

# T RIALS & RIBULATIONS

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"The Latte Lads"

Photo by John Daly

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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.

## **A MESSAGE FROM THE CHAIRMAN'S IPAD**

As you read this Ian funeral will have taken place,  
our thoughts are with Sylvia and family.

We are testing the water with Club nights starting as from  
November 2nd at the Alma.

The weather defeated us yet again at Bromley I feel so sorry for Every-  
one who put in so much hard work to clear the course. I don't know  
when is a good time to run in Bromley as whenever we try we seem to  
be foiled by the weather and/or entrance track.

Anyway onward and upwards the Thumpers is on the horizon with this  
in mind anyone who would like to Observe please let me know in good  
time, thank you. While on the subject a working party will take place  
on Sunday the 14th November at 9 for 9.30, please be there.

The club championship will restart as from the 2022 season with the  
first trial being at Lt Bealings.

We are also going ahead with the trial at the Scouts camp at Boxford  
on the 12<sup>th</sup> December.

That's all for now. If you feel you can put a few words together then the  
Editor will only be to pleased to print them.

All for now, *Ted.*

## **DISPATCHES FROM THE MEMBERSHIP SECRETARY**

It was decided at the last committee meeting that the 2022  
Membership fee will be £14.00 .

As from the 2nd November I will have the ACU 2022 Licence Codes  
available for all paid up 2022 members. Text or call me for your number.

The 2022 EFA membership form is available on the website:

<https://www.eastern-fourstroke-association.co.uk/>

For the Eastern Centre Gazette + £12.00 is required. To have T&T (and  
eastern centre Gazette) sent by post 12 stamped addressed  
A5 envelopes are required.

Call 07774 277144, *Kevin Plummer.*

# TOWARDS “SECTION ENDS”

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## PART SEVENTEEN

Leaving the pits after my first pull-in to refuel during the 1963 Pirbright 100 mile race, all seemed well. We had filled up and checked the chain and in light of the severe bumps, left it fairly slack. The engine seemed to be running well and so we made no further adjustments. I was circulating at a quick enough pace for me to keep up and make the occasional overtake on other riders, whilst also getting passed and lapped by the much faster “works” men. It became very clear that Johnny Giles, on his factory Triumph, was leading the race and setting a tremendous pace. I have never been lapped so frequently before or indeed, since that event and it has to be said like everything else, there is an art in getting lapped or simply just passed, without losing too much ground for yourself or, more importantly, getting in the way – perhaps dangerously so – of the quicker rider. For this meeting, I had the advantage of the full expansion system silencer – much quieter than the usual megaphone and that was a boon. I would hear an approaching bike from behind and do a kind of “audio calculation” as to how different in speed my chaser was to myself and therefore select where to give way. It could depend on where you could slightly go off line to let him through. However, two things should be avoided. Firstly any rapid change of your normal

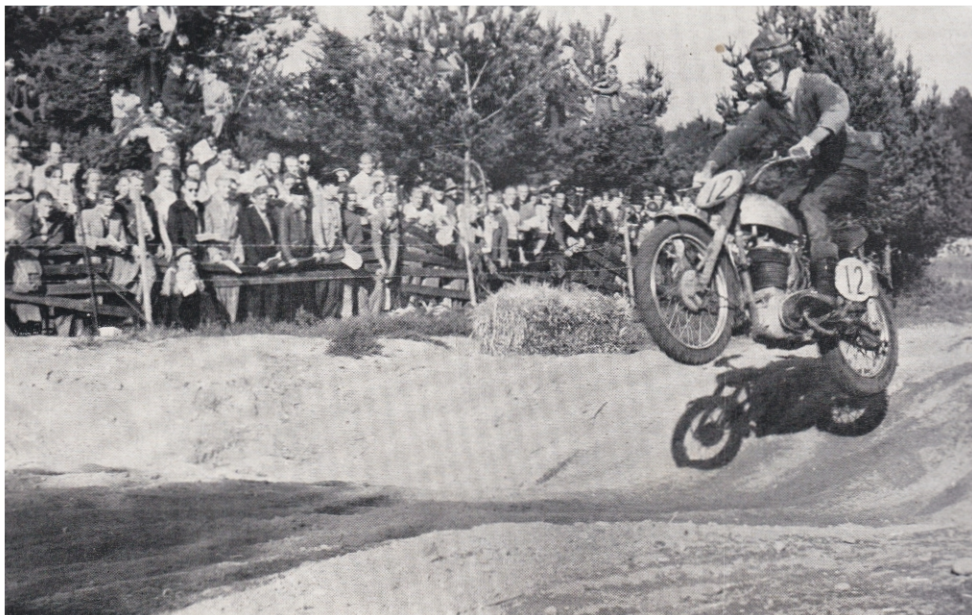
course, and most definitely, never look behind. It will momentarily affect your balance and direction – perhaps for the worse for both riders.

