



Trials & 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)

<p>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.</p>

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KEEPING TRACK!

2025-2026

Club Fixture List & some other classic events.

21st June	Foxbourough Pit
5th October	Snaque Pit
23rd November	Thumpers Thorington
14th December	Boxford

There will be a set of summer trials, dates and venues will be posted when available.

EDITOR'S DABS

Things have moved on, after my first ever engine build, replacing every bearing, replacing the output shaft, kickstart shaft, clutch basket, rings the big end appeared ok, I managed to get everything back together making sure that the bits that should move moved, and making sure that oil remained to stay in the crankcase where it should be. A couple of kicks and she jumped into life. I mixed bag of emotions nervous that it might come to a horrible grinding halt and feeling proud it started and sounded pretty good. I must admit I love the sound of the ring ding of the old two stroke engines. All the gears worked and clutch seemed to work ok, however before I took it part the clutch didn't stick now it does? So after putting everything back together I decided to calculate what I had spent, OMG that wasn't a good idea, I now have an investment that isn't worth the invested funds :-)

Time for runout, with a couple of little trips to Raydon. The bike run well, still gaining confidence after the rebuild but it looks to be ok, so Purls hill will be its first proper run out, fingers

crossed! I have however done a trial, Kevin kindly lent me a Fantic 200 to ride in a trial at Rendelsham. Well after a forty year break from trials I thought I would ride the hard route. It's funny how my brain still thinks I can ride better than my body allows. But i guess a nasty crash at speedway in my twenties, with 6 months on crutches and countless other injuries is going to take its toll. I had some stupid fives, like missing the end gate and the odd dismount. Still its not going to happen overnight, but I'm enjoying riding again and that's what counts. Out of the various motorsports that I've done, trials, enduros and speedway, trials has got to be one of the cheapest and the one hopefully I can continue for a few more years to come.

Marc

Post Purls Hill Trial, the 240 went well, rider not so well :-)

CHAIRMAN'S REPORT

Well it has been a busy Month first we had an outstanding success with the Wrabness Trial going without a hitch even Mr Kevin goldsmith got sorted out with the help of Rob Clark, well done Rob.

My next event took part in the early hours when we set out for Kinlockleven for a week to watch the pre65 two day trial, the loss of the park ferme was a blow we also heard the the pipeline is to go making way for a new road {to be substantiated}. Also the date for the trial has been moved forward a week oh dear what a shame.

Next event is the Roger Birch championship trial to be held at purls hill Heddingham with permission from the land owner and with a lot of help from the Braintree mcc I thank both parties for the understanding of our predicament after lossing the car parking at Bromley ,we are looking into alternative parking area for the future.

It has been brought to my attention that dale cluterham has had a serious motorcycle accident, I am sure we are unanimous in saying get well soon and wish you a speedy recovery Dale.

Ii have got a permit ready for a Saturday night charity trial at Foxborough quarry on Saturday the 21st June the day before the pre65 scramble this will be a amca trial, sign on the day.

Well, good luck keep your feet up and keep well.

Chris

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ROGER BIRCH TRIAL

[illegible]

To all who put the effort in for this weekend's EFA trial at Puris Hill - Thank you to Paul Belton for giving the EFA a chance to enjoy his back garden. Thank you to Chris Cantiam (Sec of Meeting), and all the Observers Christine, Derrick, Edle, Jackie, Sarah, Brian, Colin, Bob, Aaron, & Chris, and the housekeeping crew who go unseen by most at the end of the trial clearing up to make it another successful day!

machine did not appear to meet Pre-70 ACU Eastern eligibility rules as published on the ACU Eastern website and in the Centre handbook, and therefore will not score Centre championship points in this event. If any rider believes their machine has been incorrectly identified as not complying, in the first instance they should contact the centre of the meeting.

