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T RIALS & RIBULATI NS



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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.

Shout out from the Editor

What a cracking Trial! (No pun intended Steve)

I had been anxiously checking my phone every 5 minutes on Saturday evening and Sunday morning, expecting the wash-out to result in a cancellation and a mad dash to let everyone know but lo and behold I was delighted to arrive to a rammed car park and we had 50+ riders!

I'm sure we were all a bit bruised after a hard slog in very muddy conditions, I hope your bikes are clean and dry and ready for Chattisham.

Special shout out to Mark Gibb - the only rider to get under the 50 mark - and that on his C11 Rigid.

Andrew

P.s. As per Steve's message in the results:

*"Thank you to all who put the effort in for this weekend's EFA trial at Raydon ably set out by our Chris & Crew, John Beasley (Sec of Meeting), and all the Observers Edie, Julian, Paul, Aaron, Daphne, Ray, Derrick, Bruce, Brian & Colin for making another successful day!
Thank you again to the Raydon Land owner & Caretakers for the the perfect trials setting."*

KEEPING TRACK!

2024

Club Fixture List & some other classic events.

5th March	EFA	AGM	Stanway Rovers FC, 50 New Farm Road, Colchester, CO3 0PG, 7:30 - 8:00pm start
29th March	Woodbridge & DMCC	ACU	Blaxhall ACU Eastern 'C' Class Trials Champs
7th April	EFA	ACU	Chattisham Trial - Enter on the Day
20th April	Bury St. Edmunds & DM- CC	ACU	Hawkendon Fun Trial
26th May	EFA	ACU	Gt. Bromley ACU Eastern 'C' Class Trials Champs
27th July	Diss MCC	ACU	Wattisfield Hall ACU Eastern 'C' Class Trials Champs
6th October	EFA	TBD	Snaque Pit Trial

