

T RIALS & RIBULATIONS

OCTOBER 2021
Vol.2 Issue 124



*“El Presidente on his Girder Henfield.
Accompanied by an informing and humorous
commentary provided by our old friend, Sidge Kenny.”*

**Originally published in the September 2008 T&T
following an EFA trials demo at the
‘Little Havens’ Children’s Hospice Showtime’**

THE REVOLUTIONARY COUNCIL

**El Presidente
Vice President
Chairman**

**Chris Kearney
Ted Smith**

Tel: 01206 841519

E-mail: chairman@eastern-fourstroke-association.co.uk

Club Secretary

Richard Challis

Mobile: 07989 344932

E-mail: secretary@eastern-fourstroke-association.co.uk

Treasurer

Craig Crowfoot

E-mail: treasurer@eastern-fourstroke-association.co.uk

Committee

**Brian Fletcher, Chris Mace, Graham Braybrook,
Phil Smith, Rob Clarke, Chris Chapman, John Beasley**

Championship Recorder

Kevin Hood

**Trials & Tribulations Editor
& Website Administrator**

Chris Canham

10 The Close, Waldingfield Road,
Sudbury, Suffolk, CO10 2QA

Tel: 01787 374399 **Mobile:** 07963 467922

E-mail: editor@eastern-fourstroke-association.co.uk

Membership Secretary

Kevin Plummer

E-mail: membership@eastern-fourstroke-association.co.uk

Mobile: 07774 277144

ACTC Secretary

Kevin Davie

Mobile: 07801 138769

E-mail: secretary@anglia-classic-trials-club.co.uk

**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

If you look back through the archive of Trials & Tribulations you'll be hard pressed not to find a mention of Ian and his exploits. From those leg pulling "Boxford Superior" 'advert's' through to the more serious requests for help running the club. There are photo's of him competing on his various machines, pulling an Enfield out of a pond, receiving the "Po" at the AGM (an award of a guzunder that used to be given out to whoever was thought to have

done the daftest thing during the previous year), riding through Nepal and Scotland at the Pre-65, finding his doppelganger in Bures, plus too many more to mention, and in every single one he can always been seen grinning from ear to ear enjoying the moment whatever. He didn't suffer fools gladly but if you were part of his life you'll have fond memories and most definitely a funny story or two to tell I bet.

Rest in peace Ian.

Keep 'yer feet up,



A MESSAGE FROM THE CHAIRMAN'S IPAD

You will all read about poor old Ian as you read on. Anyway back to the grindstone. A big big thank you to all who turned up to the massive working party the strimmers sounded like a Motor X . Only 3 fell by the wayside so let's hope we get a good entry as there has been great deals of work put in at Bromley. (*Heartbreakingly cancelled due to flooded ground conditions. Ed.*) The Copdock bike show went off ok thanks to Don, he has mastered the Gazebo erecting down to a fine art, next year we may be able to do some more up our street, watch this space. Thank you people who brought bikes to the show. The Thumpers this year is on the horizon. This year it will be the Ian Preedy Memorial Thumpers trial. Moves are afoot to possibly start club nights again keep your eyes peeled.

All for now, Ted.

STOP PRESS.

Club nights will be starting again.

First One November 2nd

Be there at the Alma Copford

DRUM BRAKE EXCHANGE BRAKE SHOES (ALL TYPES)

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

Call Kevin Plummer on 07774 277144

TOWARDS “SECTION ENDS”

PART SIXTEEN

My intention in riding the 1963 hundred-mile scramble, held at Pirbright, was not to go mad but just circulate at a brisk pace in the estimation that as the race went on, the retirements of the other riders, either from fatigue or mechanical problems, would mount. There will be a moral here - “Always read thoroughly, the regulations” - more of that later.

I reckoned if I could finish the distance, I would have a good chance of being in the prize money. To begin with, all went well on a blistering hot day over a bone-hard and dusty tree-lined, circuit. At the pits, my two colleagues, Tony and Jim, had been told to keep me informed of progress. I really meant “my” progress which was to be done via a chalked up board - this they did for a while but perhaps because of the novelty of pit stops in scrambling, they decided to let me know other things which were going on.

