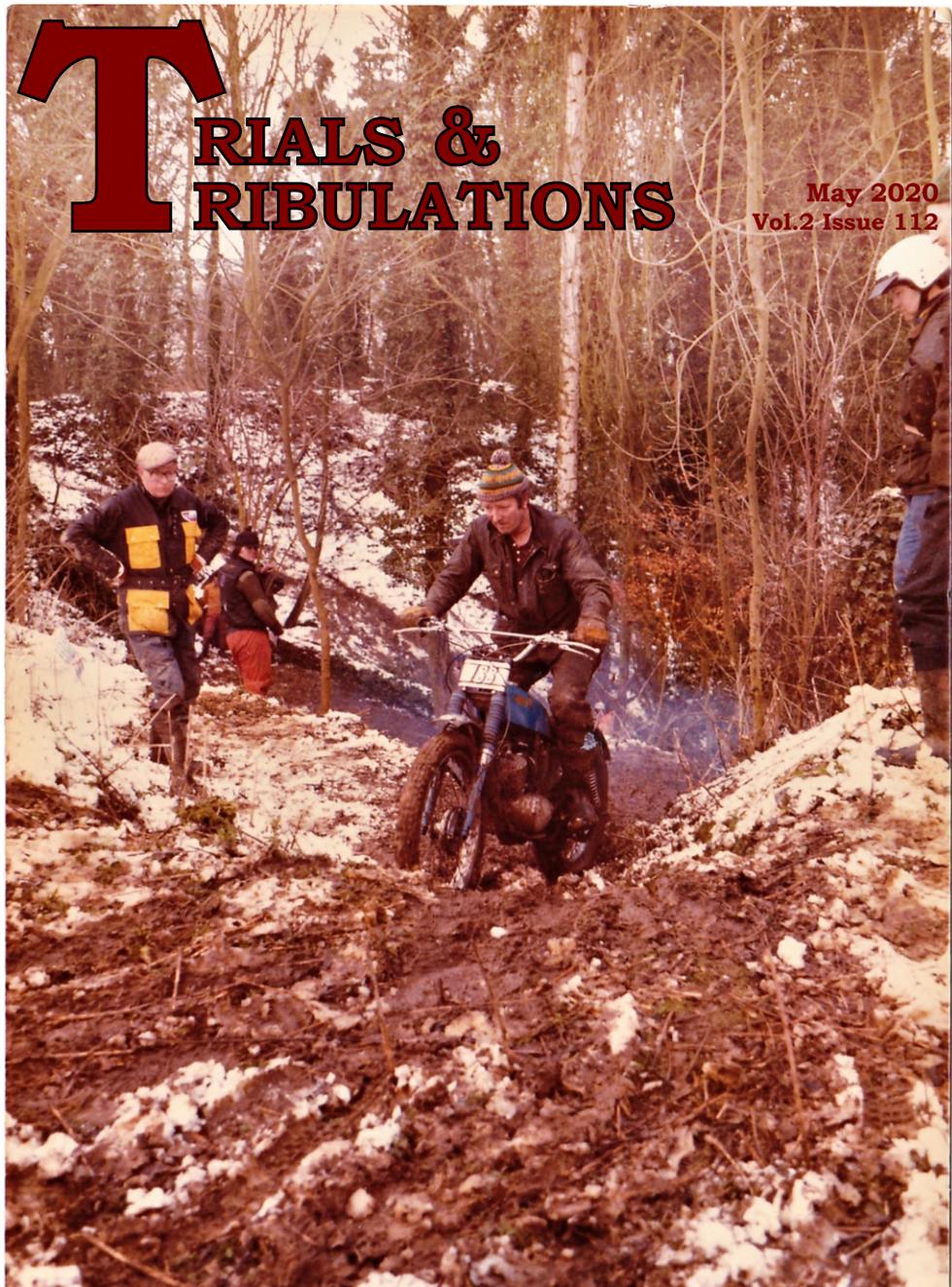


T RIALS & RIBULATIONS

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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

Iwozer wondering whether there would be anything to put in the T&T this month then like buses several submissions came along all at once. So in anticipation of not a lot happening between now and June's T&T I've saved one article & the second part of 'Finding My Inner Thumper' for next month. Thank you for spending a bit of time to put a few words together & sending them in. But that doesn't mean the rest of you are off the hook, another article or two would be fantastic, please, pretty please.

