

March 2025  
Vol4. Issue1



**T**rials &  
ribulati**ns**



# **THE REVOLUTIONARY COUNCIL**

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<b>Vice Chairman &amp; Membership Secretary</b>	<b>Kevin Plummer</b> Bradgate House, Crown Lane, Ixworth, Bury St. Edmunds, Suffolk, IP31 2EH E-mail: membership@eastern-fourstroke-association.co.uk Mobile: 07774 277144
<b>ACTC Secretary</b>	<b>Kevin Davie</b> E-mail: secretary@anglia-classic-trials-club.co.uk Mobile: 07801 138769

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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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## **CHAIRMAN'S RANTINGS**

**H**ello fellow friends and riders, well its great to have a new editor for the T&T Mr Marc Lindup what a hero for stepping in to support the club in our hour of need.

We need to support this man with pictures letters and adverts sales of parts or bikes anything welcome please send before the 20th of the month to be entered into the following months T&T.

Support it or loose it that's the message!

I would also like to the thank Andrew for his input running the T&T with his busy life and change in circumstances with work.

I have again been out trying to

gain some new land with Kevin Davie as we have lost the use of Chattisham due to the stewardship scheme or should i say scam, we have some good news on a large area NR sudbury that we will need to have working day in some areas of the venue in the near future. All the best and keep your feet up.

*Chris Chapman*

### **KEEPING TRACK!**

**2025-2026**

**Club Fixture List & some other classic events.**

March	TBA
6th April	Wrabness
25th May	Great Bromley (ACU Champ)
21st May	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

Firstly I would like to give a big THANK YOU to Andrew for putting together the T&T, the club really appreciates all your hard work.

So, I have taken over the role, I haven't done this before so bare with me if I get things wrong, I'm learning!

My history with motorbikes started at the beginning of the 70s I was three and a half and a Honda monkey bike was my first bike. Then moving into trials with the great TY80, then a TY175 that was morphed into a Whitehawk. Then a move to a Fantic 240 which was picked up in Italy on a family holiday, After that to the fourstrokes with a move to Honda with a tlr200 and then tlr250, sadly the last one was stolen. I competed in the south midland youth championships then had a need for speed competing in Enduros on a Honda CR250, for some reason I got into Speedway, riding at Ipswich and all over the UK. It didn't end well with a crash at Hackney, I went through the chain-link fence, cleared the dog track and hit a lamppost the

other side and ended up with six months of not being able to walk and a lot of physio it finished my riding career.

My father Ron Lindup was an avid motorcyclist competing in Trials, Scrambling and a little road racing he competed in the TT but didn't make it to the end. He worked for Honda UK most of his working life. Sadly I lost my father last year and the loss of him rekindled my thoughts on competing again. I thought about Enduro's but I'm not sure I would have coped with that!

Modern Trials just looks mad! It's amazing what those guys do on modern trials bike although a very intimidating. So I went to a local meeting and met Kevin who happened to have a Fantic 240 for sale... and I was hooked again. How things have changed moving foot rests back changing steering angles funnily I don't remember them being that bad the first time around :-). Anyways not so much riding but lots of learning about taking fantic motors apart at the moment. Hopefully we'll both be back in the mud again soon. *Marc Lindup*



# RAYDON TRIAL



Raydon Sunny but Chilly Day Trial				Eastern Fourstroke Association										16 February 2025										Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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15	Mark Fletcher	Ariel 500	Pre unit 2-Stroke	Red	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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**Robyn Slater**

