

The magazine of the ACU **SportMoto**

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Independence

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Welcome to Sportmoto

Welcome to the Winter issue of the ACU Sportmoto magazine. As the season now draws to an end, we have plenty of news about the forthcoming shows at which the ACU will be in attendance.

Key members of staff and Sport Committees will be available at both the International Dirtbike Show at Stoneleigh and the Motorcycle Live Show at the NEC in Birmingham to offer advice to existing and potential new licence holders and organizing Clubs.

This edition also features an article about Concussion and how important Concussion injuries are reported to ACU Head Office so that the unfortunate rider who has incurred the injury can be put on the ACU Stop List for a period of recovery which not only protects himself but also protects other competitors.

This issue also features a round up of our many sporting disciplines and also pays tribute to the outstanding achievements of our World and European champions.

So enjoy the read, I really hope we do see some of you at the two Shows – if you do go then please come and say hello – its always good to meet our members and if you have any questions or comments to make, so much the better.

Have a great winter break.

Ride Safe

Richard Blyth



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Message from the Chairman



To some, Vnuk may seem nothing but an unknown acronym. In fact, it's the name of a landmark Europe-wide court case that is set to potentially change the future of our Motor sport in the UK. Why is this? It's because of this case that the UK government may very soon have to change the rules about motor insurance law to bring it in to line with the judgement made by the European Union.

In 2007, a tractor knocked over the ladder on which Damijan Vnuk was standing while loading hay into the upper floor of a barn in rural Slovenia. He sued the tractor driver for compensation for his injuries. Initially, the case was thrown out, but then after an Appeal to the EU, Mr Vnuk won. Eight years on, the ramifications of his claim are still shaking up insurance laws across the EU.

The Vnuk judgment of September 2014 ruled that all motor vehicles anywhere in the European Union must have 3rd party motor insurance. This includes motor vehicles competing in motor sport events and could even reach as far as motorised lawnmowers and the trolley machines used in Supermarkets. A comprehensive lobbying campaign is currently underway in which the ACU are actively taking part to assist the UK government's efforts to bring forward legislation to specifically exempt motor sport from the Motor Insurance Directive but as The Department for Transport have indicated, if no action is forthcoming shortly from the European Commission, they will be forced to legislate to enact this ruling. What that legislation is likely to be, we do not yet know, but what we do know is that there could be a marked effect on motorsport across the board. We will keep you informed as this progresses.

Staying on the Insurance theme, as we enter the twilight of the season, I can say that in terms of Claims/serious injuries, we have experienced a rather good year. Your Board of Directors are working closely with the ACU's Insurance Brokers with regard premiums for 2016 and at this early stage I can quite confidently say that there will be no increase on existing premiums both in terms of Premier Insurance and the Basic Permit Package. As a reminder to all our Organisers, the 2016 Insurance year will revert back to the traditional January – December coverage with confirmation of premiums, Public Liability Certificates, Key Facts Documents and the like being issued early December in readiness for the new year.

In sporting terms, it would be remiss of me not to mention the superb exploits of the British ladies

on the World Trials scene. Firstly to our World Champion - Emma Bristow who came first in the FIM Ladies World Trials Championship, to Becky Cook who came second and to Donna Fox who finished third. Also to all three ladies who took first place in the Womens FIM Trials Des Nations event. A huge congratulations on a fantastic achievement both individually and as a Team.

Congratulations also go to Tai Woffinden. Tai became the FIM World Speedway Champion in Torun, Poland after dominating the season. This is Tai's second world title and given the talent of this young man, I am sure there will be more World Titles to follow.

Not to forget young Manx man Jamie McCanney who finished as the FIM World Champion in the Enduro E1 Class Junior World Championship, and overall E1 Class winner in the ISDE again an excellent performance from Jamie who lives in Douglas.

Staying briefly with the Isle of Man theme, I am also pleased to say that ACU Events Ltd have once again been appointed to organise the Isle of Man TT Races for next year. 2016 is very much a bridging year dependent on what happens with the proposed TT World Series. Our contract had expired this year and as with all IOM Government contracts, the TT contract had to go out to Tender, which we put in a bid and were successful. The IOM Government will decide at the end of October as to whether the proposed format for the TT World Series will take place at the end of 2016, so we wait with interest as to what that decision will be.

Well I think that's it, by the time this magazine is published, I would guess most of the season will have been completed. The ACU will have a stand at both the Dirtbike Show taking place at Stoneleigh over the period of 29th October – 1st November and at the Motorcycle Live show being staged at the NEC from 28th November – 6th December – so I hope to see some of you at either one of the shows. The ACU stands will be manned by ACU staff throughout the two periods so if you have any questions or you just want to pop along for a chat, by all means please do so, it would be great to see you.

I would like to round off by thanking all of our competitors, organisers and landowners for a superb season of motor cycle sport and look forward to a successful 2016.

Brian Higgins
Chairman

1
WORLD CHAMPION

ROMAIN FEBVRE
MXGP 2015

Blue is
Back...

Romain Febvre takes MXGP World Championship Victory for Yamaha

The French rider rode an amazing rookie year in the FIM Motocross World Championship on his YZ450FM. Febvre took an incredible 13 moto wins, including his stunning race at the inaugural Assen GP to seal the title with two rounds left to run of the season. His incredible performance shows what the YZ450F machine is capable of and you too can experience the YZ450F's full potential with the newly launched 2016 4-stroke models. See our website for more details.

