

T RIALS & RIBULATIONS

JUNE 2019
Vol.2 Issue 101



**A Quiz,
Nostalgia,
Humour,
Learn Yourself Stuff,
&
Much More Inside.**



**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.

EDITORIAL

No apologies for using another photo of Kevin Hood on the front cover, Mark Gibb was in the right place at the right time at Woodbridge MCC's Good Friday Trial, thanks for the pictures Mark.

June's T&T is often a bit on the thin side as there's not a lot of club activity in May (same goes for the rest of the summer really). I can usually cobble together a page or two of 'stuff' but six pages is a little too much for me so you've got a

twelve page T&T instead of sixteen this month.

STOP PRESS: Found some bump to fill up the blank pages - 'Learn Yourself Spanners, Nuts, Bolts & Threads' and photo.

Keep yer feet up,



A man goes into a pub one evening, sits on a barstool and orders a drink.

As he is sipping his beer, he looks around and spots an attractive lady sitting at the opposite end of the bar, taking dainty sips of a cocktail. Suddenly - she sneezes, and in the process her glass eye pops out of her head and rolls slowly down the top of the bar surface in the direction of the man.

He instinctively puts his hand out and grabs it. He is so proud, and in an act of chivalry, he walks up to the other end of the bar and returns the glass eye to the lady.

She is well impressed
They proceed to spend the rest of the evening chatting, laughing, and getting to know each other.

At the end of the evening, when the bar closes, the lady says "Why don't you come back for a nightcap?" and they both taxi to her apartment.

Then follows a night of fabulous passion!

In the morning, the man has to leave for an appointment, but before he goes, he snuggles up to the lady and says "Do you do this with every man you meet in the bar?"

She replied "No... only with those who catch my eye"

Front Cover.

Kevin Hood at the Good Friday trial at Blaxhall Pits run by the Woodbridge MCC

Photo; Mark Gibb.

The Mid Anglia MCC presents for your enjoyment



Plonkaround Trials Practice

Raydon Pit, Wades Lane, Raydon, Suffolk (Grid Ref TM043389)

22nd June 2019

Gates will open at noon.

For further information contact:

Tracey Henderson 01245 460025 / tracey.henderson@btopenworld.com

Up to date information can be found at the

Facebook page - [Raydon Practice](#)

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

Palgrave Journey Through the Ages Rally. June 15th & 16th
contact Ted Smith on 01206 841519.

Weeting Country Show. July 19th & 20st & 21st
contact Ted.

Please let me know ASAP. As you have to go in the program and passes have to be applied for. Believe me it takes a long time to get these. Ted.

Langford Bike Meet. August 4th
contact Don Daly on 01787 477045.

Copdock Bike Show. October 6th
contact Don Daly.

Kempton Park Bike Show & Auto Jumble. December 7th
Contact Don Daly.

Don has said he will not be ringing anybody this year so if you want to bring a bike please ring in good time as late passes are hard to come by.

PLUMMERS PRATTLE

It sounds like most of the IEFA/ACTC members had a good time north of the boarder leading up to and during the Two Day Pre65 and SSDT events. Some good stories straight off the press came out at the last club night of the 2019 and past events. Need to squeeze in to one of the travelling adventure parties vehicles going to Scotland one year to witness the excitement and social myself.

Quiet month of May so looking forward to June and July with shows and summer evening events taking place across the region. Chris Chapman informs us all of a event on June 9th at the Snaque Pit.

