

# T RIALS & RIBULATIONS

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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](http://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

Well here we are at last, eventually got this edition to bed. The sun came out just as I should have been starting this edition and having had a couple of weeks holiday under cloud catching a few rays was a much more appealing proposition than sitting in front of a computer, you're lucky it rained! (Or maybe not?)

Took a trip to the show at Langford, arriving *for the 2-10 shift*. Had a very pleasant ride there on the ZB, riding home was a different experience. Light rain to start with but by Halstead it was the proverbial. Following a van into the Maplestead twisty bit the van hit a flooded section of road a little too

fast and I could see it had pushed a wall of water up and over its roof, luckily I was far enough behind, unfortunately the car coming in the opposite direction, also too fast, collected the vans wall of water and also pushed its own up into the air and dumped the collective mass of water on top of me! The open bellmouth on the ZB didn't filter out the water too well and the poor old girl sighed in exasperation to a halt. Retiring to a driveway I'm not too sure what the guy lounging in his front room thought of me as I removed a glove, stuffed it into the open carb and kicked away several times clearing the H<sub>2</sub>O from the bowl, job done and I was away in no time. Winter trials riding in the wet is an education never to disregard. *Keep 'yer feet up,*



## A MESSAGE FROM THE CHAIRMAN'S IPAD

Just a couple of things for the T&T .

Don has been in touch, The London Off Road & Racing Show is on at the moment. It is on 4th December at Kempton Park, Don is running the EFA stand and anyone who wants to exhibit please ring Don on 01787477045. Now Bromley a raiding party has been to Bromley the task is Mammoth bearing in nobody has been in there for 2 1/2 years. With this in mind a very large working party will be needed which will be split up so anybody with a strimmer or hedge trimmer slasher (petrol) will be welcome. This going to be to much for the old boys in the EFA who have done this for a good 50 years So when the call goes out we want a massive reponse IF YOU WANT a TRIAL at this venue. Please watch FB or get in touch with Ted.

*(I believe there has been a "strimmer party" at Bromley with a great response, well done everyone, Ed.)*

All for now, Ted.

### Front Cover

Ted's turn for guard duty on the EFA stand at the Museum of Power Show, Langford

Photo by Chris Canham

# TOWARDS “SECTION ENDS”

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## PART FIFTEEN

In 1963, the journal: "Motorcycle Mechanics" - which as its title suggests, concentrated on maintenance and repair of motorcycles, was rather oddly promoting a different sort of scramble event (motocross). It was to be run over one hundred miles and that meant, one machine with one rider to complete the distance. I must point out that Enduro as a sport did not exist then (only in the USA) and whilst we did have "long distance trials", what MM proposed would be an out-and-out race.

I was immediately attracted by this, since I knew that I was never going to win such an event, yet I was confident that I could last the distance and as the race would likely be one of attrition, I felt I might finish relatively well up the field. I have always considered finishing any event as a prerequisite rather than breaking lap records and either crashing or retiring. Those who can ride fast without doing either, will of course become champions. My approach is doubtless generated by a mixture of economy and cowardness! I duly entered the meeting which was staged at Tunnel Hill, near to Aldershot.

The regulations demanded that all bikes should be silenced and this eventually proved to be my undoing. The two-stroke scramblers of the day - powered mainly by Villiers engines - operated with horrible little megaphones which were

indeed downright anti-social in the noise emitted. How they were tolerated for as long as they were, is a mystery to me. Yet this meant I had to make my own exhaust system and I was lucky that a work colleague, Peter Wilson, had been a skilled sheet metal worker and he made me a very impressive expansion box/silencer.

This meeting of course had to be approached differently from the usual open-to-centre scramble meeting with its four-lap heats and six to eight lap finals. There would have to be pit stops for fuel and indeed pit boards to inform riders of their progress - or lack of it. My two friends, Jim Patey and Tony Clarke, as ever assisted in the preparation of the bike and gamefully volunteered to come to the event and look after me. Very early one morning we loaded my old Ford 10cwt ( ten hundredweight) van and set off for the meeting - going via central London!

On arrival, it was obvious that this meeting was out of the ordinary with a great deal of activity going on and we were directed to our pit area - evident but nowhere near as opulent as the pits at current Grand Prix circuits. We were placed between the works AMC (Associated Motorcycles) team pit managed by Ernie Wiffin, who was himself a top Eastern Centre rider from the Barking club and Ken Heanes, a previous winner and

sometime Triumph works rider. I noticed right away that Ken was fitting a larger tank to his bike, giving an indication of just how long this race was going to be. AMC were using two very different machines: for the race: a big Matchless, ridden by Dave Nichol and a James for Chris Horsforth.