I was not the only Clacton rider in this race. My mentor, Trevor Cooper, was also taking part, riding an early “Tribsa” and at times, I would get a message: “Cooper ahead”. A lap or two and I would pass Trev who was running at a somewhat leisurely pace. More laps would pass and I would get the same signal and the procedure would be repeated. Then I got the dramatic news: “Cooper in pits.” this was repeated for lap after lap

as I passed by and I imagined poor Trev was desperately doing major repairs to his bike. Later I learned he was having his dinner! His wife Bette, always had his lunch ready at a certain time and despite being in a major race, Trevor had evidently to do as he was told. It was possibly the longest pit stop in history for when he had finished his meal, his little son, Martin, brought up a child’s picture book and Trevor contentedly debated on its pictures and content. At last he decided to go back to the fervor of the race. This was in distinct contrast to the “works” men who were clearly taking this event very seriously. When Dave Nichol came in to refuel his Matchless and grab a drink in the searing heat, Ernie Wiffen also threw a bucket of water over Dave and bike, presumably to cool them both off and get back on the circuit - post haste.

Out there, I was well aware of the pace of the top men. Johnny Giles had lapped me more than once and over the undulating bumps, Chris Horsfield literally flew by on the works James. Ken Heanes, a little later - yet as the race wore on, I began to see bikes parked against trees or stopped with riders making adjustments. My plan was paying off.

I forget which lap I came in for my first planned pit stop. Again, more used to short local Eastern Centre races, we were not entirely

sure how long a tankful would last, and I recall we had decided to make it early. We knew the capacity of the tank and depending on how much fuel filled it, the lads would calculate when I should come in again. Once more by a signal on the board as I went by, I came into our pit on the following

lap and whilst Tony and Jim filled me up and briefly checked the bike, I grabbed a drink and a biscuit. "Go on boy – you're doing well!" It was not to last.....

Sidge

To be continued



"Little Eric" built by Ian and here ridden by Sam Appleton. Ian always felt there was a place in trials for side valver's and the bike proved him right. Like himself - it was unique."

TIM'S TOURS 2021

We had 7 takers for our ride on 25th September. Nice to see the Fletcher Family out in force. Mark & Alfie on the Matchless & grandad with The Arrow. We also enjoyed the company of our editor riding his RGS Replica with the lovely Goldie tank.

Before leaving Ted's we observed a minutes silence to honour Ian Preedy's passing. Starting we passed Ardleigh Reservoir, Ardleigh Village, Manningtree, enjoying the river view. On to Bradfield, Wrabness, enjoying the twisting route, passing the actor / filmstrip Clive Owen's House. Reaching the Halfpenny Pier where we took a break with a welcome 'cuppa'. Continuing we went through Oakley, Beaumont, Pork Lane (Kirby). Across the marshes, reaching Holland - on -sea, & rode the entire

Clacton seafront to Jaywick, where we joined the road to Thorington & then Alresford, reaching our Wivenhoe destination only to discover our intended 'chippie' was closed. Sadly we were unable to dine on the waterfront. Plan ' B' was activated & a hearty supper was enjoyed at a alternative establishment.

That probably concludes the tour programme this season.

The management is always looking for new material for future outings. Any suggestions for future routes would be appreciated. Please inform head office with any ideas. Thanks for your support during this difficult year.

Stay safe, with every good wish,
Geoff & Tim.



Left:
Tim made us all squint into the sun for a photo at the Harwich tea stop.

Right:
Encamped under a shady tree at the chippy in Wivenhoe.

FOR SALE

1969 (first reg'd) BSA B40 WD. 350cc Single. Full trials trim previously trialed within the EFA with good results.

Re-commissioned after 6yrs of rest & ready for a new home. Comes with various engine spares and spare plastic fenders.

Looking for £3250 ovno, Ian Hill 07869 150855.