So for a little brain teaser that may receive a suitable prize;

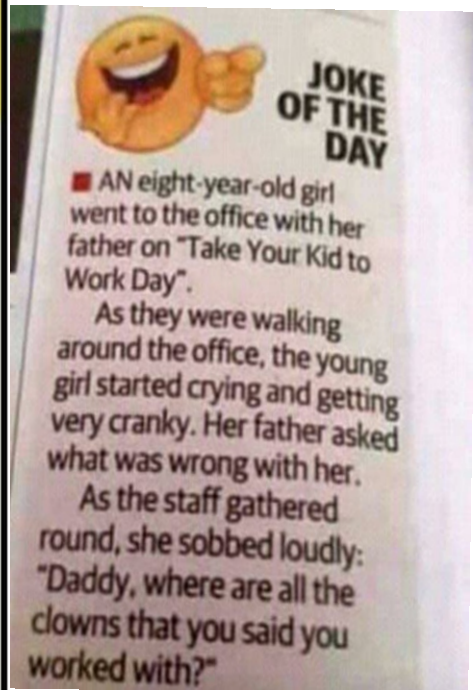
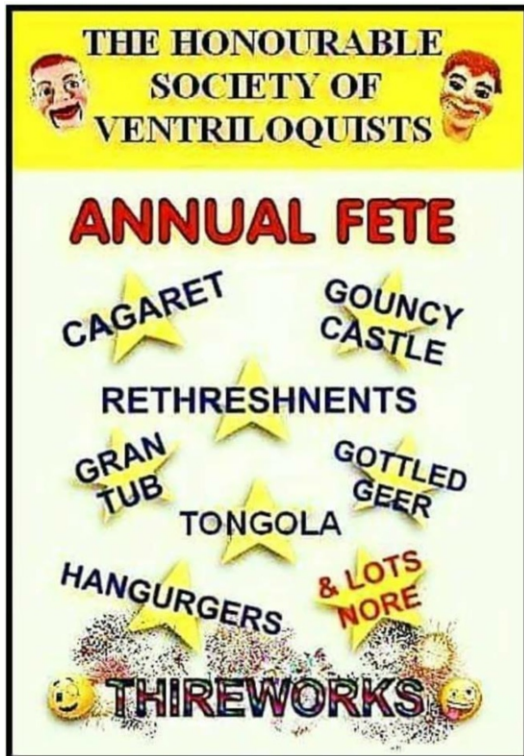
How many Motor Cycle Manufacturing makes and models can you name that are the same as the first name **or/and** surname of Actors or Singers on Stage, Screen and Television. You can use their real or character names. I do know of a soap character with both first and second names the same as Motor Cycle Manufactures but I'll give you a 'starter for ten' as an example - 'James' May.

Please send your answer via post, email or even hand me a good old fashioned piece of paper with your answers on at the next event. Winner will be announced at the next Club Night on the 2nd July

Regards,

Kevin

Space below for your Quiz Answers.



17. Please colour: (3 marks)



1. Danish flag ✓



2. Swedish flag ✓



3. Finnish flag ✗ NO !!

(13 FRIDAY), MARCH 6, 1981

'Tucker' tops Turner

Report:

ALAN PENNY

Picture:

ROGER BIRCH

ALAN 'TUCKER' DOW with passenger Mick Wright scored an impressive victory on Sunday over old rivals John Turner and Reg Miller when they took the premier award at the Harwich (Stour Valley) MCC sidecar and four-stroke only trial.

Held on new land for the first time at Thorrington, near Colchester, the 15 crews who competed, tackled sections in two groups while the four strokes had sections which were all in the Pioneer concrete tip.

Perry Miller finished third with the help of a new passenger but was 24 marks down on runner up Turner.

The Four-stroke class which included all types was won by Norman Blakemore who lost no marks on his 250 BSA. Colin Arbon (200 Honda) was best foreign four-stroke while Richard Percival on the immaculate 350 Matchless took the 350cc award.

