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Independence

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Editor's Comment

When is a racing incident not a racing incident?



When two riders are involved in a racing incident, inevitably when asked, they are bound to have differing views of what happened and why the incident took place, if they don't their Team Reps more than likely will have? This comes as part and parcel of motorcycle sport – in fact any sport to be honest.

The definition of accident in the dictionary is 'an unfortunate incident that happens unexpectedly and unintentionally', or 'something that happens by chance or without apparent cause'.

So, do two riders intentionally run into one another? No – probably and hopefully not. But, is there or could there be apparent cause? Probably and more than likely. With championship points or titles on the line, the same with any other sport, these types of incidents are going to happen.

A large part of the appeal of our sport is that in their desire to be the best – to win – to be a champion, competitors take risks and 'racing incidents' can sometimes be the result. Without them, without the excitement, the 'do or die' attitude, the spectacle for the crowd to watch – no-one would turn up.

But there is not just an entertainment

value that needs to be considered or races, championships or titles being lost. Riders might get injured as a result of a racing incident or... worse.

So judgements have to be made. Race Direction or if there is no Race Direction, the Clerk of the Course needs to decide on a course of action and make a call on what 'on track' behaviour is permissible. Was it a racing incident? Was it intentional? There also has to be a level of consistency, and distinguishing between one incident and another is not easy.

Of course there are thousands and thousands of other Clerks of the Course or Race Directors sat in front the telly watching the race – making the call because it is easy to do so, just like there are 55,000 referees sat in Old Trafford at every home match... they and the rest of us are not in that position and are not therefore held accountable.

Errors of judgement are made by Riders, racing incidents do happen, but spare a thought for the Clerk of the Course or the Race Director who has to make the call and that call might be the deciding factor as to who does and who doesn't take the top step on the podium...

Richard Blyth
SportMoto Editor



STEVE COUGH

Leader from the Chairman



Having just returned from a successful final round of the Maxxis ACU British Motocross Championship, this marks the final throes of the 2013 season for many of our Organising Clubs. Whilst I was at Farleigh Castle for the Maxxis event, it gave me time to reflect on one of our better seasons, certainly in terms of weather – that is definitely the case. Last year, given the unseasonal weather we all had to endure, in ACU terms we had 246 events cancelled, which across all our disciplines caused some major headaches in trying to reschedule calendars etc. This year though, that has not been the case and I think you will all agree that we have witnessed some superb racing at all levels. Going back to the Maxxis, I would just like to offer my congratulations to both Kristian Whatley and Elliot Banks-Browne on their British Championship victories in the MX1 and MX2 classes respectively.

At the highest level, we have played host to some top international world events, the Motocross Grand Prix held at Matterley Basin, a very successful World Trial in Penrith, a World Long Track championship in Kent and of course our regular trip across the Irish Sea to the Isle of Man for the TT. Across all our disciplines, we are thought of very highly at the FIM and that is testament to the organization and sheer hard work put in by volunteer Officials and Organising Clubs.

On a very sad note, I would just like to acknowledge the sad passing away of Jim Parker. Jim was the Chairman of the ACU for the seven

years before my tenure and in that period, he did a great deal of work to change the perception and in many respects modernize the ACU. He gave a lifetime to motorcycle sport and was held in the highest regard on the world stage at the FIM, where he was an Honorary Vice-President of the Road Race Commission and of course within ACU circles in which – apart from his recent work as Chairman – over many years he made a vast impact and lasting impression on Road Racing, both on the short circuits and on the roads. My heartfelt condolences and best wishes go his family during this sad time.

As your Chairman, I need to make you aware that for the first time in many years, your Board of Directors has taken the decision to increase the Annual Competition Licence fee. The licence fee was last increased in 2008, so after five years, it has been decided to increase the fee by £2.00 – from £43.00 to £45.00 and this comes into effect for 2014.

Much work is now being undertaken behind the scenes in preparation for next year. Unique Codes to enable competitors to apply for a competition licence on line will soon be distributed to Clubs, competition licence forms are being amended and the draft for next year's Handbook is now being worked upon. The ACU will have a presence at both the Dirtbike Show and the NEC show and I will be in attendance for most of the Dirtbike show, so hope to see many of you there.

Finally, it would be remiss of me not to mention the fantastic achievements of both Tai Woffinden and Sam Lowes. Tai became the first British World Speedway Champion in thirteen years, lifting the title despite riding with a broken collar bone and the first Englishman to win the championship since Mark Loram in 2000. Also to Sam Lowes who won the World Supersport title. Sam now goes off to compete in Moto 2 in 2014. But to both riders – many congratulations and richly deserved on both accounts. We now enter the final couple of rounds of the Moto GP season and watch with great interest to see if Scott Redding will be successful in lifting the Moto 2 world title.

I hope those of you who are still competing have a successful and safe end to the season and have a good winter's break.

Best wishes

Brian Higgins
Chairman



Scott Redding

Pinhard Trophy

Once again the Sunbeam MCC are seeking nominations for one UK Motorcycle Sport's most prestigious awards – The Pinhard Trophy.

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

Last year's winner was Tom Woolley Runner-Up in the World Flat-Track Championship. On being told of his success, Tom said "I discovered I had been awarded the Pinhard Trophy on Christmas day, it was the best present ever. I feel honoured and very lucky to even be considered, let alone to win such a prestigious award and join a list

of previous winners of such distinction."

Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active competitors or administrators under-21 at the beginning of November 2013.*

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



Entry Forms, Regulations and a List of Previous Winners are available on the club website.

Sunbeam's Trustee for the Trophy is Tony Lloyd who can be contacted via the Club's website at www.sunbeam-mcc.co.uk or aj.lloyd@virginmedia.com.

**In special circumstances, Entries will be considered from Entrants who reach the age of 21 in the subject year.*

Robbie Allan RIP

It is with sadness that we have to report the President of the SACU, Robbie Allan has passed away after battling illness for some months. Robbie was a motorcycling legend,

an amazingly versatile competitor and a huge force of energy in all aspects of motorcycle sport in Scotland. As well as the SACU office, the SACU board and the member clubs in Scotland, the ACU will feel his absence keenly and send their

condolences to Robbie's family.

Brian Higgins, the ACU Chairman commented "This is very sad news indeed, Robbie played a big part in motorcycle sport, particularly in Scotland and was hugely influential. He will be sadly missed."

Jim Parker – RIP

Motorcycle sport is mourning the loss of one its most respected administrators – Jim Parker who passed away on the afternoon of Monday 29th July, aged 74, after a lengthy illness.

He was the gentle giant of the racing world, renowned for his no-nonsense, straight talking decision making and his own unique style of diplomacy that usually resolved all issues.

Jim Parker, was the Managing Director of ACU Events Limited, the commercial wing of the sport's governing body the ACU and a long serving Chairman and member of the influential ACU Road Race Committee between 1991 and 2011. On the International stage he was member of the FIM Road Racing



Commission becoming its Vice President in 2010.

His love of racing began as a competitor with the Racing 50 Club, but soon he was embroiled in the organisation of the sport, working to develop the Clubmans Racing and New Era clubs into the

biggest in the country, running some 40 meetings a year. And in the mid 1990s, working with his close friend the late Robert Fearnall, Mr Parker played a key role in the development and promotion of British Championship racing.

He helped to form the British Supercup series and then became a director of the Motorcycle Circuit Racing Control Board in 2000.

Mr Parker was ever present on the racing scene, taking a keen

interest in its affairs with his roles of Clerk of the Course, Race Director or Head of Organisation at British Grands Prix, World Superbike and club events alike.

ACU Chairman, Brian Higgins said "Many people realised that Jim has not been a well man for quite a long time, but this does not detract from the loss to his family and the ACU from his passing away. His work for the ACU, especially in the Isle of Man, certainly paved the way for me to attempt to continue the good work which he created."

MCRCB Chairman Jonathan Palmer paid the following tribute: "Jim Parker was an all-round contributor to motorcycle sport, playing a key role in its development and growth using the wealth of knowledge and experience he had built up through a lifetime of involvement. He will be sadly missed."

Conrad Mewse claims both European and World 85cc motocross titles

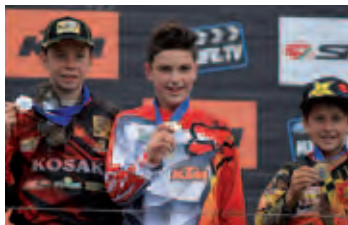
2013 has been an outstanding season for young Conrad Mewse as the youngster recovered from the heartache of narrowly missing out on the 2012 European 85cc.

A season of success has seen Conrad capture the World, European and Dutch National 85cc Championship during a dominant season, after successfully qualifying for the finals via the regional qualification races for the European Championship final at Matterley Basin. Conrad took the trip to the Czech Republic for the World FIM Junior Motocross Championship where he was up against the world's best 85cc riders.

Conrad Mewse arrived at the Jinin as one of the favourites and proved his talent by finishing on top of the podium after finishing second in both races. The two second place finishes was enough to be crowned the World FIM Junior 85cc Champion for 2013.

When Conrad arrived at Matterley Basin for the final of the European Championships the recently crowned FIM World 85cc Motocross Champion, looked dominant from the start. In the qualification race he crossed the finish line with a comfortable fourteen seconds gap over second place.

The opening race of the weekend saw Conrad start inside the top three



and quickly move into the lead on the opening lap. Once in the lead Conrad never looked back and stormed to an impressive race win ahead of Kim Savastein second and Glen Meier in third place. When the gates dropped for race two, Conrad wasn't hanging around taking the lead in the first few corners to go on and win, and claim his second title of the year.

The third title came following a long season of competing in the Dutch National Motocross Championship against some of the best Dutch sand riders and future Grand Prix stars. After the six round series Mewse took the title by 44 points over Cyril Genot in second and Jago Geerts in third.

For 2014 Conrad will now progress into the 125cc classes at European and World Championship level as the youngster looks to continue building upon his outstanding success of this year.

Zach Wajtknecht does the Double

Congratulations go to Zach Wajtknecht on winning the FIM Grass Track Youth Gold Trophy 125cc at Morizes in France on the 14th September. This is the season year in succession that the youngster has won the coveted World title.

Young Zach produced a stunning display to win the Youth Gold Trophy ahead of Lukas Fienhage in second and Darrel de Fries in third.

Zach has had a great season in 2013 finishing second in the 125cc European Gold Trophy Championship held in the Czech Republic in May.



Scott Redding signs MotoGP deal with Gresini Honda for 2014



Briton Scott Redding has signed a two year contract with satellite team Gresini Honda that will see him move up to MotoGP in 2014.

The Marc VDS rider has a 20-point lead (at the time of writing this article) in the Moto2 championship, after taking two race victories this season.

Redding said: "It's definitely the right step for me. I've got to look to my future and I think to go with Honda is good."

Redding is aiming to become the first British world champion in any GP class since Barry Sheene won the 500cc title in 1977.

He will partner Alvaro Bautista at Gresini Honda next year, as the 28-year-old Spaniard has extended his contract.

Bautista, a former 125cc champion, will continue riding the team's prototype Honda next year, with Redding on the production Honda RCV1000R, which is being tested by two-time world champion and former Honda rider Casey Stoner.

Redding was first linked with a step up to the premier class in 2012 when he tested the Ducati MotoGP bike, but opted to stay in Moto2 for 2013 and fight for the title.

Team GB win Women's Trials des Nations

This year's Trial Des Nations saw the British Women's Team demolish the opposition to take a resounding win at La Chatré in France. Reigning Champions Spain survived a late charge from Germany to take a distant second place; doubling the score of the dominant Brits.

Overnight rain dampened some of the sections where reduced grip was expected to be a problem. The British Team consisting of the new World number 2 Factory MRS Sherco rider Emma Bristow, World number 3 Top Trial Team Beta rider Becky Cook and a returning former

British Champion JST Gas Gas UK rider Joanne Coles proved to be unaffected by the slippery conditions and blitzed the 2 lap 15 section course. The unique format of the TDN where the team's worst individual score on each section is dropped meant that the rampaging Brits only lost marks on two of the sections!!!

Britain's last victory at this event was back in 2009, when the same



DAVE FAIRBROTHER

line up of Bristow, Cook and Coles also triumphed over their European counterparts. The British trio dominated the event from start to finish with a winning total that was less than half of their nearest rivals. The Spanish team consisting of Sandra Gomez, Mireia Conde and Elisabeth Solera had to settle for second place on this occasion as their three-year victorious run came to an end.

Credit must go to the organisers and officials who put on a fantastic event and also the observers who did a great job. Thanks to reserve rider Katy Sunter for keeping track of the scores. Thanks also must go to the efforts of all of the minders, especially the chief minders: James Fry, Craig Talbot and Paul Coles, and the travelling British helpers and supporters who made it feel like a local event.