Pinhard Trophy

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

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

Last year's winner was Zach Wajtknecht. Zach became FIM Long Track Youth 250cc World Champion in Morize, France. Also, as ACU Senior Youth winner he was given a wild-card entry to be the youngest ever British 250cc champion with maximum points in his first adult year. On being told of his Pinhard success, Zach said "I'm over the moon with winning the Trophy, it's a great way to top off a fantastic season in both youth and adult racing

Previous winners are an honours roll of motorcycling greats over the last 60

years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Brian Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names.

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

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active



competitors or administrators under-21 at the beginning of November 2014*.

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

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

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

Hat-trick for Great Britain's Women

Defending champions Great Britain recorded a third victory in a row at the FIM Women's Trial des Nations held in L'Hospitalet de l'Infant, Spain on Saturday 19th September. The British trio was led by 2015 FIM Women's Trial World Champion Emma Bristow, who was joined by Rebekah Cook and Donna Fox as they ran out eventual winners by twenty marks, but only after having been pushed hard by eventual runners up Germany and Spain in third place.

Speaking on behalf of Great Britain,



Pic: FIM/G2F Media

Bristow said. "It feels great to win again, but we gave ourselves an uphill fight after we didn't ride so well on the first lap. We knew that Germany were close, but we never panicked or really felt the pressure. We simply got on with our riding and produced a much better second lap that gave us a clear win come the end of the Trial. We were

always confident that we could win again, especially after we secured the top three places in the individual FIM Women's Trial World Championship. All in all it has been a great year for the British Women, so I hope this will help to inspire the girls back in the UK to continue this kind of success in the future."

ACU Awards returns to the National Motorcycle Museum on 23rd January

Following the success of last years' ACU Awards and Presentations Day held at the National Motorcycle Museum near Birmingham, the Awards ceremony will once again be returning to the same venue on Saturday 23rd January.



The format for the day will remain the same; with the Youth Awards taking place over the lunchtime and then the Adult Awards during the evening.

Last year the Museum very kindly gave free admission to any Award winner or guest who was in possession of a ticket for the Awards and we are delighted to say that the same applies for the 2015 Awards. With hundreds and hundreds of bikes on display in pristine condition and going back to the start of our motorcycle heritage this has to be a must for any motorcycle enthusiast.

Gary Thompson, ACU General Secretary commented "Last year's Awards day at the Museum was an outstanding success – the best ever. Working with James Hewing and his team at the Museum was great – consummate professionals who helped us to deliver a top draw event".



Dabill takes top spot

James Dabill riding the prototype Vertigo Combat confirmed his 2015 British Trials Championship title with a runners-up spot at the seventh and final event of the series held near Whitby, North Yorkshire.

Dabill eventually claimed the first national title for the new Spanish brand by a margin of sixty-five points over fellow World Championship contender Jorge Casales

ACU Benevolent Fund – Mike Hailwood Print

The ACU Benevolent Fund is a registered charity, established in 1951 which has for many years, provided financial support to ACU club members and their families in times of extreme difficulty.

It is dependent on donations and fund raising activities to continue to provide this support to ACU members.

“Unforgettable” Hailwood print

The ACU Benevolent Fund has a limited number of prints of the TT legend Mike Hailwood from the 1967 Junior TT available for purchase. The artwork by Rod Organ was commissioned by the ACU to mark Honda's 50th anniversary and shows Mike Hailwood on the 297cc six cylinder Honda passing Whitegates as he leaves Ramsey.

The 20 x 28" unframed print costs £50 including postage. All proceeds



from the sale of each print goes direct to the ACU Benevolent Fund. It would make a great gift for a motorcycle enthusiast, or for ACU Clubs to purchase as a raffle prize.

Availability is limited, so don't miss out on this opportunity to buy one of the last few AND help a great cause!

To order your print, simply send a cheque made payable to "ACU Benevolent Fund" to ACU **Benevolent Fund Secretary, ACU House, Wood Street, Rugby, CV21 2YX.** Alternatively you can call 01788 566419 if you prefer to pay by credit or debit card.

Where BSAs Dare! By Norman Vanhouse

In 1952, BSA wanted to publicise their new 500cc Star Twin. So what better way than to set the bike a nearly impossible task? They took three standard bikes and, under Auto-Cycle Union observation, rode them to Austria, entered the 1952 International Six Days Trial, considered the Olympics of endurance motorcycle sport at the time, won three Golds, then rode the same bikes north through Germany, Denmark and Sweden to Oslo in Norway. Here they undertook a speed test knocking up over 80mph on each bike whilst on low gearing suitable for the ISDT in which they had just competed – and all this in just over three weeks and mostly in unrelenting rain! Then they rode the same bikes back to

Birmingham!

This dramatic and compelling story is told by Norman Vanhouse, one of the three riders involved, and really gives a feel of what it must have been like. This feat of endurance and reliability of both man and machine is probably still unmatched in the modern era. The book also includes a history of the Maudes Trophy itself from 1923 to the last attempt to win the Trophy in 1994, which provides some amazing perspective to this legendary story.

Written by the same author as BSA Competition History, this book is a joy for all BSA owners, A7 and A10 particularly, and especially those with a BSA Star Twin! Trials, off-road riders and other enthusiasts who relish



motorcycle travel and adventure will also thoroughly enjoy this book and it is, of course a compelling read for all!

