

T RIALS & RIBULATIONS

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**Please could articles for inclusion in the T&T to be with the Editor
by first post the Tuesday before club night. Thank you.**

www.eastern-fourstroke-association.co.uk

Visit the Eastern Fourstroke Associations website and [Facebook Page](#)
for a wealth of club information,
results, pictures and videos of club trials.
(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.

EDITORIAL

Well here we are again, a bit like buses no T&T for ages and now there's two almost together. And then there's Kevin having to organise not one but two trials. Unfortunately, for those who don't already know, due to some unforeseen circumstances the first trial had to be cancelled and with a promise of a trial Kevin organised another location all over again. The good news is that there maybe two new pieces of land offered to us in the future - watch this space. Lets hope he's supported by members

with some help setting the trial up on the 14th (from 9:30am.)

Confession time, John Daly sent me his prose back in March so in places it reads, covid wise, of a time (only a few months ago) which doesn't quiet reflect what's happening now and hopefully is in the past. It's not the main substance of his article just the time it's set in, have a woofery good read.

Keep yer feet up,



TIM'S TOURS 2021

The latest Tim's Tour took place 17th July in scorching weather. Due to unforeseen circumstances yours truly was absent. His place was taken by able assistant Deputy Daw. There was a good attendance of 9 bikes & 12 souls. The route on leaving the Alma was a short distance along the A120 then taking the road to Chappel. Save one person who will remain nameless & was eventually rescued. After reaching Chappel, Earls Colne, Halstead, Gosfield (passed the lake), Beasley End, Shalford & stopping at Andrews Field Airfield where a cooling ice cream was appreciated.

Then it was back on the bikes to Wethersfield, Hedingham, Babington Hill, Henny, Lamarsh, Bures & Wormingford. Journey's end reaching the chippie at Eight Ash Green.

The Management will be promoting another event during August. Details of a Daws Dawdle can be found further in the T&T. In the meantime its rumoured there are plans to fit a turbo on a certain small Honda.

Safe riding everyone.
See you soon.

Tim

Front Cover

Doug Mummery, Norton 500 at the 2016 Thumpers
Photo by Chris Canham

TOWARDS “SECTION ENDS”

PART TWELVE

John Ford was a highly successful scramble (motocross) rider of the 1950`s and 60`s. Of much the same age, he could give the mighty Dave Bickers a good scrap to the finishing flag and during his career earned himself a “works” ride with Francis-Barnett and I believe, DOT. John had a younger brother, Brian, who was of my own age and also making a name for himself in the early 60`s, riding a Greeves in both trials and scrambles.

Having decided that I must get a two-stroke to replace my troublesome Triumph “Tiger Cub.”

I was very interested when I got to hear that Brian wished to sell his bike. I recall we did a deal actually at a trial and later that same week, I went up to Kelsale in Suffolk, to the “Eight Bells” pub, which Brian and John`s parents were running, paid the money and brought the bike back. One item needed particular attention during a check over and renewal of some parts. The rear wheel brake drum was very badly scored – probably not having been cleaned out after a wet and gritty trial – and really needed re-skimming, but I knew of no one who could do that sort of job without stripping the tyre, rim and spokes. In the end we – I include Jim Patey and Tony Clarke, in this exercise – blocked the bike up, removed the brake assembly and ran the engine, I think either in second

or third gear. We then took turns at pushing a pad of emery cloth onto the spinning brake drum! I wouldn’t repeat the over-worked references to health and safety but eventually, the job was done. After that I always had to pad the brake shoes on the cam to take up the slack. Apart from that and a set of piston rings and a primary chain, the bike – a model TES – was in good shape. I took to it right away – though as I had previously noted, the Greeves was not quite so manoeuvrable on tight turns. Yet that was a small price to pay for an engine which operated so reliably – most particularly on slow work.