I circulated quite happily in this way, lap after lap, when slowly I was aware of a change in the exhaust note. It was difficult to fathom exactly what was happening. Initially I thought the engine was tightening up. Was the oil (Castrol “R”) ratio correct? Had the lads mixed it properly? Yet the bike ran as quickly as ever on the faster parts of the course. The change in note increased some more – should I go into the pits? – but foolishly, I passed them by – and right out, almost as far as possible from the pits, there was a sudden roar. The entire exhaust system had fallen off! . Aware, I would be black flagged, I slowly toodled round the rest of the lap and went miserably into the pit. Jim and Tony saw the problem at once and they rapidly went off in opposing directions to try and recover the lost exhaust. This took a considerable time and by the time they arrived – empty handed – I was ready to load the bike into the van. This we did and as I closed the doors, a young man who looked no more than twelve, came up to us carrying the exhaust and grinning widely. I should have given him a tip but as it was, we rushed to unload the bike again and did a hasty refitting - aided by

much wrapping of wire - and reasonably quietly, I set off again at my usual relatively steady pace to continue and hopefully finish the distance.. All went well but then I received the chequered flag, seemingly rather soon after. What I had not realised was that once the leader completed his one-hundred miles, all other riders would be flagged off. When the placings came out, I was credited as a "finisher" - Johnny Giles had lapped

me 21 times! - yet I was out of the prize money by just one or two positions. Had I gone all out on my return to the race, I would have easily won enough to cover our day's fuel costs. Very annoying - but there is a moral there. Always read the event regulations thoroughly.....

*Sidge*



"The great Brian Stonebridge racing on a Matchless at the Moto-Cross des Nations, held in Sweden in 1950."

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## Eastern Fourstroke Association

Sunday, October 17, 2021

### Falling Leaves trial - Snaque Pit

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Total	
<b>Hard/Red Route</b>														
38	Mark Fletcher	Ariel 500	Red	0	0	0	0	0	0	0	0	0	0	0
39	Trevor Baker	Matchless 400	Pre-unit	0	0	0	0	0	0	0	0	0	0	0
			Pre-unit	0	0	0	0	0	0	0	0	0	0	0
7	Kevin Hood	Enfield 250	Red	0	0	0	0	0	0	0	0	0	0	0
25	Mike Smith	Triumph Cub 200	Pre 70	0	0	0	0	0	0	0	0	0	0	0
12	Kevin Palmer	Fantic 300	Twin Shock	0	0	0	0	0	0	0	0	0	0	0
23	Rob Cameron	Yamaha 320	Twin Shock	0	0	0	0	0	0	0	0	0	0	0
11	Graham Palmer	Yamaha 175	Twin Shock	0	0	0	0	0	0	0	0	0	0	0
9	Steve Newman	Bullaco 340	Red	0	0	0	0	0	0	0	0	0	0	0
28	Andrew Billow	Fantic 200	Twin Shock	0	0	0	0	0	0	0	0	0	0	0
<b>50/50 Route</b>														
27	Andrew Prill	Ariel 500	Pre 70	0	0	0	0	0	0	0	0	0	0	0
34	John Daly	Matchless 400	Pre-unit	0	0	0	0	0	0	0	0	0	0	0
			Pre-unit	0	0	0	0	0	0	0	0	0	0	0
3	Brad Woods	BSA B40	Pre 70	0	0	0	0	0	0	0	0	0	0	0
31	Greg Radley	Greeves 250	Pre 70	0	0	0	0	0	0	0	0	0	0	0
44	Trevor Hill	BSA Bantam 185	Pre 70	0	0	0	0	0	0	0	0	0	0	0
15	Ray Buck	Yamaha 180	Twin Shock	0	0	0	0	0	0	0	0	0	0	0
35	Nick Radley	Fantic 240	Twin Shock	0	0	0	0	0	0	0	0	0	0	0
10	Harvey Newman	Bullaco 350	Twin Shock	0	0	0	0	0	0	0	0	0	0	0

Thank you to all who put the effort in for this weekend's EFA trial at Snaque Pit, To Graham, Chris, Josh, Trevor and Rob for the sections, and as always all the Observers Edie, Allie, Christine, Jackie, Diane, Young Mr Clarke, Chris, Ted, Eddie & Mick for making another successful day!