ROGER BIRCH TRIAL

Roger Birch Trial			Eastern Foursroke Association										Sunday 25 May 2025									
No.	Rider	Machine																				
15	Nigel	Allen	Iswich MCC	Twin Shock	Honda	TLR200	200	Red	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Lewis	Chapman	Soulland & DWCC	Twin Shock	Fantic	300	250	Red	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Nux	Rodley	Eastern Four Stroke Association	Twin Shock	Aprila	Tx	250	Red	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	Paul	Towns	Eastern Four Stroke Association	Twin Shock	Fantic	240	212	Red	0	1	0	2	0	0	0	0	0	0	0	0	0	0
22	Kevin	Palmer	Eastern Four Stroke Association	Twin Shock	Fantic	240	250	Red	0	1	0	2	0	0	0	0	0	0	0	0	0	0
57	Richard	Norman	Castle Cochester MCC Ltd	Twin Shock	Suzuki	RL	240	Red	0	1	0	1	1	0	0	0	0	0	0	0	0	0
60	Orlam	Palmer	Eastern Four Stroke Association	Twin Shock	Honda	TLR	250	Red	0	1	0	1	0	0	0	0	0	0	0	0	0	0
56	Nail	Kemp	Castle Cochester MCC Ltd	Twin Shock	Fantic	trial	240	Red	5	0	0	1	1	0	0	0	0	0	0	0	0	0
33	Mark	Barham	Dis Motorcycle Club Ltd	Twin Shock	Fantic	Pro	249	Red	0	0	0	1	1	0	0	0	0	0	0	0	0	0
42	Marc	Lindup	Eastern Four Stroke Association	Twin Shock	Fantic	250	212	Red	3	5	1	3	2	0	0	0	0	0	0	0	0	0
23	Terence	Thompson	Eastern Four Stroke Association	Twin Shock	Ossa	Twinshock	250	Red	5	5	0	5	5	1	0	0	0	0	0	0	0	0
50/50 Route																						
55	Ralph	Petts	Iswich MCC	Twin Shock	Yamaha	TY	175	50/50	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20	Terry	Liley	Iswich MCC	Twin Shock	Fantic	300	249	50/50	0	5	0	0	0	1	0	0	0	0	0	0	0	0
37	Ben	Wrestall	Eastern Four Stroke Association	Twin Shock	Fantic	Twin shock	240	50/50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	Alan	Miller	Woodbridge & DWCC Ltd	Twin Shock	Yamaha	TY175	175	50/50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	David	Smith	Eastern Four Stroke Association	Twin Shock	Fantic	200	156	50/50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White Route																						
31	Simon	Donnelly	Iswich MCC	Twin Shock	Yamaha	Ty	175	White	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	Peter	Treagar	Eastern Four Stroke Association	Twin Shock	yamaha	Ty	175	White	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Paul	Blow	Eastern Four Stroke Association	Twin Shock	Yamaha	Ty175	175	White	0	0	1	0	0	0	0	0	0	0	0	0	0	0
36	Kevin	Dave	Eastern Four Stroke Association	Twin Shock	yamaha	ty	250	White	1	0	0	0	1	0	0	0	0	0	0	0	0	0
44	Alan R	Rodinson	Eastern Four Stroke Association	Twin Shock	Honda	lr	200	White	0	5	1	0	0	0	0	0	0	0	0	0	0	0
61	Alan	Farrer	Eastern Four Stroke Association	Twin Shock	Fantic	200	156cc	White	0	1	0	0	5	0	0	0	0	0	0	0	0	0
48	Richard	Wrestall	Eastern Four Stroke Association	Twin Shock	Fantic	200	156	White	1	0	0	5	0	0	0	0	0	0	0	0	0	0
35	Graham	Wadlow	Norwich Wing MCC Ltd	Twin Shock	Yamaha	Ty	175	White	1	0	2	0	0	0	0	0	0	0	0	0	0	0
46	Christopher	Sledge	Eastern Four Stroke Association	Twin Shock	Fantic	200	165	White	0	5	1	0	1	0	0	0	0	0	0	0	0	0
52	Alister	Mcraquhar	Eastern Four Stroke Association	Twin Shock	Montesa	349	349.6	White	5	0	5	0	0	0	0	0	0	0	0	0	0	0
28	Christopher	Mace	Eastern Four Stroke Association	Pie-Unit	Royal Elfried	Bullet	500	White	2	0	1	0	0	0	0	0	0	0	0	0	0	0
13	Adrian	Studd	Woodbridge & DWCC Ltd	2 Stroke	BSA	Barham	185	White	1	0	0	5	1	0	0	0	0	0	0	0	0	0
5	Nux	negutis	Eastern Four Stroke Association	Twin Shock	Bulaco	Sterna T	350	White	0	5	0	0	0	0	0	0	0	0	0	0	0	0
7	Graham	Braybrook	Eastern Four Stroke Association	Twin Shock	Bsa brisa	Twinshock	150 cc	White	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	Bruce	Dave	Eastern Four Stroke Association	Twin Shock	Yamaha	TY	250	White	0	0	0	0	0	0	0	0	0	0	0	0	0	0

