

The magazine of the ACU

SportMoto

www.acu.org.uk / ISSUE 36 / SPRING 2015 / £3



Looking Good for 2015

Win Win Win
Tickets to

- World Trials GP
- British MXGP
- European Grass Track Championship

See inside for details



ÖHLINS TTX - ULTIMATE ROAD RACING PERFORMANCE



TTX GP - **SHOCK ABSORBER**



**ENGINEERED TO PERFECTION BY ÖHLINS
TESTED TO THE LIMITS BY MICHAEL DUNLOP**

AVAILABLE THROUGH OFFICIAL ÖHLINS UK AGENTS.
FOR FURTHER DETAILS PLEASE VISIT WWW.OHLINS.EU

OHLINS.COM [f OHLINSRACING](#) [@ OHLINSRACING](#)

ÖHLINS RACING AB • Instrumentvägen 8-10 S-194 51 Upplands Väsby Sweden • +46 8 590 025 00 • info@ohlins.se



Issue 36 Spring 2015

SportMoto is published by the
Auto Cycle Union Ltd
ACU House // Wood St
Rugby // Warwickshire
CV21 2YX
T: 01788 566400
F: 01788 573585

Advertising and design

Mick Tonks
The Ark Design & Print
Pudsey Business Park
47 Kent Road
Leeds LS28 9BB
T: 0113 256 8712
M: 07710 287255
F: 0113 256 8724
www.thearkdesign.co.uk

Editorial

Richard Blyth pr@acu.org.uk

Cover picture

David Knight MBE
Tim Tighe

Independence

SportMoto is published by the ACU for its members. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or any storage or retrieval system without the consent of the publisher. While every effort is made in compiling *SportMoto*, the publishers cannot be held responsible for errors or omissions. All opinions expressed by the contributors do not necessarily reflect the opinion of the publisher.

Welcome to Sportmoto

With another busy season ahead of us I'm happy to welcome you to this Spring issue of the ACU *Sportmoto* magazine. We've had another long winter so I guess everyone is now itching to get started and to get their season underway.

On the home front we have a number of high profile events to look forward during the coming months including the Opening Semi Final of the FIM European Solo Grass Track Championship at Swingfield on the 26th April and the FIM World Outdoor Trials Championship at Penrith on the 13th and 14th June.

Other International events include the British Motocross Grand Prix at Matterley Basin along with World Superbikes at Donington Park and Moto GP now being hosted at Silverstone.

The following pages of the magazine previews a number of this year's events and championships along with ticket competitions for the World Outdoor Trials and the World Motocross Grand Prix and some exciting Members Benefits from Bike Stop and the Secure Shed Company.

I hope you enjoy the magazine and have a great season of racing.

Ride Safe

Richard Blyth



Contents

13 National Road Rally

14 The ACU – What Does It Do For Us?

16 Changes for the 2015 Track Racing Championships

18 The Wulfsport Oset British GP

20 Keedwell's Sponsor the British Trials Championship

23 Women In Trials & Enduro

24 British Extreme Enduro continues to Grow

28 ACU Edmondson Racing British Enduro Championship

30 European Grass Track Championships

32 Georgina Polden

34 TT 2015

36 Hottrax Motorsport Endurance Championship

38 ACU secure future of British Evo Series

41 British GP

42 Brown to bronze

44 Member benefits – The Secure Shed Company

46 ProClean

47 Member benefits – Bike Stop

48 Full Press Release on the Hilton Park Enquiry

Message from the Chairman



This same time last year, I was happy to report that there appeared to be a real positive air as we appeared to have turned the corner on the last few years of economic gloom. This positive air continues and having now received the figures for the number of licences issued last year, I am pleased to say that in all our disciplines there are an increased number of licences / Trials Registrations issued which means we have more competitors participating in ACU sport. Because of the recession we have had a couple of stormy years but now I can safely say across all disciplines the good ship ACU is now more stable and every discipline can look forward to a full season ahead.

We have had a busy few months during the winter, obviously this is our main licencing season as our dedicated department issues nearly 25,000 licences to Competitors and Officials across our various sports which is some undertaking and although the process has been greatly enhanced by our on-line systems – these in themselves bring extra work onto the Licence Department behind the scenes as our customer service to the Membership improves and it goes without saying that I as Chairman and my Board of Directors applaud the work carried out by the Licencing staff as they undertake this period of intense pressure. We have a new Licencing Manager in Jacqui Blake and she has taken to the task admirably.

Your Board of Directors has just re-negotiated insurance terms for the next period with Lockton – our Brokers. Details of this should have been made available to you by the time this Magazine is issued. The next insurable term will be for a 21 month period which will effectively be split in two halves. The first insurable period will be from 31st March – 31st December 2015 and the second period will be from 1st January – 31st December 2016 which as you can see will put us back on track with the traditional January – December insurance year. I think this works better and it certainly does for ACU Head Office as these

dates dovetail nicely with our year end. The most important part of our renewal is that we have been able to reduce the risk within our own Captive Insurance company which I hope the membership will see as a benefit.

Most of our sports are now in full swing and I was delighted to be able to attend the first two rounds of the Keedwell backed British Trials Championship in March. Trials was my first motorcycling love and to see the effort put in by both organisers at Hook Woods and Butser Lime Works in two contrasting types of event must be applauded as it matched the skills of our top riders perfectly.

The Isle of Man TT has possibly its strongest ever line-up and considering that the top 20 have all achieved lap times in excess of 127 mph – again we are going to be dealt some exciting racing.

In addition we have World Championship Motocross and Trials action in the UK again this season, coupled with World Superbikes and Moto GP. Our Track Racing Committee is very involved in assisting with a top line event and our domestic Enduro scene is packed with quality events.

It is a bright start, we have brought more sponsors on board for some of our championship events and all the preparations are now in place for some serious action to commence, so let me just wish everyone a safe and successful 2015 season.

Brian Higgins
Chairman

Imperial

CAR CENTRE



Volkswagen Crafter 2.0 Tdi 143ps Sportshome
£34,995 Choice of 2 designs. Orders being taken.



Volkswagen Crafter
 2.0 TDI 136PS High Roof Van
£47,000 Inc VAT



Volkswagen Crafter
 2.0 TDI 100PS motorhome High Roof Van
£42,000 Inc VAT



Volkswagen Crafter
 2.0 TDI 100PS High Roof Van
£35,000 plus VAT



Volkswagen Transporter
 2.0 TDI 102PS Van lwb
£35,000



Volkswagen Transporter
 2.0 TDI 102PS Trendline Van
£34,995



Volkswagen Transporter
 2.0 TDI 102PS Trendline Van
£23,995 Plus VAT



Volkswagen Transporter
 2.0 TDI 102PS Van
£19,995



Volkswagen Caddy
 1.6 TDI 102PS + Startline Van
£11,750



Volkswagen Transporter
 2.0 TDI 84PS Trendline Van
£22,995 Plus VAT

We are a family-run business with over 20 years motor trade experience
 offering a fantastic choice of hand-picked, quality used vehicles

01724 867000 07970 720795 www.imperialcarcentre.co.uk

All prices include VAT

DONCASTER ROAD, SCUNTHORPE, LINCOLNSHIRE DN15 7QE



Champions come together to Celebrate the ACU Awards

On Saturday 24th January the ACU held the annual Awards Presentation at the prestigious National Motorcycle Museums in Birmingham. With Andrew Appleton coming into the room at the beginning of the Youth Awards on board John McGuinness's 2003 Triumph Daytona and Peter Hickman entering the room astride a Rotary Norton at the beginning of the Adult Awards, it set the scene for a new look Awards Ceremony which also featured plenty of short film clips which highlighted the many ACU disciplines. The Youth Awards were hosted by Gary Thompson and the Adult Awards was hosted by 9 times Isle of Man TT winner Charlie Williams. During the course of the day over 500 people attended both Award ceremonies to celebrate the achievements of our Award Winners.

One of the most prestigious awards of the Evening went to Zach Wajtknecht, who was presented with the coveted Pinhard Trophy – this trophy is presented to the U-21 for

outstanding achievement – Zach was presented this following his successful 2014 season where he claimed the FIM World Track Racing 250cc Gold Trophy, along with the British Youth and Adult 250cc titles and Zach was on hand to collect the Award from Tony Lloyd of the Sunbeam MCC.

General Secretary Gary Thompson said, "The ACU Awards is always a special occasion, we moved location this year to hold the presentations at the National Motorcycle Museum – which proved to be the right thing to do. The Museum staff were fantastic and the bar has certainly raised in terms of what we achieved with the Awards this year in comparison to previous years. We had video film of each of our disciplines, the noise of bikes, each individuals name appeared on screen as they proudly came up to the stage to collect their trophy. Everything was as it should be and we now have a very positive base on which to build for the future'.



Henry Atkins lap of honour

At the end of November last year ACU British Intermediate Grass Track Champion Henry Atkins had a busy period of presentation and award evenings, ending with a Lap of Honour at St James's Park, the home of Exeter City Football Club.

Once the season end Henry was invited to attend the Somerset Rebels Evening Presentation to collect a Special Award from Paul Starke. Henry also took part in a Presentation with a

the Lord Mayor at his school where he made a Presentation in front of his year group and handed over a cheque to the school donated by the ACU.

Henry's string of presentations finished with being invited as a guest of the Exeter City Football Club to complete a Lap of Honour on his Grass Track bike in recognition for his British Championship win.

Speaking after his Lap of Honour Henry said "I enjoyed my guest

appearance at Exeter City FC and being allowed to do a complete lap of the pitch on my Grass Track Bike was a great honour. I've since been told that I am the only person to have so done. The Club and home fans were really supported of me and kept mentioning the Falcons and of course Ivan Mauger, but the away fans who were Shrewsbury also had a good chat to me and many were fans of clubs in the Midlands and one person was a Belle Vue fan."



PHOTO CREDIT – PINNACLE PHOTO AGENCY (HENRY ATKINS AND MARK JENKINS (SENIOR COMMERCIAL MANAGER OF EXETER CITY FOOTBALL CLUB))



Wulfsport and Oset sponsor British Trial GP

The organisers of the British round of the FIM World Trial Championship are pleased to announce the joint title sponsors for this year's event in June. The organisers welcome as sponsors Bill Brown from Wulfsport and Ian Smith from OSET.

After having a trade stand in last year's event for the first time Bill Brown from Wulfsport was impressed with the compact layout of the trial and wanted a bigger involvement this

year, Wulfsport located in Cumbria, manufacture a fantastic range of MX, Enduro and Trials gear made in the UK.

Ian Smith from Oset, who are the leading manufacturer of electric trials bikes has supported the trial for a number of years. This year they are to stage a spectacular electric trial on a scale not seen before at the World Trial – more information will be available soon.

The World Trial will be known as THE WULFSport OSET BRITISH TRIAL

GP. The trial undergoes its biggest changes to the sections since 2009 as the trial moves out onto blaze fell. Former British trials hero and now King of Extreme Enduro Graham Jarvis who will be taking time out to construct an all new trial for 2015.

Discounted tickets are on sale now, for great deals on camping and admissions go to www.britishworldtrial.co.uk or phone 07557 665647

RULE BREACH COSTS MCLERNON CHAMPIONSHIP POINTS

British Under 21 Champion Mark McLernon will start this year's British championship with a 25-point deduction after falling foul of the ACU's National Sporting Code on the use of social media.

McLernon made abusive remarks on Facebook towards a fellow competitor, who he also threatened to "take out", which led to several complaints being made to the ACU.

He avoided being removed from the championship entirely by accepting the point deduction before the opening round of the British Championship this weekend at Hawkstone Park.

ACU General Secretary Gary Thompson said: "Abusive or intimidating behavior is not acceptable in any walk of life and that includes on social media. As a consequence our National Sporting Code clearly states we will not tolerate such behavior from our licence holders."

Harry McGurk support Tai Woffinden's GOSH Campaign

At the beginning of February Harry McGurk arranged to meet up with 2013 World Speedway Champion Tai Woffinden at a testing session in the UK. During the 2014 season Woffinden spent a large amount of his spare time between events fundraising for the GOSH Charity.

After successfully claiming the ACU Junior Grass Track title in 2014, Harry asked the Track Racing Committee if he could donate his cheque to this worthwhile cause.

For the 2015 season Harry will be looking to win more championships in the UK along with challenging for the UEM Youth Grass Track 125cc Cup.