Raydon Rainy Day Trial

Eastern Fourstroke Association

18 April 2024

No.	Rider	Machine	Class	1	2	3	4	5	6	7	8	9	10	Total
13	Scott Chappell	Bantam 185	Prie 70	White 0 3 3 1 1 2 3 1 1 0 3 3 3 1 1 0 0 1 1 3 5 0 0 2 3 3 3 0 0 3 3 3	2-Stroke									
50	John Beasley	Greeves 250	Prie 70	White 3 3 3 3 3 3 3 3 3 3 3 3 5 5 0 1 3 1 3 3 2 0 3 3 3 3 3 3 2 3 3 0 0 3 1 1 0 89	2-Stroke									
8	Jon Redman	Bantam 175	Prie 70	White 3 5 3 5 3 3 3 3 3 3 3 3 5 5 5 5 3 3 3 3 3 3 3 3 3 3 3 3 5 3 3 0 3 1 5 5 142	2-Stroke									
3	Alan Robinson	Honda TLR200	Twin Shock	White 1 0 3 3 0 0 3 3 3 3 3 3 5 3 0 2 5 1 5 3 0 0 3 1 3 1 1 2 3 0 0 0 0 0 0 0 0 57	Twin Shock									
48	Tim Ford	Fantic 240	Twin Shock	White 3 1 2 3 0 2 1 1 3 3 3 3 0 2 3 1 5 3 3 0 2 3 3 0 1 0 3 0 1 0 1 0 0 0 3 3 3 69	Twin Shock									
5	Peter Teager	Yamaha 175	Twin Shock	White 5 3 3 3 0 2 5 3 1 5 2 3 0 1 0 2 0 3 5 3 0 1 5 5 0 2 2 2 0 0 5 0 0 0 0 0 0 71	Twin Shock									
28	Ray Buck	Yamaha 180	Twin Shock	White 1 2 3 3 1 3 3 3 5 3 5 0 3 3 3 0 3 3 3 2 3 3 3 3 1 0 3 3 0 3 0 3 0 0 0 0 79	Twin Shock									
49	Martin Croker	Suzuki 325	Twin Shock	White 5 3 2 3 1 3 3 3 3 3 3 3 3 3 3 3 2 5 0 3 3 3 3 3 3 3 3 0 3 2 1 2 5 0 0 0 1 5 0 89	Twin Shock									
42	Gary Smith	Honda TLR200	Twin Shock	White 1 2 2 3 0 3 2 3 3 5 3 3 1 2 5 3 3 3 5 5 5 3 3 1 3 3 3 1 3 3 3 0 0 1 0 0 94	Twin Shock									
33	Richard Wreathall	Fantic 125	Twin Shock	White 2 3 3 1 3 3 3 3 3 3 3 3 5 3 3 0 2 1 1 5 2 5 1 1 3 2 3 3 0 3 2 2 5 2 3 0 0 1 2 0 3 96	Twin Shock									
40	Paul Bilbow	Fantic 125	Twin Shock	White 1 2 1 3 1 3 3 3 3 3 3 5 3 5 1 2 2 3 3 5 5 5 3 2 3 3 1 2 1 3 5 3 5 0 0 3 3 0 101	Twin Shock									
22	Luke Gray	Honda TLR200	Twin Shock	White 5 3 2 3 5 0 3 3 3 3 5 3 3 5 3 5 3 5 3 5 3 5 3 3 5 3 3 3 3 3 0 2 2 1 0 0 0 3 0 1 107	Twin Shock									
38	Oliver Norman	Oset 20	Mono	White 2 3 3 3 5 3 3 3 3 3 3 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 122	Youth D									
51	Owen Parker	TRS 125	Mono	White 3 5 5 5 3 3 3 3 5 3 3 3 5 1 3 3 2 3 5 3 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 152	Youth D									
	Retired													
18	Steve Newman	Bullaco 340	Twin Shock	Red 3	2	3	3	0	3	0	3	5	2	27
44	Trevor Hill	BSA Bantam 175	Prie 70	50/50 1	2	3	3							
35	Jake Caunter	BSA C15	Prie 70	50/50 1 3	3	5	2	3	3	5	5	5	0	55
21	Joe Knight	Triumph 500	Prie 70	White	0	3	5	5	0	3	5	1	0	27
14	Paul Cooper	Bantam 185	Prie 70	White 5 3	5	3	3	1	3	5	5	0	2	36
11	Brian Cook	Greeves Anglian 250	Prie 70	2-Stroke	3	3	3	0	3	3	2	5	5	38
24	Colin Miles	Greeves Anglian 250	Prie 70	2-Stroke	3	3	3	5	3	3	3	3	3	46
23	Paul Gray	Triumph 350	Prie 70	White 5	5	5	5	3	3	5	5	0	0	51
41	Chris McKenzie	BSA C15 - 333	Prie 70	White 3 5	0	3	3	5	5	2	5	3	3	56
32	Graham Waddellow	Yamaha 175	Twin Shock	White 3 3 3	3	3	3	2	5	1	0	3	3	72
36	Tom Caunter (J)	Honda 125 TL	Twin Shock	White 3 5	5	3	3	5	3	3	3	5	0	72
34	Peter Caunter	BSA C15	Twin Shock	White 5 1 3	3	5	5	2	1	5	3	5	0	76
30	Adrian Studd	Yamaha 250	Twin Shock	White 5 1 3 3	5	3	3	3	5	3	3	5	0	90
43	Bob Wreathall	Royal Enfield 350	Prie 70	White 3 3 3 5 1 3	3	5	1	5	5	5	1	5	2	63

Thank you to all who put the effort in for this weekend's EFA trial at Raydon ably set out by our Chris & Crew, John Beasley (Sec of Meeting), and all the Observers Edie, Julian, Paul, Aaron, Daphne, Ray, Derrick, Bruce, Brian & Colin for making another successful day!
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TOWARDS “SECTION ENDS”

I had taken to Brands Hatch my two friends and colleagues, Jim Patey and Tony Clarke. Both keen road riders and later, Jim was to take up the sport with a broad brush, riding solo scrambles, solo and sidecar trials, enduro and eventually, sidecar road racing – and at the T.T.! Tony concentrated on renovating road bikes and his restoration work which, over time, progressed to cars, was stunning. Both were like myself, knowledgeable to a degree but this road racing lark was technically, a new science to all of us.

