

July 2023
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T RIALS & RIBULATI NS



Radon Seniors Day

THE REVOLUTIONARY COUNCIL

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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.

CHAIRMAN'S WHATLINGS

Well here we are again at the months end and what busy one and so much heat and humidity to.

The KP enterprises trial at Badwell ash went off with only a few mishaps ,I am reliably informed that all are now well.

Well done all.

I had my first experience of the seniors day once a month ride around at Raydon pit hosted by Mr hood many thanks ,the cake was lovely Mrs ted.

Not much riding but plenty of talking. what a great day.

Well no trials for a while so preparations are underway for our demonstrations at Weeting steam rally weekend 14th 15th 16th July, the bikes are polished and tent ready looking forward to the event

Oh yes and more talking and beer

Many thanks

Chris

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PHOTOS BY CHRIS CANHAM

BADWELL ASH JUNE 2023





The 22nd South Midland Classic British Bike & Twinshock Trial Organised jointly by Kenton and Kingsbury and Wycombe Clubs at Frank Lyons Farm Nr Colliers End Herts SG11 1ES

Sun 17th September 2023. 10.30 am. Open permit No ACU
Meeting Sec: Mick Clarkson Email: bsamickey@gmail.com

Officials: Club Stewards J Cox, M Murdoch

Clerk of the Course; S Dowling. License Number 80715

JURISDICTION. Held under the National Sporting Code and the Standing Regulations (trials) of the ACU. These Supplementary Regulations and any final instructions which may be issued.

ELIGIBILITY. Open to all members of clubs affiliated to the ACU riding solo machines of "British manufacture" & Twinshock Machines.

ENTRIES. Via Sport 80 Online Entry system only. Entry fee £20. Limited to 100 riders. NO POSTAL ENTRIES WILL BE ACCEPTED & NO ENTRIES ACCEPTED ON THE DAY. Entries close: Thursday 14 th September 2023 at 8pm or when full.

COURSE - All on private land and will consist of 3 laps of 12 sections plus a separate timed section on the 1st Lap only.

CLASSES - (A - British Bike Hard Route) (B - British Bike Easier Route) (C - Twinshock Bike Hard Route) (D - Twinshock Bike Easier Route)

(E – Gentlefolk -Any British Bike/Twinshock). PLEASE NOTE. Gentlefolk class will only ride two laps of the white route for no award.

All other classes will ride 3 Laps. MARKING. Will be as in TSR22 B. (no stop).

Awards- Premier award. Best British Bike performance on the red route. (Name on the Minnie Glenfell trophy, plus a replica). Best British Bike performance riding white route (Name on the Cyril Smith trophy, plus a replica).

Awards - The Jack Rees Trophy for the best performance on the red route riding a Triumph (To be held for one year)

GENERAL - Sections will be laid out with two alternative routes. Expert Route - Red Markers. Easier Route – White Markers. The onus of following the correct route lies with the rider!

When signing on you will be issued with a colour coded riding number, you will not be able to change your selected route during the event!!

TIES - Will be decided by a separate "timed" section on the 1 st Lap.

No riding of bikes before or after the Trial. Riders are not allowed to deviate from the marked course.

A Catering Van will be in attendance. Food vouchers will be issued to all Officials & Observers.

All riders will be eligible for free food & drink up to a max value of £5 dependant on the rider showing their riding number to the Catering Van. (Madalina)

All profits from the Event will be donated to The Brain Tumour Charity.

NB: No toilet facilities at the venue.

KEEPING TRACK!

2023

Club Fixture List & some other classic events.

Jul 16th	Bury St Edmunds & DM- CC	ACU	Hawkendon - ACU Eastern 'B' Class Trials Championship Round 3
Jul 29th	Diss MCC	ACU	Wattisfield Hall - ACU Eastern 'C' Class Trials Championship Round 3
Sep 17th	Kenton and Kingsbury and Wycombe Clubs	ACU	Colliers End Herts - South Midland Classic British Bike & Twinshock Trial

Upcoming Shows

Anyone who wants to show their bike at Copdock show must let Don know a month before the show as late passes cannot be obtained. The cut-off date is 13th August.

Weeting, July 14-16th - contact Ted Smith 07790567989

Langford, August 6th - contact Don Daly 01787 477045

Guess Who (answers to back page)

Top Left to Right: James Dutton / Julian Dutton / Mark Chapman

Middle Left to Right: Trevor Hill / Trevor Baker / Andy Prill

Third Row Left to Right: Dan Carter / Dave Smith / Rob Cameron

Bottom: Chris Collins



Tim's Tours proudly presents a visit to The pub 5 miles from anywhere. Starting from The Saracens Head Newton Green 10 AM Saturday 8th July.