Tony and Jim, got the bike out and set up the pit equipment while I made the necessary "sighting walk" around the circuit which took quite a while as it was a long lap with a tree-lined and very bumpy surface, somewhat stoney but in the main, a dry soil on top. The indications were for dust - a great deal of it! The bike, duly scru-

tineered, was ready to go and I as rider, toggged up and extremely nervous. People were swarming around everywhere and the whole occasion had a feeling I had not experienced before. There was more than a touch of the expectancy for a big event with some "showbiz". We even had a celebrity to start us: Beryl Swain, the first lady to ride in a solo T.T. race, dropped the Union Jack and we were on our way. It was like the charge of the Light Brigade and probably more dusty! What ever, it proved dramatic for me as the race wore on....

*to be continued.*

*Sidge*



"Going nicely in the Pirbright 100 mile scramble - for a while...."

# TIM'S TOURS 2021

A good turnout of 9 steeds departed from The Alma on Saturday 21st August. We took the road crossing Birch Airfield, good for a quick squirt of speed if you observed the potholes.

Then to Tiptree, Gt Totham, Heybridge, avoiding Maldon by taking the By-pass, regrouping here to stay in convoy.

Woodham Mortimer, Bickinacre, Rettendon & finally Battlesbridge. Here we stopped for an hour & a half, with an option to visit the bike museum. Geoff Daw didn't appreciate the special com-

mentary provided by a trustee & made a sharp exit.

Back on the bikes the remainder enjoyed fish & chips in Maldon Park.

Afterwards homeward bound taking various routes to our destinations.

Safe riding everyone.

See you soon.

*Tim*





# MUSEUM OF POWER SHOW

Just a little story that happened at the show. A chap came and asked us if we had and split links as he had a 1929 BSA 3 miles down the road. He had just about asked everyone on the other stands to no avail. But the EFA came to the rescue, Toby rummaged in his boxes and found half a link then

they pinched the spring clip off the spare one on the Bantam. And away he went. He returned 30 mins later on the bike, I believe he had got to get back to Brentwood. Well done the EFA .

*Ted.*



Dave's Ariel twin special won the Best Competition Bike award and pretty chuffed he looks to, congratulations.



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# Muses on Trials Riding Through the (many) Years

## Chapter 3. SWM & Fantic Days

Around 1981 the Bultaco was getting long in the tooth, so I looked around and decided to buy an SWM 320 (actually 280cc) with a Rotax engine. Martin Lampkin had jumped ship from Bultaco to SWM and if it was good enough for him it would be good enough for me. Alternatives were a Montessa,



SWM 320 1981?

which I wasn't fond of, an Italjet which appeared to be a green updated copy of a Bultaco or a Majesty.

The SWM was brand new, and I took it with me when Ray Gibb and I were observing a couple of sections "down the gull" at Debenham for the Stowmarket novice trial.

Hilary was there with her TY175, which she was now using to follow me in trials, instead of the TL125. Whilst waiting for the riders to arrive Ray and I were trying out the SWM in the sections we were observing. On one of them, however hard we tried, neither of us could clean the section due to a lack of

grip, yet we could both jump onto the TY175 and clean it with ease!

I did soften the power by adding extra fly-wheel weight, which improved it, but grip was always its weak spot. It

steered very nicely, had excellent brakes, and an engine, which was smooth with plenty of go. However, I never really settled to the SWM so I started looking around for a different bike. I quite liked the 320 Majesty, lovely and soft, but Fantics seemed to be the up and coming bikes, in particular Mike Crowther

was doing exceedingly well on a 240.

Eddie Cordle had one of the first Fantics in the country (still owned now by his brother David). Eddie was such a natural rider, there were apocryphal tales of him getting his baccy out of his pocket, making a roll up and lighting it, all whilst riding the section! Of course it wasn't true, but it wasn't far off. In my opinion he had such natural talent in abundance that he could have won a trial on a

Raleigh Runabout! In the end I traded the SWM in for a new 240 Fantic from Reg Miller in Colchester in February 1984 for the price of £1375.