2015 TT Ben Fund Badge Now Available

The 2015 TT Ben Fund badge (pictured) is now available at a cost of £3 and is available from the ACU Office in Rugby. Send cheques made payable to "ACU Benevolent Fund" to the following address: ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX or alternatively, you can call the Benevolent Fund Secretary on 01788 566419 if you prefer to pay by credit or debit card.



ACU – SUPREME ENDURO CHAMPION

ENDURO CHAMPION OF CHAMPIONS

With a large number of ACU British Enduro Championship in different formats, it was decided by the ACU Trials and Enduro Committee to introduce a new title for the 2015 season that will decide the outright Supreme Enduro Champion for the 2015 season.

As above the Title will be known as the ACU Supreme Enduro Champion and will be based on the final standings in the top class (Championship Class / Pro Class) of the following Championships.

- ACU Edmondson Racing British Timecard Enduro Championship
- ACU British Extreme Enduro Championship
- ACU British Cross Country Enduro Championship
- ACU Enduro 21 British Sprint Enduro Championship

POINTS WILL BE AWARDED TO THE TOP 15 IN THE FOLLOWING BASIS:

1st – 20 points, 2nd – 17 points, 3rd – 15 points, 4th – 13 points, 5th – 11 points, 6th – 10 points, 7th – 9 points, 8th – 8 points, 9th – 7 points, 10th – 6 points, 11th – 5 points, 12th – 4 points, 13th – 3 points, 14th – 2 points, 15th – 1 point

Ties in the final standings of this Championship will be decided by the highest placed rider in the overall BEC Championship.

There will be only one award for this Championship.

Norwich New Stars aim for the Future Stars of Track Racing

Norwich New Stars held their first training session of the 2015 season on 14th March at Speedhaven in Norfolk and although the sun did not shine a fun day was had by all.

This follows a fantastic year of training and racing in 2014 when the club held eleven training days and offered a structured training scheme to more than 30 different riders.

With fourteen training days planned for this coming season, on Saturday mornings and are suitable for all aged 6 – 18 years and regardless of experience. The club can also offer motorcycle hire and the opportunity borrow all the safety equipment needed.

Each child starts with a one to one session to teach all the basic skill need to ride a motorcycle before working through a series of lessons to develop the child's confidence and riding ability. Norwich New Stars also offer specific training themes where all children focus on one skill.

The club has four ACU affiliated trainers, all from different backgrounds including Matthew Sutton who currently races in the vintage Grass Track class and has been training youths for 7 years, and has a son who currently in the Inters. Lee Flint who raced in the Schoolboy Motocross and has a daughter who is in the seniors, Darren



Mackie who is a keen road biker and helped his son develop into a confident Junior rider and Mick Holding who has raced Grass Track and Speedway for the Boston Barracudas in his Youth as well as competing in veteran Speedway, coaches his daughter in the Junior class.

To open the sport of Grass Track racing to the Youth in the Country the Norwich New Stars held two Youth only race meetings in August and October in 2014.

The August meeting featured 25 youth riders from 6 to 16 years old, and a full day racing was had by all. As a club dedicated to Youth racing, all riders receive a trophy or a riders award.

The October race date had a team challenge at the end of the day, where great maturity and skill was shown to enable the Team Leader to pass another team member to score double points. This event was a great success amongst the riders.



2015 will feature three race meetings on the 26th April, 16th August and the 18th October and all race meeting are free to watch. The meetings are planned the feature all youth classes along with Fathers' races and a team challenge again in 2015.

Norwich New Stars is supported by a great team of volunteers and enthusiast club members and encourage anybody to come and see what the youth racing can be like and support the future of grasstrack racing.



Andrew Newland finishes second in the annual Merzouga Motorsport Rally in Morocco

Lying on the bone-dry landscape, battered and bruised, motorcyclist Andrew Newland had just hit some camel grass and hit the ground hard.

Welcome to Southern Morocco and the Merzouga Rally, a six-day event spanning over 1,500km of desolate terrain.

Over 130 competitors from 25 countries compete to be crowned king of this gruelling riding and navigating competition.

Andrew aged 43 said: "I got caught up in the adrenaline, shot over the top of a dune and on the way back down, I hit the camel grass. It took me 10 minutes to get up and compose myself. I continued to ride for a couple of hours winded, The incident hindered me for the rest of the race, but I wasn't going to give up, and managed to finish an incredible second in the expert class of the off-road race"

His achievement was even more incredible as just one year previous, and embarking on his inaugural Merzouga challenge, Andrew found the going extra tough.

Five out of six days, he had required emergency rescue in order to finish that day's racing and inevitably finished last. Not prepared to be beaten by the African ordeal, the rider, along with



Letchworth-based team Torque Racing, re-entered the race this year and amazingly took his place on the second step of the podium in the Expert Class. Moreover, he finished highest of all 15 Brits that had entered.

Andrew continued: "Last year I had trouble navigating and racing to be honest. Luckily I was rescued all but one day but I thought if I came back next year I could give it a real go and with the introduction of an expert class alongside the professional sectors, I was determined to return and better last year's performance.

"The key is to find the right balance in terms of nutrition and rest periods. Everyday is an early start to begin the 250-300km hike so you have to make sure you're well rested and eat well before you begin."

"Within the race, you only get a 15-minute pit stop for adjusting the bike so with having to navigate your own route and concentrating for long periods of time, it can be draining but nothing was going to be as hard as last year. Some people may find it lonely but I just got on with it and did the best I could."

Away from motorcycling, Andrew is a keen triathlete and has completed races in Barcelona and Mallorca among others.

Andrew will need all his strength and mental aptitude for his ultimate adventure as he aims for the Paris/Dakar Rally. "In that event, if you falter you are sent home. There is no second chance so I want to make sure I am at my best in order to finish. A finish is a win at any of these races."

21st Welsh National Rally 2015

The Clive Motorcycle Club of Welshpool is again organising the Welsh National Rally on the 9th May 2015. This is a road rally for riders and drivers on two or three wheels and is the first round of the Three Nations Award. In previous years competitors have entered the event on machines of all styles and ages. The distance each rider covers is down to a personal choice, obviously the award grade changes with the distances involved. Competitors aiming for a gold or platinum award will travel further than those who obtain a bronze award. The variable British weather is always a feature of the event, in 2012 riders reported just about every season in 10 hours. In previous years between 500 and 600 riders and drivers took part.

The Rally involves plotting a route through the mountains & valleys of

Wales from the start/finish point in Castle Caereinion. It will require some navigational skills, mental dexterity and observational ability but above all, it is designed to be an enjoyable event for all entrants. At the start each competitor is issued with a clue sheet, they have to identify and visit the locations and then answer the question. Some locations will be manned check points, here the rally officials will record the competitors visit.

The event will take place on 9th May 2015 and is open to all road-registered motorcycles, quads and three wheelers. Breakfast and hot drinks will be available at the start in Castle Caereinion and hot meals and rest facilities will be available at the finish (Castle Caereinion). Club & Rally Clothing will be on sale. The Clive Motorcycle Club would be pleased to

see as many riders as possible attend the event and obtain one of the awards on offer. Please visit the Clive Motorcycle Club website at www.clivemcc.co.uk or join the Clive MCC Facebook page.

Note: It is the entrants responsibility to ensure that their machine conforms to current Road Traffic Act Statutory Legislation with regard to insurance cover. The Welsh National Rally is classed as a Navigational Scatter Rally.



Isle of Man Champions come together



PHOTO BY JOHN WATTERSON

The 2014 Isle of Man Centre Champions at the recent Presentation Evening of the Centre Stars & Clubman's tankards Awards. The Awards Evening was also a fundraiser for the 'Ben Fund' and raised in excess of £1500 which included donations from Southern MCC, Manx MCC, and Andreas Racing Assoc. These awards are only possible due to the generosity of some of the Clubs and Individuals who kindly sponsor the awards.

Are you sure of your cover?

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

DON'T BE LEFT WITH YOUR PANTS DOWN!

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

We offer two UNIQUE motorcycle insurance schemes that provide on-road cover for motorcycles being used in Trials or Enduro competitions or even classic motorcycles being used on long-distance Regularity/Regulatory Trials. **CONTACT US TODAY**



**GET FULLY COVERED
WITH MSM**

Contact MSM Insurance on Tel: 01279-870535,

Fax: 01279-870636

Email: msm@msminsure.co.uk

or Website: www.msminsure.co.uk

Robust, high quality Instant Shelters for the Event, Exhibition, Market, Motorsport and Leisure Industry



**Event Branding - Banners
Flags - Tents - Inflatables**



paddockhitz.co.uk

Shelters Available in 5 Grades, 12 Sizes and 21 Colours



Call us now 01925 819608 or visit us online at

SURFTURF.CO.UK



National Road Rally

– 4/5 July 2015



The organisation of the 2015 National Road Rally is well under way and we are please to announce that Box Hill will be a Final Control this year. Ryka's Café will be joining (provisionally) Whitchurch, Leeds, Warminster and Stibbington as the final destination for some riders of the National Rally. Many of the 2014 rally controls will be active again for 2015, including the infamous Kegworth. On announcing that they would be taking photos of all visiting riders in 2014, Kegworth received a deluge of potential super models, comedians and film stars visiting their control. Maybe not as many as St Mary's Angels at Sutton Maddock had for their fish and chip supper, but.

One of the visitors to Kegworth was Graeme Hay, the "now not so new" BMF Government Relations Executive. Riding with the number 11 card in 2015, Graeme would welcome a shout out from anyone in his vicinity. Graeme really enjoys the National Road Rally and was extremely disappointed the one year that he could not ride. As soon as entries opened this year (www.nationalroadrally.co.uk) Graeme was there. Ten riders apparently beat him to it, so he'll have to move faster for 2016!

I think flash photography may be more in vogue for 2015, with the new Moonlight Rally being introduced into the National Road Rally family. As with the daytime, this rally lasts for 10 hours and riders travel between 210 and 290 miles. While the daytime starts at noon on Saturday 4th July the Moonlight doesn't start until 10pm on the same Saturday, finishing at 8am Sunday morning, allowing us all to get home to fix the Sunday lunch!

Visit us on our web site, www.nationalroadrally.co.uk or like us on our Facebook page to find out more or email Stephanie at the ACU at stephanie@acu.org.uk or Rachel at the BMF on membership@bmf.co.uk



The ACU – What Does It Do For Us?



A couple of years ago, we ran a feature to demonstrate what the ACU does – not only for its members but on behalf of motorcycle sport in general. I say this because what we do for the ACU Membership will of course at some stage benefit other motorcycle sport organisations – except for the exclusive access our Organising Clubs enjoy to the Forest for Off Road competition through our Forestry Agreement and of course our unrivalled access to the International scene through the ACU's affiliation to the FIM and the FIME.

The article written a couple of years ago made a light hearted comparison between the ACU Members saying 'What has the ACU ever done for us?' and Reg and Peoples Front of Judea asking exactly the same question of the Romans in the Monty Python classic – The Life of Brian.

Forgetting the Peoples Front of Judea, it would be easy for me to say that amongst other things the ACU 'obtains comprehensive insurance cover'. The ACU 'provides a Land Use Advisory Service for the benefit of our Clubs'

'It offers legal support to Clubs when faced with issues from their Local Authority'

'The ACU is the recognised Federation of Great Britain at the FIM and as such, has a major role to play in global motorcycle sport'

'The ACU represents the interests of motorcycle sport on a number of issues that threaten our sport...'

'It provides an On Line Licence System and an On Line Entry System free of charge for the benefit of our Competitors, Officials and Organising Clubs'

'Is an authorised Permit Issuing Authority which ensures our member clubs run safe events with exemption from the Road Traffic Act'



'has a designated Lead Child Protection Coordinator and a Child Protection policy in place to protect our young riders'

'Provides Officials training and holds licencing seminars'

'The ACU provides PR facilities for events on the request of Centres/Clubs'

'Issues Event paperwork to assist our Organising Clubs at events'

'Produces the Sportmoto magazine to keep our Members updated on all ACU disciplines'

'Maintains a website which is updated on a daily basis by our PR Officer'

'Provides Start Permissions and every assistance for our Competitors whilst competing abroad'

'Provides a comprehensive annual Handbook with revised and up to date regulations'

'Offers clubs and riders a full information service on all aspects of motorcycle sport'

'Organises National and International sporting events'

These are just some of the issues we deal with at ACU Head Office, but no doubt someone will come

back and say, "yeah well ok, apart from Licencing, Land Issues, Local Authority matters, Start Permissions, representation here, there and everywhere..... what DO the ACU do for us?"