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TOWARDS “SECTION ENDS”

The Greeves model RAS, known more commonly as the: “Silverstone,” was a road racing version of the famous lightweight competition motorcycle which was pre-eminent in the 1960`s. Powered by an essentially Villiers 34a engine, with a square alloy cylinder barrel, this little machine was the bike used by the Beart-Mortimer racing school for us, “rookie” budding road racers. In a way, it was similar to the De-Havilland: “Tiger Moth,” being utilised to train RAF recruits who would later be Battle of Britain fighter pilots.

Actually that does not quite do justice to the Greves Silverstone. At that time it was certainly in British short circuit road racing, relatively competitive with the air-cooled Spanish Bultaco`s, which were largely used until the Japanese a season or two later, brought in the more sophisticated Yamaha and Suzuki racers which, with others, went on to dominate.

Quite why the Greeves, having first emerged as a scrambler, (moto-cross) then was produced as a highly successful trials machine - also a winner in ISDT events - and finally came out in road racing guise, was so successful is difficult to explain. Other British lightweight motorcycle manufacturers also produced sports versions, including road racers, such as Cotton, - which I went on to own - and Norman but they

were never quite as adept as the Greeves. It might well have been due to the rigidity of the frame, with its unique alloy, “H” section style front down-strut, or in the stiffness of the mounting of the rear swinging suspension arm - even under the roughest of terrain, a Greeves rarely lost its rear chain. Greeves suspension in every way was a speciality, with the front wheel being sprung by twisting rubber torsion segments controlled by damper units housed in the rigid tubular front forks. In early days, even the rear end was sprung by rather spindly- looking torsion-sprung links. These soon gave way to more conventional rear shock units. It all added up to a “stand out” little motorbike in so many ways. All of us in the Eastern Centre should be proud of the, comparatively small factory, at Thundersley, which for a while, produced such successful bikes in so many disciplines of motorcycle sport.

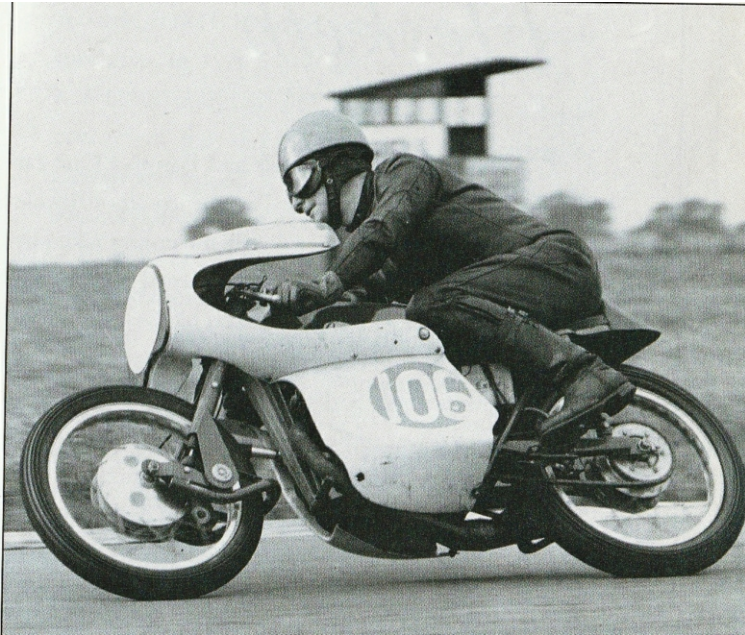
The first time I ever saw a Greeves road racer would have been at Snetterton in the early 1960`s when Reg Everett used - very avidly - what must have been a converted scrambler. I can`t now recall if he won the 250 race but he was certainly up there with them and on the fearsome Coram Curve - it being so necessary to charge round there at maximum speed to attack the rise up the finishing straight, (no Russell`s hairpin in those days)

the little Greeves seemed as steady as a Cunarder's compass.

So, having ridden with some modest success, both the scrambles and trials models, I for one should have felt quite at home on a Greeves road-racer here at a cold and wet, Brands Hatch. After some detailed instructions from "headmaster," Charles Mortimer, on how

we should join and leave the circuit, two RAS "Silverstones" were fired up and the first two learners went out behind a leader riding, if I recall correctly, a road Triumph, to follow him around the short Brands Hatch circuit to be shown the correct line around the bends. I was next – and my heartbeat was nearly revving as high as the bikes.....

Sidge



"A Greeves `Silverstone` in action. I must emphasise the rider is not me. He looks far too competent..."

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GUESS WHO BY CHRIS CANHAM

BADWELL ASH JUNE 2023