I see Mike Smith has been practicing on his Cub in his back garden, posting his antics in a little video on faceAche. I wasn't as harsh as some who gave him a five but there again he did demolish the 'coffee table!'

Talking of faceAche; nearly forty 'riders' have been competing in virtual trials on the club page by

choosing a riding number and then I've been matching that number to one in a past trial. It's been a bit of a laugh and plenty of friendly banter. The Clerk of the Course / Secretary of the Meeting / Chief Observer has had plenty of 'virtual' cash offers with the Chairman digging deepest into his mouldy pockets to stave off the Membership Secretary getting him thrown out of the competition for not having an ACU Competition Licence! Not much difference there then from a normal weekends trial!

On a more serious note lets hope the emergency rules on no outdoor activities get relaxed in the coming weeks and we can get on and organise some trials before the year is out.

Keep yer feet up,



Things to think about:

Intentionally losing a game of rock, scissors, paper is just as hard as trying to win.

100 years ago everyone owned a horse and only the rich had cars. Today everyone has a car and only the rich own horses.

If you rip a hole in a net, there are actually fewer holes in it than there were before.

Front Cover

A Blast From The Past

Geoff Daw coaxing his short on power Bantam to the top at the last section at Ballingdon Grove. Watched by Malcolm Adams.

Photo supplied by Geoff Daw.

Thanks Geoff and Happy Birthday, Ed.

TOWARDS “SECTION ENDS”

PART FOUR

In 1960, a Triumph “Tiger Cub” in trials trim cost £161/12/6d (£161:25p) I was still at college and the only money I had was what was earned at harvest time. So there was no way I could buy one, not even on the “knock” (hire purchase) since I had no regular income. I was of course very grateful to Trevor Cooper, who would happily let me use his modified BSA Bantam on Sundays, whilst it was still unsold. The arrangement being that I should thoroughly clean it after each meeting to render it saleable. But it had revealed its ignition problem with a variable misfire and much time was spent cleaning and fiddling with the points gap and several tests up the road to try and cure it. In the end, I achieved some sort of result only by – as Trevor prophesied – by closing up the plug gap. Our next event was Edwards Memorial trial, organised by the Maldon club and starting from a cafe on the pre-bypass A12. We went out in force again from the Clacton club and in Trevor Cooper’s van. However, the day was a miserable one for me as, having started, the naughty Bantam packed up, literally at the first telegraph pole. Desperate and oath-laden fiddling could not restore the spark, which now seemed lost for ever. After a hard day’s riding for them, my club colleagues duly returned and as some consolation, Peter Redpath let me ride his

Greeves around the car park. My first impression was how smooth the Villiers engine was and how high and long the bike seemed after the Bantam. At this event, Peter and Roy Jay, were our best performers.

I had begun to know one or two of the regular riders – as ever in this sport – most are cheery and good company and a minority are hard work to get to know and an even smaller number are harder still to actually like. One chap I got on with particularly well and who was very approachable, was Francis Ryder, of the Braintree club. Of a generation older than myself, Francis rode a little black Francis-Barnett and always had an ex-army shoulder bag swung over his Barbour jacket which intrigued me as to its contents. Did he carry tools? – though I never saw him break down – or merely his lunch? It was a question I never asked, yet whenever I see the modern trials lads and their back-packs, I think of Francis. He was a cheerful chap who clearly enjoyed his riding and watching him from trial to trial, it was clear his bike gave him no trouble. It was also just a few years after George Fisher’s amazing performance in nearly winning the Scottish Six Days Trial, also on a little “F-B.”