To all who put the effort in for this weekend's EFA trial at Puris Hill - Thank you to Paul Belton for giving the EFA a chance to enjoy his back garden. The sections ably set out by our Chris, Bob Kevin & gang. Thank you to Chris Canham (Sec of Meeting), and all the Observers Christine, Derrick, Edie, Jackie, Sarah, Brian, Colin, Bob, Aaron, & Chris. AND the housekeeping crew who go unseen by most at the end of the trial clearing up to make it another successful day!

ROGER BIRCH TRIAL



ROGER BIRCH TRIAL



ENFIELD TO EVEREST

Continuing with third chapter of the epic adventure undertaken by Ian and Syliva Preedy in the summer of 2001. Travelling by motorcycle from Kathmandu to Lhasa via the Everest Base Camp.

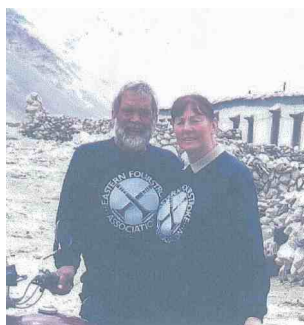
3. EVEREST IN SIGHT!

We slowly plodded on encountering rocks, mud, sand and more streams.

After about two hours an amazing sight greeted us and stopped any further progress. It was four rivers rumbling side by side three to four feet deep in some places and at least a quarter of a mile wide. As Patrick and Ian walked up and down trying to find a possible crossing place it was obvious that the river was far too deep for the motorcycles. As we were now at fifteen thousand feet, any walking or excursion of any kind was causing us great problems. It was decided that they should wait for the back-up vehicles then load the five Royal Enfields into the truck and attempt to cross the river that way. It took some time to load everything up, bikes, riding gear and five riders, but this being done, the old truck slowly started to make its way across the river. The amazing old vehicle only had two-wheel drive but it slowly crawled through the water and over the rocks and all seemed to be going well when just before it reached the opposite side it gave a lurch to the right, the water came up over the wheels, the back door flew open and the engine gave a big splutter and stopped!

The rest of us watched this from the other side feeling totally useless as there was nothing we could do to help - just watch and wait. The riders that were in the back of the truck managed to hang on and with some effort got the back door under control by just hanging on to it. Ian was sitting in front with the driver wondering if I knew where the insurance documents were and who would take over the task of getting little Eric on the road, when the driver gave a sigh and turned the key in the ignition, the engine burst into life and the truck slowly crawled up the rocky bank and onto the flat sand beyond. We were across. As the bikes were being unloaded, the Land

Cruisers started to make their way across. One had no problems but the other two got stuck and had to be towed out by the truck. The entire episode took about two hours so we were now way behind schedule. A few miles further on there had been a rock fall which had left huge boulders all over the track.



There were two lorries and an army of men trying to clear a path - apparently we were not the only silly people who wanted to travel along this track. We managed to squeeze through with just a couple of inches between us and a terrifying sheer drop to our right. Once through, Patrick said he would carry on ahead so that he could secure our rooms for the night and Ian was

left with Wayne and Dave.

Poor Wayne, who is only a little fellow, was really struggling with the weight of the Enfield and the altitude. With Dave up front, we slowly picked a path through the rock and we were still climbing. I turned around just in time to see Wayne fall off again. Dave and I turned around and went back to pick up bike and rider, who was completely exhausted, so we decided to stop for a while to get our breath back. As the three of us sat there we could clearly see Everest about ten miles ahead, it was an Incredible sight. I suggested to Wayne that perhaps he should wait for the back-up vehicles and go the rest of the way in one of them. He might be small in stature but what he lacks in height, he makes up for in grim determination. He gave me a look that told me something along the lines of "go forth and multiply!" and got back on his machine.