## 2022 ACU LICENCE RENEWAL CODES ARE NOW AVAILABLE.

Contact your Club Membership Secretary Kevin Plummer; details inside front cover.  
Please remember that ACU events from Jan 1<sup>st</sup> will require riders to have a 2022 licence.





**EASTERN FOURSTROKE ASSOCIATION**

**THE IAN PREEDY MEMORIAL  
THUMPERS BRITISH BIKE TRIAL**

(Including Round 3 of the E. C. Class C P70 Championship)

**Sunday November 28<sup>th</sup> 2021, Start 10:00 am.**



<b>VENUE:</b>	Poplars Chase Farm, Thorrington, CO7 8HZ
<b>ACU PERMIT No:</b>	61968
<b>ACU Eastern STEWARD:</b>	Chris Cook
<b>CLUB STEWARD:</b>	Ted Smith
<b>CLERK OF THE COURSE:</b>	Chris Chapman, Licence No. 118097
<b>SECRETARY OF THE MEETING:</b>	John Beasley, 44 Broom Knoll, East Bergholt, Colchester, CO7 6XN Tel: 01206 391360 / 07487 712396

**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.

**ELIGIBILITY:** The Competition is open to all adult members of ACU affiliated clubs, riding solo machines of BRITISH MANUFACTURE made before 31st December 1969.

**COURSE:** 3 laps of 16 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 the process to enter. Entry Fee; £17.00, Entries open 1<sup>st</sup> November and close 23<sup>rd</sup> November.

**ROUTES:** Hard: 50/50: Easy. (The 50/50 route is intended to present an increased challenge for middle ability riders not wanting/able to ride the full hard route. Each section start card will be marked by the C of C to indicate if you ride the hard or easy route through that section.)

**START:** Will be in order of entries received, riders away at half minute intervals.

**CLASSES:**

- A. British Pre-unit construction four-strokes
- B. British Unit construction four-strokes.
- C. Rigid Rear / Girder Front single or twin four-strokes.
- D. Rigid Rear / Tele Front single or twin four-strokes.
- E. Any British two-stroke, sprung or unsprung.
- F. Any British 'Special' (machines that the entrant and/or machine examiner do not consider conforming to classes A to E or fail to meet the spirit of pre 70 competition).

**AWARDS:** Best performance in each class on the hard route. Also classes C and D who will ride the easy route. Best in class awards subject to a minimum of 5 entries, second in class subject to a minimum of 10.



# Muses on Trials Riding Through the (many) Years

## Chapter 4. Monoshocks

**T**rials bikes are always developing and the next big thing was monoshock rear suspension, so in April 1987 I bought a nearly new Yamaha TY250. It was almost chalk and cheese compared with the Fantic. The bike was much smaller with a

No instant get up and go like the Fantic, but overall, it suited my riding style very well; I really liked the bike. It only let me down once, around 1993 at Homersfield, where it holed a piston. This was the first ever time I had not finished an



Yamaha TY250 1988?

very low seat height (the Fantic was quite a tall bike) and the suspension travel was greater, especially at the rear. The engine, a full 250cc was very soft and smooth, so riding slowly was easy and when it was slippery it gripped very well if you were gentle with the throttle.

event, not a bad record really.

During this period, nearly all trials were becoming single venue so many people now didn't register their bikes for the road. Also, I'm not sure, but I think it was around this time that you could stop (feet up) without a penalty

*Cont'd over*

and the 0, 1, 2, 3, 5. marking came into play. Now in my forties I had ridden most venues and knew most of the sections, which do not change significantly from year to year. Sections that I had cleaned in the past I was now struggling on, or falling off, this I found frustrating as I knew I was capable of a clean. I kept telling myself I just had a bad day, or the bike wasn't running right. After about another year or so it finally got through to

me that it was just me getting older and weaker.

It was around this time that two routes were starting to come in, the easier one for "clubmen" and this ultimately led to the now familiar multi-route set up. I did try the clubman route, but it was too easy for me and not a challenge, yet the normal route was too hard and frustrating me.

*Trevor Hill*

## MOTORBIKE SOLUTIONS

**M**y first job on leaving Uni in 1975 was as a workshop rat for Andy Lee, the Mill Road, Cambridge Suzuki/BMW dealer\*. In six weeks over the summer, ahead of a long-planned road trip across Europe (we got to Moscow and back, four of us in a VW Beetle and with many stories to tell – another time) I learned how to build up step-throughs from crates, to perform the pre-delivery inspection, to change tyres and other skills. Oh and I gave a pillion ride on an R90S to a prospective buyer, mostly around the airport perimeter road. This well-off young man had aspirations above his station. He took the controls of the gorgeous beast on the quiet back road but couldn't deal with the torque reaction and kept stalling it. He didn't buy it.