I had by this time, entered into scrambling and grass track racing on another Greeves – again second-hand and supplied by my mentor, Trevor Cooper. I think I should point out here that during this period I was able to engage in all these different disciplines, which meant running two bikes and a van, on a wage of twelve pounds a week! Something had to go however – and that meant a social life and that meant girls! Saturday nights, I was invariably in bed by eight-thirty any way. No lively young lady would tolerate a bloke like that.

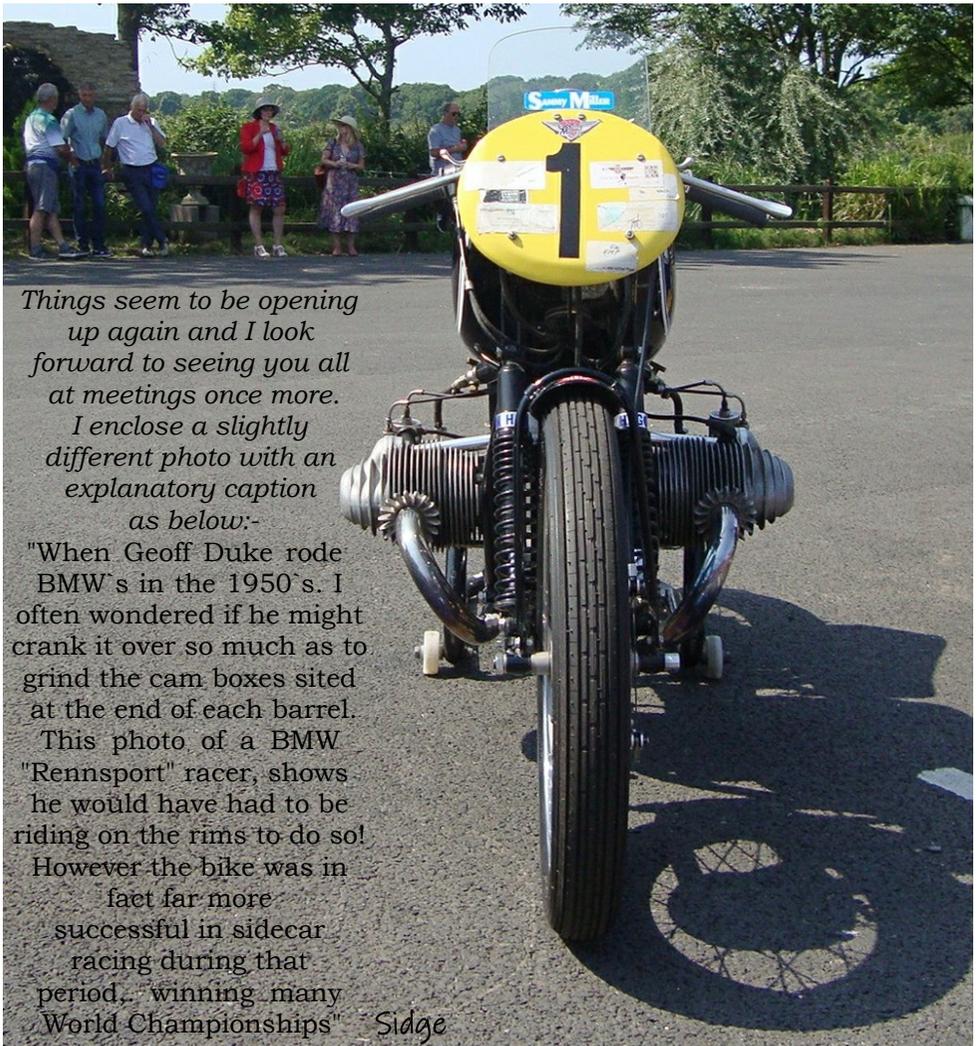
My first trial on the TES was a Barking MCC event, staged at Aveley. I record that the bike felt over geared in the sections but I did well enough to get in the awards and was pleased with the day`s sport. I

later fitted a larger, 56-tooth rear sprocket – which I think I found just about right and the machine gave me some very good rides to conclude the 1964 season.

