

# The magazine of the ACU **SportMoto**

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Barry Sheene

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# Editor's Comment

## Return of the Golden Age



2013 is shaping up to be a very strong year for Motorcycle sport with all the championships looking better than ever. But is the sport starting to change and head in a different direction as our disciplines look to overcome the economic climate.

In recent years I've started to notice a change in Motorcycle sport as many riders change their approach to racing and the machine that they are competing on. This has seen increased growth in Classic and Vintage Championship events, with a number of championships being oversubscribed as the demand to compete in these events have increased, but why is this so???

In the Motocross world, events such as the Vets MXDN at Farleigh Castle, held in the September of each year has grown from strength to strength in recent years. The event started back in 2009 and in four short years the event has grown, to become the best Evo and Twinshock meeting in the country and in Europe, attracting around 500 riders competing for individual and National honour.

Another one of the ever increasingly popular Evo Motocross Championships is the DT Evo Series, which has recently signed an agreement that sees the Series Promoter and the governing body working closer together to help build upon an already successful championship and to give it a strong and stable future within the Sport. The Championship has rapidly grown since it was piloted in 2010, across a five round series, since then the championship has seen an increased demand.

With the Classic and Evo scene ever growing



in size, more and more older bikes are appearing at events, as riders look for different ways of finding an excitement on a Motocross bike. But it's not just the older riders coming back into the sport and looking to relive their younger days, there are now a number of younger riders getting into the classic

scene as it can be seen as a cheaper form of racing allowing riders to be more competitive on a tighter budget.

The world of Track Racing has seen a large demand for more Pre 75 Grass Track and Upright classes both at club and National level events. With more and more people turning to the older machines to compete, both the ACU British Pre 75 Grass Track Championship and the ACU British Upright Championship are becoming one of the more desirable Championship to compete in.

In the Trials and Enduro World Classic and Traditional events are also becoming more and more popular. For 2013 a new ACU Classic Enduro Championship will be taking place across five rounds following a successful string of pilot events last year. The Championship is designed to allow riders of Classic Enduro a Championship where they can compete together. Trials Championships such as the Sammy Miller and the Normandale Traditional Championships have been running for a number of years to cater both for the older generation of rider and their Classic Trials machines.

Clubs such as the Classic Racing Club have been running events for a number of years as the increasing numbers of 'born again racers' get back into Road Racing and enjoying the chance to race the bikes of their youth. Other Series such as the Forgotten Era Championship are also seeing strong demand for places.

Overall the Classic, Vintage and Evo scene has been growing steadily as many people see it as a different way of getting into the sport on older machines and finding a new form of enjoyment of racing, but whatever bike and events that you compete on, I hope you have a fun and safe season's racing.

**Richard Blyth**

# Leader from the Chairman



Welcome everyone to the first issue of *SportMoto* for 2013. Once again we find ourselves plagued by the British weather. Another spell of unprecedented unseasonal conditions has seen many of our events cancelled which after a cold and miserable winter is demoralising for us all. In Road Racing, more than 50% of planned events did not take place in March, our Grass Track meetings didn't really get a chance to take off, many of our Motocross meetings were cancelled including the second round of the Maxxis ACU British Motocross Championships and many of our Trials had to be cancelled. With the Canada Heights round of the Maxxis being cancelled that means the Championship has been reduced to a seven round championship, however having had a good round at Lyng which saw some excellent racing, and the weather now starting to improve, we can only hope that the rest of the season takes place reasonably unhindered by adverse weather.

I would just like to pass on my congratulations to Colin Appleyard and Wyn Evans who were both honoured in the New Years Honours list. I know Colin well as he is a former Director of ACU Ltd and ACUE Events Ltd and am aware of the huge contribution he has made to the sport. I don't know Wyn that well but am aware of the very important role she plays at the Isle of Man TT, Manx GP and the Southern 100 and can only admire her dedication and support she provides to the close relatives of the competitors when something goes wrong.

**MSA Authorisation Process.** I know over the last few months the MSA Authorisation process has caused a degree of angst amongst some of our Trials Organisers. However, following a very positive meeting with the MSA a couple of weeks ago, some positive moves have been put in place to assist our Trials Organisers.

The MSA are making an approach to the Department of Transport to introduce a new form

specific to motorcycle sport competition which will enable Organisers of ACU Permitted events utilising the public highway to make payment after the event for the exact number of competitors who competed instead of the current practice where Organisers have to specify a figure of how many they are likely to get some days before the event.

There were some other issues which needed to be clarified as I believe some of our Trials Organisers were unsure of the process regarding the submission of late amendments to a Route – often necessary through no fault of their own. If an Organiser has to amend a route at a late stage – and it is impossible to inform the MSA prior to the event taking place – the event can still go ahead. All the MSA require is that any amendments that have to be made are sent to them within a couple of days after the event so that they can update their records. This is merely to ensure that in the event of an incident or something that has happened, the MSA and the Organiser have the correct and up to date information.

Arrangements are now being made for Senior ACU Officials to seek an audience with the Minister of Transport to see if we can possibly de-regulate Trials from the MSA Authorisation process. This was recommended by Lord Montague in 1976 but unfortunately never acted upon. All we can do is try, and that is what we intend to do.

**Insurance.** Our insurances are now in place for 2013/2014 and by way of a reminder I would just like to record the ACU Insurance year now runs from 31st March 2013 – 30th March 2014. To assist Organising Clubs who hold events under the ACU Basic Permit package, the Supplementary Fees for have been reduced to £1.50 per head for Entries over 90 riders up to a maximum of 200. For those events with an entry of over 200, insurance rates will be issued separately from ACU Head Office and the rebates for Organisers with an Entry of less than 90 riders remains the same and will not change.

The General Secretary has provided a overview of the ACU Insurance and it's layers of protection further on in this magazine.

Whatever your discipline, I would like to take this opportunity in wishing you all a very successful season. ACU Head Office is here to help, so please contact us with any issues or for any assistance you might need.

I wish you all a successful 2013 season.

**Brian Higgins**  
Chairman



## Callum Walker presents his school with a cheque for his achievements



14 year old Callum Walker, a pupil at The Dean Academy recently presented a cheque along with Grass Track commentator Colin Martin to the school's Headmaster during an assembly. During the assembly Callum took time to talk to his fellow pupils about the sport of Grass Track. The cheque was presented to the school in recognition of the school's support of his racing career. In 2012 Callum claimed the Youth Intermediate title after a close fought battle with runner up Luke Harris. For the 2013 season Callum will be looking to compete in at a number of European events and also make the transition into Speedway.

## Senior A 250cc Champion presents cheque to his school



In 2012 Jack Nelson finally captured the Senior A 250cc Championship, after working extremely hard over the recent years. Jack a pupil of the John Colet School, recently presented his school with a Cheque on behalf of the ACU. The Cheque is in recognition of the schools support towards Jack's racing career.

# Honoured by the Queen

Yorkshire motorcycle dealer Colin Appleyard and Isle of Man Welfare Officer Wyn Evans were rewarded for their services to motorcycle sport in the New Year's Honours List announced at the end of December. Both Colin and Wyn were appointed MBE's.

"It is a great honour not only for me but for motorcycle sport and I would like to thank all those who must have had something to do with it," said Colin in response to receiving the Honour.

Gary Thompson, General Secretary of the ACU, said: "Colin has put so much into motorcycle sport over many years as a team entrant, sponsor and with the ACU it really is so well deserved. Congratulations to him."

Colin is pictured with Stuart Higgs, Race Director BSB

The Appleyard group of companies was started when Colin left the employment of Allan Jefferies to set up on his own.



It is now one of the biggest bike and car dealerships in Yorkshire and is also a major force in road racing led by Robin Appleyard, a successful racer himself, and the rest of the Appleyard family.

A more comprehensive article regarding Wyn's award of the MBE appears elsewhere in this issue of *SportMoto*.

## Manx National 2-Day Trial 2013

Dates confirmed for 2013 event following Manx Grand Prix Festival Review

The Manx National 2-Day Trial has been on the National calendar for nearly 60 years and takes place in the middle weekend of the Manx Grand Prix Festival (MGP), which is also on August Bank Holiday weekend.

During 2012 the Manx government conducted a detailed and thorough review of the Manx Grand Prix Festival with many proposals for the future direction and programme being put forward. This meant that for a while it looked like the Manx 2-Day was going to be forced to move from its traditional space in the calendar, a move that could have threatened the future viability of the event.

Regularly attracting over 300 competitors across both solo and sidecar classes such a loss would have been very unfortunate,

especially with an organising committee and group of helpers so dedicated to the event.

However in mid-September last year the final proposals for the future direction of the MGP were agreed and released and happily this also confirmed the news that everyone was hoping to hear, which is the Manx 2-Day remains in its traditional position of the August Bank Holiday weekend.

Secretary of the Trial Tony Temple commented, "It was very frustrating not to be able to confirm the dates to all our competitors and friends during this year's event, but we hope that now we can put this period of uncertainty behind us and we look forward to the 2013 Manx 2-Day Trial".

Entries for the 2013 Trial are now available and for further information you can take a look at the event website [www.manx2day.co.uk](http://www.manx2day.co.uk)



# Champions come together to celebrate the ACU Awards



Tom Woolley collects his award from Tony Lloyd



Jack Rowland & Steve Holcombe collect their ISDE awards from Dave May-Miller & Andrew Martin



Glen Phillips, Richard Hall, Paul Cooper & David Howe collect their awards from Peter Gregory



Stuart Brown & Josh Chamberlain collect their awards from Brian Higgins

On Saturday 26th January the ACU held the annual Awards Presentation at the Park Inn Hotel in Northampton. During the course of the day nearly 700 people attended to celebrate the achievements of both Youth and Adult riders from all disciplines of the ACU. Hosted by Peter York from Coventry Speedway, the Youth Awards took place over the lunchtime and celebrated the achievements of our future stars from the sports of Trials, Motocross, Quads and Grass Track.

One of the most prestigious awards of the Evening went to Tom Woolley, who was presented with the coveted Pinhard Trophy having finished second in the FIM World Flat Track Championship. Tom was on hand to collect the Award from Tony Lloyd of the Sunbeam MCC.

Other stand out winners were

Steve Holcombe, the 18 year old from Devon was present to collect his four Awards along with Becky Cook from Trials after collecting the honours for winning the UEM Women's Trials Cup, the British Arena Trials, Women's Solo Championship and for being a member of the Women's Trials Des Nations team with Emma Bristow and Donna Fox who finished second behind Spain.

General Secretary Gary Thompson

said, "The ACU Awards is always a special occasion, it is the one time we can all get together to celebrate the achievements of our Champions and Award winners in all our sporting disciplines under one roof. It is always good to see so many of our Youth competitors, our Champions of the future look so proud as they walk to the stage to collect their well-deserved awards".



At the recent Isle of Man Awards evening held on 8th March, the Champions of 2012 came together to celebrate their achievements of last year. The presentation evening was a huge success and raised £1300, the proceeds of which were sent to the ACU Benevolent Fund.

## Si Higgins

The ACU were deeply shocked to hear the news that Si Higgins had been tragically killed on Friday 5th April in a freak accident whilst carrying out some preparatory work on the Motocross circuit at Whiteway Barton.

Our condolences go to Brian Higgins and his family during this very sad time and the family have issued the following message in memory of Si.

*Si Higgins – Husband, Son, Brother, Uncle, Friend, Racer & Organizer, what ever he did he*

*always gave 110%, he prided himself on being the best he could at everything he did & always did it with that cheeky grin of his.*

*Loved & respected by so many people even he would be amazed.*

*He made a massive impact on the Motocross world & everyone who met him, he will be sorely missed by them all.*

*As well as loving his family & his job he had a massive love of motorbikes. He was a great rider when growing up & then turned to being a great organiser in recent years. Along with his good friend Rob, together they ran Premier MX*

*& the Phoenix Tools Championship, it was their baby & 2013 was shaping up to be their best year yet. Si loved every part of it & enjoyed every hour he put into it. He would thank you all for supporting it this season so please keep it up.*

*He died on 5th April 2013, in a freak accident at Whiteway Barton/Phoenix Moto Parc whilst doing what he loved, preparing the track for us to race that weekend. Luckily Rob was with him at the time. He was airlifted to hospital but died shortly after arrival.*

*Our hearts go out to his family & friends, especially his wife Emma.*

The National Junior Cup moves into its second season with support again from BSB and Kawasaki. The Series will feature at two of the BSB rounds and seven at BMCRC taking in some of the best circuits in the UK – Brands, Cadwell, Donington, Oulton and Snetterton 300 amongst them.