EFA AT THE COPDOCK SHOW



Photo's by
Mark Gibb
Of the EFA stand at the
Copdock show





EASTERN FOURSTROKE ASSOCIATION

**THE IAN PREEDY MEMORIAL
THUMPERS BRITISH BIKE TRIAL**

(Including Round 3 of the E. C. Class C P70 Championship)

Sunday November 28th 2021, Start 10:00 am.



VENUE: Poplars Chase Farm, Thorrington,
CO7 8HZ

ACU PERMIT No: TBC

CLUB STEWARD: Ted Smith

CLERK OF THE COURSE: Chris Chapman, Licence No. 118097

SECRETARY OF THE MEETING: John Beasley, 44 Broom Knoll, East
Bergholt, Colchester, CO7 6XN
Tel: 01206 391360 / 07487 712396

JURISDICTION: Held under the NSC and the Standing Discipline Regulations of the ACU and the EASTERN CENTRE, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to ACU affiliated members of the Eastern Centre.

ELIGIBILITY: The Competition is open to all adult members of ACU affiliated clubs, riding solo machines of BRITISH MANUFACTURE made before 31st December 1969.

COURSE: 3 laps of 16 sections - multi route course - all on private land.

MARKING: As per TSR 22B - Non-stop basis.

ENTRIES: Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow the process to enter. Entry Fee; £17.00, Entries open 1st November and close 23rd November.

ROUTES: Hard: 50/50: Easy. (The 50/50 route is intended to present an increased challenge for middle ability riders not wanting/able to ride the full hard route. Each section start card will be marked by the C of C to indicate if you ride the hard or easy route through that section.)

START: Will be in order of entries received, riders away at half minute intervals.

CLASSES:

- A. British Pre-unit construction four-strokes
- B. British Unit construction four-strokes.
- C. Rigid Rear / Girder Front single or twin four-strokes.
- D. Rigid Rear / Tele Front single or twin four-strokes.
- E. Any British two-stroke, sprung or unsprung.
- F. Any British 'Special' (machines that the entrant and/or machine examiner do not consider conforming to classes A to E or fail to meet the spirit of pre 70 competition).

AWARDS: Best performance in each class on the hard route. Also classes C and D who will ride the easy route. Best in class awards subject to a minimum of 5 entries, second in class subject to a minimum of 10.



IAN PREEDY

1940 - 2021



Ian Preedy a legend in his own time. What can I tell you, he was a great sidecar rider (poor old Bruce in the chair.) A bike builder of some repute he had a knack of putting the odd bits of bike together, if you have seen Little Eric you will know what I mean. Some of you have not had the pleasure of meeting Ian who could speak on many subjects with great authority, but trials was his great love.

He formed the club many years ago along with Chris Kearney, Andrew Tweed and myself when

Pre 65 was just starting up.

He would always give his advice to anyone who asked, his knowledge was immense on gearing and carburettors. He instigated the negotiations to get many of the pieces of land we are using today, he would be at all the cutting out parties, his wit was unquestionably, the best being an old “*cor-blimey*”.

Our thoughts are with Sylvia and family at this time. The Trials world will miss this giant of a man .

Ted.

If I compare Ian Preedy with Fidel Castro, I trust people will understand why. Both wore beards , both were revolutionaries and around for a very long time – and both were termed “El Presidente”

As members will be aware, Ian has sadly passed away after a battle with a serious medical condition which affected him bodily but never stripped away his spirit. Born in London, 81 years ago he moved to this Centre in the early 1960`s. Having begun his sidecar trials career in the South Midland and South Eastern Centres on borrowed machines, he then bought a Royal Enfield as a solo and after adding a wheel, he formed a partnership with his former school friend and passenger, Bruce Waters. The duo ascended rapidly into

the awards and progressed quickly, to become runners up in the Eastern Centre trials championship of 1966 - and then went on to win outright the following year. However, things were changing in trials and it was whilst watching Colin Dommett do wonderous things on a Cotton powered outfit, Ian realised that the good old British Fourstroke motorcycle was doomed when it came to open class success. Indeed, rather than carry on in the wake of the two-stroke advance, the pair progressed to long distance events – the term “enduro” not then used - campaigning a Wasp/Triumph. Ian`s dogged resolve to finish the Welsh two-day event of 1972 despite many set backs, resulted in them gaining a bronze medal (only 6 actually fin-

ished.) In those days this meeting was a world class event which attracted many entries from abroad. The following year, with better preparation, they won the sidecar class outright – a tremendous performance.

