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# T rials & ribulati ns



# **THE REVOLUTIONARY COUNCIL**

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[www.eastern-fourstroke-association.co.uk](http://www.eastern-fourstroke-association.co.uk)

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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><b>Disclaimer</b> - 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.

6th April	Wrabness
25th May	Purls Hill (ACU Champ)
21st June	Foxbourough Pit
5th October	Snaque Pit
23rd November	Thumpers Thorington
14th December	Boxford

**Bromley championship trial to be held at Purls Hill, Heddingham, on May 25th as the car park at Bromley is no longer there and weather for the track may make parking difficult, so maybe it will be used later in the year. [what3word](#) [///foam.perfumes.survive](#)**

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

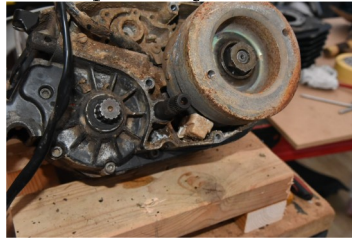


## EDITOR'S DABS

Currently I'm lacking the Trials but I'm certainly finding many Tribulations! I've done bike maintenance before but only general servicing and car work, the odd head gasket and rings. I know one end of a spanner from the other and have a firm grip on the "Lefty loosey, Righty tighty". I also seem to have this really unhealthy addiction to buying tools. I think there should be some sort of support group for it! However never have I split an engine to this level and replaced bearings all without a workshop manual (bloody Fantic). So ... feeding my addiction I felt I needed crankcase splitter, blind bearing puller, flywheel puller. OMG what had I started, hats off to all you lads and lasses that can strip an engine with your eyes shut, I was in new territory. Engine out no problem, covers off, no problem, then the fly wheel, ah the 240 flywheel puller that I bought seems to be lacking about 5mm of its external diameter, so the flywheel isn't standard. Another tool required! This was stuck on! Youtube videos to get ideas, still no joy, eventually crack it was

off. It looked pretty bad.

Anyways I managed to get the cases apart only to find the



clutch basket had a badly worn gear on the back of it. Hens teeth, but managed to source a new one from Italy, it's one piece, after the sale of my left kidney, I purchased it. The case needed welding where the gear shaft locates that's a whole other story. The flywheel cover looked like it had a number of disagreements with rocks and they had won. I sourced another one, also like hen's teeth, that one looked good, but also knackered. Many thanks to Graham for doing a grand job of welding them up. So, not only learning more about engine rebuilds, but sourcing impossible to find parts from a 40+ year old bike.

Not quite the getting back into trials that I thought....

*Marc*

## **KEEP YOUR FEET UP**

**M**embership secretary report Sorry I missed the AGM but hope you excepted my apology. I heard numbers where low so please support in 2026. Membership currently running at just over 75 with 15 non riding hard working male and female members who with out no events would run.

Looks like we are moving with revisited venues, working parties are being arranged, with dates so please support, many hands make lite work.

Good to see the T&T back out there also information on the website. Thank you Marc. Input required by all members. Email address for Marc is in T&T or website.

Just a little competition and for fun for the T&T who can name the most venues that are currently used by the EFA/ACTC or are no longer used by us over the years. This does not including shows and demonstrations. All entries by email to myself or by hand at next event. Suitable prize will be given. Keep you feet up.

