



TRIALS

&



TRIBULATIONS

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**“Feeding Time at the Zoo”
On
Eddie Hoods Magical Mystery Tour**

**THE EASTERN FOURSTROKE ASSOCIATION &
THE ANGLIA CLASSIC TRIALS CLUB
MONTHLY MAGAZINE**

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Please could articles for inclusion in the T&T to be with the Editor
by first post the Tuesday before club night. Thank you.

www.eastern-fourstroke-association.co.uk

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

EDDIE HOODS ENTERPRIZES

EDDIE HOOD'S MAGICAL MYSTERY TOUR

Saturday 28th July. Ted & Eadie, big Fletch, Richard Challis, Brian & Alan Farmer & me left Ted's Plaice & met Eddie, Geoff & Daph Daw & John Beasley at the Suffolk Water Park, via the A12 & Sproughton. We eventually passed under the A14 at Claydon after regrouping when there was a loss of direction scenario. We then passed through Barham & Clopton, crossing the A12 into Woodbridge where we stopped for coffee. Woodbridge was grid locked because of an accident on the B1063 towards Sutton. Taking plan B we rode the B1438 (including a flood) to Wickham Market then Clopton Corner & Pettaugh, arriving at Stonham Barns where we enjoyed lunch, & afterwards made our separate ways home.

Thanks Eddie.
Watch this space.
The Management.

WEETING COUNTRY SHOW

Weeting this year was the 50th year of the show. The organisers had pulled out all the stops and a big show it was. The attendance was well up on previous years. We were well supported this year with 19 bikes, a record for the EFA (*any photo's? Ed.*) Thank you all who came for the day or weekend. Our little camp site was full to bursting (book early for next year if you want to come). We were in the ring this year with the Goldwings and the Norton O.C. It was their 50th anniversary as well, I believe Geoff counted at least 50 Commandos. A person in our line up who has a quite unique bike said look they have nice red rosettes! Where is mine? He was told were to go! Roger Gulliver was the star of the show on Sunday, coming into the ring late all dressed up in 50s/60s riding gear complete with silk scarf and riding a Tiger 110. We did not recognise him! Rock on Roger! Anyway the project for the weekend was could we get the Fire engine going (it broke down on Friday). Despite the best efforts of the boot and ass brigade = Noddy Robertson and Chairman Ted, the answer is No! It has to be said that someone had a go and pulled out all the plug leads from the distributor cap and broke the rotor arm.

Roll on next year.

Ted

FORTHCOMING SHOWS BEING ATTENDED BY THE E.F.A.

Langford Bike Meet. August 5th
contact Don Daly on 01787 477045.

Copdock Bike Show. October 7th
contact Don Daly.

Kempton Park Bike Show & Auto Jumble. December 1st
Contact Don Daly.

Anyone interested in showing their bike/s please contact the above people in GOOD TIME as passes have to be organised.
Passes cannot be obtained at short notice



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FROM THE INTERWEB

PILOT JETS EXPLAINED

The number one cause for poor starting, erratic idle and poor low speed running is that the pilot fuel jets are likely to be clogged.

The pilot (or the slow-speed, idle) circuit has three parts:

1. An air passage that is adjustable by the AIR SCREW on the side (coloured in Blue)

2. An internal fuel passage with the FIXED pilot jet. This jet is a small brass bushing with a tiny 0.016" (16 thou) orifice that is a press fit in the passage opposite the air adjusting screw. Fuel is brought up from the float bowl at the back and travels toward the front (coloured in Red). When it reaches the pilot jet it is metered by the jet orifice before it mixes with the air in the pilot mixing chamber.

3. Pilot circuit mixing chamber (coloured in Yellow) – this is where the metered amount of fuel is mixed with the metered amount of air and travels up into the engine through two tiny holes.

The pilot circuit provides a metered amount of fuel and air for idle and low speed running. Think of the fuel circuit as an artery - over time the fuel passages slowly clog up with scale and varnish from dried petrol and eventually clog right up. The only remedy is to physically unclog the jet with a wire probe.

The pilot jet is drilled 16 thou dia. (0.016"), a very tiny orifice indeed. I use an old guitar string wire with a filed flat end to probe the jet from the air side, after the air adjuster screw is removed (use a torch to locate the orifice). Another useful tool is a #78 drill, mounted on an end of small brass or plastic tube, The drill will re-size the orifice, so be careful and make sure all swarf is blown out by compressed air.

