the old system. However, the Sudbury club tried the new system out at their trial last December and on major stages developed. Regulations and entry forms for the "East Anglian" are now available from P. A. C. Kew, 111/12 House, Acton Lane, Sudbury and the closing date is February 14.

*The event even kicked the mighty Ipswich Town off of its regular Saturday spot in the Football Star.*

Roland Oliver (who was my first senior partner at Boardman & Oliver), then a short right then left onto a public footpath through the Chilton Grange Farmyard onto the highway back to the Start/Finish. For the use of the public footpath I had to get written permission from the landowner and the three tenant farmers. First part of the footpath was owned by Roland Oliver, that was easy, while the second part of the footpath was owned by West Suffolk County Council Smallholdings. This turned out to be easy as all parties knew my Employers (B&O) and once all written paperwork obtained then submitted to The Clerk of the County Council for authorisation. One of the farmers at Chilton Grange gave a £1 donation in appreciation of the way the riders had respected the use of his land.

For the 1970 Trial as mentioned before I was also Press Officer (I had Trevor Andrews to call on if I got stuck) I did two Press Releases before the event and on the day the Sports Editor of Anglia TV Bernard Howson came along with a cameraman and we had 90 seconds on Monday night programme which I wrote a small report. We had good coverage from the local newspapers plus the national motorcycle papers and thanks to the late Peter Gaunt who struggled with his 90cc Jawa on the steep hills which helped to put the Trial on the map. Out of Centre riders do not believe there are hills in East Anglia but they have found different. Derek Adsett won on the day and received the East Anglian Trophy which was donated by Gainsborough Petroleum a Sudbury business.

There was great teamwork by all those involved in the organisation, for my part I was pleased to lay down the foundation of the route which my successors followed in later years from 1974 and the East Anglian to this day is very dear to my heart.

Over the years of the event sidecars were introduced, British Sidecar Championship round along with Inter Centre Team Contest and the same with the Solos – **what an achievement.**





## European champion pushed back to fourth in trial

**THE** Red East Anglian Sporting Trial run around Sudbury on Sunday was destined a complete success—and the prospects for a re-run in the near future are good.

This was Monday's verdict on the 50-mile event which followed a route circling Sudbury. There were 72 competitors.

But a final decision on whether the first trial is to be followed by a second run had to be taken on six to eight months.

The trial course proved tough and muddy, and local riders' skills were tested. The course provided considerable challenges with up to five hours' riding.

Even so, Freddie Mayes did take the third best performance, beating European champion Don Smith, who was placed fourth.

### SPECTATORS

G. Brookbank took the Donnell Road cup for the best of the day. Civic Cup was taken by a second run.

A large number of spectators turned out to watch the

sections over which the trial was run. The course provided considerable challenges with up to five hours' riding.

Even so, Freddie Mayes did take the third best performance, beating European champion Don Smith, who was placed fourth.

### RESULTS

Primary Award (I.E.A. Trophy): D. J. Admitt (250 Green) 27; J. E. Keadell (250 Humber) 28; J. (Buckers) Trophy: F. Mayes (125 B.S.A.) 30; A. J. Smith (250 Motozeta) 31; Revett Trophy: P. Holt (250 Green) 32; F. H. (250 Green) 33; E. Corda (250 Motozeta) 41; C. Harris (250 Motozeta) 42; J. (250 Green) 43; H. Doncaster (250 Motozeta) 44; A. C. (250 Motozeta) 45; R. Adams (250 Motozeta) 46; A. Keston (250 Motozeta) 47.

Second class awards: D. J. Dobbie (250 Motozeta) 48; S. Denny (250 Motozeta) 49; A. Gurnell (250 Motozeta) 50; P. Gurnell (250 Motozeta) 51; D. Rix (250 Motozeta) 52; D. Spurgeon (250 Motozeta) 53; D. Rix (250 Motozeta) 54.

Crossed awards: Jack Hubbard Trophy: D. J. Cudde; Donnell Road Trophy: D. Brookbank; Civic Cup: G. Brookbank; Chatham Trophy: D. Brookbank; Chatham Trophy: D. Brookbank; Chatham Trophy: D. Brookbank.