The Series is based on last season's Kawasaki Ninja 250 running alongside the new Ninja 300 machines – reliable four-stroke technology that's here – available now – and has a proven race pedigree. The 250's have undergone a full engine refresh and rebuild to incorporate components from the new 300 engine. The power output of the 250's now perfectly matches the dyno runs of the 300. This has given riders from 2012 an easy decision to continue in the Championship, which many are doing. Some of the 2102 bikes have been sold onto new entrants and some are choosing to go for the new 300. So the bikes have achieved a good re-sale value, despite some suggesting these were a one-season machine. Importantly, these are four-strokes, so the technology is what we are seeing and will be seeing in the National and International Championships going forward. Otherwise the choice is two-stroke technology that has little future and little resale value for parents at the grass-roots of racing – where the Champions of the future will come from.

At £3999+vat, race-ready, and probably more importantly, race-competitive (no engine tuning required) the new 300 machine is a bargain for new entrants to racing. This coupled with exposure at BSB, a full spares facility available at every meeting and technical guidance and advice on-hand at all times, makes the Series a perfect package for riders and parents alike. The ACU approved these bikes to be rated to 37bhp (our rules cap them at 35) and they can be ridden by Novice Licence holders from 13 years onwards (18 years is the upper age limit in this Series)

In 2012 the Series delivered great racing with some thrills and a few spills. We found the bikes coped well with all that was thrown at them, they crash



well and repairs were easy and affordable. Despite suggestions that these bikes are inappropriate there are many in the NJC paddock who would disagree...

A series of this type has to be built on some key elements, all of which have been proven in 2012:

- **Affordability** – The basic price of the machines has delivered an ideal race spec bike that has held a good resale value for teams who have chosen to sell their bikes and move to other classes. Entry fees and tyres have been the only extra elements, all of which have been competitive.

- **Reliability** – The engines are bullet-proof, there's been no engine failures in 2012, all parents have needed to do is change the oil and replace the odd lever or fairing panel.

- **Fairness** – BMCRC has reacted to any issues raised by parents quickly & positively. The quality of policing of the Series has been exemplary, both at BMCRC and BSB. The fairness of the Series is grounded by each race engine being sealed before supply, including the refurbished units from 2012, along with a seal on the electrical IC units on each bike. There are no modifications that can be done on these bikes that can evade detection.



- **Competition** – the performance of each bike is the same as the next. It's the rider that will make the difference in this Series and the best of them will win out.

- **Advocacy** – we invite parents to ask to speak about any aspect of the Series to our existing customers, don't just take our word for it, don't just listen to others – ask those who really know – those who have experienced the NJC for themselves. Just ask, we will put you in touch with other riders and parents.

- **Mentoring & Training** – BMCRC meetings have Friday testdays, we offer a cohort of experienced ACU Club Coaches who are available for mentoring and coaching of our younger riders. This is all part of an extensive Rookie rider package offered at the Club.

To find out more about the National Junior Cup for 2013, how to find a second hand bike, how to get hold of the new race 300 – email [mikedommett@hotmail.com](mailto:mikedommett@hotmail.com) and request an info pack for the 2013 Series.

The National Junior Cup 2013 – Fair, affordable, reliable & competitive – come and join the youth racing scene of the future – that's here now.





## Kieran Heycock bags medals in the Transplant Games

Young Kieran Heycock has achieved many things in his short career, both riding trials and more recently as a swimmer since his kidney transplant. In August 2006 at the age of 10, Kieran

had his Kidney Transplant and had already set his sights on the British Transplant games the following year.

Kieran entered in the swimming events for his first year in the games

and won a silver medal. Following his year of competition Kieran has entered every year since and has won a medal in every swimming event he's entered. In 2010, Kieran was selected to represent Team GB at the World Transplant Games in Sweden, which were taking place in 2011. At the World Games, he won a bronze, 2 silvers and a Gold medal which means that he is the reigning World Champion, he also won the Welsh Sportsman Masters Youth Championship.

Throughout his life, Kieran has had to fight for everything. The first 10 years of his childhood, was spent fighting kidney disease and the consequences of it. However, since his transplant, he fights to achieve everything he sets his mind to. During the 2012 Olympic Celebrations, Samsung chose him to represent them as an Olympic Torchbearer because of everything he's achieved in his life.

At the 2012 British Transplant Games this year, he won 5 Golds and a Silver Medal and has been asked again to represent GB at the World Transplant Games which take place this year in South Africa.

## AJP Ultrapassar takes over title sponsorship of the ACU British Trail Bike Championship

After recent discussions between both the ACU Trials and Enduro Committee and AJP Motorcycles, the Committee are pleased to announce that AJP Ultrapassar will be the title sponsor for the 2013 ACU British Trail Bike Championship. The championship will now be referred as the ACU AJP Ultrapassar British Trail Bike Championship and will feature five rounds during the forthcoming season.

John Collins, Deputy Chairman of the ACU and Chairman of the Trials and Enduro Committee stated, "We are delighted to welcome AJP Ultrapassar on board as the title sponsor for

the newly renamed ACU British AJP Ultrapassar Trail Bike Championship as the championship goes from strength to strength. The Trail Bike events combines approximately 30 sections with a long distance ride over varied terrain and provides the riders with excellent value for money and a competition that is suited to all. The events are also organised by a group of extremely experienced organisers."

Allan Seedhouse Managing Director of AJP Importers and distributors Armit Leisure Supplies said, "Having developed our 'Ultrapassar' motorcycle specifically for the Long Distance

Trails discipline, we are delighted to have this opportunity to work with the ACU, to support a Series that my colleagues and I competed in so enjoyably last year. At AJP we're convinced that the LDT is the way forward for Trail Bike based competition, rather than the increasingly extreme demands of some Enduros. We're looking forward to attending as many rounds as our schedule allows and hopefully showcase our bikes by having our staff and dealers competing rounds wherever we can."

*The Calendar for the 2013 ACU AJP Ultrapassar British Trails Championship is as follows:*

14 April	Cheltenham Home Guard
7 July	West of England
4 August	Neath
15 September	Stratford-upon-Avon
6 October	Leamington Victory

# The National Road Rally 2013 – July 6th and 7th



The National Road Rally is one of the best excuses to get out on your bike in 2013. It involves a mid-summer weekend where you ride your motorcycle with other like minded people, finding and exploring some of the best roads in the UK, gaining an award – and using the opportunity to raise money for charity in the process.

The National Road Rally 2013, run by the ACU in conjunction with the BMF takes place on Saturday 6th and Sunday 7th July 2013. You can aim for an award for riding 120-miles or the maximum challenge of 540-miles.

The full overnight National Rally is the ultimate challenge and there are various levels of achievement. The Platinum Award, is the full rally but with a special section where your bike skills will be tested and points gained for good knowledge and control.



Riders in the National Sunrise (starting at 0200 on Sunday Morning!) Rally and the National Daytime Rally on Saturday also receive awards.

The National Road Rally, is a scatter rally. Riders start at one control and then travel to the maximum number of controls within the 540-miles limit. You plan the routes yourself between the controls beforehand. For 2013 there are some start only controls. That way you don't have so far to ride before you even begin the Rally.



The Daytime and Sunrise Rallies are also scatter rallies.

Each control is manned by volunteers, some bikers-some not, you receive a warm welcome at each location and a stamp on your control card, you'll have some banter and meet some new friends. Some controls have cakes and goodies for the riders too. Some have sleep areas. You will be given a list of controls and the conveniences they provide to help you plan your route.

In previous years the event has always finished at one central control but to help riders get home safely there are now five finishing controls around the UK. Once you finish the Rally you should not be too far from home.

Bikes of all shapes, sizes and ages take part in the event. From classics through to three-wheelers to modern tourers and sportsbikes, quads and scooters. Passengers are welcome as well. You can ride as an individual or a team. Teams can be from all walks of life, dealers, service personnel, clubs or just a group of friends.

Entry fees vary depending on whether you want to go for the Platinum Award and/or carry a passenger. Prices start from £29.00 online.

Visit [www.nationalroadrally.co.uk](http://www.nationalroadrally.co.uk) for more information and news.

The National Road Rally is now also on Facebook, NationalRoadRally and Twitter @NationalRally

# Dirt Bike Show set to soar

International Dirt Bike Show, 31 October to 3 November 2013

The International Dirt Bike Show has, during its 13-year tenure at Stoneleigh Park in Warwickshire, grown in status to become the largest dedicated off-road show in Europe. This year, under the new ownership of Mortons Media Group, the success of the Show is set to grow even further, as new features are implemented and major exhibitors confirmed.

Plans are well underway to introduce exciting and new aspects to the established Show, where the busy main halls house the latest displays of new machines, clothing, parts and accessories. In a separate retail area visitors can purchase the latest must-have gear and gadgets and quite often pick up a bargain or two in the process.

Of course, one of the major attractions for off-road enthusiasts is the opportunity to meet their racing heroes from across the disciplines of motocross, supercross, enduro, trials and other extreme sports. Whilst it is early days in terms of commitment, this year's event won't disappoint and the top names will once again return to meet their many fans.

Mortons is no stranger to show organisation. It already has an ever-expanding portfolio of regional and specialist motorcycle shows, the biggest of which is the Carole Nash Motorcycle



Mechanics Show, which is held towards the end of April at Stafford, and attracts over 32,000 visitors and some 800 exhibitors of various sizes. That wealth of experience will be applied to making the whole visitor experience at the International Dirt Bike Show one that simply cannot be missed.

The 2013 International Dirt Bike Show will open on Thursday 31st October and run through to Sunday 3rd November 2013.

Regular updates will be posted to the Show website at [www.dirtbikeshow.co.uk](http://www.dirtbikeshow.co.uk) and also on the Show's Facebook and Twitter pages.

## Apico sponsor the British round of the FIM World Trial

Organisers Dirt Bike Action are pleased to announce Apico as the new title sponsor for the Penrith round of the FIM World Trials Championship. The deal was struck with the UK's leading supplier of off-road parts and accessories.

The Trial will be known as the Apico British Trial GP. Event Director John Kerwin said "This is a great deal for the Trial, and it is especially

good to have Vesty on board, he has already provided some great ideas in moving the event forward. Graham Jarvis, Official Course Designer has some fantastic sections planned, which take into account the change of rules this year".

Building on the success of last year's youth trials in the Electric and C + D classes, there will be a dedicated arena in a

prime position, near the factory trucks. This is to recognise the development and growth of youth trials within our sport. New for 2013 we have invited our friends from the Classic Trials scene to provide a display of bikes along with demonstrations on specially constructed sections.

This year's Apico British Trial GP will be held at Nord Vue, Penrith on the 26/27/28th of July. Discount ticket offers and camping for this special event are available at [www.worldtrialuk.co.uk](http://www.worldtrialuk.co.uk)





## 24 Hour / World Wide Personal Accident Insurance Cover for ACU Members

Including Motorsport Competition, Practice Days, Track Days, Testing and whilst riding a motorcycle on the Public Highway. 24 Hours World Wide cover whilst you are at work or even on holiday!

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For further information and to arrange immediate cover please contact:

**The Lockton Motorsport Team, Lockton Companies LLP.**

**Tel:** 0161 828 3300 and ask for either James, Lauren, Karen or Dawn

**Email:** [motorsport@uk.lockton.com](mailto:motorsport@uk.lockton.com), quoting reference ACU2012Trophy



That was the name of an iconic album by Pink Floyd recorded on vinyl in 1988 – yes boys VINYL, long before MP3 players or I-pods were even thought of. I'm sure most of the Golden Era Superbike riders will join me in highly recommending it, but that's not the point of this article.

Noise is in danger of killing our sport and none of us have taken it seriously enough until very recently. Currently we have a fairly easy set of noise regulations to conform to for anything this side of a full blown Moto GP bike and I know for an absolute fact that an RCV213 Honda could be effectively silenced to 105DbA if the engineers actually wanted to do so. So there is no reason why any of the machines we race can not make the noise limit and stay there. The problems we are facing – losing venues, restrictions on testing, outside enforcement notices – are all making our track time more expensive and it's mainly our own fault. We can all simply blame the NIMBYs for taking pot shots at us whenever possible if we want, but it is us that are providing the bullets. We must step up to the plate and stick to the noise regulations as laid down in the ACU Handbook if we wish to continue racing unmolested.

Too many people are taking the view that once the noise test has been conducted, we can do whatever we like to the bike and shelter behind the fact that we have passed the mandatory control. Before you do that, please consider the following:

Why do you want to remove the baffle or whatever device you used to pass the test? If it is because you think the bike is more powerful with less silencing, you should consider yourself as a cheat in exactly the same manner that you might look at a rider with an illegal engine. You are seeking to gain an unfair advantage over other riders who are staying within the rules, so it's exactly the same thing. A win gained by cheating is worthless and those that do it should be regarded with the same disdain as riders using other illegal parts. We all just want a fair playing field don't we?

