

The magazine of the ACU

SportMoto

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Independence

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Welcome to Sportmoto

Welcome to the Winter issue of the ACU Sportmoto magazine. As the season now draws to an end with some major events taking place in the UK, we have plenty of news about the highlights from the season gone by and the forthcoming shows at which the ACU will be in attendance.

As always key members of Staff and Sport Committees will be available at both the International Dirt Bike Show at Stoneleigh (October 26th – 29th) and the Motorcycle Live Show at the NEC in Birmingham (November 18th – 26th) to offer advice to existing and potential new licence holders and organising Clubs.

We will also be attending the Weston Beach Race where we will be available to answer queries and helping to encourage new people into Motorcycle Sport.



This issue features a roundup of many of the outstanding sporting achievements by riders on both the World and European stage en route to becoming champions.

Also make sure you don't miss out on the ticket competition for the International Dirt Bike Show, Motorcycle Live and the fantastic and exciting Sheffield Indoor Trial, to be in

with a chance of winning a great day out.

So enjoy the read and I really hope we see some of you at the Shows during the coming months, it's always good to meet our members and answer any questions or comments you may have.

Have a great winter break.

Ride Safe
Richard Blyth

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Message from the Chairman

The year is just flying by, I visited the TT and whilst I could have stayed in Wales to see that much rain, when the skies did clear the atmosphere and racing were amazing. Gary Thompson, the ACU General Secretary and Clerk of Course did a fantastic job. Of course, Gary would be first to acknowledge that it is a huge team effort and we extend our congratulations to all.

The event was still in its throes when we encountered the next problem. The World Trial was due to be held in Tong near Leeds in just a few weeks' time. Unfortunately, there was a change of circumstance at the 11th hour and a new organiser was needed. Late night phone calls ensued and the Board of the ACU made the decision to pick up the event and run it ourselves. We also decided that those who put money into ACU coffers in the first place should reap some benefit. The decision was taken to allow any holder of an ACU Licence or Registration, regardless of discipline and whether they be rider or Official, to gain free entry.

The event itself ran well, and although it is difficult to pick out people for particular praise, I am going to make an exception and mention that Sonia Goggin the ACU Motocross Secretary (who knew very little about trials), worked tirelessly to put it all together in just a few frantic weeks. I am also going to mention Clerk of Course Mick Wren and Director Ian Murphy who also put their shoulders to the wheel.

Next was the ISDE in France where the ACU sent over 40 riders. Our Trophy Team finished in a super 5th place with the Junior team going one better with a 4th spot. Of significant importance is that these results,

which were best for many years, were achieved with riders who actually wanted to be there and represent Great Britain. The Welsh Team took runner up spot in the huge Club Team Competition which again is probably the best result ever.

However, sadly the week was marred from the beginning by the tragic death of Michael Alty on Day 1. I know I speak for everyone in the Enduro fraternity when we extend our sympathies to Michaels family.

As I write this I have just returned from Hawkstone Park, where just a few hours ago I was Clerk of Course for the FIM World Enduro organised by Paul Edmondson and his Fast Eddy team. It was a return of World Enduro to the UK after a vast number of years and additionally was the first time a new type of format would be used. All who were there witnessed a fantastic event and a superb performance by British riders.

News arrives that the ACU Women's and Men's teams gained 2nd spot in Trials de Nations, so again, congratulations to all.

Finally, just 5 days after this, the action headed to Matterley Basin near Winchester for the huge Motocross de Nations, the biggest Motocross event in the World. The organisers will have pulled out all the stops for the event.

All the above indicate the extent of major events within the ACU but I wish to close by extending thanks to all those who week in week out organise the National, Regional and Club events. These enthusiasts and volunteers are the life blood of our sport and deserve just as much praise and thanks from us all.

John Collins
Chairman



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Nominations Now Open for the Pinhard Trophy



Jack Peace collecting the Pinhard Award

Once again the Sunbeam MCC are seeking nominations for one of motorcycle sport's most prestigious awards - THE PINHARD TROPHY which is in the gift of Sunbeam MCC

This award has been presented since 1950 to the best Under-21 year old sporting motorcyclist competing under ACU or SACU jurisdiction. (See Rules)

Last year's winner was 16 year old Trials rider Jack Peace and the Trophy was presented to Jack at the ACU Awards ceremony in January. 2016 had been a fantastic year for Jack – European Junior Cup (open to up-to-24 year olds), World Youth 125 Championship, European Youth

Championship, British Youth A Championship, and a list of top results on the domestic scene including winning his first Adult National. The Judges were particularly impressed by Jack's commitment at grass-roots level, always willing to help out at trials in his area and giving talks promoting motorcycle sport at local schools.

Jack's success follows his elder brother Dan's Runner-Up position in 2014. On hearing of his win Jack said "I'm really honoured to have been nominated by my local clubs in The East Yorks Centre for this prestigious award. I'd like to say a big Thankyou to them and to the Judges who voted for me. It's a tremendous thrill to see my name added to the list of winners of this fantastic trophy.

Previous winners are an honour roll of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Roy Peplow, Dan Shorey, Alexz Wigg and a host of others who have gone on to be national and

international household names. Not least being the late, great John Surtees.

The Trophy is a huge 3 gallon cup together with a retention replica Tankard. Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active competitors or administrators under-21 at the beginning of November 2015 (see Rules).

Editors of leading motorcycle periodicals are invited as judges together with General Secretary of the ACU and three officials appointed by Sunbeam MCC.

Entry Forms, Regulations and a List of Previous Winners are available from Sunbeam's Trustee for the Trophy, Tony Lloyd who can be contacted on aj.lloyd@virginmedia.com or 07751300233

Nominations Open for the ACU Datatag Commitment to Coaching Award 2017

The ACU Training Department is inviting nominations for this year's Award for the ACU Datatag Commitment to Coaching Award. Richard Newton, from Dover Challenge Motocross Project was the winner of the inaugural Award and was presented with his Award at the ACU Awards Evening at the National Motorcycle Museum in Solihull in January.

Nominations are being invited based on the following criteria:

- ACU coaches must be involved in coaching for non-commercial/profit making organisations such as ACU Clubs,



Richard Newton collecting from Dave Luscombe

Centres or ACU Recognised Projects

- Youth coaching/training must be provided, though coaching of adults is a welcome addition to any youth coaching activity
- Nominations can be made by the ACU Club/Centre or ACU Recognised Project itself or by a participant (or parent of a participant) of the coaching activity.

Nominations should be made to the ACU Training Secretary, whose contact details are shown below. A Panel will sit in November to select a winner from a shortlist. The Panel will take into

consideration the following when it chooses a winner:

- Frequency of training activity
- Diversity of groups trained – youth, adult, male, female etc
- Recruitment of new members
- Development of riders – successes eg moving into competitive sport, passing motorcycle test for public roads for college/work etc, re-engagement with school, reduction in crime/anti-social behaviour
- Recognition from Third Party Organisations – Local Authority, Police, Clubs etc

Closing date for nominations is 31st October 2017.

The recipient of this year's Award will be selected by a Panel in November 2017.

More information from the ACU Training Secretary, Debbie Walmsley on 01788 566419 or dw@acu.org.uk

ACU Grass Track Riders fill the Rostrum at the FIME European Individual Final

Dickie Staff ACU Track Racing Chairman



Winners Rostrum 2017

The picturesque town of Hertingen in the South of Germany hosted the 2017 FIME European Individual Grass Track Final, with the August event producing some very spectacular and close racing throughout Saturday evening.

The 3,000 spectators who attended the event were treated to a number of 'wheel to wheel' races with riders not giving an inch during the 12 qualify heats. Once all the points had been totalled, the field of the top 16 point scoring riders were allocated to the three (C, B and A) Finals.

With two 'last chance' places available for the winner and seconded place riders (in the B Final), to qualify through to the all-important A Final, racing was again extremely competitive with Edward Kennet (ACU) and home German rider Christian Hurlshorst (DMSB) finally managing to gain these two important places. This enabled them to join defending champion, ACU rider James Shanes, former multi European champion, Stephan Katt (DMSB), Hynek Stichauer (ACCR) and fellow Brit, Andrew Appleton (ACU) for



Euro Champ 2017 James Shanes

the 'winner takes all' A Final.

With all six riders keen to make a successful start and first corner, it was James Shanes who leapt from the tapes to race almost unchallenged to the chequered flag, chased all the way by fellow Englishmen Andrew Appleton and Edward Kennett.

This was a fantastic achievement for the trio of ACU riders who made history by being the first three riders from the same federation to fill the rostrum of the FIME Individual Grass Track championship.

No less than nine British riders made the trip to Hertingen with Paul Hurry, Paul Cooper, Daniel Winterton, Charley Powell and Callum Walker.

Eddie Jay Wade Crowned World Champion

At the end of July the 2017 FIM World Junior Championship took place at Lange Motokeskus circuit in Estonia. In the 85cc class Team GB Eddie Jay Wade was crowned the 2017 World Junior Motocross 85cc Champion. Race 1 was perfect for the Brit when he took the Fox Holeshot by a relatively large margin and then led every lap to the

finish. In Race 2 Wade was beat on the start but #17 kept the winning form from Race 1 taking the double victory and the overall. With the 1-1 Wade was crowned World Champion and in the press conference Eddie Jay Wade said: "It feels really special to win for Great Britain, I can't express how much it means to me."



Young ACU Riders Make an Assault on European and World Speedway Championships

Neil Vatcher SCB Speedway Coordinator

With support of the British Speedway Promoters Association (BSPA), a number of enthusiastic young ACU riders competed in European and World Speedway championship events during 2017, and not only did they compete, but they also achieved a high degree of success..... in fact in every competition that the GB Under 21 and Youth riders entered during the 2017 season (in both FIM and FIME), at least one ACU rider qualify for EVERY Final.

2017 was the first year that ACU riders have competed in FIME Speedway championship events, with two places allocated in the Under 21 Semi Final at Macon – in the South of France – where 19 year old Robert Lambert and Dan Bewley (18) were the nominated British riders.

On an extremely hot evening, the GB boys had a productive night with Lambert claiming 2nd place, (including one race where he forgot to turn on his fuel taps, stopping during the race), and Bewley winning a three man run off to claim 3rd place on the night. This was a fantastic achievement for the two 'Brits' in gaining rostrum places, but with the added incentive of qualifying for the Final which would take place in August at Latvia.

At the Final, Lambert ensured there would be no mistakes this time with him only dropping one point prior to being crowned European Under 21 Champion.

Unfortunately Dan Bewley had a tough night and only managed to score two points; however for a young rider who is only in his second year in

the sport, the experience gained that evening will surely be of benefit to him for the future.

Two weeks prior to this event, Robert Lambert claimed his first European Under 19 title winning the event – staged in the Czech Republic – with a 15 point maximum.

Nathan Greaves also rode in the same event, scoring 7 points which unfortunately also included an exclusion in one of his programmed rides.