Team GB take Silver at Men's Trials Des Nations

Under clear blue skies for most of the day the mighty Spanish men's team won the FIM Trial des Nations for the tenth time in a row at this year's event held in La Chatre, France. Spain's winning margin was a massive eighty-nine marks over runners up Great Britain after two laps of eighteen dry and dusty sections.

Headed by James Dabill – Beta, Great Britain were once again the best of the rest, despite the efforts of his supporting cast of Jack Challoner – Beta, Michael Brown – Gas Gas and Jack Sheppard – Beta. Britain



last won this famous trophy back in 2003, and this year marked the fifth year on the bounce that they have

finished as runners up to Spain. Britain's second place was not a given as they were pushed hard all day by the host nation. France's line up of Loris Gubian, Alexandre Ferrer, Steven Coquelin and Cedric Tempier produced a determined and spirited performance in front of a sizeable crowd. Although the French quartet never actually headed the British squad at any stage, they remained within touching distance

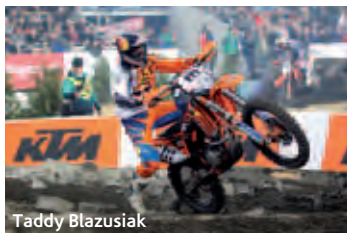
throughout the competition and threatened to cause an upset right up to the end.

SuperEnduro Grand Prix Race Day

Coming to the Echo Arena on Sunday 17th November for the very first time, is a fantastic variety of thrills, spills and action, all within the same unique sporting event.

The FIM SuperEnduro World Championship (Motorcycles) and SuperEnduro Racing (Cycles) both compete on an extremely challenging, special indoor track, whilst Squibb Freestyle, the UK's leading Motorcycle FMX Stunt Display Team display their own gravity defying skills high inside the arena itself. Strider Balance Bikes add a youth element too, with some short demonstration races on a special section of the track.

The FIM SuperEnduro World Championship is the pinnacle for this type of all-action, physically demanding motorcycle sport. It uses elements of existing outdoor motorcycle sports including Enduro, Trials, Motocross & Supercross but condenses the results into an indoor televised, adrenaline



Taddy Blazusiak

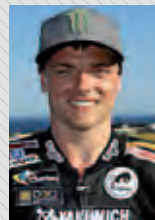
filled, spectator friendly event. The 2013 /2014 series visits the UK first on 17/11/2013, but then travels to Finland, Poland, Brazil and Mexico before finishing in France on 22/2/2014.

The FIM SuperEnduro World Championship demands extreme levels of bravery, skill, determination and athleticism from riders who must compete in several races, in order to determine the overall winner in each class at the end of the event.

SuperEnduro is probably THE toughest indoor racing in the World. Come and watch it live, at the Echo Arena and you'll understand why! *For full event details, regular updates, video clips, event specific social media links and all other information relating to SuperEnduro Grand Prix Race Day at the Echo Arena, visit: www.superenduro.tel*

World Champ Sam Lowes goes to Moto2

The ACU Road Race Committee is delighted to congratulate Sam Lowes on becoming the 2013 FIM World Supersport Champion. Sam



is one of a number of ACU riders currently experiencing success in a World Championship series, some of whom started their career with the ACU Academy, and the committee hopes they continue to have a successful 2013 season.

Sam will ride in the Moto2 World Championship next season for the Speed Up team, it has been confirmed. The 23-year-old, who secured the 2013 World Supersport Championship title with Yakhnich Motorsport, has been the subject of much speculation regarding his future whereabouts having signed agreements with both the Russian team and the Yamaha manufacturer on the basis that he would step up to Superbikes in 2014 aboard a Yakhnich-prepared R1. However, with Yakhnich now set to make a move into Superbikes next season with an alternative manufacturer, Lowes has sought alternative options for 2014 and has duly penned a two-year agreement to race in Moto2. For his part, Lowes will remain involved in the Yakhnich operation at a PR and marketing level. In a brief statement from the team, Yakhnich Motorsport expressed their gratitude to Lowes for their success in World Supersport this season and wished him the best for the future.

Jamie McCanney – 2013 Enduro Youth 125cc World Champion

Husaberg Factory Team rider Jamie McCanney put the finishing touches to his Enduro Youth World Championship campaign after the final round of the World Enduro Championship in June at the GP of Romania, winning a first ever Enduro World Championship title aboard his TE125.

Topping his class during the event's Friday night Super test, Jamie then won seven of the first day's 10



special tests to claim yet another deserved victory. In securing his seventh win of the series he also put himself in position to lift the Enduro Youth title on day two. And on day two Jamie most certainly rose to the challenge. Fastest in his class on eight of the special tests, he amassed a winning margin of close to two minutes to stand

on the top step of the podium and lift the individual World title.

National Road Rally 2013

There is no doubt whatsoever that the sunshine brings out the best in everyone. The weekend of 6th and 7th July 2013 was definitely no exception. To the North there was Kelso Bikefest, being enjoyed by thousands. To the South, millions were enjoying the Andy Murray match. Then across a huge "central" belt there was the National Road Rally. People came from the far corners of the World, OK, Europe, to enjoy the event. Whether you rode the Rally or manned, or womaned a control, whether you were in Leeds or Warminster, at The Ace or Lynn's Raven Café, riding a 100cc Laverda (Hi, Nick) or a BMW, that sun was shining on you and it felt good. OK, so I wasn't wearing leathers like some of you, and I bet that could have been a bit more comfortable, but the sun. Not once did it rain, not a drop, unheard of, but true.

Well done to Ewan Hind, the overall winner of the 2013 National Road Rally. It was Ewan's first time on the Rally and what a "maiden voyage". Stephen

Turner took the best Scooter award on his Piaggio.

Albert Stehle, Bernd Adler and their passenger came over to the UK from Castrop-Rauxel in Germany purely for the event, thanks. Well done, Albert, on being the Best Sidecar entry and don't forget to pass the word when you get home. You made MIRA and the special tests even more interesting.

To all the controls, thank you. Without exception every email we have received mentions the controls and the volunteers running them. Some mention home made cakes as well, but mainly they're about the volunteers.

To the AA man who turned out at MIRA to help with a dead battery. I just wish we could have got you on the special tests. Yes, he was on a bike. We didn't get a chance to ask if he was going to take part next year, as other riders had already fixed the battery problem! After a quick chat he was on his way.

Most of all, thanks to the 560



riders of The National Road Rally 2013. (That's over 70 more than last year). If you managed to finish and get an award, well done. If you didn't quite make it this year, don't worry, there's always next year. July 5/6 The National Road Rally 2014. Put it in your diary now, and if there is anyone out there with any influence, please could we have the same weather? (OK, just a tad cooler, maybe).

2013 ISDE in Sardinia

The 2013 ISDE in Sardinia saw 620 participants compete in Enduro's most prestigious event. With laps of over 200km a day and 6 to 7 hours on the machine and 6 Special timed tests each day it was certainly not for the feint hearted.

The event proved tougher and more technical than expected and some very tight time schedules coupled with choking dust and stony tracks, meant riders had to dig deep to stay on time. There was little room for mistakes or mechanical inaptitude, and it is worth noting that current ISDE rules mean that if a rider loses more than 30 min's a day, they are out. Unlike current WEC rules, only the rider can work on the machine for the whole 6 days. The majority of the British riders managed to stay completely clean on time quite an achievement and a credit to their ability and attitude.



The results of course will be well known by now, but certainly a further mention is worth while.

The ACU British Trophy team finished a very credible 6th place even after having lost a rider with injury early in the proceedings. The Junior Trophy team of Jamie and Danny McCanney, Steve Holcombe and Jack Rowland once more took an excellent podium spot with 3rd place behind France and Italy. There were a large number of Club

Teams and they ride exactly the same course and time schedule as the Trophy and Juniors. The days of Club teams just riding for the experience are long gone, and they now have to compete in a tough and very challenging event with time schedules and terrain that demands a high level of riding ability.

Of the British Club teams, SACU rode impeccably to take 9th spot in the Club team category, with teams from Wales A & B, Whitley 1 & 2, St Georges the SMCC – IOM and the Army team all equally determined and gaining good results and proving that serious time card Enduro in the UK is still producing very capable riders indeed. Be it Trophy, Junior or Club teams, the British riders did us proud, and it cannot be stressed enough that this was all made possible by the many Team managers, service crews and helpers who gave them all so much support.

Woffinden on top of the world

British Speedway is celebrating a new world champion after Tai Woffinden secured the title on a dramatic night in Poland.

Woffinden, 23, races for Wolverhampton Wolves in the Elite League and secured his first world crown by beating nearest rival Jarek Hampel in his second outing of the Torun GP.

He becomes Britain's first world No.1 since Mark Loram lifted the title in 2000 and, ironically, Loram was in Poland to see Woffinden win.

Born in Scunthorpe, Woffinden is the son of former rider Rob Woffinden who sadly passed away in 2010 after a battle with cancer.

And Tai admits he is desperate for a night at home to reflect on his stunning achievement.

"I just haven't been able to sit and think too much about what has happened," he said.

"All I can tell you is that the moment when I went over the line and I



realised I'd done it was amazing. I made the most of that moment but I knew I still had more racing to do on the night and I wanted to show respect to the other riders.

"And when I was interviewed and got the trophy presented of course I enjoyed the moment – but because of my schedule it's just not sunk in as

much as I would like!"

Woffinden insists he is ready for the tasks involved in being world champion.

"I've actually enjoyed taking calls from the media these last few weeks, even though I've always said I was trying to stay low profile," he said.

"It's good for me and good for the exposure of the sport and I want to do all I can to be a good world champion. But for the time being I want to try and appreciate what I've done which isn't easy!"

Woffinden has also confirmed he was suffering from cartilage damage in his ribs as well as a fractured collarbone when he raced for the title.

"I've tried to keep the cartilage damage quiet but that's been more painful than the collarbone to be honest," he said.

"I'm just pleased it's all done and I want to thank everyone who has supported me – family, friends, sponsors, mechanics and the fans.

"It was special for me to have my mum and girlfriend with me on Saturday and, of course, I'm sure my Dad was looking down on me when I lifted the trophy."

Fighting podium place for Team GB



The FIM World Team Long Track Event took place at Swinfield in Kent on the 18th August. With the event incorporating for the first time the Don Godden Trophy for the winning nation.

For the previous six FIM Team Long Track World Championships,

the German Team had emerged victorious but on home soil Team Great Britain hoped to turn the tables.

With David Howe missing through injury, Andrew Appleton drove through the night from Germany to take his place, but unfortunately both he and Richard Hall were carrying injuries but that did not prevent them giving 110% on the super fast track prepared by the ASTRA Club.

In front of 4000 spectators, the four man Team GB recovery – lead by team captain Paul Cooper and top British Scorer Glen Phillips – resulted in a fine third place finish behind the strong Dutch and French Teams

The Dutch team were presented with the magnificent Don Godden Trophy, named after the great long-track personality who was well known both as a rider, technician and engine manufacturer who sadly died in 2011.


Team GB took the third place on the winner's podium ahead of the Germans, the Australians, the Finns and the Czechs.

Chris Holder, reigning World Speedway Champion, Barry Briggs the legendary multi World Speedway Champion and Joan Godden the widow of Don, were the VIP guests at the event and presented the teams with their well-earned trophies.



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New Basic Rider Assessment prior to the issue of a first Road Race Licence

The Road Race Committee recently agreed to make it compulsory for all applicants for a new ACU Road Race Licence to ride a solo or drive a sidecar, to undergo a test to prove they could ride a motorcycle in a competition/track environment.

The classroom based theory Compulsory Training Course was introduced in 2003, but until now, if you held a DVLA Class A Licence to ride a motorcycle on the road or had adult racing experience (e.g. Supermoto, Motocross) you were considered competent to take to the race track. Following concerns that were raised by Insurers, Circuit Owners, Instructors and Clubs it was agreed by the Road Race Committee that changes were required to the present arrangement.

The theory based Compulsory Training Course will be updated before the end of the year and will be delivered in an identical manner by all providers.

Every applicant will have to undergo the Basic Rider Assessment to prove that he or she is able to ride a motorcycle on the race track in an appropriate manner. A full Road Race start procedure will be included as part of the assessment, perhaps the most stressful part of any new competitors race-day!

The rider ability test is expected to take around 60 to 90 minutes, depending on numbers. It will comprise a structured set of riding skill tutor/assessment sessions. This will be mainly on track, but will also include off-track basic machine control skills for less experienced and/or junior riders. The tests will be conducted by ACU approved coaches on circuits countrywide.