With its battery fully charged, the Cotton fired up immediately as it always did and in my borrowed leathers, I went out to join the circuit with the other riders already circulating. Riding on a wide open circuit is decidedly not the same as hammering down a narrow farm lane. Obvious when you think about it but I had not given the reality any thought. Therefore trying to settle down, with bikes of all sizes ripping past at seemingly colossal speeds, I quickly became aware that I was going horribly slowly. Despite being on full throttle where I could, I was way below the velocity of the Greeves I had previously belted around on in the past. I could also hear that at full throttle the Cotton was four-stroking horribly. Worse, my colleagues later reported a pronounced amount of smoke wafting behind.

After just a few laps, I came back into the paddock and miserably declared we needed a smaller main jet – which I foolishly had not previously even considered. So silly, as I at times had to rejet my scramblers – obviously, the two types of carb and jet sizes were not compatible. I could have cried. As always seems to happen in paddocks when you bring in a machine which has developed great internal problems, there was a long, and sombre period of us all gloomily looking down on the bike – as if trying to repair it by sheer thought. Silly, but you do often see such scenes.

However, from a van parked behind us, a chap jumped out, small and wiry.

“It’s yer float chamber mate! It’s far too high! - yer carb’s virtually flooding, pal!”

From his accent, he was most decidedly Australian – and all action with it.

“Give us a bloody screwdriver, mate!”

He undid the clips which held the remote float chamber from the frame tube and slid the assembly

known as, “the matchbox” down the frame and re-tightened.

“Fire it up! Fire it up!”

I mounted – the lads pushed. Away she went.

“Get the hell out there!” the little engineer from the Antipodes screamed, waving towards the paddock gate. Embarrassed and somewhat confused, helmet and goggles on, I rejoined the activity on the circuit.

“My God – it is so much better!” It was indeed a different bike and now I could really get going and show my mates what I could do. Over the next few laps I was beginning to get just a glimmer of the correct line and gears in the bends,

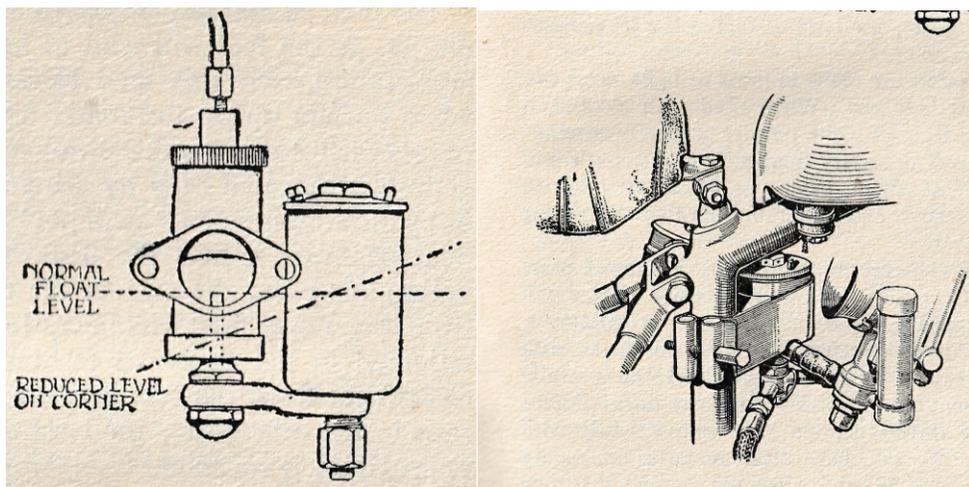
when there was a strangling sort of vibratory rattle – I nipped in the clutch and with the engine now dead – rolled to a sad stop. The engine had seized, luckily on the Paddock straight. Recovered by car and tow rope, I once more entered the paddock in a very solemn mood. The faces of my chums equally so.

Taking off my helmet, I looked towards the van from where the Aussie had emerged. It had gone.

Much blasphemy uttered as we loaded up to go home...

Sidge

The fuel level in a carburetor can be pretty critical, as any Battle of Britain pilot would agree!



The left diagram indicates how it varies when the bike is cranked over. The second shows how on thirsty road racers the float chamber can be raised / lowered via the clamp. Our (brief) Australian pal had the right idea but adjusted the level so the fuel leaned out excessively - hence the seizure. A little knowledge can be dangerous!

RAYDON PHOTOS - MARK GIBB





RAYDON PHOTOS - ANDREW BILBOW





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