A young ACU team also competed in the European Pairs Speedway Semi Final – again staged in the Czech Republic – where incredibly 21 year old Adam Ellis had a six ride maximum along with partner Josh Bates (21). The ACU team won the event and have now qualified through to the Pairs Final which will be staged in Italy on the 30th September.

As part of the ACU/BSPA's Speedway youth development programme, three younger riders travelled to the Czech Republic to compete in the FIME 250cc Youth Speedway championships, with Leon Flint (14), Jordan Palin (13) and Jason Edwards (14). Although the event was very competitive, all three young riders qualified through to the Final with Flint eventually claiming a credible 4th place overall in European championship final result.

Another excursion to Torun in Poland was undertaken by brothers Harry and Sam McGurk (13 and 12 years old respectively), along with Luke Harrison (10), for the FIME 125cc



Track Racing Final. This was again a very competitive event with youngsters from around Europe racing to become European champion. Despite very hard racing throughout the afternoon older brother Harry achieved 4th place overall.

Finally young ACU riders also qualified for the FIM World Speedway Finals in both the Under 21 Team (finishing 4th overall), and the Under 21 Individual championships, where Robert Lambert is currently lying 4th, (7 points behind the current leader), with – at the time of writing – one last round to go.

I'm sure that you'll agree that this was a magnificent achievement by these young English riders, with the plan that we will continue to build further next year, as the guys gain both confidence and experience.....watch this space!!

Round the World for Teenage Cancer with Mark Kemp

A Trials rider from the age of ten, in my teens I read Ted Simons "Jupiter's Travels" and dreamt of riding round the world. Forty years later I was in the fortunate position to be able to undertake such a journey but sadly while I was planning my trip Youth ace Dom Feaks was diagnosed with cancer so I decided to ride for the charity that supported him throughout his treatment.

I shipped my F800GSA BMW to Australia to spend eight months covering 26,000 miles through the most diverse country in the world. In New Zealand I supported Jack Sheppard winning the NZ Trials Championship and then started a tough seven months through South



& Central America. I entered the USA to ride the west, through Canada to Alaska dodging Grizzly Bears. Down the east of The Rockies into The States I travelled south to Colorado and then across to Alabama before heading north to Toronto and ship home. The trip took 20 months, covering

over 70,000 miles with 26 border crossings but most importantly of all we raised £10,800 for Teenage Cancer Trust on www.justgiving.com/Mark-Kemp3

For a closer look scroll down my Facebook page www.facebook.com/RTW4TCT

Brad Anderson Claims European EMX300 Title



Brad Anderson (centre) with FIM Europe Chairman of Motocross and Snowcross Commission Eddie Herd (left) and Youthstream Director David Luongo (right).

Former double British Champion Brad Anderson added the European EMX300 Motocross Championship Presented by FMF Racing to his collection of titles when the championship ended at the Swiss round of the World Championship in mid August.

Anderson missed out on the EMX300 title in 2016 after finishing third behind Mike Kras and Yentel Martens. However, a team change to the Verde Motorsports KTM team saw 'Ando' start the season much stronger in 2017 despite his age.

It was a great season for Anderson in the EMX300 class as he took victory at the opening three rounds of the championship to build up a comfortable lead in the championship for the final two rounds.



Brad Anderson arrived at the final round holding a 21 point advantage and despite a tough final round he managed to finish 3rd and 1st in the two races to be crowned 2017 EMX300 Presented by FMF Champion.

Fellow Brit James Dunn on the GL12 Racing KTM finished the season in fifth place after missing the round in Russia, but secured victory at the final event of the year in both the EMX300 in Switzerland and the EMX250 in France.



ACU Riders Finish Second in the European Trials Championship rankings



Emma Bristow

The hugely popular FIME European Trials Championship concluded in Lazatte, Italy recently with many accolades going to ACU riders.

A change in the rules by the FIME Trials Commission made it possible for the undisputed queen of women's Trials to return to this level of competition. Emma Bristow completely dominated this class, well almost, a misunderstanding of the rules led to a 5 point penalty in Latvia dropping her to second place on the day but nothing could halt her march to her fourth world title title. Alicia Robinson made the leap from the International Class to secure a superb 9th place in the final standings and Victoria Payne claimed a creditable 16th position despite not making the long journey to Latvia.

Recent years have seen little ACU participation in the full European Championship class but this year many had upgraded from the Youth and Junior ranks and only the superb skills of Spanish rider Arnau Fare prevented an ACU clean sweep with our riders

securing 2nd, 3rd, 4th and 7th positions in the final standings and it could have been even better if Dan Peace had not had to sit out two rounds following an injury in Belgium, an event from which his younger brother Jack returned over night to compete in the Scottish Six Days.

Welsh rider Iwan Roberts has also won the Trial 2 Championship followed

closely by the extremely talented Toby Martyn and the aforementioned Jack Peace.

Lone ACU rider in the Junior category, Oliver Smith finished a creditable 12th place whilst sharing the challenge of the Youth class where he had a win and a second place in two of the four rounds but was unable to make the trip to Latvia due to school exams, or it could easily have been a totally different story.

A couple of years ago the FIME introduced a ranking of nations which takes into account all riders in all classes and the ACU has scored well since its inception but this year was a true triumph where the ACU finished a very close second to the numerically dominant Germans.

For many years the ACU Trials and Enduro Committee have pushed and assisted our under 23 year old riders in the relative European Championships and it's great to see their efforts bearing fruit, the rise of riders from a younger age through the ranks gives us hope for the future.



Toby Martyn

TT Stopwatch raises £5,600 for the ACU Benevolent Fund

A stopwatch used by the late W. (Bill) Pycraft to officially record the first 100mph lap of the Snaefell Mountain Course has raised a magnificent sum for the ACU Benevolent Fund.

The chronometer used by 'Doc' Pycraft in 1957 was originally left to his friend and fellow TT official Ken Harding, later to become chief scrutineer.

Ken's daughter Jayne (Simpson) recently found the watch in storage and decided to donate it to the ACU Benevolent Fund to be auctioned during the recent Classic TT meeting in the Isle of Man.

Former factory Suzuki and Yamaha GP rider Steve Parrish, nowadays TV pundit and commentator, auctioned the watch at the TT Legends Dinner attended by great names such as Jim Redman, Stuart Graham, John McGuinness and Mick Grant.

It raised £5,600 and was bought by motorcycle racing enthusiast Allen Denham of Kent.

The day before the auction, current



outright TT lap record holder Michael Dunlop completed a tribute lap to Bob McIntyre on a Kay Engineering-manufactured replica of the 500cc Giler that McIntyre rode to victory in 1957. Dunlop managed to also lap the 37.7 mile course at an average speed in excess of 100mph.



Successful Youth Trials Training Session held in Cumbria by the ACU

Youth riders pose for the camera prior to their day of coaching by Dan Thorpe, his wife Katy Sunter, Jack Stones and Matt Maynard in the first of this year's Youth Trials Training sessions provided by the ACU Trials and Enduro Committee. The Westmorland Club land at Lindale, Cumbria was the venue where 23 young riders were put through their paces by the experienced riders, fresh from the Scottish Six Days Trial held just a week earlier



Double Silver for GB at Trial des Nations



Both ACU British teams almost covered themselves in glory at the recent Trial des Nations held in Baiona, North West Spain on the weekend of 23rd and 24th September.

The women's team had the envious task of being the reigning champions and were based around the formidable duo of multi World Champion Emma Bristow and the "Old Bird" Donna Fox.

Talented and bang on form Jess

Bown was drafted in following the retirement of Becky Talbot and she didn't disappoint. With a very easy course being the order of the day, they lost the chance of any recovery from an early set back on the only challenging section. When this section was eased making it virtually impossible for them to stage a comeback. A truly credible second was their reward for a great team effort.

A crash by James Dabill in the new qualification process put the lads at the front in the men's competition. Multi champions Spain were always going to be the favourites especially on home soil and over the years changes of rules, formats and severity simply alter the gap to other teams but not the eventual outcome.

However, the competition from second to fifth couldn't be tighter or hard fought and positions swapped frequently throughout the day with the inscrutable Japanese eventually pushing us all the way and our second place was hard won and an absolute credit to them.

Regular Trial GP riders James Dabill and Jack Price were joined by newly crowned Trial 2 World Champion Iwan Roberts on the podium in a well-earned celebration.

Teams were ably assisted by James Fry and Brad Bullock and managed by Kenny Shepherd with T&E stalwart Mick Wren having the dubious honour of maintaining overall control.



Anstie Rules the World as Team GB Claim Bronze at the MXoN

Words & Pics Richard Blyth



The natural arena of Matterley Basin near Winchester provided the perfect scenery as the biggest event in the Motocross calendar return to the UK for the first time since 2008 and eleven years after the Motocross of Nations took place at Matterley Basin previously.

2017 saw Mark Chamberlain take over the position as Team Manager for Team GB and with a strong team selection of Max Anstie, Tommy Searle and Dean Wilson, a large and passionate crowd arrived full of hope for a great result on home soil.

Even with the typical English weather the track produced some fantastic racing with Team GB qualifying in fifth place on the Saturday and looking in good form ready for the Sunday.

After more rain during Saturday night and the early hours of Sunday the track conditions were more challenging, but the weather didn't deter the fans from getting behind their country.

The day was one to remember as Max Anstie had the British fans hanging over the fence after taking the lead of the opening race of the day in the second corner and never looking back as he went on to take the race win to



the delight of the fans. Unfortunately a retirement by Tommy Searle placed the team under pressure to perform in the two remaining races.

In the second race Dean Wilson and Tommy Searle produce some solid results that would see Wilson cross the line in seventh place with Searle in fifteenth place after recovering from a bad start.

Going into the final race the team had moved up to fifth place in the

standings and knew that two good results could see them moving into a podium position. When the gate dropped Max Anstie fired into the first turn in the lead and took the holeshot. Even a mid race slip off couldn't stop Anstie from reclaiming the lead and taking the race win and overall victory in the MXGP class. With Wilson crossing the line in eighth it was enough to see Team GB mount the podium in third place for the first time in 20 years.

Speaking of the Teams achievement Mark Chamberlain commented "I'm incredibly proud of our achievement this weekend. Max, Tommy and Dean have put in a Team performance not just on Sunday but all week. I couldn't have asked for more from them and the British fans should be proud. I'd like to thank the ACU for giving me the opportunity!"