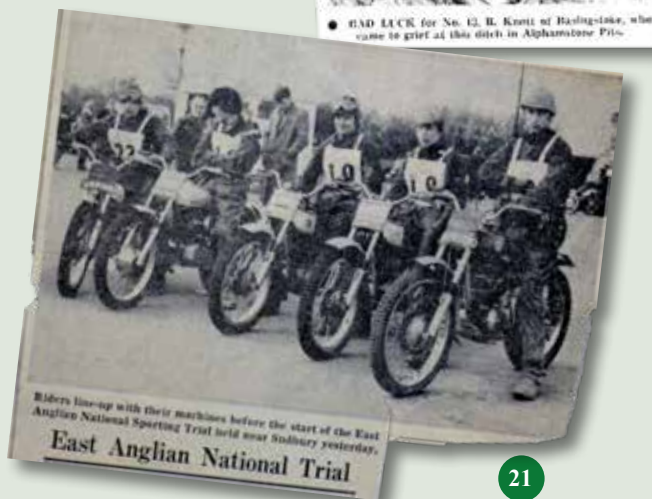
● **BAD LUCK** for No. 12, D. Smith of Basingstoke, who came to grief at this ditch in Alpheton Park.



● **A COMFORTABLE** perch from which to watch



● **MOORE** cautious was T. Kenney (Chatham) who took a good look at the hazard before he tried his luck...



Riders line-up with their machines before the start of the East Anglian National Sporting Trial held near Sudbury yesterday.