**M 07970 114302**

# RAYDON TRIAL RESULTS 1

Raydon Sunny but Chilly Day Trial				Eastern Fourstroke Association				16 February 2025									
No.	Rider	Machine	Class	1	2	3	4	5	6	7	8	9	10	Total			
White/Easy Route																	
23	Arthur Teager (J)	TRS	Mono	white	0	5	3	1	0	0	0	0	0	0			
7	Phil Smith	BSA C15	Pre 70	White	0	0	0	0	0	0	0	0	0	0			
24	Joseph Knight	Triumph 500	Pre 70	Unit	White	5	0	0	0	0	0	0	0	0			
32	Trevor Hill	BSA Bantam 175	Pre 70	2 Stroke	White	0	0	0	0	0	0	0	0	0			
19	Chris McKenzie	Bantam 175	Pre 70	2 Stroke	White	0	1	0	0	0	0	0	0	0			
1	Chris Chapman	Ariel 350	Pre 70	Pre-unit	White	1	2	3	1	0	0	0	0	0			
11	Robert Clarke	BSA C10 330	Pre 70	Pre-Unit	White	3	3	0	0	2	0	0	0	0			
12	Kevin Davie	Yamaha 250	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
25	Gary Smith	Honda TLR200	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
27	Graham Braybrook	Bliza 150	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
30	Marin Croker	Suzuki 325	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
9	Alan Robinson	Honda TLR200	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
33	Nick Hodgetts	Bullaco 325	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
10	Paul Billow	Yamaha 175	Twin Shock	White	1	0	0	0	0	0	0	0	0	0			
2	Ray Parfitt	Armstrong 320	Twin Shock	White	1	0	0	0	0	0	0	0	0	0			
14	Kevin Bowmes	Armstrong 250	Twin Shock	White	1	0	0	0	0	0	0	0	0	0			
21	Tim Allen	Yamaha 175	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
34	Alistar McFarquhar	Montesa 349	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
40	Phil Read	Yamaha 175	Twin Shock	White	1	0	0	0	0	0	0	0	0	0			
42	Chris Sledge	Fantic 200	Twin Shock	White	0	0	0	0	0	0	0	0	0	0			
29	Michael Archer	Yamaha 175	Twin Shock	White	5	0	0	0	0	0	0	0	0	0			
39	Colin Sadler	Montesa/Honda 125	Twin Shock	White	5	0	0	0	0	0	0	0	0	0			
22	Adrian Studd	Yamaha 250	Twin Shock	White	0	2	0	1	1	0	0	0	0	0			
16	David Kelling	Yamaha 175	Twin Shock	White	1	0	0	0	0	0	0	0	0	0			
26	Dale Clutterham	Yamaha 175	Twin Shock	White	3	3	1	3	5	0	0	0	0	0			
Retired																	
37	Michi Surcouf	Yamaha 175	Twin Shock	White													

Thank you to all who put the effort in for this weekend's EFA trial at Raydon ably set out by our Toby's Crew, Chris Chapman (Chair & Sec' of Meeting), and all the Observers Brian, Edlie, Eddie, Kevin, Aaron, Allie, Chris, Colin, Mark & Ted for making another successful day! Thank you again to the Raydon Land owner & Caretakers for the the perfect trials setting.

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# RAYDON TRIAL RESULTS 2









Little Bealings Chilly Winter Trial				Eastern Fourstroke Association										12 January 2025									
No.	Rider	Machine	Class	1	2	3	4	5	6	7	8	9	10	Total									
				Hard/Red Route																			
44	Gary Baker	Triumph Cub 200	Pre 70	Red	0	0	0	0	0	0	0	0	0	0	0								
21	Paul Whitehead	BSA B40	Pre 70	Unit	0	0	0	0	0	0	0	0	0	0	0								
1	Graham Palmer	Honda TLR 250	Twin Shock	Red	0	1	2	0	0	0	1	2	0	0	0								
12	Mark Teager	Fantic 240	Twin Shock	Red	1	0	0	0	0	2	3	1	0	0	0								
5	Kevin Palmer	Honda 200	Twin Shock	Red	1	0	0	0	0	0	0	0	0	0	0								
6	Stephen Howard	BSA C15	Pre 70	Unit	0	1	0	0	0	0	0	0	0	0	0								
14	Bradley Woods	Aprilia TX 240	Twin Shock	Red	1	0	0	0	0	1	0	0	0	0	0								
20	Ralph Pells	Yamaha 175	Twin Shock	Red	1	1	0	1	0	0	0	0	0	0	0								
24	Andy Nunn	Honda TLR200	Twin Shock	Red	0	0	0	1	0	0	0	0	0	0	0								
2	Kevin Plummer	Bantam 165	Pre 70	2-Stroke	0	0	0	0	0	0	0	0	0	0	0								
40	Alan Day	Bantam 175	Pre 70	2 Stroke	0	0	0	0	0	0	0	0	0	0	0								
15	Terry Thompson	Ossa 256	Twin Shock	Red	1	1	0	0	0	1	3	5	1	0	0								
45	Richard Norman	Bantam 165	Pre 70	2-Stroke	0	0	0	0	0	0	0	0	0	0	0								
17	Alfred Eaves (J)	Gas Gas 125	Mono	Red	2	1	1	1	0	0	0	0	0	0	0								
46	Oliver Norman	Oset	SB D	Red	1	3	3	5	5	1	1	0	3	5	5								
50/50 Route				1	2	3	4	5	6	7	8	9	10										
33	Andy Phill	James 250	Pre 70	2 Stroke	0	1	0	0	0	0	0	0	0	0	0								
50	Nigel Ward	Yamaha TY175	Twin Shock	50/50	3	0	1	1	0	2	0	0	0	0	0								
32	Ian Barfield	Fantic 212	Twin Shock	50/50	3	2	0	2	3	1	2	0	0	0	0								
47	Dave Smith	Fantic 156	Twin Shock	50/50	1	1	0	0	0	1	0	0	0	0	0								
10	Jake Gaunter	BSA C15	Pre 70	Unit	50/50	0	2	1	5	0	0	0	0	0	0								
36	Robert Wreathall	Fantic 240	Twin Shock	50/50	1	2	0	1	0	1	1	0	0	0	0								
28	Alan Millar	Yamaha 175	Twin Shock	50/50	0	1	1	0	0	0	0	0	0	0	0								
39	Richard Wreathall	Fantic 125	Twin Shock	50/50	1	3	5	2	5	1	0	0	0	0	0								

