

TRIALS & TRIBULATIONS



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www.eastern-fourstroke-association.co.uk

Visit the Eastern Fourstroke Associations website and [Facebook Page](#) for a
wealth of club information, results, pictures and much more.

(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 things gain momentum, after the dreaded Covid, things have changed. ie. Club night! The Alma has changed the way it is run.

So I have to ask, do you still want a club night?

If so, another venue will have to be found.

Please let me or any committee member know your feelings on this matter.

A list of shows the EFA are hoping to do this year will be printed later, so if you want to show your bike get in early.

Thanks, *Ted.*

EDITORIAL

At the recent committee meeting, proceedings were held up whilst we all waited for Ted to arrive. 8:30 in the p.m. prompt the email said. Sprinted home and got me tea at 7:15. Wolfed that down and out the door by about 7:50. Seated with a pint of the black stuff at 8:30 sharp, then, along with everyone else, we waited for the one with the little book of 'to do' lists to arrive. 'Farm boi' waltzes in twenty minutes later with a piddly excuse about his Lordship adding to his delivery schedule and then with a cheeky wink to us all (it was to the rest of you wasn't it? not just me?) He whispers under his breath "*He dont know it, his Lordship, buh I be sellin the odd 'undred weight of spuds on the sly over at Toosey on a Tuesday noight, so perdon me fur bein' a bit late boys*" And so begineath the committee meeting.

Referring to my notes and as Ted mentions in his little ditty, do

club members still want a club night? Two years or so without having a club night have people become used to not having one and only meeting up at trials? For me personally I stopped going when the décor of the Alma changed several years ago which gave the place an unpleasant acoustic, loud and echolike character. If a club night is something members would like to start up again a change of venue would be on the cards, a couple of places were mentioned, which would need looking into, but does anyone else have any ideas, thoughts or even something completely different? If you could make your thoughts known to Ted or one of the revolutionary council members (on the inside of the front page) that would be much appreciated, the club can then plan for what the members would like, or not as the case may be.

My next note says '*cock up with the catering.*' Took me a while to remember what that was about.... Lets just say Ted taught himself a

Front Cover

Ted's Veg, courtesy of His Lordship, Kevin Plummer.

lesson on mobile phone usage, best to press the 'end call' button before muttering those thoughts that shouldn't be muttered when the phone is still on and the other party hasn't hung up yet! For those of you at Little Bealings, Ted's misdemeanour had reached the far end of the venue before Ted even realised what he'd done. One red faced Ted.

Next note says '*Weeting.*' The club will most probably be at the Weeting Steam Show on the 16th & 17th July, if you'd like to show a bike let Ted know.

And then to finish off, there'll be no A.G.M. this coming March being as virtually bugger all happened, club wise, last year, the championships have only just begun for the coming year and we'd need to find a new venue to boot.

Interspersed between these most important things was the usual in-filling, divergent confabulation of stuff, loike the virtues of having new course markers, their distribution between clerks 'o' the course, Richard's magical changing waist line from sellers premises to purchasers premises - if you're looking for a personal shopper put Richard at the bottom of your list! And most importantly sorting venues and a list of dates for AMCA trials that don't clash with neighbouring clubs and some further a-field, watch this space.

Anyone want to send in a few words to fill a space? No good looking at the one next to you to do it as they're looking at you! Now Trevor's piece on trial riding through the years has finished

there's room that needs filling. Maybe a trial write up, incognito if you wish, that could be a great regular one. Or an article about classic trials machines be it technical or reminiscing, pre-65/70 or twinshock. It's all about providing some varied interest rather than the same old same old.

Back before Christmas, it may have been at the Ian Preedy Memorial Trial, Ted offloaded a grubby old box saying '*Chris, this fell on my head whilst rummaging the other day. Some old EFA stuff you might make use of.*' Well oize thought, thanks Ted I've enough rubbish without you adding to it. Said box was deposited in a dark corner with the spiders and it wasn't until several weeks later I gingerly prised the lid open. The smell of musty old paper wafted out and my eyes fell upon sheaves of hand typed and photocopied paper, held together with what were now rust stained staples. Written on the first page was '*EFA News and Views - 1986 onwards.*' 1986 to 1992 to be precise and what a treasure trove of EFA history it is. These early EFA News and Views were mainly compiled by Sylvia Preedy, a guest editor or two and towards the end Ian Bennet. My intention is to scan them and put them in the T&T Archive on the website. Watch this space.

Just enough space to say well done to the Eastern centre riders at the Talmag, some impressive scores.

That's all folks, thanks for reading.

Keep 'yer feet up,



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Optional extra: Electric lighting equipment with quickly detachable headlamp.