**East Anglian National Trial**

# FINAL RESULTS - First East Anglian Sporting Trial (1970)

Riding		c.c.	Machine																																	
Number	Name			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
1	D. Smith	250	Montesa	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	5	5	1	0	0	1	0	3	1	0	0	0	0		
2	M. Sturdy	247	Montesa	3	0	5	0	0	5	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0	5	0	3	1	1	5	1	0	1	1	0	
3	J. Morris	250	Bultaco	5	0	3	0	0	1	2	5	0	0	2	0	2	0	0	0	0	0	0	3	5	3	3	1	0	1	5	5	0	0	0	0	
4	D.L. Banks	125	Barson	5	0	5	2	1	5	0	2	1	0	5	0	0	3	3	3	1	1	5	5	5	5	5	5	2	5	5	5	5	2	1	0	
5	M. Banks	250	Grooves	3	5	3	5	5	5	5	5	5	5	5	3	5	1	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	3	
6	D.J. Hobbs	250	Bultaco	5	0	1	0	0	5	0	2	0	0	0	0	1	0	0	0	0	0	0	3	1	5	0	0	3	0	5	1	0	0	1	0	
7	B.G. Bowes	247	Montesa	1	2	5	1	0	5	0	3	5	5	1	5	3	1	3	1	0	1	5	3	5	5	5	5	5	5	5	5	5	1	5	1	
8	A.C. Crouch	244	Bultaco	3	1	1	1	0	3	0	3	3	5	5	3	3	3	3	3	2	0	3	3	2	0	3	5	5	5	3	3	3	3	5	5	1
9	F. Rodpath	244	Bultaco	2	0	2	1	0	5	0	2	5	3	5	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	T. Kenny	246	Bultaco	5	0	5	2	0	5	0	1	1	5	3	0	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
11	P.J. Holt	247	Montesa	1	0	1	2	0	3	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	5	5	5	5	5	5	5	5	5	5	0	
12	R. Bayler	249	Bultaco	0	0	5	1	0	5	0	2	0	0	0	3	0	3	1	5	0	0	0	1	5	5	5	5	5	5	5	5	5	5	5	1	
13	R. Knott	125	Sprite	5	0	5	0	0	1	0	0	0	0	3	5	1	3	5	5	5	1	0	5	5	5	5	5	5	5	5	5	5	5	5	1	
14	M. Thomas	247	Montesa	5	1	3	2	0	5	0	0	5	5	1	1	3	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1	
15	D. Tomlinson	250	Bultaco	0	0	3	1	0	5	0	1	1	0	5	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
16	P. Miz	244	Bultaco	5	0	0	0	0	5	0	1	0	5	0	0	0	0	0	0	0	0	0	1	5	0	0	1	5	5	5	5	5	5	5	5	0
17	J. Phillips	250	Bultaco	3	1	3	3	0	5	0	5	5	5	2	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
18	M. Denny	244	Bultaco	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5	1
19	R.P. Roberts	244	Bultaco	5	1	2	5	0	5	0	0	0	5	5	3	2	0	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
20	K.J. Davis	250	Montesa	1	0	5	1	0	5	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
21	D.L. Spurgeon	250	Bultaco	0	0	1	1	3	0	0	0	0	5	1	0	3	0	3	3	0	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
22	W. Woodfield	247	Montesa	1	0	5	0	5	0	3	0	3	5	0	3	1	2	1	0	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
23	J. Lee	250	Bultaco	0	0	0	0	3	0	1	0	0	1	2	0	0	0	0	0	0	0	2	0	5	5	5	5	5	5	5	5	5	5	5	5	0
24	A.W. Potttrott	247	Montesa	0	2	5	5	0	5	0	5	5	5	5	5	3	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
25	A.S. Kotliar	244	Bultaco	1	0	0	0	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	5	0	0	1	3	5	5	5	5	5	5	5	0
26	R.P. Adams	250	Montesa	0	0	5	1	0	1	0	1	0	0	1	1	1	0	5	0	0	0	2	5	5	5	5	5	5	5	5	5	5	5	5	5	0
27	J. Paves	246	Grooves	0	0	1	2	0	3	0	0	1	1	1	0	5	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
28	A. Collier	250	Bultaco	0	0	3	0	0	5	0	0	0	0	2	5	0	1	1	0	0	0	0	0	0	0	0	2	5	5	5	5	5	5	5	5	0
29	J. Kendall	244	Bultaco	0	0	0	0	3	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	0
30	G. Braybrook	244	Bultaco	5	0	0	1	0	3	0	1	0	0	1	1	0	1	0	5	3	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5	1
31	B.A. Smith	247	Montesa	5	3	3	1	0	5	0	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3
32	G.C. Duckworth	247	Montesa	1	3	0	2	5	5	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1	
33	D.J. Cusack	247	Montesa	0	2	5	1	0	3	0	2	5	1	3	3	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	0
34	B. French	247	Montesa	0	0	1	1	0	3	0	0	0	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
35	R.G. Hartop	199	Triumph	0	0	2	2	5	5	0	5	5	5	5	5	1	2	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
36	G. Cartwright	199	Triumph	5	1	5	2	0	5	0	5	5	5	5	5	5	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1
37	M. Andrews	250	Ossa	N	0	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
38	R.J. Goodrum	249	Chootab	1	0	1	2	1	5	5	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
39	R.E. Goddard	247	Montesa	3	0	5	2	0	5	0	1	5	5	1	1	3	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
40	J. Turner	250	A.J.S.	1	0	1	3	0	5	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0