One of the tracks from "The Delicate Sound of Thunder" was called



# The Delicate Sound OF THUNDER

By Dave Stewart

"A Momentary Lapse of Reason" and trying to cheat your way around the problem is exactly that. I'm sure most fair minded and sportsmanlike riders would not even consider doing it, if they had fully considered the implications.

Having been around racing for over 30 years, I think I know pretty much all of the different shady ways to get a machine through a standard noise test before racing. This is the area that is providing the bullets the NIMBYs are hitting us with. Up until recently, venues and organisers have relied heavily when defending noise complaints by producing a technical inspection sheet that shows that every machine has passed a static noise test before competing. That approach is almost entirely useless in trying to defend noise abatement cases. The fact that machines complied with the regulations before competing is about as much use as a chocolate teapot when the complainants have noise recordings of the actual track activity that prove noncompliance in actual races. Continued compliance throughout the event is vital.

None of the various fudges are

helping our cause, as it is the actual noise pollution we produce that people object to. If we can demonstrate irrefutably that we are operating 100% within the regulations laid down in the handbook, I believe we can defend our rights far more effectively and robustly. It is the weakness of the few that is causing the damage for the many. In this instance the expression "If you aren't a part of the solution, then you are a part of the problem" is so apt that it's almost painful.

In order to help us enforce this, post race noise testing will now become far more common and the penalty for failing the post race noise test will be disqualification. This has actually always been the case according to the regulations, but many riders are unaware of it.

The closing track on that album was "Comfortably Numb" which is what a lot of people seem to be at the moment regarding the seriousness of this issue. Please help us to help you all and become a part of the fight back against those that wish to stop our sport otherwise "The Delicate Sound of Thunder" will be a thing of the past.

# Insurance

## something we all need...



Organising motorcycle sport, no matter what discipline you are involved in, can be a risky business. Unfortunately, accidents and incidents are as much a part of our sport as the winning, losing and taking part.

Therefore, it is vital that our Volunteers who make every aspect of our Sport happen, as well as the Competitors are properly protected should something untoward take place.

Insurance is fine, but inevitably some only find out what isn't covered when they try to make a claim and no-one wants to, or more to the point has the inclination to sit and wade through the endless reams of policy documents to find out what has been provided by their Organisation/Club.

This is where ACU insurance helps. Your Club, your competitors, your Officials and your Marshals can take part in your organised permitted event and have every confidence that they are protected if things go wrong.

The ACU has two types of cover.

Firstly there is Premier Cover, charged to Clubs on a per capita rate per head basis and is the ultimate protection for Organisers,

Officials and competitors in motorcycle sport. This gives a policy limit of £30,000,000 on any one claim that occurs during the insured period.

The ACU Basic Permit Package is an alternate insurance option available to organisers of Motocross, Grass Track and Enduro/Hare & Hounds events. The fees are £650.00 for a one day event and £850.00 for a two day event. The cover provided has a limit of £10,000,000 on any one claim. Marshals and Officials can enjoy the same Cover as they would get under an event held under Premier Cover (ie. £30,000,000) but Organisers must be aware that the

Basic Permit Package does not include Personal Accident for Competitors.

### SO, WHO IS INSURED?

- The ACU
- Affiliated Local Clubs/Centres and Recognised Promoters
- Any Official carrying out duties at the Insured Event
- Rescue Organisations or their personnel (such as Medics, Fire Service, police)
- The promoter and sponsors of the Insured Event
- Competitors (and their pit or service personnel) authorised to compete in the Insured Event.
- Landowners being any person, firm or Authority whose permission is necessary for the holding of the Insured Event.

### WHO IS COVERED?

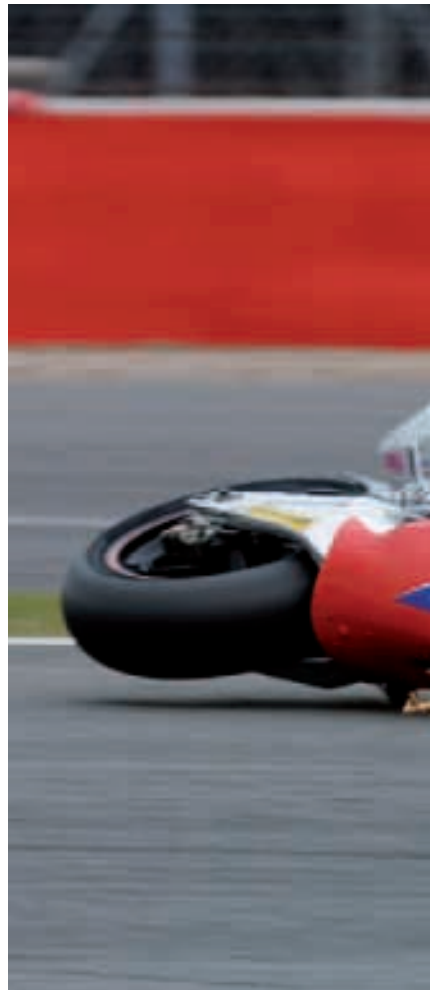
As with all ACU competition cover, anyone signed on as a **Marshal** or **Official** is automatically insured for Liability risks. In addition, the following

gold plated Personal Accident Cash benefits are available if injured at an event. In addition and at no extra cost, automatic cover

***“Accidents and incidents are as much a part of our sport as the winning, losing and taking part”***

is also in place to provide Marshals/ Officials whilst travelling to/from an event or whilst helping with the setting up/dismantling of an ACU permitted event:

- £65,000 in event of Death, Loss of Limb/Sight or Permanent Total Disablement (PTD)
- £2,500 for a fracture and £1,000 for dislocation
- £500 towards costs for Physiotherapy following an injury
- £150 per week for a maximum of 104 weeks if employed and unable to attend work
- £2,000 following hospitalisation for



four weeks or more following injury Personal Accident cover for Competitors (already in place for events held under ACU Premier cover) provides excellent benefits as follows:

- £10,000 Death Benefit
- £20,000 Permanent Total Disablement (PTD)
- £40,000 Quadriplegia injury
- £2000 following hospitalisation for four weeks or more following injury

For competitors competing in events held under the ACU's Basic Permit Package (ie £10,000,000), Personal Accident cover **is not included** but is available at competitive rates and further information/details can be





obtained by ringing Lockton Motorsport Risk Services on; 0161 828 3300.

In addition to the above, Organisers running their events under ACU insurance get wider cover than normal. **For no additional cost**, cover is automatically put in place for the following for events organised under an ACU permit using either Premier or Basic cover:

- Liability cover for Riders, Mechanics, Entrants and Sponsors
- Cover for pre and post event work parties
- Officials/Marshals travelling to and from the event
- Medical Mal-Practice cover for

volunteer paramedics, Junior Doctors and Nurses employed within the NHS

- Contingency cover for riders who 'stray' onto a public place risking prosecution
  - Landowners Indemnity
  - Legal Expenses against Prosecution by HSE or Manslaughter charges arising out of an incident at a permitted event.
  - Liability risks for Club nights are covered FREE under the ACU Master policy.
  - Club BBQs and Social events are covered FREE under the ACU Master policy.
- So, there we are, a snapshot/

overview of the ACU Insurance cover made available to Organisers holding an event under an ACU permit.

Can you sleep at night in the full knowledge you are fully protected?... yeah, I think you can. Can some of our rival organizations?

Well, far be it from me to say, but whereas ACU Organisers can sleep well in the full knowledge they have all round cover, I would say that one or two of our rivals may have a more restless night.

Have a successful 2013 season in whatever your chosen discipline.

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

# The Apico British Trial GP supported by Rock Oil returns to Nord Vue in Cumbria

Pics Yoomee Words Mick Tonks



Yes it's official in just under three months time on the 27th/28th July the very best trials riders in the World will be coming back to Penrith for the third time, to compete in the penultimate round of the FIM World Trials Championship. Nord Vue on the outskirts of Penrith (a few minutes from junction 41 of the M6) is the venue for the event, famous for its spectacular rock outcrops it offers spectators fantastic viewing areas, with the opportunity to get up close and personal with the best riders from around the world, all within easy walking distance from the car parking areas.

The Spanish Superstar and the undisputed King of Trials, multi indoor and outdoor World Champion with 13 World Championships under his belt – Michelin-clad Toni Bou will be riding high after annihilating the opposition in the Indoor X-Trial Championship winning the five round championship outright after only four rounds. With only Albert Cabestany still mathematically in the indoor championship race after just three rounds! The Bou-star won both rounds at Penrith last year.

Number two seed this year and ex World Champion Adam Raga knows how to win, he pipped Bou to the post at round one last year, a feat he was unable to repeat throughout the season. Number three seed Jeroni Fajardo had a steady ride last year finishing with five second places in the championship. He is one of a few younger riders who could overtake Bou when the aging process takes over! Number four seed and yet another Spaniard Albert Cabestany



James Dabill

rode consistently all last year until the last round at Penrith round where he blew third place with two mediocre rides (for him). Number five seed is one of the supporters favorite riders (and mine) Ex World Champion Takahisa Fujinami, he's getting on a bit now but with two second place finishes in the championship last year, he's obviously still competitive.

## BRING ON THE BRITS

Number six seed, the reigning British Champion and the great British hope is James Dabill. Dibbs had a really good ride on the last day at Nord Vue last year finishing in third position behind Raga and Bou, more of the same would be fantastic. Number seven seed and ex Junior World Champion Jack Challoner is one of the youngsters of the Championship, Jack is a fantastic young rider and shows great promise for the future. Number eight seed is

Daniel Oliveras he managed to pip our man Brownie by one mark in last year's championship. Number nine seed is Brit Michael Brown, Brownie was runner up to James Dabill last year in the British Championship, he's a great rider but the opposition at World Championship level is tough. Completing the top ten lineup is Italian Matteo Grattarola, he was winner of the UEM European



Albert Cabestany



Adam Raga

Championship last year by a country mile, the World Championship is a somewhat tougher challenge!

Event organisers Graham Jarvis and John Kerwin are really excited about this year's event, Graham has been busy changing the sections to suit the new non-stop rules, while John has been busy pulling all the infrastructure together for the campsite, the trade areas etc. 'We're going to run a youth trial in an arena setting on the Friday

night and new for this year we have an electric bike trial on the Saturday night, it should be great entertainment for all the people on the campsite, we have a large trade village with all the main manufacturers represented, complimented by a few of the larger retail outlets. We also have quite a few other surprises up our sleeves so watch this space' says John.

Discounted tickets are available at [www.worldtrialuk.co.uk](http://www.worldtrialuk.co.uk)



Toni Bou

## FIVE PAIRS OF TICKETS UP FOR GRABS



Just answer this question: Who was the first rider to win the FIM Trial World Championship?

Answers to Mick Tonks, The Ark Design & Print, 47 Kent Road, Pudsey, Leeds, LS28 4BB.

The draw will take place on the 17th May, winners will be announced on the ACU website – [www.acu.org.uk](http://www.acu.org.uk)





# Brits take on the Trials world

Michael Brown



It is that time again when the world outdoor trials championships roll around once more. The winter training in the warmer climates have been done and it is time for the serious stuff to start.

There are plenty of British riders contesting the series with three classes, Youth with riders on 125cc machines, Junior and Open groups.

It all starts at the end of April at Motegi in Japan for the first of eight rounds and finishes in France on the last day of August. A date for your diaries is however the 27th & 28th July when the World comes to the UK with the World Championship of GB at Penrith, Cumbria. This is a superb venue with spectacular sections and excellent easy viewing.

One thing that is new for 2013 is the Worlds have now gone No-stop and continuous motion must be maintained in the sections. The Brits went this way in 2012 so could our riders have a year's advantage on their rivals.

We have had a fair amount of

success over the past eight years. James Dabill won the Junior Championship in 2005 and since then Michael Brown, Alexz Wigg and Jack Challoner have taken that crown. In the youth group Wigg, Challoner, Jonathan Richardson and Jack Sheppard have taken the premier award.

The open group is however a different kettle of fish and is currently dominated by Spain's Toni Bou. Bou on the 4 stroke Montesa. He has taken it the sport to a new level and his win percentage is phenomenal.

So for 2013 who from these shores are the people to watch,

## JAMES DABILL

James from Leeds will be 27 this year and rides for the factory Beta team. He took his first world senior podium at last year's GB round and is currently ranked #6. He has experience and has won the British Championship for the last 4 years on the bounce.

