

TRIALS & **RIBULATIONS**

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THE REVOLUTIONARY COUNCIL

**El President
Vice President
Chairman**

**Ian Preedy
Chris Kearney
Ted Smith**

Tel: 01206 841519

E-mail: chairman@eastern-fourstroke-association.co.uk

Club Secretary

Richard Challis

Mobile: 07989 344932

E-mail: secretary@eastern-fourstroke-association.co.uk

Treasurer

Craig Crowfoot

E-mail: treasurer@eastern-fourstroke-association.co.uk

Committee

**Brian Fletcher, Bob Drane, Chris Mace
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Championship Recorder

Colin Taverner

**Trials & Tribulations Editor
& Website Administrator**

Chris Canham
10 The Close, Waldingfield Road,
Sudbury, Suffolk, CO10 2QA

Tel: 01787 374399 **Mobile:** 07963 467922

E-mail: editor@eastern-fourstroke-association.co.uk

Membership Secretary

Kevin Plummer

E-mail: membership@eastern-fourstroke-association.co.uk

Mobile: 07774 277144

ACTC Secretary

Kevin Davie

Mobile: 07801 138769

E-mail: secretary@anglia-classic-trials-club.co.uk

**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

A bit of a light T&T. Orders from Baron Field Marshall Plummer to get this months T&T to the printers a week early, building works going on and the need to get a trench dug for my gas pipe means little time to spare for the T&T - Anyone else want a go? It's just a bit of copying and pasting and badgering people for a few words and/or pictures.....

The ships crew have rolled out of their bunks and been organising a few trials for the remainder of this year, details below, please follow all instructions to ensure they continue.

Deryk Wylde put a post up on the EFA FaceAche page about a new Trials digital 'newspaper'

here's a very abridged version of his post - "have you seen the new *FREE trials digital newspaper?* It is located on Facebook and is available to members of the *TRIALS EXPRESS* group, it has been established for just over a month and already has over twelve hundred and fifty members!

*It has huge advantages because there are no limitations due to the cost of paper, printing or postage - so space is available not only for photos of the winners but also many of the also-rans - without whom there would be no sport.... To give you a better idea - here is a link to a recent issue: [Trials Express](#).
Regards, Deryk Wylde*

Keep yer feet up,



A MESSAGE FROM THE CHAIRMAN'S IPAD

Hi All, I trust all is well with you and your families.

The EFA will not be running the Thumpers this year but instead we will be running a closed to club trial, hopefully at the same venue if everything goes ok.

As some of you know in October the ACTC will be running another trial in the Snaque Pit, the entry form is further in the T&T, same drill as before.

We're also looking to organise a trial at Boxford and Phil is on the case so watch this space.

The extra paperwork now needed is mind blowing so please enter as regulations/instructions, please spare a thought for the SOM and his helpers and don't enter late as you might well be disappointed.

Please use a bit of common sense and all will be fine.

Don,t forget your Mask!

Wish us luck,
Ted.

Front Cover

This years final Tim's Tours. Photo by Chris Chapman.

TOWARDS “SECTION ENDS”

PART EIGHT

Having got the money – or at least the promise of the money to purchase a new trials, Triumph “Tiger Cub”, I had intended to put the business in the hands of my local dealer, Trevor Cooper, as a sort of “thank you”, for his generosity and aid in my very early days. But for some reason I never quite understood, my mother had, without my knowledge, written to the Triumph factory to enquire about buying a new trials Cub and she received a reply from no less a personality than Neil Shilton, who I think was sales manager for Triumph at the time. He strongly recommended Jock Hitchcock, a dealer in Folkestone, who evidently specialised in competition models and was very well thought of by the factory.

As I was borrowing the money from my Dad anyway, I felt in too a weak position to protest particularly strongly but I was very embarrassed over this reversal - and full of apologies, explained the situation to Trevor. Gentleman that he was, he merely smiled and said “Well I’m not a Triumph dealer anyway – and I can’t say I’m a great fan of their bikes - I was never convinced about their plunger oil pumps ...” That remark proved to be a prescient one as regards my ownership of a trials Cub.

The bike was actually delivered to our door by Jock Hitchcock himself - and right from the start he stressed that warming up the

engine should be a relatively gentle affair, quoting how much oil the pump delivered when cold to that when hot. I recall he expressed the figure in litres and the figure for a warm engine was much higher than a cold one. I took it all in as if I was being given a religious catechism and strictly obeyed his instructions. It was only years later, when considering the logic of this advice that I considered that as the plunger operates in direct proportion to engine speed, the displacement of oil – hot or cold – should be exactly the same. Indeed, when some advanced wear was considered, the pump’s performance could well be better with a stone cold engine!