Riding Number	Name	c.c.	Machine	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
41	A.J. Hay	244	Bultaco	1	3	2	2	0	5	0	2	5	5	5	1	3	3	2	3	3	0	1	3	3	5	0	5	5	5	5	5	5	5	5	3	0		
42	A. Grew	247	Montesa	5	0	0	0	0	5	5	0	0	0	0	5	2	3	1	5	3	3	0	0	0	0	5	5	5	5	5	5	5	5	5	5	0	0	
43	P.K. Hayes	175	B.S.A.	0	0	1	0	0	2	0	0	0	3	0	1	0	1	0	0	0	0	0	0	1	0	0	0	3	5	5	5	5	5	5	5	0	0	
44	D.C. Butler	250	Montesa	1	0	1	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
45	C. Harris	246	Montesa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
46	J. Kershaw	247	Montesa	1	0	2	1	0	5	0	2	0	1	1	5	3	0	3	3	0	3	1	0	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
47	J.H. Marfitt	247	Montesa	1	0	1	5	0	3	0	1	5	3	5	0	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	0	
48	G.R. Talbot	199	Triumph	5	5	3	3	1	3	0	1	5	3	5	5	3	3	3	5	5	1	2	5	5	5	5	5	5	5	5	5	5	5	5	3	0		
49	G.R. Talbot	250	D.O.T.	1	3	3	5	0	3	1	3	5	5	5	3	5	5	5	5	1	3	5	5	5	5	5	5	5	5	5	5	5	5	5	3	1		
50	P. Elliott	250	Montesa	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	3	1	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	1	0	
51	P.G. Spence	247	Montesa	5	1	3	3	0	5	0	3	5	5	1	0	1	1	3	3	5	3	5	3	5	3	5	5	5	5	5	5	5	5	5	5	1	0	
52	D.G. Cordle	244	Bultaco	1	0	1	1	0	3	0	5	5	2	5	0	0	5	0	5	5	5	0	0	3	1	5	0	5	5	5	5	5	5	5	5	1	0	
53	J.D. Bowler	250	Bultaco	N	0	N	-	S	T	A	R	T	E	R																								
54	D.J. Asdett	247	Greaves	0	0	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0		
55	P. Bodson	244	Bultaco	5	1	3	3	1	3	0	3	5	5	5	3	1	1	5	5	5	0	0	3	1	5	0	5	5	5	5	5	5	5	5	1	5	0	
56	M. Woodruff	247	Bultaco	0	1	1	5	0	5	0	0	5	5	5	3	0	1	3	2	5	0	0	0	1	5	0	0	5	5	5	5	5	5	5	5	0	0	
57	G. Rank	173	B.S.A.	1	0	3	1	0	3	0	0	5	3	5	1	1	5	3	3	2	0	5	1	5	0	0	3	5	5	5	5	5	5	5	5	5	0	
58	D.A. Reeve	244	Bultaco	0	1	0	1	0	3	0	0	5	3	0	0	0	3	5	3	3	0	0	0	1	5	0	0	5	5	5	5	5	5	5	5	5	0	
59	R.J. Woodfield	246	Sprite	5	5	5	5	3	5	0	5	5	5	5	3	3	3	3	5	3	1	3	3	3	3	5	5	5	5	5	5	5	5	5	5	1	0	
60	R. Walton	250	Greaves	1	1	3	2	0	5	0	0	5	5	3	3	3	3	5	3	3	1	0	3	3	5	5	5	5	5	5	5	5	5	5	5	5	0	
61	P. Marsh	250	Greaves	5	5	5	5	0	5	0	5	5	5	5	5	5	2	1	5	5	3	3	5	5	5	1	5	5	5	5	5	5	5	5	5	5	0	
62	A.G. Dow	250	Montesa	1	3	3	3	0	5	0	0	5	5	3	1	0	2	1	3	0	0	0	3	1	5	5	5	5	5	5	5	5	5	5	5	3	0	
63	R. Turrell	250	Greaves	5	5	5	5	1	5	0	5	5	5	5	5	3	5	5	5	5	5	5	5	5	5	0	0	5	5	5	5	5	5	5	5	5	0	
64	E.A. Lawrence	247	Montesa	3	5	5	5	5	5	0	1	5	5	5	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
65	E.W. Doncaster	250	Bultaco	0	0	1	0	0	3	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	
66	A.J. Rowe	250	B.S.A.	0	0	0	3	0	5	0	0	1	5	0	0	1	2	5	5	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
67	N.H. Raffitt	250	Greaves	0	0	1	3	0	5	0	0	1	5	5	3	2	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
68	P. Briggs	250	Greaves	0	1	1	3	0	3	0	1	5	5	5	3	2	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
69	F.J. Howland	250	Firefly	1	5	3	5	0	0	2	0	5	5	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	
70	A. Garrett	250	Bultaco	0	0	0	0	0	3	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
71	P.B. Count	88	Count/Jawz	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
72	A.C. Sibley	244	Bultaco	5	0	5	3	0	5	0	3	5	2	3	5	2	3	5	5	5	5	1	3	3	5	5	5	5	5	5	5	5	5	5	5	5	0	
73	B.C. Rogers	250	A.J.B.	1	5	5	5	0	5	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1	5	5	5	5	5	5	5	5	5	5	0	
74	L.F. Stocman	250	Greaves	5	0	5	3	0	5	1	5	5	5	5	3	5	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
75	B. Stockton	125	Sprite	5	1	3	1	0	3	1	5	5	5	5	2	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1	
76	R.J. Reason	250	Bultaco	0	5	3	3	0	3	5	1	5	5	1	1	2	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	
77	H.J. Cleare	244	Bultaco	2	1	1	0	0	3	0	1	5	2	1	5	0	5	5	5	5	5	5	5	5	1	2	5	5	5	5	5	5	5	5	5	5	0	
78	K. Mackay	247	Montesa	1	1	3	3	1	5	0	0	5	2	1	0	0	3	5	3	5	3	1	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	0
79	K. Beavis	250	Bultaco	0	5	5	3	0	5	0	0	5	0	1	0	0	5	3	2	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	