James has also had two good results in the 2013 World Indoor

Championship despite not being an automatic entry. Fourth place in Sheffield and Germany prove that his early season form and confidence are good. Dib's remains our best hope for International success this year.

## JACK CHALLONER

Jack is yet another top lad from Yorkshire and at 22 and ranked world #7 he still has time and ability to climb much higher. He consistently scores good points, has style and skill in huge amounts and riding for the Top Trials Beta team he has the back up and machinery to progress.

## MICHAEL BROWN

'The Mighty Atom' hails from Scarborough and has been on the World scene for a number of years. Riding for Gas Gas, Michael has yet to break into the very top echelons at this level but he is ranked #9 and will again be doing the full series. Brownie always gives it 100%, so he could still have an impact.



Jack Challoner



Bradley Cox



Emma Bristow

## JACK SHEPPARD

Jack comes from East Anglia not the most obvious background for a trials rider. He also had a wrist injury problem last season which is now hopefully all behind him because he really has the potential to go far. Once again Beta mounted Jack will be contesting the Junior category. He seems to have a mature head on his shoulders and it should be good watching his progress through the ranks.

## BRADLEY COX

Bradley is a young man from Oxfordshire and another great prospect

mounted on a Top Trials Team Beta. Bradley is just 18 but is used to the demands of globetrotting for events and training. Quotes Toni Boo as a big career influence and he will be aiming high this year, he was #2 youth last year so keep an eye out for his name.

## LADIES CHAMPIONSHIPS

We have no at least four ladies taking part in the four round series. Current British Champion is Beta's Becky Cook from the Isle of Wight and she finished fourth in the world's last season. Her big rival is Emma Bristow now riding for Sherco. Emma was just behind Becky in

the domestic series but finished higher on the International competition. Don't ask me to separate these two, it is all down to who goes best on any given day.

Gas Gas interests are represented by the experienced Katy Sunter who has re-entered the fray now that it has returned to no-stop and young Nikita Smith who will surprise plenty of her more experienced rivals. She really is one to watch for the future.

They will all have tough task taking on Laia Sanz who has had a stranglehold on the world crown but it could happen.





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## Are you sure of your cover?

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

# DON'T BE LEFT WITH YOUR PANTS DOWN!

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

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As the new season arrives Track Racing starts to wake up, with a full calendar of events continuing until early November, let us hope that the weather is kinder than it was last year.

There is not sufficient room to cover all the planned events so we will have to restrict ourselves to the highlights of the season.

## BRITISH CHAMPIONSHIPS

On 22 June all roads (and ferries) lead to Guernsey for the Condor Ferries British Sand Race Championship. Following last year's very successful inaugural Championship, this event is set to equal the best in Europe.

The action moves to Cornwall Solo Grass Track Club on 7 July for British Grass Track Championships. With all of last year's Champions qualified for the event, and the memories of last year's exciting event fresh in our memories, the big day for the small solo classes, and the 500cc and left hand sidcars, is one not to miss.

Another trip to Cornwall on 21 July for the Cornwall Mid Premier MCC Masters Challenge to be held on the clubs unique boarded circuit. Freak weather conditions have caused the cancellation of the two previous events at this venue, so hopefully this will be third time lucky. With a star studded field in both solo and sidcar classes, this is traditionally the most hotly contested meeting of the year with the prize being a place in the Masters Final.

A trip to the Midlands on 28 July for the second running of the Upright Championships at Ledbury. This class continues to develop and if last year is anything to go by will provide a very competitive days racing.

We return to the South West on 11 August for the running of the Pre 75 Championship organised by the Bridgewater Club. Another exciting days racing is in store, but perhaps in a slightly more relaxed atmosphere.

On 31 August we travel East to the Youth Championship organised by the Fenland Club. It a chance to see the stars of tomorrow in action, and in some cases the stars of to-day.

The 29 September sees the "big

The Goudge brothers



# The 2013 Track Racing season unfolds

one" the British Masters Finals at Wimborne on the South Coast, where the top 500 solo's and 1000 sidcars compete for the major domestic trophies. Will the Australian visitor steal the Solo trophy for a second year; you will have to be there to see.

## THE HOME INTERNATIONALS

The annual Lincolnshire Poacher takes place at Wainfleet in Lincolnshire on 26 August. Reg Blackburn will be pulling out all the stops to get a top class international entry to match the stunning European Championship that he successfully ran in 2011.

## INTERNATIONAL CHAMPIONSHIPS

On 29 June we have a chance to see

something different, the second round of the FIM Flat Track Cup is being held at Leicester Speedway. Last year ACU riders finished 2nd and 4th in the inaugural "World Championship", can we go one better this year in this exciting new FIM event.

The major event of the year takes place at Swingfield, Kent on 18th August, where the ASTRA Club will bring the FIM Team World Long Track Championship to these shores for the first time. Having been robbed of victory by the cruel mechanical misfortune at last year's event in France, the ACU team has high hopes of victory in 2013, but all the world class nations will have a team in the event and will the Australians pinch "our" trophy, we will have to wait and see.

Graham Jarvis at Cowm (Leisure) Quarry



# ACU British Extreme Enduro Championship

Words & pics Tim Tighe



Many may think that two events do not make a Championship series but when those two events are as tough and demanding as the ACU British Extreme Enduro Championship, organised by Paul Edmondson under the 'Eddy's Xtreme Enduro' banner, two events such as these are plenty!

Now in its third year the BEEC maintained and enhanced its profile by attracting every Pro hard-enduro rider of note in the UK for two extreme competitions that were as

different as chalk and cheese.

The opening round of the Championship at Tong was tight and technical with plenty of woodlands sections but the second and final round at the rocky strewn Cowm Quarry did not possess a single tree and the course was harder, longer and more technical as it stretched into the far distance on a much larger scale than Tong.

The Tong event had the hallmarks of a potential classic with all of Britain's top riders out in force for a real showdown. The Pro pit area soon

became shoulder to shoulder with people eager to see Honda rider David Knight, Husaberg's Graham Jarvis, KTM factory rider Jonny Walker and the Gas Gas riders Danny McCanney, Alex Wigg and Jack Lee.

Heavy snow preceding the event made running a real gamble even though most of the sections were still accessible. Torrential overnight rain on Saturday cleared virtually all of the snow and, it was a very different venue that riders arrived at on Sunday morning.

The first race of the day began with Clubmen riders first off the line followed by the Vets, Youth and Sportsmen. It soon became a two-horse race with Sam Ludgate and Mick Boam battling for supremacy as Vets Anthony Ayrton and Craig Parkes began to close the gap on the leaders. Boam, despite getting stuck for over five minutes at one point, charged onwards to catch and pass Ludgate on the final lap and take the win by just 1.692 seconds.

The Vets class win went to Ayrton who gradually pulled a lead over rival Parkes, with Scott Stephenson completing the Vets top three.

The Pro and Expert race began at 1.00pm. Knight got the jump as the flag dropped but was passed by Walker early on and fought back to take the lead. By the mid point of the race Knight had lapped everyone up to third spot with just McCanney and Walker surviving this indignity but McCanney fell victim with a couple of laps to go as Knight stretched his lead to 11-minutes over second placed Walker and got to within a couple of minutes of lapping him.

The Cowm Quarry round was both a rock and a hard place. In bitterly cold but dry conditions two hours of torture began at 9.30am for the Clubmen, Veterans, Youth and Sportsmen riders with a slightly easier course than was planned for the afternoon Pro and Expert race.

As the opening race of the day got underway Mick Boam and Sam Ludgate headed the field with Henry Morehouse tagging along as Anthony Ayrton and Mark Jackson did the Vets class proud as they clawed their way into the top



Ian Knight at Cowm (Leisure) Quarry

five with another fistful of Clubmen riders close behind. Boam completed a fantastic win to take Clubman champions title and was followed home by Mark Jackson who took the vets win.

A crowded start arena saw Knight get the jump once again as the flag dropped for race two. KTM's Jonny Walker and Husaberg's Graham Jarvis were in hot pursuit of Honda mounted Knight, with Walker getting the best of it until he crashed hard at the first rock section, dead-legging both legs on his bars, leaving Jarvis to tail Knight out into the tough course around the quarry.

The course took its toll early on as Knight made an unscheduled pit stop on his second lap to free his rear brake. A few small errors from Jarvis saw him steady himself and push hard as the final few laps approached but Knight had recovered to gain nearly a two-minute lead with the pair of riders a lap

ahead of everyone. as a ruffled Walker cruised to third.

Cowm Quarry was the perfect venue for a final event of this high standard. Paul Edmondson has unrivalled talent and experience for setting out superb courses that make for competitive racing across all classes whilst giving the crowds of spectators excellent value for their money, bringing together the most talented extreme riders in the UK to a venue which was unknown to many and making a lasting impression on all who witnessed the event.

As an entertainment spectacle Eddy's Xtreme Enduro Championship is head and shoulders ahead of anything else in the UK, providing easy access and viewing all around the course and for the fleet of foot, the whole course was accessible in a two-hour period.

Great entertainment, terrific racing and excellent value for money watching the Best of British tested to their limits.



Jonny Walker at Tong





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# Britons leading the world

Three months into 2013 and British Enduro riders are already impressing on the international stage. Words: Jon Bentman  
Pics Jonty Edmunds enduro21.com



Danny McCanney world champion. We didn't expect to be writing that so soon. But there you have it, that's what Danny is, or rather Junior SuperEnduro World Champion – to be more precise. SuperEnduro is the indoor-stadium (winter) version of enduro and while it might not hold the same gravitas as a conventional EWC title, it is nonetheless an FIM ratified crown – and you can bet your last dollar (or Pound or Euro) that Gas Gas will be using it to market their machinery over the coming months. Chances are we might even see a Gas Gas EC300 Racing Danny McCanney replica come mid-season. And it marks, for British enduro, a great start to the new season, for Danny's title is pretty much just the tip of the iceberg.

Yeah, British Enduro is on a roll. Graham Jarvis won his third Hell's Gate extreme. Danny McCanney won his first world title, David Knight placed runner-up in the SuperEnduro championship, with Jonny Walker third. Then in South America for the opening Enduro World Championship (EWC) rounds we saw Danny on the podium in the Juniors

while younger brother Jamie clambered onto the very top step in the Youth. Meanwhile Knight, still working on his EWC set-up with his new Honda, got pretty damn close to podium pace himself in the exceptionally hard-fought E2 class, in the end stashing a bag-full of top-fives. That's pretty good representation, you'd have to agree.

And all this with the domestic season only just swinging into action. Here, Knight has claimed his 11th national Enduro crown by sewing up the two-round British Extreme Enduro Championship; where his pace must surely have been a warning to the international extreme regulars that if Knighter should ever get the urge to return to the extreme arena then he will almost certainly shake up the pecking order (ie. look to take back his number one status).

Meanwhile just as Sportmoto was going to press, Tom Sagar saw off all pretenders at the first round of the 2013 British Enduro Championship. Held in the Lossiemouth Forest near Elgin, Moray (Scotland), Sagar was in impressive form, pulling a fair old gap on his nearest competition Jamie Lewis

and Daryl Bolter. It's worth considering those three riders too, because again we're talking class acts. Sagar has won Junior races at the WEC/EWC, Lewis is a former top national motocrosser and Bolter is a former European champion. Given that they kept Jamie McCanney – fresh from his EWC wins – off the BEC podium all weekend says something about their quality, and the depth of quality currently in British enduro.

British Enduro certainly has talent right now. And you have to credit some of that with the virtual academy of excellence that is the British Enduro scene at this time. The winter extreme races have tuned up the skills of many. The first round of the BEC – a tough old event as it was, in unrelenting deep sand – again pushed riders to their limits. And we haven't even started on the British Sprint Enduro Championship season as yet. Not everything is right with the domestic enduro scene right now, but looking at the international results, looking at the quality in the local events – there's not a lot wrong with it either. Here's hoping the season continues with as much success as it's started with.











# *The start of the Road Race season – where the Customer is King!*



The daffs are coming up and the office is buzzing with paperwork everywhere, new riders, new members, riders renewing their licences and early race entries are arriving. So what's new? Well in the Club racing scene quite a lot really.

10 years ago, grids were regularly full, Clubs were run from someone's kitchen and it didn't seem to rain and snow in March like it does now. Race meetings were fun and family affairs. You supported your Club, had a good time at the weekend and went back to work on Monday.

People still do that but these



days the grids are not all full, people can't afford to do a full season and then there's the serious end of our market...not enough riders diluted across a number of Clubs all offering value for the discerning racer. Some of these Clubs too are different to what they were – full time staff, offices, TV packages, sponsors, the lot – and riders with bikes and kit that wouldn't look out of place on any British Championship grid.