RESULTS

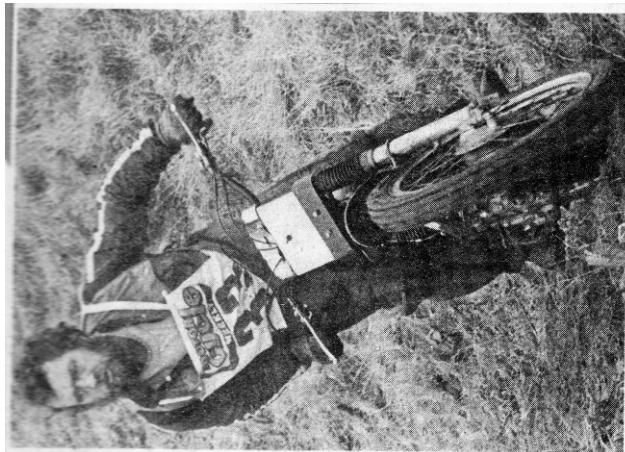
Sidecar: Premier: Alan Dow/Mick Wright (250 Suzuki) 22.
First class Awards: John



Mr. and Mrs. Thomas find this camber a hell of a problem.

Turner/Reg Miller (325 Suzuki) 28, Perry Miller/T.T. LeVol (325 Suzuki) 47.
Second class Awards: Reg Goodrum/Ray Baker (325 Bulliaco) 85, Stephen Kinard/David Kinnard (250 Honda) 88.
Best Intermediate: Tony Brand/Jim Pacey (250 Suzuki) 96.
Four-stroke Premier: Norman

Blakemore (250 BSA) 0.
350cc Award: Richard Percival (350 Matchless) 16.
Best Foreign Award: M. Preedy (600 Royal Enfield) 38.
Best Foreign Machine: Colin Arbon (200 Honda) 5.



A he man on a he man's bike. Ian Preedy on his 600 Royal Enfield.

SPANNERS, BOLTS, NUTS & THREADS

The following has been compiled and written by a fellow residing across the pond and via the wonders of the interweb I bring it to you.

Historically, there can be few things that have created more confusion for the classic British bike enthusiast, especially those who were born in the metric age and those not from the UK, than the difficulty of translating the intricacies of obsolete British Standard thread systems and by extension, wrench sizes (spanners) into language comprehensible to the layman. Because of this, misapprehensions have been perpetuated. Terms like 'whitworth', 'Imperial', 'BS' and so on are applied casually to things that they do not belong to. This leads to further confusion.

If there is any aspect of British engineering which causes more hair to be pulled out in frustration, I'm not sure I know what it is...

When referring to wrenches and threads, 'Imperial', popularly refers to BOTH what some refer to as American inch, AND British standard. They are of course utterly different, to make things as confusing as possible, and so to call both Imperial is not entirely accurate, however, SAE, & its child, The Unified thread system, are derived from the British Imperial system. American inch wrenches are measured "Across the flats (A/F)" That is, the "size" of the wrench is measured according to the hex on the fastener,

a 1/2" A/F wrench tightens or loosens a fastener with a 1/2" hex. These are the wrenches and fasteners used on Chevys, Fords and Chryslers for generations.....

Older American wrenches using the SAE system were also marked according to bore size; however, but we'll just leave that there to save complicating matters further. British Imperial fasteners are measured according to the BORE of the fastener itself, so a 1/2 BS wrench fits a fastener with a 1/2" bore.... In other words, when you look at the wrench, you might say to yourself "Self, there's no way that's a 1/2 wrench"... but it is of course, because it turns a 1/2" diameter bolt...

Now hang in there, stay with me, 'cos this is gonna get outrageously ridiculous. We're even going to take a pause, Put the tea on and make sure you have an ample supply of crumpets for this one...so you can gather your wits, you're going to need them for this next bit. BS vs. BSW vs. BSF.....

In the beginning, there were no standard threads anywhere. If someone wanted to screw something to something else, they cut their own threads.

It's tricky to conduct a successful industrial revolution when you don't have standard thread forms.

