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Trials &
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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.

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KEEPING TRACK!

2025-2026

Club Fixture List & some other classic events.

23rd November Thumpers Thorington

14th December Boxford Bash

Other Events

Hagon Classic Off Road Show Telford 8/8th February 2026.

New batch of Michelin and IRC Tyres and Tubes just arrived ready
to provide extra GRIP in them soon to be muddy events. Call for
Club Price

Call **Kevin Plummer** On **07774 277144**

EDITOR'S DABS

The EFA trials winter series has started with a fantastic dry trial at Snaque Pit. It's the first time I have ridden, and first time out for a while. Thoroughly enjoyed it but had some navigational issues with the markers :-)

We have our Thumpers Trial coming up it's an ACU sport:80 event so make sure you get your entries in through their site.

Marc

Drum Brake Exchange Brake Shoes (All Types) & Tyres

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

Call **Kevin Plummer** On **07774 277144**

A WEEKEND IN PROvence

The Mont Ventoux Classic is the pinnacle of French Vintage trials.

Held every year ,for the last 25 years in and around the famous cycling mountain of Mont Ventoux in the Provence region of France. Always the second weekend of October it is usually fantastic dry weather, and a pleasure to be there riding around the beautiful hamlets and vineyards of the area.

After a period away I was tempted back , being a team event we needed to

make up an equipe de trois It was decided that due to the input in bike preparation it would be proudly named Gary Baker Racing.. thus the team was formed.

Due to a last minute complication Gary was unable to make it so



Paul Whitehead on his trusty B40 jumped in, and with Brad Woods set off via the tunnel on the thursday before the trial. It's a good drive from the Channel ports, so an over night stay is needed leaving a quick four on the friday morning ahead of the painful paper work and machine examination starting friday afternoon at 3.pm. A final check of insurance, V5 and driving licence then off to have your bike looked at.. then once done on to pick up your bib ready for the off, early doors saturday. Its very well organised, but you must have the correct paper work, and your bike and helmet must be as they say.

The start is an elaborate affair, with lots of noise, gentle banter when the Brits ride up the gantry, and then you are off... Brad and Paul unaware of what beckoned.. me having done it a few times not so.. Four routes, sections wonderfully laid out very old school classic sections plenty of room, a lot of thought and effort had gone into it. The interzone, was long and pretty hard, certainly on the second day. Even after only eighteen sections the tired limbs on Sunday morning told of a hard days riding on saturday.

We all rode at the top of our game, pressure is on as low marks are the norm and a three or five is very expensive across all the levels. We had to slow Paul down between the sections as the red enduro mist came down, and our little cubs could not along with Brad and I keep up. The weather too was mid twenties and beautifully sunny so that caused rider and bike to warm a tad too much. We finished the day back at the packed start, with a beer and a barquette de Frites... and then perused the trade



stands that seem to have adopted a Telford tax. I had already picked up my box of bits for the new Bultaco project from Dave Renham who kindly brought them down in his van. The evening out in the small town is just full of trials fans and when you consider over 800 riders and wags, it is a fantastic end of season gig for the lovely Malaucene. We didn't quite make the podium 5th out of 63 teams, so still a good result, missing third by 3 marks. Brad and Paul headed off, hoping to get a good few km's done Sunday, then onto Calais for a Monday 13.00 pm tunnel, me back to the Pyrenees but reflecting on a great weekend, with some great friends, riding a great event, in a fantastic part of France.

Thoughts now go to the next weekend, the two days of Santigosa straight after, and on the Fantic, up a level and with me having the added worry of the rear brake on the correct side..

A bien tot..

Hamish

SECRETARY RETIRES

The Committee of the EFA are sorry to announce that our Secretary Richard Challis is retiring as of Christmas. Richard has been secretary since 2017 and has worked hard behind the scenes. Trying to keep the rest of us in-line, he has had all the hassle with dare I say it Sport 80!!! So from my self and all the Committee a big big Thank You Richard for all your hard work.

Ted Smith President EFA.

Ted



SNAQUE PIT RESULTS

[illegible]

To all who put the effort in for this weekend's EFA trial at the return in Shaque PIR - Thank you. Thank you to the Landowner for allowing us for the use of the perfect trials setting. A big send out by our Chris, Kevin, John, Paul & the other Beates. Thank you to Kevin & CoC (Sec. of this Meeting & CoC), and all the Observers Strawb, Edie, Chris, Aaron, Ali, Colin, Paul, Alan, Brian & Ted. And not forgetting the housekeeping crew who go unseen by each trial clearing up to make it another successful day!

ENFIELD TO EVEREST

The final part of part of the epic adventure undertaken by Ian and Syliva Preedy. Thank you Syliva for allowing us to reprint it in the T&T, I have very much enjoyed reading it.