So the Clubs are stepping on each other's toes trying hard to innovate with offerings and classes that might draw riders in or attract new entrants. All the time either adding to the cost of running meetings or just seeing costs go up. So where does the Club scene go from here?

Well you might be amazed to hear – onwards and upwards!

Most Road Race Clubs have been struggling to survive and some have run losses since the economic downturn of 2008. The last five years then have forced us all to reflect on a number of things. At my end of the

organisation it's a sharp focus on what has worked, what nearly worked and what was a complete disaster. This will ring true with all my peers – could be classes, could be circuits, time of year, personnel (remember they are all volunteers) or the support services we buy.

Through all this austerity the one who's come out on top has been you the racer.

Racers now have more choice, better circuits and slicker more professional organisers than ever before. It's costing us all more money to do it – but the quality of the product







is higher than it's ever been. And the biggest single difference in the market? I'll sum it up with one word – Attitude.

Attitudes towards you the riders,

you the customers, have changed in the last 5 years, they've had to. The advent of fresh competition in the market, the advent of new choice has led to that benefit. Clubs now bend over backwards to offer a professional service and a real customer focus to their riders. Some of this has come with increased costs, pushing up the price of entry fees or reducing the Club's operating margins. But it's a change for the better from the racers point of view.

At Bemsee we've had to change and with the size of the organisation swelling to over 140 volunteers on a raceday some of that has been

challenging to manage. As CEO I spent my first year in 2007 learning the business and each year since then managing change as the economy

crashed around us. I hope our longer standing customers might perceive an improvement in attitude all through what we try to do. I genuinely think a focus on customer service and our attitude are the most important aspects of our teams work at the Club – a Club run by its members for its members, by racers, for racers.

I thank my colleagues for this improvement and these days

I continue to also be encouraged by many of the people in our sport who want just the best for the riders and will go the extra mile for them now – something that has changed in Road Race Clubs in recent years.

***“These days the grids are not all full, people can't afford to do a full season and there's not enough riders diluted across a number of Clubs all offering value for the discerning racer. Some of these Clubs too are different to what they were – full time staff, offices, TV packages, sponsors and riders with bikes and kit that wouldn't look out of place on any British Championship grid”***



A Bemsee raceday now sees a huge range of volunteers who have spent years gaining experience in specialisations that keep things ticking along – Technical Inspection, Marshals, Startline Crew, Recovery Teams, Race Office, Race Control, Medical Service Teams, Collecting Area, Rider Reps, Paddock Buddies, ACU Club Coaches & Instructors. Most are Customer-facing, so in recent years attitude and service quality have become key points of difference for Clubs in a competitive market.





# The Dunlop 250GP ACU National Championship and NG Cup sixth season

Words Sally Bly Pics Steve Bostock



The Dunlop 250GP ACU National Championship and NG Cup enters its sixth season run in conjunction with the NGRRC.

2013 sees the successful and popular championship to be held over thirteen rounds at eight of the most challenging circuits that the UK has to offer meaning that the overall champions in each of the two categories National and Cup will have worked very hard throughout the year to show their versatility and supremacy at an array of different venues and circuit layouts to deservedly become the champion of their class.

The championship rounds for 2013 are as follows:

**16/17 March** Brands Indy RESULTS TO FOLLOW!

**27/28 April** Cadwell Park

**11/12 May** Donington Park National

**8 June** Castle Combe

**27 July** Oulton Park

**SportMoto caught up with Championship Co-ordinator and NGRRC Event Director Steve Bostock recently to share his thoughts on the series so far and its success as a popular National championship:**

**Spectators always really look forward to the 250GP championship class races during your meetings what would you say are the championships strengths?**

We offer the only remaining 250 National championship which is about to enter it's sixth season under its current title 250GP ACU National Championship & NG Cup. It brings all the 250 GP machines together in a superb series for all levels. We offer prize money for each Championship

**17/18 August** Anglesey Coastal  
**14/15 September** Pembrey  
**12 October** Thruxton

As in previous seasons there will be two champions for the National series the winning rider will become the 2013 250GP ACU National Champion and the cup championship winning rider will become the 2013 250GP NG Cup Champion. For riders to be eligible for the cup series riders must hold a clubman licence as at 1st March 2013 unless they are a previous cup championship winner when they will progress to be eligible for the National championship series. To tempt riders to the series further, any tyres may be used, there are no testing restrictions and very importantly in these still difficult financial times, the NGRRC offer very reasonably priced entries in return for a good amount of track time during each event. Additionally

race, Dunlop kindly support the Performance of the Day award plus this year we now have another sponsor on board who is providing free entries for the outstanding rider over the weekend.

**What have been the highlights of the series during the seasons you have been running the championship?**

We have seen some superb and very close encounters across the 5 years so far. The memorable battles that stand out are Jason Davis and Mark Davies who were level on points going into the final round at Oulton Park in 2009 – it was a winner takes all situation. The conditions were changing throughout the race as the two battled on track, neck and neck. Unfortunately Mark slipped off at Hizzy's chicane



and to help with increasing travel costs there are entry fee reductions for Scottish, Irish, Channel Isles and non UK competitors at all events throughout the season encouraging a wide range and diverse depth of entries to the well supported series. Both championships are based on the World Championship points scoring system allowing riders down to 15th position to score points.

A nice touch often overlooked at some events in these racing times, for the competitors and importantly for their sponsors and supporters are the podium presentations with champagne

dramatically handing the title to Jason. A year later in 2010 we had four riders able to win the title at the final round. Andrew Sawford clinched it that year. In 2011 Andrew was on schedule to clinch two titles in a row also at the finale at Thruxton but Lincolnshire's Ant Hodson had different ideas slipping past entering the Club Chicane on the final lap to steal the title off Andrew by a margin of 0.21 seconds, what absolutely superb racing we all witnessed and prior to the race the top three title contenders were separated by just three points!

**Who have been the main stars of the series so far in your view?**

Every competitor is a star in my opinion. There are obviously the big names heading the National

and trophies and a photo shoot at the end of each race, also a welcome prize fund with prize money paid for 1st to 4th place in the National series and 1st to 3rd place in the cup championship, furthermore and helping with financial budgets even more Dunlop tyres are presented as Performance of the Day awards.

As previously mentioned any one day event will consist of one free practice session and one qualifying session of 20 minutes with one race being held over a minimum distance of 20 miles, the two day events which make up the majority of the season carry the following format of one free practice, a 20 minute qualifying session, a race of approximately 20 miles on day one and on day two a 10 minute warm up session and later in the day the main championship race this time over a distance of approximately 30 miles which given the great circuits that host the series gives a wide variety of racing and excitement for competitors and spectators alike.

**The National title winner's roll of honour since NG Road Racing took over the running of the series:**

2008 Ben Johnson  
2009 Jason Davis  
2010 Andrew Sawford  
2011 Ant Hodson  
2012 Daniel Jackson

Championship on the road at each round, but we have heroic battles going on in 10th to 15th position and for NG Cup podium positions which also has as stated above a prize fund, champagne to spray, and winners hats etc giving the cup competitors also a real feel of achievement

**Are there any particular notable and memorable performances and achievements that deserve a special mention over recent seasons?**

I think the diverse entry list is a big winner for the series. We have International riders and Club Riders alike entered showing the popularity of the machines. The 250's have also been very popular with female competitors over recent seasons and Sian Brooks, Lou Goddard and Sam Burman have all



In 2012 Daniel Jackson (pictured) riding a TZ Yamaha was dominant and won the National title unusually for this series with a round to spare, his seven race wins notched him 255 points and he was followed home in the series by Darrell Higgins on 150 points in second place and Adam Hoare in third spot on 133 points, with unfortunately only four outings for outgoing champion Ant Hodson during the season he finished 10th with 76 points.

The 2012 Cup champion was Gary Vines (again pictured) with his RS Honda his consistency being the key as

featured regularly at our events and with notable success.

**How many entries are you hoping to attract for the two championships for the 2013 season?**

I think we are hoping for an average of 26 riders across the seasons events and also we have several new names joining the Championship for 2013 in addition most of last years runners are pledging to return to do battle again, things are looking good for the season ahead.

**How do you see the future of the series developing in coming seasons?**

We know 250's have been replaced at World level with future proof classes with sometimes immeasurable success – just watch the gripping Moto2 and Moto3 battles that we regularly witness on TV and the

every finish he had during the season was on the podium gaining him the championship with a total of 242 points leading by 16 points Roy Keen on 226 points and Charles Hardisty 190 in third position and Louise Goddard scored a very impressive 139 points haul during the season.

*For further information on the series please contact: Steve Bostock at NGRRC [www.ngroadracing.org](http://www.ngroadracing.org) [sbostock@ngroadracing.org](mailto:sbostock@ngroadracing.org) and to follow news from the series at Facebook 2013 250GP ACU National Championship/Cup*

MCE BSB organisers MSVR focus on marketable Championships due to their massive audiences. We are under no false illusions, 250GP machines are a specialist class, that have had a tough time in recent years however, there are still plenty of racing enthusiasts out there who are not so struck on the multitude of production and stock based Championships at all levels that have become the norm at race meetings in recent years. Commercially, there is no value in racing or promoting 250's any longer, however while there are such keen enthusiasts out there prepared to support the series in all kinds of ways, NG Road Racing's strategy is to continue promoting this exciting, thoroughbred racing category for many years to come.

Stuart Brown and Josh Chamberlain



# The Sidecar Scene 2013

Words and Pics Chris Helm



At the end of last year invitations were sent out from the Rugby office for riders to register for the 2013 ACU British Sidecarcross Championships. With the Motocross Committee having agreed to waive the registration fee and a seven round championship already arranged the entries came in thick and fast. By the closing date for registrations an incredible 34 crews had sent in their forms so four were going to be unlucky as the championship rules only allow for 30 registered riders. The four unlucky riders will always be able to enter on a 'wild card' basis so they should be able to enter as many rounds as they want.

Also before the end of 2012 Maxxis again offered to sponsor the series so things were looking good for the forthcoming season. Five of the venues are well known to the sidecar fraternity with Milton Park and Grittenham being 'first timers'.

Current champion driver, Stuart Brown will be trying to win his eleventh title which, if he succeeds, will be a new championship record. The chasing pack will include Jenkins/Chamberlain,

Millard/Millard, Wilkinson/Parmenter, France/France and Etheridge/Grahame. They all showed good race pace last year and are all capable of challenging for the lead.

In the World Championships the FIM have agreed to a fourteen round championship over nine countries. There will probably be British teams entered for most rounds with possibly eight of them able to score points.

But, and it's a big but, the weather

hasn't given up where it left off last year. To date at least four race meetings and as many practice days have been cancelled already in England. One round of each of the Dutch and French Championships have already been cancelled and the first round of the World Championships came very close to being cancelled. Only the determination of the organising club and the flexibility allowed by the international jury to run the whole event on just one day rather than two made the event possible.

Like Stuart Brown in the British current World Champion Daniel Willemsen will be aiming for his eleventh title which if he succeeds will break the record currently held by Stefan Everts.

Two weeks ago last year's runners up, Bax/Stupelis, crashed badly in practice and Bax was hospitalised with a torn colon. He will be out of racing for some time yet. During the first race in Frauenfeld Willemsen crashed heavily and has broken his collar bone and five ribs. Also on the injured list was van Daele from Belgium.

Seven British crews qualified for the event and Brown, Millard, Jenkins, Etheridge, France and Wilkinson all came away with good points so things are looking good for both the British and World Championships.

If only the weather would let go and allow the ground to dry out this season has the potential to be one of the best in recent years.

Daniel and Joe Millard







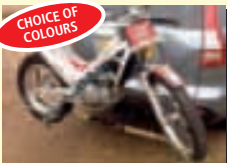
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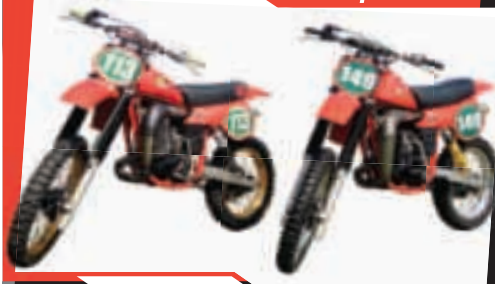
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# DT EVO Championship continues to grow

Report by Jim Thompson  
Photos by Elliot Spencer



320 motocross riders can't be wrong! Believe it or not that is the total number of riders for the Dave Thorpe Evo series 2013.