However, those of us who thought we were doing well on state-of-the-art machinery, were soon to be stunned the following year. 1965 saw the introduction into general trials riding, of the

Bultaco “Sherpa” trials bike, the pioneering work having been done by Sammy Miller. “Post Bultaco”, produced a massive change through the entire sport of trials with the type and severity of section which from then on could be successfully tackled. “Rabbits” like me, would be blown into the dust – or the mud...

Sidge



Things seem to be opening up again and I look forward to seeing you all at meetings once more. I enclose a slightly different photo with an explanatory caption as below:-

"When Geoff Duke rode BMW's in the 1950's. I often wondered if he might crank it over so much as to grind the cam boxes sited at the end of each barrel.

This photo of a BMW "Rennsport" racer, shows he would have had to be riding on the rims to do so!

However the bike was in fact far more successful in sidecar racing during that period, winning many World Championships"

Sidge

The 20th South Midland Classic Trial

Is to be run on the 19th September at Plashes Farm Colliers End Herts SG11 1ES.

We have been running this popular event for British Bikes and Twinshock machines for twenty years now and because of that and missing out last year we intend to make it even more special than usual.

Originally we used to run at Common Hill Stokenchurch for British Bikes only.

Every official and rider will be given the option of having some free grub at the burger van. Madalina will be providing the necessary.

The entry is limited to one hundred riders. You can enter via the ACU online Website. Since the Cov-

id restrictions have been eased spectators are welcome. If you know of anyone who would like to watch the fun please invite them along. The more the merrier.

However, no bikes will be allowed on the course other than competitors and necessary officials. Anyone deviating from the course will be asked to leave the venue.

We do also need fifteen observers on the day so if anyone would like to help it would be more than appreciated. If you could call me on 01933 386580 or Email me bsamickey@gmail.com and let me know.

Looking forward to seeing you all there.

Mick Clarkson

TIM'S TOURS 2021

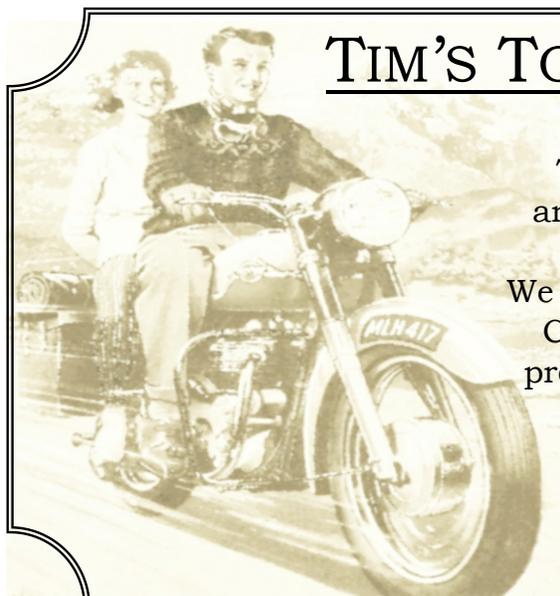
Right you lot.

Tim's tours are holding another 2021 event on the 21st August.

We will be departing from the Copford Alma at 1:30pm promptish. All are welcome.

For further details, phone head office on 07761822223

The management.



The 20th South Midland Classic British Bike & Twinshock Trial

**Organised jointly by Berkhamsted, Kenton and Kingsbury,
WMA and Wycombe Clubs at**

Plashes Farm Nr Colliers End Herts SG11 1ES

Sun 19th September 2021. 10.30 am. Open permit No ACU 61334

Meeting Sec: Mick Clarkson Email: bsamickey@gmail.com

Officials: Club Stewards R Twigg, J Cox. **Chief Observer** R Twigg.

Clerk of the Course; M Murdoch. License Number. 91954.

JURISDICTION. Held under the National Sporting Code and the Standing Regulations (trials) of the ACU. These Supplementary Regulations and any final instructions which may be issued.

ELIGIBILITY. Open to all members of clubs affiliated to the ACU riding solo machines of "British manufacture" & Twinshock Machines.