We could go on and on but here are one or items amongst those listed above that the ACU do behind the scenes to promote motorcycle sport and to oil the wheels of administration:

Closed Roads Racing. David Cameron announced towards the end of last year that motor racing could be held legally on public roads in the not too distant future. The ACU have been working alongside the MSA on this issue for some time.

There have been various meetings with the Department of Transport and a number of drafts of the proposed legislation have been passed between the various parties to ensure every angle has been covered. It is envisaged that over a period of time we will see some Road Race events organised in some parts of the country – nothing to the scale of the TT as that is unique and the only event like it in the world and should quite rightly remain so –

however there would be nothing to stop a Road Race event being organised along the lines of a North West 200 or an Ulster GP taking place along with of course events such as Straight Line Sprints, Hill Climbs and the like.

The impact of the new legislation would certainly make motorsport more accessible to local communities and the perception that motorcycle sport is loud, noisy and followed by long haired gangs of bikers would disappear. We are fortunate enough at the moment to have the likes of John McGuinness, Michael Dunlop and of course Guy Martin competing on the roads, with the much improved coverage on ITV 4 of the Isle of Man TT, Road Racing has now grabbed the interest of

far more people than it ever did. The local economy would be boosted with far more people wanting hotel accommodation, food, shopping and petrol which can only be plus for any town or area wishing to host a motorcycle sport event.

Land Use Advisory Service. We live in a land in which, unbelievable I know, but some people just don't like motorcycles or don't enjoy motorsport. Some of these 'non-believers' complain about various issues, for example – excessive noise from motorsport events or the use of land close to where they live. After contacting their Local Authority to complain, the Local Authority inevitably contact the Club with a view to no further events being held. We have for some years made available the Land Use Advisory Service set up to assist those Clubs/Organisers who have been approached by a Local Authority for an issue surrounding their event. The Land Use Advisory Service engages the help and support of Alan Kind. Alan is an expert in Land Access and noise issues and, over the years has had some considerable success in cases where he has supported Clubs who have experienced problems in these areas. Again, should Clubs wish to take advantage of the LUAS and seek assistance then please contact Debbie Walmsley (details as above) who will contact Alan on your behalf.

Insurance. The provision of insurance to our Organisers is not

unique to the ACU, indeed other Organisations do likewise. The ACU prides itself on the extensive insurance cover it provides through Lockton Motorsport Insurance Services to Competitors, Officials and Organising Clubs alike. Unlike some of the other Organisations, the ACU does not ask the legal Parent/Guardian or the Rider to agree that if a rider should sustain any kind of injury caused from participation in an event that results in a claim for compensation against the Organiser, the Parent/Guardian or Rider will indemnify and pay back any sum that may be required as a result of such a claim being made.

With well-established insurance cover in place for all competitors and officials up to £30 Million under our extensive Premier cover and £10 Million under our Basic cover the ACU can provide insurance cover for all types of events enabling Organisers to be able to rest easy in the full knowledge that their events are insured to the highest possible levels.

Start Permissions. Any competitor wishing to compete abroad needs to obtain a Start Permission which they can do so by contacting ACU Head Office (tel: 01788 566400). The production of a Start Permission at an event on foreign soil gives the Organiser of the event confirmation that the Rider is a member of the ACU and has suitable insurance in place to cover his medical expenses and repatriation in the event of him being injured.

'WE ARE HERE TO HELP'

On Line Licencing System and On Line Entry System. The On Line Licencing System is now well established for all disciplines – both Off Road and Road Racing. The way it works is that each Club is sent some Unique Codes by our Licence Department. The Club then issue one of these Unique Codes to each Licence Holder which can be done over the telephone or by email, thereby negating the requirement for the rider to send his licence application by post to his/her Club for stamping. The Unique Code is then recorded on the licence application as the Club

stamp. This is the same process if the licence application is being applied for or renewed online or by the traditional paper copy method. In its first year, nearly 8000 applicants used the On-line system without any problems – now some three or four years down the line – just over 50% of the Membership now renew their ACU competition licence on-line. Another major step forward has been the provision of an On Line Entry system which enables competitors to enter events on line provided their Club has made the event available to do so. Again a number of Clubs have used this system which they have found to be very useful. Riders and Organisers should be aware that the same portal is used for both the Online Licencing and Online entries, thereby making it easy for everyone. Anyone wishing to know more about the Online Licencing or the Online Entry system should contact Xenia Munro on 01788 566411 or email xenia@acu.org.uk.

As indicated above there is so much more the ACU does for competitors, officials and organizing Clubs on a daily basis. We have 20 members of staff in ACU Head Office available five days a week from 9.00am to 5.00pm to provide assistance to ensure all our sporting disciplines take place with as little hassle as possible. The ACU has been around for 112 years and yes, we recognize that the structure of governance put in place from the outset probably does need looking at, which is what we are doing now – but the message is 'We are here to help'. Our main objective at ACU Head Office is to help everyone as much as we can in order that you may enjoy your chosen sport, whether that be as a competitor, Official or a spectator.

Gary Thompson MBE BEM
General Secretary



Changes for the 2015 Track Racing Championships

Words: Peter Gregory

Pics: Lawrence Hammonds



As March arrives Track Racing starts to wake up, with a full calendar of events continuing until early November, let us hope that the weather is kind to us.

This preview is restricted to the ACU Championship events and domestic Internationals held in the UK this year, and highlight some of the changes to the Championship Conditions introduced for this year.

BRITISH CHAMPIONSHIPS.

The season has an early start, with the revised British Clubmans Championship being organised by the Bristol Club on 24th May. This is the first year

of the new format with the victors being crowned as "British Clubman's Champion. This is traditionally the most hotly contested meeting of the year with the additional 'prize' being a place in the 2015 British Masters Final at Wimborne in September.

We do not have to travel far for Youth Championship which takes place at Wimborne on 20 June. Those who remember last year's event will know that this is an opportunity to see the stars of tomorrow in action.

On 28 June we head North for the British Grass Track Championships, organised by the Cheshire Club at their superb venue. With all of reigning

Champions qualified for the event, and the memories of last year's exciting meeting fresh in our memories, the big day for the small Solo classes, and the 500cc and Left Hand Sidecars, is one not to miss

On 4 July all roads (and ferries) lead to Guernsey for the Condor Ferries British Sand Race Championship. This is your chance to see some of the top solo and sidecar competitors performing on the unique sand racing track.

The action then moves to Hayes and Southall on 26 July for British Upright Championships, held on the clubs unique circuit. This Championship continues to develop, and is rapidly



Winterburn and Brown



Cossar and Blyth

becoming the most popular Solo Championship class providing some very close racing.

The famous Donington Park Circuit acts as host to the British Under 21 Championship organised by the Burton and Leicester Club on 9th August. Again some changes in the conditions for this Championship, with riders from 15 to 21 years of age competing on 250cc or 350cc class machines.

We travel east on 5 September visit the Fenland Club, and the Pre 75 British Championships. Another exciting days racing is in store, but perhaps in a slightly more relaxed atmosphere.

The 27 September sees what most Grass Track spectators consider the "big one", with the ACU British Masters Finals taking place at Wimborne's superb Uddens venue. This event sees the clash of the country's top 500cc Solo's and 1000cc Sidecars competing for the major domestic trophies. Some major changes to the Championship Conditions, with the winners being the first past the post in the Final, and the organising club being able to nominate up to four riders for the Solo Class. Who will they pick –

you will have to be there to see!

THE HOME INTERNATIONALS

The annual Lincolnshire Poacher takes place at Wainfleet in Lincolnshire on 30th August. Promoter Reg Blackburn will be pulling out all the stops to finalise a top class international entry to match the stunning European Championship that he successfully staged four years ago.

THANK YOU

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



Goudge brothers

The Wulfsport Oset British Trial GP is back at Penrith

The newly named world outdoor championship welcomes new title sponsors Bill Brown from Wulfsport and Ian Smith from Oset, both parties were so impressed with last years trial that they both wanted to play a bigger part in the 2015 event.



Its all systems go at Nord Vue as Ex British Champion turned Extreme Enduro guru Graham Jarvis and his team start work preparing brand new sections in readiness for the two UK Rounds of The FIM World Trials Championship at Penrith on the 13/14th June. The organisers felt it was time to freshen up the event for their fifth time of holding the much-loved World Trials Championship at Nord Vue. So following negotiations with local landowners adjacent Blaze Fell which is only a small walk from the quarry will now become a welcome addition to the course (the main hub of the event will still be set in the quarry). With its steep banks spectators will be able to enjoy four superb natural sections that are sure to compliment the extremely tough man-made sections in the quarry.

This new formula will no doubt appeal to the wider trials audience that prefer to see the use of natural sections in a stunning location.

The Trial will feature a total of 12 sections with the riders completing a total of three lap's, the organisers say it should be quite easy for everyone to see their favourite riders on most of the sections within a day.

THE WORLDS BEST RIDERS

The undisputable King of Trials Repsol Montesa mounted multi World Champion Toni Bou will be looking to repeat his last years double win at Nord Vue. Ex Indoor and Outdoor World Champion and World number two, Gas Gas rganiz Adam Raga could have something to say about that. Adam



James Dabill



Adam Raga

© TRIALS UK MEDIA - Nige Pearson



Toni Bou

has threatened Bou's dominance in the outdoor championship on numerous occasions over the last couple of years, more recently Adam has got the better of Bou at the French round of the indoor championship. Could the cracks be starting to show in Bou's unassailable armour? World number three Albert Cabestany is still a fantastic rider despite his years, he is definitely still a force to be reckoned with. Jeroni Fajardo completes the quartet of Spaniards who dominate World Trial's, he's a tremendous talent but just lacks the consistency to win at this level. Ex World Champion Takahisa Fujinami should be back to full fitness following his torn anterior cruciate ligament operation at the end of last season, I'm sure we all wish him well and look forward to seeing him action at Penrith.

The Brits are headed up by our number one rider and seasoned world championship contender Vertigo mounted James Dabill, he had his best ride of the season on day two at Penrith last year, the Vertigo team will be looking for great things from him this year, so no pressure on you then James. Other brits include Michael Brown another seasoned world championship campaigner, both Alex Wigg and Jack Sheppard will be competing again this year, they finished in 12th and 13th places last year with just five points separating the pair. Young Spaniard's

Jorge Casales and Pol Tarres are joined this year by yet another brilliant young Spaniard, reigning FIM World Cup Winner (which he won in some style) Jamie Busto, he's also the latest Honda Team signing, joining team mates Toni Bou and Takahisa Fujinami, he could be the next big name in trials, check him out at Penrith

If you find time to tear yourself away from the action, the Trade Village will be back again bigger and better this year, with retail and display stands sporting all the latest kit, at great prices. There's a full entertainment package planned for Friday and Saturday evenings, including an Electric Trial rganizin by Ian Smith of Oset the likes of which has never been seen before at a world round. There's also going to be a youth trial and a time trial that should be great fun to watch.

Camping is available from Thursday if you fancy a weekend away under canvas in a stunning location (or just the odd night) with your mates or you could bring your partner, if all else fails! There's plenty of entertainment planned for both Friday and Saturday nights to keep you entertained, the Campsite bar opens at 7.00pm and The Red Bull Disco will be providing the tunes. Its going to be a great weekend packed with entertainment for all the family.

Discounted early booking tickets are available now, only a limited number



Albert Cabestany

are available and they will go up in price as the event draws closer, you can also get great deals on camping if you book early enough, go to www.britishworldtrial.co.uk OR PHONE 7557665647

Directions: Take the M6 motorway to junction 41, follow the A6 to Armathwaite, Nord Vue Farm, CA4 9TN.

Win Win Win a pair of tickets

THE ORGANISING OF THE THE WULFSPOORT OSET BRITISH GP ARE OFFERING FIVE LUCKY ACU LICENCE HOLDERS THE CHANCE TO WIN A PAIR OF TICKETS TO THE WORLDS NUMBER 1 OUTDOOR TRIAL AT NORD VUE, PENRITH.

JUST ANSWER THE EASY QUESTION: WHO'S ORGANISING THE ALL ELECTRIC TRIAL AT PENRITH

Answers to Mick Tonks via email: mick@thearkdesign.co.uk – subject line – World Trial Ticket Comp – please include your name, address and telephone numbers. The closing date is the 01/05/15 winners will be notified by email.