From humble beginnings the number has risen to 67 in 2011, 192 in 2012 culminating in the closure of registrations at the end of February 2013 with the 320 riders being divided between 125, 250, 500 and the inaugural combined Over 50/ Clubman class. The increased interest in Evo motocross (typically bikes from the 1980 to 1989 era) has been phenomenal, witnessed first hand with the clamour for information at this year's Telford show – an unmitigated success for the organisers.

The series' first came to prominence in 2010 – as the brainchild of VetsMXdN promoter, Dave King. The inaugural series was over five rounds

with riders of all ages and abilities competing on bikes from the "golden age" of the eighties, when the series namesake was all conquering and gained his three world titles in the 500 class.

The concept of the championship from its pilot year in 2010 is still in the same format.

Initially the three classes of machine, 125, 250 and 500 would compete against each other, but obviously score points separately.

Towards the end of 2010 "Kinger" decided he needed to dedicate more time to the hugely successful VMXdN and following numerous meetings the husband and wife team of Kevin and Jill Spencer decided to forge ahead the following year. Kevin was well versed in the format and ethos of the series as he was one of the original registered

riders, he and Jill being heavily involved in running events under the auspices of the North Devon (Atlantic) Classic Motorcycle Club, where a chance meeting and conversation with Dave King sowed the seed to go forward and expand on the original EVO concept.

The most important news which broke over the winter was the agreement by the Evo series promoters that will see the championship recognised officially and be run with the expert guidance and total support of motorcycle sports' national governing body, the ACU. This is an arrangement and firm commitment initially for the next three years.

Following the growth and the enormous amount of interest shown in the EVO scene over the past few years, both the promotion team and the ACU were extremely keen to bring this popular championship and the governing body together.

An initial approach and subsequent meeting with senior officials from both sides at the 2012 Farleigh Castle VMXdN a deal was agreed in principal and further brokered toward November, culminating in Kevin and Jill Spencer finalising details, and signing up to the three year deal, along with the ACU chairman Brian Higgins, himself a former motocross rider, at the Stoneleigh Dirt bike Show.

Brian commented at the time "This is a fantastic friendly series and it will stay that way. The ACU have pledged as much, or as little support as required, to the organisers requirements and I have expressed this to Kevin and Jill. From a riders perspective nothing will change except they will now only need one all-encompassing licence to compete in all ACU events"

This was reiterated by Kevin Spencer adding, "The ACU's involvement and sanctioning will give us a much more official and firmer stance, thereby raising our profile in the hierarchy of the sport at a national level here in the UK"

The Dave Thorpe series will therefore be headlining all eight rounds in 2013, and what a year it is shaping up to be.

The team thought long and hard



and have come up with various track terrains and layouts to suit the series machinery. No fewer than 5 of the circuits to be visited have hosted a British Grand Prix, a British Championship round or both, the others being National tracks in their own right.

The gate drops for round one at Pontrilas and over the next few months visits the Fox and Hounds Circuit, Newbury, Foxhill at Swindon, Torrington in NorthWest Devon, Grittenham near Swindon, Culham Moto-Park, Oxford, Phoenix Moto-Park in Devon with the final round being run at Owslebury near Winchester.

The series will not only retain the class of rider from last season with the three current 2012 champions giving their full backing, two of them will be striving to retain their respective crowns, Ben Millward in the 250 class and Welshman Glen Phillips in the 500's. 125 champion, Phil Lewis is stepping up to the 250 class. The three champions will still be on their respective marques with the main Japanese factories of Honda, Yamaha and Kawasaki represented. Ross Sturmev will be striving to wrench his 2012 number 1 plate back from Glen Phillips in the 500 class.

Not only have dozens of series stalwarts re-signed, but the programme has expanded to accommodate



competitors from Holland, Belgium, Ireland, Wales and Scotland, a truly international field.

Kevin and Jill have not only been busy organising events over the winter but a couple of new faces have been recruited on the media side of things, yours truly, Jim Thompson and Ryan Shand taking over the photographic duties from Elliot Spencer. Elliot, Kevin and Jill's son is expanding his pro-photographic horizons and is covering all major British and national

championships for mxvice.

A host of industry partners have again signed up to what is regarded as a prestigious series with a relatively untapped market, the arrival of the ACU and the bodies endorsement has lent tremendous kudos for the future, more details can be sought on [www.dtevoseries.co.uk](http://www.dtevoseries.co.uk). We look forward to seeing a whole load of new faces, both sides of the rope in the coming months, come over and say hello – we are after all “the friendly series”.







2013 see the GT Cup move from the BSMA to the ACU in order to strengthen what Golden Tyres have built over the two previous years. Claudio Bernardinelli promoter and Series Director of the GT Cup approached CJSC, led by Kevin Hearn, based on previous expertise at running events and past rounds of the BYMX championships, knowing that the series had to move to the ACU in order to give improved creditability to the series. Claudio says "my aim is to give the British a series that is built around the kids, I have manage to get lots of sponsorship with great prizes for the kids and I am committed whole heartily to maintain that aim"

The philosophy around the series is to give the youth riders a taste of National motocross championship racing and by introducing the adult classes trying to bring all levels of ability together in one meeting. The first meeting saw GP riders such as Alfie Smith, Scott Elderfield and other

Maxxis riders attending right down to the new riders in the Auto class. The series seems to have captured the enthusiasm of lots of riders and their families and is hitting every intention so far. With separate Round points, which includes the wildcards and registered riders championship points only the aim has been to promote commitment to the series in order for the series to give back it's every intention to the rider.

2013 has seen two great rounds with fantastic weather, great racing, over 300 riders at each round, in 8 groups and full length races and all blocks completed. The first round run at the beginning of March was under pressure from the winter hours and venue curfew but delivered what was expected with great racing and completing the full program of races and qualifying. The second round at Fat Cats on 6th & 7th April took the professional organisation to another level and improved yet again on the first round. This year we have seen the introduction of full qualifying

and 5 blocks of racing running to timetable and completing in great time. The series has also taken the bold step for a large screen to show videos and race positions plus TV Coverage. Kevin Hearn says "it takes a lot of planning and organising and we timetable everything down to the last minute. We are working well with Golden Tyres and we have a very close management relationship between us. On race day it's true to say we have had our challenges but we always deliver and there is a degree of education for the riders and families about their responsibilities but together the bond between organiser and rider seems to be growing. It's a tall order getting in qualifying and 5 blocks, which is 46 separate race and qualifying sessions but with the teams professionalism and dedication to deliver it is working"

The series can be seen on Motors TV this year as Golden Tyres have contracted for full series television coverage.

## Teignbridge Club gives Fishacre Barton a new leash of life

Teignbridge MCC and their home track at Fishacre Barton, Littlehempston in South Devon have been busy working on improving the circuit over the winter months. The track has been around since the 1940s but more recently was resurrected by Talbot Saville, the then Chairman in the late eighties, from then on the club has grown and the layout changed considerably. The club like to mention all the people involved but space doesn't allow it, but the Teignbridge club can't go without mentioning Pat and Jim Chambers who shaped this club into something to be proud of. With a membership of 65 members ranging from the youngest at nine to the oldest at sixty one, they are a varied bunch of good people who all contribute something. The track lies

between Newton Abbot and Totnes in Devon about 3 miles off the main road, with several ways into the circuit. The track lies in a steep sloping valley and snakes its way up and down.

The track has three table top jumps, some downhill doubles, banked corners and a couple of steep downhill drop offs. It's a fast flowing circuit liked by the riders with some great viewing for the spectators. At the lower end of the valley we have two large ponds which supply the sprinkler watering system and the back-up tanks around the circuit. This year as in past years the members have been busy since Christmas cutting in new sections and probably, the most noticeable cutting down the gorse making the place look a bit more groomed. Teignbridge is



part of the South West Off Road group of clubs which consists of seven clubs each running three meetings two of which make up the 14 round SWOR Championship. At present the club have 5 meetings scheduled allowing the circuit to be available for hire and anyone interested should call Steve Brock 07879 040209.

## Mid Sussex MCC affiliates to the ACU

The Mid Sussex MCC is a family run club that has been hosting motocross events in and around the South Eastern Centre for over 30 years. After some recent discussions, the Club have decided to affiliate and run all their events under the auspices of the ACU. Club representatives spoke with ACU Director Roy Humphrey at their recent AGM who outlined the extensive ACU Insurance which gives ACU Organisers, Officials and competitors alike up to £30,000,000 public liability cover.

During the 2013 season the club plan to host a twelve round Club Championship at seven different venues including circuits such as Rusper, Golding Barn, Ringmer and Chippenham.

Following the news ACU Chairman, Brian Higgins commented, "Obviously, we are delighted to welcome the Mid Sussex MCC into our fold and I am sure this will work favourably for both the Club and the ACU. With the Gest Club also in the area



these two major clubs will be able to work together and create an environment for riders to have plenty of good motocross events during the year. My aim will be to visit one of their events during the season, but as with all our Clubs, the ACU are there to give them as much support as they require".

Speaking on behalf of the Mid Sussex MCC club Riona Woodman said that "Mid Sussex are very happy to be affiliated with the ACU for the 2013 Season, we look forward to building on what has started out as a great relationship. The ACU have acted on and answered all our questions and concerns in an extremely prompt and professional manner, making the change as smooth as possible. We look forward to getting together and batting ideas around with Gest MX, hopefully strengthening the

future of both clubs. Most of our members now have the opportunity to get more out of their licence so everyone's a winner – or at least until the gate drops!"

The ACU would also like to thank the South East Motocross Combine for all their assistance and helping to ensure the switchover goes as smoothly as possible.

For 2013 the Mid Sussex MCC Club Championship will take place on the following dates and venues.

March 31st	Shermanbury
April 14th	Ringmer
April 21st	Golden Barn
May 4th/5th	Rusper
May 19th	Shermanbury
June 2nd	Oxshott
June 16th	Hellingly
June 30th	Chippenham
July 14th	Oxshott
August 10th	Oxshott
August 25th/26th	Rusper
September 15th	Hellingly

For more information about joining the club and taking part in the 2013 Championship by visiting [www.msmtc.co.uk](http://www.msmtc.co.uk)



## It's bumpy



With the general public's negative image towards motorcycles wouldn't it be great if you could simply turn up somewhere with your bike, ride it and then go home hassle free? Even better if there was someone there who could give you a bit of friendly advice or tuition, to point you in the right direction and to improve your riding within a purpose built site with changing, toilet facilities and refreshments available. This may sound like a fictitious biker's utopia but this place actually exists – a 9½ acre site in Birstall just off Junction 27 on the M62 near Leeds. BUMPY Ltd (or Birstall Urban Motorcycle Project for Youth as it used to be called) is a Registered Charity that has been established for nearly a quarter of a century, initially set up to combat anti-social riding by the police.

With the expertise of staff, including ACU Trials Coaches Dan Thorpe and Julian Ford, BUMPY gives people the chance to sample off-road motorcycling prior to purchasing a bike. All training



is structured so there are clear paths for the learners to follow. It has the very basic tarmac learning areas leading on to the learner track on the

off-road park. Successful riders can then progress to the main track and eventually, when they are capable, can progress on to the trials area of the park. This progression through the skills is rewarded with Bronze, Silver and Gold medals – the latter of which is awarded for competing in an ACU Trial.

In order to make BUMPY self-sufficient, it has developed a range of accredited Motorcycle Maintenance vocational courses with the qualifications achieved being recognised within the Motor Vehicle Industry. For many young people – attending BUMPY can give them the opportunity to learn in a more practical learning environment or simply use the motorcycle as the tool to engage them into education. The delivery by the on-road staff of Compulsory Basic Training (CBT) and Direct Access Schemes (DAS) provides valuable income and with additional funding from the local councils, groups can attend the centre during the school holiday periods to take part in group riding sessions. Young people with disabilities are also encouraged to take part with the availability of our two-seater off-road buggy and quads.

BUMPY Trials Club has been a



member of the ACU Yorkshire Centre and is running 11 trials during the year. These are Novice and Beginner trials and Club trials including conducted trials for the popular electric and small wheel bikes. Therefore classes from Youth E through to Adult Expert are catered for. It also launched its own Trials Team consisting of youth riders from the club, giving them a helping hand towards greater things. In 2013 they have ambitious plans by running a Youth C & D Class British Championship trial and are also assisting the Yorkshire Centre with the organisation of the Inter Centre Team Trial.

Since 2010 BUMPY have been promoting trials riding at the NEC Motorcycle Live with the Try Our Sport Initiative, the collaboration with the ACU. This has been a great success with over 500 people to date (predominantly raw beginners) trying a trials bike during their free lesson. This has proved to be a success for people who 'have always wanted to try it' but not wanted go to the expense of buying a bike. Unfortunately once they get the trials bug it is then hard to resist, and we can only apologise for that!!!