What a bike, although called a 240, the engine was in fact only 212cc and even though this was the smallest capacity bike, of the modern bikes, I had owned, it was probably the most powerful. The engine was very sharp (more like a motocross bike), but it would also pull like a train and grip well. Trials and sections were continuing to evolve, with more trials not being road based and sections becoming

tighter with steeper shorter climbs and little to no run up. The Fantic was excellent at these, you could slip the clutch give it a bit more throttle then drop the clutch and it would just fly up the climbs, excellent for Corton cliffs. Brakes were superb, as was the steering; a great



240 Fantic 1984

bike for the era, only mod I made to it was an extended clutch arm to lighten the clutch. Results were good, I was usually in the top third. The Fantic never let me down I never had to touch the engine, although the forward kicking kickstart was a bit weird. Favourite trials of the era were the Haddiscoe trial starting at Pampas Lodge cafe and going to Aldeby with lots of sections on banks, which, being near the marsh, were usually slippery.

*Trevor Hill*

*Cont'd over, "BLAST FROM THE PAST"  
T.S.Hill onboard his SWM*

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T. S. Hill foats his way through the woodland on his SWM in Sunday's Eastern Centre event near Harleston.

# MIKE CROWDS

N351



## EASTERN FOURSTROKE ASSOCIATION

OPEN to all members of ACU AFFILIATED CLUBS

# Roger Birch Memorial Trial

## PRE 70 SOLO AND TWINSHOCK TRIAL

(Including Round 1 of the E. C. Class C P70 Championship)

**Sunday October 3rd 2021, Start 10:30 am.**



<b>TRIAL:</b>	<b>CENTRE RESTRICTED</b>
<b>VENUE:</b>	Hall Farm, Hall Road, Great Bromley, Colchester, Essex, C07 7TR (nearest)
<b>GRID REF:</b>	TM 083 262
<b>ACU PERMIT No:</b>	<b>61603</b>
<b>CLUB STEWARD:</b>	<b>TBA</b>
<b>CLERK OF THE COURSE:</b>	<b>Terry Thompson. Licence No. 10875</b>
<b>SECRETARY OF THE MEETING:</b>	<b>John Beasley</b>

**JURISDICTION:** Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to ACU affiliated members of the Eastern Centre.

**COURSE:** Approximately 4 laps of 12 sections - multi route course - all on private land.

**MARKING:** As per TSR 22B - Non-stop basis.

**ENTRIES:** Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; £15.00 adult, and £15.00 youth.

**ENTRIES CLOSE:** 27<sup>th</sup> September

**CLASSES:** SOLO, Rigid, Pre-unit, Pre-70 Unit, Pre-70 2 Stroke, Twin Shock, & Youth.

**ROUTE:** Hard Championship/ 50/50 /Easy & Rigid/Veterans

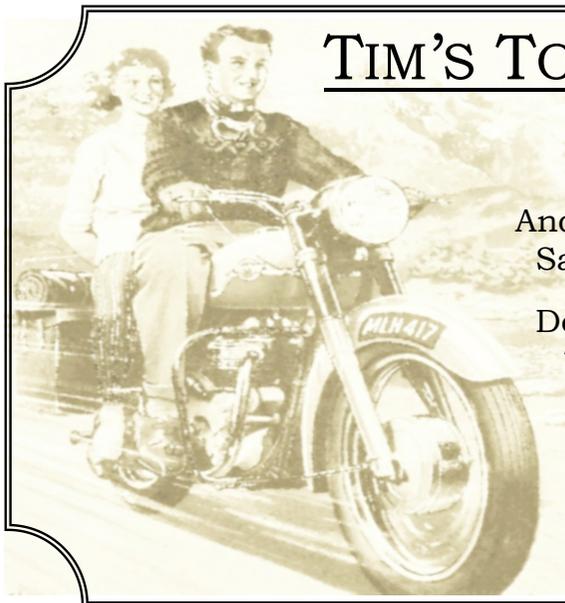
## TIM'S TOURS 2021

Now Hear This.

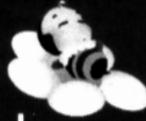
Another tour is arranged for  
Saturday September 25th.

Departing from Chairman  
Ted's Plaice at 2.0 PM.

The management.



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September 2021

# KEEPING TRACK!

## Club fixture list & some classic events further afield

Sept. 19th	South Midland Group	ACU	20th Classic Bike Trial, Plashes Farm, Colliers End
Sept. 19th			Copdock Bike Show, Ipswich
Sept.25th	Tim's Tours		Ted's Plaice at 2pm
Oct. 3rd	EFA	ACU	Bromley Brook Trial, inc EACU P70 Champ rnd
Oct 17th	EFA	ACU	TBC Snaque Pit Trial
Dec 4th			Kempton Park Show

There will not be a Club Championship this year.

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