A gentleman named Joseph Whitworth (later Sir Joseph Whitworth) came up with a standard system of threads. He designed the famous 55 degree pitch thread in a number of sizes from small to large, and then proceeded to pick standard sized hexes for each given bore of fastener cut with his thread. He picked sizes for the wrenches he wanted to use to turn his fasteners and his "hex sizes" do follow some arcane mechanical engineering principle, I am not aware of what that principle is, but suffice to say, they are what they are. (the nice thing, is that for the range of fasteners, there are fewer wrenches needed.)

Joseph Whitworth's first coarse thread series became known as BSW (British Standard Whitworth) the very first standardized thread form in the world, hence why he stuck his name on it. It is NOT a wrench size, but a THREAD. Mr. Whitworth's system did well for around fifty years in the early Industrial Revolution, but after fifty years had passed, the engineering wonks decided that an additional FINE series of threads was required... Hence BSF (British Standard Fine), another series of threads of finer pitch.... And here is the fly in the ointment.

They decided that Mr. Whitworth had been too generous with his hex sizes, and that a given hex could turn a fastener with a larger bore. This decision was taken due to advances in metallurgy... Steel was getting a lot stronger due to progress in smelting and steelmaking..

Anyways, what these boffins did was curse the world. Because of

their decision, a given wrench may turn a coarse threaded fastener of one size, or a fine threaded fastener of 1/16" greater bore....

example: 1/2BSW - 9/16BSF (to add confusion, often the "F" is omitted, Snap-On's wrench set, for example, omits the "F" thus: 7/16BS, and doesn't list the 'W' at all.)

So in this case, the wrench above turns a coarse threaded fastener of 1/2" nominal bore OR a fine pitched fastener of 9/16" nominal bore...

This is why wrenches are often encountered with two apparent sizes stamped on them. (5/16W-3/8BSF) to add a final poisoned nail to the agony, when you get to quite large sizes, the difference goes up from 1/16" to 1/8" difference. So you have big spanners for buses marked 3/4W - 7/8BS - Madness.

During the war, the sizes were standardized in that newer fasteners were made with both fine and coarse threaded bolts and nuts had the same hex... So, to clear up this section, Whitworth isn't a wrench size but a thread.

American or Unified threads (UNF, UNC) and associated A/F tools are not truly "Imperial", although they are often called that. British Standard threads (BSW, BSF, BSCy) and tooling, are "Imperial".

BSW is a coarse pitch thread series.

BSF (or BS) is a fine pitch thread series. (as an aside, it is rare in British bikes but occasionally encountered on BSAs)

The same wrenches turn both types of fastener, but the fine threaded fastener will have a small-

er hex.

Oh, sorry, sit down, we're not done.

BSCy. British Standard Cycle Thread, or CEI (Cycle Engineers Institute)

Adding to the confusion, and funnily enough the most common thread system you are likely to encounter if you own a machine dated before around 1966, is BSCy, or Cycle thread. It is a fine (increasingly so as the bore size rises) pitch thread, British Standard, but not Whitworth form, 60 degree pitch rather than 55 degree.

Cycle thread was designed for use in bicycles, to combat loosening due to vibration. It was deemed ideal for use in motorcycles, and appears in almost all marques up until the late sixties, and there are internal BSCy threads on Triumphs and Nortons into the seventies.

This is an interesting thread system due to the use of consistent thread counts for numerous fastener bore sizes. A $\frac{1}{4}$ " bore fastener has 26 threads per inch (tpi), and so do all the sizes up to $\frac{1}{2}$ " bore. There is crossover around that size to 20tpi, so there is a $7/16 \times 26$ tpi thread and a $7/16 \times 20$ tpi thread and the same with the $\frac{1}{2}$ " & $9/16$ ". The main nuts and bolts with this thread on British bikes will be 26tpi, except for gearbox and engine shafts and axles, which often have 20tpi. (Very small BSCy fasteners have 32tpi but are very rarely seen on motorbikes)

Note: BSCy. (Cycle thread) fasteners are turned with the same wrenches used for BSW and BSF. Taps and dies for all of these threads are available, British made

old stock BSW and BSF taps and dies are available though good sources in the UK, but OEM British manufactured BSCy taps and dies are tricky to find, suppliers only stock sets from unknown sources these days, likely of Indian or perhaps Eastern European origin.