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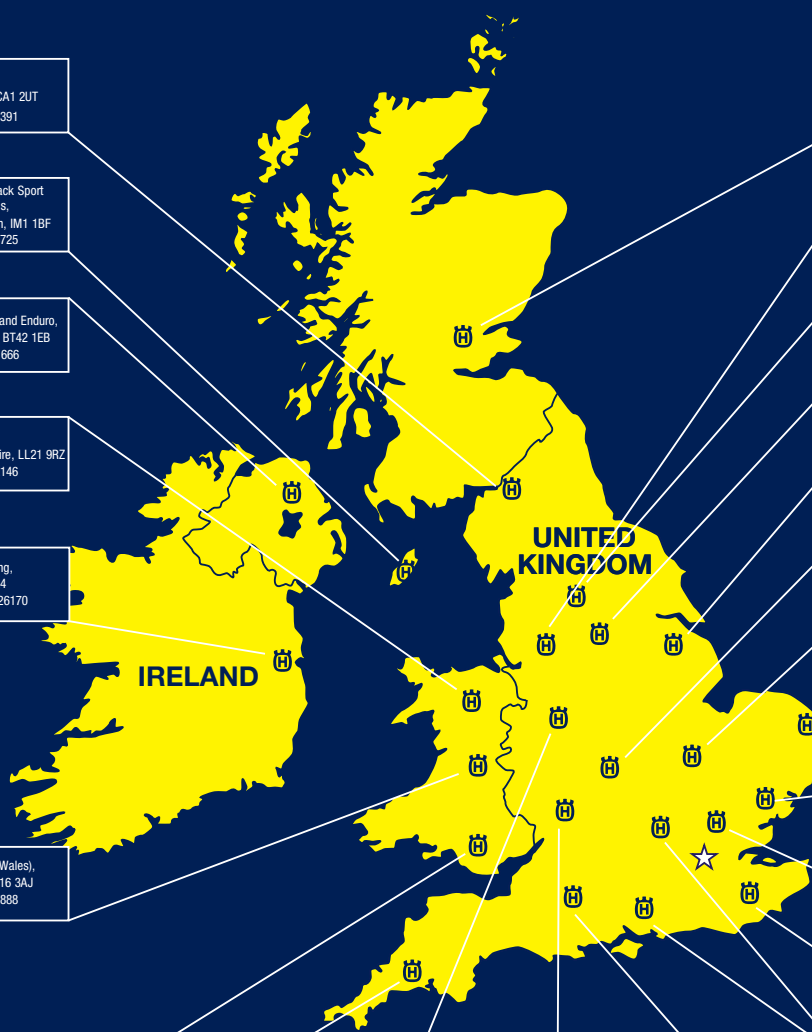
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National Road Rally 2017

– round-up!



All the admin has now finally finished for the ACU/BMF National Road Rally 2017.

All the fabulous red awards have all been received. Everyone in the NRR is a winner, be they riders, control volunteers, committee members or those ever important, supportive back up crew of friends and family. But I'm sure you'll all be eager to know who appears on the "Winners List" so after looking at various facts and figures the National Road Rally Committee are proud to announce the Winners of the 2017 Event.

Varley Challenge Trophy for Best Solo Machine – was won this year by Eric Clapton. Congratulations!

Oldest Combined – This is the award for the highest combination of the age of rider and machine. David Collier has a grand combined total of 144 years, wow that must be a very old bike you've got there David!

Best scooter – Jan Kiesel from Reading getting his Platinum Award

Best pre 70 – Dennis Dawson from Doncaster on his Triumph 21 getting

Gold Daytime Award

Best Lady Rider - Nicola Davies wins this again this year. Achieving Platinum Award on her Honda. Well done Nicola!

Youngest Rider – At 21 years old Yiannis Gopoulos was again the youngest rider for 2017 achieving Gold Award on his Honda

Best 125 – Daffyd Owen from Denbigh proves that you don't have to have a 'big' bike and obtains a Platinum Award on his Zontes Firefly.

Furthest distance travelled – As if the actually Rally wasn't far enough; Roger Lewis again rode from France this time with Dominique Grelier to take part. & achieve Daytime Gold Award - Team event next year Roger?

Diamond Jubilee trophy for Best Team – TR3OC = Trident & Rocket 3 Owners Club aka - John Young, Pete Churchill & Martyn Worlock. Platinum Awards all round! Well done team!

Best Control – The riders voted Wisbech, manned by Wisbech & District MCC as their favourite control. All the controls are superb, manned by volunteers of all ages, shapes and sizes! Without the controls there would not be a Rally. So a

big thank you to all the controls.

Spirit of the Event- This award is given by the Committee to a person who they think has gone above and beyond the "call of duty". This person can be nominated by anyone involved in anyway with the Rally. 2017 award goes to Bob Russell riding in his 43rd rally on his Suzuki achieving Bronze Daytime. Now that's commitment, great job Bob! See you next year!

LOOKING FORWARD TO 2018

The committee are already well on their way for plans for the 2018 National Road Rally. Its already gaining momentum, the colour is Yellow, bright bright yellow! So there are no excuses not to be seen on 'the best excuse for a ride out'. Save the date in your diaries today - 7th & 8th July 2018, follow us on Facebook for news and entries at www.nationalroadrally.co.uk Telephone enquiries to Mady on 01788 566412 at the ACU or Helen on 0116 2795112 at the BMF

R T Keedwell British Trials Championships 2017

Words & Pics: Colin Bullock



With James Dabill away for 2017 riding in the Spanish Championship there was plenty of interest in who could take this year's series.

It was not only the senior class that was up for grabs as last year's Expert winner Tom Minta had moved up to the main Championship and Youth A winner Jack Peace had done likewise.

The year started off at the beginning of March at the Hookwoods round. It was the usual format for the year with all events consisting of three laps of twelve sections.

Jack Price started the year in perfect style with a win with a resurgent Michael Brown second and Jack Sheppard third in the slippery rock sections. Brownie is a previous British Champion and on this form, he was looking like he could be contenting again. Dan Thorpe started with a win in the Experts with James Fry second after a slow start and in the Youth A it was



Billy Green

2016 B class champion Billy Green who announced his arrival with a superb win.

Michael Brown won a wet Lakes to move into the lead in the main class with Sheppard second and Dan Peace third. James Fry took the Experts moving past Thorpe with Richard Sadler in third in the series. Billy Green was best Youth while Duncan MacColl, Josh Hanlon and Oliver Smith fought it out for the other podium places.

The end of May saw the competition down in South Wales with the Neath Club's St Davids event. This trial has a bit of everything with muddy to climbs to dry rock outcrops. Jack Price took the win and with Iwan Roberts getting second it meant Price was back at the top of the standings by the narrowest of margins.

Joe Baker making a return to the Experts took a class win but James Fry's second place enabled him to remain top of the group. In the Youth A it was again Billy Green with Josh Hanlon this time taking second.

Scarborough was next up running on the Saturday as they had a Supertrial

round scheduled for the Sunday. Jack Price took his third win from four events but for Michael Brown on his home ground it was a day to forget with a sixth placing. Dan Peace got his best result of the year so far with a great third place.

James Fry retained his lead in the Experts despite Richard Sadler winning the event whilst Luke Walker gained his first podium of the season with third place.

Green got another clear win in the Youth, once again Hanlon and MacColl finished second and third.

July saw the trip to Devon where the West of England had decamped from Kelly Farm to Ruby Rocks which is a big stream based venue. Brownie took the Championship win from Jack's Sheppard and Price.

Local rider Joe Baker came out to play again and took his second win. Richard Sadler took second and with James Fry back in fifth the Leyburn rider now topped the Class with fellow Yorkshireman Dan Thorpe a solid third overall. No surprise in the Youth A,



Dan Thorpe

1/2/3 in the Experts but Saddles is in the box seat now.

Duncan MacColl tied with Billy Green in the Youth A but the Scots rider lost out to Billy on the tie break. It is the closest anyone has got to the young Beta rider so far, this season

Up in Scotland for the final two Championship rounds there everything still up for grabs. Billy Green despite winning every Youth A round to date still needed a few points to take the title. This he managed on Saturday with another clear win and when he won again in a rain affected event he made it a 100% success rate. Duncan MacColl and Josh Halon finished second and third respectively.

The Expert title was going to go to Richard Sadler or James Fry. James took the win on Saturday moving to the top of the standings. Neither rider had a good day on the Sunday and although Sadler finished above Fry in this final round James had done enough to take the title. Shercos Luke Walker would take his first win in the Experts.

When Jack Sheppard took the win in the main Championship on day 1 he took the lead over Jack Price. On Sunday neither would take victory that went to Dan Peace who revelled in the wet conditions. Pricey did however take second and with Sheppard finishing seventh the title and 2018 Number 1 plate went to the Gas Gas teamster.



Richard Sadler

Green won again but it was Olly Smith who came second on the Oset.

Jack Sheppard finally got a British Championship win at Guisborough which was well deserved. Dan Peace who has shown terrific Supertrial form was also performing superbly on no stop with second pushing Jack Price back to third. Price was now however six points clear of Sheppard with just the two final rounds in Scotland to go.

There was a Sadler, Fry and Thorpe



Michael Brown



Jack Price



Jack Sheppard



Toby Martyn

British Super Trials Championship

Words & Pics: Colin Bullock



Adam Raga



PIC: MIKE RAPLY

Dan Peace



The RT Keedwell British Trials championship is the eight-round no-stop series.

No stop was deemed to be the way forward a few years back now and it was adopted at National and in the World series also.

It is true that it entries have been reasonably good but it is needless to say not without its detractors.

One thing it does not do however is bring in lots of spectators at National level. As a spectator/photographer what I cannot do is comment on whether stop or no stop is the better solution. What I do know is the introduction of the Supertrial Championship gives the chance for some very spectacular pictures.

The 2017 British Supertrial series has expanded, now with three events, Scarborough, North Berks and Yeaton & Guisley. These have proved immensely popular with riders and spectators alike. With stop, sideways, reversing and with the return of minders it is more like Sheffield indoor

trial but held outdoors. There has also been plenty of dealer/importer displays all adding to the sense of an event.

The riders have had chance to show their immense skills over big sections and spectators have paid in decent numbers to watch them do it. The usual format is for the morning to run the qualifying followed by the final where the top riders all start the opening sections before a mid-lap cull when only the top four go through to the remaining hazards. Many of the spectators have also stayed on until early evening to see who was going to take the win at each of the events.

The 2017 Supertrial Championship started at the beginning of June with Scarborough running the day after the R T Keedwell round. It was Dan Peace who took the win from Jack Price which was a reverse of fortunes for Dan who had taken runner up place the previous day. It turned out to be a great day for the Peace brothers as younger brother Jack took third. We had seen Jack in 2016 giving his 125 some serious stick

at Scarborough amazing everyone with his skill when he was still officially a Youth A rider. Michael Brown came in next giving Gas Gas the first four placings.

Next up was the North Berks event which now is in its 11th year and a fantastic weekend with Ladies and Youth riding on Saturday over eased hazards. Sunday then saw the Men's Trial which started at 10.30 am and did



Jack Price



Jack Sheppard



James Dabill



Michael Brown



Toby Martyn

not conclude until 5.30 pm. It will be of little surprise that Emma Bristow won the Ladies and Billy Green the Youth class.