What I mostly learned was to work to time. The importers allowed 45 minutes for the build-up as I recall, similar for a first service and for the PDI. If you couldn't do

the job in the allotted time you weren't covering your costs. It was a useful lesson.

I had two further jobs in motorcycle workshops before I fell into the wine business. Back from the USSR I moved up to Sheffield where a mate from Uni had found a house to rent. I picked up the phone book with the intention of calling all of the bike dealers for a job to tide me over. The first on the list was Bentleys\*\*, a Honda/Suzuki/occasional Triumph dealer in Abbeydale Road. A few hundred yards up from the premises of Wilf Green, the UK MZ concessionaire, as it happens. It was David Bentley who answered the phone. He was bemused that a university graduate – and a southerner to boot – was looking for a job in the workshop. He claimed he offered me the position of receptionist/mechanic on the strength of my "Telephone manner" though the mention of the venerable Andy Lee must have helped.

The work was the same as before, though the bikes were generally better. Suzuki had just introduced the GT triples, 380/550/750, and Honda the CB400F and the CB750F1. Good times for road testing! Here I learned how to drive a fork-lift truck – unloading the crated bikes off lorries and stacking them in a yard up the street. I also learned of the existence of Snap-On tools, which the young mechanics were encouraged to buy through an instalment scheme backed by the business. VERY expensive but a joy to use and they do last superbly. For a scary two week period when the foreman was off on holiday I was put in charge of the (younger though more experienced) mechanics. I booked in too many jobs, not appreciating how much work the foreman got through, and that in itself was an important lesson. I learned how to de-coke a silencer baffle using oxy-acetylene, and how to test a bearing using compressed air: spin it up using air power and if the bearing surfaces are pitted it will quickly glow red hot and destroy itself.

The next and final spannering job was a couple of years working for myself part-time, out of a couple of lock-up garages off the London Road. It's when you are on your own that the real education begins. Unlike the earlier jobs there is no-one around to help you when you get stuck. And this is where I learned about 'motorbike solutions' a knack that has stood me in good stead, mostly, ever since.

This is the notion that, when faced with a challenging workshop

problem, there is more than one way to approach it. In fact, if you put your mind to it, there can be dozens of potential solutions, and while most are hopeless one is going to do the job. The trick is to never run out of ideas. You don't have a suitable flywheel holder to loosen the nut on the taper? Put the bike into top gear and wedge the back brake hard on. Exhaust stud seized into the aluminium head and now broken off? Get a small hammer and gently tap the end of the stud. Keep this up for 30 minutes (yes) and you will be able to unscrew it with your fingers. Can't unscrew the chrome fork oil seal holders from the fork legs? Wrap duct tape round them, interleaving with fine rope that is then twisted round a tyre lever. Motorbike Solutions are get-out-of-jail tricks to solve awkward problems using anything you have to hand. Providing you never run out of ideas, you will at some point stumble on a way out.

My most memorable motorbike solution? Not in the workshop actually, but fixing my mother's plug-in car soup warmer. The problem was the plastic handle (C-shaped like on a briefcase), which kept springing out of the sockets moulded into the lid, causing the contents to spill out. My stepfather 'Norm' (a proud American widower – they lived in California) had attempted to fix it by lashing the handle tight with baling wire to close up the gap. The wire always slipped and the handle continued to pop out with the same messy outcome. I realised that if I could limit

*Cont'd page 14*



**ANGLIA CLASSIC TRIALS CLUB**  
Affiliated to the Amateur Motor Cycle Association

**THE BOXFORD BASH TRIAL**  
PRE-70 & TWINSHOCK TRIAL  
**Sunday December 12th 2021**  
**Start 10:30 am.**



**AMCA Permit No:** AMCA/CT/  
**Venue:** Scout HQ, The Spinney, Boxford, Suffolk, CO10 5HL  
**Clerk of the Course:** T.B.C.  
**Secretary of the Meeting:** T.B.A?