*Kevin*

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**Robyn Slater**

**M 07970 114302**

# CHAMPIONSHIP RESULTS 1

Class	Route	Name	Little Bealings - 7th January 2024	Raydon - 18th February 2024	Chattisham - 18th April 2024	Gt Bromley - 26th May 2024	Badwell Ash - 18th June 2024	Little Bealings - 6th October 2024	Thumpers - Thorrington - 24th Nov 2024	Boxford - 15th December 2024	Total	Lowest Round score	Final Total
Pre Unit	Hard	Mark Fletcher	10	10	10			10	10		50	0	50
Pre Unit	Hard	Joe Butcher	9						10		19	0	19
Pre Unit	Hard	Trevor Baker							9		9	0	9
Unit	Hard	Stephen Howard	9	10		10	10	10		10	59	0	59
Unit	Hard	Jim Cammack	7	9	10					9	35	0	35
Unit	Hard	Gary Baker	10			9					19	0	19
Unit	Hard	Kevin Hood	8					9			17	0	17
Unit	Hard	Mark Chapman	6		9						15	0	15
Unit	Hard	Alan Brown								8	8	0	8
Unit	Hard	Mark Fletcher								7	7	0	7
Unit	Hard	Jake Caunter									0	0	0
Two Stroke	Hard	Trevor Baker	9	8		10	10				37	0	37
Two Stroke	Hard	Kevin Plummer	8	7				10		10	35	0	35
Two Stroke	Hard	Richard Snowden	10	10							20	0	20
Two Stroke	Hard	Richard Norman		9							9	0	9
Two Stroke	Hard	Andy Nunn						9			9	0	9
Two Stroke	Hard	Peter Bavin									0	0	0
Two Stroke	Hard	Terry Thompson									0	0	0
T/Shock	Hard	Graham Palmer	10	9	9	10		8	8	9	63	0	63
T/Shock	Hard	Kevin Palmer	8	10	8	9		4		10	49	0	49
T/Shock	Hard	Rob Cameron		6	6	5	7	5	9		38	0	38
T/Shock	Hard	Craig Crowfoot	9	7	10			7			33	0	33
T/Shock	Hard	Paul Towns						10	10	7	27	0	27
T/Shock	Hard	Andy Nunn	7		7		6			6	26	0	26
T/Shock	Hard	Andrew Bilbow	5	5	5	6				4	25	0	25
T/Shock	Hard	Steve Newman	3		4	4		6	6		23	0	23
T/Shock	Hard	Gary Baker					10			8	18	0	18
T/Shock	Hard	Neil Kemp		8					7		15	0	15
T/Shock	Hard	Richard Rogers	6			7					13	0	13
T/Shock	Hard	Mark Teager	1					9			10	0	10
T/Shock	Hard	Mark Chapman					8	2			10	0	10
T/Shock	Hard	Richard Snowden					9				9	0	9
T/Shock	Hard	Richard Norman				8					8	0	8
T/Shock	Hard	Brad Woods						1		5	6	0	6
T/Shock	Hard	Andy Aldhouse	4								4	0	4
T/Shock	Hard	Ralph Petts		4							4	0	4
T/Shock	Hard	Trevor Baker						3			3	0	3
T/Shock	Hard	Guy Stanley	2								2	0	2
T/Shock	Hard	Kevin Plummer									0	0	0
T/Shock	Hard	Lewis Chapman									0	0	0