Just £14.95 (inc UK p&p) 196 pages, 70 illus approx. ISBN 9781909213210 Publication Oct 2015



Parish Walk for Ben Fund

- PHOTO BY JOHN WATTERSON-

The Benevolent Fund would like to thank Andrew Hudgeon from Ramsey on the Isle of Man for his great effort in completing the 85 mile Parish Walk in 21hrs 50 mins in aid of the 'Ben fund'. Andrew raised £665 in the process, well done Andrew

Bristow Secures second Women's World Trials title as Cook and Fox claim podium finishes

Emma Bristow on her Sherco closed out an almost perfect campaign as she took the final victory of the 2015 FIM Women's Trial World Championship at L'Hospitalet de l'Infant, Spain. Emma was a more than worthy winner of the series for the second year in a row after already clinched the title with a round to spare. Bristow looked both relaxed and confident as she rode to her second Women's World Championship title, claiming three event wins along the way and was only beaten once on the opening day of the series in the Czech Republic.

Bristow was joined on the podium at the final round by her two compatriots as Donna Fox on her Sherco and Rebekah Cook on the Jgas finished second and third respectively in what was an all British



Pic: FIM/GZF Media

top three. The runners up spot for Fox marked her best ever result in the championship and gave her third overall in the final standings. In turn Cook's rostrum placing was sufficient for her to secure second spot in the overall rankings for the second year in succession.

These three British riders both did enough to confirm Great Britain's dominance of the 2015 FIM Women's Trial World Championship.

Special Year for Jamie

21 year old Manxman Jamie McCanney has fought various injuries in past but returned to fitness in 2015 to resume his Enduro career

The Husqvarna works rider claimed the World Enduro Junior Championship following the last round in France.

Jamie was selected for the ACU British World Trophy Team at the ISDE recently held in Slovakia, and along with his fellow team members finished in a fine 5th place, a position incidentally also echoed by our Junior World Trophy team

In addition to his team result, Jamie took the Overall E1 Enduro Class win, a fantastic achievement and not



Pic: FIM

recorded since fellow Manxman David Knight stormed the event some years ago.

Just to put the icing on the cake, Jamie had also been selected as part of the Husqvarna Manufacturers Team at the ISDE and they took victory in the manufacturers team class by an incredible margin of just 1 sec over Yamaha Australia after 6 days of riding.

Jamie has made 2015 a special year and those who know him also know there is more to come.



Pic: FIM

Bad Luck and Injuries halt Team GB's chances at MXON



The 69th annual Motocross of Nations took place on the 26th and 27th September at the impressive French circuit of Ernee. In the run up to the event there had been much excitement regarding the chances of a strong result from Team GB line up of Shaun Simpson, Max Anstie and Dean Wilson.

With the circuit in great condition the three riders were all feeling confident during the Press Conferences on Friday afternoon and full of high

hopes heading into the race weekend. That confidence was given an even bigger boost when they received the number 1 gate pick during the Saturday Ballot for the qualifying races. The Free Practice sessions saw all three riders produce strong lap times which saw Simpson and Wilson both finish 8th fastest in their class and Anstie 3rd fastest in the MX2 class.

Next up was the qualifying heat races which would see the luck and fortunes of Team GB start to change, in the MXGP class Simpson was running in a solid third place until the final lap when he was landed on by a backmarker and crashed before remounting to finish in 11th place. Then in the MX2 Max Anstie made a good start and was up into third on the opening lap when his luck changed in the blink of an eye as he made a mistake coming out of the 180 before the downhill triple, stalled the bike and

was landed on by another rider while trying to bump start it, the result was a heavy crash that would see Anstie taken away to hospital with a broken shoulder and a fracture to his T3 vertebra. With Anstie out of the event it was down to Wilson to provide a result to help Team GB progress into the Main Event, which he did with a 5th place finish in the Open class and Team GB qualified in 12th place.

Sunday morning started with the both Simpson and Wilson looking to restore some National pride during the races, but with a missing it was always going to be hard to feature highly in the Team results. During the three races both riders produced consistent results that would see Simpson finish the event 5th overall in the MXGP class and Dean Wilson claimed 4th overall in Open class resulting in the team finishing in 18th place and thinking of what might have been.

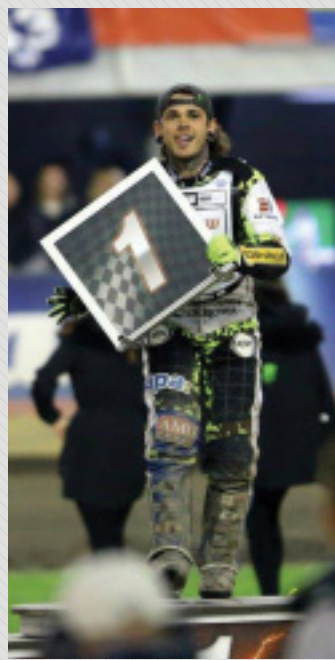
Tai Woffinden wins his second Speedway World Championship title in three seasons

The ACU would like to congratulate Tai Woffinden, 25 years of age of Scunthorpe who secured his second World Title in three seasons on Saturday night at the Polish Grand Prix in Torun, despite not making the semi-finals. The only man that could have stopped Tai, or at least make him wait until the final round in Melbourne was American and now former World Champion – Greg Hancock, but he trailed in last in the first semi-final which meant that Tai could not be caught.

