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# SportMoto

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### Independence

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# Editor's Comment

## Motorcycle sport turns the corner.



With the new season just beginning to take shape, it is great to see the excitement building around each sporting discipline and the various championships.

Following the fantastic successes of 2013 – which saw Great Britain boast no less than six individual world champions and the Women's triumphant team who won the Trials Des Nations, British Motorcycling has a lot to be excited about for the coming year. Although it is not only at the top level that we have plenty to be excited about with the early signs showing that 2014 could be a good year at all levels of competition.

The early months of 2014 have seen an increase in licence numbers for the coming year, with as much as a 5% increase at the end of March. Other interesting movements show that since the launch of the online licencing system, 65% of all ACU competition licences and Trials Registrations are now processed by competitors renewing or applying for their licence in this way. This has a massive difference to the output as the online process is much quicker and easier for the Licencing Staff to manage.

Away from the licence increases, more and more of our clubs are using the Online Event System which allows riders to quickly and easily enter events around the country in a matter of minutes. So far nearly 50 clubs have used the system to help with the successful running of over 125 events. With the Online Event System handling a large bulk of the paperwork requirements for the clubs, this allows more time to be saved in the lead up to events and allows Organisers to concentrate on other matters.

With licences figures showing an increase in

activity, it is also great to hear that a number of clubs are reporting increased numbers of entries for their events across all our disciplines. In the Off-Road sports, Motocross are reporting higher numbers of entries for its' main championships along with improving numbers at grass roots events as well.

On the Road Racing side, the new Basic Rider Assessment which has recently been implemented for riders looking to take out a Road Racing licence for the first time has seen a large increase in the number of new Road Race competitors. Combining the Rider Assessment with the classroom based activity has proven to be a very popular and positive step.

Following the terribly wet winter which saw a large swathe of the country either flooded or incredibly wet, it is hoped that the spring and summer months will continue to bring much better weather and help to produce a number of top quality events up and down the country.

Another positive is the increased interest in events with spectator numbers also on the rise as well. The opening two rounds of the Maxxis ACU British Motocross Championship at Landrake and Lyng both featured strong crowd numbers, showing the sport is hopefully on the increase both in terms of those competing and those wanting to come and watch.

So all in all, a positive start to the year – an exciting time of the year now that all our disciplines have just got underway. With a long season ahead, we hope that you have a successful and enjoyable for all riders, clubs and officials.

**Ride Safe**  
**Richard Blyth**



# Leader from the Chairman



For some time now, the ACU have been engaged with the MSA in doing some work in pushing successive governments to empower local authorities with the right to suspend the Traffic Act without having to resort to an Act of Parliament. Should such an amendment to legislation happen, this would open up the way for competitive motor sport events such as Road Race events, sprints and hill climbs to take place on a limited number of British roads as currently happens now across most of mainland Europe – and of course – closer to home we only have to look at the Isle of Man and Northern Ireland.

By the time this edition of Sportmoto is issued, I hope that as many of our competitors and officials have responded to the positive consultation process put in place by the Department of Culture, Media and Sport. This is an exciting time for both two and four wheeled sport and now is the time for us all to pool our resources and come together and support this government backed public consultation as competition on closed roads is a step closer.

There is a real positive air at the moment and I believe we have turned the corner on the last few years of economic gloom. Certainly, so far as licence numbers are concerned, we appear to have more licence holders who have renewed their licences than this time last year. I know for sure that the number of Road Race first time licence holders has increased significantly which is a good indication that the participant side of the sport is on the increase.

I knew it was going to be a good start to the year when the 2014 edition of the ACU Handbook was produced and distributed electronically before the Christmas break – now that has to be some kind of a record !!

I was particularly pleased with our first “Open Day” which took place towards the end of March. The idea was to open our doors to show our members who do not have the opportunity to visit the building which has affectionately been called “ACU Towers” in the past. I am pleased that over a dozen members were able to see the busy office in full function and to prove that all our staff are approachable and there to help. We have had some very positive responses since and this will be repeated again later in the year if you missed the opportunity last month.

I would just like to finish by saying that the MSA have now appointed a new Chief Executive – Rob Jones. Rob was their General Secretary for a number of years and held the position of Acting CEO for a number of months before his appointment was recently confirmed by the MSA Board of Directors. I have had a couple of meetings with Rob already and I am pleased to say that moving forward the relationship between the MSA and ACU carries on in the positive manner we had with Rob’s predecessor – Colin Hilton. There are a number of issues that affect both two and four wheels which I am confident we will strive to address in unison which will in turn provide a much more effective voice for motorsport rather than each organisation tackling these matters in isolation and the recent work carried out on ‘motorsport on closed roads’ goes some way to demonstrate the effectiveness the voice of motorsport can have when we work together.

The season has already started and may I wish all our Organisers, competitors and Officials a successful and safe 2014 campaign.

**Brian Higgins**  
**Chairman**





## Champions come together to Celebrate the ACU Awards

On Saturday 25th January the ACU held the annual Awards Presentation at the Park Inn Hotel in Northampton. During the course of the day nearly 500 people attended to celebrate the achievements of both Youth and Adult riders from all disciplines of the ACU. Hosted by Peter York from Coventry Speedway, the Youth Awards took place over the lunchtime to applaud the achievements of our future stars from the sports of Trials, Motocross, Quads and Grass Track.

One of the most prestigious awards of the Evening went to Joe Francis, who was presented with the coveted Pinhard Trophy following his successful 2013 season where the 16 years old claimed both the British Motostar and Moto3 Championship. Joe was on hand to

collect the Award from Tony Lloyd of the Sunbeam MCC.

Other stand out winners were Tom Sagar who collected his awards for winning the FIME E2 Championship, along with the British Enduro Championship and ISDE Gold Medal. Also present at the awards was Zach Wajtknecht to collect his award for winning the FIM Track Racing 125cc Gold Trophy for the second year running.

General Secretary Gary Thompson said, "The ACU Awards is always a special occasion, it is the one day of the year when all our various sporting disciplines can get together under one roof and celebrate the achievements of all the our Champions and Award winners".



Zach Wajtknecht



Joe Francis

## IOM Awards

Photo: John Watterson

Auto-Cycle Union General Secretary and TT Clerk of the Course Gary Thompson MBE BEM (bottom right) attended the Isle of Man Centre ACU 2013 star and tankard presentations in Douglas recently, when he was joined by TT sidecar veteran Roy Hanks (front left), who is the Chairman of the ACU Benevolent Fund and a Director of the ACU.

(Back row, left to right) Isle of Man Centre

sidecar Road Race champions James Melvin and Stuart Christian, non-expert sidecar Trials winners Nigel Woods and Martyn Kissack, Quad bike champion Adam Huxham, non-expert Motocross winner Jamie Cringle and his brother Ryan, who was the Clubman Road Race champion.

(Front row) Roy Hanks, Centre



Motocross champion Ben Rice, solo Road Race champion Ryan Kneen, solo Trials champion Josh Brain, sidecar Trials champions Nigel Crellin /Chris Molyneux and Gary Thompson.

The evening raised more than £800 for the ACU Benevolent Fund, including donations on the night from Manx Motor Cycle Club and Southern MCC. In addition, £500 was received earlier the same day from Phil Morris of Oswestry who organises the annual Road Racing

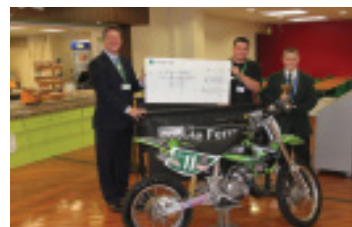
Legends function.

Main organiser, Wyn Evans MBE, wishes to thank Brenda Crellin, Dorrie Garton, Cat McIntosh-Thompson, Gillian Bowers, Anita Cairns, Ian Murphy, Terry Holmes, Roy Moore and John Watterson for assisting on the night, along with all the sponsors, individuals and clubs that supported it.

## Sam Woolley presents School with a Cheque for his achievements

During the 2013 season Sam Woolley won the British ACU Youth Grass Track title for the MX85cc class. Sam comes from a much celebrated Track Racing family having spent a lot of time training at the Burton track under the watchful eye of his brother Tom, the 2012 World Flat Track runner up.

Sam a pupil of the De Ferrers Academy presented his school with a Cheque on behalf of the ACU to Mr Cook-Abbott the Head of Year at the end of November. The Cheque is in recognition of the schools support towards Jack's racing career.



## NEW TITLE SPONSOR FOR SOLO BRITISH TRIALS CHAMPIONSHIP

*The Solo British Trials Championship has a new title sponsor, in the form of the RT Keedwell Group*

The RT Keedwell Group offers a comprehensive National solution to logistical requirements. The Group of companies began as a small Somerset independent Haulage Company in 1969, owned and operated by Ray Keedwell.

Starting with one vehicle and with the support of his wife Pauline and son Stuart, Ray Keedwell developed the business over the next forty years into one of the UK's leading independent haulage companies.

Head Office operates from a thirteen acre site in Highbridge,

Somerset with eleven companies within the group. The group now operates in excess of 400 vehicles and employs over 450 staff from 11 depots throughout the UK.

From humble beginnings, the RT Keedwell Group has grown to become one of the largest independent hauliers in the UK, still holding dear the service ethics that that have always been fundamental to the growth of the company and have always recognised the benefits and synergies of regional depots, and new depots have been opened in busy traffic areas. The

company has always been prepared to be flexible and diversify, and has been rewarded with steady sustainable growth.

Stuart Keedwell is a Trials enthusiast and can presently often be found competing in Regional Twinshock events.

The Trials & Enduro Committee thank them for their backing, and if you have need for any of the many services they offer, why not contact the RT Keedwell Group and support those who support our sport.

# ACU announce Edmondson Racing as title sponsor to the 2014 British Enduro Championship

A new partnership has been announced that sees Edmondson Racing as the title sponsor of the 2014 ACU Edmondson Racing British Enduro Championship (BEC).

The sponsorship will bring additional logistics and facilities to enhance the consistency and raise the profile of the championship. The sponsorship does not alter the organisational structure and the existing arrangements with ACU-affiliated clubs organising and promoting their individual rounds remains unaffected.