As we got nearer to Rumbuck the going got a lot worse and he

took a couple more falls. Then, at last in the distance, we could see the small monastery situated close to the base camp and at around 4.00pm in the afternoon we arrived at Rumbuck. Wayne and I were completely exhausted, I got off my Royal Enfield and sat looking at the mountain we had taken such a hard journey to see. I was mesmerized by it. Big Dave from Canada at 32 years old and a rugby player was the only one of us with enough energy to walk about.

Rumbuck is a typical Tibetan lodging house, very, very basic, a single story establishment of about fifteen rooms built around a courtyard. Each room was about twelve feet square with four single beds in each and because of the lack of accommodation we had to share this grotty little room with our friends from LA, Danni and Wayne, plus all our luggage. The communal pee bowl was situated at the bottom of Ian's bed and was regularly visited throughout the night by all of us. I would love to have made a video of our various journeys to and from this essential item. All of us trying not to wake the others when we clambered over luggage and picked our different ways across the room with the add of small torches we hoped we would not drop on the way or in said item, and then having arrived at our goal trying hard not to sound like a shire horse in an echo chamber!!! Prior to our holiday we had been told to take sleeping bags with us as although there is plenty of bedding it is very seldom washed!

Add this to the complete lack of running water, electricity and sanitation and the fact that two or three people could use the smallest room on the side of the building, cosy, and something like Stalag 17 springs to mind.

The kitchen-cum-eating area was a large, dark smoky room with a dirt floor.

Around the outside of the room were benches covered with brightly coloured carpets and cushions and in front of these benches were low cupboards that doubled as tables. These too were highly decorated with red and gold paint. The walls were a revelation of

floral material and the whole place smelled of yak butter and wood smoke. It seems that whoever installs the cooking stoves in the guest houses in Tibet does not carry with him any sealing material and consequently the flu pipe and stove pipe meet but only just! We all sat around the room looking at each other through a smoky haze.

We wondered what local delicacy would be served up to us. To our amazement, we were all given a large plastic tub with a foil lid and containing dehydrated noodles and sauce. Whatever next - Tibetan pot noodle! Also a plastic covered sausage was given to each of us when the hot water was dished out. What luxury! We were offered beer, yak butter tea or jasmine tea. The later was the best as although the beer was good it had a tendency to make you very sleepy, and the yak butter tea tasted like liquid stilton as it is made with yak butter salt and tea, an acquired taste if ever there was one. To be fair though, the food in Tibet was good although a discerning gourmet would think it rather plain. The breakfasts consisted of pancakes or eggs any way you wanted them.

The pancakes were a bit like Scotch pancakes and had a tendency to stay by you all the morning. These were only partaken by the stout-hearted amongst us, the wimps that were left had the eggs. It has been our experience that if you have a delicate tummy whilst on your journeys, to help it recover, a breakfast of hard boiled eggs acts a bit like Rad Weld.

There was only one toilet in Rumbuck. Situated on the roof it had no door. partitions or roof - just two holes in a dirt covered floor. When you have to use these establishments in the middle of the night when not feeling well, thoughts come to mind that next years holiday will be in a five star hotel in Lyme Regis!!

If you use the toilet in daylight, the conditions are the same but you have a wonderful bonus in the shape of Mount Everest and surrounding views whilst you perform your bodily functions and coughing flirtatiously to warn any other person that you are 'in situ', as it were.

TRIALS OVERSEAS

I am often asked about the big, well documented classic trials in France and Spain and what are they like, how do we enter and are they worth doing. Good and Yes is the answer. The main one in France is the VTC, Ventoux trial Classic, in Spain, you have the trials D Áll, Santigosa and Sant Feliu. I have been lucky enough to do all these on several occasions in fact the Sant Feliu possibly for the last 12 years.