After a dominant season, this now puts Woffinden up with the best alongside such stalwart names

as Tony Rickardsson, Niki Pedersen, Jason Crump and of course Greg Hancock and at 25 years of age Woffinden is confident there is more World Titles to come in the future.

Woffinden commented, "The 2013 title just happened, it was hard to put my finger on exactly what it was," he said. "But this year I know everything we've done. We've all worked unbelievably and I've got great people around me. It feels great to get the reward after working so hard all year. It's definitely paid off.



Team GB Claim Silver at World Junior Motocross Championship as Conrad Mewes becomes Vice World Champion



Pic: Nuno Laranjeira



Pic: Nuno Laranjeira

El Molar in Spain was the venue for the 2015 FIM World Junior Motocross Championship, the event ran in stifling heat as the temperatures soared at the hillside circuit.

The weekend produced strong results for the British riders with KTM Factory Junior rider Conrad Mewse narrowly missing out on the FIM World Junior 125cc crown after battling with Maxine Renaux of France. During the Saturday qualifying just Alexander Brown made it through to the Main races with Callum Green, Dee Jay Walker, Gregg Pettit missing out on transfer places in the highly competitive 125cc class.

In the 85cc Class Chris Mills secured two top ten finishes to finish seventh overall, with Ben Clark finishing

the weekend 23rd overall and Tom Grimshaw 29th overall. Unfortunately Adam Collins missed the cut off for the main races via the LCQ and young Callum Mitchell suffered a broken wrist in the opening race on the Sunday.

In the 65cc class in was Vinnie Guthrie who was the fastest placed British rider in the 65cc Class. The other British riders competing in the 65cc class saw Alfie Jones finish 23rd overall, Ben Pratt in 24th overall and Morgan Evans 26th overall.

The strong overall results meant that Team GB secured second overall in the Team standings behind France and ahead of Australia in third.

Following the event, Team GB Manager John Percival said; "I'm very proud of all the riders in the team, they all gave 100% within their classes. Conrad produced two very good results and was so close to winning the 125cc title and along with Chris Mills result in the 85cc class it was great to claim the runner up spot in the Team Standings"

Anstie Claims Bronze in World MX2 Motocross Championship

The Monster Energy FIM World MX2 Motocross Championship saw a number of twists and turns during the 2015 season with former Champion Jeffery Herlings crashing out of the championship injured, but it was Brit Max Anstie who kept the British hopes of glory alive.

After a tough start to the season

Anstie starting to find his form at the British GP at Matterley Basin when challenging for race wins, but it was in Germany where he would claim his first race win of the year on the Monster Energy DRT Kawasaki.

From that point on Anstie found a strong run of form claiming a number of the race wins and overall GP

victories and moving himself into the title fight. As the season came to close Anstie cemented his third position in the standings and claimed the championship Bronze medal for 2015 and the FOX Holeshot award for the most holeshots during the season.



DON'T LET YOUR PASSION RUIN YOUR LIFE

**NOBODY SETS OUT TO CRASH AND EVERYONE THINKS
"IT WILL NEVER HAPPEN TO ME". BUT WHAT IF IT DOES?**

**DO YOU HAVE ENOUGH FINANCIAL BACKING TO GET YOU THROUGH
THE DIFFICULT TIMES?**

So what do I need? The best option is a Personal Accident policy as there is no need to apportion blame for the benefits to be paid. Everyone's requirements are different and cover needs to be tailored to your own circumstances. However, the basic components are as follows:

Accidental Death - speaks for itself. A lump sum to cover financial obligations such as a mortgage repayments which still need to be met.

Permanent Total Disablement - a lump sum payment for the loss of one or more limbs or sight.

Hospital Benefit - an amount received to cover expenses incurred whilst hospitalised.

Temporary Total Disablement - a weekly benefit to cover loss of income whilst recovering from an accident.

Under their Event Insurance Package, the ACU provide a level of Death, Permanent Total Disablement and Hospitalisation cover to ACU licence holders competing in permitted events. This is only available under the Premier level of cover and only operates for the duration of the event.

The benefits are standard to all and there are no loss of income payments as due to the diversity of the membership, it is impossible to cater for individual requirements.

Lockton MIS Motorsport have developed a policy giving 24 hour cover with all the basic components, including a weekly benefit equivalent to 70% of weekly earnings (subject to a maximum of £500 per week payable for up to 13 weeks) if you are unable to work due to your injuries. The benefits are standardised but the premiums start from as little as £172.00 for an annual cover.

If you are competing abroad, you may also want to consider Medical Expenses and Repatriation Benefits to cover the cost of medical treatment abroad and to return you to your country of domicile.

As already stated, everyone's requirements are different so if you want to discuss a cover tailored specifically to your own, **contact Neil or the team at Lockton MIS Motorsport on 0113 389 3664 or neil@mismotorsport.com**

Norwich New Stars Ladies raise £850 for Breast Cancer Research



Pic: Steve Murrell

On Sunday the 16th August Norwich New Stars held a charity ride for Breast Cancer Research by holding a 'Ride for Life'.

Two races were held at the end of the youth meeting, an auto challenge and a Grass Track race. In total 8 ladies competed and raised a grand total of £850. The money was raised by

sponsorship, donations on the day and by Norwich New Stars donating the ladies training fees and profit from the race meeting.

The idea was conceived after a mum expressed the idea of learning how to ride their child's bike. So the suggestion that the mums attended the training sessions and learnt how to ride with



Pic: Steve Murrell

the goal of entering the 'Ride for Life' in August. The trainers used the same training program that they used with all the children that have attended the club.