ENTRIES. Via ACU Online Entry system only. Entry fee £20. Limited to 100 riders.

NO POSTAL ENTRIES WILL BE ACCEPTED & NO ENTRIES ACCEPTED ON THE DAY.

Entries close: Thursday 16th September 2021 at 8pm or when full.

COURSE - All on private land and will consist of 3 laps of 15 sections.

CLASSES - (A - British Bike Hard Route) (B - British Bike Easier Route) (C - Twinshock Bike Hard Route) (D - Twinshock Bike Easier Route)

(E – Gentlefolk -Any British Bike/Twinshock). PLEASE NOTE. Gentlefolk class will only ride two laps of the white route for no award.

All other classes will ride 3 Laps. MARKING. Will be as in TSR22 B. (no stop).

Awards- Premier award. Best British Bike performance on the red route. (Name on the Minnie Glenfell trophy, plus a replica). Best British Bike performance riding white route (Name on the Cyril Smith trophy, plus a replica).

Awards - The Jack Rees Trophy for the best performance on the red route riding a Triumph (To be held for one year)

GENERAL - Sections will be laid out with two alternative routes. Expert Route - Red Markers. Easier Route – White Markers. The onus of following the correct route lies with the rider!

When signing on you will be issued with a colour coded riding number, you will not be able to change your selected route during the event!!

TIES - Will be decided by a "timed and observed" section on the 2nd lap.

No riding of bikes before or after the Trial. Riders are not allowed to deviate from the marked course.

All ACU Covid Guidelines at the time of the event will be adhered to.

Anyone breaching the rules will be immediately disqualified & asked to leave the venue.

A Catering Van will be in attendance.

Food vouchers will be issued to all Official Observers.

As this will be the 20th Anniversary of the Trial we will be allowing all riders free food & drink up to a max value of £5 dependant on the rider showing their riding number to the Catering Van. (Madalina)

NB: No toilet facilities at the venue.

WOOFLY OR TO WOOFLE

One thing a national lockdown does give you is time! Time to reflect. Time to spend with your family. Time to work out how to “zoom” (with hilarious consequences!) Time to aimlessly flick through the TV channels. Time to get fit. Time to learn to cook or Time to learn a new language or Bridge! Both of which are as difficult as each other. Looking on the positives though, it is so important to keep the old grey matter active and fill your time productively.

Facebook comes in for a lot of criticism and in some circumstances rightly so! But can you imagine what the world would be like without it? The various groups that share a common interest all over the world from History, Music, Aviation, Old Will Hay films (Yeah I know) and much more. All of these have kept me engaged and in touch with other people worldwide through difficult times.

A silver lining in the shape of a vaccine fills us all with hope for a return to some sort of normality and more importantly a return to the mud, tree roots, banks, climbs and fresh air of East Anglia and beyond! To ride, observe or just meet up (when able) seems like a dream come true ... and with this at the very forefront of my mind project ‘cammy’ continues to gather pace as various ‘ard to find bits slowly turn up (the word is out) and a recent Sunday morning

phone call with the ‘le man’ really made me ‘chuckle’...Sunday mornings by the way is now the proper ‘settle in’ for a ‘long Jaw’ type of call as opposed to the mid-week quick 5 mins ‘You alright?’ ‘Yeah, you?’ ring you later then mid-week deal! Sunday morning is lets get ‘settled in’ with a cup of Yorkshire and put the World to rights type of call. Politics and debating whether or not it’s possible to cut ones own hair aside the subjects of bikes soon takes over proceedings and the topic of cams and timings for the KSS was mulled over ...standard KSS Cams I think would be a bit too ‘hairy’ for a trials motor the idea of either adapting or making some was discussed ...‘I want something soft’ I said ‘Something pliable and torquey’ ‘That’s right’ said Dad ‘What you want is a “Woofly” old motor!’ ‘Exactly’ I exclaimed ...both realising at the same time that no such word exists but however perfectly describes the very nature of what is required! A quick check of the Old Oxford dictionary between Woody and Woosey confirmed my suspicion - no such grammar exists! Until now ...Hopefully soon to be inducted into the latest edition “Woofly”