TOWARDS “SECTION ENDS”

PART TWENTY

Having bought my second-hand Bultaco “Sherpa” trials bike in memorable circumstances, my early rides on it were a complete let down. The machine was certainly zippy enough but the handling on the slippery, tight-turned Eastern Centre sections seemed awkward after the Greeves. It took some getting used to and I must have been in a minority of one in not really being happy on this revolutionary bike. I did sneak one win on it at a Braintree event but in reality the sections were now getting more challenging and I simply could not cope. My style of riding was not sharp or forceful enough to rise to these greater challenges. I recall that at a trial some years earlier, someone had called out rather annoyingly after I had in fact, cleaned a section, admittedly in a somewhat, ‘will he – won’t he?’ fashion: “Sidge – you ride like an old woman!...” and that just about summed it up. The comment was true and for the earlier times and easier sections, that approach had worked. Now we were in a different age. The amount of whack and attack needed had increased markedly and the sport became a good deal more dynamic. Most of my fellow riders took to the increased challenges far better than I did. Success, it seemed, was attained by a greater degree of aggression and athleticism.

There was one major exception to this however and that came in

the shape of the late and fondly remembered: Eddie Cordle. Eddie – brother to Eastern Centre trials guru, Dave, started his career on a “Tiger Cub” and then rode a variety of bikes. At first he was somewhat of an “also-ran” but seemingly quite suddenly, he clicked - and started winning. He was certainly one who did take to the early Sherpa characteristics and took the major honours in trial after trial. Yet it was when he was called upon to ride the early Fantics that we saw the best of him. Ed was never an athlete. Far from it, he liked a drink and he liked a smoke. He rarely seemed to clean his bikes from trial after trial and I recall clearly that he went on to win an event after breaking his clutch cable. Above all, he never seemed to hurry. He would enjoy a cigarette whilst he calmly examined a section. When he came to ride it, again, he never rushed. In fact, he plodded – as slow – or slower - than myself but somehow he refused to put a foot down, just slithering and weaving alarmingly until miraculously, he passed those ‘section ends’ cards. The climbs he conquered on the little Fantics were amazing and he could find grip where there was none. He made me sick – but he was a wonderful rider. And then suddenly, or so it seemed, he gave up the sport and took up golf. In an odd way that change seemed perfectly understandable – the two sports have some similar

characteristics and no doubt Ed hole...
would have enjoyed the nineteenth



"One of the very few who did not get on with the early Bultaco Sherpa - unusually not footing here..."

Sidge

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Standard or oversize linings for worn drums with a material that works.

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BLAST FROM THE PAST

An extract from the EFA News and Views spring'ish 1986

HINTS ABOUT PREPARING YOUR BIKE BETWEEN EVENTS:

Now we've all seen the way Graham Braybrook, Roy Humm and the Higgins prepare their machines, its such a shame that they don't acheive more success, if they adopted the folloeing procedure: I'm sure their standard of performance would be much improved.

On arriving home from the trial, unload the bike from the trailer, van, pick-up and store it in a warm dry place, (the kitchen would do well) then go and put your feet up, make no attempt to clean it down untill the following Saturday morning about 11.0am. Check to see if the mud etc has dried during the week, if not get out the blow-lamp and warm all the clods of mud untill they are dry.

Carefully remove the rear chain and put aside for future attention. Take a large hammer and vigorously bang the frame, wheels, engine etc and just watch the mud drop off! Note the importance of a large hammer as the large face area spreads the load and increases the efficiency. Now take up a cold chisel and with the aid of the hammer attack the stubborn areas of mud, making special note to clear all the lumps from the cylinder fins to aid engine cooling.

Now turn your attention away from the general appearance and concentrate on these specific items.

BRAKES.

Carefully remove the front wheel and brake drum and inspect the brake shoes, if they appear to be O.K. just punch the rivets down again and all is well. If you find there are no linings on the brake shoes then you obviously have a disc brake model. Now inspect the drum, if you have been negligent with your maintainance in the past and the drum is badly scored do not despair, just fill up the drum area with nitric acid and leave to stand for an hour and all your worries will be over. Note a tip on how to stop your brakes becoming filled with water etc during a trial is to inject the hub/brake drum with cavity wall foam, this will then mean that you will have no more maintainance on the brakes and they will never need cleaning out. If you sometimes have trouble with the front wheel locking on steep descents you could try leaving out one of the brake shoes (assuming that you have two to start with) now repeat this procedure for the rear wheel. When replacing the wheels don't forget to lightly burr over the ends of the wheel spindle this will stop your nuts falling off!!

FORKS.

