

Eastbourne & D.M.C.C.

An AMCA Regulated Club. Affiliated to the South Eastern Centre A.C.U.



Visit our website
www.edmcctrails.com

Twistgrip

CLUB NEWS JUNE 2025

E.&O.E.

The views and comments expressed in this club news are not necessarily the views and comments of the committee, and are intended to be a bit of fun and not offend anyone!

Club Officials

President:- Thomas Moss

Chairman:- Steve Stretton

Vice Chairman:- Steve Baldock

Secretary:- Pete Collins

Treasurer:- Alan Peach

Trials Secretary:- Gloria Moss

Club Captain:- Derek Strudwick

Twistgrip Producer:- Roger Strudwick

Committee:-

Made up from club the membership all members welcome. Meetings are held at the British Queen Willingdon Triangle 1st Tuesday of the month 7.30 start members welcome.

SECTION
BEGINS

Motor
Cycle
News

EVERY
WEDNESDAY
10

News.....

Good to see we had a response to the suggestion of running a schoolboy class in the morning of the club trial, so if junior is a little over whelmed by riding with the big boys bring him along some expert tuition may be available at some events. From small acorns grow mighty oaks.

Back in time probably 30 years ago we started with two and in no time we had six TY80's Joel Bonnici, Jamie Puttock, Danny Strudwick, Craig Moir, Lee Foster Mike Jones



Well Done to Thomas Moss and Charlie Worsford for finishing the **Scottish Six Days Trial** and the **Pre65 Scottish Trial**. Thomas bagged a 1st class award for finishing the six days in 109th Charlie hauled a beast of a pre 65 lump round the weekend before for a 161st place finish. Both did very well to finish such gruelling events.

Thursday 5th June we are holding our next evening trial (*free to enter for club members*) for this event, and the next, refreshments will be available via



the **Little Dough Company** serving some very nice cake and coffee for the more disconcerting pallet, and hot dogs and stuff for the likes of me! With a maybe a BBQ thrown in as well weather permitting, they have indicated an interest in coming to other events, so the money saved on entry fees can be squandered at the butty van please show them your support.

June Club Trial

Brook House Staple Cross

Report Gloria Moss

Pictures Moss trials pics



A beautiful day for our May club charity trial at Brook House, which was supported by 38 riders. The setting out crew of Peter Collins, Steve Masters and Jonno Masters did a great job with the sections offering chances to clean quite a few, but some needing more skill and concentration. Sections 2 and 10 took quite a few marks with their rocks which are rarely encountered in Sussex. An Earlier start time of 12.00 pm gave time for a little break after 2 laps, to top up the energy levels.

A few visitors supporting Patsy did a lap or two and then retired to enjoy the sunshine. Whites



Steve Forest out on his twinshock Fantic.



Steve Masters battled with Pete Collins all week end, with just one mark separating them.

were only four in number with varying scores, Finn the least experienced on that route did well on most sections, just sections 3 and 8 adding 38 which otherwise, would have him well in reach of second and third.

Blues were topped by Steve Jones on 8 sections 2 and 6 marring his scoresheet. Guest Eric Clarke and his mate Steve Forrest tackled the route on their twin shocks and came second on 11 and third on 33 respectively. Kev c is still getting shipshape after his layoff for shoulder surgery. Dom Jarrett riding blues for the first time did well on 50 marks. Two of the setting out team, Pete and Steve, decided to ride rather than save their energy for their next day's 3 stage trial, and rode with a very competitive rivalry. Only 1 mark separated them at the finish, Peter top dog. Not sure how their next day's competition went, hopefully Steve got some payback.

Alan Paton normally a blue rider, topped reds on 0, closely followed by Frank Puttock on 1, then Nigel Hains 4 and Roger Strudwick 7. The next four scores had a 6 mark spread, Ian Mortimore again on a twin shock, followed by recently red route upgrades at just about half the possible marks that could be lost. (4 x 10 x 5 =200) Our two youth reds did exceptionally well Oscar on 3 and James on 9 which would have placed them 3rd and 6th in the adult results.

Close again on the Yellow route with Derek Strudwick on 6 and a tie on between Glenn Baker and Brian Thompson, Glenn with just 1 clean more took 2nd place. I am sure Brian is thrilled to be in single figures. Keith Bean and Darren Mitchell decreasing their marks each month, Frank's coaching at the evening trial starting to pay off! Jim seemed to be enjoying his new TRS, especially the electric start, sure with that enhancement he will be tempted to ride more often.