Good luck

Keedwell's Sponsor the British Trials Championship again for 2015

Words and pics Colin Bullock



It is six months since James Dabill regained his British Trials Championship crown from Michael Brown and we are now into the 2015 competition sponsored once again by the RT Keedwell Group. This is the second year Keedwell's have been involved in the ACU series and they are prominent trials enthusiasts.

This year sees a few changes to the Championship but mainly it is just small tweaks to keep the momentum rolling. The series also goes up to nine rounds for 2015 which reflects its resurgent popularity. To ensure everything gets completed in time an overall rider limit of 80 competitors has been set.

The main Championship remains the top challenge and there are no less than 26 riders pre registered to compete. Current number one.

Dabill and Brown remain the clear favourites for the title but someone has to challenge their supremacy at some point. Could any of the established order take them on or perhaps younger riders such as Billy Bolt, Jack Price or Dan Peace. Peace was last year's A class Youth Champion but it maybe a little too early in his career to be up



Sam Haslam



Chris Pearson

there but he has a great deal of talent. All three have shown to be able to mix it with their more experienced rivals at the first two rounds this year Hook Woods and Butser Limeworks.

Is anyone going to get close to Dib's and Brownie. Early indications are that it will take more than a bit of effort. James came back from a Friday night XTrial meeting in Spain to clearly win both opening BTC rounds. Not only that but it was achieved on the new Vertigo machine which made his results so impressive.

Also out to impress is Sam Haslam who has always been there or thereabouts. Sam's style is admired by many and even when not on top form he still looks steady and stylish. Two rides and two third places have been his reward this season and few would begrudge



Ricky Wiggins

the Gas Gas teamster his early success.

Other interesting registrations are Ricky Wiggins now riding the 4 stroke Blazey Montesa, but he had ongoing



James Dabill

injury problems at Hook Woods so we hope he is fit again soon. Young Spaniard Jorge Casales has come into the series but a sixth and tenth places show that he will need time to acclimatise to British conditions. Scotland's Gary Macdonald and Devon's Joe Baker returned to the fray after a couple of years out and Baker had a good ninth place at Butser.

In the Expert class we should see some interesting competition. Last season Guy Kendrew won all seven rounds a remarkable achievement but this season he will face some stiff challenges to retain the crown. Wins for Jonny Starmer and Dan Thorpe in these first two encounters show that it could be an interesting year with strong showings from the Sherco young guns Tom Minta and Tom Hooper.

2015 sees a change in that the Youth A class Championship is incorporated into the events.

Previously the A & B class and the C & D riders rider's have had their own series but this year the oldest group join the seniors riding on the Expert route. Two B class riders have had

authorisation to ride also Toby Martyn who won last season's B class crown and Jack Peace, Dan's younger brother. They both went straight out and finished in the top two places showing plenty of youthful skill.

All in all there will be plenty to watch with the events spread nicely around the country.

ROUND 1

21st March, Hook Woods Trials Centre. West Horsley Post code KT24 6EA

ROUND 2

22nd March, Butser Limeworks, Petersfield GU31 5SW

ROUND 3

18th April, Anthony Rew. Devon TQ13 9SW

ROUND 4

19th April, Anthony Rew. Devon TQ13 9SW

ROUND 5

17th May, St David's. Aberdulais South Wales SA10 8HR



Emma Bristow

ROUND 6

24th May, The Scarborough Trial. Harwood Dale YO13 0LA

ROUND 7

7th August Bob MacGregor Trials Academy. Dunlop KA3 4EH

ROUND 8

8th August Bob MacGregor T/A KA3 4EH

ROUND 9

30th August John Hardaker Whitby North Yorkshire YO21 2PS

All the trials will start at 9.30 am with a 6 hours time limit, 30 minutes longer than last season. The first lap has to be completed within 3 hours.

All the sections will be on natural terrain and the events will continue under the no stop rules.

Away from the senior British Championships in the S3 series Ricky Wiggins leads the way from James Fry and Chris Pearson after two rounds. There are 3 more events in this popular series in April after which time we will have a better idea of who is going to be making the running.

One round of the Women's and Girl's series has taken place with current British and World Champion Emma Bristow starting off how she finished last season i.e. winning. Full details of all of the class winners are available on the ACU website.

More news on all of the other series as we go through the year.

Acklams Beta Ltd

Family business for 48 years

**ORDER YOUR 2015
BETA NOW**



**Full range of 2015
Beta's in stock**

2-Stroke, 4-Stroke & childrens Beta's



Acklams
No 1 for BETA

Beta TRIALS
UK Dealer of the year

The full range of 'Rider Friendly' Beta Trials & Enduro bikes in stock for immediate collection NOW!

We have demonstrators available if you would like to try before you buy.

We also have a good range of slightly used bikes in stock with big savings on new.

Your current bike, car, van or girlfriend (conditions apply) is welcome in part exchange.

Paul Sadler 07957 148588

Joel Sadler 07540 591410

T: 01423 565125

E: sales@acklamsbeta.co.uk

www.acklamsbeta.co.uk

The Barn, Unit 12, Levens Hall
Park, Lund Lane, Killinghall,
Harrogate HG3 2BG



4 x 4 FUNDAY

**last Sunday of
every month**

Try our Oset electric bike
experience from only £15

LIVE LIFE TO THE MAX!

TRIALS PRACTICE ALL YEAR ROUND

COMPETITIONS AND TRAINING DAYS

ENDURO CROSS PRACTICE TRACK



john@cowmleisure.com

WWW.COWMLEISURE.COM

01423 565125

Women In Trials & Enduro

Words: Mike Rapley



To many, off-road bike sport is for the men, but the sport is increasingly becoming something of a passion for ladies and girls in both Trials and Enduros, and there's a wealth of talent emerging from the UK in both disciplines.

Undoubtedly, the top lady at the moment is Emma Bristow who is the current British Ladies Trials Champion, the 2014 World Ladies Trials Champion and the 2014 World Ladies Indoor Super Enduro Champion and as if that wasn't enough, she also finished 46th in last year's Scottish Six Days Trial – the first time a woman has achieved a Special First Class award – and an equally brilliant 33rd in the Scott, time and observation Trial, reckoned to be the world's toughest one-day event.

Emma, a blonde vivacious 23 year old from Lincolnshire, rides a Sherco in both disciplines for Malcolm Rathmell, the UK importer and the Spanish manufacturer and looks set to maintain her level of superiority for some years.

However, whilst Emma has reached the top, it has not been easy as first she had to battle in the World Trials Championship since she was 16, moving up gradually from 13th overall and then took the runner up spot three times before taking the title last year, she has also had to face stiff opposition from ladies in both the world and British series, namely Laia Sanz and Becky Cook, who have been eager to defeat her.

Becky, recently married to fellow Trials rider Craig Talbot, has been eight times the British Trials Champion and continues to be the greatest threat to Emma retaining her British Championship. She too has been successful both at home and abroad and is vastly the more experienced rider.

The current British Womens and Girls Championship is exceedingly popular with over 50 competitors regularly attending each of the seven



Jane Daniels

rounds each year and the strength in depth is such that several of the younger girls look likely in the future to dethrone the current top ladies.

The British Womens and Girls Championship is divided into six classes; two for adults and four for younger girls. Whilst the top class attracts just eight regular riders, the Intermediate class is very popular where Manx policewoman Saskia Baxter was the most successful competitor, claiming class wins in five of the six rounds she rode. And she also showed her determination by riding a sidecar outfit with sister Eleish in the Manx Two Day Trial, following that up with a ride in the second round of this year's sidecar championship which was on the Isle of Man.

The younger girls also had very closely contested events with Louise in A class and Hannah Moore in the class for the youngest girls showing particular levels of ability.

And whilst Katy Sunter may not now be at the top of the Adult Womens class at Championship level, the Yorkshire lady is a absolute star when it comes to the middle route at many nationals, having won outright the 50/50 course



Becky Cook, Emma Bristow and Joanne Coles

already twice this year at the Colmore and Bemrose Trials, putting many a capable man to shame with her ability to find grip in the slipperiest of conditions.

Jane Daniels from Lancashire is no mean Trials rider but her forte is Enduro, Jane finished second in the World Enduro Championship as well as third in Women's World Super Enduro Championship in 2014. Jane also she excels at Extreme Enduro. Katie Walker is another woman who improved greatly in 2014, finishing runner up in the Women's European Enduro Championship.

British Extreme Enduro continues to Grow

Words and pics by Tim Tighe

The ACU British Extreme Enduro Championship has really caught the imagination of the UK's extreme riders and some of our Continental cousins also.



Organised by Paul 'Fast Eddy' Edmondson the BEEC now stretches from December to January at two of the most

different venues imaginable. Each one an extreme location in itself but combined into one championship will really sort out the men from the boys

This is Enduro! Eighteen miles of unrelenting torture, a proper old-school extreme course. It's what the EWC should be, if those lads came to this event, only a handful would finish!' said David Knight with mud and sweat still dripping off him as winner of the inaugural Heads of the Valleys Extreme Enduro at Walters Arena in South Wales last December.

In a landscape dominated by big



hills stretching into the distance, huge forests and even larger wind turbines the course wended its way up and down rocky ravines, river beds and through forest sections that were near impossible to clamber up on foot, let alone on a bike, along fast, flat-out fire roads which turned quickly into a seemingly never ending succession of heart-breaking special sections.

The two-day event really was a game of two halves. Saturdays 8-mile qualifying loop was relatively easy going compared to Sunday. Utilising the numerous fire roads at the venue Saturdays racers enjoyed mixed conditions as a heavy overnight frost delayed the start by an hour until the sun thawed the course but in the tree covered areas it was still sketchy for the unwary riders. Getting into the top 25 was all important, a place in the first row of the grid was at stake and many riders settled for that but the real fast guys wanted the glory of winning qualifying and really went for it. With



David Knight MBE leads Graham Jarvis

over 70mph possible in many places the speed merchants came to the fore and Expert rider Carl Jones grabbed his moment of glory, twice, by setting the fastest time on both qualifying runs, a mix of talent, speed and a touch of





insanity saw him throw caution to the winds to become the only rider to post two sub-eight-minute runs, beating the likes of Ash Greedy and Knighter who were both giving their all. Greedy eventually qualified as second overall closely followed by David Knight as local hero David Kip-Herring grabbed fourth place, just ahead of Jack Edmondson. One of the two favourites for Sunday, Graham Jarvis, finished in a lowly 12th place but it was plenty good enough for a place on the front row in the big event.

A short start straight led to an uphill series of rock steps before getting out into the main course. Hitting hard right from the start Knighter and Graham Jarvis were side by side as they hit the steps with Knighter just pulling a bikes length clear at the top of the following small climb. Big Joe Chambers was in the mix, grabbing third spot ahead of many surprised rivals as Ash Greedy stuffed it at the steps and Jack Edmondson missed his kick-start, twice, to give himself plenty of work to do in catching the pack ahead of him. Within half a mile the front-runners hit the first of many rock sections, twisting steeply downhill, and it was Knight who lead the way with Jarvis just a handful of seconds behind him and Chambers in third. Expert Chris Windle had kept ahead of the mayhem but then had a bit of a moment on the rocks, which allowed Gary Daniels and the pack to close on him. Carl Jones and Ross Hancox were side-by-side down each step followed by Jack Cadwallader who nearly ended his day before it started with a massive wobble halfway down. At this point Jack Edmondson appeared, well back in the pack but he soon made some ground as he rode feet-up top to bottom of the rock steps.

Spectators watched in awe then reached for their watches to see how long it would take for Jarvis to appear. Paul Edmondson reckoned on at least an hour a lap for the top riders, but that had been shattered by the big Manxman. He did his first lap in 43 minutes and had completed a lap and a quarter on the hour mark and gained a 9-minute lead over his nearest rival at that point. Maintaining his momentum Knight stuck around the 40-minute mark for his two remaining laps and completed the race in just over two hours, still nearly nine minutes clear of second placed Graham Jarvis while David Kip-Herring grabbed third in the Pro class some 11 minutes after Jarvis.

January saw the second BEEC round at the superb Parkwood offroad venue in Tong, Yorkshire.

'It was hard, really hard, all of it, not just one bit, the hardest one yet!' said KTM UK rider David Knight following his outstanding win at round 2 of Eddys X-treme Enduro. This was just what Paul Edmondson had planned. A tough course, fairly short in comparison to the Heads of the Valleys in December, but intense with no place to rest.