Claire Wright stated that she had never had so much fun and an adrenaline rush riding her son Jakes bike.

Emily Fox thanked the trainers for the patience shown enabling her to overcome the fear of wheeling at the start.

The fathers have always had a chance to ride in a father's race but this is the first time that ladies have been able to ride. Everyone agreed that the experience they gained gave them a unique insight into the challenges and exhilaration that their children have when they ride Grass Track.

Fantastic Four at Lommel

The first weekend of August was a very special day for British riders competing at the Lommel GP where four of the UK's best riders claimed stunning double race wins and overall victories for Shaun Simpson, Max Anstie, Brad Anderson and Jack Bintlcliffe. The weekend saw British riders dominate proceedings at the demanding sand circuit in Belgium.

Max Anstie continued his winning form in MX2 by dominating the class by taking victory in the qualifying heat, along with both races on Sunday. In the premier class the MXGP class, Shaun Simpson was simply a cut above the rest as he went on to take a clean sweep of victories. The Scot claimed his first ever qualifying heat race win on the Saturday, before completing another career first on race day as he claimed his first ever double race win and second GP win of his career.

Just a week after his double race win at Loket Brad



Anderson took another impressive double race win on board the GL12 Yamaha Racing machine in the EMX300 class around the demanding Lommel circuit, while promising British youth rider Jack Bintlcliffe's double race win in the European Honda 150cc Championship saw him dominate the class.

The overall victories in four of the six classes competing at Lommel along with the strong results of other British riders such as Adam Sterry, Matt Moffat in the EMX300 class and finishing the season as runner up, and Conrad Mewse sixth overall finish in the EMX125 class proves the strength of British riders in the Grand Prix and European classes.

Concussion – and why it needs to be reported

Concussion related injuries has taken on much more prominence this year because of the well-publicised injuries reported in the sport of Rugby.

WHY MUST CONCUSSION BE TAKEN SERIOUSLY?

Ignoring the signs and symptoms of concussion may result in a more serious brain injury, a prolonged period of recovery or in the worst case lead to death. The potential for serious and prolonged injury emphasises the need for medical assessment and follow up medical support until the concussion injury has been fully resolved. A return to competitive motorcycle sport before the complete resolution of the concussion exposes the rider to recurrent concussion and also places himself and others at further risk of an incident and possible injury. There is no such thing as minor concussion or a 'knock to the head'.

WHAT IS CONCUSSION?

Concussion is a traumatic brain injury. It is a complex process in which forces are transmitted to the brain and result in temporary impairment of brain function. That is why following a concussion injury riders should not drive or ride a motorcycle on the road or in competition until they have been passed medically fit to do so by their Doctor and waited for the minimum time period as outlined further down this document.



WHAT CAUSES CONCUSSION?

Concussion can be caused by a direct blow to the head or body or from whiplash type movements of the head and neck which can occur whilst the rider is in competition. Immediately following a suspected concussion, the brain is susceptible to further damage in the event of another impact.

VISIBLE CLUES OF SUSPECTED CONCUSSION ARE?

- Lying motionless on the ground
- Dazed, blank or vacant look
- Slow to get up
- Confused, not aware of what is going on around them
- Unsteady on feet
- Suspected or confirmed loss of consciousness

- Balance problems or falling over
- Loss of responsiveness
- Grabbing/clutching head

As soon as ACU Head Office are made aware that an individual has been injured and consequently diagnosed with concussion, the rider is placed on the ACU Stop List. However, we are aware that the Stop List does not reach some Organisers in time to stop riders participating in an event and also if someone was injured on a Saturday, how would an Organiser on a Sunday know he had been injured?

The solution to this is that if a competitor has been injured on a Saturday and is suffering from Concussion – and the Organiser is aware that the rider was intending

to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event. Also, in addition the Organiser will also notify the ACU so that Organisers of events taking place over the next few weeks can also be notified that the rider will not be able to participate should he have an entry for one of their events.

The recovery time for anyone diagnosed with concussion was discussed at the ACU Medical Panel and are confirmed as follows:

Over 20 years: 9 days
16-19 years: 12 days
15 and under: 23 days

For those competitors competing in Road Racing, Speedway or the Maxxis ACU British Motocross Championships, once the recovery time given above has been adhered to, competitors may seek a 'fit to ride' from the Doctor at the circuit as all Road Race events, Speedway meetings and rounds of the Maxxis ACU British Motocross Championships require at least one Doctor to be in attendance at those events.

In all other cases, evidence is required that the individual is fit to participate in competition which means they will be required to produce a doctors' letter/statement. This should then be forwarded to ACU Head Office (email: licence@acu.org.uk) and the individual will be removed

from the Stop List.

Concussion is or could be a serious injury if it is not dealt with in the appropriate manner. Although it is appreciated you will want to get back on your motorcycle and compete as quickly as you can, please bear in mind your own safety and that of others.

The recovery period outlined above has been put in place by Medical experts – it needs to be adhered to and anyone trying to short cut this might incur further penalties being imposed against them.

Gary Thompson
General Secretary

FIM Team World Long Track Championship

Great Britain are FIM Team Long Track World Champions for the first time after beating holders Germany in a nail-biting finale to a memorable meeting in front of some 4000 spectators in Muhldorf on Sunday 28th June. Pre meeting favourites Germany saw their grip on the trophy

slip away as the British team raced to victory in the final heat to secure a one point advantage over the home team.