The ability for a big old British Fourstroke to “Woofle” Firing in chime with Big Ben’s Clanger. Almost a deep sleep snore! Can be heard emitting from the rear end of a ‘Fletcher Enfield’...So armed with this now tangible goal all modifica-

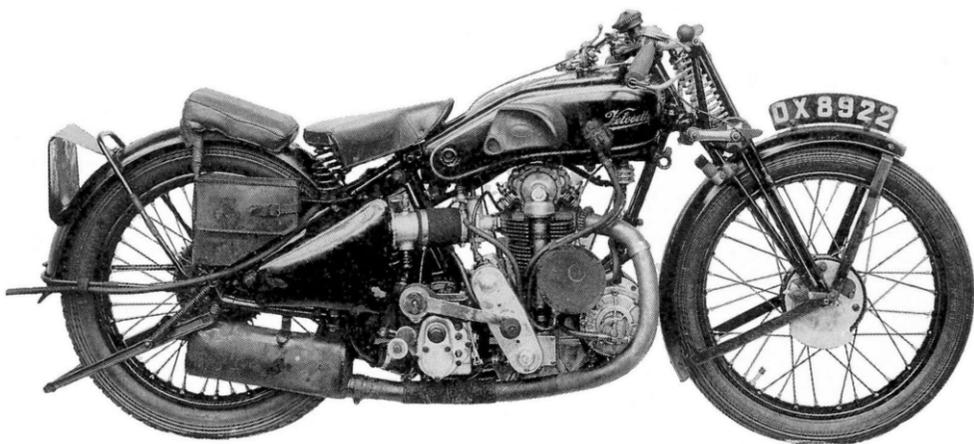
tions and objectives will be firmly in the direction of “Woofly”

The next major task to be tackled will be the alloy barrel, working out dimensions for liners and pistons is one thing but ‘it’s gotta look right’ the fin spacing’s matching in with the head isn’t easy and obviously you only get one shot! Variables and worst case scenarios aside it all comes down to ‘It’s now or never’ (cue music) once everything has been worked out and scrutinized umpteen times.

The Crusader frame which will house the project is back from the sand blasters and after a little ‘rear end tinkering’ was ‘offered up’ over the top of - another Velo engine I just happen to have lying around, slight adjustments here and there will be needed including the Velo gearbox tight up behind the cases ‘Shoehorned’ is the term I’m looking for ...

All good fun though and very engaging and satisfying.

John D



“Whiffling Clara” – supercharged Velocette.

350 supercharged KTT used in the IOM in the early 1930s..

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Muses on Trials Riding Through the (many) Years

Chapter 2. Bultaco Days

I moved to Martlesham in 1974 to work at the PO research centre, which at that time had less than 200 people on site! In 1975 I bought a new house in Debenham, the lad I was sharing digs with offered to rent a room off me making it viable. 1976 is the next important date as that is

a Yamaha YR5 road bike and Hilary a Honda SS50 and after seeing the trials bikes we began talking about how I had once ridden a trial. Hilary encouraged me to buy a trials bike and have another go. This resulted in me buying an old 250 Bultaco for me and a Honda TL125 for Hilary. Alan, my housemate



Proudly displaying my trophies on the Bultaco in 1979

when Hilary and I met and we married in 1977.

In October that year we were walking around Debenham when we saw lots of trials bikes (later to discover this was the Stowmarket club Novice trial). At the time I had

also bought Nick Robinson's old 325 Bultaco. Largely, we used to practice down Stoney Lane, Debenham, which at the time we were allowed to use as the owners son was a trials rider with the Stowmarket club. As a result I joined the

Stowmarket club and Trevor Harvey (who lived about 100yds from me) used to organise Stow club practice days around Debenham. Alan could not get on with the 325 Bultaco and preferred the 250 (although he never actually rode in a trial), as I preferred the 325 we did a deal swapping bikes with a suitable cash adjustment.