*Anyone who would like to try out riding a trials bike for the first time or think they would benefit from tuition and guidance in their riding style skill and ability, then why not contact: julian@bumpy.org.uk. Training can be given over 7 days a week and packaged to suit you and your availability. The park is open for members of the public to practice 7 days a week, membership is available with family discounts and then a day fee payable for each rider. If anybody wishes to support the Registered Charity or for any further information, please contact carolyne@bumpy.org.uk or check out [www.bumpy.org.uk](http://www.bumpy.org.uk)*





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# News and snippets for the 2013 Isle of Man TT and Classic TT

Some snippets of news to whet the appetite in readiness for this year's TT and also some latest news regarding the Classic TT event which takes place between 23–26th August.



## BRUCE ANSTEY CONFIRMED FOR 2013 CLASSIC TT

Bruce Anstey is the latest high profile Isle of Man TT star to commit to the inaugural Classic TT. The 10-times TT winner will team up with world-renowned classic racing bike builder Ken McIntosh, creating a New Zealand partnership to contest the 500cc Classic Race. Anstey will go head-to-head with fellow TT stars Cameron Donald, John McGuinness, William Dunlop, James Hillier, Ian Lougher, Gary Johnson, Guy Martin and Daniel Cooper, as well as classic racers Chris Palmer, Roy Richardson, Olie Lindsay, Chris Swallow and Alan Oversby.

## ISLE OF MAN TT STARS DUNLOP AND CUMMINS CONFIRMED FOR FIRST CLASSIC TT

Isle of Man TT stars Michael Dunlop and Conor Cummins will race at the Classic TT. The pair will compete for Team Classic Suzuki, which has announced its support for the event by outlining its intention to contest the races and participate in a parade lap. Dunlop and Cummins will be joined in the line-up by Maria Costello and John Simpson.

## LEADING BSB RACER JOSH BROOKES TO MAKE TT DEBUT IN 2013

**Leading British Superbike Championship racer Josh Brookes will make his debut at the Isle of Man TT in 2013. Australian Brookes, who was runner-up in last year's BSB title race after a season-long duel with Shakey Byrne, will race for Northern Ireland based Tyco Suzuki, one of the most successful teams in TT history.**



## JAMIE COWARD JOINS PAUL OWEN FOR CLASSIC TT

Paul Owen and Jamie Coward have become the latest road racing names to be confirmed for the inaugural Classic TT in August. The pair will race Kawasaki ZXR 750cc machinery prepared by Mistral Racing in the Formula 1 Classic TT Superbike race after being invited to compete by Ian Harrison of Mistral Racing, who, along with Dave Dean and Nigel Fitzsimmonds, will provide support and machinery.

## WORLD CHAMPION KORK BALLINGTON FOR CLASSIC TT

Kork Ballington, the four-times motorcycle World Champion, will attend the inaugural Classic TT in August. The South African will lead a list of high quality riders turning out for Isle of Man-based Kawasaki parade team Team Collins and Russell. TCR will display and parade a superb collection of green machines during the Classic TT. Ballington is synonymous with Kawasaki having ridden for them between 1978 and 1982, taking both the 250cc and 350cc World Championship titles in 1978 and 1979 before switching to the 500cc class. In just 85 GP starts, Ballington secured a remarkable 31 wins.



#### KNEEN TARGETS PODIUM AT 2013 ISLE OF MAN TT

Dan Kneen is targeting his first TT podium finish at the 2013 Isle of Man TT fuelled by Monster Energy. The Manx road racer is once again lining up with the Marks Bloom Racing team for the TT, and has high hopes for the year. Since becoming the first rider ever to win a hat-trick at the Manx Grand Prix, a feat he achieved in 2008, the Braddan rider has become a regular fixture in the top 10 at the TT. He has also performed well at the North West 200 and Ulster Grand Prix, where he became the fastest newcomer in history in 2010, lapping at 129.25mph.

**BRITISH SUPERSTOCK STAR TO MAKE TT DEBUT IN 2013**  
British Superstock Championship rider Jonathan Howarth is set to make his debut at TT 2013. He will compete in the Dainese Superbike, Royal London 360 Superstock and

**PokerStars Senior TT races.** The 29-year-old will ride a 1000cc Kawasaki for Sheff Pack Kawasaki in all three races, fulfilling an ambition of competing on the Mountain course having previously raced at the North West 200



Riders at the recent press launch



#### VALENTINE REVEALS MV AGUSTA PLAN FOR 2013 TT

Jack Valentine is bringing the MV Agusta name to the 2013 TT with TT winner Gary Johnson in the saddle. More than a decade after pioneering the successful return of Triumph to Supersport racing, the vastly experienced and well respected Valentine returns MV to the TT under the ValMoto banner.

#### SMT BACKS TIM REEVES FOR 2013 ISLE OF MAN TT

SMT Racing has announced plans to increase its involvement in TT 2013. The team will be backing four-times Sidecar World Champion Tim Reeves in his TT campaign, as well as the British F1 series. Dan Stewart, the 2012 TT Privateers' Championship winner, has also been signed to the team for a solo roads campaign.

#### MCCORMACK JOINS KMR FOR 2013 TT CAMPAIGN

Former Irish Superbike and reigning Adelaide Masters Champion Brian McCormack will join KMR Kawasaki for the 2013 Isle of Man TT fuelled by Monster Energy. He is the latest recruit to the squad run by three-times TT winner Ryan Farquhar, joining leading 2012 TT newcomer Jamie Hamilton for the team's assault on the TT.

#### LEADING DUTCH RACER BRANKO SRDANOV TO MAKE TT DEBUT

Dutch newcomer Branko Srdanov joins experienced outfit alongside Paul Shoesmith, Simon Andrews and Sandor Bitter. The Ice Valley by Motorsave team are set for their biggest ever assault on the Isle of Man TT Races with a four-rider line-up for the 2013 event.



# Barry Sheene MBE

## A true motorcycling legend...

Last month marked 10 years since the death of motorcycling legend Barry Sheene. He was undoubtedly the most charismatic motorcycle racer this country has ever produced. Barry lived his life to the full, both on and off the track.



Barry Stephen Frank Sheene MBE was born on 11th September 1950 in London, the second child of parents Frank (resident engineer at the Royal College of Surgeons) and Iris. He grew up in Queen's Square, Holborn, London.

In a brilliant racing career in which he amassed back-to-back World Championships ('76 & '77), 23 Grand Prix victories, and 52 Podium finishes in all – the late, great Barry Sheene is one of the most loved and remembered motorcycle racing legends to this day. The victories alone, as impressive as they were, would not be enough immortalize the man. It was Sheene's fearless spirit & iron will, a body that was repeatedly broken but not beaten, and his witty charm and handsome good looks that have eternally endeared him to racing fans around the world. It is that old cliché – every woman wanted him, and every man wanted to be him.

He became the British 125cc champion aged just 20, and finished second in the World Championships for that class just a year later. Sheene won the newly formed Formula 750 European championship for Suzuki in 1973. A spectacular crash at the Daytona 200 in the 1975 season threatened to end his career, breaking his left thigh, right arm, collarbone and two ribs, yet he recovered and incredibly was racing again just seven weeks later.

Sheene's battle with Kenny Roberts

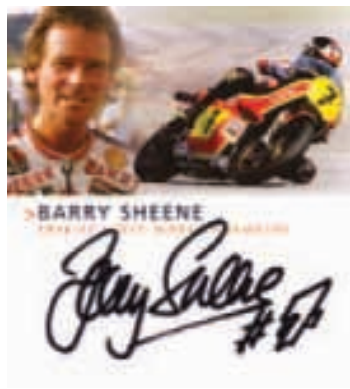
at the 1979 British Grand Prix at Silverstone has been cited as one of the greatest motorcycle Grand Prix races of the 1970s. After the 1979 season, he left the Heron-Suzuki factory team, believing that he was receiving inferior equipment to his team-mates. He shifted to a privateer on a Yamaha machine, but soon started receiving works equipment.

In 1981, Kenny Roberts was the reigning World 500cc Champion for the third time, and Barry Sheene, now on a competitive Yamaha, was determined to regain the championship. Ironically, Sheene and Roberts battled all season and let Suzuki riders Marco Lucchinelli of Italy and American Randy Mamola beat them for the top two spots. Roberts finished third and Sheene fourth for the 1981 championship. A crash during the 1982 season largely

ended Sheene as a title threat, and he retired in 1984. He remains the only rider to win Grand Prix races in the 50cc and 500cc categories.

A larger than life character, Barry was known for being outspoken on occasion in his criticism for what he considered to be dangerous race tracks, most notably, the Isle of Man TT course, which he considered too dangerous for world championship competition. He was a colourful, exuberant character who used his personality, grin and Cockney charisma to good effect and became a household name and without doubt did more than any rider of his generation in bringing motorcycle racing to the forefront. He also tried his hand as a TV show host, including the ITV series *Just Amazing!*, where he interviewed people who had through accident or design, achieved feats of daring and survival (including the former RAF air gunner, Nicholas Alkemade, who survived a fall of 18,000 feet without a parachute from a blazing Avro Lancaster bomber over Germany in March 1944). Sheene and his wife Stephanie also starred in the low-budget film *Space Riders*.

In 1975 while on crutches, Sheene met fashion model turned glamour model Stephanie McLean, who was Penthouse Pet of the Month for April 1970 and Pet of the Year in 1971, while they were working together on a photoshoot for Chrysler. After she had divorced her first husband, the couple





married in 1984, and had two children, Sidonie and Freddie.

The Sheene family moved to Australia in the late 1980s, in the hope that the warmer climate would help relieve some of the pain of Sheene's injury-induced arthritis, moving to a property near the Gold Coast. He combined a property development business with a role as a commentator on motor sport, both Grand Prix motorcycle racing and V8 Supercars.

Following reconstruction of the Brands Hatch Circuit in England for safety concerns after requests by the FIM, the Dingle Dell section was changed and shortly after Sheene's death the new section was renamed Sheene's Corner. The FIM honoured his name by making him a Grand Prix "Legend" in 2001. During the 2004 season, V8 Supercars Australia made a memorial medal, calling it the Barry Sheene Medal and to this day award it

to the driver who shows outstanding leadership, personality, fan appeal and sportsmanship throughout the season.

A memorial ride from Bairnsdale, Victoria to Phillip Island is held by Australian motorcyclists annually,

before the MotoGP held on the Island.

The word 'legend' is sometimes used in the wrong context but in the case of Barry Sheene it is simply the only way to describe a true icon of the modern era.

### WIN AN EXCLUSIVE 'MICHELIN PODIUM CAP' SIGNED BY EITHER CARL FOGARTY OR FRANKIE CHILI

Michelin, Barry Sheene's preferred tyre choice, have kindly donated two signed podium caps for us to give away. Ex World Superbike Champion Carl Fogarty has signed one of the caps and World Superbike and GP star Frankie Chili the other. All you have to do is answer this question:

**Where did Barry Sheene have his 170mph massive crash in 1975?**

The first two correct answers will receive one cap each. The first one out will have first choice (please indicate your preferred choice). Answers on postcard please: FAO Mick Tonks, The Ark Print & Design, 47 Kent Rd, Pudsey, Leeds, LS28 9BB. The draw will take place on the 17th May, winners will be announced on the ACU website – [www.acu.org.uk](http://www.acu.org.uk)





# Unsung hero

Words Gary Thompson MBE BEM



Wyn Evans MBE – a name familiar to those of us who are associated with motorsport on the Isle of Man.

Wyn has been the Welfare Officer for the Southern 100 races since 1985, the Manx Grand Prix since 1994 and the TT since 1997. She also carries the same appointment for the short circuit races held at Jurby hosted by local Club, the Andreas Racing Association.

Wyn works behind the scenes and has the unenviable task of being the lady who breaks the news to the

families of those who are injured during practice and racing. If a rider is injured, she is the person who offers the much-needed practical help as well as sometimes, a shoulder to cry on and a listening ear.

In the 2013 New Year's Honours List, Wyn was awarded the Most Excellent Order of the British Empire (MBE) medal for her services to Motorsport. She is incredibly well respected for her caring attitude, her willingness to help those who are associated with someone who has

been injured or helping the injured party themselves. Her knowledge of the 'system' to assist families with the inevitable arrangements that might have to be made is so helpful particularly at a time when things can be very stressful for those involved.

Wyn epitomises the phrase 'unsung hero'. She is an unpaid volunteer who gives up her time to help those in times of need, a true inspiration to those who know her and someone who is very much valued by the Race Organisers of the events she is associated with.