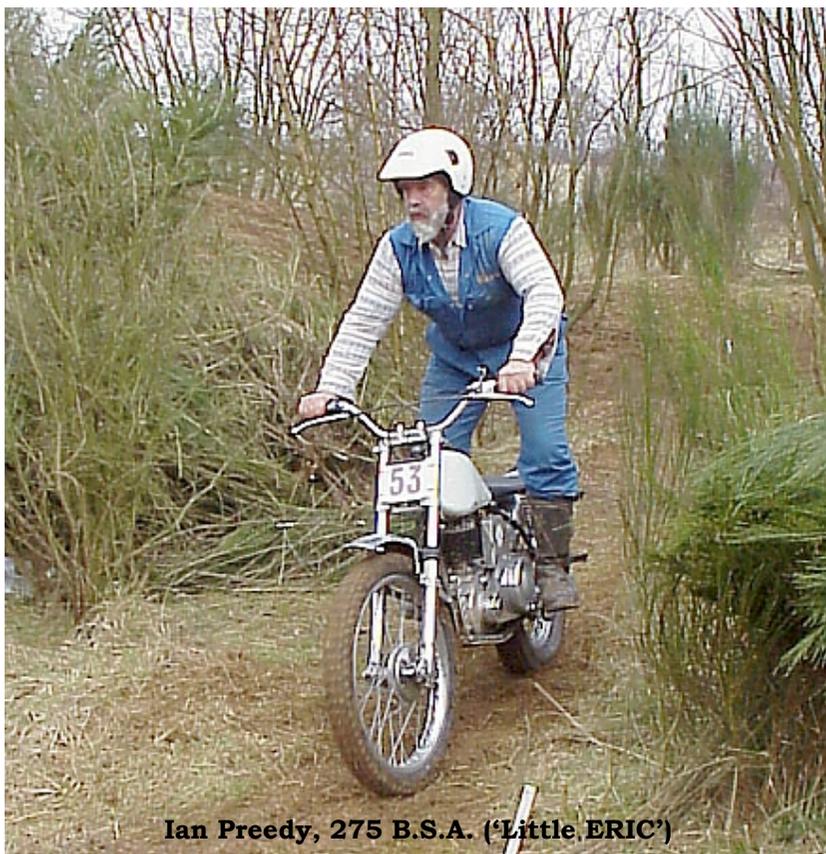
Ian's concern at the prospect of British machines, particularly the heavyweights, being eventually sidelined from competition outlets, made him determined to provide a specific club to foster and organise events for this type of machine and its rider group. Thus, the Eastern Fourstroke Association was born in the early 1980's and whilst it faced some opposition from the more staid officials within the Eastern Centre, the newly-born club grew and thrived under Ian's and his colleagues leadership. The element of "social" was - and is - also maintained by regular club nights and bike runs. Above all, the EFA obtained land at various locations to keep the "golden-oldie" British Trials bikes in continued action over appropriate sections. Riders responded and the club's membership grew, making it today one of the major clubs in the Eastern Centre. The annual: "Thumpers" trial is considered the premier classic trials event in the Eastern region. The club's ability to keep their trials locations over many years, indicates the "hands on" approach to the relevant landowners, an aspect which Ian fostered.

Always an innovator, Ian worked on many projects including resurrecting a vintage Austin "seven" car and besides constructing several sidecar machines, he again

looked at solos and developed a unique trials machine, powered by a 250cc side-valve BSA engine and called: "Little Eric" Ian had felt that side valve engines, still had a place in trials with their lower height compared to OHV units and a good "low-down" power delivery. He set to and built one with a 250cc BSA C10 engine and called it "Little Eric" An indication of Ian's brand of engaging humour, was his explanation for that odd title :- "Everyone Reckons Its Crap" Suffice to say, the bike nonetheless proved to be very successful.