Dusty Martin, ACU Trials & Enduro Committee Member: "We are very pleased to have Edmondson Racing and

their affiliates on board as title sponsor to this year's championship. Derrick Edmondson of Edmondson Racing is a former eight-time British Enduro Champion, a former Dakar competitor and has a 40-year history in the sport. He brings a lifelong passion for enduro as well as commercial benefits. Together with the ACU, Edmondson Racing are keen to see the BEC enjoy a secure and progressive future, maintaining its position as the premiere enduro championship in the UK."

Derrick Edmondson, Edmondson Racing: "I'm delighted to be heading a consortium of businesses in this venture. We share a passion for



Enduro and are keen to see the British Enduro Championship develop and prosper. Edmondson Racing together with Metzeler, Voltcom Group, Proseal and Putoline Oils believe that together, in providing additional resources to the championship, we can make a difference and lift the presentation and the profile of the sport while at the same time ensuring those organising and participating enjoy the championship to the fullest."



## Maxxis International extended title Sponsorship of British Motocross Championship

Maxxis International recently agreed another three year term as the title sponsorship of the British Motocross Championship, which takes in 2014 / 15 and 16. The contract was duly signed at the Trade Expo Exhibition Show in Birmingham in January.

Maxxis International are now the longest title sponsor of the championship and ACU Events Ltd are

delighted to continue working with such a high profile, go ahead company for a further term.

Brian Higgins, Series Manager explained, " We have such a good working relationship that when Derek McMartin confirmed by telephone towards the end of last year that the company would be continuing its association with the ACU as our valued

Title Sponsor we didn't have to rush into signing contracts. The signing at the Trade Expo Exhibition was really just a formality and I am delighted that Maxxis are on board for a further three year term. The drive and enthusiasm which Maxxis put into the sport is unequalled in my opinion and we can look forward to another eight action packed rounds this year.



## Luscombe Leeds Expands Trials Sponsorship for 2014

Robin Luscombe's expanding car dealership company goes triple in 2014 sponsoring the ACU Ladies and Girls championship under the Luscombe Suzuki Leeds title. The company will also continue their commitments to the ACU Youth Championship series as well as the ACU Sidecar Championship.

This will be the first occasion that the Ladies and Girls championship will have a solid sponsorship for the seven-event series, but the fourth year of support for the Youth and Sidecar.

In total Robin Luscombe will underwrite 31 British Championship Trials events and a total of 17 Championship classes across the board.

As a result Robin is pleased to be able to sponsor the Ladies and Girls Championship under the Luscombe Suzuki Leeds heading.

The Youth Championship will now become the Luscombe Mitsubishi Leeds, while the Sidecar Championship will carry the Luscombe Saab Leeds title.



## Entries are now available for 2014 Manx National 2-Day Trial.

Taking place over the August bank holiday weekend in the beautiful Isle of Man and coinciding with the Classic TT and Manx Grand Prix races on the legendary TT Mountain Course, this is one event not to be missed.

Catering for Expert and Clubman Solo competitors, and with a healthy Sidecar class the weekend is what real Trials is all about. Planning is well underway for the 2014 event with routes being finalised and various landowners giving their blessing for the event to use their land.

Hoping to defend his solo title in 2014 will be local rider Josh Brain, who has beaten off some top level

competition from the rest of the UK to take victory in 2012 and 2013. Sidecar supremo Robin Luscombe also wants to defend his title but having semi-retired from fulltime competition it will be interesting to see if he can still do the business in his favourite event of the year.

If you would like to enter either use the entries portal on the ACU website or visit the events own website at [www.manx2day.co.uk](http://www.manx2day.co.uk) where entry forms are available to download. Here you will also find details of how to get to the Island and help with places to stay when you are there.



Josh Brain – 2013 Solo Winner credit: Steve Corlett

# 2014 Deregulation Bill – The threat to motorsport/recreation held on Unsealed Public Roads and Byeways

Riding motorcycles on unsealed public roads and Byeways Open to all Traffic (BOATs) is a legitimate and long-established leisure activity that is part of Britain's industrial and social heritage.

Amendments now proposed to the Deregulation Bill 2014 to close the remaining unsealed public roads and byways to motorists would unfairly destroy a pastime enjoyed for decades by thousands of ordinary people and have a major effect on Off Road sport.

A Deregulation Bill is currently being tabled in Parliament at the moment. It has been through the Committee stage in the House of Commons without amendment, however it is felt

that the House of Lords might make some changes and therefore we need to make our local MP's aware that these amendments without proper consultation is not best practice and

***“The potential is that we may lose the right to use all vehicular access to all places that do not have asphalt road. This would have a huge effect on our Off Road Sport.”***

blanket ban on motorsport enthusiasts using unsealed public roads and byways open to all traffic (BOATs). The potential is that we may lose the right to use all vehicular access to all places that do not have asphalt road. This

may have a detrimental effect.

The 'anti-motorsport' campaigners are highly active on this issue and are currently promoting a

***“Amendments now proposed to the Deregulation Bill 2014 to close the remaining unsealed public roads and byways to motorists would unfairly destroy a pastime enjoyed for decades by thousands...”***

would have a huge effect on our Off Road Sport.

A draft template letter has been distributed to all our Motorcycle Clubs as a means of encouraging everyone to write to their local MP to ask them to agree to the fact that the issues of motorised access to unmetalled public roads is not something that should be dealt with by the Deregulation Bill but more so that a way forward be established to look at the concerns raised by those who wish to see motorised activity on unsealed roads stopped.

***Please write to your MP, if you need a copy of the template letter and haven't received one by email then contact Gary Thompson, ACU General Secretary on [gary@acu.org.uk](mailto:gary@acu.org.uk) who will email you a copy of the letter and the LARA factsheet.***

## Blackchrome Sidecar Grand Slam Series

British Sidecar Speedway stars Mark Cossar/Darryl Whetstone, Mick Cave/Gareth Williams and Ben Goddard and Matt Tyrrell/Craig Fordham spent the winter 'Down Under' competing in the prestigious Blackchrome Sidecar Grand Slam Series.

The current UK British Grass Track 1000cc Sidecar Masters Champion Mark Cossar and new passenger for the Aussie Series only - Darryl Whetstone, combined brilliantly to win the seventh and final round of the prestigious Blackchrome Sidecar Grand Slam Series staged before a massive crowd at

Gillman Speedway Stadium in Adelaide. Their victory at the Gillman Grand Final, was just reward for an outstanding Down Under campaign that saw them qualify for six of the seven A Finals conducted throughout the Series.

Australian pair Darrin Treloar and Blake Cox from New South Wales won the series overall, with Mick Headland/Jesse Headland from South Australia taking the runner-up spot and British duo Cossar/Whetstone finishing a very credible third.

All three sidecar crews will be in action at the opening rounds of the

ACU Track Racing Championship on the 17th and 18th May at the BMF Show at Peterborough Showground



# Emma Bristow claims Super Enduro Gold

Pictures by Rick Wells

Sherco MRS rider Emma Bristow took her first world title at the Super Enduro in France. This is an amazing achievement considering it is her first year competing in indoor Enduro and a true testament to her dedication and commitment as a rider.

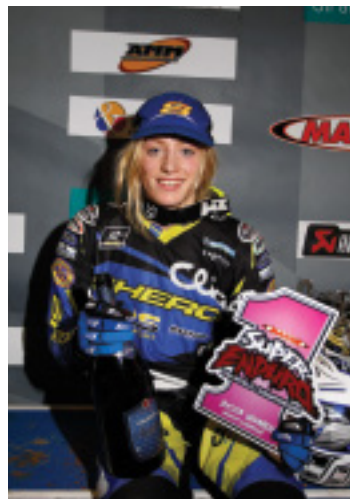
Emma first came up with the idea of competing in the Enduro events before Liverpool saying she 'fancied a go at the Extreme Enduro in Liverpool' during her winter break from Trials training. The result at Liverpool was unexpected and certainly surprised everyone, including herself, finishing a close second to Laia Sanz and when she set off to Poland she felt the pressure a little and was very disappointed coming fourth.

She was absolutely gutted with this result and felt she had to go to France to try to redeem herself. After re-grouping herself and setting off to France with an understanding to

relax and enjoy it in the same way she approached Liverpool and it certainly paid off for her.

She took the win after a very hard and close fought race and when series leader Jane Daniels took a fall and was overtaken by Sandra Gomez. Emma had to focus and keep relaxed and committed in much the same way she applies herself riding trials. She brought home the win and the World Championship title and was absolutely delighted and overawed by the whole experience.

Emma quoted 'I can't believe I am actually World Champion, especially after my ride in Poland! I am absolutely delighted to bring this title to Sherco and to all at MRS, who were totally behind my efforts to try out Enduro. I would like to give a special thank you to Wayne Braybrook for preparing my MRS Sherco and the 250 4T absolutely



suiting my style and the terrain. After a hard fought race I just couldn't believe I was actually World Champion. It still hasn't sunk in properly yet but I know I can build on the experiences from this season and improve even more next year. I am now concentrating my efforts on bringing home the World Trials Championship. It is undoubtedly a big boast for me to be World Champion and I am sure I can take this experience with me to achieve all my ambitions for 2014.'

## ACU host successful 'Open Day' at ACU Office

ACU Head Office hosted an 'Open Day' held on Tuesday 25th March. Proposed by the South Midland Centre at the November National Council meeting, the Open Day was designed to encourage Club Members who would not normally go to the ACU to attend the Open Day to see how the Headquarters operates and meet the staff.

The day began with a presentation by ACU General Secretary – Gary Thompson who spoke about the Structure of the ACU, the structure of ACU Head Office and outlined some current

issues the staff are currently dealing with. Xenia Munro the Finance and Support Services Manager then spoke about the On Line Licencing System, On Line Entries and the Centre/Club Log In page. A tour of the building then enabled the attendees to meet members of staff and discuss more issues in depth and more importantly to put names to faces.

ACU Chairman, Brian Higgins commented, "today has been a really good exercise, we have opened the doors to ACU Head Office and had a good informative



day which has enabled those who have attended to see the Office in a proper working environment. Today was the first and has been a success, so it is intended to plan more in the future".

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# Exciting Changes for the National Road Rally 2014

In the past many riders of the National Road Rally have chosen to enter for the Special Gold Award rather than the Platinum as they did not wish to ride to the Special Test site to start their Rally. Now the Special Tests are coming to you!

In an inspired move, the Committee of the National Road Rally is taking the Special Tests out onto the matrix. There will be at least 15 special test sites and each rider must visit at least 4 to take the tests. As the sites will be at the "end" of 20 mile connections and at each final control, riders will find themselves visiting these sites as a matter of course.