It is anticipated that many Road



STEVE GOUGH

Race Clubs will join together, especially before the start of the 2014 season, to make the rider ability test available at as many venues as possible. Most organisers will provide the basic theory CTC and Basic Rider Assessment as part of a single day – many Road Race Clubs do this already. Many track day organisers also provide this already and will expand the provision. The Road Race Committee has been keen to make sure of the availability throughout the year.

Please watch the ACU website for full details of venues and dates. Costs

will vary according to venues but it is not expected that the total cost of obtaining the first Road Race Licence will rise significantly.

Road Race Chairman, Paul King commented, “since the Compulsory Training Course was introduced during 2003, it is understood that the number of accidents involving newcomers to Road Racing, in their first few races, has fallen significantly and it is felt that this extension to the scheme will have a similar result. The aim is also to make going racing for the first time an easier and less stressful undertaking.”

Changes will come into effect for anyone applying for a 2014 Road Race Licence. No new 2013 Licences will be issued after the 15th November 2013 to give time for the changeover to become effective. There are no late season race meetings this year.

Further information can be obtained from the ACU Road Race Department at ACU House, Rugby, telephone 01788 566405/6. E-mail rr@acu.org.uk.



Cheadle Club Chairman John Boulton in a club trial in 2013



Joanne Coles at Sharpcliffe in 2010



Cheadle (Staffs) Auto Club



The Queen is not the only one to have an anniversary in 2013, as the Cheadle (Staffs) Auto Club also celebrates its Diamond Jubilee in October this year. The club was formed in 1953 and has been organizing both motorcycle and car events in the Staffordshire Moorlands area for the past 60 years.

The club started with a few local members running motorcycle trials both on and off road and immediately became affiliated to the East Midland Centre of the ACU and has remained an active club ever since. In 1955 the club also affiliated to the RAC and started to run a small number of car rallies.

The first chairman was Mr. W Bentley and the Secretary Colin Wood. The annual subscription was seven shillings and six pence (37 ½ p) and

the club headquarters were at the Greyhound Inn, Cheadle.

The club prospered in the 1950's continuing to run low key trials and car rallies but in 1959 started to organize some very successful Scrambles events at Freehay near Cheadle. Their popularity could be measured by the fact that the local bus company ran an all day shuttle service between Cheadle town and the venue.

The 1960's started in much the same vein with trials, scrambles and car rallies but by towards the end of the decade the clubs fortunes began to decline. The scrambles courses were lost to land reclamation. The car rallies were abandoned and the club ceased it RAC membership. Only the motorcycle trials remained a viable club activity with the club running about four over

the winter period together with a small number of car and motorcycle social treasure hunts.

By the early 1970's the club almost folded with few events being run and almost no other activity but following Aubrey Lawton and Peter Beardmore taking the helm as Chairman and Secretary the club began a slow but steady revival. They concentrated their

Club Secretary Peter Beardmore on his Honda TL125 in 1978





Cheadle committee member
Russ Andrejewski at
Hermitage Farm in 2012

British Ladies Trials Champion
Becky Cook at Sharpcliffe in 2010



efforts on trials and by the end of the decade had established a successful program of trials throughout the year. Scott Ellis joined the club as Trials Secretary, films shows were run at the club headquarters, and the members held demonstration trials at the local Cheadle carnival. Membership increased and the clubs finances were restored to a reasonable level.

The 1980's saw the continued successful development of the trials scene with the club acquiring new land at Hermitage Farm, Ipstones (which is still used today) and other venues in the Staffordshire Moorlands. The club ran rounds of various East Midland Centre trials championships and even branched out to run some rounds of the ACU's National Classic Bike series.

In 1992 they ran an arena trial as a support event at the British road race Grand Prix at Donnington Park which proved very popular. Mick Grant took part prior to his riding in the Grand Prix

later in the weekend finishing 9th.

In 1996 the club was fortunate to gain the use of an excellent trials venue at Sharpcliffe Hall and, as well as some of their club events, ran training days for local riders and for the ACU's Youth and Girls Trials Squads where British Champions James Dabill and Becky Cook learned to ride on the Sharpcliffe rocks.

In the 2000's the Sharpcliffe land was used to run rounds of the ACUs National British Championship Trials series for Women and Girls and rounds of the Youth British trials championships. The venue proved popular and continued to be used for both national events and by the National trials squads until it was sadly lost to English Nature in 2011 who acquired the land but have to date done nothing with it – a sad loss to motorcycle sport in the Staffordshire Moorlands.

In 2004 the Chairman Aubrey

Lawton passed away and was replaced by John Boulton with Peter Beardmore continuing as Secretary. The club now has an enthusiastic and mainly young committee, whose members are enthusiastic about trials and hopefully will keep the club active and successful for the next 60 years.

The present committee is John Boulton (Chairman), Peter Beardmore (Secretary), Steve Colley, Bill Colclough, Carl Chell, Russ Andrejewski, Martin Winning, Dave Shields, Andy Pitt, Alastair Rowe.



The real X-Factor is back at Sheffield for 2014

Apparently Nicole Scherzinger applied to be one of the score card girls but the organisers said that if she's not good enough for Lewis Hamilton then she's not good enough for Sheffield.

Words: Mick Tonks

Pics: www.trialscentral.com



The World's No1 Indoor Motorcycle Trial will be a round of the FIM X-Trial World Championship again for 2014.

So for the 18th consecutive year on Saturday 4th January at the Motorpoint Arena in Sheffield, the Worlds best Trials riders on their all singing and dancing factory bikes will be attempting to ride Martin Lampkin's brand new extremely difficult sections.

The stars of the event include;

World Indoor & Outdoor No1:

Arguably the best Trials Rider the World as ever seen Spanish superstar and newly crowned Double World Champion Toni Bou. If you have never

seen this man ride a trials-bike you will be in for a treat, you won't believe your eyes, he defies both logic and gravity he is simply incredible. Since joining the Repsol Honda team in 2007 Bou's achievements have been nothing short of miraculous, just sweeping the opposition aside, I don't think we have seen the guy who will take his crown yet!

World Indoor and Outdoor No2: Adam Raga pushed Bou all the way in this year's outdoor World Championship winning five of the thirteen the rounds outright, it was nip and tuck all the way until Bou turned up the heat at the last two rounds, finishing the championship just ten points ahead of Raga. Adam is a fantastic rider and like most of tonight's stars he too has World Championships under his belt.

World Indoor No3: Albert Cabestany, finished the 2013 X-Trial Championship just seven points behind Adam Raga. His claim to fame in the indoor was being the first man to beat Dougie Lampkin at Sheffield back in 2003. It was yet another fantastic night at Sheffield, Dougie had a few machine problems but Cabestany still had to ride his socks off to beat him.

World Indoor No 4: Jeroni Fajardo finished the X-Trial World Championship on the same points as Cabestany and was unlucky to be



pushed back into fourth position. He turned the tables on Cabestany in the outdoor World Championship beating him by just one point and taking third place overhaul. Jeroni is a fantastic talent and has to be one of the favourites out of the current crop of riders to challenge Bou.

World Indoor No 5: Takahisa Fujimnami, ex World Champion Fujigas is one of the crowds favourites he has to be one of the most exciting riders of all times. He enjoyed a great start in the Outdoor Championship this year winning his home round two in Japan. He's actually the elder statesman of the current championship contenders, but he's certainly not ready for his pipe and slippers just yet!

World Indoor No6: Ex-British



Toni Bou



Champion James Dabill is no stranger to Sheffield, apart from Dougie Lampkin – James is the only other Brit to stand on the podium at Sheffield. He always gives 110% and will benefit from the partisan crowd at Sheffield, another podium finish from James will bring the house down.

Frenchman Loris Gubian will be making his second appearance at Sheffield, he last appeared in 2010 when unfortunately one of Martin Lampkins sections bit him quite badly! So he took an early bath at the Northern & General where they carried out for a few repairs and sent him back across the Channel, hopefully he'll finish the course this year.

The newby for Sheffield 2014 is the highly rated up and coming star Jorge Casales, the Gas Gas mounted rider earned his place in the 2014 X-Trial World Championship by winning the 2013 FIM Junior Trial World Cup in only his second season in the series. All eyes will be on him at Sheffield to see if he could be the special one that could topple Bou.

MAGICAL SHEFFIELD

18 years on and Sheffield is still renowned as the best Indoor Trial in the World. From the moment the lights dim, the music starts and the stars of the event descend into the arena, you know instinctively that something special is about to unfold. The organisers pride themselves on presenting the very best riders in world, while also giving our home grown talent the opportunity to perform on the 'world stage' in front of their home supporters.

The half time entertainment changes from year to year, Multi World Cycle Champion Ot Pi brought the roof down quite a few times, one year he very nearly burnt the roof down with one of more risky stunts. Steve Colley has performed his one man one wheel show, Marc Vinco the French Cyclo Champion performed for his fans and Danny MacAskill has booked to appear twice and on both occasions he broke bones prior to event.

Sheffield as never failed to be anything less than four hours of the

very best motorcycle trials action that you are ever likely to see, that's why the fans come back year after year – and that's the magic of Sheffield.

Tickets always sell fast with the best seats selling first, so if you and your friends want a ringside seat book early – Adult £32.50 – Under 14's £22.50 (subject to booking fee)

Saturday 4th Jan Sheffield Motorpoint Arena – Arena Box office 0114 256 5656 or www.motorpointarena.co.uk

WIN A PAIR OF TICKETS FOR SHEFFIELD

If you would like the chance to win a pair of tickets (5 pairs up for grabs) for Sheffield answer this not so easy question:

Martin Lampkin and Malcolm Rathmell were once in business together, what was the business?
Answers on a postcard along with your details to: Mick Tonks, The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. Entries close on the 1st December.



The Ladies



The Scottish

The Colmore



Exciting year of Trials

2013 Trials season seems to have passed by in a flash and in the main Championship it has been a second season run under the no-stop rules. Words & pics: Colin Bullock



The year opened up in January with the Sheffield Indoor Arena event which returned to World Championship status this year. All of the top guys were there in front of 6000 spectators to see if anyone could challenge the mighty Toni Bou aboard the Montesa. The answer was not really, the man is phenomenon and it was no surprise to see him topping the podium at the end. Bou would go on to win both indoor and outdoor Championships. The latter through up a few challenges however as fellow Spaniard Adam Raga took wins along the way. This was somewhat ironic as Raga had been a fierce opponent of no stop and had received a FIM reprimand for his comments early in the season. UK interest wise James Dabill

came home sixth overall following a string of consistent performances which included fourth place finishes in Andorra and Czechoslovakia. In the women's class Laia Sanz took the honours from Emma Bristow thanks to a bizarre rule that allowed her to ride only half of the events and dropping her worst two scores, i.e. the round she did not contest! The way Emma is riding this year though it is only a matter of time before she gets that title to add to her résumé.

On the home front the S3 Championship used to be known as the Clubman's series. It is just one stage down from the Brit's in but never the less it is hugely popular and prestigious. The year got off to a bad start with the extreme wet weather of the early

season causing the cancellation of three of the first four events. We got underway at the Colmore Cup in March with defending champion Richard Sadler winning in the Midlands which never used to be his favourite terrain. Richard has taken all of the other events except the Chris Carter which was won by his fellow Yorkshireman Ian Austermuhle and with still one event remaining the 2013 title Sadler is once again the Champion.

The sidecar series sponsored by one of its leading lights Robin Luscombe still has a couple of rounds to go but he is leading the way with his son Sam in the chair from Rupert and Chris Kimber. The Kimbers have won a number of events lately so the final result still hangs in the balance.

The youth classes do not finish until mid-October but in the top A class there is currently a good battle going on



between Dan Peace and Jack Price.

So to the main British Championship which was run over four rounds. The series took the bold step of going no stop rules in 2012 and to say it was not universally popular would be perhaps an understatement. With the World's following suit this year it has settled down somewhat. The four rounds this year have however been excellent events with challenging but ride able hazards and entries have held up well. The two main challengers were as expected reigning champion James Dabill and Michael Brown who has had to play second best too often for his liking. It has been nip and tuck all season. Dabill won at the West of England, Brown in Wales and then Dib's took the Richmond round. With just the Lakes remaining Brown needed to win to level the scores and if he did the Number 1 plate would be his by

virtue of the tie break rule. This, where points are level gives the award to the rider making best performance at the final round which is what happened for Michael and Gas Gas.

Darren Brice took the Expert group title for Sherco with three wins and a second. He really dominated the series but there were good results for the young riders coming through with Tom Affleck and Jack Stones taking second and third.