# CHAMPIONSHIP RESULTS 2

Class	Route	Name	Little Bealings - 7th January 2024	Raydon - 18th February 2024	Chattisham - 18th April 2024	Gt Bromley - 26th May 2024	Badwell Ash - 18th June 2024	Little Bealings - 6th October 2024	Thumpers - Thorrington - 24th Nov 2024	Boxford - 15th December 2024	Total	Lowest Round score	Final Total
Pre Unit	50/50	John Daly	10	10	10			10			40	0	40
Pre Unit	50/50	Doug Mummary							10		10	0	10
Pre Unit	50/50	Guy Stanley									0	0	0
Unit	50/50	Mike Smith	9			8	10	8	9		44	0	44
Unit	50/50	Andrew Prill	10	10		9			10		39	0	39
Unit	50/50	Jim Cammack				10			9		19	0	19
Unit	50/50	Bradley Woods									0	0	0
Unit	50/50	Mark Chapman									0	0	0
Unit	50/50	Jake Caunter									0	0	0
Two Stroke	50/50	Terry Thompson	7	10				5			22	0	22
Two Stroke	50/50	Andy Nunn				9		9			18	0	18
Two Stroke	50/50	Trevor Hill	10								10	0	10
Two Stroke	50/50	Richard Snowden				10					10	0	10
Two Stroke	50/50	Andy Prill						10			10	0	10
Two Stroke	50/50	Bob Clarke	9								9	0	9
Two Stroke	50/50	Kate Butcher	8								8	0	8
Two Stroke	50/50	Kevin Plummer				8					8	0	8
Two Stroke	50/50	Craig Crowfoot						8			8	0	8
Two Stroke	50/50	Greg Radley	6								6	0	6
Two Stroke	50/50	Kevin Plummer						6			6	0	6
T/Shock	50/50	Bob Wreathall				8	8	5	8	6	35	0	35
T/Shock	50/50	Alan Millar	6	10		8		10			34	0	34
T/Shock	50/50	Ralph Petts				10			10	10	30	0	30
T/Shock	50/50	Tim Ford	5					6	7	8	26	0	26
T/Shock	50/50	Ian Barfield	8		7			9			24	0	24
T/Shock	50/50	Harvey Newman		9		7					16	0	16
T/Shock	50/50	Trevor Harvey	7		6						13	0	13
T/Shock	50/50	Bradley Woods	10								10	0	10
T/Shock	50/50	Ben Wreathall					10				10	0	10
T/Shock	50/50	Dave Smith	9								9	0	9
T/Shock	50/50	Ben Broughton					9				9	0	9
T/Shock	50/50	Nick Radley							9		9	0	9
T/Shock	50/50	Alister McFarquhar		8							8	0	8
T/Shock	50/50	Terry Thompson						8			8	0	8
T/Shock	50/50	Bob Clarke						7			7	0	7
T/Shock	50/50	Nigel Ward							7		7	0	7
T/Shock	50/50	Richard Wreathall							6		6	0	6
T/Shock	50/50	Andrew Bilbow									0	0	0
T/Shock	50/50	Charlie Grange									0	0	0
T/Shock	50/50	Alister McFarquhar									0	0	0
T/Shock	50/50	Craig Crowfoot									0	0	0
T/Shock	50/50	Mark Chapman									0	0	0
T/Shock	50/50	Dave Smith									0	0	0
T/Shock	50/50	Chris Skedge									0	0	0

# CHAMPIONSHIP RESULTS 3

Class	Route	Name	Little Bealings - 7th January 2024	Raydon - 18th February 202	Chattisham - 18th April 2024	Gt Bromley - 26th May 2024	Badwell Ash - 18th June 2024	Little Bealings - 6th October 2024	Thumpers - Thorrington - 24th Nov 2024	Boxford - 15th December 2024	Total	Lowest Round score	Final Total
Pre Unit	Easy	Robert Clarke	9	8	10	9	10	8	8	8	62	0	62
Pre Unit	Easy	Joe Stollery	8			8	9	9	9		43	0	43
Pre Unit	Easy	John Daly				10				10	20	0	20
Pre Unit	Easy	Alan Farmer	10	9							19	0	19
Pre Unit	Easy	Mark Gibb		10							10	0	10
Pre Unit	Easy	Chris Chapman			9						9	0	9
Pre Unit	Easy	Kevin Goldsmith									0	0	0
Pre Unit	Easy												
Unit	Easy	Joseph Knight	10		9	9	10	9	8		55	0	55
Unit	Easy	Phil Smith	10		10	10		8	9		37	0	37
Unit	Easy	David Rose			8			9	10		27	0	27
Unit	Easy	Peter Caunter	7				8		10		25	0	25
Unit	Easy	Chris McKenzie	8					7			15	0	15
Unit	Easy	Martin Croker	9								9	0	9
Unit	Easy	Paul Gray	6								6	0	6
Unit	Easy	Andrew Bilbow									0	0	0
Unit	Easy	Dan Wright									0	0	0
Unit	Easy	Graham Braybrook									0	0	0
Unit	Easy	Brian Cook									0	0	0
Unit	Easy	Julian Smith									0	0	0
Unit	Easy	Jake Caunter									0	0	0
Two Stroke	Easy	John Beasley		9		8	5	7	7		36	0	36
Two Stroke	Easy	Trevor Hill				9	9	8	8		34	0	34
Two Stroke	Easy	Trevor Kemp	10			10	10				30	0	30
Two Stroke	Easy	Scott Chappell		10		7	8				25	0	25
Two Stroke	Easy	Paul Cooper	7					6	10		23	0	23
Two Stroke	Easy	Colin Black	9				7	6			22	0	22
Two Stroke	Easy	Colin Miles	6				4	5			15	0	15
Two Stroke	Easy	Jon Redman		8		6					14	0	14
Two Stroke	Easy	Brian Cook	8				6				14	0	14
Two Stroke	Easy	Bob Clarke						9			9	0	9
Two Stroke	Easy	Chris McKenzie							9		9	0	9
Two Stroke	Easy	Hugo Rose									0	0	0
Two Stroke	Easy	Thomas Jones									0	0	0
Two Stroke	Easy	Terry Thompson									0	0	0
Two Stroke	Easy	Nick James									0	0	0
Two Stroke	Easy	Joshua Brown									0	0	0
Two Stroke	Easy	Robert Wreathall									0	0	0
Two Stroke	Easy	Graham Braybrook									0	0	0
Two Stroke	Easy	Alan Day									0	0	0
Two Stroke	Easy	John Ruth									0	0	0