There will also be no extra cost for the Platinum Award.

So no more going for Gold – Go for Platinum!

Due to the Tour de France being in York the same weekend as the Rally, the north of the Matrix is being changed slightly to avoid any possible delays. Restricted opening controls are being placed in the North to allow riders to

join the Rally nearer home.

Another new initiative is that if a club 'fields' 50 or more riders, the National Road Rally will refund £100 to the club. Don't panic, no-one has to collect the names and send in the entries. As long as riders state their BMF Club Discount Code on their entry form, the National Road Rally Committee will do the work and automatically send the refund to a nominated club official. If you belong to a club that is not affiliated to the BMF then that's OK, just ask a club representative to call Rachel Crossley on 0116 2795112 and she will set up a code. Of course you won't be able to use that code to purchase discounted tickets to the BMF Shows, or make use of the BMF Member benefits, but it will register for the Road Rally multi-rider discount.

And finally, the Final Controls, Whitchurch, Warminster, The Ace Café, Stibbington and Thorne.

**Follow us on Facebook and enter the National Road Rally 2014 at [www.nationalroadrally.co.uk](http://www.nationalroadrally.co.uk)**



# When it all goes wrong...

On the eve of the 2014 season, not a particularly cheerful article to appear in the Sportmoto magazine, but nevertheless one that is very important and unfortunately a fact of life.

As Organisers of motorcycle sport across all disciplines, we naturally do whatever we can to make an event as safe as possible, whether that be Road Racing, Motocross, Grass Track, Speedway, Enduro or Trials. But as sure as eggs are eggs, no matter how safe we think we

have made our venue, someone at some stage will 'come off'

Whether that is because of their own doing or that of another competitor is another matter - every one signs up in

the full knowledge that motor sport can be dangerous and as we all know accidents in motor sport can and do happen. We though as Organisers need to be in a position to react to the situation, manage the incident in a calm and professional manner and then once the incident is brought under control, we need to ask ourselves,

## “WHAT DO I DO NEXT?”

To help, and as per the Insurance Section of the ACU Handbook, I've basically outlined below the Serious Incident Checklist that is given in the handbook which outlines a really useful step by step procedure to assist Organisers of an Event of what to do following a Serious Incident.

- A full investigation is required at the event for one of the following:
- Fatality
- Loss of sight or limb(s)

- Paralysis
- Serious head injuries
- Potential fatality
- Any spinal injury
- Spectator injury
- In the case where a rider, official or spectator has had cause to be airlifted from the event.

*“manage the incident in a calm and professional manner”*

*“always try and take photographs. The old adage of 'a picture paints a thousand words' is very true”*

At the scene of the incident, always try and take photographs. The old adage of 'a picture paints a thousand words' is very true. A few photographs will show our Insurers what the track conditions were like, the surface, the surrounding area, weather conditions etc etc. Obtain names, addresses and contact numbers/email addresses of witnesses. It is important that you don't attempt or try and take witness statements yourself – that's why

we have Loss Adjusters and Solicitors should the need ever arise – just take contact details which we can then simply pass onto the insurers/solicitors for their use if the need ever arises

Once you have dealt with the incident, then please give one of the following individuals a ring dependent on what discipline your event is:

**Road Racing**  
(Paul King – 07767 635420) or  
Rowena Perks (07805 898584)

**All Off Road Events**  
(Gary Thompson – 07976 548375)

Give one of the above the details of the incident, the Rider's name, brief outline of the injuries incurred, location of the event, what the discipline is and which hospital the rider has been taken to. Apart from giving the details above

Image by Steve Gough



it is always useful to talk through what has happened and basically to ensure that you have done what needs to be done. In the heat of the moment it is quite easy to overlook something when so much is going on. Talk to one of the above and during the conversation it can easily be ascertained that you have:

- Taken or organised someone to take photographs of the scene
- Impounded the motorcycle
- Obtained names, addresses and telephone of any witnesses
- Sought/obtained video or photographic evidence from another source



Paul, Rowena and Gary (whichever you have contacted) will then notify Lockton Motorsport Risk Insurance Services (ACU Brokers) that a serious incident has taken place and then Locktons will contact the Injured

**“ ‘It’s always useful to talk through what has happened’ ”**

party and the Organiser to give every assistance possible.

Once the event has finished, please forward as much information as you can to ACU Head Office in relation to

the incident and by this copies of the following should be sent as soon as possible:

- Stewards Reports
  - Marshal/Observer Reports
  - Medical log reports
  - Technical Official reports
  - Racing/Radio log
  - Signing On sheets
  - A copy of the entry form of the injured party (if applicable)
  - A copy of the Permit for the event
  - A copy of the Event Supplementary Regulations
  - A copy of the Track Plan
- All we are doing at this stage is gathering as much information as

possible, however it is best to do it while everything is still fresh in your mind rather than leave it for some considerable time when documentation may get lost or put to one side. If a claim for injury is then submitted, all the necessary information is then at hand with our Insurers to assist with the case.

I hope the above will be of some help. Dealing with a serious incident is never easy, but if we can get the above procedure in our minds, it helps everyone concerned once the event has finished.

**Gary Thompson MBE BEM**  
**General Secretary**

John McGuinness

# TT 2014 – Over-subscribed and gets even better...

Entries for the 2014 Isle of Man TT Races fuelled by Monster Energy closed at the end of February with a strong, high quality field confirmed for this year's event.

The Dainese Superbike, RL360° Superstock, Lightweight and Monster Energy Supersport categories were all over-subscribed while the Formula Two Sidecar class will see over 60 outfits on the Start Line.

The entry contains eleven former solo race winners with a collective 57 wins between them whilst riders from all corners of the British Isles, Australia, New Zealand, Canada, Austria, Italy, USA, France, Hungary, Portugal, Brazil, Belgium, Finland, Czech Republic and Argentina are represented.

All of the current road racing contenders have entered with strong teams including Honda Racing, Padgett's Motorcycles, BMW Motorrad



/ Hawk Racing, Milwaukee Yamaha, Tyco Suzuki, Quattro Plant Muc-Off Kawasaki, SMT / Wilcock Racing, RC Express Racing by MSS Performance, Lincs Lifting Ltd, Wilson Craig Racing, Lloyd and Jones PR Kawasaki, Penz13. Com BMW Racing Team and Norton Motorcycles whilst new outfits on the entry include Tsingtao Racing, Team Traction Control and Riders Motorcycles BMW.

Familiar names including current 'King of the Mountain' John McGuinness looking to add to his 20 TT wins, Michael Dunlop hugely impressive during TT 2013 with four Solo wins, Guy Martin, Bruce Anstey, Ian Hutchinson looking to match his historic 5 solo wins in a week achieved in 2011, Conor Cummins, Gary Johnson, Michael Rutter, James Hillier, William Dunlop, Dean Harrison, Dan Stewart and David Johnson are all back for more with Steve Mercer, Dan Kneen, Ben Wylie

and Ivan Lintin some of the leading privateers tackling the famous 37¼ TT Mountain Course in June.

## Norton Confirm Cameron Donald

Norton Motorcycles has confirmed that Cameron Donald will contest the Dainese Superbike and PokerStars Senior TT Races for the British manufacturer. Cameron will start both races from the number 19 position, made famous by the late Steve Hislop who took Norton's last TT victory in the 1992 Senior Race.

## Newcomers and Returning Stars

Leading newcomers, and exciting talent of recent years – Josh Brookes, Simon Andrews, Lee Johnson, Horst Saiger, Jamie Hamilton, Daniel Cooper,



Karl Harris, Gavin Hunt and Jimmy Storrar – have reaffirmed their affinity with the TT, with impressive new names for 2014 to include British Superbike Championship contenders Martin Jessopp and Peter Hickman, former

Moto 3 Grand Prix front runner Danny Webb, road race regulars Callum Laidlaw and Alan Bonner and

overseas stars including Belgians Vick de Cooremeter and Laurent Hoffmann, Canadian Dan Kruger and Frenchman Franck Petricola.

A number of riders make welcome returns to the TT including former front-runners and now team-mates, Ryan Farquhar and Keith Amor. American ace Jimmy Moore, who lapped at close to 125mph in 2010, Stefano Bonetti,

Michael Russell, Scott Wilson, James Edmeades and Roger Maher also return while a strong influx of talent from

the Manx Grand Prix, most notably James Cowton, Michael Sweeney, Colin Stephenson, Stephen McKnight, Rab Davie, Connor Behan, Christopher

Dixon and Alexander Pickett have decided to make the step up to the TT.

The renaissance of the Formula Two Sidecar class on the Island continues with an entry again numbering over 60, nine of whom will be newcomers. Having missed out on victory last year 16-times winner Dave Molyneux, again with Patrick Farrance in the chair, will be eager to add to that tally.

Last year's first time race winners, both former World Champions Tim Reeves and Ben Birchall, partnered again by Dan Sayle and Tom Birchall respectively, will be looking to at least double their haul whilst John Holden and Andy Winkle will be hoping to add to their solitary success in 2011.

Conrad Harrison and Mike Aylott, perennial bridesmaids, are back for another attempt following their podium last year, as are Gary Bryan/Jamie Winn, Karl Bennett/Lee Cain and Frank Lelias/Paul Knapton. Ian Bell, Nigel Connole, Carl Fenwick and Vince Biggs are four high quality drivers to make returns to the Mountain Course after a long absence, while the strong tally of 9 newcomers include Alan Founds/Tom Peters, John and Jake Lowther and the Australian father and son pairing of

***“ Ian Bell, Nigel Connole, Carl Fenwick and Vince Biggs are four high quality drivers to make returns to the Mountain Course ”***

Dwight and Noel Beare

The lightweight class, for Supertwin machines, has again seen an increase in entries with over 80 received, including former race winners Hillier and Farquhar, Harrison, Rutter, Michael Dunlop, Lintin, Hamilton, Johnston, Guy Martin and Amor. Gary and David Johnson and Dan Cooper should make stronger impressions on the Chinese WK machines while Cowton, Olie Linsdell, Wylie, Hunt and Rider Liaison Officer John Barton should also feature prominently as should Roy Richardson who makes his return to the TT after a two-year absence.