Best to do this on the bench with the float bowl removed so that any scale removed will exit the carb out the orifice on the underside. Make sure the fuel passage on the float bowl is also clear, crud and scale tend to collect on this at the bottom (there are two on each float bowl, one is not used)

Many people say they have soaked the carbs in carb cleaner and blown them out, or have had them ultrasonically cleaned - BUT this will not usually unclog the pilot fuel jet, it needs to be physically probed and the scale scraped out.

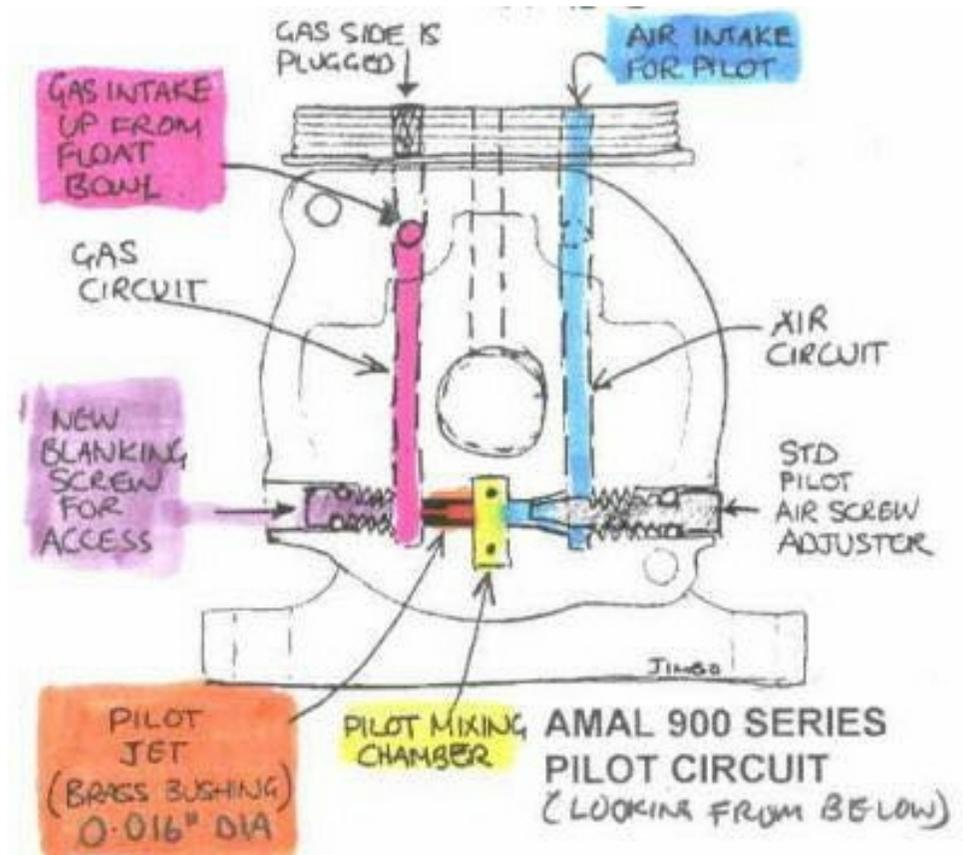
NEW TIP - CLEANING PILOT JETS WITH CARBS ON BIKE:

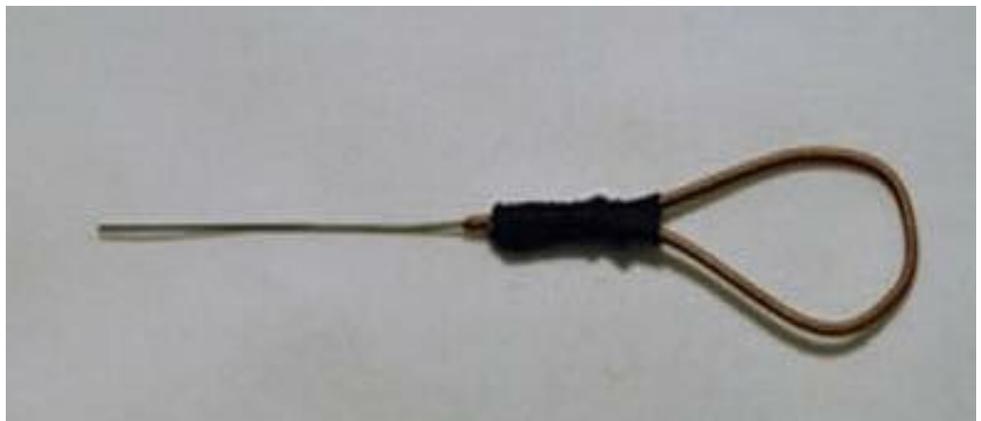
I have found recently that the pilot circuit needs regular cleaning and I simply do it with the carbs on the bike. You will need a can of carb cleaner, red straw and rubber sleeve, screw driver and the wire probe. Turn off the fuel, drain the float bowls if you can, screw in the air screw counting how many ½ turns you go (usually 1 ½ turns), then screw it all the way out and remove. Use the wire probe, with some patience the wire