# CHAMPIONSHIP RESULTS 4

Class	Route	Name	Little Bealings - 7th January 2024	Raydon - 18th February 2024	Chattisham - 18th April 2024	Gt Bromley - 26th May 2024	Badwell Ash - 18th June 2024	Little Bealings - 6th October 2024	Thumpers - Thorrington - 24th Nov 2024	Boxford - 15th December 2024		Total		Lowest Round score	Final Total
T/Shock	Easy	Alan Robinson	7	10				6	7	10		40		0	40
T/Shock	Easy	Peter Teager	9	8	8				6	9		40		0	40
T/Shock	Easy	Paul Bilbow	10	4	5	7	10			3		39		0	39
T/Shock	Easy	Ray Buck		7				9		4		20		0	20
T/Shock	Easy	Tim Ford		9		9						18		0	18
T/Shock	Easy	Richard Wreathall	2	5	3			7				17		0	17
T/Shock	Easy	Gary Smith			4			5		6		15		0	15
T/Shock	Easy	Kevin Davie				8			3			11		0	11
T/Shock	Easy	Mark Gibb						10				10		0	10
T/Shock	Easy	Alan Farmer				10						10		0	10
T/Shock	Easy	Glyn Brown					9					9		0	9
T/Shock	Easy	Chris Skedje	8									8		0	8
T/Shock	Easy	Colin Sadler						8				8		0	8
T/Shock	Easy	Mark Lindup							8			8		0	8
T/Shock	Easy	Graham Waddelow				6				2		8		0	8
T/Shock	Easy	Gary Smith	4						4			8		0	8
T/Shock	Easy	Kevin Bownes							7			7		0	7
T/Shock	Easy	Bob Wreathall	6									6		0	6
T/Shock	Easy	Luke Gray	3	3								6		0	6
T/Shock	Easy	Martin Croker		6								6		0	6
T/Shock	Easy	Lee Knight	5									5		0	5
T/Shock	Easy	Sidge Kenny				5						5		0	5
T/Shock	Easy	Lloyd Wright						5				5		0	5
T/Shock	Easy	Les Johnston							5			5		0	5
T/Shock	Easy	Nick Hodgetts			2			3				5		0	5
T/Shock	Easy	Thomas Caunter						4				4		0	4
T/Shock	Easy	Rick Simpson						2				2		0	2
T/Shock	Easy	Paul Padfrey	1									1		0	1
T/Shock	Easy	Ray Parfitt							1			1		0	1
T/Shock	Easy	Ralph Petts										0		0	0
T/Shock	Easy	Alan Farmer										0		0	0
T/Shock	Easy	Charles Grange										0		0	0
T/Shock	Easy	Alister McFarquhar										0		0	0
T/Shock	Easy	Kevin Bownes										0		0	0
T/Shock	Easy	Gavin Welham										0		0	0
T/Shock	Easy	David Smith										0		0	0
T/Shock	Easy	Dale Clutterham										0		0	0

# **ENFIELD TO EVEREST**

We are lucky to be able reproduce the fantastic journey that Ian and Sylvia Preedy made in the summer of 2001. All proceeds of the book went to the ACU Benevolent Fund. If you enjoy reading please consider giving a donation to the fund in his honour. This is the first part of the five part series.