***“ with impressive new names for 2014 to include British Superbike Championship contenders Martin Jessopp and Peter Hickman ”***

Keith Amor



Cameron Mcnald



# The Apico Putoline British Trial Gp Is Back At Nord Vue

Words by Mick Tonks Pics Trials UK Media

The Gods of Trials are returning to Nord Vue/Penrith to compete in the two Apico & Putoline backed British rounds of the FIM World Trials Championship (19th/20th July). Nord Vue is a stunning venue with views of the Lake District off to the West and the Scottish hills to the North. The famous old stone quarry lays claim to some awesome sections, nestling within mature pine trees and laying within just a few miles of junction 41 of the M6 just North of Penrith.

Graham Jarvis has been busy over the winter months working on the new layout for 2014. Graham's especially pleased with his four brand new sections for this year's event including a water section. The sections are spread a little wider this year as the course winds its way to the outer boundary of the quarry, with the riders completing three laps of the twelve section course.



Spectators will be pleased to know that all the sections are located within just a five minute walk from the start.

Multi Indoor & Outdoor World Champion Toni Bou remains the dominant figure in World Trials, this will be your chance to get up really close and literally rub shoulders with the best rider the world has ever seen, with fifteen World Championships under his belt! The chasing pack includes World No 2: Ex World Champion Adam Raga, he finished the Championship in second spot last year just ten points behind Bou. World No 3: Jeroni Fajardo is a class act, he finished last year's championship some 67 points behind Bou, he did take a third place at Nord Vue last year. World No 4: Ex World Champion Albert Cabestany was literally pipped at the post at the last round by Fajardo with literally just one point separating them. World No 5: Ex World Champion Takahisa Fujinami won the second round of his home championship in Japan, a feat he was unable to repeat, he did however, finish a good second behind Bou at the opening round at Nord Vue last year.

## The Great British Hope

World No 6: our very own James Dabill, finished in a very comfortable sixth position in last year's championship some 47 points clear of his closest rival, but sadly a long way behind the leaders. Dibbs is a fantastic talent and carries the weight of being the great British hope ever since Dougie Lampkin MBE hung up his trials boots. World No 10: Jack Challoner, is another one of our talented young stars, he showed early promise on the world stage, but injuries held him back last year, his best finish in the championship last year was an eighth at Nord Vue on the second day. World No 11: British Champion Michael Brown like Challoner suffered from injuries last



year missing three of the rounds at the end of the championship and finishing last year's championship just seven marks behind Challoner. Jack Sheppard and Alex Wigg are both competing in the World Championship this year, good luck lads!

Once again there will be have a full trade area with retail and display stands featuring top dealers. There will be a youth trial on Friday and Saturday night including the biggest gathering of E trials bikes and the small petrol C&D's as young riders get to show off their skills in front of their heroes, we welcome on board Yeadon and Guisley Trials Club who will run the youth events entries for these events, they are pre entry only details on the Y&G website and Oset Bikes will be running a public 'have-a-go' area and demos throughout the weekend.

For those of you who like to spend a night or two under the Stars, camping is available why not make it a weekend away with your mates? Great savings can still be made on tickets with discounts of between 20% and 30% off gate prices, discounted tickets are available for a limited period from [www.worldtrialuk.co.uk](http://www.worldtrialuk.co.uk) and will be sent out in early July.



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Trials Championship*

**Answers to Mick Tonks**

(please include your name and address) The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. The draw will take place on the 16th May, winners will be announced on the ACU Website- [www.acu.org.uk](http://www.acu.org.uk)

# Bumper Year of British Trials in 2014

Words & Pics  
Colin Bullock

Like most motorcycle sport disciplines there are Championships to suit most rider capabilities and when you get to the sharp end of Trials there are still lots of open options.

## THE BRITISH CHAMPIONSHIPS

The blue riband senior competition the British Championships has a new sponsor in the R T Keedwell Group and will be run over seven different events from Scotland to Cornwall. The main contenders in the top class are Michael Brown and James Dabill both Yorkshiremen who have dominated the series for the past five years. These two are likely to once again be up there in 2014 and whether the likes of Ross Danby and Alexz Wigg to name just two can challenge them remains to be seen. In addition to the main class a very strong entry of 'Expert' riders will chase their own class awards and predicting winners is not a good idea. There are any number of people who can challenge for the win and Guy Kendrew may just be one to watch.

The events start off at the beginning of April at Bootle in Cumbria before moving to Richmond, North Yorkshire in June.



## THE S3 SERIES

Used to be known as the Clubman's nationals but it is more than that and attracts a huge entry across the different classes. Also the S3 is a traditional road based event, no multi lap closed circuit here. Round 1 was cancelled due to the weather but, Round 2 the Colmore Cup provided a winning start to Sherco's Chris Pearson. Round 3 The Jack Wood recently was recently held up in South Yorkshire with Pearson scoring his second win in succession so the series is well under way with six more events to go

In addition to the eligible points scorers many of the top National runner also enter these events as a good way of keeping bike fit and competitive and at The Jack Wood, British Champion Michael Brown was out getting in ready for the start of his defence of his crown.

## WOMEN'S AND GIRL'S SERIES

We are fortunate to have a host

of world class riders in the women's class with Emma Bristow currently ruling the roost. She has no room for complacency however with Becky Cook, Joanne Coles and Nikita Smith among other pushing hard. The women also won last year's Trials des Nations and you would not bet against them doing it again this year.

The whole ladies scene is looking very strong at the moment with no less than 40+ riders of all ages entering round 1 of the British Championships a few weeks back in North Berkshire.

### Youth Classes

The Otter Vale Motor Cycle Club staged the first event in the Youth A and B National Motor Cycle Trials Championship at Wolversleigh Farm, Sidbury on Sunday March 23. Class A was won by Kirkbymoorside Dan Peace but the JST Gas Class teamster was challenged by 2013 Class B champion Tom Hooper and Telford's Tom Minta.

His younger brother Jack provided



Class B winner Toby Martyn with a strong challenge. For the younger competitors riding in the C&D classes it is a wait until the end of April before they get cracking with a Scarborough event.

**SIDECARS**

You may not see many road going chairs about these days but sidecar trials are holding their own in popularity. They have a 10 round series and the good guys can get these 3 wheeled chariots over some incredible obstacles. The opening trials in the ACU Luscombe SAAB Leeds British Sidecar Trials Championship took place at

Bovey Tracy on Saturday and St Austell on Sunday.

Twenty two crews contested the opening two events in the ten round series. Bristol former champion Jon Tuck and Matt Sparkes won the championship class on both days

The championships are sponsored by Robin Luscombe of Luscombe Suzuki of Leeds.

Robin was one of the most titled charioteer contenders of all time himself and his support of the Sidecar, Youth and Women's championships is testament to his support for off road motorcycle sport.

There are two classic series The

Sammy Miller and The Normandale. The Miller series is for Pre 65 and twinshocks whilst the Normandale also have classes for riders on modern machines.

So where to go to catch any of these events. Well the ACU website is of course one place that lists all of these events and there are number of dedicated trials websites that will give you more information. The other good news is that the vast majority of events are free to watch with only some of the British Championship rounds charging a nominal parking fee.

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# Extreme Enduro

Pics Tim Tighe



Jenny Walker



David Knight



Extreme Enduro events go from strength to strength, with a huge variety of exciting events taking place not just in Europe, but Worldwide.

Graham Jarvis has made a hugely successful transition from World trials to these Extreme events and is probably regarded as the leading rider at present closely followed by Johnny Walker

another who has made the transition from trials. Dougie Lampkin and several others have also often entered the fray, and David

Knight is posed to stamp his inevitable forceful challenge on these events and is current British Extreme Enduro Champion.

The FIM will have studied the possibility of creating a World Championship for this type of event, and I am sure this remains on the table. A full World Championship is not as feasible as it may sound, as once one tries to draw up a specific formulae to bring a consistency and FIM requirements to a series, the events can

lose the variety and flexibility which makes them so unique and organisers are understandably reluctant to alter winning formulae.

FIM Europe decided to try a rather different approach. The concept was to select some Extreme events that are already running in Europe, and without imposing or stipulating too many requirements, use these events to form a European Extreme Enduro Cup.

Interest was expressed from Romania, Sweden and Germany, and as far as the UK was concerned it was logical for the

ACU to look to the existing British Extreme Enduro Championship which has been successfully organised by Paul Edmondson and his Fast Eddy Racing organisation in recent years.

It will never be easy, especially at the outset of such a series to attract riders from the length and breadth of Europe for what is essentially a 3 hour event. It was pleasing therefore to see a strong German contingent enter the event held at Cowm Quarry, near Rochdale on March 12th where Paul

certainly set about marking a true extreme event worthy of the status which 170 riders tackled over the day.

With Graham Jarvis unfortunately injured, it was left to David Knight and Johnny Walker to battle it out to the very end, with Paul Bolton and Ben Hemingway keeping them both honest

The result went to the wire with David eventually taking the honours in an exciting finish.

The German riders dug deep and impressed many with their determination and skill.

Hopefully some British riders will contest some of the other rounds, especially Germany, which is certainly doable for many.

With Extreme Special Tests also now a large part of World Enduro there are opportunities for riders to use the events to improve their test riding

The saying "from little acorns great oaks grow" may well be apt

The UK has started things rolling and the European Enduro series will hopefully go from strength to strength in the future.

**John Collins**  
**ACU Trials & Enduro Chairman**  
**and Vice President of FIME Enduro Commission**



Paul Bolton

# 2014 British Sprint Enduro Championship Up & Running

## Words and Pic Enduro 21

Setting the scene for the rest of the series, the opening rounds of the Enduro21.com ACU British Sprint Enduro Championship, powered by Husqvarna Motorcycles fired into life at Canada Heights in late March, delivering some world class action.



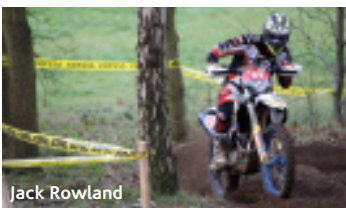
Danny McCanney



A solid entry of riders that included some of the top players in the British, World and European Enduro Championships ensured a weekend of nonstop race action that was hard to beat.

With the fight for victory separated by mere seconds, the tone is now set for the remainder of the series. At the sharp end of the results visiting Frenchman Pela Renet – the 2012 Enduro 2 World Champion – won the Michelin VI Comp Elite class as expected. But with Manxman Danny McCanney (Beta) challenging him every inch of the way, a home win was almost on the cards.