Because of the events billing as the opening round of the FIM Europe Extreme Cup there were plenty of riders from the Continent and Scandinavia who were eager to get a good start in this prestigious competition but they had to contend with UK riders who were battling in the second round of the ACU British Extreme Enduro Championship.

With a well-worn course ahead of them, crowded with thousands of spectators, the Pro, Expert and Clubman riders set out at 12.30pm for two and a half hours. Knighter made sure he was first into the rocks and first out, closely followed by Spanish Pro Mario Roman on an Appleyard Husqvarna. Jack Edmondson steered his Leisure Trail KTM UK machine clear of trouble to be the third rider through as riders piled up behind him and struggled to get untangled, giving Jacko a small break and a relatively clear track.

Eurotek KTM mounted Paul Bolton soon made up ground and moved into the top three but by the end of the first

lap Knight had complete control. As he closed on backmarkers the going became more difficult in places and the big Manxman worked hard to steer clear of trouble, even he found a big rut to struggle with for a while.

Bolton moved to second place and he and Knight both hit the ditch jump lap after lap, eventually becoming the only two riders to consistently tackle this formidable obstacle. MPS Racings Jake Subachus had one of the most spectacular crashes at the jump on his Sherco, landing short and catching a log with the front wheel. Planted to say the least!

Tom Sagar, Colwyn Bay KTM UK, was in the thick of it as usual, battling with Jonathan Richardson at times and trying hard to keep Mario Roman at bay. Bolton closed significantly on Knight at the three-quarter point of the race but Knight simply stepped up a gear and eventually pulled a three-minute lead to take a very well deserved victory. Bolts kept up his pace to take second behind Knight, both riders a lap up on Jonathan Richardson who surprised many onlookers to take third spot. He had never been out of the top five at any point and certainly deserved his podium place. Tom Sagar finished four minutes after Richardson in fourth spot with top overseas entrant Mario Roman taking a hard-fought fifth.







ACU Edmondson Racing British Enduro Championship

Words and Pics: Josh Snowdon



David Knight MBE



Lee Edmondson

All eyes are set on the 2015 ACU Edmondson Racing British Enduro Championship as it gears up for the start of an incredibly exciting season of racing.

Three time Enduro World Champion and ten time BEC champion KTM UK's

David Knight, MBE returns to racing on home soil and looks to challenge reigning four time BEC champion Tom Sagar, Colwyn Bay KTM.

"I'm really looking forward to competing in the BEC again" said David. "I'm in the position now that I can relax,

albeit a little, and get back to enjoying my racing. I wanted to cut down on travelling the world to spend more time with the family. The year should be a good season, it has such a great variety of terrain. The last time I competed a BEC was in 2013 where I won every special test each day. My goal is to win my 11th BEC title. I'm suffering pretty badly with a virus at the moment but hopefully I can just survive the first couple of rounds and score good points and be back fit by round 3 in August."

The KTM duo will also face stiff competition from the Bel Ray Factory Husqvarna brothers Danny and Jamie McCanney, who have both won BEC rounds previously. That's not all, Steve Holcombe aboard his new ride with Beta UK is heading in to round one and two on the back of some very impressive recent results.

Leading lady Jane Daniels ends her time in the Ladies class after winning the championship last year as she moves in to the Expert class to try and stick it to the men. The Ladies class has been running for only two years and



James Jackman



Jack Edmondson

Jane has been at the front for both. An injury in 2013 meant she had to sit out two rounds which meant she lost the championship by just three points to the talented Katie Walker.

"I am very happy to have won the Ladies Championship last year. I had a perfect season by winning every round. I think the ACU is doing a fantastic job by laying out a separate ladies class as it will help to introduce more women riders in to the sport. Womens MX is becoming a big deal now and it's only a matter of time before the Enduro world follows suit. I've finished second in the Enduro Women's World Championship for the last two years where I've tasted the odd spot of top step victory but if I want to succeed on the world circuit then I need to improve. The best way for me is to try and achieve some solid BEC Expert results."

The Expert Class provides a great platform for riders to prove they have what it takes to run with the big dogs. Last years front runners Joe Wootton, Charles Evans, Fraser Flockhart and Jack Edmondson have all raised their

game to join the rest of the fierce Championship competition. This has made way for this 2015 batch of, mainly, testosterone fuelled riders to make a name for themselves. Keep your eyes peeled to find out who are this year's ones to watch.

The Edmondson Racing British Enduro Championship isn't all about the fast guys though, there are classes for everyone. There are also classes for sportsman, over 40 vets, over 50 vets and clubman.

You can keep up to date with this years events at:
www.acu.org.uk/news/enduro/

2014 ACU BRITISH ENDURO CHAMPIONS

Outright Champion

Tom Sagar KTM 450EXC

E1 (two-stroke) Champion

Brad Freeman 125EXC

E1 (four-stroke) Champion

Steve Holcombe KTM 250 EXC-F

E2 Champion

Tom Sagar KTM 450EXC-F

E3 Champion

Daniel McCanney Husqvarna TE300

Expert Outright Champion

Joe Wootton Husqvarna TE300

Expert E1 (two-stroke) Champion

Jack Edmondson KTM 125EXC

Expert E1 (four-stroke) Champion

Aled Price KTM 250EXC-F

Expert E2 Champion

Antoine Crieg Beta 250RR

Expert E3 Champion

Joe Wootton Husqvarna TE300

Clubman Champion

Jon Hunt Sherco 250F

Veterans Champion

Andrew Reeves Beta 300RR

Ladies Champion

Jane Daniels Husqvarna TE125

2015 EDMONDSON RACING BRITISH ENDURO CHAMPIONSHIP

Round 1 & 2 – Elgin – April 4/5

Round 3 & 4 – Helmsley – May 2/3

Round 5 & 6 – Knighton – August 1/2

Round 7 & 8 – Hafren – August 15/16

Round 9 & 10 – Natterjack – September 19/20

Round 11 – Diss – November 15



European Grass Track Championships

Words: Gareth Bemister

Pics: Lawrence Hammond



An early season treat for all off-road motorcycle fans comes to the UK shores on Sunday 26th April as ASTRA Grass Track Club host the European Grass Track Championships Semi Final at Swingfield in Kent. This crucial event for the European Grass Track Solo fraternity is sure to be a hotly contested competition; 18 of Europe's best riders compete with only 9 qualifying slots available for the final, which will be held in Netherlands in July.

There could be no more perfect a venue for this prestigious event than Swingfield. Having hosted the British Masters (the pinnacle of the British Grass Track calendar), the World Longtrack Team Cup, two European Semi Finals and the European Final itself in the past, this circuit has a proven track record for success. It is notable for its rolling hills along the straights, often causing 1000cc sidecar outfits to

lift the front wheel spectacularly. For a British circuit, it is large which means it is super quick. Spectators will see riders topping 100 miles per hour on this famous venue.

Heading the home contingent will be current British Masters Champion Andrew Appleton. He is a former winner of the illustrious European crown and will desperately want to confirm his place in the final for 2015. And Swingfield is a circuit that has been kind to him in the past; two of his four British Masters titles were won at the super-fast Kentish venue.

Another talented Brit who will surely be amongst the favourites is David Howe. The former Great Britain International speedway ace has shown tremendous capability aboard a Grass bike and was the runner-up last year in the European Final. Howe competed regularly in last season's World Longtrack Grand Prix and brings

a wealth of experience of racing at this level. After narrowly missing out on his first Euro crown in 2014, he'll also be eager to ensure he is comfortably within the top 9 at this year's Semi-Final.

Yorkshireman Paul Cooper, another rider with plenty of International experience, joins the foray at Swingfield, hoping to once again qualify for the Euro Final at Staphorst in July. Last season, 'Cooperman' performed brilliantly at Swingfield to secure a 3rd in the British Masters.

The last Brit in the lineup is sure to create excitement. 18-year old James Shanes enters what has to be his biggest event to date at Swingfield. The youngster burst into 500cc adult Track racing in 2014 with wins up and down the country, a British Under 21 Championship and a hugely impressive 4th in the British Masters at his first attempt. This season, Shanes will hope

Two pairs of tickets (excluding camping) up for grabs

JUST ANSWER THIS QUESTION: WHERE IS THIS YEAR'S GRASS TRACK EUROPEAN SEMI FINAL TAKING PLACE?

Answers to Mick Tonks (please include your name and address) The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. The draw will take place on the 17th May, winners will be announced on the ACU Website www.acu.org.uk

to continue his improvements and get himself into racing across Europe. Swingfield provides a platform for him to do so. Spectators may witness a star being born on 26th April. So for Britain, it will be the top four from the British Masters who are up against the riders from overseas.

And what a crop of overseas talent that will be on show for the crowd. Heading the German contingent will be former three times European title holder and vastly experienced rider Stephan Katt. 'Katman' has ridden at Swingfield before, winning the 2006 European Semi Final held at Swingfield. The German ace has a proven track record in this event. He will no doubt start as favourite.

With riders still to be confirmed from the Netherlands (the current World Team Cup Champions), France and Scandinavia, the event is sure to attract attention from all over the continent. The Grass Track world awaits in anticipation for the announcement of the riders that will complete the lineup. The current champion, Dutch ace Jannick De Jong is yet to be confirmed at either semi finals.

Supporting the prestigious Euro event will be the awesome 1000cc sidecars. The 160bhp monsters have been a feature of racing at every ASTRA



event and really are a sight to behold at the stunning Swingfield circuit. Current British Masters Champions Rod Winterburn and Liam Brown managed to get one over on their bitter rivals Mark Cossar and Carl Blyth at the British Masters final last year. These two crews are sure to be at loggerheads once more. But with sidecar racing, anything is possible. With the top sidecar crews from across the country in attendance there is opportunity for several other top crews to show their hand early on in the season at this event. The 'big chairs' will relish an opportunity to display their capabilities on a European

stage, with the long term view of creating a European Championship for the class in the near future.

So all roads lead to Swingfield for Sunday 26th April. Any Grass Track fan will know it is a must-see event but if you have never witnessed Grass Track before, this would be the perfect event to begin. The Swingfield circuit can be found off the A260 Canterbury Road. Ticket prices for the event will be Adults £18, Concessions £15, Children up to 12 are free and Programmes are £2. Practice is scheduled for between 9.30am and 11am with the first race at 13.30pm.

Georgina Polden a bright shining star of the very near future

Words: Sally Bly

Pics: John Manclark



Watch out for the name Georgina Polden, the GP27 logo and the Kings Two Wheel Centre flags around the paddock, if you've not already seen this great rider at a road race circuit in 2013 or 2014 or flying around a Moto X track. At just eighteen years of age, Georgina, an apprentice graphic designer who is based at Kidlington in Oxfordshire surely has a very bright future ahead in her now chosen discipline of road racing. Her motorcycling pedigree is undeniable her father rode machines such as Yamaha RD500s from 1978 to 1985 and her brother Craig raced in many championships including the Yamaha R6 Cup against the likes of Cal Crutchlow and Tommy Hill, they are now passing on their knowledge to

Georgina who is obviously benefiting from their valuable input.

Having only started Road Racing in April 2013 when her brother Craig organised for her to race at Thundersport GB meeting with the Superteen competitors at Donington Park. She came away from the meeting with a third place in the Nitro Newcomers class, a separate championship for novice riders, giving her a taste of something new and since that day Georgina has loved road racing, and she's has never looked back! In early 2014 Georgina became the first female winner in the Aprilia Superteen Challenge at Snetterton and shortly afterwards repeated the feat at Cadwell Park, during a very successful four podium weekend at the



Lincolnshire venue.

Stepping up to the British Championship came a year earlier than planned, giving her more vital experience and track time at the country's top circuits. Although her





British Championship rides have not been without incident, unfortunate spills in races at both Snetterton and Knockhill have not dented Georgina's determination and infectious enthusiasm to reach the top at this advanced level; many times she has ridden through the pain barrier to achieve results in both championships, giving her fantastic experience at such a young age. She made her first British Championship appearance at Brands Hatch last year in on a Moto 3 machine prepared by Ryan Saxelby and was amazed at the size of the crowds as she looked up from her grid position at the start of the race. Georgina was also fortunate to spend some valuable time with accomplished female racer Maria Costello who gave her sound advice to ease her pathway and progression from her Superteen beginnings.