Away from the Championship scene the other main rider and spectator draw was up in Fort William at the beginning of May with the Scottish Six Days and Pre 65 events. It was a mixed 10 days as for the first time in its history the Pre 65 was abandoned due to severe weather half way through day 1. Many column inches have already been written on the subject but most riders who lost out have taken advantage



The Lakes

of the guaranteed ride for 2014. The committee have put much work in behind the scenes to ensure there is no repeat of this year. The main Six days event was also hit by the weather but as a test of machine and rider it has no equal. As for riders it was Dougie Lampkin who ran out a convincing winner with James Dabill second. Dabill had a slow start to the week but worked his way back up to the top but there was no stopping Lampkin who first won the event back in 1994. He now has a record seven SSDT wins and he may still add to that remarkable total.



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Penrith through the keyhole



FIM/GZF MEDIA



The World Trial at Penrith was hailed a success, and while of course there are pundits who have an opinion on how it should all be done and observed, it may be worth some reflection.

Back in the day, successful events were run in Yorkshire and Wales and the NW Centre.

As the FIM changed the format it became difficult to find UK organisers. The Trials & Enduro Committee themselves actually ran World rounds in Hawkstone park, as did Committee member Tim Fairbrother and the Midland Centre.

It became obvious that the increasing FIM criteria and the financial outlay required made it difficult for Clubs and Centres to organise the event. Things would need to be on a

more commercial type footing.

Enter Jake Miller and Mart Lampkin, L & M events, who ran very successful rounds at Hawkstone and Scotland.

For the last three years John Kerwin and Graham Jarvis teamed up as Dirt Bike Action to run at Penrith and have been awarded the event in 2014.

SO HOW DOES IT ALL WORK?

Venue is the first hurdle. There are venues with excellent sections, and venues with lots of parking and infrastructure. It is getting the two together that is difficult. The FIM "Homolgate" the site. This will include environmental and medical plans as well as exact details of showers, toilets, Jury rooms, Press rooms, Internet facilities etc

Next it has to be applied for by the Federation, in our case the ACU, and the organiser has to pay an inscription fee of several thousand pounds to get it confirmed on FIM calendar. Officials have to be appointed and there are FIM licence requirements for these.

The actual planning of the event will start the year before. Graham and John spend months plotting it all out; machinery is brought in to move the rocks and place things

exactly as required

Penrith is not blessed with permanent infrastructure so various temporary facilities are sourced.

The weeks before are hectic. Sections marked and taped, Showers and toilets arrive and present a plumbing nightmare on what is just basically agricultural land. Security fencing, office furniture, generators and Internet equipment all have to be supplied. The administration tasks start in earnest.

What does it cost? Without going deeply into financial accounts, a ball park figure of around £55k needs to be on the table at the outset. This may seem a lot for what to many may just seem a two day trial. So why does it cost that amount?

Some basic costs supplied from this year:

FIM Inscription fee £2,500; deposit £2,500; Solidarity Fund £1,500; internet facilities £2.5k; land, site use and preparation, grass cutting etc £7k; diesel for generators and machinery almost £2k; machinery hire: £3,600; security fencing, lighting towers various leads and junction boxes £5,800; showers & toilets & FIM anti-doping facility £3,800; rubbish skips £800; observers that so many like to criticise are pure volunteers but at very least deserve a lunch and a T shirt £1k; medical services and doctors including accommodation etc £6.5k

Although the organisers did most work themselves, other staff and various bodies & accommodation = £6.5k

The ACU supply at their expense the various licenced officials required.

It would be impossible in space of this article to give every cost, and I can assure you there are a hell of a lot more. Start adding various accommodation and presentation costs and it just keeps on adding up.

At end of it all, when we see the crowds and the spectator entrance fee handed over, we tend to think like I do when I see the bulging till in my pub on a Friday night, but it just ain't necessary so!

John Collins
Clerk of Course
2013 World Trial Penrith



FIM/GZF MEDIA

Down to the wire

After five of six rounds it's a two-horse race for the outright British enduro championship – Tom Sagar versus Jamie McCanney. But we'll have to wait until late November to find out who will prevail. Words & pics: Jon Bentman



Tom Sagar



With a round to go – the Diss Enduro on November 24 – it's all to play for in the 2013 ACU British Enduro Championship.

Norfolk, with the onset of winter, will be a tough venue for the showdown that will decide the new British outright champion. And it's going to be Tom Sagar (Colwyn Bay KTM UK 450EXC) versus Jamie McCanney (Midwest Husaberg TE250) in something of a knockdown battle.

Sagar – already twice the outright champion – made the early going in the season, knocking over five straight wins before McCanney found the pace to reel the Welshman in. But with growing confidence and speed that's come from winning the Youth World Enduro Championship, and by grabbing a bigger gun – a TE250 replacing the TE125 he started the season on – the young Manxman has started on a roll of his own. Three wins and plenty of podium finishes means he's closed the gap on

Sagar considerably. It has to be said Sagar's championship hasn't been aided by a hand injury sustained just before the Abbey Enduro which meant he couldn't ride to his normal leaderboard pace, trailing home with two eighth

place finishes. But there's no denying McCanney now has the pace.

The points difference is just two, that's 163 to 161 in favour of Sagar, but allowing for the two-worst scores discard rule that grows to a more significant 10 points, meaning if McCanney wins Sagar must finish no lower than 5th to clinch the title. Given Sagar's form that sounds achievable but if a certain couple of EWC regulars choose to turn up then frankly all bets are off. Knighter and Danny McCanney, not to forget Jonny Walker, could easily slide into the top-five if they compete (and given the time of the year there are few conflicting dates) and with one slight mistake there's no question both Jamie Lewis and Daryl Bolter could slip by Sagar as well. Of course in that company Jamie McCanney is not assured the win either – but you can see it'll be a high-stakes game to end the year.

There'll be no less tension among



the Experts ranks. Fortunes have risen and fallen in this class but early championship leader, the Scottish enduro newcomer Ryan McLean, has stayed the course. With support from former Team GB ISDE team manager Euan Syme, McLean has swapped his early season Yamaha YZ250 motocrosser for an enduro-specific KTM 250EXC and with coaching he's come to terms with enduro's varied demands. The studied approach paid off at the recent Natterjack Enduro with a very profitable 2-1 result. But McLean has been overhauled by 17-year-old Brad Freeman who after a disastrous Helmsley Enduro (where he DNF'd day one, placed 5th on day two) has been a consistent top scorer, four wins to McLean's two have put Freeman just the one point ahead although again with discards this widens to a healthier 12 point advantage. Again, it's all down to the last race – McLean has to win, Freeman needs to avoid disaster.

The Championship E3 class has seen less frenzied competition, but it'll still take the Diss to determine the champion. Jonny Walker is the cream of the class but having missed the opening round in Scotland he's been playing catch-up on Fraser Norrie. Walker's double win at the Natterjack put the Cumbrian extreme specialist one point behind Norrie, but on discards 14 points ahead...

In other classes celebrations have already begun. Lee Sealey sealed up the British Clubman title at the Natterjack, with five wins and four second places the Midwest Husaberg TE125 rider has amassed a comfortable lead – on paper. In fact Jack Staines has pushed Sealey most of the season, but for a couple of off days the title would have been much closer.

Tom Sagar might be fretting about the outcome of the overall title, but he has at least sewn up the E2 championship in good time, this year makes it his fourth E2 title in four years. Jack Rowland can celebrate his second E1 (Four-stroke) title in two years, too. Riding the MPS Husqvarna TE250R his will be the last British title for brand using the Italian chassis and motor. Jamie McCanney is also now the E1



Jamie McCanney

two-stroke title holder for the second year running, but McCanney won't find my reason to celebrate this as he found no company in the class this season – something that we could hopefully see

addressed for 2014.

So the Diss Enduro – November 24th, remember – looks set to be the enduro of the year with so many titles in the balance. No pressure then!

2013 ACU BRITISH ENDURO CHAMPIONSHIP

Championship standings after five of six rounds

CHAMPIONSHIP OVERALL

1	Tom Sagar (Colwyn Bay KTM 450EXC)	163
2	Jamie McCanney (Mid West Husaberg TE125/TE250)	161
3	Jamie Lewis (Edmondson Racing Proseal HM Moto CRE-F450R)	128
4	Jack Rowland (MSR Husqvarna TE250R)	107
5	Jonny Walker (Red Bull KTM 300EXC)	97

CHAMPIONSHIP E1/2

1	Jamie McCanney (Midwest Husaberg TE125) 2013 British E1/2 Champion	80
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CHAMPIONSHIP E1/4

1	Jack Rowland (MRS Husqvarna TE250) 2013 British E1/4 Champion	189
2	Gethin Humphries (Sherco 250i)	129
3	Steve Holcombe (Crescent KTM 250EXC-F)	108

CHAMPIONSHIP E2

1	Tom Sagar (Colwyn Bay KTM 450EXC) 2013 British E2 Champion	177
2	Jamie Lewis (Edmondson Racing Proseal HM Moto CRE-F450R)	152
3	Jamie McCanney (Midwest Husaberg TE250)	111

CHAMPIONSHIP E3

1	Frazer Norrie (KTM 300EXC)	155
2	Jonny Walker (KTM 300EXC)	154
3	Tim Forman	45

EXPERT OVERALL

1	Brad Freeman (KTM 125EXC)	155
2	Ryan McLean (KTM 250EXC)	154
3	Joe Wootton (Kawasaki KX450F)	136

CLUBMAN OVERALL

1	Lee Sealey (Husaberg TE125)*	183
2	Jack Staines (KTM 125XC)	157
3	Andrew Bull (KTM 250EXC)	129



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The 2013 Grass Track season to date



Before the season was underway there was some confusion, and a little reluctance on the part of some sidecar competitors, about the introduction of new sound regulations and dirt deflectors. We were grateful to all concerned, and especially technical man Dick Sullivan, that before the season was fully underway most issues were resolved and the new rules in place. The importance of these rules was clear, to make racing safer and to ensure that some of our tracks are not lost to the sport due to sound level restrictions.

A quick look at the fixture list shows some 80 events planned for the year, although the very wet spring forced some cancellations. The current economic climate has also caused a small number of events to be called off due to lack of entries.

Although National Events are now restricted to the ACU Championship rounds, many of the open events attracted a "national class" entry and produced some fantastic racing, especially amongst the big chairs, long may they reign.

On the international front the ACU Competitors have suffered mixed fortunes. In the World Long Track

Championship we have four riders, Paul Cooper, Andrew Appleton, Rodney McDonald and Glen Phillips have qualified for the Long Track Challenge to be held in Germany, whilst Richard Hall won the French Round on his way to a fighting third place overall in the World Championship. At the World Team Long Track Championship organised superbly by the ASTRA Club in Kent, home advantage did not help but the ACU team recovered from 2 disappointing rides to finish on the podium. Perhaps the stars of the international riders were James Shanes and Zack Wajtknecht. In September James travelled to Germany to finish 6th in the 250cc Youth FIM Gold Trophy. Meanwhile Zack travelled to Czech Republic in May to finish second in the 125cc European Gold Trophy, and followed this up in France 4 months later by winning the 125cc Youth FIM Gold Trophy for the second year in succession.

After a trip to Guernsey for the Sand Race Championship, where Danny Warwick and Rod Winterburn/Liam Brown emerged the victors, the domestic Championship season started on 7th July with the British Championships being superbly organised by the Cornwall Club, with Harland Cook (250cc) Matt Etherington (350cc) Josh Goodwin/Liam Brown (500cc S/C) and Will Penfold/Adrian North (1000cc S/C) being the well-deserved victors. The action then moved on the Masters Qualifier run by the Mid Cornwall Premier Club on a difficult to master track, with the solo victor being Josh Dingle and the sidecar victors Myles Simmons/ Kevin Woodley. This was followed by the British Upright Championship on the wonderful Ledbury track, with victories going to Anthony Worrall (250cc) Nigel Stanford (350cc) and Peter Carr (500cc). It was then the turn of the Bridgewater Club to run a very successful Pre 75



Richard Hall

Championship, with the laurels going to Richard Warry (250cc) Gerald Short (350cc) and Tim Curnock (500cc). It was then the turn of the Fenland Club who made a first class job of organising the Youth Nations, with Championships going to Sam McGurk (Auto Cadet), Harry McGurk (Cadet), Kyle Bickley (Junior), Luke Harris (Intermediate), Joylon West (Junior 65 MX), Sam Stead (Inter 85 MX), Sam Woolley (Senior 85 MX) and Kyle Bickley (International 125cc).