Determined not to be



Jack Rowland

overshadowed by the Husqvarna rider, McCanney consistently matched Renet's pace throughout each day. And by winning a special test each day, the Beta rider secured a well-deserved overall runner-up result. Distancing themselves from the rest of the field in their fight for victory, the battle for the final step of the podium became a four-rider affair.

Overall it was KTM's Tom Sagar that took the position but it wasn't a clean-cut deal. Daryl Bolter (KTM), Steve Holcombe and Husqvarna's Jack Rowland were all within a shout of wrestling the position away from Sagar. Pushing hard, Sagar was only sure of his place at the end of each day.

Elsewhere there was plenty of racing throughout the classes to keep everyone entertained. Making his debut ride in the Husqvarna Under 23 category, Rob Johnson (Husqvarna) wasted little time in rising to the top of the time sheets. Holding off TM's Josh Gotts and the Scottish KTM pairing of Frazer Norrie and Fraser Flockhart each



day, Johnson made it known that he's a rider that wants to win in 2014.

Another guy to set a pace that few could match was 17-year-old Brad Freeman. Untouchable, the KTM rider was in a class of his own as he charged to a pair of convincing wins in the Motul Under 19 class. But it was his pace in the outright time sheets that caught everyone's attention.

One of only three riders to break the six minute mark at round one, Freeman's times at round two would also have seen him fight for a top three overall result. With Freeman leading the way out front, rivals Joe Wootton (Husqvarna) and Lee Sealey (Husqvarna) have a bit of work before rounds three and four in Wales if they want to close the gap.

Moving to Saints Well on April 26/27, the BSEC takes in its only visit





Rob Johnson



Pele Renet



Andrew Reeves

to Wales of 2014 where a true cross-country styled test awaits competitors. A long-term fixture on the BSEC, the picturesque venue will provide a vastly different course than Canada Heights. Fast flowing cross-country terrain mixed with grassy fieldwork will keep everyone on their toes. And with the unpredictable Welsh weather sure to become a factor, it's all to play for.

With Renet absent this time around, McCanney enters as the hot favourite for victory. But Sagar is always strong in Wales and will be keen to reduce that gap to the Manxman along with everyone else. Making a welcome return from injury, Jamie McCanney – brother of Danny – will be determined

to show the type of form that almost secured him the title in 2013.

From there it's on to Chavenage Farm in Gloucestershire on May 24/25. Another cross-country special for the riders, this venue always produced closely fought racing. Starting the second half of the series, Westwood in Sheffield in June 21/22 will be one of two woodland courses used during the championship. Expected to favour the true enduro specialists, a strong result there will be essential to remain in the title fight.

Black Dog Woods in Wiltshire on July 26/27 is a new addition to the series for 2014 before the season concludes with the final rounds at Ingoldmells on October 4/5. Set on the beachfront and surrounding sand dunes, the BSEC is set for an unmissable finale.

*For more details on the [Enduro21.com](http://Enduro21.com) ACU British Sprint Enduro Championship, powered by Husqvarna Motorcycles visit [www.enduro-sprint.com](http://www.enduro-sprint.com)*

**RND 3&4 - APRIL  
26/27 - SAINT'S WELL,  
POWYS, LD1 6PT**

**RND 5&6 - MAY 24/25  
- CHAVENAGE FARM,  
GLOUCESTERSHIRE,  
GL8 8XU**

**RND 7&8 - JUNE 21/22  
- WESTWOOD, SOUTH  
YORKSHIRE, S75 3DL**

**RND 9&10 - JULY 26/27  
- BLACK DOG WOODS,  
WILTSHIRE, BA13 4AE**

**RND 11&12 - OCTOBER 4/5  
- EAST COAST OFF ROAD,  
LINCOLNSHIRE, PE25 1LQ**



Jane Daniels





# The Road to the 2014 Track Racing Championships Starts Here.

Words Peter Gregory Pic Alan Whale



As March arrives Track Racing starts to wake up, with a full calendar of events continuing until early November, let us hope that the South West of the country has recovered from the severe floods it suffered earlier in the year.

Unfortunately, there is insufficient room to cover the hundred or so events planned for 2014, so this preview is restricted to the Championship events and domestic Internationals here in the UK.

## BRITISH CHAMPIONSHIPS.

On 14 June all roads (and ferries) lead to Guernsey for the Condor Ferries British Sand Race Championship. Following last year's defeat by the

incoming tide, the plan is to run all of the programmed events this year

The action then moves to Mid Cornwall Premier MCC on 6 July for British Upright Championships, held on the clubs unique boarded circuit. This Championship continues to develop, and is rapidly becoming the most popular Solo class providing some very close racing.

20th July sees the action move to the Midlands for the British Masters Challenge – this year organised by the Ledbury Club. This is the first year of the new format (with fewer riders being seeded directly to the Masters Final), so a star studded field in both Solo and Sidecar classes is guaranteed. This is traditionally the most hotly

contested meeting of the year with the 'prize' being a place in the 2014 British Masters Final at Kent in September.

We stay in the Midlands on 10th August paying a visit to the historic Donington Park for the Pre 75 British Championships – organised by the Burton & District MCC. Another exciting days racing is in store, but perhaps in a slightly more relaxed atmosphere.

We return to the South West on 23rd August to catch the last weeks of the school holidays and for the Youth Championships organised by the Cornwall Club. This will be chance to see the 'Stars of Tomorrow' in action, and in some cases – the 'Stars of Today'.

One week later we travel to the



East of England for the British Grass Track Championships, organised by the Fenland Club. With all of last year's Champions qualified for the event, and the memories of last year's exciting meeting fresh in our memories, the big day for the small Solo classes, and the 500cc and Left Hand Sidecars, is one not to miss

The 21st September sees what most Grass Track spectators consider the "big one", with the ACU British Masters Finals taking place in Kent at ASTRA GTC's superb Swingfield venue. This event sees the clash of the country's top 500cc Solo's and 1000cc Sidecars competing for the major domestic trophies. Can the Sidecars be any more exciting than last year, and will it be possible for the 'Australian visitor' (Cameron Woodward) to steal the Solo trophy for a third successive year? We'll just all need to be there to see!

### THE HOME INTERNATIONALS.

The annual Lincolnshire Poacher takes place at Wainfleet in Lincolnshire on 24th August. Promoter Reg Blackburn will be pulling out all the stops to finalise a top class international

entry to match the stunning European Championship that he successfully staged three years ago. Although this event is the day after the FIM Team Long Track Championship in Finland, the ACU have arranged to fly the British team back to the UK so that they are available to compete in this major event

### INTERNATIONAL CHAMPIONSHIPS.

On 7th September the 500cc Sidecar Association hosts the final of The European 500cc Sidecar Championship at their High Easter track located in the east of the country, ironically the club held this same event at this venue exactly 10 years ago. However, this years format has changed, with only one qualifying round taking place at Melsungen (Germany) in August. The change means that the top riders in Europe will be seeded directly to the High Easter final. With the remaining finalists qualifying from the Melsungen event. These seeded riders will include the top two British 500cc Sidecar teams from last year's national Championship so we are already guaranteed a cracking final before we add the

qualifiers from Germany to the mix. This FIME event will a rare opportunity to see the cream of 500cc Sidecars racing in this country.



### THANK YOU.

The ACU Track Racing Committee would like to thank all clubs who have volunteered to stage the major events, without them it would not be possible to run our domestic and international championships. When these events come around, the organisers deserve your support, so please turn out in good numbers to make their efforts and hard work seem worthwhile.



# So you want to compete at the Manx?

Words and Pic Jim Hunter



What have all the following TT winners got in common? Michael Dunlop, Ian Hutchinson, Ryan Farquhar, Robert Dunlop, Carl Fogarty, Philip McCallen? The answer is they all started their TT Mountain Course career by winning the Manx Grand Prix Newcomers Race. That's pretty impressive, but when you also consider the likes of TT mega stars Steve Hislop, Ian Lougher, Martin Finnigan, Adrian Archibald etc all began their TT course careers in the Newcomers race you can start to see why the Manx Motor Cycle is justifiably proud of its' claim that the MGP is a 'stepping stone' to TT success.

The idea of organising visits to the Island for those people interested in

finding out more about the Mountain Circuit is something that the Mike Hailwood Foundation have been involved in for over 25 years.

Former Chairman - multiple world champion Geoff Duke was instrumental in starting the newcomer visit in the early 1990's. The late Davy Wood then took over responsibility of the annual visits in the 1990's then latterly

we received assistance from Norman Gordon, Gary Dynes and Davy Morgan. In 2009 – previous MGP competitor Jim Hunter took on responsibility of organising these weekends.

Jim says "As a past winner of the Newcomers race (and now with over 20 years' experience of being a Travelling Marshal for the TT / MGP races, I've got to know an awful lot about the 37¾ mile TT Mountain Course. For me, there's nothing quite like it! I love the

challenge and excitement but most importantly always give it every ounce of respect that it demands. We have two Newcomers weekends a year and are delighted

with how the numbers attending have increased rapidly in recent times. For us, our Newcomers are the



future of our event and we have to do everything that we possibly can to ensure that their first experience of the Mountain Course is a safe and enjoyable one. Over the course of the weekend participants lap the course with experienced riders such as; Chris Palmer, Nuno Caetano, Paul Hunt and Chief Travelling Marshal, Tony Duncan.

An innovation for this year is to ask riders who have attended courses in previous years and made their MGP debuts relatively recently back to act as tutors. The idea here is that some of the 'older stagers' like myself, have just about forgotten what a daunting task competing on the Isle of Man for the first time can be! The feedback we received from people who attended this year was excellent and to this end we are indebted to Colin Stephenson and Richard Wilson for the assistance they were able to give us. Irrespective of who the tutor happens to be the message is the same - from the second that participants arrive on the Island, until the second they leave - do your HOMEWORK, take your time to learn the Mountain Course, make haste

slowly!"

As well as lapping the Course, attendees get the opportunity to meet Manx Motor Cycle Club officials, attend briefings arranged by Technical Officials and get an introduction to Pit Lane procedures. Equally important they get to meet up with fellow competitors and start to feel the 'unique camaraderie and friendship' that we like to think is such a big part of the Manx Grand Prix event.

People attending the weekend courses (which are offered free of charge) do so entirely at their own expense. As a club we set out to reimburse competitors with the travel / accommodation costs they incur when they turn up on the Island to ride in the August races. In recent years, thanks to the wonderful support of the Mike Hailwood Foundation we have managed to pay everyone who attended £150. Whether or not we manage to achieve that this year, with over 50 people attending remains to be seen.