My first trial down here was at Raydon pit (probably 1978) I did not do particularly well as my practice ground at Debenham was all in and out of ditches, streams and muddy climbs, a million miles from the sand at Raydon. Anyway, I enjoyed myself and decided to continue. The Bultaco was a good bike, great engine, pulled like a tractor with excellent grip, the worst point was rubbish brakes (hubs were chrome plated and inevitably peeled off).

In those days, the trials were mostly road based visiting several groups of sections, frequently just 1 single lap. All riders from the top experts to the newest of novices rode exactly the same section, no route variations then. Also, they were no stop, none of this balancing and hopping malarkey, marking was 0, 1, 3, 5 in those days. Sections were more open, you used to select what gear you wanted, let out the clutch and off you went, didn't touch the clutch or gears in the section. How times have changed! The local greats then were Laurie Bird, Alan Collier, Eddie Cordle, Doug Theobald, John Kendall, Trevor Harvey, Peter Ash-ton and Nick and Tim Robinson.

It didn't take too long for me to win two novice trials, so I was no

longer a novice, however to become an expert you had to win a second class award (or better) and it seemed I was always a few places off this. In March 1979, the trial was at Gt Cornard, near Sudbury with some sections local and others around Boxford. The ground was exceedingly wet and muddy (the conditions I used to ride best in) and I was an early starter that day (they used to set you off at intervals, usually 2 every minutes, to spread the riders out so you did not all arrive at section 1 together). Taking advantage of my early number and the Bultaco's grip capabilities I was getting through sections where many were stopping. After finishing the last group, I watched some of the later riders come through and they were really struggling. Net outcome was that although losing a cricket score, I had got into the awards and was now deemed an expert! Hindsight is a great thing and this would transpire to be the only time I got into the awards when everyone was riding the same sections, I had probably peaked!

Although I have always considered myself to be a reasonably good rider, I have never considered myself as a great rider, but if I could have continued riding through my teens and early twenties rather than having a 10 year break, I probably would have been much better. Favourite trials were the Stow club starting from Iliffe way with sections at Battisford Tye and Barking, also the trial starting in Sudbury, visiting Ballingdon grove (vicious climbs) and Snaque pit.

Trevor Hill



ANGLIA CLASSIC TRIALS CLUB
 Affiliated to the Amateur Motor Cycle Association
THE FULL STEAM AHEAD TRIAL
LITTLE BEALINGS



PRE-65/70 & TWINSHOCK TRIAL
Sunday 15th August 2021, Start 10:00 am.

AMCA AUTHORISATION No.: AMCA/CT/
VENUE: Sunfield Farm, Little Bealings, Woodbridge, Suffolk
POST CODE: IP13 6LT. (Nearest, trial entrance is just by the level crossing)
LOCATION: what3words - egging.aliens.talent
CLERK OF THE COURSE: K. Plummer
SECRETARY OF THE MEETING: Kevin Plummer, Bradgate House, Crown Lane, Ixworth, Bury St. Edmunds, Suffolk, IP31 2EH. Mobile: 07774 277144

COURSE: Approximately 3 or 4 laps of 10 or 12 sections - multi route course - all on private land.
MARKING: Will be 1,2,3,5 - Non-stop basis.

ENTRIES: Open on the 1st August and will be accepted from MEMBERS of the EFA ONLY. To be made on the OFFICIAL ENTRY FORM and forwarded to the Secretary of the Meeting. The fee of **£15.00** adult, **£10.00** youth to be **paid on the day of the event**, correct cash in an envelope only, **CHEQUE'S WILL NOT BE ACCEPTED**. A competitor becomes a member of the Anglia Classic Trials Club for the day of the event. **If you are a member of the AMCA please quote your membership number.** Results will be posted on the EFA website at; www.eastern-fourstroke-association.co.uk / www.anglia-classic-trials-club.co.uk

ENTRIES CLOSE: When the MAXIMUM NUMBER of ENTRIES is reached - NO ENTRIES ON THE DAY.