# LITTLE BEALINGS TRIAL 1

Little Bealings Chilly Winter Trial			Eastern Fourstroke Association										12 January 2025										Total	
No.	Rider	Machine	Class	1	2	3	4	5	6	7	8	9	10	10	Total									
White Route																								
9	Mark Lindup	Fantic 200	Twin Shock	White	0	0	0	0	0	0	0	0	0	0	0									
27	Trevor Hill	Bantam 1785	2-Stroke	White	5	0	0	0	0	0	0	0	0	0	11									
51	Alan Robinson	Honda TL R200	Twin Shock	White	0	0	3	0	0	0	0	0	0	0	0									
41	John Beasley	Greeves 250	2-Stroke	White	0	1	0	5	1	0	0	0	0	0	16									
34	Gary Smith	Fantic 212	Pre Unit	White	2	1	0	1	0	0	0	0	0	0	21									
35	John Daly	Matchless 400	Pre 70	White	3	0	0	3	0	0	0	0	0	0	24									
19	Kevin Bowles	Armstrong 240	Twin Shock	White	1	1	1	0	1	0	0	0	0	0	26									
48	Chris Skedgie	Fantic 156	Twin Shock	White	0	0	0	0	5	0	0	0	0	0	27									
26	Peter Teager	Yamaha 175	Twin Shock	White	0	1	0	0	1	3	0	2	0	3	28									
23	Martin Croker	Triumph 500	Pre 70	White	1	5	1	3	5	0	0	0	0	0	34									
4	Brian Cook	Bantam 185	2-Stroke	White	0	1	0	3	0	2	0	3	0	1	35									
11	Ray Parfitt	Armstrong 320	Twin Shock	White	1	0	1	3	0	2	0	0	0	0	50									
29	Chris McKenzie	Bantam 175	2-Stroke	White	1	1	0	5	0	1	0	0	0	0	53									
18	Adrian Studd	BSA C15	Pre 70	White	3	1	0	5	1	0	0	0	0	0	57									
8	Peter Gaunter	BSA C15	Twin Shock	White	0	0	0	5	0	0	0	0	0	0	53									
42	Graham Waddellow	Yamaha 175	Twin Shock	White	3	0	1	0	5	2	0	0	0	0	58									
7	Thomas Gaunter	Yamaha 250	Twin Shock	White	0	1	5	0	3	1	0	0	0	0	58									
37	Jonathan Redman	BSA Bantam 175	2 Stroke	White	3	1	1	5	3	1	0	0	0	0	62									
13	Arthur Teager	TRS	Mono	White	3	1	1	5	5	3	0	0	0	0	70									
Retired / DNS																								
43	Rob Cameron	Yamaha 320	Twin Shock	Red	0	0	0	1	0	0	1	0	0	0	13									
31	Steve Newman	BSA B40	Twin Shock	50/50	0	0	0	0	0	0	0	0	0	0	18									
3	Phil Smith	BSA C15 250	Pre 70	White	0	0	0	0	0	0	0	0	0	0	0									
16	Joe Stollery	Velocette 350	Pre-Unit	White	0	5	0	0	0	0	0	0	0	0	13									
22	Paul Cooper	Greeves Anglian 250	2-Stroke	White	3	5	0	1	0	0	0	0	0	0	9									
25	David Rose	Triumph Cub 200	Pre 70	White	0	0	0	0	0	0	0	0	0	0	0									
30	Robert Clarke	BSA C10 330	Pre-Unit	White	1	5	0	1	0	0	0	0	0	0	17									
38	Paul Pettit	Ossa 250	Twin Shock	White	3	3	5	1	3	0	0	0	0	0	53									
49	Colin Miles	Greeves Anglian 250	Pre 70	White	3	5	3	2	5	0	0	0	0	0	69									

Thank you to all who put the effort in for this weekend's EFA trial at Sunfield Farm. Little Bealings ably set out by Alan, Pete & Chums, Chris Chapman (Sec of Meeting), and all the Observers Derrick, Sarah, Bruce, Aaron, Chris, Steve, Brian, Allie, Eddie & Eddie for making another successful day!

Thank you again to Steve for the perfect trials setting.