Sunday saw the return to the mainland of James Dabill who has been busy internationally and he quickly showed what we have missed this year with some superb riding. He even had time to grandstand at the 'Woodyard' where he would not attempt the final climb before getting full crowd participation. Not too be outdone Dan Peace also mastered the huge log piles and with a very solid second place behind Dabill he was looking good for the Championship as Jack Price had a disappointing day by his standards.

Yeadon and Guisley ran on August

bank holiday at Addingham Moorside and again reports from riders and spectators was very favourable. Addingham has always had some spectacular rockery and once again it gave the riders ample opportunity to display their skills.

One comment made about the crowd by a respected trials administrator was 'how often do you see riders come to watch other riders'.

James Dabill did the winning at Addingham with a resurgent Jack Price second and Michael Brown third. Dib's had made it two wins but it would be Dan Peace who would take the series by a clear five points from Jack Price.

This series can only go on to become more popular.

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S3 Parts Provides Something for All

Words: Mick Wren Pics: Colin Bullock



The 2017 ACU S3 Parts Trials Championship has provided some great events for the Expert and Clubman graded riders at a number of well run natural Trials. This year the series was competed across seven rounds after the unfortunate loss of the Astley Cup in July.

At the start of the season it was Luke Walker on his Sherco who led the series from the off in the Expert Championship with three wins and two second places from the 6 rounds held before they reach the finale at the Travers Trophy Trial. In the Clubman class Darren Wasley was in good form early season and soon produced a strong lead.

The Travers Trophy Trial provided a fitting climax to the 2017 ACU S3 Trials Championship. The natural setting of the Travers Trial was very true to the tradition of the S3 series through its various guises over the years. Changes to the organisers and venue have returned this event to its former glory.

For Walker a fifth place finish was enough for him to secure the title for 2017 as former S3 series winner James Fry was the only rider who could have challenged Luke for the title, but missed the final event due to being on first class minding duties for the gallant British Trial des Nations team in sunny Spain. Fellow former winner Chris Pearson was already secure in second place. The final results saw Pearson and Fry tied on points for second and third with Pearson being given the advantage on count back.

The newly initiated Clubman class has proved a great success numbers wise with big entries of riders out to enjoy a day on their bike right through to more mature pilots who had found the over 40 class a little too challenging on the previous harder route.

Unfortunately, numbers have shown that riders have not contested events too far outside their own area and the final round at the Travers was no different with only 3 of the points scorers having competed in earlier rounds.

Having a full year under its belt it is felt that more might enjoy fuller participation in this series and build on its success.

For 2017 Clubman legend Darren Wasley claimed the series with more than double the points of second placed John Cowley who is 5 points clear of downhill mountain bike star Sam Atherton.

With something for everyone the S3 series goes from strength to strength with thanks to all event organisers and support from John Shirt we look forward to a bright future.



Luke Walker



Chris Pearson



James Fry

Snow Claims ACU British Sprint Enduro Championship

Words & Pics: Tim Tighe



Alex Snow



The 2017 ACU British Sprint Enduro Championship organised by Fast Eddy Racing took place across three weekends during May, July and August with the championship taking place on both days and produced some great action.

Rogers Hill in Dorset was the venue for the opening round with its large motocross track combined with fields and woodland areas that once again provided a cracking course with a single eight-minute Special Test that was dry and dusty in some places.

The 2017 season saw strong entries which was encouraging for the organiser and with a terrific spread of talent across all classes and many riders trying the Sprint Enduro format for the first time.

At the sharp end of the entry for the Championship class for Rogers Hill was Husqvarna rider Jack Edmondson who was briefly back from the USA along with Husqvarna Extreme rider Billy Bolt and enduro convert Alex Snow on his

Buildbase Honda.

Jack Edmondson took control initially but disaster struck on test three when he injured his wrist. Billy Bolt had been close to Jack but a couple of big hits later in the day saw him retire.

Consistency was the key and when the rain arrived Alex Snow remained unbeaten and headed the Championship E2 class. Yamaha mounted Lee Sealey did his best to catch the flying Honda while Bolt's injury slowed him slightly and Sealey took advantage to finish the day in second spot and top of the Championship E1 class as Bolt took third overall and top E3 position.

Snow continued his

charge on Sunday, beaten just once by Rowland, who took second overall as Flockhart took third in E2 while Sealey maintained his performance to finish third overall and top the E1 class by 14 seconds ahead of Mundell.

The midpoint of the British Sprints took place at Bicton Farm in Shropshire. Bicton is not the largest of venues but it played its part fantastically well by providing a short but technical course that ran clockwise on Saturday and was reversed for Sunday's tests.

Husqvarna's Jack Edmondson made a tentative return to racing following the repair of his fractured wrist. Billy Bolt, another Dorset injury victim, was also in the line-up as a top-notch Championship group gathered to do battle.

With two overall wins to his credit Buildbase Honda's Alex Snow went into this event leading the Championship but Joe Wootton put on a terrific display on Saturday to take seven out of eight test wins and backed up that performance with five out of eight on Sunday to take another E2 class and overall win. Alex Snow was close behind on both occasions with Fraser Flockhart in third on Saturday and Tom



Lee Sealey



Jack Edmondson

Ellwood in third place E2 on Sunday.

Jack Edmondson was at the top of Saturday's E1 pack, very closely followed by Dan Mundell who was in terrific form and Yamaha's Lee Sealey in third. Edmondson retired halfway through Sunday's tests leaving Sealey to take the E1 win as Mundell just fell short of victory by eight seconds. In the E3 class it was a two-horse race between James Dent and Billy Bolt with Dent taking the win on both days. A big collision with a tree slowed Bolt slightly on Saturday but Sunday saw him back to fighting fit and on the ball.

The final two rounds of the ACU British Sprint Championship held at Green Hall Farm in Powys saw Freestyle Husqvarna's Championship class rider Joe Wootton in red-hot form and winning both days with five seconds to spare on Saturday and 16 on Sunday.

The venue was new to most of the riders but made a lasting impression as a top-notch sprint venue and earned the respect of every rider. It provided a seven-minute lap for the fast boys and

took in every type of terrain imaginable in Mid-Wales.

A long and twisting field section lead into a tight and twisting stream section then it was out into the fields with huge sweeping bends to negotiate, with the occasional dip back into the woods.

Husqvarna ruled the roost on the opening day with Joe Wootton taking the win from Fast Eddy Racing's Husqvarna UK mounted Jack Edmondson. Factory Husqvarna rider Billy Bolt rode to a superb third spot and was followed by Fast Eddy Racing's Husqvarna mounted Tom Sagar. Buildbase Honda mounted Alex Snow, a contender for

the Champions title in his first Sprint season, took fifth.

For day two the pack of top five were shuffled but it was still Joe Wootton on top with Snowy climbing to second and securing the ACU British Sprint Enduro Championship as Jack Edmondson slipped to third. Tom Sagar remained in fourth place while Billy Bolt completed the top five.



Joe Wootton

British riders shine at 2017 ISDE

Words: rustsports.com Pics: KTM/Future7Media & Gemma James



Nathan Watson



Dan Mundell



Fraser Flockhart

British riders have again secured leaderboard finishes in the International Six Days of Enduro, held this year in Brive, France in late August. The ACU-supported British World and World Junior teams placed an excellent 5th and 4th (respectively) while British club teams also enjoyed success, notably Team Wales placing 2nd in the Club teams division. It was by no means an easy week of competition. The early days featured blistering temperatures while dust created serious safety concerns as over 700 riders blasted around dry fields. Later in the week rains conversely made the terrain slick with grip hard to find.

The heat also, sadly, brought tragedy when British club team rider Michael Alty sadly passed away after collapsing towards the end of the opening day. The experienced 54 year old was a competitive rider with the Sheep Skull Enduro team and was also much loved for his comic turns in the Purple Helmets motorcycle display team. He will be missed.

For the second half of the week

conditions turned, and with rain and cool temperatures – and grass tests that probably put the British riders in mind of Welsh enduros – the British riders rose through the ranks. Top placed British rider was EnduroGP professional Nathan Watson: 6th E1 and 13th overall. However, undeniably creating the most excitement were the Team GB World Junior riders Joe Wootton and Dan Mundell. Both amateurs, they took on the World's top professionals and beat so many of them, Wootton placing 9th in E2, 24th overall, Mundell 13th in E1 and 37th overall. It was though a team effort and without the similarly excellent performances of Lee Sealey, Kevin Murray and Tom Ellwood neither team would have made top-five.

Team Wales (Tom Sagar, Jamie Lewis and Jason Thomas) also enjoyed a stellar week. With quality riding they took a much-deserved runner-up position in the Club team competition. Team Scotland and St Edmunds MCC also deserve special mention for top-20 results in a field of 167 teams.

ACU British ISDE Team Manager, Andy Martin summed up the week: "I'm

so impressed by the performances of all our riders. They have been extremely professional and have worked hard to overcome challenges and to prove that we have a lot of talent coming from the UK at the moment. Joe Wootton and Dan Mundell, who are both youngsters, have really shone this week. We're really happy to have finished this year's event with both teams in the top five and I'd like to extend my gratitude, not only to all the riders but to our sponsors and helpers too. And congratulations, too, to Team Wales for making the podium in the Club teams competition."



Nathan Watson



Joe Wootton

INTERNATIONAL SIX DAYS ENDURO 2017 BRIVE, FRANCE TEAMS

WORLD TROPHY

- 1 France 12:59:38.23
- 2 Australia 13:05:52.26
- 3 Finland 13:08:50.35
- 5 Great Britain 13:28:51.91**

WORLD JUNIOR TROPHY

- 1 France 9:55:04.10
- 2 Italy 9:55:19.63
- 3 USA 9:57:07.00
- 4 Great Britain 10:02:39.92**

WOMEN'S TROPHY

- 1 Australia 7:08:04.01
- 2 USA 7:14:50.63
- 3 France 7:34:40.74

CLUB TEAM

- 1 Italy 10:00:16.79
- 2 Wales 10:08:30.52**
- 3 SRT Offroad (USA) 10:09:59.96
- 15 Scotland 10:49:12.31**
- 20 St Edmunds MCC 11:01:40.48**
- 29 Foyle 1 11:15:07.96**

- 33 St Georges MCC 11:19:58.10**
- 39 Maesteg MC 11:31:13.16**
- 67 Rhayader MC 13:31:29.49**
- 69 Foyle 2 13:39:38.66**
- 74 Southern MCC 14:10:26.14**
- 76 Dyfed Dirt Bike Club B 14:12:49.56**
- 92 Witley MCC 15:37:55.44**
- 109 Dyfed Dirt Bike Club A 18:41:58.43**
- 119 Army Junior Team 23:20:03.93**
- 127 British Army MCA 25:57:17.22**
- 130 Elgin Enduro Club 26:01:13.31**
- 163 Sheep Skull Enduro Riders 49:31:53.47**