To try and ensure we can get as close to it as possible the club has

recently released details of its 'Back a Newcomer' scheme. The club would be delighted to receive donations which can be used to put towards the cost of putting the weekends on, but if you fancy something a little different and will be on the Island for Manx Grand Prix week how about the following? For £200 you get to nominate one of our Newcomers, get your name on their bike, get to meet the rider and team at a pre-arranged meeting, receive a signed photograph, have a lunch at the Jurby 'Festival of Speed', attend the riders party night, grandstand seat and prize presentation ticket - same thing for two people to attend all the events is £250. If you would like further information on getting involved in any capacity just drop an email to [JimHunter@wimanx.net](mailto:JimHunter@wimanx.net)

*If you would like any further information on the Mike Hailwood Foundation Newcomers weekends or have an interest in competing in the Manx Grand Prix for the first time just drop an email to [JimHunter@wimanx.net](mailto:JimHunter@wimanx.net) or follow on twitter: [Jim\\_Hunter\\_MGP](https://twitter.com/Jim_Hunter_MGP)*



Ian Hutchinson



# ACU Drag Racing in 2014.

Words and Pics Steven Moxley.



A Drag Race is a contest between two vehicles racing side by side over a flat, straight distance of a quarter mile. Both vehicles race from a standing start and the first vehicle to cross the finish line is the winner. The race is started by the christmas tree, which is a traffic light system. To activate the Christmas tree the front wheel of the vehicle moves into light beams, which are across the startline. When both competitors are in stage the chief starter (who is stationed between the two vehicles) will flick the switch and the lights will

automatically count down from amber to green. There are also sensors at the finish line to record the win light of which lane and the time and speed of each vehicle in that lane.

## CLASSES.

Top Fuel Bikes have supercharged engines that run on nitromethane with a percentage between 80 to 96% and producing about 1000bhp. They also have a two-speed transmission. These nitro burners run record times and speeds of 5.9sec at 230mph plus.

Funnybikes have to resemble a

road going motorcycle, but they can have their bodywork in fibreglass or carbon-fibre composite. The engines can be turbo-charged, fuel injected and nitrous. Times for these vehicles are mid-six second at around 200mph.

Pro Stock Bikes have a purpose built tube chassis with a lightweight replica of original bodywork. The engines have various four-cylinder configurations 1500cc to 1755cc. With either two valve or four valve cylinder heads. There is also a V Twin configuration of a 160cu in. The fuel used is a high octane of petrol. Transmissions are





either five speed or six speed. The top riders have run 6.9sec at 190mph.

Comp Bike class is one of the classes, which anything goes. It allows hybrid machines that do not fit into a certain class. So it's any combination with or without wheelie bars and slick or street tyre. These bikes are running 7.0sec at 190mph.

Super Street Bike run without wheeling bars and run on a street treaded legal tyre. Most have their engines turbo-charged with a few running on nitrous set up. The

horsepower produced is between 500 and 600 and are recording times and speeds of 7.1 sec at 200mph plus.

**THE ACU DRAGBIKE CHAMPIONSHIPS ARE CONTESTED OVER SIX ROUNDS.**

**Round One - 18-20th April at Santa Pod Raceway.**

**Round Two - 3-5th May at Shakespeare County Raceway.**

**Round Three - 28-29th June at Santa Pod Raceway.**

**Round Four - 23-25th August at Shakespeare County Raceway.**

**Round Five - 20-21st September at Santa Pod Raceway.**

**Round Six - 18-19th October at Santa Pod Raceway.**

They are run at two tracks. Santa Pod Raceway is located close to the village of Podington, which is near Wellingborough in Northants.

Shakespeare County Raceway track is part of Long Marston Airfield and it is located just on the outskirts of Stratford-upon-Avon, Warwickshire.





# So what's So SUPER about this MOTO?

Report Neil Jay – Norasport  
 Images: Styleimages photography



The long established bikesport of supermoto is reaching new heights of popularity this year with increased numbers of riders returning to the sport and a significant number of new riders taking the leap onto the grid for the first time.

With a pedigree dating back to the 1970's this physically demanding and challenging bikesport draws on all the competitors bike skills, with fast flowing, then tight and twisty tarmac mixed with tough off road sections proving the riders all round ability to cope with a cross section of surfaces.

## LOOKING BACK

"Superbikers," a TV event created by motorcycling journalist Gavin Trippe intended to find the ultimate all-around motorcycle racer. Specially commissioned for NBC Sports the superbiker event invited star riders from different genres of racing to battle it out for TV audiences on a single track that combined three genres of racing: flat track, motocross and road racing. The event was a huge success and the handlebar to handlebar racing attracted top names to the sport.

Bikes at this stage took the form of standard motocross machines with road tyres. Little did we know that four

decades later that we would witness specifically manufactured supermoto machines being sold across mainstream dealerships? Manufacturers such as Honda, KTM, Husaberg, Husquavana, Aprilia, Suzuki and TM have all seen the benefits of running in the World and European Supermoto Championship race calendar and in doing so present a platform for commercial bike sales.

## 2014 BRITISH CHAMPIONSHIP

The 2014 British Supermoto Championship will see last years top contenders contest once again for top honours in the Elite Championship. With past champion returning from racing in Europe, Matt Winstanley (Team DCR / Nameplate Services) will be one to watch for the overall title. But you can be assured that reigning champion Chris Hodgson on his Skyzone Pope KTM 450SMR will be setting his sights clearly on retaining his title. Hot on the heels will be other top contenders such as Davey Todd (Team DCR / Nameplate Services), Lewis Cornish (CRT) and Richard Blakeman (D3 Racing), who all finished in the top four of last years championship respectively.

We will also see this year a landmark in UK supermoto history with

the first female ever to compete in the highest category of the sport, the Elite Class. At just sixteen years of age and only in her third year of competition young Kayla Barrington will be heading out to show her talents against other more seasoned riders. The Barrington family will also claim another place in the history books, as Kayla will be competing side by side with her brother, Tom in the same category....a first we believe in both instances?

National and Michelin Cup Championships will also be hard fought this year as there is strong evidence of more riders on the grid which will increase the competition for last years champions providing some top class racing and entertainment for the watching crowds.

The nine round British Championship will take riders and teams to circuits across the UK and with a full weekends race calendar anyone wishing to come and witness the sport at first hand will certainly walk away with value for money.



Chris Hodgson



Davey Todd

### HOW TO GET INVOLVED?

The sport of Supermoto is one of the most cost effective to enter as a novice and with most first timers converting a motocross bike over to supermoto spec, or purchasing a second hand specific model for around £2500 it's a great way to get out on track.

Three main clubs operate in the UK, with Norasport facilitating the British Championship, Southern Supermoto and Scottish Supermoto both running their own championships respectively.

### FRIENDLY PADDOCK

If you come along to a supermoto meeting you will recognise immediately how all the teams, including the top runners, are welcoming and keen to give any newbies to the sport a helping hand with advice and guidance on how to get started. I would encourage you to pop along to a meeting close to you from the calendar above and see this for yourself how spectacular this sport is.

*For further details visit:*

[www.norasport.com](http://www.norasport.com)  
**(British Championship)**  
[www.southernsupermoto.net](http://www.southernsupermoto.net)  
 (Southern Supermoto)  
[www.scottishsupermoto.com](http://www.scottishsupermoto.com)  
 (scottish supermoto)  
[www.supermotouk.com](http://www.supermotouk.com)  
 (fans and information site)  
 See you at the next Supermoto race meeting soon.

**Neil Jay**  
**Norasport Press / Media**

### Race Dates

Round 2 April 20th - 21st  
 Three Sisters, Wigan

Round 3 May 24th - 25th  
 Blyton Park, Lincs

Round 4 June 21st - 22nd  
 Rednal, Oswestry, Shropshire

Round 5 July 19th - 20th  
 Three Sisters, Wigan

Round 6 August 9th - 10th  
 Teesside Autodrome

Round 7 September 13th - 14th  
 Blyton Park, Lincs

Round 8 October 18th - 19th  
 Three Sisters, Wigan

Round 9 November 8th - 9th  
 Cadwell Park, Lincs



# Sidecarcross 2014

*After an excellent season of racing in 2013 the 2014 sidecarcross season is once again looking to be first class.*

Words Doug Woods  
Pic Chris Helm



The pinnacle of the sport is the FIM Grand Prix series, and with four British crews in the World's top twenty, headed by Stuart Brown/Josh Chamberlain in a fine sixth position British Sidecarcross is in its strongest position for many years. With the current crop of young crews snapping at Stuart's heels it is not beyond possibility 2014 could see five or even six British crews in the World top 20.

The performances of Britain's best filter down through to the ACU Maxxis British Championship with some fantastic racing in 2013 that is all set to be even better in 2014. With top quality tracks covering almost every corner of England in the 2014 Championship arranged by the ACU MX committee there will be chance for all



Stuart Brown & Josh Chamberlain



Richard Jenkin & Dan Chamberlain



to view this most spectacular sport up close!

Stuart Brown/Josh Chamberlain are looking for their fourth title in a row together and Stuarts twelfth!

Once again they are Zabel WSP mounted as are last years number two Richard Jenkins/Dan Chamberlain, with last years numbers three and five Brett Wilkinson, with Steve Kirwin this year, and Jack Etheridge/Scott Graham changing to Zabel two stroke power over the winter.

Upholding the booming four strokes are Stickle Jarvis/ Ryan Humphrey and the returning Dan/Joe Millard, both KTM WHT mounted.

Throw in the experience of drivers Paul Pelling, Rob Oldfield and Andy Breacher, plus the Irish crews including the only lady driver ever to score British Championship points Emma Moulds and there will be close racing throughout the field.

A series with equally close racing is the ACU Clubmans sidecarcross series for crews outside

the top ten.

Full grids coupled with high quality tracks make this a highly entertaining series for riders and spectators alike, and are an excellent way for new crews to cut their teeth before hopefully progressing to British Championship level.

A third series is the popular SMCA series, open to any sidecar crew in the country. Once again the Sidecar Motocross Association of GB are fully instrumental behind the scenes of this and the ACU Clubmans series, finding tracks and clubs to run sidecars at their meetings and funding and supplying trophies for the end of year awards dinner the SMCA put on each year.