In those days the leading motorcycle dealer in Colchester,

was GBR motors, located on East Hill.

and looking like a proper trials iron,

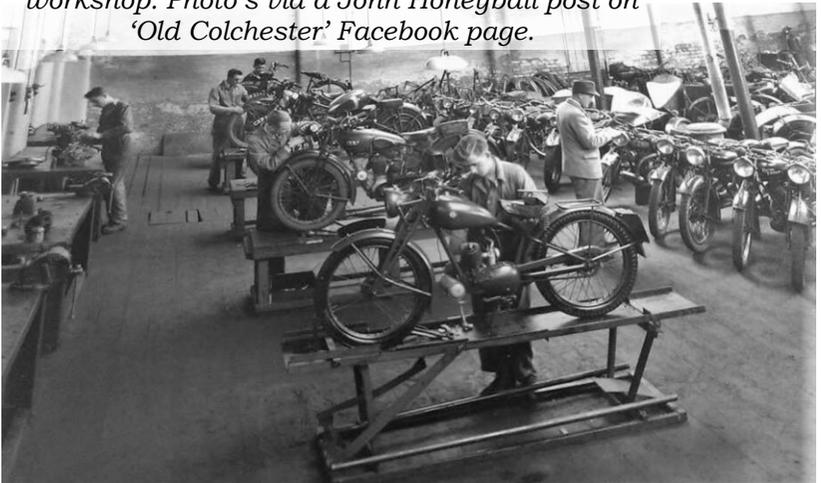


G.B.R. Motors Ltd on East Hill and below their workshop. Photo's via a John Honeyball post on 'Old Colchester' Facebook page.

tle black Francis-Barnett. "How much?" I asked nervously. "Twenty-six pounds – if you take it as it is " Tony replied.

Twenty six quid!

Calling in after college one afternoon, I casually asked if they had any second-hand trial bikes. The salesman was Tony Sutton, a former



successful racer himself. "Oh yes – we have a pukka trials bike just traded in – but it needs some work to get it going" - was Tony's reply.

I asked to see it – and was conducted to the workshop. When I saw the machine, right away I knew I must have it. Unbelievably

I could manage that! The following day I asked another good friend, Roy Clarke, who had a Lambretta scooter, if he would tow me home – the distance some thirteen miles. Roy was only too happy to oblige, so I took the money into the GBR showroom and bought the bike....

Sidge

FINDING MY INNER THUMPER

‘Going Villiers’ was my chosen pathway to entering Pre-65 Nirvana, or so I hoped. It gave me an entrée to The Thumpers Trial, which was a result, albeit in the competitive Two-Stroke class. And I knew deep down that two-strokes, whilst generously tolerated within the E.F.A., did not qualify for the Senior Service, where membership demanded a four-stroke. It’s in the Club’ name after all.

a Triumph Cub hub, but the rear brake was wooden at best. Another excuse for mixed results. That and the engine obviously, which struggled to run right, a deficiency I eventually put down to modern fuel.

Magazine articles on classic four-stroke trials bikes sealed it for me. They had the missing ingredient –engine braking, indeed so much that actual brakes appeared to be largely superfluous. This I



I think it was the brakes that pushed me over the edge. I am a born-again trials rider and my re-entry to the game was via an OSSA MAR, renowned for its poor brakes. I easily justified my lack of progress by blaming my steed. The Sprite had a decent front stopper at least,

wanted! But which four stroke to aim for? An Ariel HT5 has to be at the pinnacle, but way above my pay grade and not something to cut my teeth on anyway. A so-so rider on a bling bike is not a good look. At the other extreme a Cub is an easy choice –and probably an easy

ride, but for me on the small side. A C15 perhaps? Some lovely ones about but are they 'Thumpers'?