## LITTLE BEALINGS TRIAL 2



## **TOWARDS "SECTION ENDS"**

I seem to remember hitch-hiking up to Redbourne in Hertfordshire, to view the 125cc Bultaco racer, which took my eye from the racing adverts in "Motorcycle News." The vendor was not a racer himself but one of those rare individuals who sponsor other people to race their motorbikes – sometimes to success, sometimes to disaster - which invariably means putting their hands in their pockets to repair the bike – sometimes even worse. The Bultaco was by then, some five years old. He was asking £160:00 for it - at the time, above my available funds. But the bike was a gem, immaculate, complete with a range of sprockets, tools and even an instruction sheet. He added that it was ridden by the great Phil Read in the 1961 125 TT. I had always thought that until he rode the works Yamaha's in World Championship races, Phil Read had raced exclusively on the bigger stuff. Later, I looked it up and found that: 'Yes-indeed' - Read had ridden a Bultaco in the 1961 125cc TT – but retired on the first lap... Oh dear,... by

then I had bought the bike....

The Spanish-made Bultaco will be best remembered for the tremendous impact it made on the trials-riding scene in the mid-1960's, under the throttle-hand of the great Sammy Miller. What is less well known, is that these revolutionary competition bikes were sired from earlier lightweight road racers. Also two-strokes running on petrol and oil content - which in those days meant carefully mixing a vegetable- based racing oil, such as the delightfully-smelling "Castrol R", with the premium fuel. As excellent the oil was as a lubricant, it did not naturally mix well with petrol and these little air-cooled engines could rev to over 11,000! - lots of stress – seizure always a danger. It seemed that in order to double indemnify against this, the Bultaco also featured an extra device to ensure proper oiling. This was a tiny compartment fitted at the rear of the fuel tank with an adjustable tap and a thin tube running down into the carburettor intake. The instruction was to fill the little, 'extra tank' with Castrol "R" and

then carefully adjust the tap so that a calculated number of drops of oil dribbled into the carburettor mouth per minute! I don't know how many other riders used this 'safeguard' but the danger was of course in any long delay on the start line, whereon a great gob-full of oil in the carb would almost certainly oil up the spark-plug! I think I only used this device twice and from then on, took my chance on a seize-up.....

Despite my being really too heavy for a 125, of the four road racing machines – all of different makes – I owned during my lacklustre road racing career, the little Bultaco actually gave me the best results on the track. It was a gem to start and invariably with the push-starts which were used in road racing then, I would lead the pack off the grid into the first corner. It was being out there for the rest of the race which was my undoing! I lacked the "bottle" of a good road racer, believing in, as I always have, that the first rule of amateur motorbike sport is: .."You've got to get to work on Monday...." It meant I was out-cornered and

outbraked - but with 11,000 revs on my tachometer – and if I geared right,- not often out-speeded on the straights. If I was performing well, I might get into the top half-dozen in a few races. Cadwell was my favourite circuit.

The whole point of having a second bike was to make the long road-racing day, more active. So much time being spent in the paddock as the different classes were raced off. This certainly worked

and I enjoyed the extra races - but by now I was beginning to understand that my 250cc Cotton was actually way below par. So...flog it and get something better – more money to raise....

*Sidge*

## **GREENER GRASS?**

**A**fter living across the channel for several years now, I am lucky enough to still keep in touch with a good few of my old Eastern centre trialing mates. Eddie Hood was always a real gentleman letting me ride on occasions the Boxing day trial at Raydon, on various borrowed bikes when popping back to spend Christmas with the family. Ted, is always at the end of the phone to answer questions about problems usually, and whilst I don't rearrange his garage or clutter it with a broken trials bike anymore he is always happy.. or at least I think he is. One of the questions I am always asked when back speaking to people, what is trialing like in France and Spain. Having ridden extensively in both countries, having done most of the big, well known events I will explain further.

Trialing in both France and Spain is very different to the uk in as much the main thing cost. Licences to compete are very expensive Spain 280 euro and France 150 euros. There are hardly any trials in comparison, and distances are huge incurring

added costs, diesel, tolls and over night stays sometimes. The Eastern centre has a trial most weekends, sometimes two, where ever you live its no more than an hour away, entries are reasonable. Trials here are always part of a championship, and even given the extra kudos of this, its two laps of 12 sections, no single lap like the Phil king. It is hard to motivate yourself to drive huge distances , pay for a licence to ride five or six trials a year when they are such poor quality, but people do. Usually these are reasonably new to the sport so any slight critic by an Anglais is always met with a disdainful shrug.

**L**ots of Brits do come however, mainly to the Ventoux trial in France and the Costa Brava trial near Girona in Spain. Both excellent for the stand out area, organisation and whole experience. Do I miss trialing in the Uk, a huge yes.. even with the issues surrounding the Acu its easy, cheap and accesible, whilst many rave about trials across the channel the grass is not always greener...

*Hamish*