**Course:** Approx 4 laps of 10 sections - multi route course, all on private land.  
**Routes:** Hard / 50/50 / Easy / Veterans\*  
**Classes:** Rigid, Pre-unit, Unit, 2 stroke, Twin Shock, Youth (15 to 18),  
**Marking:** Will be 1,2,3,5 Non-stop basis.  
**Entries:** Will be accepted from members of the EFA and other invited riders.  
To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting with a fee of **£17.00** adult, **£10.00** youth. 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.** Please make cheque's payable to the **ANGLIA CLASSIC TRIALS CLUB** or **ACTC**. If you require the results to be posted to you please supply a S. A. E.

Alternatively results will be posted on the EFA website at;  
[www.anglia-classic-trials-club.co.uk](http://www.anglia-classic-trials-club.co.uk) / [www.eastern-fourstroke-association.co.uk](http://www.eastern-fourstroke-association.co.uk)

**Entries Close:** Half Hour Before the Start, entries on the day accepted.

**NOTICE:** **Helmets must be worn** & it is recommended that you wear other appropriate protective clothing.

**Excessively noisy machines will be barred.**

**Competitors parking on the hard car park outside the gates must not start their machines until they are pushed well inside the Spinney.**

**Vehicles of any kind must not be driven on the grass field.**

**No Dogs.**

**\*A Veterans** route will be run between the beginnings and end cards with a couple of yellow gates to keep you away from trouble. It will be **open to anyone**, suitable for those looking for a gentle, enjoyable ride around the course, beginners and those with old, heavy, big bikes.

**OBSERVERS:** Please assist the organisers by bringing with you someone who is prepared to observe. Training given - *it's quite easy.*

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**ENTRY FORM****The Boxford Bash Trial****12th December 2021**

**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.

**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:** \_\_\_\_\_

## **THE IAN PREEDY MEMORIAL** **THUMPERS BRITISH BIKE TRIAL**

Help is required.

Be part of the working party on the 14<sup>th</sup> November.

Please let Ted know you're coming.

### **Observers Required**

Please let Ted or John know ASAP

**ENTRIES CLOSE FRIDAY 23<sup>RD</sup> NOVEMBER**

**LATE ENTRIES WILL NOT BE ACCEPTED**

ENTRY IS VIA THE ACU ONLINE ENTRY SYSTEM AT

[WWW.ACU.ORG.UK/EVENTS/TRIALS/](http://WWW.ACU.ORG.UK/EVENTS/TRIALS/)

*Cont'd from page 11*

the back and forth movement of the handle within its sockets it would be much less likely for one end or other to pop out. I casually asked Norm if he had a box of oddments in his 'den' which he did. Within a second my eyes alighted on a small rubber washer for a cistern ball valve, perfect to fit in one of the sockets to reduce the depth of the hole. This was inserted, followed by the handle, and the whole thing was much more secure. Job done. I was a little surprised not to get a hearty round of thanks from Norm, in fact he became quite grumpy. With hindsight I realise that I had solved the problem much too quickly. Norm had been battling with the issue for months and a wise guy from England fixes it in seconds. I was just too fast. Another lesson learned!

\*Andy Lee was one of the star scramblers of the era, competing at National level. His son was an equally proficient Speedway rider, Speedway being a popular sport in East Anglia. No surprise I wasn't allowed anywhere near the competition bikes.

\*\*Bentleys was also a Reliant dealer, employing one bloke whose sole job it seemed was to rebuild Robin gearboxes on a bench at the end of the workshop. They company had also taken on the Subaru dealership for South Yorkshire, their 4X4' being newly arrived in Britain. This agency grew rapidly and eventually shouldered the bike side into oblivion.

*Hugo Rose*

# KEEPING TRACK!

## Club fixture list & some classic events further afield

Nov 28th	EFA	ACU	Ian Preedy Memorial Thumpers Trial, Thorrington
Dec 4th			Kempton Park Show, contact Don Daly.
Dec 7th	EFA		Club Night at The Alma, Copford
Dec 12th	EFA	AMCA	Boxford Bash, Boxford Scouts Spinney
Dec 28th	Woodbridge MCC	ACU	Eastern ACU Class C P70 Trials Champs, Butley
Jan 2nd	EFA	ACU	Little Bealings Trial, Little Bealings
Jan 4th	EFA		Club Night at The Alma, Copford.

The Club Championship will resume from Little Bealings Trial on 2<sup>nd</sup> Jan

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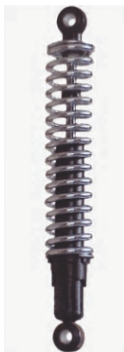
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Available in a number of different lengths to suit most Classic bikes, with exposed chrome springs or classic black and chrome covers.

Exposed chrome spring  
@£95 a pair



Black/chrome covers  
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