Horrifically, there is also the small BA (British Association) series, found in Lucas stuff, electrical things mainly, badge screws, gauges and the like, and BSP, British Standard Pipe, for oil lines... and, if you own an old Panther, Admiralty thread. I'll tell you if you ask nicely. Note: BA wrenches are different, a small series of 8 or so usually, British bike guys can get away with the four or five biggest ones. Sizes from 0-12, 12 being smallest.

Final edit: Newcomers to the hobby should be aware that many bikes from the late sixties and early seventies are especially confusing due to the introduction, for the benefit of the US market, of American inch hardware (A/F) and UNF and UNC threads initially on the exterior only. The whole thing was introduced piecemeal over a period of several years. Any BSA, Triumph or Norton, commencing in around 1968 and running right through till 1975, can be expected to have a mixture of hardware and threads in sundry places. Many UNF nuts and bolts on Nortons are stamped with a line of circles on the flats of the hex indicating UNF.

Hope this helps someone, took me a while to wrap my head around it when I first started.

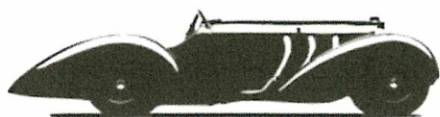
Gary J. Parker.



Posted on the EFA Facebook page by John Daly the caption read:

"It's like I always say! Ya can't beat a Villiers carburettor!"

But my first thought was, 'Has Raydon practice changed now? Is there a race track up the far corner or is someone losing his marbles!'



Classics At The Pavilion And Car Boot Sale

Sunday August 25th 2019

10am Thorpeness

All classic and vintage vehicles welcome
Gates open for classics and car boot sale at 10am

At the Ogilvie Pavilion and Sports Ground
Thorpeness

Free entry for exhibitors and public but any donations towards the upkeep
of the pavilion and grounds would be gratefully received

Car boot pitches £5

A bar and light refreshments / BBQ will be available
Free Bouncy Castle - other retail opportunities!

From Aldringham head towards Thorpeness on the B1353 and the Pavilion and sports
ground is on the left before just before you get to Thorpeness, GPS coordinates
52.184165, 1.611659

contacts

Francis 07775791441 / Stuart 07905116491

bymeengineering@uwclub.net / Landyfreak@Hotmail.co.uk

For car boot pitches contact Wendy 01728 452586



GOOD FRIDAY TRIAL PHOTO'S

By Mark Gibb at Blaxhall Pit with Woodbridge MCC



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KEEPING TRACK!

June 2019

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

June 8th	GW Racing		ACU Eastern Grass Track, Manor Farm, Gosbeck
June 9th	Eastern Acorns Trials	AMCA	Snaque Pit Trial, 10:30am start.
June 15th	Westmoorland MC	ACU	Bultaco Revival Nostalgia Trial, Cumbria LA10 5ET
June 15 th & 16th			EFA at Journey Through the Ages Show. Palgrave
June 15 th & 16th			Motofest, Hylands Park, Chlmsfrd. MotoBall/Trials
June 16th	Pre-65 Motocross Club		Marks Tey, Scramble
June 22 nd	Mid Anglia MCC	AMCA	Plonkaround Practice at Raydon Pit from 12 noon.
June 22 nd (Sat)	Woodbridge MCC	ACU	P70 & Twinshock Trial, Blaxhall Pit, 4:30 pm start.
July 2nd	EFA		Club Night at The Alma, Copford
July 6 th & 7th	ACU		National Road Rally
July 19/20 th 21st			EFA at the Weeting Country Show.
July 27th	Diss MCC	ACU	Rnd 3 P70 Champ, Begins Route, Wattisfield Hall

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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