Georgina has made the change of racing disciplines with comparative ease and is enjoying going from strength to strength at every road race meeting. She attributes this to her training programme which gives her the ability to remain focused and maintain good concentration levels. Listening to her family's advice has been invaluable,

taking the time out to do track days to focus on improving any weak points and learning the circuits. She does lots of work behind the scenes before and at race meetings, YouTube videos of the circuits are an invaluable tool, both while at home in the time leading up to a race meeting and then on arrival at the circuit. She also likes to cycle a few laps round a circuit before the racing commences, she also spends time studying track maps to ensure she has as much prior knowledge as possible before setting out in her initial practice session.

Following her very first race with Bemsee at Brands Hatch only a couple of years ago, Georgina has already written her name in the record books becoming the first female winner of a race in the Aprilia Superteen Challenge. Georgina obviously has greater racing ambitions and dreams of her future including taking a podium in the British Motul Motostar Championship and in her words "to even put the championship in my name" with a further hope of reaching the Moto3 grid at MotoGP, after all Georgina's father and brother helped Bradley Smith get started in his early career.

A big thanks go to her Mum, Dad and brother Craig for all the time they have spent with her, their tireless hard work, effort and commitment to the progression of her racing career, along with Bradley Smith for lending her a set of his leathers in those early days. Georgina has been faithful to her sponsors from last year, they include; kings Two Wheel Centre, Ark Scaffolding, Smart Rimz, Nolan Oils, Weise, Putoline, 151s, Oxford Products and Ryan Saxelby and the RS Racing Team, a big thanks also to Thundersport GB and Ian Newton for producing such a great opportunity for youngsters to learn and develop their road racing skills in the Aprilia Superteen Challenge along with series sponsors Dunlop and Aprilia.

Georgina, in preparation for her 2015 season with RS Racing has been doing lots of winter fitness training ranging from boxing to mountain biking and has also completed a test in Spain at the Cartagena circuit on a Yamaha 600 machine to help her be fully prepared for the 2015 campaign.

Georgina and her team are actively looking for further funding for her Moto 3 championship challenge.

TT 2015 – The Countdown is on

Words: Gary Thompson MBE BEM

Pics: www.iomtt.com



John McGuinness



Entries closed for the 2015 Isle of Man TT Races, fuelled by Monster Energy, at the end of February, and as such a truly stellar line-up is in place to light up Glencrutchery Road on 30th May for First Practice.

As in previous years, every class was oversubscribed, presenting the Race Organisers with the huge headache of selecting who made the final start list but they have produced a world class entry suitable for the greatest motorcycle race in the world.

The RST Superbike and PokerStars

Senior races will again create the most intrigue and headlines. With the top 20 seeded riders all having lapped comfortably over 127mph, it's the strongest top end of the field ever witnessed. It is no less impressive further down the order with the top 70 riders having already lapped at over 120mph and with 91 entrants targetting the 72 starting places that are up for grabs, this year's two six-lap races should be pretty fierce affairs.

Honda Racing's John McGuinness, the 21-times TT race winner now back

to full fitness following his wrist injury of last year will lead the field off at number one. He will be eager to reclaim his King of the Mountain title from Michael Dunlop, whose eight wins in the last two years have seen him

rightfully grab the headlines. Now on board the all-new Milwaukee Yamaha R1, Dunlop goes off at number three with James Hillier, another member of the exclusive 131mph club, sandwiched

between them on the Quattro Plant Bournemouth Kawasaki.



Dean Harrison

will again assume the number 13 plate. Dan Kneen is set to go at number 15 although the talented Manxman is still in the process of finalising his plans having seen his proposed ride with Millsport Racing fall through. David Johnson (Smiths BMW) goes at 16 followed by last year's sensational newcomer Peter Hickman (Briggs Equipment BMW), Dan Stewart (Wilcock Consulting Honda), the rasping Norton of Cameron Donald and Steve Mercer who completes the top twenty on his privateer Honda.

The quality of entry is so high this year that just four newcomers go in the Superbike class with former World Supersport Championship contender Robbin Harms from Denmark the most notable newcomer. Current Irish Supersport champion Derek McGee, the latest rider of great potential to receive backing from Wilson Craig, former Thundersport Champion Tom McHale and Franck Petricola, the Frenchman now fully recovered from injuries sustained at last year's North West 200 meeting are all expected to perform well on their mountain course debuts.

And if this isn't enough, the Sidecar entry has been the strongest ever. Dave Molyneux with new passenger Benjamin Binns go off at Number one with 2014 TT Sidecar winners Conrad Harrison and Mike Aylott following ten seconds behind at Number two. The Birchall brothers Ben and Tom go at number three eager to make amends for their crash in the first Sidecar race last year at Black Dub which saw them miss the rest of the TT. Current FIM Superside Sidecar World Champion Tim Reeves who marries up again this year with Patrick Farrance starts at Number four. Roy Hanks and his passenger Kevin Perry start at Number 15. Remarkably, this is Roy's 50th consecutive year involved as a competitor at the TT – and will be his 49th in competition – only thwarted of course by the Foot and Mouth Disease which saw the TT cancelled in 2001. This was only the third time in the events 114 year history the TT had been cancelled, the two previous occasions being the first and second World War's.



Roy Hanks and Kevin Perry

Bruce Anstey, the current outright lap record holder, will start from his customary number five position. The Kiwi is again on the Valvoline Racing by Padgetts Honda and will have that elusive first Superbike victory in his sights. After Dunlop's feats of 2014, there are three BMW-mounted riders in the top ten. The Tyco pairing of William Dunlop and Guy Martin go off at numbers six and eight respectively with Michael Rutter starting at number four. Gary Johnson, last year's opening Monster Energy Supersport race winner, will again take the number seven plate, which this time will be the JG Speedfit Kawasaki, Mark Smith-Halvorsen's BSB team making their debut at the TT. The

top ten is completed by 2010 hero Ian Hutchinson (PBM Kawasaki) and Conor Cummins, the Ramsey Rocket continuing in the Honda Racing set up where he'll be looking to get his first win after a second and a third last year.

Dean Harrison, riding for the Mar-Train Racing team, is onboard the second front running Yamaha at number 11 with Keith Amor, making his big bike return, lining up at number 12 on the Rig Deluge BMW. Another Superbike returnee, Ryan Farquhar sets off 20 seconds later on his KMR Kawasaki, the former teammates starting either side of 2013 TT Privateer's Champion Lee Johnston (East Coast Construction BMW) who

Hottrax Motorsport Endurance Championship



ACU National/Clubman/Rookie Endurance The UK's best domestic Endurance Championship, run by Hottrax Motorsport has been awarded a "National" title by the Auto Cycle Union. There are seven classes in the Hottrax Motorsport championship with the ACU National Endurance classes being the pinnacle of Endurance racing in the UK. The Clubman Endurance classes add to the Rookie classes making four in all. Each of these classes has races for 600 and 1000 machines. It's the 600 and 1000 National Class winners that will get the accolade of being ACU endorsed "ACU National Endurance Champions".

MODERN CLASSIC ENDURANCE

The new Modern Classic Endurance class is for machines basically over 10 years old that conform to our existing Superbike, Superbike EVO, Supersport Pre-i/EVO and Steel Frame formulas including Supertwin/Lightweight and Formula 400 regulations.

ROOKIE ENDURANCE

Rookies race on track with the

Nationals and Clubman and is for Novice licence holders only, two classes for 600, 1000 machines are on offer.

The class is the perfect taster and feeder series into full on Endurance racing.

SERIES INFORMATION

It is about a series of mainly three Hour Endurance Races with a Le Mans style start (one rider holds the bike at a 45 degree angle while the other runs across the track at the start of the race) It is all about team work, strategy and pace not just one individual. It is about long distance great value racing with trophies to the top three in each class. Above all it is about a fantastic opportunity for you to enjoy racing and includes a 6 hour race at Snetterton in 2015

WHAT DOES IT COST?

You may enter any of the rounds or as many as you want to. Prices start from around £475 for the team for each round although some do vary.

Club membership is from £35 for the annual or £20 for an single event

membership per person.

Test or track days are nearly always available the day before the event at extra cost

WHAT ARE THE RULES?

You must have a valid ACU race licence. Clubman are allowed in either the National or Clubman Endurance. National licence holders are not allowed in the Clubman Endurance. Newcomers wearing a bib may be entered into the Clubman Endurance and are also eligible for the Rookie Endurance Cup as long as both riders are Rookies at the start of the 2015 season SUBJECT TO REGULATIONS.





Tom Stephens

WHAT CAN YOU WIN?

The National Endurance Championship is an ACU authorised Championship and the winners of both the 600 and 1000 classes will be awarded ACU National Champion status, invites to the ACU awards evening and inscription into the ACU Handbook are just a few of the accolades on offer. Prizes of European track days at the start of 2016 and cash awards are also on offer for the top three finishers in most classes.

This year there are ten rounds starting at Brands Hatch in March and continuing through Cadwell Park, Pembrey, Snetterton 300, Oulton Park, Knockhill, Anglesey, Donington Park, Silverstone and Mallory Park. Nine rounds score for points and a team can choose to drop one round during the hectic season. The riders who take to Endurance find everything from fantastic paddock atmosphere to competitive team racing and strategy with pit stops and transponder changes all featuring in the race, you have to finish to be in with a chance so everyone in the race has a chance of winning their class. To enter just call us on 08455 193197 or book online at www.hottrax-motorsport.co.uk.

We look forward to seeing you soon.



Joe Connolly



Gary Johnson

ACU secure future of British Evo Series

Pics: Pip Spicer



During the winter months the ACU MX Department have been working hard to secure the future of the British Evo Championship, making sure that it remains the ACU's main EVO championship for the 2015 season. After the announcement at the end of the 2014 season that organisers Kevin and Jill Spencer would be stepping down from the running of the championship the ACU MX Committee were keen to see this important championship remain within the ACU.

The main aim was to keep the events very club based with the emphasis being on competitive, fun riding in a safe environment, but with the least amount of rules as possible. For the 2015 season the Championship will also see the added boost of being sponsored by Dextra Group Ltd, who have been involved as a sponsor of the Vets MXdN for several seasons. The championship will now be known as the ACU British EVO Series supported by Dextra Group Ltd.

Following a busy couple of months, working with various venues and possible organisers the ACU can now announce that the official ACU British EVO Series supported by Dextra Group Ltd will take place over 4 rounds.

THE FOUR ROUNDS WILL BE AS FOLLOWS

26th April

Asham Woods – Frome MCC

21st June

Milton Park – ACU Events Ltd

26th July

Brookethorpe – Premier MX

20th September

Owselbury – Winchester MCC



For the 2015 season some of the rounds will be running alongside other Championships such as the Maxxis ACU British Veterans Motocross Championship and the Maxxis ACU British Sidecar Cross Championship at both Asham Woods and Milton Park. The championship classes will remain similar to previous years with classes including 125cc, 250cc, 500cc, Over 50's, and Clubman with some of these classes being run together. With over 100 registered riders already signed up for the championship there is sure to be plenty of exciting racing.

ACU Motocross Committee Chairman, Brian Higgins explained, "Like all events, Evo Racing is very important to the ACU and I must start

by thanking the four clubs who have agreed to run the series this year. We hope to expand the number of rounds going forward, but for 2015 we have specifically chosen four circuits which are rider and EVO friendly. By keeping the Clubs involved there should be very little change for riders from previous years."

Although the registration for the Championship has now closed in preparation for the opening round at Asham Wood on the 26th April, any riders that are interested to competing in some of the rounds should visit the Championship website <http://britishevoserries.co.uk/> and contact each of the organising clubs directly for a wildcard entry.

BIKE SPRINT & HILLCLIMBS **2015**



**IF YOU CANNOT AFFORD TO GO ROAD RACING THEN
WHY NOT TRY SPRINTING OR HILLCLIMBING?**

NORTHERN SPEED HILLCLIMB & SPRINT CHAMPIONSHIP

Oliver's Mount, Dalby, Cadwell & Harewood

**22nd March • 2nd May • 3rd May,
16th August • 30th August
11th October**

**REGISTER FOR THE
CHAMPIONSHIP**

**Regulations & Entry Forms
Now Available**

**For more details and
directions click on
www.auto66.com**



Sam Cartright-2014 Northern Bike Speed Hillclimb and Sprint Champion

FIM MOTOCROSS WORLD CHAMPIONSHIP



MXGP



MXGP OF GREAT BRITAIN

MATTERLEY BASIN 23-24 MAY

WWW.BRITMXGP.COM



MXGP.com

MXGP-TV.com

MXGP-STORE.com

British GP

Pics: www.mxgp.com



The British Grand Prix returns once again for what might be the most exciting year for the venue since the Nations in 2006. Since then, the prestigious track – only used to host the British GP has gained stability as the home of the British Motocross Grand Prix year after year. Organiser Steve Dixon has made this his priority since the start, which has paid off as the circuit has held more GP's than any other UK venue in the last 20 years. Not long ago the British GP was up in the air and sometimes not even running; now Matterley is a staple in the MXGP Calendar.