With a dynamic committee, a new chairman, a healthy membership of riders and spectators and ACU non territorial affiliation the SMCA will carry on championing sidecarcross the same as it has for over 25 years, working with the governing body, local clubs and riders to deliver the best for the sport.

2014 looks to be one of the best ever for quality of racing, tracks and organisation, and the ACU are committed to supporting this small but superbly entertaining form of off road sport

**Are you sure of your cover?**

At that important moment in competition do you want to be worrying about cover?

**DON'T BE LEFT WITH YOUR PANTS DOWN!**

The fact that the motorcycles are being ridden in a competition doesn't need to be racing each other or against the clock, simply between the start and finish of a competitive event is sufficient to invalidate most motorcycle insurance policies as they do NOT cover competitive use, which means that whilst the rider rides the machine down a country lane either between stages or as part of a stage they are NOT road legal and are NOT insured.

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# BRITMXGP

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Photo: © Ross Thompson

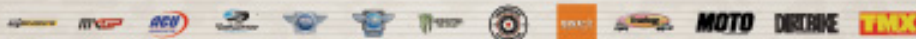
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# MXGP

The British GP's main men working together to put British Motocross on top



Working on both sides of the sport, there aren't many people who can tell you more about GP's than Steve Dixon. The year is divided into taking Bike It Yamaha Cosworth's British Rider (Max Anstie) to a British World Champion, and bringing the best Grand Prix experience to Britain. Having run a GP team for 25 years and a motocross event at Matterley 5 times before, it's clear to see there's some strong enthusiasm for British Motocross.

This year Max led the two races in Qatar ahead of championship favourite Jeffrey Herlings, and was let down by a mechanical failure and stalling the bike. Coming back with heaps of confidence in Thailand, Max put down some great racing for 3rd overall. A few weeks later, he does the same in Brazil.

So, the question is what will happen when Max Anstie and Steve Dixon head to Matterley Basin? Max and Steve were both born in Winchester Hospital, just a few miles from the circuit. Anyone who was at the 2012 British Grand Prix will tell you about the atmosphere as Tommy Searle fought against Jeffrey Herlings, for one of the most exciting set of races of the season. Shivers were sent down spines as the two passed and re-passed on the closing laps, until Herlings crashed under the pressure, to a massive cheer from the crowd as Searle took the victory.

The British crowd love someone to root for, and since Tommy moved up to the MXGP class he's been good, but not a race-winner. With Max on his second podium of the year and only looking stronger, there's no doubt the crowd at Matterley are in for a treat this year. Whatever happens we can be sure both Max and Steve will put on a show for



the British public.

This year sees the return of the original British Motocross Grand Prix format, after experimenting with the "MXGP Festival" in 2012/2013. Despite its reception, it's clear to see it isn't the time and place for such an event. This means we'll see the premier MX2 & MXGP classes qualify on the Saturday, and do battle on the Sunday. There will also be the EMX250 & EMX300 classes to show off the up-coming talent and keep the days action packed. The weekend is set to be a great one so book up your tickets while they are discounted online.

## PAIR OF WEEKEND TICKETS (EXCLUDING CAMPING) UP FOR GRABS

**Just answer this question:**  
**Where is this years MXGP?**

### Answers to Mick Tonks

(please include your name and address) The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. The draw will take place on the 16th May, winners will be announced on the ACU Website- [www.acu.org.uk](http://www.acu.org.uk)



The 2014 ACU British Quad championship looks set to be the best in years following major changes to revitalise the series that has successfully pulled in the very best UK riders and even some from further afield.

Words and Pics Rob Mc Donnell



Record numbers of riders have registered for the six-round Series, which begins on April 20 at the spectacular Pontrilas track in Herefordshire, including Europe's biggest star, Frenchman Jeremie Warnia.

The current European champion has cult status in the sport after winning pretty much everything on this continent, before upping sticks to race in America. There he became the first European rider to win a major U.S. championship with victory in the 2011 WORCS series.

Now back in Europe full-time and plying his trade on a factory supported YFZ450 Yamaha, Warnia will do at least three rounds of the British series.

Warnia is coming over largely thanks to the championship's new promoter, NORA-MX, an ACU affiliated club. As well as running its own popular championship NORA has taken on the National Series too after the moto cross committee, by its own admission, realised it was not as close to the sport as its other core disciplines.



Will Holmes be fit to defend his title?

NORA, in contrast, had deep links, good contacts and the desire to ensure the series got back to its former glories.

Over the winter the club went out and negotiated with a variety of potential host clubs, offering to bring rounds as a professional package to their meetings, as well handing over the entry money.

In the end three of the rounds will run as part of NORA's own meetings, a fourth will run with fellow ACU Quad club, NETT, a fifth with the NGR Eastern solo championship at Mildenhall, before a season finale alongside the last British Sidecar Championship round at Canada Heights in October.

The format has also been changed from two to three races, bringing the series in line with the other British Motocross championships, and giving both spectators and competitors more action and value.

Warnia, of course, is unlikely to win the title given he will miss three rounds.

Heading a group of talented British riders capable of giving him a run for his money and taking the title is reigning champion Paul Holmes. The 26-year-old Yorkshireman, a former European





champion himself, is looking to make it a hat-trick of wins this year and has publically stated the British title is his priority this year.

However, his pre-season was ruined three weeks before the first round when he broke his collarbone and, at the time of writing, it is unsure how many rounds he will miss.

Britain's current number two Carl Bunce, Under 21 Champion Luke Cooper, plus Northern Ireland's Dean Colhoun and Mark McLernon will also be up there.

After a couple of years without direct support the 2014 series also sees the return of an official manufacturer team. Yamaha, the winning marque for the last three years with Holmes and Scotland's John Mitchell, has entered a team featuring two of the sports brightest young stars, Stefan Murphy and George Callaway.

One young star who was widely expected to be a major force in 2014, especially in the Under 21 category, was teenager Connor Smith. Sadly the Scot lost his life in a racing accident representing GB last October in the European Quad of Nations event at Cingoli in Italy.

Connor was not only talented but popular within the sport too. So, as a mark of respect, not least of all to his family which still supports the sport, the promoters have officially renamed the championship for the younger riders as the Connor Smith Six Sixty Under 21 British Championship. The Six Sixty refers to his race number.

As it has been for all motorsport, sponsorship has been hard to come by for the series, though several of the sport's stalwart backers have stepped forward to help fund the cash prize fund. However, there is still space for a title sponsor on the championship logo! And, thanks to the appointment of a full time press, any company stepping up would be guaranteed good exposure.

However, with or without a title sponsor, the 2014 British Championship looks set to be the best for many years. To find out more about it simply log on to [www.nora-mx.org.uk](http://www.nora-mx.org.uk)



Jeremie Warnia heads Carl Bunce in March



# Maxxis Excitement So far

With two rounds of the 2014 Maxxis ACU British Motocross Championship already in the bag, the action on the track couldn't be any closer. Words and Pics Richard Blyth



Before the season even started many people regarded this year's championship line ups as some of the most competitive in recent years. With a number of top British GP riders lining up for the whole season.

2014 also saw a number of changes to the calendar, giving the championship a fresh feel. Some of those changes included the return of venues such as Landrake, Culham and Whitby, along with a brand new venue in Scotland at Drumclog.

The championship started in the middle of March, down at Landrake in Cornwall, with the Cornish circuit returning to the championship following a five year break and didn't disappoint.

Early morning sunshine and dry weather during the day produced to

the perfect backdrop for some fantastic racing.

In the MX2 class, Latvian Matiss Karro was dominant on the Wilvo Forkrent KTM taking pole in qualifying and the opening two race win, and would have claimed the overall had it not been for a number of crashes in the third race. As a result it was Mel Pocock who took the overall victory on a tie break, while Steven Lenoir took third.

The MX1 class produced some great racing with Shaun Simpson taking the overall and sharing the race wins with fellow GP rider Jake Nicholls, while reigning champion Kristian Whatley took third overall.

Since Landrake the Championship moved east to Lyng in Norfolk where once again Matiss Karro took two race wins with team mate Adam Sterry

claiming a maiden race win as well. Although Karro took two wins it was Pocock who again stole overall and maintains the championship lead.

Lyng also produced some close racing in the MX1 class, producing three different race winners in the form of Simpson, Nicholls and Nathan Watson. At the end of round two Simpson still leads the MX1 class over Nicholls with Whatley in third following another podium finish.

With two rounds already completed both the MX1 and MX2 championships are wide open, with just two points separating Pocock and Karro in MX2 and just five points between Simpson and Nicholls in MX1.

The remaining six rounds of the championship are sure to produce yet more exciting racing in both classes with many more riders able to produce the goods need to win races as the rounds go by.

To find out more about the remaining rounds be sure to check out the championship website [www.mxgb.co.uk](http://www.mxgb.co.uk) and while there why not enter the competition to win a number of exciting prizes.



## REMAINING DATES

**ROUND 3 - FOXHILL 27TH APRIL**

**ROUND 4 - CANADA HEIGHTS  
18TH MAY**

**ROUND 5 - WHITBY 29TH JUNE**

**ROUND 6 - CULHAM 20TH JULY**

**ROUND 7 - DRUMCLOG  
10TH AUGUST**

**ROUND 8 - FAT CAT MOTO PARC  
21ST SEPTEMBER**



# GT Cup 2014

Words and Photo Mike Gurney



With two rounds down in this year's GT Cup championship, and with a couple of paddock bursting entries already achieved at Mildenhall and Wilden Lane all the signs are of another resounding success. This year's series the second under ACU rules is headlining with the British Clubmans championship and Rob Wood with five individual heat wins is currently leading the way here. In the Under 23's Carlton Husband and Ashley Smith look all set for a battle royal. And in the 125cc Pro Circuit – Works Connection two stroke races there is no better place to watch youth against adults typified with veteran Jim Davies leading the way from sixteen year old Henry Williams. So far Williams has the lions share of race wins however.

In the MX2 youth section top talent including Henry Siddiqui and Kyle Lane have scored heat wins but with a share of ill fortune too. Tony Saunders another of the talented front runners racing the Dantec Husqvarna won round two and he sits at the head of the standings.

Dexter Douglas won round one of the b/w 85's down in Suffolk but with a broken hand he missed out on round two as Harry Kimber claimed the overall win. In the championship Kimber is second with ultra-consistent Harry Pritchard just four points ahead.

As the series heads off to round three at Warmington Lane Cheshire 19th/ 20th April Taylor Hampshire has a comfortable forty point lead in the s/w 85's - this courtesy of first and second overall so far.