RIDERS

E1

- 1 Josep Garcia Montana (KTM – ESP) 3:12:23.99
- 2 Ryan Sipes (HVA – USA) 3:13:27.64
- 3 Davide Guarneri (Honda – ITA) 3:13:35.82
- 13 Daniel Mundell (KTM – GBR) 3:19:27.52**
- 15 Lee Sealey (Yamaha – GBR) 3:20:24.68**

E2

- 1 Loic Larrieu (Yamaha – FRA) 3:11:45.68
- 2 Daniel Milner (KTM – AUS) 3:13:17.54
- 3 Alex Salvini (Beta – ITA) 3:14:40.39
- 6 Nathan Watson (KTM – GBR) 3:15:15.76**
- 9 Joseph Wootton (HVA – GBR) 3:18:26.46**
- 20 Frazer Flockhart (KTM – GBR) 3:23:17.83**
- 22 Thomas Elwood (Sherco – GBR) 3:24: 45.94**

E3

- 1 Robert Taylor (KTM – USA) 3:13:05.64
- 2 Jaume Betriu (KTM – ESP) 3:14:52.78
- 3 Daniel Sanders (KTM – AUS) 3:17:15.55
- 18 Kevin Murray (Beta – GBR) 3:29:53.64**

EW

- 1 Laia Sanz (KTM – ESP) 3:28:52.18
- 2 Tayla Jones (HVA – AUS) 3:30:26.50
- 3 Brandy Richards (KTM – USA) 3:35:21.68



Team GB celebrate third place at the MXoN
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Tommy Searle and Max Anstie



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Sidecar Speedway Grows in the UK

Words: Andy Driver Pics: Haggis Hartman



Tris Winterburn heads Mick Stace



The British Sidecar Speedway Championships has always had a presence in the UK although its history has been erratic.

Over the years, many have tried to get the 'ball-rolling' (or maybe we should say the wheels-turning!!), but with the lack of Speedway venues willing to host the 1000cc 'Monsters' and the lack of organisers willing to take the risk, it's always been an uphill struggle. Following the closure of Coventry Speedway – looked at by many as the spiritual home of the sport in the UK – the future looked bleak. However, all was not lost and along came the Heart of England MCC together with a group of enthusiastic Sidecar devotees, who with support of the ACU has given the sport a new lease of life.

After a quiet few seasons with many Sidecar crews asking when they could take their mothballed machines out of the workshop, the group organised a couple of non-championship events at Coventry last season. Both events

were a great success and together with the support of ACU Events, the British Championship was resurrected for the 2017 season.

ACU Events agreed to support the organisation of a multi-round championship – all with the help of Facebook. With the team of volunteers all busy with full time employment, and at weekends either racing or organising grasstrack events across the UK, the chance of time consuming committee meetings was non-existent, so it was agreed to embrace social media, in order 'to make it happen'. A Group Chat was set up and anything concerning the meetings from building a line-up to creating promotional material was discussed via the keyboard. HEMCC Committee member Dan Crawford and part of the group commented "it really works well. If anybody needs a question answered or something done, a simple request is sent via the group chat. Within minutes the problem has been solved or someone volunteers to take on the task".

The rounds were agreed and the buzz – especially in the Grass Track community – began as soon as the Championship was announced via the ACU website in March. The four rounds were spread throughout the country giving as many racing fans as possible the chance to see these methanol-guzzling, highly-tuned 180bhp 3-wheelers on the shale. The opening round in May was staged at Leicester in the Midlands, followed in June by Somerset in the South-West. The series then moved to East Anglia and Saddlebow Road, King's Lynn in July and at the time of writing excitement is reaching boiling point as riders and fans alike await the final round, the one everyone has been talking about.

On Saturday October 14th all the crews will be heading north to the National Speedway Stadium (home of Belle Vue Aces). Ever since the doors opened at this arena, everyone involved in Sidecar Speedway has commented "that the track looks made for Sidecars". So, when the promoters



Mark Cossar



Tom Cossar



Close racing action

in Manchester agreed to host the final round, the organisational team were delighted - it really was the icing on the cake.

If business off the track has been hectic, the action on the track has been frantic, with each round consisting of twenty qualifying, points scoring heats Followed the Semi-finals and then the big race of the night, the Grand Final.

The sight of four 1000cc 'monsters' powering into the first-bend, all hunting the perfect line and all wanting that same piece of shale, is one of most thrilling sights in motorsport. With contact between the crews allowed (within reason), just because one rider has a piece of shale, it doesn't mean it's his to keep and that's when one rider 'gently moves' over another in order to gain the fastest line.

Leading the way into the final round and the crew they all have to beat is current British Masters Champions Mark Cossar and passenger Carl Blyth. This team have been in outstanding form over the first three rounds, but they still have work to do as the crews of Mick Cave and Bradley Steer and Paul Whitelam with Terry Saunters are breathing right down their necks. All three of these Sidecar drivers have experience of racing in Australia, the spiritual home of Sidecar racing. British Sidecar Speedway racing legend, the late great Paul Pinfold emigrated to OZ in the 90's where he raced against the Aussie teams for many a year. With the recent emergence of the World Championship, recently Cossar, Cave and Whitelam have all made the 2500 mile trip around the globe to wave the

flag for the UK. The most successful of these crews being Cossar with passenger Darryl Whetstone, who in 2014 beat the Aussies on home turf to show that UK crews can compete against the best riders in the world.

Although it seems that the sport is beginning to flourish again, and the thought of the UK hosting a World Final in the future, things are looking good for the growth of this sport in the UK. However right now we need to keep our feet firmly on the ground and concentrate on our own ACU British championship culminating at Belle Vue, and then once that's over Facebook will surely be busy again over the winter months. The 2018 British Championships have recently been agreed with the ACU with dates and venues to be announced in the New Year.



Mark Cossar and Carl Blyth



Will Penfold



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Masterful British Masters Grass Track Championship

Report by Dirthub Pics: Lawrence Hammond



The pinnacle of British Grass Track assembled in the Kent countryside at the weekend for the biggest Grass Track event of the year, the ACU British Masters which pitches the finest 500cc Solo talent against each other, and the most talented 1000cc Sidecar crews in the land.

With a varied mixture of British Clubman qualifiers, the top racers from 2016 and a few Wildcards thrown in to spice it up, there were enough star names in the line up to attract a good crowd for the staging club Astra. Due to the previous weeks wet weather – which contributed to deteriorating track conditions, the fourth leg of races was scrapped, meaning qualification to the Final was decided by a combined score from three heats and the Semi Finals.

It seems to be a reoccurring theme in our Grass Track coverage that we write about the winning exploits of Dorset based Solo racer James Shanes, as he has pretty much conquered all before him, both home and abroad this season, and with another stunning performance he took the Masters title for the third consecutive win of his career. Another former Masters winner, veteran Paul Hurry, put in a tremendous performance for second, whilst Poole Speedway ace Edward Kennett has shown a new found liking for the green stuff with third. Another convert from



Shanes makes the start

the shale James Wright was forth in the Final with Paul Cooper coming a close fifth. Young Charlie Powell rode well for sixth position in the Final with another veteran racer Richard Hall in seventh with Adam Ellis making a rare grass appearance in the UK suffering a DNF. One of the main star attractions Chris Bomber Harris had a day to forget crashing out in his first race then suffering mechanical gremlins as did Steve Boxall who didn't even make the first bend of his first race. A surprise non qualifier for the British Masters Final was World Long Track stalwart Andrew Appleton who finished down the order in tenth place after the points were totaled up.

All eyes were on the Mark Cossar and Carl Blyth crew in the 1000cc

Sidecars as they looked to continue their stunning run of form whereby they are yet to be beaten this season. In a fairytale performance Cossar and Blyth run riot over the opposition again, making up for losing out in the two previous seasons to take the title with an undefeated performance putting their names up there with the former legends of the sport such as Roger Measer and Steve Smith. The remainder of the Sidecar podium was almost a 'Winterburn' takeover with Rod and Billy Winterburn claiming second place in the Final after qualifying in 4th with Gareth Winterburn and Liam Brown in third. After qualifying in third with two race wins, Paul Whitelam and Alan Elliot would have been disappointed to come forth and miss out on a podium position, whilst double race winners Colin Blackburn and Carl Pugh came fifth with Rob Bradley and his replacement passenger Terry Madley retiring at the back.

In spite of the weather the Astra club staged yet another tremendous meeting which well and truly showcased the best of British Grass Track.



James Shanes



Mark Cossar and Carl Blyth

UK Club Racing scene

Words: Hazel Jackson Pics Provided by Clubs



Sidecars at Oliver's Mount



The road race scene in the UK has fought back following a really tough few years. Some race clubs have gone by the wayside as rider numbers deteriorated and circuit hire costs rose, but the fittest have survived. This year, starting grids have been full with exciting and competitive racing at all levels.

Paul King, Chair of the ACU's Road Race Committee has been impressed at what clubs and competitors are doing to raise the profile of the sport; "The club scene is healthy and the standard of the bikes, the quality of the machinery and the standard of preparation is so much better than it used to be. We now have more road race licence holders on an on-going basis and, for the clubs that are really putting the effort in, it is definitely working out."

How has road racing fought back? Well, no two clubs are the same – each one has a unique character, different aims and its own distinct way of operating. What they have in common though, is that they all provide the

public with a chance to try road racing for themselves and whether you're in the far North or deepest Devon, a teenager or a pensioner, rich or racing on a shoestring, there's a club to suit you.

Let's take some examples. NG (North Gloucester) Road Racing sounds

like a regional club, but actually visits circuits across the UK throughout their busy season, with Brands Hatch, Oulton Park, Cadwell Park, Donington, Thruxton, Castle Combe, Anglesey and Pembrey on the calendar. NG are the only club to run at Thruxton, the UK's fastest race circuit, and the Castle



Large grids at NG Racing

Combe meeting, called the “Grand National” combines racing with off-track entertainment and attracts a huge range of riders and spectators, featuring racers like Guy Martin, John McGuinness and Freddie Spencer and some iconic race bikes.

The NG championship classes cater for just about every racing taste and style of bike and include a dedicated Newcomers series that runs at all the two day meetings. The premier class is the Open which has some big money backing from its sponsor and there’s also the 125 and 250GP ACU National Championship. Guest series include the Ducati Sporting Club Desmo Due, the Formula Prostocks and Bandit Challenge, the TSGP Two-stroke GP series, Lansdowne Classics, ACU / FSRA F2 Sidecars and the Moto E European Electric bike. This all makes for an extremely welcoming paddock with a cosmopolitan mix of riders and supporters.

For newcomers, NG offer a one-stop-shop, with race practice and test days held throughout the year plus a series of Newcomer training and assessment courses, ACU Competitor Training Courses and Basic Rider Ability assessments spread through the season. Non-racers are welcome - there’s even a parade for classic bikes and bikes of special interest at the Castle Combe event and the club is always looking to encourage young riders

with links through the mini moto scene in Wiltshire and with Castle Combe.