5. FINALE

The next morning we were to ride the remaining six Enfields to the centre of Lhasa, then in the main square in front of the Dalai



Lama's massive monastery, we were to have another photo session. The bikes had been cleaned and lovingly polished until they shone. They were then lined up like chorus girls in a row, each one with its wheel turned slightly to the left. All this was supervised by our mechante Alam, who would not let any camera click until there wasn't a millimetre of front tyre out of place. This being achieved, It was all camera elicks. Many photos were taken by our official Tibetan guides which I think will be used by the Tibetan tourist office for promotional purposes. We also took the opportunity to take some great photos, then very reluctantly we rode the bikes back to the hotel, it would be the last time we would ride them and having spent so much time on them, It was like saying goodbye to an old friend. After two days of sight seeing in Lhasa, which is an



experience of its own. and languishing in the luxury of hot and cold running water and proper toilets. it was time to fly back to Kathmandu. The flight takes you right over mount Everest and as we looked out of the aeroplane window at the mountain that I had always wanted to see for myself, I thought about the events of the previous ten days as we had struggled to reach base camp at Rumbuck. The hair raising mountain passes, the rivers too deep to ride across, the unexplainable affects of altitude sickness, the wonderful friendship that was formed by the entire group as we went together through any hardship we had to face in good spirit certain in the knowledge that we would and could rely on each other to make the journey enjoyable no matter what it threw at us. We had an amazing trip - and made some great friends. It was uncomfortable at times, hot, dusty. expensive - very, but worth every penny. The journey of a lifetime and one we will never, ever, forget.

TOWARDS "SECTION ENDS"

Perhaps the most interesting machine I owned during my club road racing career, was the last – a 125cc Maico. Somewhat foolishly, I had sold my trusty little TSS Bultaco – having had an offer for it that at the time I simply could not turn down. Yet how I wish I had it now – and perhaps could have taken part in the occasional “historic parade” laps which nowadays can accompany the bigger road race meetings.

As I have explained before, to make the whole travelling and effort of attending circuits sometimes long distances from the cosy Eastern Centre worthwhile, you needed two bikes just to get the actual racing time in and so, now armed with a slightly larger wad, I had a look round to see what was on offer. The German Maico make, which in my earlier days in the 1950`s , was noted for its chunky looking “Maicoletta” scooter, was now making some impact in motocross. Ridden by German, Adolf Weil, the Maico motocrosser was renowned for its

massively powerful air cooled engine – indeed I had personal experience of that when just trying one out at Friday Woods, Colchester; it almost looped me off - with just an exploratory `blip` of the throttle.

Maico then produced a 125 two-stroke road-racer, in the early 1970`s – again, the engine of which was competitively powerful and somewhat unique in using a disc valve to control the fuel induction period. This was indeed a thin shiny disc, attached to the crankshaft with a cut-away across the inlet port which set the “suck-in” period of the engine and presumably also restricted any blow-back. My understanding being that this was a system originally seen on East German MZ`s, under the technical control of the late Walter Kaarden; the man largely responsible for giving two stroke motorbike engines a massive kick forward in power delivery and has never quite received the recognition for doing so.

I had to go up to Scotland to see the bike and this trip I did on

my road bike, which was at the time, a BSA: "Shooting Star" - the later version, which featured the single cylinder 440cc engine set in a frame which was essentially based on the "Victor" scrambler. It was a tremendous bike and on that 500 mile there-and-back ride, just kept going up the motorways at a steady 70 plus, sometimes in heavy rain, with no vibration what-so ever. I later used the same bike to compete in the Welsh Two-day trial. - sacrilege perhaps...! Staying overnight with the vendor, and his attractive girlfriend, he explained candidly that he had used his Maico in the 125 T.T.- and retired, having seized the engine, but it had now been fully overhauled and he needed the money to assist in buying a brand new and recently brought-in to the UK, Yamaha TZ racer. I looked all over the bike but had no opportunity to try it. Nonetheless, it looked good (as they all do.....) and came with a lot of spare parts - I took the chance and plonked down the notes.. Some weeks later, I collected it from Oulton Park, at an International meeting where

my Scot's vendor had come down to compete on, indeed a newly bought TZ Yamaha. At the same meeting, I had my last meet-up with Barry Sheene, who had come to the circuit in his Rolls Royce. He was recovering from a terrible crash whilst testing a works Suzuki at Daytona, when his rear tyre blew out and understandably, he did look a little `second-hand`. Yet cheery as ever and looking forward with great confidence. Better days were to come for him. Barry may not have been the greatest motor bike racer ever - but in my book, he was the bravest.

Sidge