Riding Number (cont'd.)	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	TOTAL	Remarks
1	5	0	1	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	5	36	4th
2	0	0	0	0	0	0	1	1	1	0	0	0	0	1	5	1	0	3	0	1	56	11th (First Class Award)
3	1	0	5	0	5	1	5	5	5	2	5	0	5	3	5	5	3	5	0	5	108	
4	1	5	5	1	5	0	5	5	5	1	0	3	5	2	5	5	1	5	3	3	148	
5	1	3	5	5	5	5	5	5	5	0	5	5	5	5	5	5	5	5	5	5	209	
6	0	0	1	0	2	1	5	5	5	0	0	0	0	0	3	2	1	1	5	1	61	14th (Second Class Award)
7	3	3	5	0	5	0	5	5	5	1	3	3	5	2	1	5	2	5	0	5	157	
8	0	2	5	0	1	1	2	3	1	2	0	0	0	0	1	0	0	0	0	2	98	+ 5-marks for late starting -
9																						
10	1	1	5	0	5	0	5	5	1	0	1	0	0	0	0	5	0	0	0	1	114	
11	0	0	5	0	0	0	5	3	1	2	0	5	0	1	2	0	0	0	1	5	58	Geoff. Hewitt Trophy
12	3	0	3	0	5	0	5	3	5	1	3	0	0	0	1	5	0	3	2	5	111	
13	1	2	5	1	5	1	5	3	5	1	0	3	0	0	1	5	3	0	0	5	125	
14	3	0	5	0	5	5	5	5	0	0	1	1	1	1	3	0	0	0	0	5	131	
15	3	1	5	1	0	1	5	3	2	0	0	3	0	0	0	1	0	1	0	3	91	
16	0	0	5	0	0	0	5	5	0	0	1	0	0	1	5	0	0	0	0	5	77	18th (Second Class Award)
17	2	3	5	0	5	0	5	5	5	0	0	0	5	3	1	5	3	0	3	3	160	
18	0	0	5	0	0	1	5	5	1	0	0	0	0	0	0	0	0	1	0	5	67	15th (Second Class Award)
19	0	0	5	0	5	1	2	3	5	0	0	1	5	1	1	5	0	3	5	5	139	
20	5	5	5	0	5	0	3	5	5	0	3	0	2	2	5	0	0	0	0	1	154	
21	1	0	0	0	5	0	5	5	5	0	0	0	0	0	0	1	0	0	0	5	82	
22	0	1	3	0	1	1	5	5	5	1	3	1	0	5	1	0	0	0	0	5	103	
23	0	0	0	0	0	0	1	5	3	0	1	0	0	0	0	0	0	2	0	0	41	5th (First Class Award)
24	2	1	5	1	5	1	5	3	0	1	1	3	5	1	1	5	0	0	0	5	145	
25	0	0	0	0	0	0	0	5	5	0	0	1	0	0	0	5	1	0	0	5	59	13th (Second Class Award)
26	1	0	5	0	5	0	3	1	1	0	0	0	0	0	0	0	0	1	0	1	58	12th (Second Class Award)
27	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	47	9th (First Class Award)
28	0	0	0	0	1	0	1	2	1	0	0	0	0	0	2	0	1	0	0	3	53	10th (First Class Award)
29	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	28	2nd
30	0	1	1	0	0	0	5	5	3	0	1	0	0	0	2	0	1	0	0	5	88	
31	3	3	5	5	5	5	5	5	3	0	0	5	5	2	5	5	1	1	0	3	161	
32	1	0	5	0	5	3	5	5	0	0	2	0	0	1	5	5	3	0	0	5	133	
33	3	2	5	0	3	1	3	3	5	0	0	5	0	1	2	3	0	0	0	5	120	
34	1	0	5	0	2	0	5	5	5	2	0	0	5	0	2	0	5	0	0	1	103	
35	2	1	5	0	5	1	5	5	5	0	0	0	1	0	0	5	0	3	0	5	134	
36																						
37																						
38	1	0	5	0	0	0	5	5	5	0	0	0	0	0	0	0	0	2	5	5	113	
39	3	0	5	0	5	1	5	5	5	2	0	0	2	0	1	5	5	1	5	5	138	
40																						