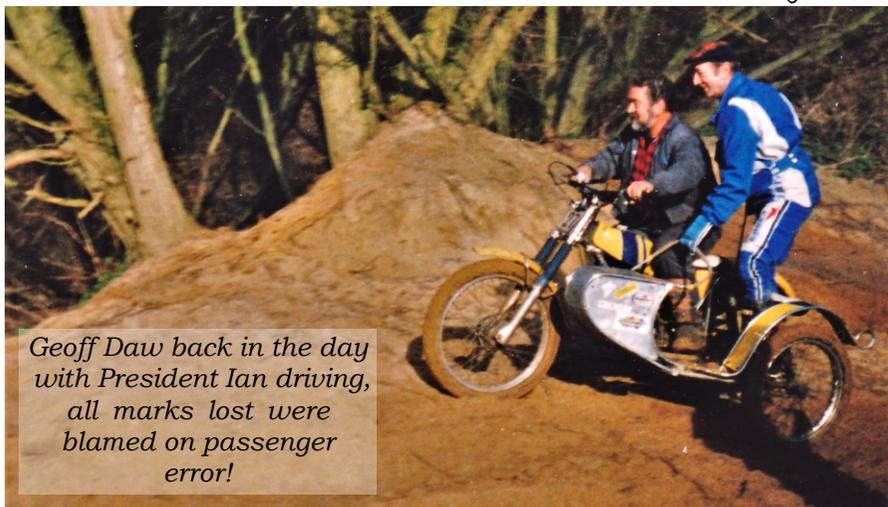
More than the magic of engine braking, I came to see that I wanted to have The Thumper Experience, once in my life at least and before I got too old to cope with the weight. I was keen to enter a world hitherto unknown to me, that of classic Brit bangers. But where to start?

You can over think these things and that usually leads to prevarication. Thankfully there is a solution, a glass of wine and Ebay. In mid-December I spotted a 350 Royal Enfield -pre-65, pre-unit, pre-historic - on offer somewhere in Lancashire. In the pictures it looked purposeful, even actually trialled, though the yellow plastic Mudder guards were somewhat incongruous. I called the vendor who assured me the bike ran as well as it looked (!), had a trials gearbox and 'electronic ignition' and it didn' leak much oil. It started first kick apparently.

I wasn't going to drive up to Southport just before Christmas to kick the tyres so resolved to buy it unseen on the basis of, well, recklessness. You can put these things off for ever if you're not careful and sometimes you have to take a chance. 'John' sent me a photo of the V5 made out in his name which was reassuring, and we agreed a price although I had to settle by bank transfer to get it - it' good to trust! John gave me the number for a man-with-a-van who had done a job for him recently. I called the guy who said it would be with me at 8.30 the next day! More than impressive and, as I have learnt that it's best to get hold of the goods as soon as you can after parting with money, I accepted his quote.

The white van pulled up before 8.30 as it happens (he had left his house at 3.30 that morning), and there inside was a vision of black and yellow loveliness, and it sure was heavy!

To be continued....Hugo Rose



Geoff Daw back in the day with President Ian driving, all marks lost were blamed on passenger error!

A TALE OF TWO SHERPAS

With my wife about to start maternity leave prior to the birth of our son in 1983, I decided it would be best if I sold my 81 Maico 490 (still can't believe that I sold it) and stopped scrambling for the foreseeable future.

Pat Harris, a close friend and I decided to return to riding trials, which we had both done since we were 16 years of age with the West Essex MCC. We had both used our bikes to commute to work, attend the Monday night club meetings at the High Beech Village Hall, Hackney speedway on a Friday night, then compete in local club trials at Ongar Park Woods, Noak Hill and Kelvedon Hatch on Sundays. Pat on a DOT and I on a Greeves. Often one of us towing the other home behind 2 Belstaff jacket belts.