The Great Britain team after early setbacks clawed their way back into contention and their ten points against France in Heat 7 was a turning point. The team was brilliantly led by Richard Hall who was unbeaten by an opponent throughout and only a mechanical failure in his second ride prevented him from scoring a full maximum.

Team GB secure the victory in their final race when GB hero Richard Hall nosed in front of Jannick De Jong and with Glen Phillips and Andrew Appleton holding on to the minor placings, their ten points secured an historic championship win for Great Britain. It was a particularly poignant moment for British Team Manager Mitch Godden as his side collected for the first time the Don Godden Trophy named after his legendary father.

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National Road Rally



The organising committee of the National Road Rally recently met at ACU House, Rugby, to put the NRR15 to bed and welcome the NRR16 to the table. The committee would like to take this opportunity to thank everyone who took the time to write/phone/email both the ACU and the BMF with their comments and suggestions for future rallies.



All comments were considered at the meeting and some will be implemented for NRR16.

One of the most satisfying items on the agenda for the post Rally meeting is always the announcements of the Special Awards and this year was no exception.

The overall winner of NRR15 was Kevin West, who had actually won in 2014 as well. As rider number 1 in the 2016 Rally, Kevin, will it be a hat trick?

Every year the committee choose someone who embodies the ethos of the NRR to be awarded The Spirit of the Event Award. This year they have chosen two recipients, a rider and a control.

David Style rode in the NRR15 completing a Daytime Gold award. On arrival at Ashbourne Control, he realised that they could do with an extra pair of hands. So, on finishing his award on Saturday evening, he rode home to Birmingham and then returned to

Ashbourne where he stayed until 6am.

Nestled in The Derbyshire Peak District, Tideswell Control has a beautiful setting. The Control organisers are, however, from Hinckley in Leicestershire. Every year they take their caravan on Friday evening to the control site in the car park of The Anchor Inn and stay there until Sunday afternoon or even Monday. The Anchor's landlord is hospitable and allows riders the use of his facilities and this year the Control was also raising money for the local Air Ambulance.

The committee recognises that there are many such stories throughout the the rally and always finds it difficult to decide on the recipients, but felt that David and the volunteers of Tideswell represented the Spirit of 2015.

Congratulations also to Matthias Kunze who was awarded the furthest distance award, travelling 660 miles from his home in Germany to participate in the Rally.

Other special award winners were Gerald Perkins for best scooter, Paul Duley for the best pre 1970, Dennis Dawson and David Style for oldest combination of rider and machine (both 132 years for all those youngsters out there on modern sports bikes) and Thame Village Idiots won the Team Award – not quite so much of the Idiots then?

The National Road Rally 2016 will take place on 2nd and 3rd July 2016. Rally t-shirts are available to purchase in the BMF website shop at www.bmf.co.uk (follow the link to "shop"). These are a fetching shade of green and can be ordered to size.

The National Road Rally is an amazing experience for riders of all motorcycles, scooters, trikes, quads, and three wheelers. Put it in your diary now and join "the best excuse for a ride-out" in 2016.

FIM World Indoor X-Trial Championship

Sheffield Arena 21 years on
Pics rayarcher.com Words Mick Tonks



enjoyed seeing most of the best riders in the world at Sheffield over the last 21 years; Jordi Tarres graced our first event, Marc Colomer had some great nights at Sheffield, Steve Colley was amazing, we had the pleasure of watching the rising star Yorkshire man Dougie Lampkin MBE who went on to dominate world indoor and outdoor trials for a decade or more. We've witnessed Toni Bou's meteoric rise to supremacy blitzing the opposition and lifting 18 world titles over the last ten years.

The world's best riders will be at Sheffield again in 2016 for the first round of the indoor championship.

World No 1 Toni Bou, the undisputed King of Trials with 18 times World Championships under his belt is simply incredible. He claimed his first win at Sheffield in 2006 and to-date he's unbeaten! No one can get close



Twenty one years ago, Neil Crosswaite asked me if I would like to do the programme for the very first Indoor World Trials Championship at Sheffield Arena. It didn't take me long to say yes, and here

we are twenty one years on starting work on round one of the official 2016 FIM World Indoor X-Trial Championship, were back at Sheffield Arena on the 9th January and it looks like its going to be yet another cracking night. We've



to him indoors this guy can practically walk on water, if you haven't seen him indoors you don't know what you are missing. World No 2 Indoor Adam Raga, with six World Championships under his belt, will be giving the new TRS its first UK outing at Sheffield - that should be interesting! Adam sticks with Bou on the outdoor scene; he came close to winning the outdoor World title in 2014. He's enjoyed plenty of podiums at Sheffield picking up his only win in 2005. World No 3 Indoors Albert Cabestany, has finished in second place at Sheffield on six occasions, many riders would no doubt be proud of that record, I suspect ex World Champion Albert would have liked a few more wins. He does hold the record for being the first rider to beat Dougie at Sheffield back in 2003 that was Albert's only win at Sheffield. World No 4 Indoor Jeroni Fajardo made his debut at Sheffield in 2005, he's had plenty of podiums at Sheffield but the top spot has always eluded him. Five times Bike Trial World Champion turned trials rider is probably the best trials rider never to win a major championship. World No 5 Indoor Alexandre Ferrer is fairly new to the indoor scene compared to the top

4, he did finish in fifth place at Sheffield last year and finished in fifth position in the indoor championship last year although he was a long way behind the leaders. World No 6 Indoors and 8 Outdoors British Champion James Dabill is no stranger to Sheffield, he made his first appearance here in 2006 four years later James finished in third spot beating the likes of Adam Raga and Takahisa Fujinami. James gave the new Vertigo its indoor anointment last year. The prototype looked and sounded fantastic but struggled on a couple of the really tough sections. The FIM are still deliberating about who will complete the official contenders in 2016, we are hopeful that Toni Bous' team mate Jamie Busto will be an official rider? But you can rest assured that only the very best riders in the world will be appearing at Sheffield.