Riding Number (cont'd.)	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	TOTAL	Remarks
41	3	1	5	0	0	2	5	5	3	0	0	5	0	0	0	3	0	2	0	5	127	
42	2	0	1	0	5	0	1	5	3	1	0	5	5	0	1	5	5	1	1	5	130	
43	1	0	5	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	30	3rd
44	3	0	1	0	3	2	1	5	1	0	0	0	3	0	0	1	5	0	5	0	90	
45	0	0	0	5	0	1	1	5	2	0	0	0	0	0	1	0	0	0	0	5	47	7th (First Class Award)
46	3	1	5	0	5	1	2	5	5	0	0	1	0	1	0	3	2	5	0	0	111	
47	2	1	5	3	5	0	5	5	1	0	3	1	1	1	2	5	0	5	0	3	134	
48	5	2	5	0	5	3	5	5	3	0	1	3	2	0	0	5	3	3	0	5	166	
49	5	3	5	0	5	3	5	5	3	0	0	0	0	0	0	0	0	0	0	1	44	6th (First Class Award)
50	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	1	141	
51	5	1	5	0	5	0	3	3	3	1	0	5	0	0	2	1	5	1	0	5	141	
52	1	0	5	0	5	1	5	5	3	0	0	0	0	1	0	5	0	0	0	3	100	
53																						
54	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	27	1st
55	1	0	5	3	5	3	5	5	3	0	1	3	0	0	5	5	0	1	0	5	143	
56	0	0	0	0	0	0	0	5	3	3	0	0	1	0	0	1	0	0	0	0	92	
57	1	0	5	0	5	3	5	5	3	0	0	0	0	0	0	0	0	0	0	0	84	
58	5	0	0	0	1	1	5	5	3	0	1	0	0	0	0	5	5	0	0	2	84	
59	3	1	5	5	3	1	5	5	3	1	3	5	3	1	5	3	1	5	5	5	129	
60	5	0	0	5	1	1	5	5	3	0	1	2	0	3	5	5	0	0	3	3	129	
61																						
62	1	0	5	0	5	2	5	5	1	0	0	0	2	0	0	1	0	1	0	5	108	
63	5	5	5	5	5	1	5	5	5	5	0	5	3	5	5	5	5	1	3	5	217	
64	5	3	5	1	5	1	5	5	5	0	0	5	5	0	0	3	1	2	3	5	174	
65	0	0	5	1	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	47	8th (First Class Award)
66	5	1	5	0	5	5	5	5	5	0	0	0	0	0	2	1	0	5	0	5	140	
67	2	0	5	0	5	3	0	5	3	1	0	0	0	0	0	5	1	0	0	3	93	
68	5	5	1	0	5	1	5	5	5	0	0	1	0	1	3	3	1	1	0	5	150	
69	2	0	5	0	5	5	5	5	5	0	0	5	5	0	1	5	0	0	0	5	162	
70	5	5	5	0	1	0	5	5	5	0	0	0	0	0	0	1	1	0	0	0	72	16th (Second Class Award)
71	1	0	5	0	5	0	5	5	5	0	0	5	0	5	0	5	0	0	0	1	77	17th (Second Class Award)
72	0	3	5	0	5	0	5	5	5	0	0	2	5	0	1	1	0	0	0	5	144	
73																						
74	5	0	5	0	3	0	5	5	3	0	1	3	5	3	2	5	5	1	5	3	166	
75	3	0	5	0	3	1	5	5	1	0	0	1	5	1	0	5	1	3	0	5	155	
76	3	0	5	1	3	2	5	5	5	0	1	1	0	0	0	5	1	0	0	5	120	
77	3	0	0	0	3	0	5	5	3	0	0	0	0	0	0	2	0	5	0	1	96	
78	1	0	5	0	5	1	5	5	5	0	0	1	0	2	1	0	0	0	0	5	115	
79	1	1	5	0	5	1	5	5	5	1	0	0	0	0	1	0	5	0	0	1	115	