Both bikes were sourced through club members or friends of club members. They were both 1971 Bultaco Sherpa's. We rode in Eastern Centre and club trials for a few seasons using my car and trailer until I could not resist the urge to return to what was now called Motocross.

The Sherpa's were very rarely used after that and mine subsequently got stolen when my garage was broken into. I believe that they were after the MX bike which luckily was not in the garage that night as we were camping at Lyng for a Eastern Centre meeting that weekend.

Pat's Sherpa was stored in his garage but in time was relegated to

the back garden with a sheet over it.

My son, now at comprehensive school, came home one day and showed us the details of the Duke of Edinburgh Award scheme which his school supported. Between us we decided that we could restore Pat's Sherpa as a project for the scheme.

Pat was only too happy for the Sherpa to get some tlc, so we collected the Sherpa and took it to my house in Maldon. Once we had taken a good look at the bike we decided that a full restoration would be too much for us so we agreed on the rolling chassis only.

Most of the work was carried out by my son Jon with some guidance from me. We took the engine out and put it to one side. The rest of the bike was then stripped completely with the frame painted in the then favourite product "Hammerite"

One Saturday we took a trip to Sammy Miller's, when they still had a retail shop on the site. He supplied new mudguards, levers, cables etc, and even a new slimline tank/seat unit because the old one was damaged and had been weeping for years.

The Sherpa had a nearly new back tyre on it and talking to Pat about it we believe it was purchased at the West Essex MCC when we used to have a bike jumble auction once a year. The club president at the time was Don Smith and because he was a supported rider he would bring up

loads of part worn tyres and club members would then fit them to their bikes for the next trial. We cannot remember if the tyre in question was from his Montesa or Kawasaki days. At this moment it's still on the bike!

The finished rolling chassis was proudly displayed alongside many other school projects at a theatre in Hornchurch.

When we moved to Spain in 2004, the Sherpa was taken back to Pat's in Seaford where it was stored for the next 8 years. When we returned to the UK in 2010, the Sherpa had still not been touched. Pat had been racing a Austin Healey Sprite in classic sports car events and his business had kept him busy.

It was not until he was between business projects in 2014 that he found the time to finish the Sherpa. He fully rebuilt the engine and finally got the bike running again. After riding it around his garden several times it was put aside once again as Pat now started to build a Morris Minor to race in the Classic Touring Car Championship.

Unfortunately the glass fibre tank did not like the modern petrol now available and reacted quite badly. This was at the start of the 2015 season when I was forced to

retire from riding MX due to hip and knee problems and was going to help Pat out for the coming car race season.

We were driving in his motor home up to Oulton Park for the 1st round of the series when Pat said to me "Now you have stopped MX why don't you have the Sherpa back, sort it out, and ride a few trials?"

So the bike was picked up and bought back to our home in Great Bentley.

I tried sealing the tank without success and collected a new tank/seat unit with a alloy tank hidden inside from Dave Renham at Telford this year.

I recently joined the EFA club, got my ACU licence and was hoping to try a few practice sessions at Raydon Pit. I did manage to take the bike to the Corton Trials Park the Friday before lockdown. The first time I had ridden a trials bike since 1985. I messed about with the carb as much as I could on the day, to try to get it running better low down and I am now considering the Mikuni conversation.

So like you all, I am waiting until we can all ride again.

Malcolm Melson

More things to think about:

What if my dog only brings back the ball because he thinks I like throwing it?

If poison is past it's expiry date, is it more poisonous or is it no longer poisonous?

Which letter is silent in the word 'Scent' the S or the C?

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May 2020

KEEPING TRACK!

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

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

Weeting Country Show. July 17th 18th & 19th

Contact Ted Smith 01206 841519

Langford Bike Meet. August 2nd

Contact Don Daly 01787 477045

Kempton Park Bike Show & Auto Jumble. December 5th

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If you want to bring a bike please ring in good time as late passes are hard to come by.

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