Young Ollie Goodsell, our newest and youngest member, did well on his Oset to complete the trial doing 2 laps doubling up on the sections, (as suggested at the start), so his Dad didn't have to do quite as much walking. He has already grown



Wayne Geary had bike problems in the woods but managed to get back, not the best place for the bike to miss behave.



Ian Rich negotiating the tricky section 4.

in confidence since his first visit on Good Friday, and the family is really keen for him to enjoy the trials world. Harry Beaumont did complete 30 sections on his electric bike before having to leave, so has at least got a published score for 3 laps, which will give him a target to reduce next time. I know that he practices a lot, so should improve rapidly. Wilf Glinn had a mishap on section 1 but seemed to enjoy riding round the wood and taking in the sections as he went.

Thank you to Pat Puttock who observed on section 2 all day, and to those who helped to clear up afterwards.

Our generous riders raised £230 in donations to Patsy's chosen charity Myeloma, and the club will be adding to this once our Committee Meeting in early June has taken place.

Thank you for hosting the trial Patsy, you have a lovely venue which everyone enjoyed. I hope your arm heals up quickly, so you can start riding again soon.

[illegible]

Mike Peach

Taken from an article published by Motor Cycle 16th June 1966 (59 years ago) still a good read today.

Original article by Peter Fraser

MENTION Eastbourne to your Mum and Dad and the image they'll conjure will be in the palm court aspidistra bracket. Say the name to a scrambles fan in the south and the odds are he'll remember that Mike Peach lives there. Right, too, because for in the past five years Mike has made a name for himself riding on the circuits in the area-and throughout the country.

At 17 he rode in a local trial. And when he went to watch scrambling he began thinking that he could do justice to a fast, piece of cross country hardware himself. Hence the Greeves which he acquired when 19^{1/2}. This provided the stepping stone into the game, Recalling this bike Mike, now 24, remarks that even in that five year span there has been a distinct change in the scrambling setup.

The Greeves was basically a trials iron but with a different exhaust system and carburettor jets, and a pair of nobblies turned it into a mount which enabled him to give a useful account of himself in scrambles.

Nowadays machines have become more specialized for either trials or scrambles that the idea of ringing in the changes on one bike for both branches of the sport is as dead as the dodo.

His early days in the scrambles game soon showed that his riding style was not exactly in what you might describe as the neat, polished palm-court pattern.

The main idea, obviously was to go as quickly as possible, if this meant sticking your elbows out or getting the plot sideways in mid-air, what mattered?

There was a touch of youthful exuberance at work too, He confesses to reasoning then that if it was possible for Joe Bloggs to get past, you're not going quick enough, so open the tap some more. Hence the "Peach spectacular" reputation!

Yet, despite achieving a few moments of quiet thought on odd occasions as he slid up the course on his pants after overcooking it, Mike has escaped



any sort of injury worth remembering.

That is, in scrambling, He was unfortunate enough to strain his back badly at work and, despite the efforts of sundry doctors, he has had to live with a continuous dull pain.

He counts himself lucky that he is able to continue scrambling without any significant increase in the agony level, but finds lifting the machine around in the paddock the trickiest part of the job.

Mike is in an engineering business with his uncle. Between them they keep the vital machinery ticking over in such diverse outfits as hospitals, laundries, and printing works. With a mechanical back ground (he trained at Fords) spanner work come second nature to him.

A couple of years ago he built a tribsa (named cito) which gave him a good season's racing and left him with a taste for the heavy metal.

With his dashing style and consistent level of success it was not surprising that cottons supported

him for a while, but he never really got the hang of the bike and moved on.

He spent some time on a Greeves, too. Apart from his initial venture, but feels now, on his current two-fifty Bultaco-Metisse, he has found the plot that suits him best,

None the less, if he can squeeze enough time out of a busy life already bursting at the seems, he plans to build Triumph-Mattese to add to his stable.

When the discussion turns to the cash side of scrambling, Mike has some firm views, He started riding for the sheer fun of it. He still gets an enormous amount of pleasure from scrambling or he would leave it and would try something else.

But, he points out, when you get better you go quicker. Then you expenses rise because you have to spend more to keep your machinery at peak pitch.

You travel further, and this to is more expensive. He is not in the free-bike, everything paid for category, so has to finance his riding out of his own pocket.