Nonetheless, Jock was very supportive as was his son, Don, who later was to achieve success in long distance trials, including the International Six Days. The bike was delivered in a partial trials, partial road, trim. It therefore had a dual seat, lights and an electric hooter. It also possessed a Zenith carburettor which later provided my first episode of trouble. Zenith make – or did - excellent carburettors. My Suffolk “Punch” motor mower and Ferguson T20 tractors, sport various versions of Zenith carb and very sensitive they are – as good I would suggest, as any modern Japanese type. But the Zenith instrument fitted to my Tiger Cub had one serious fault. The needle and throttle slide were manufactured as

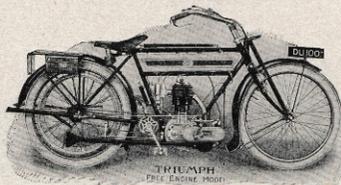
one unit – with accordingly, no relative adjustment and crucially, the needle was very rigid. This resulted in a complete stop on the road when I was running the bike in – my pace being quite gentle. The toolkit was brought out and I went through all sorts of strip and check until I found the needle had snapped off the slide and literally blocked off the main jet. A call to

Jock resulted in an apology and a new slide swiftly sent – I had to send the faulty parts back. But even then, I made a mental note to fit an Amal carburettor when I did get to enter the Tiger Cub - having been properly run-in and prepared for combat in Eastern Centre trials....

Sidge

Specification of the 3½ h.p. Trusty

TRIUMPH



- Engine.** Single Cylinder 3½ h.p.; 85 x 88 mm.; mainshaft runs on ball bearings; variable pulley; large M.O. valves; adjustable tappets; effective silencer.
 - Free Engine Clutch.** Triumph patent plate clutch, embodied in rear hub, operated by toe and heel pedal.
 - Carburettor and Control.** Triumph patent Carburettor, with gauze lined cover over air ports to exclude dust and dirt, very economical; registered design handle-bar control.
 - Ignition.** Bosch Ball Bearing Magneto, waterproof, handlebar controlled.
 - Frame.** Exceptionally strong, extra low, long wheelbase, patent spring forks, rear foot brake, front rim brake.
 - Wheels.** 26in. x 2¼in., rims extra strong; 2¾in. Clincher de Luxe studded tyres.
 - Tank.** Made with one longitudinal seam, sunk and riveted end, very strong; enclosed oil pump; petrol injector; petrol gauge readable from saddle; large filler caps; gauze strainers for petrol and oil; strong and neat attachment to frame, no clips.
 - Transmission.** ¾in. rubber V belt.
- Stands back and front; light and strong tubular carrier; large size padded top saddle; pannier toolbags; mudguards strong and wide; adjustable foot-rests; frame finished in black enamel, rust proofed; wheels plated, with enamelled black centres, lined; tank, aluminium, with green panels and lined.

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FINDING MY INNER THUMPER

PART FIVE

The wisdom of car park delivered handsomely when it came to the front forks. The Enfield has, I have deduced, Crusader forks fitted with oil-seal holders welded in place. Why, I wondered? Damping was barely detectable especially on the up-stroke so a little garage time was required. Hitchcocks have a maintenance sheet on all Enfield forks of the period which confirm that the blanking screws about a third of the way up the sliders are for level holes. There are no visible drain screws but hey-ho, plunging the forks forces most of the oil out of the level holes anyway. Topping up to the level holes with ATF left the forks with even less damping than before. Adding a further 20ml to each leg didn't improve things much. What was going on? Here's where the car park came into its own. Wise owls confirmed that Crusaders don't have any damping in the forks in any meaningful sense. Bit of a surprise, to me anyway. The oil is there mainly to lubricate the sliders, little more. And, possibly connected, they don't have oil seals, not even in 1967, the final year of production (confirmed on the Hitchcocks parts diagram). The springs in my forks are upside down, so someone in the past has modified them, and there is a rudimentary damper rod at the bottom (though no topping out springs). Damping exists! Hence the improvised oil seal holders. It was down to me to find the correct

fill through trial and error. The answer, for my forks anyway, is around 240ml in each leg. One of the seals was leaking so I stripped the forks to replace them. The welded-on seal holders must have been sawn off a Spanish bike as OSSA seals fitted perfectly. And while contemplating this task I decided to have a go at dealing with the notorious flexiness of Enfield forks by fitting a proper fork brace. I had rigged one up using U-bolts and a converted Apico brace, cheap on flea-bay. This was a bodge that I know would not survive the first contact with the enemy and thankfully a chance encounter with the REH forks website provided a durable solution, their own manufacture brace and accompanying clamps. Their forks are 56mm diameter around the seals whereas mine are 53mm. Inserting a steel band made from 1mm steel strip was all that was required to bring about a decent tight fit. And this item I found at my first attempt: a stainless steel exhaust end pipe for a Ford Escort for a few quid at Wilcos parts shop. Now the bike should go where I point it. "Citation required" as they say.

Hugo Rose



REH Brace

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ANGLIA CLASSIC TRIALS CLUB
Affiliated to the Amateur Motor Cycle Association



THE SNAQUE PIT TRIAL
PRE-65/70 & TWINSHOCK TRIAL
Sunday 18th Oct. 2020, Start 10:30 am.