will find the jet, work the wire into the jet, and with pressure push the wire through the jet. I have left my wire long enough so that when the black cover on the wire is at the air screw opening, then I know the wire is all the way through the jet. You should be able to slide the wire back and forth until it meets no resistance. Remove the wire and give the pilot a shot of carb cleaner to blow the swarf back into the float bowl. Reinstall the air screw, all the way in, then back out the same number of turns you counted going in.

MODIFICATIONS FOR BLANKING SCREW:

A useful modification is to actually drill out the blank plug on the opposite side from the air screw and physically probe the jet so that you can see with your own eyes that the jet is clear. The drilled hole is tapped 10/32 (in real life it should be 2BA) and install a blanking plug (an old air adjuster screw cut to size) with Loctite. This is a machinist operation and should not be attempted without the proper tools. This process is a must if you plan to reuse old carbs on a new restoration





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CLASSIC BIKE SHOW

9TH SEPTEMBER 2018

Personal Details

Name Owner/Driver:

Name of Mate/ Helper:

(Please note - a maximum of 2 entry tickets will be given per exhibitors, additional people will be charged standard admission)

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#

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Email:

Exhibit Information (please complete areas relevant to your exhibit only)

Entry to the event is at your own expense; we regret that we are unable to give expenses (unless previously agreed) however a light lunch and hot drinks will be provided on the day.

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Make/ Model:

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Year Built:

History:

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Long Shop Museum

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Declaration

- 1, I declare that during the Event exhibit/Display will be covered by the minimum insurance requirements of the Road Traffic Act irrespective of whether my exhibit is licensed for use on the public highway or not if applicable. If my exhibit is not self-propelled it will be covered by a Public Liability Policy and if applicable by a Boiler Explosion Policy. Each Policy having a limit of indemnity of not less than £2,000,000, in any one accident, and if applicable, Sparks and Ashes cover for not less than £100,000.
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- 3, I further declare that the driver(s) hold a driving licence of the appropriate class and will produce, if required, such a licence if applicable.
- 4, I agree to any electrical equipment (i.e. generators, wiring, appliances etc.) being inspected by a competent person, if desired, and in accordance with the current edition of the IEE Regulations, and agree that any items found to be unsatisfactory will be removed from use immediately whilst at the event.
- 5, I agree to operate my exhibit during the Event and comply with the instructions of stewards. In the event of a dispute the Event Organiser's decision is final.
- 6, By attending this event you give consent for photographs of yourself, your guests and your exhibit to appear in photographs, films or videos that may then be used in: newsletters and magazines, displays and exhibitions, annual reviews, leaflets and posters, promotional videos, national and regional newspaper articles and on websites. We will not identify any photograph by a person's name or address in any public material.

My age is:

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Signed:

Date:

Printed Name:

Please note - returning this form does not guarantee entry to the event, a confirmation letter will be sent to you in advance to confirm your entry.



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KEEPING TRACK!

August 2018

Fixture list of Classic Events in East Anglia & some further afield

Aug 12th	Southend MCC	ACU	Grass Track, Latchingdon
Aug 26th	Pre-65 Motocross Club	AMCA	Maylandsea Scramble
Sept. 2nd	Norwich Viking MCC	ACU	Press Trial, Gt. Ellingham, NR17 1AQ, 10:30 start
Sept 5th	EFA/ACTC		Club Night at The Alma, Copford.
Sept 16th	Pre-65 Motocross Club	AMCA	Maylandsea Scramble

These events have been supplied in good faith but neither the Editor nor the E. F. A. can be held responsible for errors, omissions or cancellations of any event.

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I answered in a temper, "Under me Bucken hat!"

Jimmy V.

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