Like NG, BMCRC (pronounced bemsee) take in circuits across the UK every year, but their home is at Brands Hatch in Kent and they host several meetings there, including one on the extended Brands GP circuit, prior to the British Superbike meeting on that same hallowed ground, which always ensures a good number of riders in the paddock. Other tracks include Silverstone, Cadwell, Donington, Snetterton, Oulton Park and Pembrey. One of the oldest and largest UK clubs, bemsee has a great reputation for developing new riders, with dedicated races and separate championships for rookie riders. These are backed by the Rider Development Programme which buddies up each rookie with a more experienced rider to provide advice and moral support. Newcomers also get free instruction from ACU Certified Club Coaches on Bemsee’s Friday test days, a special rookie rider pack, and the club has a rookie riders’ Director who is on hand to answer questions. There’s an Open Day at Brands Hatch on 10th December where new riders can get answers to all their questions, find out what happens on race day, learn about bike choice and preparation and how to get practicing before the season starts. The club will help with ACU licence applications, with an ophthalmologist

on hand to conduct eye tests. That’s followed up with the club’s CTC/BRA Course, held at Brands on February 18th 2018, to assess and prepare riders for their first race meeting.

For young riders, the Junior Cup caters for new riders from 13 years old: then there’s a huge choice of race classes (including sidecars and MZ250 two-strokes) all of which are populated by a wide range of ages.

Some clubs stick to just one circuit and Darley Moor is a great example. In addition to all the usual championships, they introduced a class for Honda CB500s this year - in response to rider demand - and it’s proved really popular. The bikes are cheap to buy (from under £1000) and it’s great fun; so much so that it attracts guys like British Superstock rider Richard Cooper and Liam Jeacock who turn up and race in the series at Darley. At the other end of the scale, the Stars of Darley meeting celebrates the year’s racing and is on the “must do” list for several big name riders – last year John McGuinness, Peter Hickman and Michael Rutter all took part.

So, race meetings are held at the club’s own circuit, Darley Moor near Ashbourne in Derbyshire, which also hosts several trackdays throughout the year to allow riders of all levels of experience to take to the tarmac themselves - and of course the club encourages progression onto racing.



Close action again in the Ninjas for 2017



Large crowds at Oliver's Mount

Meetings last just one day, with a ten minute practice session followed by two 8 lap races per class - both practical and affordable - and this, combined with the friendly paddock and family atmosphere, makes Darley ideal for the inexperienced racer. This strategy ensures healthy race entries as riders can bring their kids and even their dog with them, without the demands of an overnight stay.

The Aintree Motorcycle Racing Club hold five one day meetings over the summer months using part of the old Formula 1 Grand Prix Circuit where the British Grand Prix was held in the late '50s and '60s. Former riders who started out at Aintree include a certain Carl Fogarty and the club appeals to riders looking for a friendly, welcoming paddock and potential riders are encouraged to come along to a meeting and get chatting to club members.

The Southern 100 Club also stick to one location, the challenging Billown circuit on public roads in the South of the Isle of Man. The club holds three meetings each year, the pre TT Classic, held just before the TT, the

post TT races and the "Southern 100" in July. It attracts some top-level pure road racers, not surprisingly, but the club has seen an increasing number of competitors who come over just to race with them, and newcomers are welcome - in fact there was a record

The club has close ties with the pure road race community, but has brought on some famous names of circuits too, including Sam and Alex Lowes and Dan Linfoot.

number of entries for each of the three events this year, including riders from Europe and further afield. The Southern 100 are keen to encourage people to join them in 2018, not just to compete but also to marshal at their unique events – a great way to get involved for enthusiasts who want to support road racing.

Back on the mainland, and the

Wirral 100 club run five race meetings each season, four at Anglesey and one at Oulton Park. As the club's Treasurer, David Francis, explains: "The unique appeal for our members is that the majority reside in the North West of England and North Wales, and they can get a full season's sport without having to venture outside of the region. The two circuits are also relatively easily accessible for Manx and Irish riders. In broad terms riders come and go in three or four year cycles, so it is fundamental that we encourage new riders, both young and old. We believe that value-for-money, high safety standards, and a friendly approach to all riders are key in achieving this." This year, in order to encourage owners of less-modern 1000cc machines to join in, a new class for 'Pre-2009 / Pre-Electronics Powerbikes' was born which has worked well, with 20 or so entries at each meeting.

The Auto66 club is also based in the North and, as well as hosting the famous Scarborough International road race meetings, run a club championship. Their race season kicks



Dean Harrison at Southern 100

off with a spring meeting - a "warm up" for the Isle of Man TT and ends with a big sidecar bash in October each year. Every class, from 50cc upwards including post-classics, feature at the club meetings at Cadwell Park (with a trip to the Croft circuit as well) ensuring the club's broad appeal. Chairman Peter Hillaby sums up the approach of many of the clubs when he says: "We can fit any bike in!" They also run hill climbs and sprints to encourage people to get involved at the cheaper end of

the scale. "They can compete on their street bikes, literally 'run what you bring' and get a feel for racing. Several riders have started road racing on the back of this and have entered the club series – in fact we're looking at bringing in a championship specifically for new riders in 2018."

The age range of riders at Auto 66 is impressive, from youngsters aged 15 up to guys in their 80s, including Ted Fenwick who won the pre-TT Classic 250 single cylinder race in 2015 at the

age of 87. The club has close ties with the pure road race community, but has brought on some famous names of circuits too, including Sam and Alex Lowes and Dan Linfoot. As far as track time goes, Auto 66 try and fit two or three races for each class at each meeting, as well as practice time, and many riders choose to enter more than one race series - many bikes qualify for two or more classes. Another appealing feature is that riders can compete at any of Auto66's events even if they



Dean Harrison



F1 and F2 sidecar action

aren't club members, they just can't score championship points.

Rather than hosting their own meetings, several clubs make 'guest appearances', joining a number of race clubs at different venues throughout the season and typically these include special interest bikes. One of these is the Formula Sidecar Racing Association (FSRA) which organises the British F2 Sidecar Championship and the FSRA 350/ Post Classic/ Pre Injection Championship. As Pat Hamblin, club secretary, explains "We are a voluntary organisation and treat all new members fairly. For the British F2 series we run a subsidy scheme which helps towards the cost of race entry fees and we run rider raffles for both our championships. We also give non racing members the chance to be part of the sidecar racing community and all of them receive our quarterly colour magazine. Thanks to the many road racing clubs who play host to us - NGRRC, BMCRC, EMRA, Auto

66 and NEMCRC - we take in most of the top circuits around the country, and we are very grateful for that support. It gives FSRA teams the opportunity to enter the host club sidecar races, likewise any club sidecar competitor is able and allowed to enter the British F2 Championship races, as long as their machine is eligible."

If you fancy a taxi ride on a sidecar, get in touch with the FSRA and they can point you in the right direction.

imilarly, the British Scooter Sport Organisation 'guests' with other clubs; British Historic Racing, Time Attack and the North East Motorcycle Racing Club.



Lloyd Shelley racing at Darley Moor

Circuits on this year's calendar included Croft, Mallory Park, East Fortune, Anglesey, Cadwell Park, Darley Moor and Snetterton. There's a wide range of classes, including ones for standard-bodied and modified scooters, geared, automatic and sidecars, from 70cc two-stroke, up to 500cc four-strokes – pretty much every kind of scooter you can lay your hands on. Their most popular class is Production Evo which was introduced in 2016 and led to a huge boost in entries, through a clever sponsorship arrangement. It's for geared scooters, Lambretta series 3, Vespa Smallframe and the Vespa P Range and these all run the same kits and exhaust, which are subsidised by the sponsors, making for close and lower cost racing - as a result it's perfect for newcomers. At the more exotic end of the scale, 2017 saw the launch of the Open Class which gives riders plenty of room for machine development – up to 650cc geared and automatic machines in single or twin cylinder format, including two-strokes and four-strokes.

With such variety and with the race clubs making huge efforts to attract newcomers to the sport, there's no better time to start. There's an array of information on the web for each club but the best way to find out if road racing is for you is to go along to a meeting as a spectator, take a look around the paddock and get talking to current competitors – and enjoy the experience!

A very special mention – and thunderous applause – should go to Cool FAB Racing, run by Roger, Rob and Valerie Keys. Not only is this a prime example of getting youngsters into racing, but also pro-actively promoting racing through its ties with British Superbike. Their classes cater for kids – with ages from 6 to 15 and bikes from 40cc Minimotos to MiniGP 70cc bikes – and for their parents too, with adult classes including bikes up to 200cc. If you have a son or daughter who is interested in trying racing then Cool FAB Racing is an essential port of call.

Contact: 01273 782828

British Talent Cup class of 2018 decided at Silverstone Selection Event



The wait is now over, and the class of 2018 for the first ever British Talent Cup has been decided! 22 young riders have been selected to line up next season, after a full day of track action for the almost 100 hopefuls who traveled to Silverstone for the Selection Event.

Following inscriptions on Tuesday, it was down to business on Wednesday to put the hopefuls through their paces and get out on track on the Stowe Circuit. The Selection Event team - including Alberto Puig, Talent Promotion Director, Shuhei Nakamoto, Special Advisor, and Jeremy McWilliams, British Talent Scout - were looking for talent as well as speed, with improvement and skill just as valued as outright pace. With so many riders from different disciplines hoping to make the cut, the action began at 9:00 (GMT + 1) and continued until 17:00 – making sure each rider got the best chance to prove why they should line up on the grid next season.

With a group of finalists decided by the end of the day, the BTC committee then gathered to make their final decision on the riders to be offered a place on the grid in 2018. The 22 riders chosen to be permanent entries were then announced by Alberto Puig, with six further young hopefuls put on the reserve list.

Alberto Puig, Talent Promotion Director: "It was a nice Selection Event, and the important thing is that there are no big injuries. It was a nice day for all of us, and after the riders, who are the real stars of the event, we want to thank all the mechanics, the circuit, and the people involved in the event. We are really happy that you were here with us. This is a path that begins in England, and we throw all our enthusiasm and passion into this project. We hope that the guys



who are selected put that same effort into the racing - and everything you have to do to be a racer. That starts now."

Jeremy McWilliams, British Talent Scout: "It's been a hectic day, and it's stressful for us and the kids! The kids ride on the limit to impress but it's a process that brings out the best, as we found out today. It's the start of an incredible journey for the riders who have been selected - and maybe even

for some of the reserve riders. We would love to fit more in but we're limited on space. This is where it begins for all these riders, to hopefully becoming professional motorcycle racers - and approaching it a professional manner. Racing has been fun for them, and now they're stepping into a bigger arena. I'm looking forward to seeing them progress and helping them in any way I can, as is everyone involved."