American heavyweight import Ryan Villopoto will take on title defender Antonio Cairoli – at the time of writing Villopoto had a rocky first round but blew away the competition in round two. We're sure that by the time the season is in full swing for round 8 the two will be battling harder than ever. It's not just the two favourites that will be competing for the win either; already Max Nagl has won a GP.

For those rooting for the British fans we'll hopefully see Tommy Searle back in action for the British GP after his nasty accident in Thailand. Shaun Simpson will also be one to watch, and we await the return of Jake Nicholls. Max Anstie will be looking to repeat his form from Lommel in 2014 where he won the overall.

One of the best things about the Matterley Basin circuit is the amazing viewing opportunities. From being up



close to the track and waving on your favourite rider, you can also take a step back and follow the whole race from nearly anywhere in the valley.

We will once again have a selection of the UK's best offerings of the latest motocross products, bikes and gourmet food in our trade village – and you don't even have to miss the action as it overlooks the circuit!

Why not make a weekend of unparalleled racing even better by upgrading to our VIP service?

Exclusive entrance and parking with a VIP-only viewing area; outdoor and indoor. You'll also get the luxury of great food throughout the day, as well as lots of other extras that will make the weekend that much more special.

Visit www.britmxgp.com for more information and to purchase tickets at a discounted online-only price.

**A pair of tickets
(excluding
camping) up
for grabs**

**JUST ANSWER THIS
QUESTION:
WHICH MULTI AMERICAN
NATIONAL CHAMPION
IS COMPETING THIS
YEARS MXGP CLASS'**

Answers to Mick Tonks (please include your name and address) The Ark Design & Print, Kent Road, Pudsey, Leeds, LS28 9BB. The draw will take place on the 17th May, winners will be announced on the ACU Website- www.acu.org.uk



Brown to bronze

Words: Doug Woods

Pics: Chris Helm



The winter of 2013/2014 had seen remarkable stability for recent years with only one of the top five crews having a passenger change. Little did we know the most successful British sidecarcross driver in history had been working quietly over the winter.

When Stuart Brown arrived at the first round at Culham everything was as usual, immaculately turned out machinery, same mechanics, same Zabel motor, same WSP chassis, same passenger in Josh Chamberlain. But it was a leaner, lighter, fitter Brown that took to the line and in his 42nd year he proceeded to destroy the young pretenders that had been edging closer over the last couple of seasons. The Brown/Chamberlain crew secured their fourth title in a row, and Stuarts twelfth, with a full round to spare, a magnificent domestic display. Which makes the 2014 season seem business as usual, but there was a lot more to the story.

The return of Dan/Joe Millard and the change from KTM to Zabel power, and a new passenger in Steve Kirwin for Brett Wilkinson were the variables to contrast with the stability of 2013's runners up Richard Jenkins/Dan Chamberlain. Throw in the occasional blinding pace of Nick Jarvis/Ryan Humphrey and Jack Etheridge/Scott Grahame and by the end of the day at the first round it was apparent these five young crews, all in their twenties, were going to be nip and tuck all year. And so it turned out, but by half season it was Millard, Jenkins and Wilkinson who were fighting it out for the two podium spots left at seasons end. Each round the positions ebbed and flowed until disaster struck Jenkins/Chamberlain. A succession of injuries to both whilst on GP duty culminated in a season ending shoulder injury for Jenkins leaving a last round thriller with one point separating Millard from



Richard Jenkins and Dan Chamberlain



Brett Wilkinson and Steve Kirwin



Wilkinson. And a thriller it was, with the top four crews putting on a show for the large crowd, culminating in the overall for the day being the overall for the season. Brown/Chamberlain from Wilkinson/Kirwin then Millard/Millard.

Meanwhile on the GP scene Brown/Chamberlain signalled their intent with fourth overall at the first two rounds lying third in the World at that stage. With the rest of the domestic top five scoring regular points British fans were starting to sense the 2014 GP campaign could be the best for a generation as far as British crews were concerned. And then at Brou, France, Brown/Chamberlain had a win and a second to secure the overall GP win. What a performance! Supporting them Millard, Jenkins and Wilkinson were all firmly in the top twenty with Jarvis lurking just outside.

Coming to the last round in Germany they were thirteen points

behind third. A safe fourth in the World seemed likely, but then the weather came. Biblical rain turned the track into a quagmire and Brown/Chamberlain rode a flawless first race, taking the lead just before the race was red flagged. On countback second was awarded and the Brits were two points ahead in third with a race to go.

Then came the announcement race two was cancelled and the celebrations could start!

Third in the World: Stuart Brown/Josh Chamberlain, the best ever by a British team, the best since Doug Fox/John Cooper in fourth in 1985. The Millards finished tenth, equalling their best, Wilkinson/Kirwin eleventh, the best for both of them. Jenkins/Chamberlain we're fourteenth, and Jarvis/Humphrey twenty third.

Meanwhile back on the domestic scene once again the Sidecar Motocross

Association of GB (SMCA) organised the ACU Clubmans and SMCA Open Championships. The Clubmans is for non GP British crews, the SMCA is open to all. Simon Bradford/Luke Peters ran out relatively easy winners of the ACU Clubmans series with strong performances all year. The SMCA series went to the popular veteran team of Andy/Tim Breacher.

If 2014 is anything to go by then the 2015 Championship is sure to be a cracker. The top three remain unchanged, but Dan Chamberlain is reunited with Nick Jarvis and Josh Haynes steps in with Richard Jenkins. With 32 registered crews, Maxxis sponsorship for the sixth year and a new two tier Championship format, Elite for top ten and GP runners, and Expert for the rest of the entry. This should encourage good racing throughout the field with the usual points down to twentieth, but reason for the lower runners to race to the flag.

The expert class has replaced the SMCA Championship, leaving space in the calendar for centre and club meetings. The SMCA/ACU Clubmans Championship for 2015 has 43 crews registered, with the first round oversubscribed. Great credit must go to the ACU MX Committee and the SMCA for continuing to support what is a small but integral part of British Motocross, and striving to find ways to keeps costs down, encourage clubs and get outfits on the line.

Here's to British sidecarmotocross in 2015, bring it on!



Member benefits

The Secure Shed Company



Brothers Phil and Paul Bagnall own and run the Secure Shed Company.

In 2013 a motocross bike and equipment worth over of £8,000 was stolen from their property, as none of the items were insured they consequently suffered a severe financial loss. Phil and Paul decided to look at how they could have prevented the theft of those valuable items. So they decided to develop their own idea of a burglar-proof storage system for motorcycles and the Secure Shed concept was born.

The UK manufactured Secure Shed that looks just like a normal timber shed, but that is where the similarity ends. Secured to the inside of the shed's timber shell is a metal cage made from 2.5mm x 1" steel box bars. The bars are only 5" apart, making it virtually impossible to get into the cage.

The timber outer shell is manufactured from 19mm pressure treated T & G, which is supported by 38mm x 42mm vertical framing. The roof is supported by 47mm x 100mm cross timbers before being covered with 12mm plywood. This is covered by one continual sheet of rubber which has no joins or nails.

The floor stands on 47mm x 75mm pressure treated timbers that are then lined with damp proof material and covered by 18mm plywood. The inner metal cage is manufactured from 2.5mm thick by 1" box section steel, each vertical length set at 5" apart, with horizontal supports to prevent the vertical lengths from being spread. The frame is welded together into manageable sections, which is either welded on site during installation or bolted together using secure bolts that are very difficult to be removed once tightened. There are additional bars



placed across the roof, preventing access but allowing storage over the top.

The doors, which can be fitted anywhere, can be single or double width, allowing easy access for large items. The steel frame doors are held

in place using 3 stainless steel secure hinges and two Bull Dog secure locks, additional steel is welded around the hinges preventing the doors from being removed if the hinges are cut off. The steel doors are fastened to the wooden outer door to give easy access.



Protected windows and air circulation vents can be added, which means you can store your bikes and motorcycles securely without extra locks, and with minimal risk of condensation. The option of fitting double doors means you can safely store and move large items in and out.

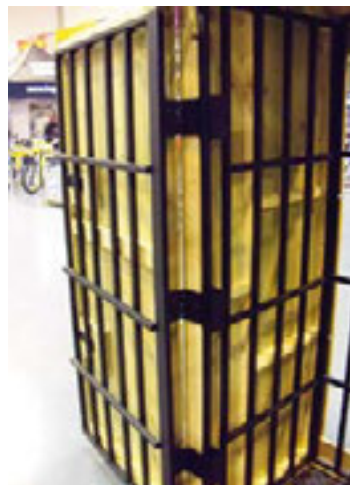
Our sheds are innovative, the inner steel lining is far superior to any other on the market. It allows you to hang shelves and a work bench from the side walls, while having the added security of stainless steel hinges and Bull Dog locks. Due to its internal strength, vents can be left open and even windows are more secure than any other shed as the steel cage completely protects the side walls and roof.



Depending on the customer's personal requirements, there are many options available. A standard shed option; a secure shed option consisting of a wooden shed which is completely lined with a steel cage; the fully insulated option, which includes the addition of 40mm thick insulation, makes for a perfect office or work area. We can even completely line the interior with 5.5mm thick plywood to give a classy look while maintaining the inherent strength of our Secure Shed. At The Secure Shed Company, we don't like spending time attaching fiddly bike locks. We designed a shed that will keep your belongings safe and secure just by locking the door. Now you can lock your belongings away, knowing they will be safe and dry. The Secure Shed Company worked alongside Bull Dog Security, one of the industry's most recognised and respected secure lock manufacturers, to provide the security bolts which protect the only way into one of our Secure Sheds.

Phil and Paul Bagnall have worked hard to get recognition for their product and in doing so have attracted the attention of Bennett's, one of the country's leading motorcycle insurers.

Bennett's were so impressed with the product that they will now insure off-road motorcycles and vehicles at a reduced rate when the owner stores them in one of the Secure Shed Company's Secure Cages/Sheds.



In addition to this, the Secure Shed Company are giving away the first year's insurance premium for one bike free of charge to anyone purchasing one of their Secure Sheds. When you purchase a Secure Shed you will be given a voucher that you can use to take advantage of this offer with Bennett's Insurance. How much do you value your belongings and what price do you put on their security?

With Secure Sheds not only do you get the most secure storage system available, you now also get a year's free insurance.

**Unit N, Court Works Ind Est,
Bridgnorth Road, Telford,
Shropshire, TF7 4JB
T: 01952 581654
E: sales@thesecureshedcompany.co.uk
www.thesecureshedcompany.co.uk**

ProClean

ProClean was created back in 1993 and was the brainchild of the father of a schoolboy motocross rider. This young man was the proud owner of a pristine white MX bike & his dad was frustrated by the fact that even after a thorough wash the bike was never 100% "showroom" clean. If he used a detergent aggressive enough to clean the bike it would cause damage to the plastics & paintwork. By chance he came across a cleaning product which was unavailable to the general public but was exactly what was required to get the bike back to its sparkling best without damaging the plastics & metals, unlike the more destructive cleaning agents. The enterprising father approached the chemical company who manufactured this cleaner & between them they developed what would become known as ProClean. With its gentle yet powerful formula, ProClean has been constantly developed & improved so that it still remains the best cleaning product available for

Motorcycles, Scooters, ATV, Cycles, Caravans, Motorhomes & Marine craft. From those early days in Weymouth on the South Coast of England, Pro Clean has developed into an international brand with sales across Europe & beyond and now offers a huge range of cleaning, protecting & lubricating products, including such products as tyre lube, mousse lube, nut lock & seal, to name a few.

ProClean is proud to be associated with the ACU MX championships and by sponsoring this great championship we are returning to our roots. ProClean also support teams in Road Racing, Trials & Enduro and we are looking forward to a great 2015 season.

The ProClean range is available to purchase from road & off-road motorcycle retailers across the UK.

If you are a retailer who would like to stock this fantastic range then please contact info@pro-clean-uk.com for details of current distributors.