CLASSES: Rigid, Pre-unit, Unit, 2 Stroke, Twin Shock & Youth. All solo.

ROUTE: Hard / 50/50 / Easy / Veterans

NOTICE: **Helmets must be worn** & it is recommended that you wear other appropriate protective clothing. Excessively noisy machines will be barred. Riding over any prohibited areas is forbidden and any rider seen doing so will be disqualified. Instructions will be given at the start indicating these areas. Please keep to the marked route. Thank you.

OBSERVERS: Please assist the organisers by bringing with you someone who is prepared to observe. Training given - *it's quite easy.*

ADDITIONAL INFORMATION

Please read the regs/entry form above carefully, the key points are:-

1. No entries on the day.
2. Do not send payment with your postal entry.
3. Payment will be on the day - correct cash amount in an envelope with your name on it please.
4. Follow all notices/instructions on the day.
5. The maximum number of entries will be dependant on the venue size - Expected to be 50 + working party + 5 reserves.
6. A list of those entered will be compiled and riders subsequently informed.

And finally enjoy the trial, it's been a long time coming, the future looks bright.

ENTRY FORM

The Full Steam Ahead Trial

15th August 2021

Declaration: Motor Sport can be dangerous and may involve injury or death. You must read and agree to the following declaration and paragraphs below, which are designed to create a legally binding relationship in return for you being allowed to enter and compete.

1. I confirm that the information in this entry form and the information and my acceptance to the terms of my competition licence are correct.
2. I confirm that I understand the nature of the competition I am entering and I am competent to take part.
3. I confirm that any vehicle I use will comply with the regulations and will be safe and fit for use in the competition.
4. Before taking part in the event, I will ensure (unless prohibited) that I have inspected the venue, the track and the facilities and geographical features and that I am satisfied that it is safe for me to compete.
5. I will not take part if I have any doubt about my ability or the safety of the venue.
6. I accept that the competition in motor sport may involve the risk of injury or death and I agree to take part at my own risk.
7. Before taking part in the event, I will read and be bound by and comply with general regulations, any supplemental and final instructions issued by the AMCA, the organisers and the circuit owners and the regulatory body.
8. I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication, I will inform the event organiser and seek approval to participate before taking part.
9. I consent to the collection and retention of my personal information by the AMCA.

Riders Signature: _____ **Date** _____

***Date of Birth (if under 18)** _____ **AMCA Membership No.** _____

Riders Name: _____

Address: _____

_____ **Post Code:** _____

Telephone: _____ **email:** _____

Class Entered: _____ **Route:** _____ **Machine:** _____ **CC:** _____

***Parent/Guardian Declaration and Agreement:** to allow the applicant to enter the competition you must agree to the matters set out below, which are designed to create legal obligations on you. Sign below only if you agree.

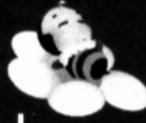
I (print name) _____ I am the parent/legal guardian.

I have read the entry form and declaration completed by the applicant and confirm the answers are true.

- a) I confirm that he/she is competent to take part in the event and that any vehicle which he/she will use is safe and fit for competition.
- b) I will, before allowing him/her to take part, satisfy myself that the course and the facilities are safe and will inspect same.
- c) I also AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue. I WILL INDEMNIFY AND PAY BACK TO YOU any sum which you may be required to pay as a result of such a claim.

Signature of Parent/Guardian: _____ **Date:** _____

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August 2021

KEEPING TRACK!

Club fixture list & some classic events further afield

August 15th	EFA/ACTC	AMCA	Full Steam Ahead Trial, Little Bealings, 10 am
August 21st			Tims Tours, from The Alma, Copford, 1:30 pm
Sept. 19th	South Midland Group	ACU	20th Classic Bike Trial, Plashes Farm, Colliers End
Sept. 19th			Copdock Bike Show, Ipswich

There will not be a Club Championship this year.

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