The story of an epic adventure undertaken in the summer of 2001. Travelling by motorcycle from Kathmandu to Lhasa via the Everest Base Camp.

## **THE PROLOGUE**

**I**n January 2000. Sylvia and I enjoyed a brilliant touring holiday in Rajasthan. The trip was organised by Himalayan Motor Cycle Tours which is run by an American living and working from Delhi in India. One evening while relaxing with a cool beer in the grounds of one of the palaces that have been converted into luxury hotels, the conversation got around to future trips.

Patrick, the leader and guide of our trip, said that he was thinking about organising a trip from Kathmandu to Lhasa the capital of Tibet. I said, "Going anywhere near Everest?". "Could do", he answered. We looked at the faces of our new found friends from California and they were smiling in agreement and the seed was sown.



Fifteen months later we were heading for Heathrow for our flight to Kathmandu.

The finalised plan for our trip was to ride 500cc Royal Enfield Bullets from Kathmandu in Nepal over the border and into Tibet. We would then travel for some 600 miles to Lhasa and en route, we would take a two day detour and attempt to get our bikes to the base camp at Everest on the Tibetan side of the mountain. If we were successful we would be the first organised motorcycle group ever to reach Everest base camp.

As we headed for Kathmandu, two events were about to seriously effect our holiday. The first was the murder of the entire Nepalese royal family on the Friday, the day before we were due to fly out! We arrived in Kathmandu airport early Sunday morning and were met by a rickety old bus and a smiling Patrick. Hugs and handshakes over, we set off for our hotel. The capital city had an atmosphere about it you could cut with a knife. The tension in the air almost buzzed. People were standing around on the streets, all the shops were shut and the barbers shops were doing a roaring trade shaving the heads of all the men and boys from the age of about ten. The whole population seemed stunned by what had happened, and those who had got over being stunned were beginning to get angry.

After breakfast on Monday morning we set out with the rest of the group in a minibus to take a tour of the city. It soon became very clear that the mood on the streets had turned very ugly and we were right in the middle of the riots. We were continually turned back where people had erected makeshift barriers in the streets. Although the violence was not directed at us and in no way were we ever threatened by anyone, it was decided that we should abandon the minibus and try to make our way back to the hotel on foot. By this time the riot police were coming into the city armed with long riot batons and tear gas. As we hurried through the back streets, we had to cover our noses with handkerchiefs or tissues because of the tear gas. Even though it was streets away, the gas hung around the streets and alleyways of the city. Sometime later we reached the

safety of our hotel and during dinner that evening, a representative of the British Embassy told us that there would be a curfew and that the police were going to shoot anyone on the streets between the hours of 5.30pm and 5.30am the next morning. The police shot 15 people that night! The second fly in the ointment was the fact that the police, fearing that petrol bombs would be made, had in their wisdom made sure that all the petrol stations were locked and shuttered and nobody could buy or sell the stuff until they said so!!

Were we ever going to be able to get out of city? We needed to fill all the tanks on the six Enfields and also the large tank in the back of our back-up truck. Patrick said that he would try and get our petrol the next morning as soon as the curfew was lifted and before the city was properly awake. He would do some negotiating with the petrol station owner. Patrick was a man on a mission and sure enough, that morning, six Royal Enfields, one back-up truck and a mini bus full of luggage and equipment, left Kathmandu heading for the Tibetan border.

<p>Should you wish to make a donation ,a direct bank transfer can be made to:-</p> <p>Account Name: AUTO-CYCLE UNION BENEVOLENT FUND Account No: 65005480   Sort Code: 08-92-99   Bank: The Co-Operative Bank</p> <p>When making a bank transfer please email details of the amount and source of the donation to the Ben Fund Treasurer, Margaret Carter on <a href="mailto:mcarterhuntersgap@btinternet.com">mcarterhuntersgap@btinternet.com</a></p>
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## MEETING HEROS?