SELECTED RIDERS

Charlie Michael Atkins
Franco Reub Bourne
Jonathan Michael Campbell
Harvey Roberts Claridge
Adon William Davie
Charlie Leon Farrer
Brian David Hart
Jack Hart
Cameron James Horsman
Rhys Leslie Irwin
Sam Andrew Laffins
Scott James Ogden
Lewis Ross Douglas Paterson
Fenton Harrinson Seabright

Storm Lester John Stacey
Thomas James Strudwick
Scott Cory Swann
Ross Akechai Turner
Joshua John Whatley
Max Adam Cook
Jack Oliver Nixon
Jamie William Davis
RESERVE RIDERS
Mathew John Walter Bower
Jacob Christopher Clark
Elliot Henry Pinson
Annabel Mae Thomas
Eddie Jay Wade
George William Hopper

British Two-stroke Championship

Words: Lawless Media Pics: Richard Blyth



It's hardly a secret that there's a bit of a two-stroke renaissance going on at the moment – and why wouldn't there be? Fun to ride, cheap to run and easy to work on, the grassroots support for two-strokes has been growing rapidly.

ACU Events was quick to pick up on this and launch the all-new ACU British Two-stroke Championship this season which has been a resounding success running alongside the full Maxxis ACU British Motocross Championship supported by Pro Clean at four of the eight rounds.

All through the field fans have been treated to close, competitive, bar-banging racing but the battles have been fiercest at the front with challengers coming and going but only two men going the full distance.

Here's how it played out...

WINNERS ARE GRINNERS!

In the beginning the 2S series was all about three riders with Mike Kras (GL12 Racing KTM), Nev Bradshaw (DB Racing Honda) and Lewis Trickett (ASA Scaffolding Honda) running 1-2-3 at the opening round at Canada Heights at the end of April.

Round two at Hawkstone Park in mid-May saw sand-loving Dutchman Kras take his second double win with Trickett this time running 2-2 to snatch the runner-up spot from Bradshaw's 3-3. We also saw the return to action of James Dunn (GL12 Racing KTM) who was fifth both times behind Matthew Moffat (Moff Star Racing KTM).

Injuries forced Trickett and Moffat to withdraw from the series before round three at Blaxhall in July where Dunn smashed out a double ahead of Bradshaw and championship newcomer Manuel Lacopi (iFly JK



A start from Dean Moor

Racing Yamaha) as Kras had an off-day and dropped a bunch of points.

The series signed off at Foxhill at the end of August where Dunn dragged

himself into third in the championship with another double as Kras did just enough to secure the crown from Bradshaw by five points.



Damon Strydom

INTERNATIONAL FLAVOUR

The 2S series was a huge success with British riders but it also pulled in a few big-hitters from abroad. Of course, we all know Mike Kras is Dutch and with Nev Bradshaw and Damon Strydom hailing from South Africa and Manuel Lacopi coming from Italy there was a real international flavour to the championship.





Bradshaw on his 500 Honda

SMILES FOR MILES!

There's no-one who enjoys his racing quite as much as Nev Bradshaw and the Northampton-based South African was in his element in this year's series.

Never a man to be afraid of mixing it up, Bradshaw contested the first three rounds on an '02 CR250 before going the whole hog in the final round on an '89 CR500. That's right, he tore it up at Foxhill on a 28-year-old machine

and still took third overall!

"It was something I wanted to do and I'm pumped I saw it through," he grinned. "It's cool to finish on the podium on a bike like that around a track like Foxhill with the big jumps and downhill.

"The biggest thing is the brakes. The first lap of the second race I over-jumped that first tabletop and landed halfway down the straight because there's no brakes!"

DUNN RETURNS

After missing the opening round of this year's British Two-stroke Championship 22-year-old James Dunn was never going to be a title contender but back-to-back maximums at Blaxhall and Foxhill hoisted him to third in the championship.

James was, of course, in contention for the MX2 title at the start of 2016 until a series of concussions forced him to pull out and the 2S series gave him a fun way of getting back into racing.

"It's nice to finish the year with a 1-1," he said. "Obviously, I didn't start the season due to injuries last year so it's good to finish on a strong note and go into the off-season feeling happy."



James Dunn

SUPPORTING ACT...

While the two-stroke heroes were giving the fans a pre-mix fix the deadly serious business of the MX1 and MX2 championships played out with Graeme Irwin (Buildbase Honda) and Ben Watson (Hitachi KTM UK) tying up the titles one round early.

Irwin started strongly with second overall at the opening two rounds behind Jake Nicholls (Hitachi KTM UK). When Nicholls picked up a season-ending injury at the MXGP of Trentino in April the Irishman failed to take advantage at round three at Canada Heights but bounced back with eight consecutive moto victories to seal the



Irwin MX1 champ

deal at round seven at Preston Docks.

In MX2 Watson set the pace from the get-go and took a lead at round one at Culham which he never relinquished. Consecutive podiums at the first five rounds set him up perfectly to join Irwin as a 2017 champion at Preston Docks.

The five-round MX2 championship went to rising star Keenan Hird (Craigs Motorcycles Team Green Kawasaki) after a closely contested season.



Watson MX2 champ

THANKS FOLKS!

Putting on any championship requires a major input from sponsors and we're indebted to everyone who has contributed to a fantastic season.

So, in no particular order, a massive thank you to...

Pro Clean, KTM, Superflow Lubricants, DEP Pipes, Phoenix Tools, EK Chains, Surf & Turf Instant Shelters, Powertool Buddy, Hel, TMX, Kobold, sbs, Dirt Bike Rider, revo, RaceFX, Motohead, Direct Distribution, olfi and MX Vice.

Brits Take The Honours At Ninth Vets MXdN At Farleigh

Words & Photos by Dave Rich



 Back on the weekend of the 16th & 17th September it was that time of the year again for some 600 or more competitors from all parts of the World including Belgium, South Africa, Australia, New Zealand, Wales, Germany, Denmark, Scotland, Luxembourg, England and of course the USA plus many others to compete at the ninth



Mike Brown

running of the VetsMXdN at the historic Farleigh Castle.

The racing was split between the two days with 2 races for each class on the Saturday and two on the Sunday and it turned out to be a pretty good start to the weekend in both the Evo VetsMXdN team event and the Twinshock Vets MXdN team event as team Twinshock UK were leading team North of England by 29 points with Team Luxembourg tucked in 3rd 24 point further adrift. In the VetsMXdN Evo team event team England laid down their intention and had a 12 points lead in the standings over a very strong American team consisting of John Dowd, Todd De Hoop, Mike Brown and Doug Dubach at the end of day one with South Africa there in 3rd 42 points behind USA after their main rider who is well known on British Soil Neville Bradshaw blitzed the rest of the field in both races.

Sunday however a different kettle of fish as the start of the day had to be delayed for an hour after a heavy storm had fallen overnight and the track was

absolutely swamped and needed a lot of work done to it before racing could commence. However things were to get underway in tricky conditions, but as the day progressed even though it dug out a bit the track was to produce some good racing. Team Twinshock UK consisting of Terry House, Alex Rach, Wayne Butt and Rick De-Feu were consistent in both races and were rewarded victorious with their efforts as winners over team North of England and team Luxembourg.

Team England consisting of Kurt Nicoll, Brian Wheeler, Tom Church and Mark Eastwood as with the Twinshock boys were to put in a valiant effort on day two and held on even after a few spills in the last race to take the honours over the Americans with Belgium 2 taking the 3rd spot on the podium.

Nev Bradshaw again on day 2 won both VetsMXdN Evo Team event races, but only just as he stalled his bike when leading race 3 then crashed later in the race, but stormed back to pinch the win on the line from Belgium's Jurgen Van-Nooten by literally by 0.42 of a second. Mike Brown was another rider who showed his class in the VetsMXdN



Kurt Nicoll



Brad Anderson

Twinshock team event who took 3 wins out of the 4 races for Team Husqvarna International and was set to win race 3 if not for a problem with his bike, but it was Dave Campbell who was to take the overall honours for team North of England with a 3rd, two 2nd's and a win.

Other individual efforts must go to Kristian Whatley who won all 4 Evo 125 races, Kurt Nicoll who took the overall with 3 wins and a 2nd to

American Doug Dubach in the Evo Over 50's class, Brad Anderson who dominated all 4 Evo 500 races, Luke Hawkins took the overall in the Evo 250 class with two wins and two 3rd's, American John Dowd who won all 4 Twinshock over 50's races, Jordan Carter who took a win, two 2nd's and a 3rd in the under 50 Twinshock class plus Chuck Davies overall winner in the Super Evo's, Twinshock over 60's overall went to Trefor Davies, Evo 125 over 35

overall winner was Belgium's Laurent Lacasse, Pre 85 125 overall went to Italy's Andrea Storti, Pre 85 Open Overall went to Paul Kirby and Pre 85 4-Stroke overall went to Austria's Kris Rosenberger was won.

Top 4-Stroke VetsMXDN award which was the Dudley Witt Special Trophy went to American Mike Brown to join the likes of previous winners Graeme Irwin in 2015 and Jeff Emig in 2016.



Team Twinshock UK



Team GB

Team GB walk away from 2017 Junior World Motocross Championship on a high

Words: Darren Bachelor Pics: FIM/Youthstream



Over the weekend of July 29 and 30 some of Britain's best youth riders headed over to Estonia for the 2017 Junior World Motocross Championship to compete against 30 other countries to be within a chance of being crowned Junior World Motocross Champions. This year saw Wal Beaney, Keelan Hope, Finley Evans, Ollie Colmer, Bobby Bruce, James Smith, Eddie Jay Wade, Drew Anderson, Jed Etchells, Rossi Beard, Joel Rizzi and Christopher Mills represent the ACU Team GB.

After some gruelling qualifying sessions, we saw Wal Beaney, Keelan Hope, Ollie Colmer, Bobby Bruce, Eddie Jay Wade, Rossi Beard and Christopher Mills make it through into the main races. Team riders Finley Evans, James Smith, Drew Anderson, Jed Etchells and Joel Rizzi just missed out on qualification, despite putting everything into the last chance qualifying race.

In the junior 65cc races we saw team GB rider Wal Beaney finish in 10th, Keelan Hope in 30th and Ollie Colmer finishing the moto 37th position. The final moto saw Ollie come back fighting strong and scoring a 10th position, Wal took eighth and Keelan clinched 21st. The final positions saw Wal enjoy seventh position overall with Ollie in 15th & Keelan in 27th.

In the 85cc class Eddie Jay Wade clinched the holeshot in the first race and the youngster managed to take the chequered flag in both motos with an outstanding pair of victories. Bobby rode tremendously throughout the day finishing 10th in moto one and 13th in moto two against the world's elite youth riders. The overalls saw Eddie take the overall win and be crowned the 85cc Junior World Motocross Champion, while Bobby took a very credible 11th position.