Perhaps his most unusual innovation into the many facets of motorcycle sport, was his being one of the originators of moped speedway. This was at a time when mopeds were simple and skimpy, almost bicycle-like in their appearance and could be obtained at a low price. 50cc was the engine limit but to someone like Ian, that merely set a challenge. He duly produced a little racer which pulled his significant form around the tracks at a pace which other, more athletic souls found very hard to beat. Totally different from the booming four-strokes, he nonetheless loved this unique sport – which for many reasons of officialdom, you will not find in the ACU handbook. That bit Ian would relish all the more. It all added to his revolutionary credentials.....

Sidge



Ian Preedy, 275 B.S.A. ('Little ERIC')



Muses on Trials Riding Through the (many) Years

Chapter 4. Monoshocks

Trials bikes are always developing and the next big thing was mono-shock rear suspension, so in April 1987 I bought a nearly new Yamaha TY250. It was almost chalk and cheese compared with the Fantic. The bike was much smaller with a very low seat height (the Fantic was quite a tall bike) and the suspension travel was greater, especially at the rear. The engine, a full 250cc was very soft and smooth, so riding slowly was easy and when



Yamaha TY250 1988?

it was slippery it gripped very well if you were gentle with the throttle. No instant get up and go like the Fantic, but overall, it suited my riding style very well; I really liked the bike. It only let me down once, around 1993 at Homersfield, where it holed a piston. This was the first ever time I had not finished an event, not a bad record really.

During this period, nearly all trials were becoming single venue so many people now didn't register their bikes for the road. Also, I'm

not sure, but I think it was around this time that you could stop (feet up) without a penalty and the 0, 1, 2, 3, 5. marking came into play. Now in my forties I had ridden most venues and knew most of the sections, which do not change significantly from year to year. Sections that I

had cleaned in the past I was now struggling on, or falling off, this I found frustrating as I knew I was capable of a clean. I kept telling myself I just had a

bad day, or the bike wasn't running right. After about another year or so it finally got through to me that it was just me getting older and weaker.

It was around this time that two routes were starting to come in, the easier one for "clubmen" and this ultimately led to the now familiar multi-route set up. I did try the clubman route, but it was too easy for me and not a challenge, yet the normal route was too hard and frustrating me.

Trevor Hill

The Banbury Run 'Test Ride' - 22nd May 2012

Dave Bickers asked if I would like a day out with him to try a vintage sidecar outfit he had just added to his collection, namely a 1912 B.A.T. 1000cc outfit, the aim was to test its hill-climbing capability prior to an event.

The day arrived, Dave picked me up and we headed off to Warwickshire, our first stop was The 'Heritage Motor Centre' as the up and coming 'Banbury Run' starts from the car park and adjoining area, this is the largest and best event for pre-1931 machines. Having had lunch in the museum restaurant we made our way to part of the event route called 'Sunrising Hill' which Dave had decided would be a good test for the outfit in question, after arriving at the high end we headed downhill until we found a spot about mid-distance, a ninety-degree bend which had a wide grass verge with a drop-kerb and an entrance to a wooded area, this would be the start of the test run!

With the outfit unloaded and fired up ready to go I climbed aboard! Dave headed down to the bottom of the hill, turned around, and after a few fine tuning 'tweaks' on the ignition etc. we headed upwards, first gear then second as this was a two-speed outfit only! Eventually the steepest part of the hill was reached and a downward gear change was necessary, we did make it to the top with Dave steering with one hand whilst the other hand was occupied with making ignition adjustments!

Having achieved the top, we turned around and headed back down, we passed a road sign stating 16%, at this point it crossed my mind that this was quite steep!! And this being part of the A422 it can get quite busy!!

The big 'V' Twin was thumping away in second gear and we were flying, our starting point on the ninety-degree bend came into sight, instinctively I thought to myself "left-hand bend, I need to get my weight over the sidecar wheel", however this was not possible due to the high sides of the sidecar!