He was shaken to find, when he came to cost his activities accurately, that his out goings were in the order of a tenner a week.

Few people, Mike included, can afford to spend that much on sport so, to keep himself in the game



and out of bankruptcy stakes, he has to think about trying to scrambling pay its way.

This largely means entering meetings fairly near home. If, say, at a bank holiday he rides at two or three meetings, he selects them to keep the between-milage within reason. And not allow over exuberance to result in a bent bike.

Even in his five-year stint in the game, costs have soared and conditions changed. He feels that, in some cases, organisers still linger in the era when you rode the bike to the meeting and took the silencer off when you got there.

The people he meets and the friends he has made in the motor-cycle game top the list of what he values most.

But then if you know Mike, you cant imagine being dull for long while he is around, Despite the ferocious facial expressions he contrives when out there doing battle, a cheery toothpaste-add grin is never far away when he is back in the paddock.

Although his scrambling activities leave him with little spare time, Mike has a strong liking for trials. He is attracted by the challenge of concentration necessary to clean a difficult section, and relishes the satisfaction when he makes it. The ISDT appeals to him, too, on the basis that forcing a bike along tracks never seen require keen judgment and lightning reactions.



Single-seat racing cars figure at Mikes long distant aspirations, but the how and when are very misty at the moment.

As if life isn't hectic enough, Mike is a member of

his local dozen-strong White Tornadoes motor-cycle display team-just to provide the few hair rasing moment that scrambling doesn't.

One of the two girl member of the team is Mike fiancée Jean Rigg. They will be married in October. Jean shares Mike interest in scrambling. "Just as well", says Mike wryly, "because the inter centre Team Scramble is on the day after the wedding and I have been in the Southeastern Team for the past few years!"

Twistgrip. *I remember 1960s, White hill primary school in Crowborough, I was 10 years old, A girl in the class was doing the Monday morning show and tell.*

She told the class how she had been to the Hadlow Down Steam Rally and the White Tornadoes motorcycle stunt team had been thrilling the crowd, and one rider was so good, he rode a very noisy bike with his mouth wide open, My moment of glory, "That's Mike Peach riding his 250 Bultaco Mateese" I blurted out, the teacher was most impressed, specially when she said "do you know what a mateese is", I told her "the Rickman brothers made them and Mateese was french for mongrel", Totally irrelevant but true.

Teacher couldn't believe my knowledge on such a subject, I couldn't believe her ignorance!

FOR SALE

Wolfsport shirt and jeans
size 2 XL

good condition
nearly new

£40

07895887474



Whats On

Always check website or social media for any last minute updates as these dates are only meant as a provisional guide.

Provisional Club Trial dates for your Diary

always pre enter so we can judge
numbers attending

June 5th

Evening Practice Trial

Little Holmstead Rushlake Green
pre enter so we can judge
numbers attending

Signing on 5.30 pm
Start Time 6.30pm

June 21st

Moities Cowbeach

Cow Beech Rd. BN27 4JJ
50.915755, 0.303847

Derek, Roger, Keith.

Start time 1.00pm

July 3rd

Evening Practice Trial

Little Holmstead
Rushlake Green

pre enter so we can judge
numbers attending

Signing on from 5.30 pm
Start Time 6.30pm

July 19th

Club trial

Brooklands, Battle.
Start Time 1.00pm

Open to Centre Championship dates for your Diary

enter on line via sport 80 web site

22nd June

Bexleyheath - Langmaid
Broad Oak Heathfield

E+ E I N y(E+ E I N) +40 +50

6th July

OWLS - Brian Hodges

E+ E I N y(E+ E I N) +40 +50

20th July

Tenterden - Man of Kent

E+ E I N y(E+ E I N) +40 +50 tw Pre67

7th September

Gravesend/Wickham -

Watling Tyres Harvest Trial

E+ E I N y(E+ E I N) +40 +50 tw Pre67

21st September

Tenterden - Weald of Kent

E+ E I N y(E+ E I N) +40 +50 tw Pre67

28th September

Eastbourne - Lighthouse Trial

E+ E I N +40 +50 tw Pre67

Sat 8th November

Witley - Charlie Wake

E+ E I N y(E+ E I N) +40 +50 tw Pre67

16th November

Barham - Mutton Lancers

E+ E I N y(E+ E I N) +40 +50