Jetting in from Spain for each round young hot shot Eddie Jay Wade is the runaway leader in the EHR 65's. So far ten year old EJW has scored eight out of nine heat wins. Completing the race card which offers a championship for all are the Judd Racing sponsored 50cc Auto's and here Charlie Reynolds has starred in both opening rounds. Currently occupying the main three positions in the championship chase are Kyle Ingram, Ollie Comer and Bayliss Utting.

Following the third round at Warmington Lane, the series then goes

south to Landrake in Cornwall for the weekend of May 3rd /4th. Round five is back in the Midlands at the newly developed Hilton Moto Park sand circuit nr Wolverhampton at the end of May. Sherwood in Nottinghamshire is the round six venue in the middle of July with the series concluding at Culham 2nd/3rd August.



# Win the All new Arai MX-V Helmet

ARAI INTRODUCES:  
**THE BRAND NEW**  
MX-V OFF ROAD/  
MOTOCROSS  
HELMET



Completely designed from scratch, with all the experience and knowhow gained in decades of title-winning racing. That is what makes the brand new Arai MX-V off road/motocross helmet such an outstanding new entry in this highly competitive helmet segment.

Thanks to the UK Importer for Arai Off-Road Helmets, Apico Ltd, we have the chance for one lucky person to win a brand new MX-V helmets.

The all new Arai MX-V replaces the current VX-3 helmet that is on the market and can be purchased from the end of April via all Apico dealers in a range of solid colours, including white and black with more colours and graphic designs to follow soon after.

The Arai MX-V, along with many of Arai's other helmets on the market, is designed with rider safety in mind and it is for this reason that they are tested above and beyond the current ECE and Snell testing requirements. The self-established Arai in-house standard is a series of tests performed in addition to mandatory national standards. The so called "Arai Standard" is applied to most Arai products to provide



superior helmet safety performance for motorcyclists.

The new Arai MX-V helmet also features a number of new concepts, while keeping the familiar Arai shape. Those concepts include the following:

## R75 SHAPE

First of all the new MX-V answers to the unique Arai "R75 Shape" concept. Based on a rounder, smoother and stronger outer shell, the R75 Shape concept \* offers real world helmet performance when it really matters. The absence of exaggerated edges or protrusions on the shell is a very deliberate R75 Shape design feature. It maintains the integrity of the shell needed when real impact performance

is asked for.

## ADVANCED FEATURES

Next to the comfort and fit every Arai helmet is famous for, the new MX-V offers an advanced peak design. For every off road rider, the peak is of great importance. It does not only protect against mud and flying stones, it also prevents sunshine glare. At the same time the peak increases ventilation efficiency and decreases wind pressure. The MX-V peak effortlessly performs all these tasks while looking good at the same time!

The new side trims at the edges of the aperture show the experience of Arai. They allow the goggle strap to stay firmly in position, even during



Pic credit: Bart Amsing

extreme motocross riding.

This attention to detail can also be found in the new mouth vent. Which can be easily removed for cleaning and incorporates a (stainless steel) mesh that not only keeps dirt out, but also improves penetration resistance.

## VENTILATION

A very effective ventilation is crucial for an off road/motocross helmet. That is why Arai redesigned the ventilation system. The easy clean diffusers and centre top vent create an increased airflow. The under-peak air intake collects and directs cool air into the helmet's crown area. The inner chin vent shutter controls the airflow to the chin area and prevents debris coming into the helmet in dusty riding conditions. The removable three-piece rear exhaust creates a tremendous amount of venturi vacuum at the rear. They can be easily removed for cleaning or replacement.

The side vent exhausts produce low pressure behind the rear vent for better hot air extraction. As they are integrated in the shell for better aerodynamics, this reduces wind

noise and prevents buffeting at higher speeds. Inside, a small foam dam helps to absorb and diminish excessive noise, without reducing ventilation performance.

## INTERIOR

An important feature for all off road riders is the fully replaceable interior. All parts (interior lining, cheek pads, neck roll and even the chinstrap covers) can easily be taken out for cleaning, assuring a fresh interior for every event.

## ALL NEW FACIAL CONTOUR SYSTEM

Another Arai breakthrough in advanced helmet technology is FCS, short for "Facial Contour System". The FCS cheek pads offer an integrated 'spring' action. This makes putting the helmet on easier with less effort required. The FCS wraps under the jaw and on the cheek bones instead of mostly on the soft cheek area.

FCS actually offers secure support over a larger area providing superior stability and comfort with minimal pressure. The new "Peel Away" pads can be removed from the head inner

shell, as well as the top surface of both cheek pads to achieve the best possible, personal fit and minimize the need to purchase additional padding.

## SIZING AVAILABILITY

The new MX-V is available in sizes XS-XXL.

For more information please visit [www.apico.co.uk](http://www.apico.co.uk).

\*More R75 Shape information: [www.araihelmet.eu](http://www.araihelmet.eu)

## WIN A NEW ARAI MX-V HELMET

**Just answer this question:**

**Who is the UK Importer of Arai off-road crash helmets**

**Answers to Mick Tonks**

(please include your name and address) The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. The draw will take place on the 16th May, winners will be announced on the ACU Website- [www.acu.org.uk](http://www.acu.org.uk)



# Discounted Tickets for the BMF Show on the 17th and 18th May at Peterborough Showground



## ACU TRACK RACING RETURNS TO THE BMF

Following a year's break from the BMF Show, the ACU British Track Racing Championship returns to the BMF Show for the 2014 season. The British Motorcycle Federation and Auto Cycle Union have once again joined forces with The Mid Cornwall Premier Motorcycle Club to host the events at the East of England Showground at Peterborough.

The opening two rounds of the 2014 Track Racing Championship will take place on the 17th and 18th May, before heading back to the East of England Showground on the 13th September for the third and fourth rounds.

### DISCOUNT TICKETS FOR ACU MEMBERS

Once again the ACU will be offering discounted tickets to the BMF Show for ACU Licence holders. Besides

the opportunity to watch some first class track racing, all ACU members can benefit from a special ticket deal negotiated with show organisers, The Mulberry Group.

The discounted tickets mean that ACU members have access to all of the ancillary daytime activities at the May show and the Tailend show including the Moto Stunts International Show, the BMF's own Moped Enduro racing (affectionately known as the Moped Mayhem!) along with the and of course the hundreds of trade and club stands who will also be on site.

### FOR THOSE WHO PREFER TO CAMP AND MAKE A WEEKEND OF IT THE OFFER IS EVEN BETTER...

Campers can gain access to the site from 14.00 on Friday 16th May and enjoy live bands on both Friday and



Saturday evenings.

Following the success of the Blues, Booze & Bikers area, the second stage will be returning with its mix of Blues music together with 20 real ales and 4 real ciders to choose from. In addition to the main hall entertainment with bands such as Bessie and the Zinc

Buckets, Grounded, Slack Alice and The Rock Gods to name but a few, so plenty of choice for every taste!

Mulberry's Managing Director Martin Chick, told us "Since we started working with the BMF in 2010, we've tried to understand what makes a great show and what show attendees

want and the overwhelming feed-back we've received indicates that people want motorcycles, motorcycle related products, daytime entertainment, (preferably motorcycle related), good music and reasonably priced food and drink – cheap entry tickets and oh yes, good weather also helps!"

## The SPECIAL ACU ticket offer is:

### BMF MAY SHOW:

**Day tickets** - £16 reduced from £19 (valid for either Saturday or Sunday)

**Weekend camping ticket** - £36 reduced from £42 (entry from 14.00 on Friday)

### TAILEND SHOW

**Day Tickets** - £12 reduced from £15 (valid for either Saturday or Sunday)

**Weekend Camping Ticket** - £26 reduced from £35 (entry after 14:00 Friday)

Tickets can be obtained from: Tracey Cossar in the Track Racing Department at the ACU on 01788 566402 or by email on [tracey@acu.org.uk](mailto:tracey@acu.org.uk) and can be purchased by Credit Card/Debit Card or Cheque made payable to 'ACU Ltd'

# R&G: DISCOUNTS FOR RACE LICENCE HOLDERS

Support, protection and savings for ACU racers from industry leader [www.rg-racing.com](http://www.rg-racing.com)

- 5% discount on R&G products for the 2014 racing season
- Open to all riders with a 2014 ACU licence
- R&G Celebrating 15 years of creating innovative protection
- Multiple products and repeat orders allowed
- Engine Case Covers approved for British Superbike classes
- R&G is offering all current ACU and motorcycle race licence holders 15% discount on its products for the 2014 racing season.

Celebrating its 15th year of creating innovative motorcycle protection products, R&G is a long-time supporter and sponsor of racing; from grassroots to professional level. This discount offer is part of the protection leader's increased support to racers this year that includes becoming co-title sponsor of the Tristar R&G Triple Challenge and protecting many teams and riders in the British Superbike and Club racing paddocks.

Everyone with a 2014 licence provided from the ACU qualifies for the 15% discount. Riders need to approach R&G direct with an order, providing a copy of their licence and details of the machine and series they are competing in. Products for multiple bikes of different types won't be permitted, but multiple products for the same racing machine and repeat orders are allowed.

Simon Hughes, R&G Managing Director, said: "We're dedicated to developing products that will protect a machine, keeping it racing and ultimately saving riders money in repairs after a crash. Unfortunately, R&G can't sponsor everyone but hopefully this new race discount







scheme will allow riders to protect their machines with top products and less impact on their racing budget."

The Hampshire-based Company has worked with many top teams and riders to test and help develop its diverse range of products to protect all areas of popular bikes, including its recent BSB

and AMA-approved Engine Case Covers and award-winning Aero and

Classic Crash Protectors, to its Exhaust Protectors, Fork Protectors, Radiator Guards, Swingarm Protectors and the recently introduced Eazi-Grip™ Tank Traction Pads.

R&G also produces mandatory

products for racing, such as Toe Guards/ Sharks Fins, and other key items, such as Aero Knee Sliders, "Elevation series" Paddock Stands and carbon/Kevlar® Tank Sliders and Tail Sliders.

*For more information call R&G on 01420 89007 or contact alan@rgracing.com*



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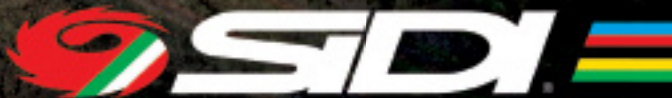
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