## Charlie's Chat

Charlie Ralph

Enough has been said about the coronavirus already, without me adding my twopenneth worth, but it is obviously much more serious than first thought. The loss of off road

motorbiking for a while is surely unimportant at present, and in reality, pales into insignificance. The pressures in which the NHS has, at present, does not need adding to. I remember the fuel crisis in 1974, and the foot and mouth outbreak in 2001, which affected our sport, but this virus is far more important.

Finance issues for clubs, is low on the list of importance at present, but hopefully this crisis will soon be over. Keyboard warriors seem to be busy, wanting to ride their bikes, but as David Cordle stated, we all have responsibilities to each other, particularly older folk who act as officials, observers, marshals etc. The reality is, of course, that without these older people, off road sport would not survive.

Before the ACU's ban, the Woodbridge and Halstead clubs managed to host practise days, and it was encouraging to see a good turnout of riders. Around 200 riders had plenty of bike time at Blaxhall, with the circuit holding up well, despite recent rainfall. A good mixture of first timers, regular Centre riders, and a handful of National grade riders dusted out the Winter cobwebs.

The Norfolk and Suffolk crew managed to hold their first meeting of the year at Hockham, and it appears that they had healthy entries of youth and adults. 2018 Eastern champion, Shaun Southgate, won all three of his races on the day.

Obviously, with round three of the British Championships at Lyng, and rounds one and two of the Eastern series at Wakes Colne and Blaxhall all cancelled, dates will have to be rearranged as soon as this virus ends, but at present, it seems that everything is on hold. It will be beneficial to use various club's websites, and the easternacu.org website etc, to obtain updates for news of future dates and venues.

*Meanwhile, stay safe, and as my good friend, Keith Weavers of the Halstead club is saying to older people, "Please stay insulated !"*



Chartered Accountants & Business  
Advisers for the Eastern Centre

**Call Matthew Neale on  
01379 640555 or email  
mneale@hwca.com**

Business Advisory Service • Tax Planning &  
Compliance • Corporate Finance  
VAT • Payroll Bureau • Audit & Assurance  
Bookkeeping Bureau • Company Secretarial

**Diss • Thetford • Norwich • Ipswich  
Great Yarmouth • Lowestoft**

**[www.hwca.com/eastanglia](http://www.hwca.com/eastanglia)**

# mpm

MATT POPE MOTORCYCLES

**PARTS**

**CLOTHING**

**ACCESSORIES**

**SERVICING  
& REPAIRS**

Finance Available | Part Exchange Welcome | UK Delivery from £99



☎ 01328 853292    ⌨ [www.mattpopemotorcycles.co.uk](http://www.mattpopemotorcycles.co.uk)