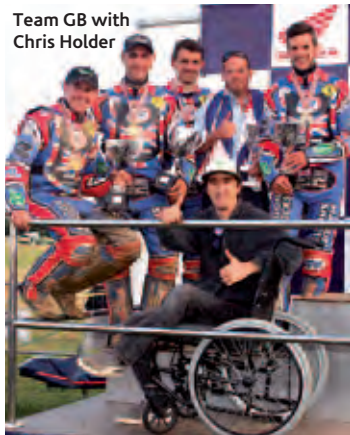
The Grass Track season was rounded with a successfully run British Masters, hosted by the Wimborne MCC. The 2013 Masters saw both last year's Champions retain their titles for another year, with Cameron Woodward winning the Solo's and Mark Cossar and Carl Blyth win the 1000cc Sidecars.

We now start to look forward to 2014, and wonder what it may hold for our sport. From an ACU point of view we need to work with our clubs to try and minimise the cost of the sport. We also need to look into the incidents that have occurred during the year on the track and see what lessons we can learn.

We would like to know your point of view, and invite you to attend the Track Racing Open Forum, which will take place at Rugby in mid-November.

Peter Gregory
Chairman
ACU Track Racing Committee.

Team GB with
Chris Holder







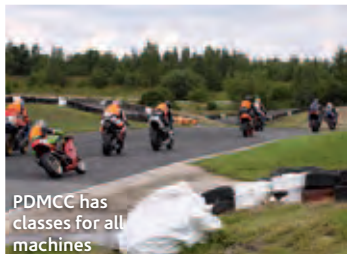
From humble beginnings: Preston and District Motorcycle Club

Words: Craig Evans (PDMCC Press Officer) Images: PDMCC Archive



For the club racer, whether seasoned in their game or new to motorsport, there is a wide choice of options available to them in terms of circuit and club. The real 'hidden gem' however lies at the heart of the North West and although relatively small in stature, is certainly one of the most talked about organisations in motorcycle racing paddocks all over the nation.

Preston and District Motorcycle Club was founded in 1925 by a group of motorcycle enthusiasts and racers from the local area. Two of the founders, a Mr. Houlding and a Mr. McNab, competed in the 1910 Isle of Man TT. The club was apparently formed by coincidence, at around the same time the Toreador motorcycle company opened at Ribble Bank Mills, Preston. By January 1926 the club had in excess of 150 members on the books and the first motorcycle sporting trials events were held that year. Many of the club



officials and committee including the club President at the time – Mr Parker – were all friends of the founder members and were all connected in some way or another to the motorcycle trade.

In the very early days, the club held competitions at a trials ground in Ribchester before moving the sporting events to a purpose built circuit in Longridge until around 1978. When the Longridge circuit which was owned by a local quarryman Norman Robson closed in late 1978, the club moved yet again to the newly opened Three Sisters circuit in nearby Wigan, and the club is based there to this day. The Longridge site was reopened as a caravan park which is still in use today, and evidence of the old circuit can still be found if you look carefully at some of the corners in the tarmac areas.

Nowadays, the club prides itself on providing a fantastic 'stepping stone' for those who are serious about racing – in particular young riders, as well as a base for many lifelong members who have spent much of their racing career with them. Many competitors use the club and its circuit for 'training' as well as obtaining signatures to upgrade to national and TT mountain course licences. The club is one of the best in terms of choice for the aspiring racer,

and the friendly no-frills approach along with the twisty nature of the very demanding circuit is definitely an excellent starting point for those new to the sport. With 10 corners in just less than a mile it is definitely a good workout for both man and machine, and many competitors have been known to quote that if you can ride the Three Sisters circuit then you can ride anywhere (Just ask Sam Lowes)!

The slick running of race meetings with PDMCC ensure that value for money is provided without compromising safety or cutting corners. The club has its own marshal's organisation which is also separately affiliated to the ACU. They undergo an official training day each February and many riders also attend to find out more about what happens behind the scenes. The provision of highly trained marshals, medics and officials is of utmost importance at every meeting and this is highlighted in the club's excellent safety record.

Meetings consist of a very tight programme of short, snappy races which again provide value and cater for almost every class of two wheeled machine available. The 7 lap races are usually more than enough for even the most experienced competitor and between 20 and 24 races are normally run in one meeting. Two races are run per class, and in the first sprint trophies are awarded to the top three finishers whilst the second race allows competitors to obtain points towards the club championships. Points accrued also count towards the ACU North Western championships. Grid positions are drawn by ballot for the trophy race, and the finishing position



An image of the very first press coverage of PDMCC from early in 1926

in your first outing becomes the starting place for the second (championship points) race. Because the grid can only hold a maximum of 20 machines, the programme is designed to allow classes to have their own grid wherever possible and the club is also one of only a handful in the UK which has its own race for Classic 50cc machines.

Many well known riders past and present have raced with PDMCC, and some have said that much of their success is down to the tight and twisty turns at the circuit which has trained them in cornering ability. Notable names from the past include Carl Fogarty, Neil Hodgson, James Toseland, and even Casey Stoner. The lap record was briefly held by Stoner in the early noughties (Stoner spent a year racing in the UK as he wasn't yet old enough to race bigger machines in Australia) until the current lap record was set by Alex Gault on a GP125 machine – a breathtaking 54.4 seconds. Current riders at World and British level also began with PDMCC – Lee Costello (BSB), James Ellison (BSB), Alex Lowes (BSB) and Sam Lowes (WSS) to name a few – next time you are watching Eurosport and Sam is battling with Kenan Sofuoglu as they flow through the tight corners – you'll see exactly what I mean!

Another notable name who still competes regularly with PDMCC is TT champion Rob Barber. Even though he rubs shoulders with the very best of road racing on a regular basis, he keeps coming back to his roots as he loves the club and circuit, as well as it being excellent preparation for the roads. Rob may have made history as the first ever TT Zero champion but one of his biggest honours was being named Rider of the Day at a recent PDMCC meeting. Rob is also going to be training as an ACU Club Coach, and a training day will be run annually (starting next season and coinciding with the marshals training day) to enable competitors new and old to learn the circuit and about racing in general from an expert.

Many racers have spent their careers as hobbyists, and stayed at club level not only due to affordability, but also because of the intensity of the competition. A lot of people agree



Strokes are still alive and well at Three Sisters

that the best races are club races, and nobody agrees more than multiple PDMCC champion Tony Benson. After beginning his race career some 26 years ago he has won in excess of 20 championships in various classes and is about to win another in the ever-popular Classics group. Over the years he has seen many changes, and threatened to retire at 40, then 50, then 60 – and he still can't let go of supporting his local club. "I'm still enjoying it, and it's still affordable so I'll still keep coming" said Tony. "The club is in excellent hands and everyone always has a great time. My advice is just do it! Give us a go, and there is always lots of friendly advice and good tips for new racers."

Generations of competitors have raced with the club, and many 'dad and lad' teams are entering as the young guns step up to the mark. The club is renowned for encouraging younger riders and occasionally runs a junior championship. The up-and-coming stars

of the future are competing on 125's and Aprilia RRV450 machines, some also racing in national championships but using time at Three Sisters to remain competitive and bike-fit. Marshals and officials are also part of the community feel, and families of each all help in various areas – in fact, my partner is the race secretary, mother-in-law is the assembly marshal, and father-in-law is the chief timekeeper!

The club plans on going from strength to strength in the coming years, and a radical revamp has taken place in recent times. The transition from manual to electronic timing took place around 8 years ago and live results are displayed in the bar and cafe areas at the circuit. More changes are planned to allow PDMCC to be at the forefront with full paddocks, without breaking the competitor's bank. Examples include the rider coaching day, live twitter feed and possibly internet radio.

Whether an aspiring or existing rider, marshal or spectator, just go and have a look. Meetings are advertised on ACU weekly news and full details can be found at www.prestondmc.co.uk along with entry forms and regulations. Entry prices for spectators are £5 adults, with under 16's free. Come along and be part of the fantastic community at the club racer's 'hidden gem' – I guarantee, you will not be disappointed!



The dedicated marshals are every bit as enthusiastic as the racers

How university students are changing the shape of racing

Pics: Wigley Racing Words: Sally Bly



Oulton Park



Mr Chris Hilton, The Principal of the Black Country University Technical College (Black Country UTC) has a new and exciting vision to teaching his students which will benefit their learning and give a real hands-on feel to their involvement in their chosen project, as the college is an Engineering and Science College it needed to take a flagship project that the students can drive forward themselves looking into all aspects of Science, Engineering and Maths. Their chosen project saw them become involved in the racing team entered in the Pirelli National 600 Superstock Championship with fellow students Matt and Kurt Wigley being the riders entered by the team in the series for 2013.

One of the first projects which the young student Engineers have undertaken was to start developing their own rear sets, foot peg sets. After drawing them, they designed them on computers and produced them

in plastics using the College's rapid prototype printers. This allowed them to fit to the bike to see if there were any modifications needed and designs refined before the final step going into production.

They have also had a full race exhaust system developed with Blue Flame Exhausts, the first full race system for their Yamaha R6 and at a price of £700 it will be available for sale very soon. This will be one of the most competitive priced race systems on the market. a number of companies have become involved with the project including Yamaha, K-Tech, Dynojet UK and Hel and spend time with the students.

This project has also made the students appreciate maths in a new way in calculating gear ratios, appreciating and understanding if you need more top end speed you will need a smaller sprocket on the rear and more torque needs a larger sprocket on the rear and also that combining the front and rear

sprockets gives you a full range.

Maths plays a part in all aspects of the race meeting with measuring out the fuel, calculating the length of the circuit and working out exactly how much fuel will be required for each race. The students have also learned the effects of heat on tyres and oils.

The students are also learning about marketing by creating their own literature, branding and image and bringing this into social media and websites although these are at early stages of development at the moment.

For the 2014 season the Black Country UTC and Wigley Racing are hoping to expand the project and introduce electronic data monitoring enabling students to overlay one rider's data to another, establishing how late they brake, the force with what they brake, the effects of the suspension under braking, the affects of the suspension under acceleration and at what point on the circuit they accelerate and the velocity of the acceleration. This will introduce a new team of hands on IT students. The partnership are also looking at media opportunities to create their own marketing films. One of the biggest challenges is creating the team image and hospitality package on race days where the team hope to eventually have students preparing food and catering for sponsors. The team have recently acquired an 11metre long



Footrest and gear lever assembly

articulated lorry trailer which they hope to fit out as living accommodation for students and workshops, this will indeed be a challenge with the current funding as most of the funding goes towards keeping the project running.

Wigley Racing take several students to both practice days and race days at each MCE British Superbike event where as stated above two students from The Black Country UTC actually race the bikes and the other students are heavily involved with pit crew and mechanics duties throughout each three day event.

The team decided to ride in the Pirelli National 600cc Superstock rounds held at MCE British Superbike Championship. The riders, Matthew and Kurt Wigley, 17 year old twins have been riding motorbikes since they were 4 years old and racing since they were 6 years old, but the whole team have discovered it is not all down to the riders as it is about the whole team working together to achieve success at each individual race meeting and for the success of the project overall. The students are hands on taking part in workshops, training exercises, pit crew duties, team development and in the paddock area keeping the teams bikes and leathers very clean and tidy and working hard to promote possible new sponsorship deals and networking with the public.

Matthew and Kurt Wigley are twins and born on 16th October 1995 and have both had a very interesting racing career to date they were European factory riders at the tender age of 8 years old on pocket bikes and raced the very first Moto 3 bikes at just twelve years old.

The boys started racing pocket bikes aged 7 including racing at venues like Donington Park and achieved wins in the North of England and Eastern Counties Championships. In 2005 the boys moved up to mini motos competing on mainly kart circuits again achieving 1st and 2nd placings in many championships. In 2006 they raced on 50cc machinery and progressed to bigger bikes with gears GP 70 machinery 2007 and competed in the BSSO Scooter championship with Derby



machinery increased from 50cc to 70cc and capable of speeds up to 103mph. The Derby Phoenix Motor Cycle Club Championships were the next target for the twins in 2008 and aged 11 they raced the Moriwaki 4 stroke Moto 3 style bikes showing amazing corner speed. In 2009 they achieved good results with Kurt 3rd Matt 5th on their Moriwaki machinery in the clubs Open 400 championship. The next year 2010, they were entered in the clubs mini thunderbikes series with Kurt finishing 1st and Matt 2nd and were rewarded with valuable assistance from SMR performance. 2011 saw a big change for the boys when they were given a wonderful opportunity to race in France for the Stephane Coutelle Junior team these races would take place on the huge and famous French circuits and with the benefit of better weather both boys progressed quickly racing there in French Superbike rounds in the Pirelli 600 Superstock series on a pair of Triumph 675s and at just 15 years old. They gained great experience, competed in lots of practice sessions and races and with so much track time and their dedication and commitment they were soon pushing their bikes limits with their lap times reducing gradually but learning valuable racecraft and also the aggression and competitiveness needed for this class. 2012 unfortunately saw funding and sponsorship hard to find but again experience was gained as the pair competed on a pair of Yamaha R6 machines in the ACU Endurance Championship with Hottrax UK and with Eybis in France, learning the important new discipline of being team mates and making machinery last for the full distance of such events to

achieve the desired results.