Half time spectacular

We've enjoyed some fantastic half time entertainment at Sheffield, 2016 will be no exception - at great expense the Worlds No 1 Stunt Cyclist, Danny MacAskill will be previewing his 2016 Drop and Roll World Tour. Legend Danny has stunned spectators

all around the World with his death defying antics, his street stunts are all over youtube, facebook and twitter, take a look!

Its going to be another fantastic night at Sheffield tickets are on sale now at last years prices.
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Wessex Plant Hire ACU British Sidecar Trials

Words and Pics Joel Crabtree



The 2015 Sidecar Trials British Championship consisted of 10 rounds throughout the year ranging from the Isle of Man and North Yorkshire down to Cornwall and Devon. For the last few years the sidecar Championship has been sponsored by Robin Luscombe and Luscombe Suzuki Leeds but this year all the rounds were sponsored by Wessex Plant Hire (Bristol).

The first two rounds were in the Isle of Man and for the Isle of Man in February the weather and sea crossings were not too bad, the first round was the Andy Smith Trial organised by the Peveril MCC and started from the Car Park in St. Johns, 27 teams started and with the Manx pair of Nigel Crellin and Chris Molyneux sponsored by Robin Luscombe and individual Manx companies in the line up they were going to be hard to beat. Crellin and Molyneux were being matched score for score by Jon Tuck and Matt Sparkes right round to Chibbanagh Plantation where a gear box failure on the Jotogas put them out for the rest of the day leaving Crellin/Molyneux to take the Expert Class on 39 marks, Rob and Chris Pickard took the Inters on 36, Lee Granby and Ali Haig the Clubman on 28 and another Manx pair of Graham and Hazel Thomas the Newcomers on 125.

After only a few drinks on Saturday night the David Craine trial followed on Sunday starting from Knock Froy. After 30 good Challenging section set by Ian Murphy and his team it was another win and 20 championship point for Crellin/Molyneux this time followed by Jon Tuck and Matt Sparkes who pushed the Manx pair all the way finishing with Crellin on 12 marks and Tuck

on 14. The north Yorkshire Pickard brother again took the Inters, and in the Clubmans after Lee Granby and Ali Haig were Excluded for Changing Bikes and Saskia and Ealish Baxter were excluded for changing passengers Antony and Aaron Smith took the Clubmans with Graham and Hazel Thomas again the Newcomers.

Next it was a long trip down to Devon and Cornwall for the Andy Cheeseman and Colin Dommert Trials. The Andy Cheeseman starting from The Star Inn at Liverton Devon on Saturday again was a good run round the Devon countryside with 40 sections and 9 different groups, People were talking could Crellin/Molyneux keep their winning ways or would it be Tuck/Sparkes, in the end at Sims Wood it was Rupert and Chris Kimber on Clean followed by Crellin/Molyneux and Tuck/Sparkes. David Tuck and Steve Chandler took the Inters with the Pickards in third place, Simon Evan and Nick Harding in the Isle of Man took the Clubmans and Luke Etheridge and Dave Denyer the Newcomers.

After the two southern rounds it was back to the Midlands and the long established D. K. Mansell, starting from the Boyne Arms near Brighnorth in sunny conditions the good sections produced a third win for Crellin/Molyneux, The Pickards, a second win for Evans/Harding and in the newcomers class after Clutch problems in the Devon round Jake Pope and Chris Skidmore took the 20 Championship points.

The sixth round in April was the Mansfield Maun Doncaster Cup Trial run in the White Peak and the Derbyshire Dales near Matlock. 40 challenging

sections were set and were riding well till half way through the day a snow and Hale storm slowed things down with many riders sheltering behind the rock at Longcliff causing time to be tight for the last 3 groups of sections.

After the Doncaster riders had a break from the Championship till the Tuck Cross Trial in August hosted by the BSSA Wessex and sponsored by Molson Hyundai, this was where Jon Tuck and Matt Sparkes woke up to start their winning ways with a score of 24 marks, 28 for the Manx pair and 46 for stars of the future Josh and Luke Goulding, next year if more rounds are run off road the Goulding could show some of the established riders how to ride. The Pickards took their sixth win in the Inters, Pope/Skidmore a fourth win in the Newcomers and in the Clubman it was Tony Jones on the Cams Trials Centre Beta who took the win with Jamie Howe in the Chair (but that was not Tony's fault Jamie or Brucie is a good passenger on his day).

The championship has three more rounds to run in Aldershot on the 2nd September, the Mel Harrison in Yorkshire on 27th September and the final round in November organised by the Normandy Club.



Return of Team GB at the ISDE

Words John Collins
Pics FIM/ Jonty Edmunds

The 90th ISDE was held in Kosice, Slovakia in September. The ISDE is a Team event and attracts teams from around the globe.