At this point Dave was busy, the gear change was on the rear wheel axle, and brake lever 'pivot calliper' type pads, these options were very hit and miss and the only means of slowing down!

All of a blur the corner came and went, we did manage to keep to the ^{correct side of} ~~right~~ the double white lines and eventually Dave managed to find first gear to slow us down!

Returning back up to our 'pit-stop' area we received comments from our on-lookers along the lines of "You did seem to be going quite fast"!

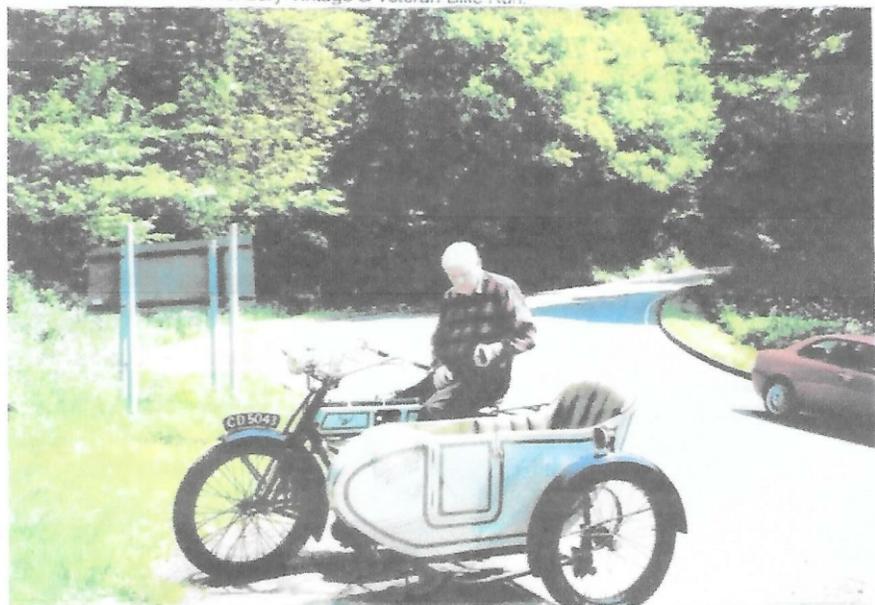
Dave was satisfied that the test was a success as yes the outfit would make it up the hill, going downhill was entirely a different matter!

A day to remember, 'Sunrising Hill'.

Bob Evans



BOB'S NEW SIDECAR VENTURE.....A fitting post script to Bob's story is a tale circulating of a recent new experience - is there no end to Bob's versatility! Who but Bob would accept a ride in the sidecar of a 1912 BAT (Brakes Aint Tops) down Sunrising Hill, Banbury....being driven by ex-World Motocross Champion Dave Bickers!! Perhaps Bob will reveal more details of this apparently hair-raising rehearsal for the Banbury Vintage & Veteran Bike Run.



22nd May 2012 .

Sun Rising Hill, half mile of steep hill, (16%), with very sharp bends, its on the A422, about seven miles from Gaydon, home of the Heritage Motor Centre.



ANGLIA CLASSIC TRIALS CLUB
 Affiliated to the Amateur Motor Cycle Association



THE SNAQUE PIT TRIAL
PRE-65/70 & TWINSHOCK TRIAL
Sunday 17th Oct. 2021, Start 10:30 am.

- AMCA Authorisation No.: AMCA/CT/
 VENUE: Snaque Pit, Belchamp Walter, Nr. Sudbury, Suffolk,
 CO10 7AW (nearest)
 WHAT3WORDS: Chairs.Fattening.Jumps
 CLERK OF THE COURSE: Graham Braybrook
 SECRETARY OF THE MEETING: Chris Chapman, 10 Hillside, Poslingford, Suffolk,
 CO10 8RB.
 COURSE: Approximately 3 or 4 laps of 10 or 12 sections - multiroute
 course - all on private land.
 MARKING: Will be 1,2,3,5 - Non-stop basis.
 ENTRIES: 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 with the fee of £17.00 adult, £10.00 youth. Please
 make cheques payable to the Anglia Classic Trials Club or ACTC.
 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
www.eastern-fourstroke-association.co.uk
 ENTRIES CLOSE: Half an hour before the start, entries on the day accepted
 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 the field and any other 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. Please FOLLOW ALL GUIDE
 LINES AND DISPLAYED NOTICES WHILST AT THE EVENT.
 Thank you.
 OBSERVERS: Please assist the organisers by bringing with you someone who is
 prepared to observe, training given - it's quite easy