AMCA AUTHORISATION No.: AMCA/CT/
VENUE: Snaque Pit, Belchamp Walter, Nr Sudbury, Suffolk, CO10 7AW (nearest)
GID REF: TL 82627 42206
CLERK OF THE COURSE: T.B.A.
SECRETARY OF THE MEETING: Kevin Plummer, Bradgate House, Crown Lane, Ixworth, Bury St.
Edmunds, Suffolk, IP31 2EH. Mobile: 07774 277144

COURSE: Approximately 3 or 4 laps of 10 or 12 sections - multi route course - all on private land.
MARKING: Will be 1,2,3,5 - Non-stop basis.

ENTRIES: Open 5th October and will be accepted from MEMBERS of the EFA ONLY. To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting. The fee of **£15.00** adult, **£10.00** youth to be paid on the day of the event, correct cash in an envelope only, CHEQUE'S WILL NOT BE ACCEPTED. A competitor becomes a member of the Anglia Classic Trials Club for the day of the event. **If you are a member of the AMCA please quote your membership number.** Results will be posted on the EFA website at;
www.anglia-classic-trials-club.co.uk / www.eastern-fourstroke-association.co.uk

ENTRIES CLOSE: When the MAXIMUM of 50 ENTRIES is reached - NO ENTRIES ON THE DAY.

CLASSES: Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock & Youth. All solo.

ROUTE: Hard / 50/50 / Easy / Veterans

NOTICE: **Helmets must be worn** & it is recommended that you wear other appropriate protective clothing. Excessively noisy machines will be barred. Riding over the field and any other prohibited areas is forbidden and any rider seen doing so will be disqualified. Instructions will be given at the start indicating these areas. Please keep to the marked route. NO SPECTATORS ALLOWED and please FOLLOW SOCIAL DISTANCING GUIDELINES AND ALL DISPLAYED NOTICES WHILST AT THE EVENT. Thank you.

DISPATCHES FROM THE MEMBERSHIP SECRETARY

Big thanks to all those that have worked hard to get the Trials Events going for our clubs again. You know who you are so have fun and stay safe on the 27th at the Snaque Pit.

Entries will open on the 5th October for our next event also to be held at the Snaque Pit on 18th October.

I have a couple or three bikes that need new homes;

A BSA Rigid Bantam, shed find, 4 Speed, 185cc D14B motor with electronic ignition, centre plug head, trials gears, alloy rim's and tank. Needs re-commissioning.

A Fantic 240 Twinshock, fully rebuilt motor, ready to ride with V5.

A Honda TLR 250 Fourstroke Mono, drum brakes, Japanese in-port.

Kevin Plummer.

ENTRY FORM

The Snake Pit Trial

18th October 2020

Declaration: Motor Sport can be dangerous and may involve injury or death. You must read and agree to the following declaration and paragraphs below, which are designed to create a legally binding relationship in return for you being allowed to enter and compete.

1. I confirm that the information in this entry form and the information and my acceptance to the terms of my competition licence are correct.
2. I confirm that I understand the nature of the competition I am entering and I am competent to take part.
3. I confirm that any vehicle I use will comply with the regulations and will be safe and fit for use in the competition.
4. Before taking part in the event, I will ensure (unless prohibited) that I have inspected the venue, the track and the facilities and geographical features and that I am satisfied that it is safe for me to compete.
5. I will not take part if I have any doubt about my ability or the safety of the venue.
6. I accept that the competition in motor sport may involve the risk of injury or death and I agree to take part at my own risk.
7. Before taking part in the event, I will read and be bound by and comply with general regulations, any supplemental and final instructions issued by the AMCA, the organisers and the circuit owners and the regulatory body.
8. I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication, I will inform the event organiser and seek approval to participate before taking part.
9. I consent to the collection and retention of my personal information by the AMCA.

Riders Signature: _____ **Date** _____

***Date of Birth (if under 18)** _____ **AMCA Membership No.:** _____

Riders Name: _____

Address: _____

_____ **Post Code:** _____

Telephone: _____ **email:** _____

Class Entered: _____ **Route:** _____ **Machine:** _____ **CC:** _____

***Parent/Guardian Declaration and Agreement:** to allow the applicant to enter the competition you must agree to the matters set out below, which are designed to create legal obligations on you. Sign below only if you agree.

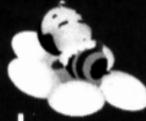
I (print name) _____ I am the parent/legal guardian.

I have read the entry form and declaration completed by the applicant and confirm the answers are true.

- a) I confirm that he/she is competent to take part in the event and that any vehicle which he/she will use is safe and fit for competition.
- b) I will, before allowing him/her to take part, satisfy myself that the course and the facilities are safe and will inspect same.
- c) I also AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue. I WILL INDEMNIFY AND PAY BACK TO YOU any sum which you may be required to pay as a result of such a claim.

Signature of Parent/Guardian: _____ **Date:** _____

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October 2020

KEEPING TRACK!

Club fixture list & some classic events further afield

October 4th	Wheelies		Auto Jumble, Weeley, CO16 9AG
October 18th	EFA / ACTC	AMCA	Snaque Pit Trial. NO ENTRIES ON THE DAY
November 22nd	EFA	ACU	Thorrington, club trial.
December ??	EFA/ACTC	AMCA	Boxford Bash Trial TBA

There will not be a Club Championship this year.

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