📍 Matt Pope Motorcycles, Hawthorn Way, Fakenham, Norfolk NR21 8SX



**Kawasaki**

**SHERCO**



**Dynajet**





# Recollection Section

*Sidge Kenny*

Like many of us, I was looking forward to riding in a few more events this year. In my case, it is trials, and strictly along the “easy” route - and thereby seeing the season out. I

am here holding on to the old- fashioned view that, like the football season, trials extended through winter and ceased in the springtime to then give way to scrambles(motocross) grass-track and, when we had a circuit in this Centre – road racing. It seemed to me in those past years that the trials season properly closed with the Scottish Six Days in May – rather like the cup final.

This dreadful corona-virus crisis which at the time of writing is at its deadliest, is truly the most serious danger this country and indeed virtually the entire globe has had to come to terms with since the Second World War. Already thousands have died and it was surely only right and proper that our sport, along with all the others should be shut-down until the virus is at least able to be handled by the already overstretched NHS. Nonetheless, I feel for my fellow riders who were indeed looking forward to the start of their season in motocross, grass track or enduro and even more so to those lads – and lassies - who had additionally prepared for the forthcoming action by purchasing new bikes. In these present circumstances that must be especially frustrating. Then there is the adverse effects this crisis is having on the trade itself – many firms and dealers having for years, contributed in one way or another to our sport. Their business must be suffering. Organising clubs also are in a difficult position. Modern motorcycle sport can be an expensive and somewhat risky undertaking at the best of times and again this cessation, should it be over a prolonged period, could make it difficult and expensive for some clubs to restart their sporting activities.

I hope and trust I am not taking too gloomy a view. In my time I have seen several broken or split seasons, usually over farming pestilences such as foot and mouth and “mad cow” disease. International politics can also affect our sport – in 1956, the Suez crisis resulted in petrol rationing, which caused us to restrict events involving road work, as did the 1973 decision by the middle-east oil producers to shut down production and vastly increase the price, which, were it not for the fact that we had oil coming in from the North sea, could have also resulted in rationing. As it was, the ration coupons were printed up – and we had a few trial cancellations from November to early December of that year. But probably by far the most serious and long-lasting postponement of our sport, occurred nineteen years ago, in January 2001, with “mad-cow” disease, which blitzed the livestock farming community and again closed down our sport. I am glad to report that by way of expressing our general support and gratitude to the farmers who allow use of their land for our events, the Centre made a handsome collection by way of saying “thank-you” to these pressured land-owners, resulting in a substantial cheque to a farmers charity, which myself and Eddie Wass delivered directly by hand.

After all of those earlier clitches, the sport recovered comparatively quickly and little harm was done. With this problem I think we must all understand that even when the current restrictions are lifted, there is obviously going to be some risk of the virus still doing its deadly work. We will have to be cautious -and it appears that the elderly amongst us are more at risk. But to hell with it – I will ride again when I can...





# What's on



At the time of going to press the nationwide lockdown was still in place, and the ACU have suspended all events until at least 31st May.



01603 404616

[sales@cattonprint.com](mailto:sales@cattonprint.com)

  
**Catton Print**

#### LOCKDOWN CROSSWORD SOLUTION

ACROSS (3) Bultaco, (5) Tabletop, (6) Roper, (8) Slaughter, (9) JamesDobb, (12) FIM, (14) Mayes, (17) Transponder, (18) Knobblies, (19) Hubbard

DOWN (1) Holeshoot, (2) Piston, (4) Clews, (7) CanadaHeights, (10) Dab, (11) Blaxhall, (12) Faceplant, (13) DesNations, (15) Chequered, (16) Chamber

**Jim Aim**  
Racing.co.uk



**KTM Main Dealer since 1981**  
**MX, Enduro and Street Models**  
**SALES : PARTS : SERVICING**

**WWW.JIMAIMRACING.CO.UK**

**Tel: 01376 402006**

**144 RAYNE ROAD, BRAINTREE, ESSEX, CM7 2QS**

**KTM**