The boys off track have also been seen as ambassadors for safe riding and have carried out promotional and radio work and been present as young ambassadors to meet crowds at ACU demonstrations and shows etc.

Since this project has been running some of the students have been successful enough to get Apprenticeships in Engineering and they feel this project has assisted them greatly through their interview processes as they look forward to bright futures in their chosen field.

The older students are now getting ready to hold their interviews for the new intake of students to be introduced to the project in the next academic year. Their goal is to run the project very professionally and to progress the project all the way through 600cc superstock, 1000cc superstock through to the Superbike class. The team assess that it will be a 5 or 6 year project, but all of this is only possible if they can continue to find business partners to support the project. It is hard to find companies prepared to invest in young Engineers of the future despite their obvious enthusiasm and talent for their subject. If anyone is interested in helping to keep this project running then kindly contact Wigley Racing through their website, Facebook page or just call the Black Country UTC to discuss any opportunity directly through the College where it can be arranged for some of the student project managers directly involved in the project to visit and run through a presentation of the project itself to interested future partners.

It is tough to qualify at the high level of competition the team are currently in, but it will certainly be exciting to watch how the college project progresses over the forthcoming seasons.

The Black Country UTC and Wigley Racing would always wish to thank their current sponsors of the project, as without these it would not be possible to continue their rise to the premier class of British motorcycle road racing the grid of the MCE British Superbike Championship.

The smells and sounds of times gone by...

Words Gary Thompson MBE BEM
Pics by iomtt.com



The Isle of Man Festival of Motorcycling revived and relived the smells and sounds of wonderful vintage and classic motorcycles enjoyed by many in times

gone by during the August Bank Holiday weekend. The Classic TT provided the centrepiece of the new Isle of Man Festival of Motorcycling alongside the Manx Grand Prix, the IOM Two Day Trial,

the Classic Trial and the ever-popular VMCC Festival of Jurby.

In a similar way to the Isle of Man TT, the Bennetts Classic TT had a real festival atmosphere. Combining plenty of family-friendly activity as well as the on-track action and even a nostalgic paddock carnival! The event was unique featuring classic stars as well as today's modern heroes, all celebrating the history and heritage of the TT and motorcycle sport. Where else in the world would you see road racing greats such as Giacomo Agostini, John McGuinness, Michael Dunlop and Freddie Spencer mixing together on track along with the likes of Bruce Anstey, Conor Cummins, Phil Read, Mick Grant, Phil McCallen and Steve Parrish on some of the most exotic and iconic classic motorcycles that has graced our sport.

As a measure of the success of the event, The Isle of Man Steam Packet Company confirmed it brought a record number of motorcycles to the island



John McGuinness



Giacomo Agostini, Pauline Hailwood and John McGuinness

during the two week period.

The Steam Packet Company says it carried 3,324 motorcycles which is 15% up on the 2012 figure. With the increased emphasis on classic racing, it is expected many more machines may have been transported in vans, meaning the true number of motorcycles carried may have been even higher.

The eclectic mixture of machines on the TT Mountain Course featured some of the finest names in Motorcycling history including Aermacchi's, AJS's, BSA's, Patons, Benellis, Velocettes, Matchless, Vincent, Enfields, and a smattering of Moto Guzzis, the sound of which was memorably described by Manx Radio TT commentator Roy Moore as 'the Italian National Anthem', alongside Classic machines from the Japanese manufacturers, while a number of Nortons and a few Triumphs ensured that the high profile British manufacturers earlier machines were also represented.

The 1967 Senior TT, which became

a two-way battle between Mike Hailwood and Giacomo Agostini, was recreated in a special parade lap on Saturday August 24. In the race, the riders battled for five laps, swapping lap records and approached the final lap almost level before a broken chain denied the Italian the win, and the fans possibly one of the most exciting TT race finishes of all time.

Hailwood was represented by 20-time TT winner John McGuinness, on a replica of Mike's four-cylinder Honda RC181 complete with Hailwood replica leathers and helmet, while Ago appeared on his famous 500cc MV Agusta.

Seven times TT winner Michael Dunlop produced another scintillating performance around the TT Mountain Course to win inaugural Formula 1 IOM Classic TT by one minute from Suzuki team-mate Conor Cummins.

Michael lapped at an incredible 123.68mph on his opening lap. Dunlop had started the race as a strong

favourite after dominating practice and led from start to finish despite suffering major clutch difficulties.

Honda-mounted William Dunlop was second in the opening event, the 500cc Classic TT, which was won by Ollie Linsdell on a Paton. Jamie Coward completed the rostrum, with Michael Dunlop back in seventh.

William, the elder of the Dunlop brothers, suffered misfortune in Monday morning's 350 Classic when he retired at Ballaugh Bridge. The race was won by Manx-based former British 125cc champion Chris Palmer from Cameron Donald and Dan Cooper.

Jamie Hamilton had a poor start but had moved up to seventh by the end of the second lap, before coming off unhurt at Parliament Square. Palmer made it a double success by taking victory in the Formula 2 class.

The rising TT star, young Bradford rider Dean Harrison won the Formula Classic race by a mere 0.1 seconds from Irish Support race regular Gavin Lupton.



Sidecarmacross update

Words and photos by Chris Helm



The sidecar motocross scene in the UK has been rather quite over the last couple of months partly because of the seven rounds of the world championships and also unfortunate cancellations of meetings at home for various reasons.

The situation in the Maxxis British championship after the three rounds that have taken place is that defending champions, Stuart Brown/Josh Chamberlain, are leading by fifty four points from Brett Wilkinson/Craig Parmenter with Nick Jarvis/Ryan Humphrey a further seven points behind in third place.

With two rounds to go in the championship and therefore one hundred and fifty points up for grabs any one of the current top ten could win but the serious money must still be on Brown/Chamberlain. They have only been beaten once in the UK this year and with Brown looking for championship number eleven, which will be a new record if he does it, it will be a real surprise if they don't succeed.

On the world championship front the situation for our riders has

resulted in one of the best years ever with eight teams scoring points in the championship. Also Joe Millard has competed in the second half of the year passengering the Swedish driver, Henk Soederqvist, and has helped him to finish in eleventh place.

The highest placed Brits were Stuart

Brown/Josh Chamberlain who finished in sixth place which is their highest finish since 2004. They have been able to compete in all of the fourteen rounds and have only suffered mechanical failure in two of the twenty eight races. The only team to beat this reliability record are the new world champions Adriaenssen/v. den Bogaart who finished every race.

At the beginning of the year Stuart and Josh were riding well and scoring good points but didn't really look like getting on the podium either in a race or from the overall result. From the GP in Genk in June things started to get better when they finished third overall. After this their qualifying seemed to improve and their starts in the GP races were better. The icing on the cake was a second place in Rudersberg in the penultimate round of the year.

Also finishing in the top fifteen in the world were Jenkins/Chamberlain and Wilkinson/Parmenter who are the other two crews that team manager Martin Guilford has selected for Team GB to compete in the UEM Sidecarmacross of European nations to be held at Cingoli in Italy on 12th and 13th October. On paper only Belgium has a stronger team but their reliability has not been as good which is so important in this event.

Let's hope team GB can finish on the podium and maybe on a higher step than last year.





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Strong future for British MX

Words: Lewis Phillips (MX Vice)

Pics: Richard Blyth



Unfortunately, the 2013 season is drawing to a close. However, this gives us the opportunity to reflect on what has transpired in recent months. Obviously, a lot has gone on thus far this season. If there is one thing that we can take from the results recorded around the world, it is that British Motocross seemingly has a very strong future.

What has led us to come to this conclusion? Well, whether they have been racing at home or abroad, our up and coming riders have achieved a commendable amount of success. I mean, just take a look at the FIM Junior

Motocross World Championship – this event is the pinnacle of amateur motocross for most, as riders from various different locations travelled to Jinin in the Czech Republic in August. If you scored points at Jinin, you deserve praise. Fortunately, a lot of our riders achieved this feat. Both Kacey Hird, and Lewis Hall scored some points in the 65cc class, whilst Gary Ashley came up just short of a position in the top twenty.

Currently, the 85cc class plays host to our brightest star – Conrad Mewse won the FIM Junior Motocross World Championship title, just one year on from a disappointing defeat. Although Mewse did not win a moto, two seconds were more than enough for him to achieve his goal. Conrad topped the podium in the EMX85 class at Matterley Basin (the British GP) also, which was a great way for the youngster to conclude a superb season.

Taylor Hammal was another British rider that scored a reasonable amount of points in the 85 class at Jinin.

Although he missed a points scoring position in moto one, a twelfth in race two was an impressive performance for him – it surely opened the eyes of most. Clearly, we have some strong riders advancing through the 85cc class currently. Remember, all of these riders are not too far from jumping onto a big bike. In fact, Conrad Mewse is moving off of the 85cc machine at the end of this season.

Unfortunately, the results on-paper don't reflect how fast our riders were in the 125cc class, as neither Michael Eccles or Jamie Carpenter scored points at Jinin. But both riders are more than capable – Michael proved his worth at the British GP, as he ended up fifth in the EMX125 'Super Final'. Obviously, there were a handful of homegrown amateurs that elected to capitalise on the opportunity to contest the European Championship at the British MXGP.

Interestingly, we came very close to having a homegrown champion in the EMX150 category, which was new to the sport for this year. Although,





Mitchell Lewis missed out on the title (he finished fourth in the series), he was more than capable of matching the pace at the head of the pack (evident by his win at round one in Germany). But, a mechanical issue destroyed his chances at his home GP. However, we still had a British victor in the class at Matterley Basin, as Albie Wilkie took the win, and finished sixth in the series standings, behind another young British rider, Ethan Winchester.

The EMX2 class specifically was full of British riders, desperate to showcase their talents. It is clearly worthwhile, taking advantage of the opportunity, as Lewis Trickett, and Steven Clarke led the EMX2 'Super Final' at different points, which sent the crowd into frenzy. Lewis ended up twenty-sixth, after a puncture hindered him, whilst Clarke finished in second – a personal best. Luke Norris is another promising British applying his skill set to the international series; the British GP was not the best for him though, as he was

forced to retire early on.

Although the younger, more successful British riders travel abroad to test their skills against the best in the world, they always return to our premier domestic series – the Maxxis British Championship. Nathan Watson (one of our brightest up and coming riders) acquired the win at Hawkstone Park, the most recent round of the series. It marked the first overall win of his career – he beat out established stars such as Neville Bradshaw, and Steven Lenoir. Surely, it was a sign of things to come; as I'm certain that he will garner many more professional wins. It has actually been a remarkable year for him, as he has scored points in the FIM Motocross World Championship (in both MX1 and MX2). Nathan finished twelfth overall in the EMX250 class, also – it has been a great season for him.

Obviously, the Maxxis British Championship is littered with young British talent – there are a lot of riders

that could have a bright future in the sport, which is great news. Of course all of the riders mentioned above are destined for some success. But, there are also guys like Jake Millward, Adam Sterry, Lewis Tombs, Ben Watson and Jordan Booker that are (currently) on their way to stardom. In fact, Jordan was the top British pilot in the EMX250 series this year, as he finished eleventh, despite the fact that he did not score points at the final two rounds. Sterry has made great progress in the Maxxis British Championship this year too, as he is sat in seventh at the moment, right behind some established stars and former winners.

Evidently there is an influx of young British riders working through the ranks at the moment. Whilst some of the riders have a few years left, before they reach the premier Maxxis British Championship series, others are there already! It is an exciting time for British Motocross, as there is clearly a strong future for the sport.





the WEM club (who had recently left the AMCA) and Warley Wasps. It soon became obvious that all 3 clubs have the same passion and drive for the sport and plans to form a "mini" group were put in place.

Our aim was and is, to keep costs down for all the riders. With giving riders the option to be able to ride at 14 different tracks all based around the midlands/North West throughout the year at no extra costs, lead to a large increase of riders wanting to become CNWSSC members.

The feedback we've had is very positive as members have been able to ride 3 weekends out of 4. One rider said "As a member of CNWSSC things are looking great, all 3 clubs working together to gives us members 36 events throughout the year to ride if they so wish, with no added day licence or day membership."