Husband Des was a racer himself and then became a Travelling Marshal of the TT Course for 32 years, so in some respects Wyn has had very little choice other than to be involved, but I suspect everyone who has come into contact with her are very pleased she did.

***“Wyn epitomises the phrase ‘unsung hero’. She is an unpaid volunteer who gives up her time to help those in times of need, a true inspiration to those who know her and someone who is very much valued by the Race Organisers of the events she is associated with”***

On hearing the news of Wyn's award, Manx Motor Cycle Club Chairman, Harvey Garton said, “As organisers of the Manx Grand Prix, we are absolutely delighted that Wyn's service to injured riders and their families has been recognised in such a way. She is an unsung hero to many and is very well respected throughout the whole motorcycling community for her endless devotion to the welfare of all concerned with motorcycle racing on the Island and further afield.”

As Clerk of the Course for the TT, it is comforting to know that someone of Wyn's pedigree and experience is there to help with some situations which frankly I don't think many people would want to find themselves faced with.



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## Go for Track Gold – whatever your level...



Öhlins suspension is synonymous with racing, ask any two wheel fan and the first thing that will spring to mind are the iconic gold forks – the preferred choice of MotoGP gods including reigning World Champion Jorge Lorenzo and a certain Valentino Rossi. However it's not just in MotoGP that the gold and yellow units are used, as the level of support the Swedish based company offer reaches all the way to club level.

Öhlins will be continuing to strengthen their presence over here in the UK for 2013, and with fourteen British Superbike titles since 1996 they'll be hoping that current teams Milwaukee Yamaha, Samsung Honda and Tyco Suzuki will be able to deliver another Championship trophy come the season finale in October.

Leading the charge in the premier class for Öhlins will no doubt be three times Champion and the most successful British Superbike rider of all time, Ryuichi Kiyonari, who is returning to the UK having secured the 2012 Asia

Road Racing Championship. While the team are now sponsored by Samsung, it is the exact same crew that took him to his three previous titles. Joining him is 2012 sensation Alex Lowes, twin of World Supersport star Sam. Alex marked his arrival in Superbikes last year with an emphatic double victory at Silverstone and a coveted place in the 'Showdown'. The Samsung Honda squad will again benefit from the close attentions of official Öhlins Centre Harris Performance as well known paddock faces Richard Brendish and ex Moto GP technician Paul Mills will look after their suspension needs.

Former BSB runner up and MotoGP



star James Ellison is back in Britain with Shaun Muir's Milwaukee Yamaha squad where he'll be joined by Australian Superbike Champion Josh Waters.

2012 runner up Josh Brookes remains with the Tyco Suzuki team who have moved over to Öhlins for the first time. Josh is joined by young American PJ Jacobson on the GSXR1000 Superbike.

Away from the main show, Öhlins will be offering technical support and advice to many of the UK's top up and coming riders as they compete for glory in the support races. The British Supersport Championship looks set for its strongest season ever as Champions past and present line up to compete for the 2013 crown. The Samsung Honda, Milwaukee Yamaha and Tyco Suzuki teams will be fielding Jason O'Halloran, William Dunlop and Taylor Mackenzie respectively where they will be joined by reigning Champion Glen Richards and team mate Billy McConnell on their Smiths (Gloucester) Racing Triumph.

The exciting Triumph Triple



Challenge sees a full line up of eager young riders ready to explore the limits of the new Triumph Daytona 675R – a machine equipped as standard with high quality Öhlins equipment at both ends. Another paddock stalwart company, KAIS, will be helping the riders achieve that all important bike set-up. The innovative Triumph Young Guns scheme continues for 2013 with 10 riders aged 15–20 being supported with training, set-up, marketing, fitness and bike craft coaching. The ten will then be selected down to three, who will then go head to head on track for the chance to win a factory supported ride within the 2014 Triumph Triple Challenge.

In a brand new contingency scheme announced for the 2013 season, Öhlins Racing UK will be looking to help these riders in the support classes – namely the British Supersport and Supersport Cup championships plus Superstock 1000 and Superstock 600 categories. The idea of the scheme is to reward riders for their racing prowess, giving riders points as they improve from their qualifying position to their final overall finishing position.

The scheme is open to any rider who has chosen to use Öhlins products in the forthcoming

season and have registered their details with Öhlins Racing UK. Points will be rewarded to the top three

riders in each Championship who have improved their race finish position the most compared to their qualifying place. By the end of the season, the three riders in each series who have accumulated the most points will be entitled to an Öhlins product voucher to a retail value of £2,500, £1,000 and £500 – giving a complete prize fund of £16,000.

Outside of the British Superbike Championship, Harris Performance will also be offering their full support to riders out on the 'roads' competing at the North West 200 and Isle of Man TT races. Amongst the more established riders such as fan favourite Guy Martin who will be gunning for that elusive first TT win with Tyco Suzuki and William Dunlop on the Milwaukee Yamaha, there will also be one of the most high profile TT debut's ever as British Superbike star Josh Brookes will fulfil a lifelong dream when he lines up to tackle the infamous 37¾ mile circuit.

Also of interest for National and Club level racers, Öhlins specialist JHS Racing will be helping Thundersport GB racers take the edge and offer crucial set-up knowledge. With around 300 competitors over nine different race classes ranging from Aprilia Superteens and Streetfighters to Thundersport GP1 and Golden Era Superbikes, Thundersport GB is one of the most

diverse, competitive and exciting British race series in the UK. In such a hotbed of racing there are certain to be those wanting to get the very best from their suspension and thanks to the professionals at JHS Racing; they now have that opportunity.

Chris Witter, Business Development Manager, Öhlins Racing UK sums up, "Öhlins is a company that never forgets its roots and we are delighted to be involved in the British Club racing scene supporting competitors at all levels with a high level of service via our strong network of Centres."

To find out more about Öhlins check out their website (including a list of UK Service Centres) at [www.ohlins.com](http://www.ohlins.com). There is also a cool online magazine that shows the wide array of Öhlins uses at [www.ohlinsnews.com](http://www.ohlinsnews.com) plus Facebook Öhlins Racing UK and Twitter – @ohlinsracing.

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# Whilst we are waiting for the weather to improve...

No prizes, but when mulling over a brew, how many of these can you get right?



1. In what year did Dougie Lampkin first win the Indoor and outdoor World Trials Championship?
2. The first TT Race in the Isle of Man was held in 1907 on the St. John's course. It was later transferred to the Mountain course. Which year did this take place?
3. Who was the 2009 British Enduro Solo Champion?
4. In 1962, Peter Craven was crowned the Individual World Speedway Champion. Who was the next Englishman to become World Champion and in what year?
5. Ole Olsen won the Individual Speedway World Championship three times. What were the years?
6. Names of parts of circuits: can you name which circuits are associated with the following:
  - a. Seamans
  - b. Quarry Hill
  - c. Hawthorns
  - d. Townleys
  - e. Heesens
  - f. Schwantz Curve
  - g. Barn
  - h. Conrod Straight
  - i. Iron Gates
  - j. Guthries
7. In what year did Brad Anderson first win the ACU British Motocross Championship and for which team?
8. The Italian rider Tarquinio Provini has four Isle of Man TT wins to his name. With which team did he achieve the most of his wins with?
9. In what year was Dave Bickers awarded the title 'Motorcycle News Man of the Year'?
10. Fill in the year and the gaps for overall World/British Championship podiums below:
  - a. Year: \_\_\_\_\_  
Nicky Pedersen, Jason Crump, \_\_\_\_\_
  - b. Year: \_\_\_\_\_  
Eric Geboers, \_\_\_\_\_, Dave Thorpe
  - c. Year: \_\_\_\_\_  
Stefan Everts, \_\_\_\_\_, Mickael Pichon
  - d. Year: \_\_\_\_\_  
\_\_\_\_\_, Steve Ramon, Ken De Dycker
  - e. Year: \_\_\_\_\_  
\_\_\_\_\_, Randy Mamola, Raymond Roche
  - f. Year: \_\_\_\_\_  
Anders Michanek, Ivan Mauger, \_\_\_\_\_
  - g. Year: \_\_\_\_\_  
\_\_\_\_\_, Valentino Rossi, Loris Capirossi
  - h. Year: \_\_\_\_\_  
Freddie Spencer, Eddie Lawson, \_\_\_\_\_
  - i. Year: \_\_\_\_\_  
Leon Camier, \_\_\_\_\_, Stuart Easton



11. The highest point on the TT course is where it passes over the "Mountain". What is the name of this mountain?

12. Speedway team nicknames: fill in the gaps – some are still racing, some are not...

- \_\_\_\_\_ Vikings
- \_\_\_\_\_ Pirates
- Peterborough \_\_\_\_\_
- Boston \_\_\_\_\_
- Workington \_\_\_\_\_
- Reading \_\_\_\_\_
- \_\_\_\_\_ Diamonds
- Mildenhall \_\_\_\_\_
- \_\_\_\_\_ Hammers
- Crayford \_\_\_\_\_

13. What is the minimum age of a Marshal whose function at a Speed event (Road Racing, Motocross, Grass Track etc) is to be carried out at trackside?

14. Who was the 2003 ACU British 500cc Solo Masters Champion?

15. Which Sidecar pairing won the 2010 British Sidecar F2 championship?



16. How many FIM World Motocross Championships did Stefan Everts win altogether?

17. Who won the FIM World Trials Championship in the following years and on what bike?

- 2004
- 1984
- 1996
- 1992
- 2001

18. In Road Racing, what does the White Flag with a diagonal Red Cross mean (used at National events and the TT only)?

19. What is the time limit for a Protest at an ACU permitted event?

20. Who would you associate with these racing numbers?

- 52 Road Racing
- 46 Road Racing
- 6 Road Racing
- 33 Road Racing
- 211 Motocross
- 60 Motocross
- 27 Road Racing
- 99 Road Racing
- 7 Road Racing
- 45 Road Racing

Fill the grid so that every row, every column and every 3 x 3 box contains the numbers 1 to 9.

						9	4	
		3		5				
9				6			7	1
5			3					
	1		7			4		
2			6					
1				2			5	9
		8		9				
						7	8	

Quiz answers are on the ACU website [www.acu.org.uk](http://www.acu.org.uk) on the *SportMoto* page



# Good weather forecast hope for start of the 2013 ACU Drag Bike Championship

Words & pictures by Dick Parnham



The 2013 ACU Drag Bike Championship begins with the opening round of the championship taking place 30 March – 1 April at the Auto Trader Festival of Power at Santa Pod Raceway.

The 2013 championship features five different classes-Top Fuel, Funny Bike, Pro Stock, Competition Bike, 8.50 Bike, 9.50 Bike, and Super Street with Junior Drag Bike showing good growth.

The build-up to this has seen now the establishment of the 8.50 Bike class gives a good platform before Competition Bike as entries are expanding with the addition of Junior Drag Bike and then 9.50 Bike.

Santa Pod Raceway has only just been able to complete the resurfacing and levelling of the track due to our record poor cold and snowy weather conditions.

This means that Santa Pod have

a world class Drag Strip and with the Resurfacing to be completed at Hockenheim puts both on par with the new purpose built Tierp Raceway for the FIM/UEM Championship.

The race entry for the Easter Event in Top Fuel Bike show a limited number due to the cold weather with 2012 double ACU and UEM Champion Ian King holding back until the Main Event at Santa Pod.

For Rene Van Den Berg from Holland he has found this Easter Meeting very useful for testing and points for the ACU Championship. He was the 2010 ACU Top Fuel Bike Champion and took a year out to build and develop a replacement bike. His Championship Bike had been loaned in 2011 to Funny Bike Champion Kev Charman who then went on to take the 2011 Top Fuel Bike Championship as well. The replacement bike campaigned the 2012 UEM and ACU Championships and during this testing period the former twice Championship Bike was used. For 2013 the old bike has been sold so this is now the true challenge.

At Shakespeare County Raceway at Long Marston the Easter Events have been postponed due to the poor weather and travel distance for competitors. This year however is celebration of 40 years of Drag Racing at Avon Park as it was known when planning permission was given for the facility. The NDRC organising Club had previously been organising drag racing events at famous locations including Blackbushe Airfield, RAF Wroughton, Fulbeck, Snetterton and North Weald.

The Bikes have evolved in 40 years but the Celebration details will be posted very soon.





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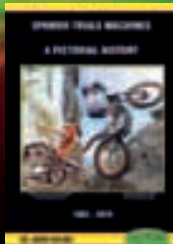
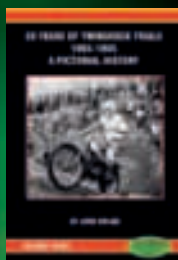
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