In the 125cc category Chris Mills and Rossi Beard had a tough day



competing in the main races. Moto one saw Chris finish in 16th & Rossi in 37th following an accident during the opening laps. Moto two saw Rossi unfortunately having to pull out of the race due to injury. Chris had a tough battle on his hands with starting the race back in the pack; he managed to work his way back through the pack to finish in 19th position. Overall saw Rossi finish 42nd & Chris 19th.

Team GB gave their all and with it came the spectacle of some outstanding racing as they rode their hearts out for their country and the ACU, ending the event with fifth overall in the team standings after some tough racing against the rest of the world's best youth riders. On top of this Great Britain could celebrate a new world champion in Eddie Jay Wade, and look forward to the possibilities for our stars of tomorrow at next year's event.



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Sheffield 2018

The Martin Lampkin Trial

Words Mick Tonks pics Nige Pearson - TrialsUKMedia



Kickstart the new year in Sheffield at the newly named Fly-DSA Arena on the 6th January 2018. If its thrills and spills, incredible riding over extremely dangerous obstacles, with very best riders the World has ever seen, then this is the event for you! Sheffield was the brain child of Martin Lampkin and Neil Crosswaite and came to life back in 1996. A young fresh-faced Dougie Lampkin (MBE) pitched up to face the then World Trials Champion Jordi Tarres. To the delight of the packed arena Doug became the King of Sheffield that night, the event was born and has since become firmly embedded as the first major trials event of the new year.

Sheffield has always fielded the very best riders in the world, whilst

recognising the importance of giving the up and coming young riders and stars of the future a chance to gain experience in front of a knowledgeable and appreciative trials audience. Our riders include the best rider the world has ever seen – Repsol Honda rider Toni Bou now with 22 World Championships under his belt. He made his winning debut at Sheffield in 2006, the incredible Toni Bou is still simply the best. Bou has been beaten just once at Sheffield, in 2016 when world number two Adam Raga gave the new TRS its world debut at Sheffield a delighted Raga couldn't have wished for a better outcome. His last Sheffield win was back in 2005. His smooth confident riding style helped him to win three Indoor World Championships and two Outdoor World Championships. Jaime

Busto the Repsol Honda rider tipped to be the next World Champion made his debut appearance at Sheffield last year, the exciting young rider is certainly climbing the championship ladder outdoors, it'll be fantastic to see him back at Sheffield again.

The Brits are back and include multi British Champion and World Championship rider James Dabill, he'll be back flying the flag at Sheffield again, Gas Gas pilot James always gives 100% at Sheffield, it would be fantastic to see him on the podium again. Jack Price is currently battling his way through the Outdoor World Championship for the first time this year, he's currently lying in 13th place after nine rounds. Young Jack put on a good performance at Sheffield last year on the very unforgiving sections, with





another years-experience under his belt he could do even better this year. Newly crowned World Trial 2 Champion Iwan Roberts has earned his place at Sheffield, it's a fantastic opportunity for one of our young stars to compete in front of a massive audience of Trials enthusiasts.

That's just a taster of who is going to be riding at Sheffield, we will be announcing further riders and the half time show closer to the event, watch this space.

We're not running as an official FIM event next year, we haven't received any information with regards to just what the FIM are doing. Were happy



to continue with our tried and tested format, the format that's made Sheffield famous as the number one trials event in the World. We'll continue to give you the fans, the best riders, riding the best sections - seamlessly, with a scoring format that works and is easy to understand for spectators and riders alike - when you go home with big smiles on your faces our job is done.

Tickets are on sale now, we make them available early for our fans who like to book their favourite positions nice and early. It also helps the dealers who organise coach parties for their customers. Our message is simple, book early the best seats near the front always sell first, so if you want to be practically in the arena rubbing shoulders with the rider's book early, you won't be sorry!

Tickets have been held at last year's prices, include a full colour collectable programme and are available now from the arena box office 0114 256 56 56 or via the new website www.flydsaarena.co.uk



Win a pair of free tickets

We have five pairs of tickets to give away for Sheffield, just answer this easy question – What make of bike does Toni Bou ride?

Answers via email to mick@thearkdesign.co.uk please include your full name and address and contact number. Entries close on the 8th December. Good luck!

International Dirtbike Show 2017



Prepare for top-class action, all the latest bikes, star riders, Minibike Supercross and even motoball as the Motul-backed Dirt Bike Show is back in town with a revamp which includes some exciting new additions.

Europe's premier indoor off-road event is just a little more than a month away with the must-attend Dirt Bike Show taking place at Warwickshire's Stoneleigh Park from October 26-29.

There is already a buzz about what may be announced during the 2017 Dirt Bike Show as many top sporting stars will be in attendance and some leading manufacturers use the four-day event to reveal major rider announcements and sponsorship deals. All of this will be happening on the main stage, which is always a hub of activity.

Manufacturers aren't just there to share latest news; they will also showcase a staggering number of 2018 bikes on display and for sale from every off-road discipline including motocross, trials and enduro.

Beta, Gas Gas, Honda, Husqvarna, KTM, Mecatecno, Sherco, Vertigo and Yamaha will all bring their latest machines and give visitors a chance to chat to their team of experts on the stands. Bike It International and Monster Energy DRT Kawasaki will



also have a state-of-the-art exhibit for traders and the general public alike.

At the show you can expect to see 2018 clothing, accessories, helmets and much more besides on offer from distributors, along with outlets selling the latest goods for superb prices. With the show taking place in late October, it's the perfect time to stock up on products for a new season ahead, or get your hands on a few perfect Christmas presents.

The four days aren't just about getting you to part with your cash; new features added to the show this year include a motoball match between France and Germany, where the two teams go wheel to wheel and try and score past the opposition goalkeeper, who is on foot. There's plenty more to get involved with



and watch, including visitor favourites such as Minibike Supercross, Minibike flat track, have-a-go electric trials and the incredible wall of death. There will also be demonstrations from 12-time world champion trials legend Dougie Lampkin's display team. Younger members of the family are looked after too with a dedicated electric trials area for kids, quads, remote-controlled motorcycle racing and Strider balance bikes.

After enjoying all of that, head over to the hub of activity which is the main stage for a sit down, and watch as British Superbike ace Steve Plater interviews star riders, industry figureheads and racing legends.





Last year's stars included major motocross riders such as nine-time MXGP world champion Tony Cairoli, who was also joined by Max Anstie and Tommy Searle.

ADVANCE TICKETS ON SALE NOW

There are real savings to be made by buying in advance! Admission for Friday-Sunday is just £13 per adult when bought before the advance ticket deadline – 11.59pm on Sunday, October 22. The same ticket for DISCOUNT THURSDAY costs just £8. With so much going on at one venue for such a low price, it's easy to see why this is a must-not-miss event for thousands of dirt biking fans.



| | Advance price | On the door |
|---|---------------|-------------|
| Adult (16-59) | £13 | £16 |
| Student (with valid student card) | £8 | £10 |
| Senior Citizen (60+) | £8 | £10 |
| Child (11-15) | £8 | £10 |
| Child (10 and under) | Free | Free |
| Family ticket (2 adults + 2 children) | £30 | £40 |
| Discount Thursday (Adults) | £8 | £10 |
| Discount Thursday (Family: 2 adults + 2 children) | £24 | £30 |

WIN, WIN, WIN... TICKETS TO THE SHOW

We've teamed up with the Dirt Bike Show to offer SportMoto readers the chance to win one of five pairs of tickets to Europe's largest off-road event, which takes place from October 26-29, 2017. To be in with a chance of winning this fantastic prize, just go to www.dirtbikeshow.co.uk/sportmotoand fill out the competition. Entries will close on October 15. Good luck!

Motorcycle Live packed with FREE features, events and entertainment



Motorcycle Live, the UK's biggest bike show, is back at The NEC Birmingham from 18-26 November! Prices have been frozen at 2016 rates and the tickets remain all-inclusive, so every single live feature, event and experience at the show is absolutely FREE to enjoy.

The ACU will once again be teaming up with Bumpy to provide visitors with the opportunity to learn the basics of trials riding in a free 15-minute session. There will also be demonstrations by the experts throughout each day to showcase the capabilities of the bikes and the skill of the riders.

Aside from the Try Trials experience, there are 16 other FREE live features and events at Motorcycle Live including nine other opportunities to ride a bike, so whether you're a seasoned motorcyclist, a new biker, an adventure fan or you've got kids that are itching to get on two wheels – there's something for everyone.

The Test Ride Zone supported by Shoei, Sidi and Spada is back and packed with a whole range of models to try from the leading manufacturers, while Yamaha will be bringing the Dark Side MT Tour to The NEC. Experience Adventure feature will return for a second year, giving show goers the chance to have a go on a range of adventure models from Honda, KTM

and Triumph on the terrain for which they were designed.

For newcomers to the world of biking, the industry's Get On initiative will be offering Two Wheel Taster sessions, while the youngsters will be kept busy with two brand-new features – the Strider Adventure Zone and a Children's Off Road Feature. On the manufacturer front, BMW will be running its GS Experience demo and Harley-Davidson will bring its popular Jumpstart feature.

FMX Live will return to Motorcycle Live for one final time, as it completes a three-year tenure. The extreme freestyle motocross spectacle will be

going out with a bang, ramping up the live action to present their biggest, loudest and most insane show yet!

Non-stop entertainment will be provided courtesy of the Black Horse Stage where visitors can enjoy quizzes and game shows with loads of prizes to be won, plus daily Q&As with racing stars from MotoGP, World and British Superbikes, the Isle of Man TT and Speedway.

For something a little calmer, show goers can check out the weird and wonderful creations in the Custom Xtreme Zone supported by Back Street Heroes or the beautifully iconic machines on display at the Classic



Steve Parish & Jason Kenny



Carl Fogarty



MOTORCYCLE LIVE 2017

NEC BIRMINGHAM

Feature supported by The National Motorcycle Museum.

Arguably the most popular attraction for the thousands of bike fans flooding through the doors of Motorcycle Live every year is the chance to see the brand-new machinery from the world's leading motorcycle manufacturers, on display in the UK for the very first time. There will be at least 40 manufacturers appearing this year – that's a whole lot of new metal for visitors to feast your eyes on.

Advance tickets are on sale now priced at just £19.50 per adult, £12 for Seniors, £1 for 11-16 year

olds* and FREE for children aged ten and under (under 16s must be accompanied by a paying adult). There is also a £25 advance ticket, which includes entry to the show and a Spada Gonzo bag worth £29.99.**

To book, call 0844 581 2345 or visit www.motorcycellive.co.uk.

Visitors paying for on-site car parking at The NEC either in advance (at a reduced rate), or on the day, will receive a voucher for half-price admission to the National Motorcycle Museum, which is adjacent to the venue. Motorcycle parking at the show is free of charge.

MOTORCYCLE LIVE 2017 TAKES PLACE AT THE NEC, BIRMINGHAM FROM 18-26 NOVEMBER

*Advance ticket prices, closing date for advanced tickets 5pm on 17 November 2017. There is a £1.50 fulfilment fee per order.

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