2013 brought some very new exciting developments to the club, we wanted to make the riders experience: cost effective, hassle free, decent tracks and most importantly enjoyable racing! With introducing no compulsory marshalling allowed riders to come on their own and not worry about having to pay an extra fee not to marshal. We got in touch with our local adventurous who were more than happy to get involved and for their efforts we give a donation towards the trips and other costs. We also introduced the much more effective way of lap scoring through the use of Transponders with help from the WEM and Wasps.

The atmosphere around the paddock is fantastic! With many old faces and new, we have had a brilliant year and are thoroughly looking forward to 2014! We are still looking for ideas to improve the motocross experience for all the family!

None of this could of been down without the hard work of all our committee who have gone above and beyond to make every race meeting the best possible. So a huge thank you to our wonderful committee: Mike Joyce, Alex Nichols, Helen Reid, Jenny Joyce, Lee Jones, Pete Dawes, Della Harris, Andy Lawton, Gaz Potts, Tony Rogers, Vicky Nichols and Tabitha Joyce.



The club was formed in 89/90 with the amalgamation of the northwest club and the Cheshire's. Having run some of the biggest schoolboy meetings in the country including an international at Trentham Gardens and many a national event at the likes of Chedleton, Hatherton and Norley over the years. The club is in a very privileged position in so much as it owns the practice track Peacocks hey which is currently on a short term lease to a private promoter.

In 2009 the club was asked by the A.C.U to host the team event at Norley and the following year a BYMX National was also run there, both of which were extremely well received. Our club events were always busy everything seemed rosy. However towards the end of 2010 numbers had dropped off dramatically at club events as the recession took hold, not just ours, it seemed to be throughout the country numbers were dropping. After a brief conversation with a long standing member who said "I did not race that often or go to practice tracks as I did not want to ride with 'kids chasing glory at any cost'." After some thought the idea to introduce a vets class was born! This was an instant hit with riders and soon became the busiest class throughout 2011. It wasn't long before other clubs adopted this idea and now seems the norm. This along

with lowering the prices for our youth riders to prices as low as £15.00 for Auto's saw the club just managing to run viable events.

2012 was a disaster for Cheshire's, one of the wettest years on record saw the club only managing to run 5 race meetings out of the 13 planned, morale seemed very low at committee meetings, members were quite rightly so drifting away to other events or other sports in certain cases.

In November 2012 Chairman Mike Joyce and Vice chairman Alex Nichols sat down and went through what they as riders would want out of a club, affordable racing, not being forced to marshal, the chance to ride with other clubs at no extra cost, accurate lap scoring, plenty of competition and decent tracks. A small but significant press release earlier in the year by the BSMA stating that they would recognise ACU licences at their events gave us the idea to arrange a meeting with





O.R.E Events prepares for upcoming Quad events

Pics: Fred Nandi



O.R.E Events are based in the South West of the UK and were formed 10 years ago as a result of the increasing demand for race events by a team of Seasoned Quadbike & Motorcycle Professionals wishing to pioneer the UK's Quad, Motocross & Enduro scene.

The series continue to grow year on year with over 4000 registered competitors. O.R.E Events courses range from long sweeping Enduro style tracks through to short fast Motocross style tracks.

Whether you are a Solo Motocross Bike, Youth ATV or Adult ATV rider from novice through to professional their events have different classes to suit all abilities. Racers range from as young as 6 years old with the oldest competitors being 70+!

Tracks are wide ranging from Beach's through to 20 Mile+ Enduros, Motocross Tracks, Through to Gnarly



Woodlands, Hillside, Open Terrain and Quarries. O.R.E Events are proud to have the regularly described by national riders, promoters and the media as some the best and most challenging events in the UK. The action packed Adrenaline Heart Racing Fun Filled days for both Competitors and Spectators alike!

Upcoming events include

KING OF QUADS – 20TH OCTOBER 2013

Following on from its success in 2012 the King of Quad will be returning on the 20th October at the Box near Bath. This Sprint Enduro style event has become an annual favourite for many riders as the team event open to clubs, dealers or simply a group of riders, (teams must consist of 1 rider from the Team in each class with their overall points contributing to the team's final result) With Prize Money and prizes up



for grabs it is sure to be a great event.

SPRINT ENDURO EVENT

On the 10th November O.R.E Events will be running a Sprint Enduro event at Crediton and another event in December once the Date and Venue has been finalised. The events will feature two Sprint Enduro races per class during the day

WEYMOUTH BEACH 2014

For those of you who didn't make it to the Dorset Seaside Town for the first year O.R.E Events are back on the weekend of the 22nd and 23rd February 2014. There will be the added classes for Solos & Sidecars. This is a fantastic Event to kick-start the New Year and a great weekend by the seaside.

QUAD FEST 6 HOUR

Next year the Event is moving Date to September 27th and 28th 2014 but still at the old favourite venue 'Garlands Moor' Devon with all adult and youth Classes including Team and Ironman! This is an Event which suits both Quad, Motocross and Enduro disciplines so come on all you Quad Riders make a great weekend of racing with Beer Tent, Catering, Music and Camping. The event will also be raising money for the Air Ambulance.





British Youth Nationals continues to build for future

Pics: Ray Chuss/Dick Law



RHL Activities are proud to be running the only ACU recognised Youth Championship, the ACU British Youth National Championships. We took on the challenge in 2012, and now find ourselves in a very exciting third year going in to 2014.

RHL Activities Limited is widely recognised as one of the leading off-road event promoters in Europe. Under the stewardship of Gareth Hockey, RHL Activities has graduated from running grass roots events to organising, managing and promoting some of the largest and most successful off-road events in the United Kingdom. RHL's challenge when taking over the Youth Championship was not just to take over the running of the Championship, but to restore it to the prestige status it not only deserves, but owns within the racing calendar.

For all who know Gareth Hockey, they will know his passion and undeterred loyalty and drive for the sport he loves and when the

opportunity arose for him and his Company to take over what was formally known as the BYMX, he did not hesitate. He and his team are passionate about the youth of today, nurturing them within the sport they



love, to become the world champions within them. The challenge wasn't a simple one, with clashed dates, bad weather and an even worse economy, 2012 was a tough year, that being said in 2012 we were excited by the standard of riding and experienced the pleasure of working with the caliber of rider we believe is the future of British and World motocross racing at the ACU British Youth National Championships.

Gareth Hockey openly states "We have had several knock back's and being honest the job of changing, enthusing and raising the youth motocross to the level and recognition we feel it deserves and RHL Activities wants is a bigger job than I first thought it was going to be, however 2012 proved there are lots of other like-minded individuals within our sport, willing to join the battle with myself and my team."

2013, started on a positive, we reduced the number of rounds down to 4, based on the feedback from our

riders, this was met with great reviews and saw a huge difference in the number of Scottish and Irish Riders. Although the rounds were down the number of races were up, we have packed the weekend full of racing with 7 races for the Youth riders and 4 races for the Under 23's. The Championship is run to the standard RHL Activities runs all its events, with strict guidelines and codes of conducts, both within the ACU rule book and those of RHL. 2013 also seen a very large conversion rate of our wildcard riders, who joined for a one off ride to get a feel for the championship, others trying it out and then upgrading to become a registered rider for the remaining rounds.

The feedback received from Ricky Carmichael and the team, who joined us at Fat Cats, about the event and our riders was exceptionally positive. Our registered riders and mums and dads had a chance to meet and chat with Ricky and the team, along with lots of photographs and autograph and one to one sessions.

RHL Activities ended the 2013 season at Milton Moto Park with a big thank you to all our riders, by hosting a pig roast evening, along with discussions about the 2014 season. "2013 is finishing on a high for us, we know we still have a lot to learn and a lot to achieve but it feels like the love and passion is starting to return to the Championship" says Gareth Hockey. 2014 will be contested over 5 rounds, and we have carefully chosen 5 Championship tracks.

26th/27th April – Fat Cats Moto Parc, Doncaster

10th/11th May – Milton MX Track, Northampton

14th/15th June – Culham Park, Oxfordshire



12th/13th July – Brookthorpe, Gloucestershire

30/31st August – Leuchars

With registrations already coming in, you can download the forms from the website www.rhlactivities.com

In 2014 RHL Activities aim to continue their proactive approach in encouraging riders and their families to actively give feedback and suggestions for the Championship and it is this listening to the riders and their families, that has proved one of the major successes of the Championship, by turning around a lot of negative feedback from prior years, progressing the Championship to the level all involved can be proud of.

We plan on getting the word out to everyone that by competing in the ACU British Youth Nationals, you open the door to competing in the MAXXIS British Championship, European and World Championship events in the

future. We want to deliver the message to everyone that the ACU British Youth Nationals is the only Official British Youth Championship recognised by the FIM and the stepping stone to a motocross career.

"I and RHL remain committed to supporting our riders and families, who support the ACU British Youth Nationals in helping them achieve what they want out of the series. RHL has built up a good network of contacts, enquiries and interest in 2013 for the British Youth National Championship and are working tirelessly with these companies and individuals to achieve workable contracts for us all, to ensure the future and progression of our great championship," says Gareth Hockey and above all we will stick to our company mission statement "To achieve the unachievable within the off road world."





MotoScotland.com

Scotland's premier off road motorbike training centre



Knowing the incredible beauty of Scotland by motorbike, Clive & Donna Rumbold (owners of MotoScotland.com) set out on a mission, in August 2012, to open Scotland's first off road motorbike training centre – it opened in June 2013.

The vision was to share the addictive pleasures of off road riding and the breathtaking scenery that Scotland has in abundance. MotoScotland went in search for land that offered a fantastic array of terrain surfaces, inclines, features, etc., to the back drop of majestic mountains, forests, lochs, glens, etc.. MotoScotland wanted off road trails that allowed its customers to continually see new stunning views as the training day



progressed.

Some have said since, that they pulled off a real coup when they secured exclusive access to the amazing 50,000 acre Argyll Estate, based at Inveraray, the gateway to the Scottish Highlands.

Clive, an avid on and off road motorcyclist for 25 years, recognised that more and more people want to dramatically improve their motorbiking skills & control especially in an off road environment.

With the sometimes challenging conditions of the roads in the UK and more and more people wanting to venture further on their trips, MotoScotland wanted to offer training that gives people the confidence to manage all of this while also being fun and immensely rewarding.

Aimed at anyone with a full UK motorbike licence, MotoScotland has been attracting people from all over the UK and internationally. Many bikers already include Scotland as part of their annual motorbiking breaks and now can add MotoScotland's off road training to their trip to enhance this even further.

MotoScotland has a fleet of 6 new BMW G650GS single cylinder (Rotax engine) bikes that have been modified with knobbly tyres, bash plates, etc.

MotoScotland's instructors are all ACU commercial instructor qualified and have other motorbiking qualifications too. Clive is also a master practitioner in Neuro Linguistic Programming (NLP) which is a professional coaching qualification and uses this to focus on the psychology of achieving.

With small course groups, the accents are on skill & personal development, growing confidence, self-belief, challenge/reward, fun, to name but a few. There are a range of courses



– from complete novice to experienced riders. You can choose a one day course or a multiple of days to suit your needs.

As well as the motorbikes, clothing/kit, instructor, the course also includes a safety briefing, course tuition, fuel,

refreshments, lunch & certificate of completion.

Book now with MotoScotland.com:

01499 320460

info@motoscotland.com

www.motoscotland.com

SOME OF MOTOSCOTLAND'S RECENT, PROFESSIONAL REVIEWS

"To see the transformation (of the trainees) in the space of a day was quite a revelation... the extra confidence you get made a massive difference to my riding" – ABR Sept. 2013 issue

"Spectacular – that's my word to describe MotoScotland.com and here is why. Spectacular location, Spectacular communication and Spectacular tailored instruction" – Malcolm Ferguson (Customer July 2013)

"All the skills very quickly started to become natural... by the end of day, I was feeling exhilarated, exhausted, intoxicated, elated, amazed, spent but with a huge sense of achievement" – The BMW Club Journal October issue
BMW motorbike hire and road tours can also be provided/organised by MotoScotland.





Reader Offer

Safety first: The new Manis back protector

By Ian McGregor, moda2ride



Let's be honest, if the likes of Valentino Rossi, Nicky Hayden and Guy Martin put their trust into Dainese's commitment to safety, us mere mortals should feel totally confident of its ability to help keep us in one piece, should the unfortunate happen. This commitment and investment into the safety of motorbike riders can be very clearly demonstrated by the simple fact that no rider in this year's MotoGP championship, who is wearing the Dainese D-Air Race suit, has suffered a single broken bone, through coming off whilst wearing it.