They are entered by being aware when the entries are out and online, , being by a computer and getting your entry form filled in and sent off sharpish. They all fill up very quickly, within either the first hour like the Sant Feliu 750 entries for 420 places or a couple of days like D All where the entry is limited to 180. Forward planning is essential. In the current climate they do remain an expensive weekend, factoring in all costs, similar to me coming up to ride the Pre 65 Scottish. They are all drivable from the channel ports in a day albeit a very long one, but an over night stay needs to be factored in. Entries are in the

region of 200 euros, plus you will need start permission from the ACU. For France the bikes need to be insured, and this will be checked as they will require a copy of your driving licence, your bike V5, insurance, and proof of start permission. Plus you will have to fit lights, at the time of this they do not have to work but that might change. You must have a shark fin on the swinging arm, the front sprocket must be covered along with any holes on the rear sprocket and an engine kill button. In Spain the bikes are basically whatever.. no one checks.. the insurance is in the entry and the local ´Rossers´ are out on the road helping and don't give you a second look.

I would recommend the Sant Feliu trial in November, its location, a beautiful town right on the beach, the ride round and the bikes on view make it one to do even just once. Usually the weather plays ball and it's lovely, it is getting a little over Fantic'd these days, when before it was mostly all Spanish bikes, but that's just history repeating itself...I will let you know the release dates in the coming

months of both this and Ventoux. The Ventoux has the added bonus of having the Santigosa trial the weekend after, so many Brits come down and do both as it's a easy five hour drive between the two, worth thinking about. As I pen this I am about to head back for the Pre 65

Scottish on the Gary Baker prepared Cub.. hope I don't bend it, or me and I bump into to some old chums from the Eastern centre.

Hamish

TOWARDS "SECTION ENDS"

Whenever recounting the past days of the sport, it is always a good thing to remind ourselves that times do and have, changed. I was fortunate enough to try my hand at the high-speed stuff in far simpler times. When you see any road racing nowadays – even at ‘club level’ - the amount of associated gear and equipment to the actual on-circuit action, is amazing. In my day, I could make a set of tyres almost last a season, used a simple garage mechanic's metal tool box and usually arrived at the various circuits alone - or with my friend Nick, to also sometimes sleep in the back of my elderly Bedford “Dormobile”. I could just about afford to do this and still ride in Eastern Centre trials in the winter! No wonder

early sponsorship is almost essential if a road-racer is to make quick progress. The years quickly roll by and the ladder of required achievement to the top is steep and high – assistance and shepherding is essential – as well as funds....

Having sold my 250 Cotton, whilst I was looking around for an affordable replacement, I relied solely on my little 125 TSS Bultaco to complete the season. It meant that I spent too much time in the paddock with sometimes only two races and practice to actually ride in. Hanging about is a science I have never conquered but I have to say, was sweetened by the company of many fellow racers like myself, both enthusiastic and hard-up! A lot of talking

went on and of course, tips allied to rumours, were in high supply. The jovial paddock life – which, I wonder if it is quite the same nowadays – helped pass the time. Almost to the last meeting, the Bultaco never ever let me down, but going down the former and long straight at Snetterton – this being parallel to the A11 main road and going past the rear of the Esso garage – the bike gave out the odd splutter of vibration and was a little down on revs. With little bikes, so many factors can make a difference in speed, quite apart from the engine – tyre pressures, temperature and of course, any wind – to an extent that I was not at all sure that anything mechanical was out of order. However on my second race, the lack of revs and odd misfire was more noticeable. Faithful however, she remained and duly took me, if somewhat down the field, to the chequered flag. I was not particularly upset. The bike had done a hard season and clearly needed to have some TLC. Indeed the little typed instruction sheet, issued by the Rickman brothers – the importers at the time – stressed

regular attention to replace piston rings, and crankshaft oil seals – and, rather unbelievable now in this age of electronic ignition – the correct setting of contact points. Yes – we were getting eleven-thousand revs with old-style contact breakers!

Naturally I shared my concerns with fellow paddock friends. Several mentioned one name to seek both advice and practical help in revitalising the engine for the next season.

“Go along to Frank Sheene, mate – he’ll sort it all out. Good bloke with the little engines. Yank out your engine and take it along to him.”

I had vaguely heard of Frank Sheene, though I had never met him. Nonetheless, with his name being mentioned so favourably, when I returned home, I duly stripped out the engine and phoned him....

Sidge