As the fork oil only needs changing every 6000 miles and the average E.F.A. trials season mileage is less than 100 miles, the fork oil is good for another 60 years! So no problems there.

ENGINE.

Assuming this was running O.K. before, just do small maintainance programe i.e. top up oil adding one or two tubes of Super 3 Glue (depening on c.c.) if its smoking (Note: use the non-hardening mastic on Cubs and Bantams for extra thickness) or a spoonfull of valve grinding paste if its a bit tight. Check the gearbox oil and top up with neat washing up liquid, as when this foams it causes less drag on the engine. For inner cleanliness your engine will benefit from a tablespoon of Swarfega added to the petrol tank. This will keep the combustion chamber and exhaust nice and clean. Next replace the chain after first repeatedly baning it onto the garage floor to knock off the dried mud, don't attempt to oil it as this only makes the mud sticky, just sprinkle it with water and it will give it that shiny new look.

For the final asthetic touch just give the mud-guards, handle-bars etc a good wire brushing to bring up a nice shine, then touch up the hammer marks with paint, you are then ready for another successfull day out.

SUGGESTED TOOLS REQUIRED.

- 4lb HAMMER
- ½" COLD CHISEL
- WIRE BRUSH
- 18" STILSONS
- 5 gals TOUCH UP PAINT.

A.C.E. Mechanic.

XX

The above scribe is obviously a man after my own heart. He is to mechanics what I am to cooking. So its not the done thing but if you get some sort of end result from it and it didn't take too much time or effort who cares! If you burn the meat pour sweet and sour sauce over it and say you barbiqued it! If you burn more than one item on the menu try to convince every one at the table that you heard that charcoal was good for you and you wanted every one to get their share! So your sponge doesn't rise cover it with tinned fruit and call it up-side -down cake! As you can tell from the above mentioned I have had my share of kitchen calamities.

Please dont forget to keep your little bits and peices coming in as they make some funny reading. Also any suggestions for "social" trials or events out of the ordinary.

See you.

FOR SALE

I have a pair of leather riding jeans (RST) for road use but could be used off road for sale. They have been worn 3 times, are as brand new.

Size is 34 waist, short leg
I am asking £25.00

Richard Challis
07989 344932



EASTERN FOURSTROKE ASSOCIATION
CHATTISHAM CHALLENGE TRIAL



PRE-65 AND TWINSHOCK TRIAL

Sunday March 27th 2022

Start 10:30 am.

TRIAL:

CLUB RESTRICTED

VENUE:

**The Water Run, Chattisham Lane,
Hintlesham, Suffolk IP8 3PU'ish**

WHAT 3 WORDS

SNITCH.DATA.CORRUPTED

ACU PERMIT No:

TBA

CLUB STEWARD:

TBA

CLERK OF THE COURSE:

Richard Challis

Licence No.38598

SECRETARY OF THE MEETING:

Hugo Rose, 07717662131

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 members of the Eastern Fourstroke Association riding Pre-65 solo machines, twinshock machines and EFA Youth members only.

COURSE: Approximately 4 laps of 10 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 7th March and close 25th March. Any entry queries please contact the Secretary of the Meeting or Club Secretary, Richard Challis. 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.eastern-fourstroke-association.co.uk Refunds to online entry trials are available if you are unable to make the trial BUT only if you give the secretary of the meeting adequate advanced notice

ENTRIES OPEN: 7th March

ENTRIES CLOSE: 25th March or when entry full

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

ROUTE: Hard / 50/50 / Easy

MARCH 2022

KEEPING TRACK!

2022 Club ACU fixture list & Eastern Centre classic events

Mar 20th	Pre-65 Motorcross Club	AMCA	Scramble at Marks Tey
Mar 27th	EFA	ACU	Chattisham, Water Run Trial
April 15th	Woodbridge & DMCC	ACU	Blaxhall Pit, Class C Champ Rnd 1
May 22nd	EFA	ACU	Bromley Brook, Class C Champ Rnd 2
July 30th	Diss MCC	ACU	Wattisfield, Class C Champ Rnd 3
Oct 2nd	EFA	ACU	Snaque Pit Trial
Oct 30th	Woodbridge & DMCC	ACU	TBC Class C Champ Rnd 4
Nov 27th	EFA	ACU	Ian Preedy Mem Trial, Thorrington, Rnd 5 Class C
Dec 27th	Woodbridge & DMCC	ACU	Butley, Class C Champ Rnd 6

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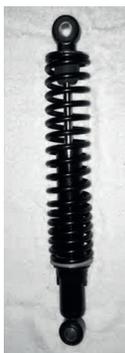
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