You should never meet your hero's... but what if they are next to you in the queue to ride a section. This is the great thing about classic trials, many of the stars of yesteryear, right there riding with you. Several years back Mick Andrews



regularly came to France, sometimes to do trials schools or just ride. He was often paid to



ride in certain trials, there by generating entries etc. Usually the night before there was a dinner, and being a fellow

English speaker I was sat next to him for ease of conversation.

What a charming man, I deliberately steered the conversation away from trials, as I sensed he had his fill of talking Ty Yamaha or Ossa, and we passed the night chatting him and Jill about all sorts of things, but he was the master at being nice to everybody signing petrol tanks and caps and posing for photo's the Frenchies love him. Another in the same mould Jaime Subira, credited for



developing the 200 240 and 300 Fantic, he is often out riding, still mixing it on the hard route against the influx of youth. He spent quite a lot of time in the Uk with Roy and Helen Cary riding and promoting the Fantic brand. His English is good so speaking with him is easy as my Catalan or Spanish is non existent. Both him and Mick are so open and



friendly, happy to say hello, mingle and just be part of the fun.. The list of ex stars riding the bigger Euro trials is long.. with Vesty, Bernie Shreiber, Michaud brothers, Gilles Burgat, Eddie Lejeune. Bernie can talk... as I found out with my chum Stephan Farrall in Andorra, but that's another story.



*Hamish*

## **TOWARDS "SECTION ENDS"**

If buying or selling any motorcycle can sometimes be an uncertain and worrying business, then selling a racing motorbike can be twice as worse - full of hassle and headache. Having decided to sell my Cotton racer, I duly advertised it and waited for the rush to purchase - which did not happen! A few people did indeed turn up at times on my door but whilst the bike, clothed with its plum red fairing, did look pretty good, once they saw the engine hidden behind it, any enthusiasm quickly died down. As I mentioned earlier, the Villiers company had brought out the "Starmaker" engine as a particular: "for sport" motor and

it had two major guises; as a scrambles (motocross) unit or in road-racer trim. The most noticeable difference was the scrambler engine had less fins and thereby, wider gaps on its cylinder barrel. My bike, in its past, had either originally been a scrambler - or had such an engine put in - and it was this which proved to be the stumbling block. People notice this sort of thing. "Ere! That's a bl—dy scramble engine you've got in there...!" - and all negotiations would be off.

The annoying thing was that the Villiers factory had completely overhauled the engine in error (and at no cost to me) and the bike was now reliable

and pretty quick – but the racing world was and probably still is – full of dubious claims and mods which don't work. The Cotton remained unsold.

Then a chap turned up in a gleaming Ford van, which I learned was a new model termed the: "Transit." He told me he did some racing himself – on a 125cc Montesa, which like my Bultaco, was Spanish made. Unlike me however, he was a short and serious-looking chap, who having taken him into my shed, took ages to check the Cotton over, looking over it, sitting on it, getting under it – and even lifting it. Throughout this whole tedious process he did not utter a word, just the occasional "huh-huh." It was as though he was examining some historic antique – which, with the time he was taking, was almost likely to be the case. Of course, I just stood there looking on, my heart rate fluttering and not knowing what to say.

At last he stood up and looked at me. "Hmm... I think I would have to try it out..."

I was ready for that. A mere mile away, I had my long length and asphalted farm lane with its

90 degree corner, where I did my "tuning," and practised push starts.

"Yes, yes..." I gabbled eagerly, "...we can take the bike to the farm up the road and try it out – there's plenty of room – We've only got to check there's no tractors coming round the corner..."

He looked at me for a long moment – as if I was mad. "Oh no, that would not do at all – I want to try it out properly..."

My expression must have displayed that I was not quite with him. – I wasn't

" – At Brands..."

I stared more.

" – Hatch.." he added.

"You want me to take it all the way down to Brands Hatch for you to try it out...? I said in disbelief.

" Of course – it is a racer is it not? Brands Hatch is a racing circuit – boom-boom."

I didn't laugh at the joke. He had me – I was now desperate to sell the Cotton and so, unwillingly, I agreed to do as he asked. He duly had his test ride at Brands Hatch.

It didn't end well... *Sidge*

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