“ESSEX” BOYS AT THE BEAMISH

Although I gave up trials a few years ago due to a back injury and the sections becoming too tight I did recently manage to ride in the Beamish Trophy Trial in County Durham, with Jason, Norman Blakemore and John Ruth.

place plus John Ruth also got an award for the best performance on a 2 stroke in the Beamish trial. A good result for Essex, don't they all talk in a foreign language oop north.

Between us we managed 2 Gold awards, 1 silver and 1 Finishers

Peter Sigournay

ENTRY FORM

The Snaque Pit Trial

17th October 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: _____

FOR SALE

BULTACO/BSA.

Fitted with C15G 250cc engine, Electrex World ignition,
NJB shocks. £1950.00

For more information please contact, Peter on 01245 267088,
email p.vicson@gmail.com



FOR SALE

Home built bike trailer. Will carry two trials bikes or one road bike. Nearly new tyres. There is spare wheel but it really needs a new tyre. £185.00 ono.

Please call Kevin Goldsmith on 07714961471.



October 2021

KEEPING TRACK!

Club fixture list & some classic events further afield

Oct 17th	EFA	AMCA	Snaque Pit Trial
Oct 31st	Woodbridge & DMCC	ACU	Blaxhall Pit ACU Eastern "C" Class Trials Champ
Nov 2nd	EFA		Club Night at The Alma, Copford
Nov 28th	EFA	ACU	Ian Preedy Memorial Thumpers Trial, Thorrington
Dec 4th			Kempton Park Show, contact Don Daly.
Dec 7th	EFA		Club Night at The Alma, Copford

There will not be a Club Championship this year.

VINTAGE ENGINEERING SUFFOLK

THE HOME OF PRECISION ENGINEERING

*AIMED AT THE CLASSIC CAR & BIKE MARKET SPECIALISING IN
OBSOLETE COMPONENT MANUFACTURING*

Whether you need a component modifying, prototype making or small production machining, we can help you with any problem, no matter how complex. Thanks to our extensive knowledge, flexible business hours, and availability at short notice, we are guaranteed to meet all your expectations.

TEL: 01787 375448 / 07835 686856
andy@vintageengineeringsuffolk.co.uk
www.vintageengineeringsuffolk.co.uk

Challis Auto Spares

Tel: 01376 550 155

and Performance Centre

Unit 6, East Street, Braintree, Essex CM7 3JJ

Email: challisautospare@yahoo.co.uk www.challisautospare.co.uk

Coil Rewinding Available - Discount to all Club Members

NJB SHOCKS

www.njbshocks.co.uk

FOR ALL CLASSIC BIKES

A comprehensive range of shocks specifically designed and manufactured to meet the differing conditions for racing, scrambles, trials and road use, in a choice of sizes, spring weights and damping



ULTIMATE SHOCKS

Setting new standards with the separation of spring preload and ride height adjustment, as well as length adjustment between 335 and 385mm centres, these shocks are available in Trials, Scrambles and Street Shocks specifications, to allow accurate setting up to suit individual rider preferences. Ultimate shocks can be fitted either way up, spring up or down, to suit your installation or preference.

@£235 a pair



CLUBMAN TRIALS

For only
£89 a pair



CLASSIC ROAD BIKE SHOCKS

Available in a number of different lengths to suit most Classic bikes, with exposed chrome springs or classic black and chrome covers.



Exposed chrome spring
@£95 a pair

Black/chrome covers
@£105 a pair

NJB Shocks Ltd

220a Maldon Road, Colchester, Essex CO3 3BD | Tel **07788 715163**
email norman@njbshocks.co.uk website www.njbshocks.co.uk