Since its foundation in 1972, Dainese has invented the back protector, the knee slider and developed many other products with the sole aim of providing the rider with the safest and most practical protection possible. Indeed, the Company's published mantra is, "Providing people with head-to-toe protection in dynamic sports."

This investment in R&D has led to the release in 2013 of their latest back protector, that is certified to standard EN1621.2/2003 (Level 2), the Manis.

INSPIRED BY HUMANS

The challenge the Dainese D-TEC® engineers were set, was to create a back protector that would revolutionise freedom of movement, whilst being comfortable, slim, and protective.

4 Degrees of Movement: Frontal

flexion/Lateral flexion/
Extension/Torsion

The spine is made up of back bones that are connected to one another by a web of interwoven muscles and ligaments that give it immense freedom of movement in every axis (flexion, extension, lateral flexion and torsion). Which is why a revolutionary thinking around the construction of a new back protector was required, to provide suitable protection, in all the many different positions the back can assume. The technical solution developed by the D-TEC® engineers was to create a back protector with protective elements that are no longer connected to one another statically, but instead have different degrees of freedom of movement, enabling them to move independently of one another. The plates are each connected to a separate padded liner to eliminate any restriction on their movement in relation to one another, while also being linked to one another by a central fulcrum to ensure they can slide as required. A series of elastic silicone couplings bring control and stability to their motion, a design feature inspired by the action of the intertransverse muscles and the levatores costarum muscles that

raise the ribs. The elastic couplings that link the plates to one another are made of a special silicone compound, engineered and tested to offer elasticity and strength under all conditions of use, in heat and cold. The Manis offers 4 degrees of freedom thanks to the ingenious design of its overlapping plates, which enables them to move in relation to one another with controlled elasticity. It can extend by up to 8% of its length, flex laterally up to an angle of 25° on either side, and can twist and flex forward.

MAXIMUM PROTECTION

The materials and structural solutions that distinguish the Manis from other back protectors combine over 40 years' experience in the design of protective



equipment for the human body. The special padded liner boasts a sandwich construction of 3 different materials, each of which performs a different function: Expanded Polyethylene (ePE) for dimensional stability, Crash Absorb for impact absorption, and thermoformed expanded polyurethane (ePU) for comfort. The entire structure is perforated throughout to enable maximum heat exchange between the body and surrounding environment. All this and the Manis is still slim line in design too.

MANIS provides unequalled freedom of movement. The back protector hugs every contour of your back perfectly, extending and contracting in relation to the forward angle of your trunk.

THE RESULTS

The Manis sets new technical and technological standards in back protectors. No other back protector can offer the same outstanding levels of safety and comfort. The Manis combines the safety of a rigid back protector with the comfort of a soft back protector. It follows every movement of your back perfectly, extending and contracting in relation to the forward angle of your trunk, flexing laterally and twisting to match the sideways bending and twisting of your body.

The Manis offers the safety and



comfort of a back protector that stays in the correct position in all situations, delivering consistent protection in the areas where the plates overlap. The slimline design of the back protector combines with its back hugging properties to prevent any hump effect under your clothing. Thermal comfort and breathability are outstanding thanks to a perforated structure and contoured padding linings.

MODA2RIDE

We, at moda2ride, are as committed to the safety of riders as the folks at Dainese. This is one reason that we are a Dainese only specialist dealer.

In order to assist riders to become as safe as possible, moda2ride is offering this new 2013 Manis back protector with a 25% discount on the recommended purchase price, solely to accredited members of the ACU (whilst stocks last). In order to obtain

this saving of £34.99, please either telephone us on 01603 870654, or email us at info@moda2ride.co.uk quoting your membership number. We will also happily provide you with any help or guidance in choosing any other Dainese products, like race suits, gloves and boots.

Happy and safe riding

Ian McGregor

www.moda2ride.co.uk

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These gloves are worth £139.99.

Just answer this easy question:

Name the English MBE, Multi World Superbike Champion in the nineties.

Answers via email to: mick@thearkdesign.co.uk along with your contact details and your glove size. Entries close on the 1st December.

International Dirt Bike Show



Thursday 31st October to Sunday 3rd
November 2013, Stoneleigh Park,
Warwickshire



The largest dedicated off-road motorcycle show in Europe, and the only one in the UK, returns to Stoneleigh Park for four days of non-stop off-road fun and action this October and November.

In addition to extensive displays of motocross, enduro, trail and trial bikes from all the major manufacturers including KTM, Yamaha, Honda, Kawasaki, TM, Suzuki, GasGas, Beta, Sherco, Oset, Mecatecno and Montesa, visitors can expect to find an amazing array of the latest and best riding gear, kit, parts and accessories on show, and also to buy.

It's not mandatory to be an out-and-out off-road enthusiast to get the best out of the annual Show at Stoneleigh Park. Although, if you are, you certainly won't be disappointed at this year's show! Many of today's top road racers, and indeed leisure road riders, cut their biking teeth on a mini-crosser or trials bike, and past attendees at the Show have included top names from all racing disciplines. For any younger members of the biking family thinking about getting into riding, nearly all the manufacturers offer youth machines,

with some of the electric bikes from Mecatecno and Oset suitable for riders from as young as two.

Family members looking to have-a-go won't be disappointed, as an array of activities, including Oset electric trials for the kids, My First Honda Licence, intro-to-intermediate trials try-outs for adults, as well as kids' quads and remote control 'crossers, will all be

free-of-charge in hall five. If you're 16 and over and fancy having a crack at riding a geared road bike, the Motor Cycle Industry Association's 'Get On' team will be only too happy to assist.

Mums and dads wanting to take time out to sit and watch their offspring enjoy the fun and games in the activity halls, will be glad to hear that a restaurant serving hot and cold food and beverages will be open throughout the Show.

A live arena schedule will see non-stop action with Steve Colley, three-time British solo trials champ, and his ultra-popular trials bike stunt show alternating with a series of Flattrack racing demonstration heats and finals, where the 2009 British and European Flattrack Champion Pete Boast and team will show the body positioning and brake/throttle skills involved in this hectic discipline. Show favourites Danny Butler and his Extreme Mountain Bike crew will return with a new and exciting stage set through which they'll perform impressive gravity-defying stunts, without an engine in sight.

The action continues through into hall five with rounds three and four of the new all-action Fro Systems UK Superlite minibike series taking over the weekend of the Show, with daily qualifying heats and an afternoon finale. Elsewhere in hall five, if you're 16 and over and fancy having a crack at riding a geared road bike, the Motor





Cycle Industry Association's 'Get On' team will be only too happy to assist.

The weekend-only 'Evoshock' Moto Jumble will also be housed in hall five. This angle of the Show was introduced in 2011 and proved to be a resounding success. Open from 10.30am to 5.00pm on Saturday 2nd, and 10.30am to 4.30pm on Sunday 3rd November 2013. Show visitors can expect a wide variety of goods to be on offer in the weather-beating, fully enclosed and covered external hall such as second-hand parts and bikes, spares, tools, accessories, jumble, old books and the like.

Huge savings can be made by buying in advance and, thanks to its tremendous success, half-price Thursday for adults is back again in 2013. This means an adult buying a ticket in advance can gain entry for just £6, or the on-the-door price for the Thursday will be just £7.50. Children aged 10 and under go free so, a family of four with two youngsters aged 10 and under, visiting on the Show's opening day, Thursday the 31st of October, could enjoy a whole day of off-road fun for just £12. Parking is free, as is the souvenir Show Guide.

As in previous years, the tickets are also modestly priced for the Friday and over the weekend of the Show too. Ticket prices are £12 in advance and £15 on-the-door for adults; £6 in advance and £7.50 on-the-door for children aged 11 and over and also for senior citizens; £10 on-the-door for students. Families travelling together can make further savings with tickets priced at just £30 in advance for two adults and two children aged 11 to 15, or £40 on the door.

The advance ticket booking office will remain open right up until midnight on Sunday 27th October 2013.

Why not try something different this autumn half-term with budget-priced admission and a wealth of have-a-go and free-of-charge activities for the whole family.

Visit www.dirtbikeshow.co.uk for more details and to find out how to buy money-saving tickets in advance.



WIN WIN WIN... TICKETS TO THE SHOW

We have teamed up with the Show organiser, Mortons Media Group, to offer five lucky *SportMoto* readers a pair of complimentary tickets to this year's International Dirt Bike Show. Simply answer this easy question and email your answer to mick@thearkdesign.co.uk and please include your name, address, email address and contact telephone number by the closing date of 24th October.

Q: Half-price Thursday returns for the 2013 International Dirt Bike Show. How much will it cost an adult buying a ticket in advance to gain admittance to the Show on this day? A: £6.00 B: £12.00 C: £15.00

Good luck!

Motorcycle Live



From 23 November to 1 December, Motorcycle Live 2013 will once again be bringing together the very best in motorcycling, all under one roof at The NEC.

With the world's leading manufacturers showcasing their product ranges, visitors can be sure to see the show brimming with a huge number of bikes from the very latest models, to some fine examples of classic bikes, custom, off road, touring, adventure, scooter, mopeds, electric and children's bikes.

Motorcycle Live also offers a unique opportunity for visitors to actually ride a bike from the age of 2 – with feature areas geared up to suit everyone in your party – all FREE of charge.

Along with joining in and having a go, you can also sit back, relax and watch live entertainment both on the Blackhorse Stage, hosted by Steve Parrish and James Whitham, and also in our FREE entertainment zones. Biking stars from TT, BSB, WSB and Moto GP



will be stopping by to meet fans and give frank interviews with our stage hosts!

With such a number of large, high quality exhibitors, Motorcycle Live is very often

associated with great bargains on rider clothing and accessories and 2013 will be no exception. The show has the clear advantage of being able to offer a first class, personal service to visitors – at often better than online prices.

Motorcycle Live is the UK's No1 motorcycle show – an unrivalled, interactive, entertaining event, fully supported by the UK motorcycle industry.

For more information, please visit www.motorcyclelive.co.uk



WIN A PAIR OF TICKETS FOR THE SHOW

If you would like the chance to win a pair of tickets (5 pairs up for grabs) for Motorcycle Live, answer this very easy question:

What is the name of the venue where is the show being held? Answers on a postcard along with your name and address to: Mick Tonks, The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. Entries close on the 10th November.

The Telegraph

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- First-time rider sessions with 'Get On'
- Real riding fun for kids aged 2+
- Ride indoor motocross and trials
- Dedicated Classic and Retro Zones



Book your advance tickets now on: 0844 581 2345

www.motorcyclelive.co.uk

/motorcyclelive /motorcyclelive /motorcyclelive



*Closing date for advance tickets 5.00pm 22nd November 2013. Manufacturers listed represent a selection of those available at the Show. All information correct at time of publication. Motorcycle Live subsidised parking of £3. Everything at Motorcycle Live is FREE to watch and participate in, subject to availability.



King Racing takes 2013 FIA Top Fuel Bike Championship Crown for 7th time

Words & pictures by Dick Parnham



Ian King has now developed his 1585cc Gulf Oil sponsored Top Fuel Bike and now in this third year after fitting a new clutch system has just taken the 2013 ACU Drag Bike Championship.

The success started at The Main Event at Santa Pod with a win over Steve Woollatt and at Tierp Sweden his performance showed continued improvement where in the eliminations it was that Ureka Moment when he ran his first 5 second lap in 5.987 sec.

The clutch management continued to enable a win at Alastaro in Finland and again at Hockenheim Germany.

Back to the UK Ian King ran another 5 second lap at 5.964 sec/232mph in qualifying for the eventual win over Rene Van Den Berg and Fiuppou Papafiuppou

A third unexpected award received

when Ian King and the Team took up the Invitation to the 20th Anniversary of the Goodwood Festival of Speed.

Along with their Top Fuel Nitro powered Bike to represent Drag Racing was Jason Phelps in a Top Fuel Funny Car who performed some Thunderously loud rolling Burnouts.

King Racing were pitted close to the Formula 1 cars and drivers who were amazed when they saw the Drag Bike



that has the same HP as their Formula 1 Cars or in the case of the Funny Car with 8,000 HP that is equivalent to a Formula 1 Grid of Cars.!

The Goodwood Presentation to Ian King for the Loudest Machine Burn Out at the Show was a great acknowledgement that Drag Racing.

The Super Street Bike Cup is the FIA equivalent of the ACU Bracket which has huge appeal with 18 Bikes entered to Qualify for a 16 Bike Field.

Steve Venables was Top Qualifier on 7.269sec/198mph which was certainly the level to be maintained and he achieved the final placing against fellow Brit Graham Balchin.

The final gave the win to Steve Venables on 7.253sec/197mph over Balchin's 7.317sec/197mph. It is always that close.

The National Finals on 21–22 September 2013 details will be posted after this date.



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