MUJI

K-SERIES

K2 NPNG

Whether you're ripping up the local MX track or at the British Championship mount the **MUJI K2 NPNG** on your helmet or bike and capture all the action in full 1080 HD @ 60fps. The removable LCD screen, bundled with the K2 NPNG, allows playback of all your clips there and then. Download the App and pair with your smartphone via WiFi to view live footage and share on social media and get some Glory!

www.veho-muji.com

DISTRIBUTED BY DIRECT DISTRIBUTION

powered by **veho**

Member benefits

Bike Stop

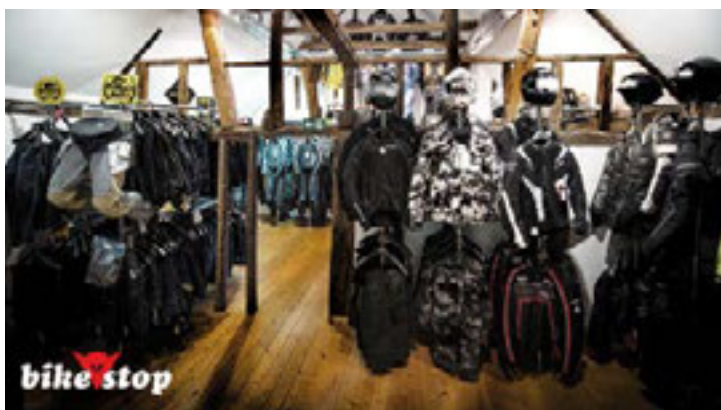


Few clothing and accessory outlets can boast such fantastic surroundings and welcoming staff as Bike Stop in Old Town Stevenage. Established for over 30 years, the seven well-stocked showrooms are elegantly accommodated in a Grade II-listed building on the High Street. It's like a real-life Tardis, so much bigger than it looks from the outside – just take a look at www.bikestop.co.uk/showroom and see Dougie Lampkin taking a tour through all of it, upstairs as well on his bike. The Bike Stop team prides itself on the fact that they're all bikers, and none of the team of trained sales staff are on commission, so their only motivation is to ensure you leave with the right products and advice. If you're interested in Dainese's new airbag range, D Air Racing the new D-Air Street system, you've come to the right place. Bike Stop's reputation and expertise mean that it is the UK's number one D-Air dealer, selling more than anyone else. As the oldest and longest serving Dainese store they have one of the largest stocks of Dainese stock in the UK plus they also stock everything from Arai, AGV and Shoei helmets to the RST range plus Daytona and Sidi boots and gloves from Dainese, Knox and Rukka. Then theres soft and hard luggage from Kriega and Givi. They also offer a full made to measure service, repairs and tailoring including logos for suits!

They have recently been one of the

Special Offers

Specifically for the ACU, Bike Stop will offer 15% to ACU licence holders BUT only the actual holder. You must just have a valid ACU Licence and share with us the member/licence number and expiry date.



first shops of its type in the country to be approved by the Trading Standards with their "Buy with confidence" scheme and have just been awarded "Gold Merchant" by Feefo the 100% independent web survey company for all their on line sales.

If you're planning on stocking up, there's free parking right outside the showroom, and if you're a bit parched on arrival a free cup of Lavazza coffee and a homemade cake will no doubt perk you up before you lose yourself in the seven showrooms, totalling over 3000 square feet of display space.



OPEN WEEKEND

Bike Stop are proud to be able to announce another Bike Stop Event the "Season Opener" – Saturday 25th April with Leon Haslam (current leader in this year's World Superbike championship and multiple British Superbike winner) and Steve Mercer, Isle of Man TT racer, winner of the Superbike Cup – Sunday 26th April (Extended opening: 9am – 4pm) plus

- ARAI PRO-TECH TEAM on hand, with full range of demo helmets, advice and servicing etc.
- DISPLAY BIKES – old and new
- and a BARBECUE!

Full Press Release on the Hilton Park Enquiry

Following the brief statement made by the ACU on Tuesday 23rd March, those present at the Enquiry (comprising of Directors of ACU Events Ltd Board, members of the ACU Motocross Committee and representatives from Importers and Teams) to look into the circumstances surrounding the first round of the Maxis ACU British Motocross championships agreed on the following statement to be released. This statement was prepared by the ACU, but agreed by all parties who attended the Enquiry.

All present agreed that the paddock area at Hilton Park venue was not of the usual standard associated with the Maxis ACU British Motocross Championships and it was accepted that the rainfall experienced on the Friday morning made conditions in the Paddock difficult. Whilst it was not as bad as reported in some quarters of the press/social media it was agreed by all that whilst the venue could be used for Regional/Centre events, the paddock was not suitable for this level of event and the venue would not be used again for a British Championship meeting.

It was confirmed and accepted that the track had received a Temporary Track Certificate when inspected in February and that the circuit complied fully with the ACU Course guidelines. The Inspection was carried out by Stuart Drummond (ACUE). A detailed investigation was carried out in respect of the Medical aspects of the event and a report from the Chief Medic was studied. The Enquiry concluded that the Medical provision for the event met the requirements set down for this event. The Stewards Report for the event, which was made available to all, also confirmed that the whole event was run to the required standard.

It was agreed by all present that both the ACU Motocross Committee and ACU Events Ltd Board of Directors will appoint an Independent Medical Coordinator for future rounds of the championship and pre-event medical checks will be made more comprehensive.

It was acknowledged that Brian Higgins was involved in too many aspects of the event and consequently prior to the Enquiry taking place, he had already stepped down from the post of Series Manager. Consequently, the positions of Championship Series Manager and Race Director were to be discussed in a subsequent meeting between ACU Events Ltd and the Motocross Committee immediately following the Enquiry and as a result, Stuart Drummond was appointed as Acting Series Manager for Rounds two and three at Lyng and Canada Heights respectively, whilst Steve McCauley from the ACU Motocross Committee will take the role of Race Director for the same period (ie. rounds two and three).

The Motocross Committee will have more input into aspects of the events in the future.

A discussion took place with reference to the allocation of rounds and it was established that there were only seven potential Organisers for the eight rounds in 2015 and no other Organiser wished to take on the running of the opening round at Hilton Park held on 15th March. Because of this the Tamar Valley Club offered to organise the first round to protect the eight round Series. It was also confirmed that the full Board of ACU Events Ltd were aware of the allocation procedure for the eight rounds each year and as such supported the recommendation for the

first round to be held at Hilton Park.

Prior to the event taking place, it had been decided by the Organising Club that a strict policy would be enforced with regard to passes on entry to the venue. A public confrontation had taken place on the Saturday between the Championship Manager and a Team Manager which the Enquiry considered unfortunate and in hindsight unnecessary and concluded would have been avoided if the Club had adopted the same principles used at other Venues by other National Organisers.

A discussion took place with regard to the method of riders and teams receiving and using their allocated Passes for the event and again it was decided that the Club, whilst strict, complied with the Championship Regulations.

Admitting a possible conflict when a Series Manager is involved directly with an Organising Club it was established that this should not happen and noted that both the West Devon and Tamar Valley Clubs would not be applying to run rounds of the championship in the future.

The Motocross Committee met prior to the Enquiry taking place and considered the penalties issued in the re-run of the MX2 race where four riders were penalized with ten place penalties. It was concluded by the MXC and submitted to the Enquiry that the Clerk of the Course/Race Director did not have the authority to issue place penalties as this penalty was not consistent with the Penalties that can be imposed by the Clerk of the Course in accordance with the National Sporting Code (NSC Chap 10.03.3).

It was noted that a time penalty equivalent to the place penalties imposed would have been acceptable

and as such this will be used at future rounds.

It was also agreed that the four riders who received the penalties in the MX2 race will have their penalties revoked and be re-established into their original finishing positions. Additional prize money will also be paid to correct this error.

Going forward, it was decided that a pre-season meeting with teams would be beneficial and in the short term a meeting with Teams will be arranged at ACU Head Office during April this year between rounds two and three.

It was also agreed that independent Team representatives will be invited to the 8.00am Stewards Meeting on the morning of each event and to be involved in the Circuit Control at 2.00pm on the day prior to each event. Pre-arranged invitations will be sent to Team representatives before each event so that it is clear who is attending the meeting for each round.

The Enquiry was informed by Steve Dixon that Mel Pocock was optimistic that he might be able to ride later in the year dependent on how quickly his injuries allow for this.

Following the Enquiry, the ACU Events Ltd Board members met with the Motocross Committee and set about implementing the above recommendations.



**Anthony D Evans
Insurance Brokers**

**Insurance & Roadside Rescue:
Motorcycle Carrier
Car
Horsebox
Van**

Visit our website for an online quote:
www.anthonydevans.co.uk

Online discounts available
Best rates in UK

T: 024 7659 5812

E: enquiries@anthonydevans.co.uk

UNWANTED?

Turn your old Transponder & Charger
into
Cash!



Don't leave it to gather dust

Sell it to us **ACU**
MOTORCYCLE & CAR
BIKESPORT GB

Contact Stuart Tel: 01788 566407



ADVANCED CYLINDER TECHNOLOGY

Repairing Chrome, Plated and Electrofused engine cylinders at substantially less than cost of replacement.

Impeccably high standards
and guaranteed workmanship
Suppliers & Sponsors to
Championship riders

Unit G, The Link Centre,
Oldmixon Crescent, Weston Super
Mare N. Somerset, BS24 9AY
Tel: 01934 612226
Fax: 01934 612225



Before



After

www.langcourt.com

Email: ukoffice@langcourt.com



Follow us on Twitter or Like
us on Facebook for latest
news and competitions



@LexhamInsurance



/LexhamInsurance

Authorised & regulated by the
Financial Conduct Authority

MOTORCYCLE INSURANCE



**Get a Quote Direct for
our Cheapest Price**

WE COMPARE TO HELP YOU SAVE!

We provide a bespoke quote tailored to your bike and requirements, we then compare a panel of insurers to offer you the best deal. New & used, classic & vintage, modified & customised we endeavour to help you get the right deal. From Learner Riders to Seasoned Commuters/Riders, we want to help all enjoy the freedom of Two Wheels, with peace of mind that they have the right Insurance deal.

01379 646 526

www.lexhaminsurance.co.uk

MAXXIS[®] BRITISH MOTOCROSS CHAMPIONSHIP

mxgb.co.uk

POWERED BY

SKYE
ENERGY
DRINK

3rd May
Canada Heights

MX1, MX2, MX2

7th June

Hawkstone Park

MX1, MX2, VETS

28th June

Blaxhall Circuit

MX1, MX2, MX2

19th July

Foxhill

MX1, MX2, VETS

23rd August

FatCat Moto Parc

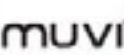
MX1, MX2, MX2

6th September

Preston Docks

MX1, MX2, MX2

ADULTS £20 / CHILDREN £5 / FAMILY TICKET £45





OLIVER'S MOUNT SCARBOROUGH 2015

**4 SUPER MEETINGS PACKED WITH
ACTION AND VARIETY**

THE 3RD & 4TH
ROUNDS OF THE
**UK Road &
Track Series**
8 ROUNDS

**Saturday and Sunday
11th - 12th April**

**TT
WARM UP
MEETING**

SPRING NATIONAL CUP

**PRACTICE, TRAINING & RACING
SATURDAY & SUNDAY**

The first round of the
**Formula 1
& 2 Series**

SATURDAY & SUNDAY 20th-21st JUNE BARRY SHEENE RACE & RALLY FESTIVAL

A super meeting celebrating Barry's first year in the world championship on the RG 500.

Racing for modern and classic machines including the **UK Classic Formula 1 and Formula 2 series.**

Lots of stalls and activity in the biker's village including concourse, club stands, and assembly area for the parades

SATURDAY & SUNDAY 18th-19th JULY THE COCK o' the NORTH DARRAN LINDSAY CUP

Racing for all classes both days. Trade area, live music and late bar Friday and Saturday.

SATURDAY & SUNDAY 12th-13th SEPT STEVE HENSHAW INTERNATIONAL GOLD CUP

A meeting packed with action and star names. If you have not booked your advanced ticket yet,
do so now as they are selling fast and numbers are limited.



Follow us on Facebook:
www.facebook.com/oliversmountracing



Like us on Twitter:
www.twitter.com/auto66racing



Follow us on Instagram:
www.instagram.com/oliversmountracing

**TEL: 01723 373000 9.30 - 4.30 MONDAY - FRIDAY
OR VISIT www.oliversmountracing.com or www.auto66.com FOR MORE INFORMATION**