There were 23 World Trophy Teams, 13 Junior World Trophy teams and 6 Female World Trophy riders. Added to the mix 96 Club teams making an entry just a shade under 500 riders.

This year's ISDE was typical in regard a course consisting of 3 laps and a total of around 275km each day with 3 Special tests each lap. The philosophy of the ISDE remains. Only the riders can work on the machine and no assistance is allowed anywhere on the course

The ACU British Trophy Team riders were David Knight, Jamie Lewis, Jamie McCanney, Jack Rowland, Tom Sagar and Joe Wootton

The Junior Trophy (Under 23) riders were James Dent, Josh Gotts, Rob Johnson and Lee Sealey.

Four ACU Club teams from British Army, SACU, Team St George and Witley MCC.

Much will have been reported about the event and performance, but it may be worth looking at things from a different perspective to emphasise just how much coordinated effort goes into planning for the event by each of

the teams.

The work starts immediately the riders return from any previous ISDE. The location of the event for any following year will have been confirmed.

British Team logistics officer Dave May Miller plans for the entire year to get our service equipment and vehicles to an event. Every item of equipment from moose changers to tools and environmental mats have to be sorted and readied for action.

Lt Col Ted Bartlett has worked tirelessly for many years on the task of booking a team hotel and that in itself is no small job when we need rooms for sometimes 100 people.

The British Team Manager Andrew Martin starts to consider team selection almost immediately he returns from one just held, and he works closely with the two people above as well as with the ACU Trials & Enduro Committee every step of the way. Budgets have to be allocated, logistics confirmed, and of course the task of approaching our regular sponsors without whom it just would not happen.

All this is pointless unless the British

contingent can receive the help of the support crews.

It is extremely difficult to name people in an article, for fear of leaving anyone out, but I cannot write this without paying a personal tribute to Jack and Vera Hearn, Nev and Jude King and Okie for the USA who year on year support out teams. Their professionalism and dedication has to be seen to be believed. Leaving the hotel each day at around 6.00am and returning by 7-8pm if they are lucky. Fuel food, drinks, equipment sorted and replaced each and every day is just a superb effort.

Of course there are dozens of others who get involved in service. They travel to the Special tests and are there to give the riders drinks and information, and others join the service crews mentioned above and travel to the checks. Incidentally just travelling to and from the service checks in Slovakia usually entailed almost an hour's drive each way.

So what of the event and performance?

The atmosphere in the British camp was excellent. The teams had walked



the Special tests day after day, hour after hour prior to the start. The name 6 Days may refer to the riding, but the actual time at the event is closer to 12!

Technical and Administration went without too many problems. On Monday 7th Sept at 8.00am the first of 500 riders left the start line.

Bad luck hit the Brits early when Trophy Team rider Joe Wotton crashed on Test one and badly broke a leg. On Day 2 it was the Junior Trophy teams turn to suffer a setback when Josh Gotts was forced out with machine problems. For the rest of the week the Trophy and Junior Trophy dug deep and with the score of each rider now having to count, there was no room for error. There were some sterling performances which I am sure will be reported in many places, but Jamie McCanney winning the E1 class at ISDE was just fantastic

Our Junior Trophy Team finished in 5th place and were truly excellent and bode well for the future

The ISDE is never short of controversy and while at present in the World Trophy, France, Australia and Spain is the order with Great Britain in an excellent 5th spot, this is all subject to an Appeal and could all change dramatically!

Our Club teams also rode well with the SACU taking top UK spot and finishing 5th out of 96 teams.

The 91st ISDE will be in Spain. The work starts now.



ARMY MOTORCYCLING

By Lieutenant Colonel (Retired) Mike Tizard – ACU Club Secretary

A Brief History



Motorcycles were introduced to the Army during WW1 and were used by Dispatch Riders to carry messages between locations.

They grew in popularity, and in the period between the wars a requirement was identified to train the riders in a competitive environment. Trials and Speedway were very popular at the time and became the competitions of choice. In the 1960's the training was formalised; an officer was appointed, the Army Motorcycling Association was formed and it became an ACU affiliated club. A series of 3 Stage Trials (2 stages of Trials followed by what we now call an Enduro) were run annually and were well supported by the Police teams and local clubs. Advanced Driver Training as it was known, became a vital part of testing the soldier's ability to ride and maintain their machine in a competitive environment. Popularity grew, with soldiers competing in favourites like the SSDT, ISDE, Welsh, and the British Enduro Championship as part of the official training calendar. Life for the competitive Army rider was good, but it was not to last.

As communication systems became ever more sophisticated and the risk to rider ambush increased, so the use of motorcycles for Dispatch Rider or escort duties declined. They were still taken to Bosnia and Kosovo in the late 90's, but were little used. In the late 00s as MoD budgetary pressures increased, all operational requirements were reviewed and, as a savings measure, the General Purpose Motorcycle was taken out of service. The use of the motorcycle on the battlefield had been overtaken by technology; it was the end of an era!

In 2010 a proposal was made to formally re-designate motorcycling from a training activity to a sport. After some debate this was agreed and the



result was to open up a whole range of opportunities allowing the Army to participate formally in 'speed' events for the first time.

The Army Motorcycling Association

Today the Army Motorcycling Association (Army MCA) supports 3 main disciplines – Trials, Enduro and Road Race, and also recognises Moto-Cross and Adventure. Along with our 4 wheel colleagues we form an organisation known as the British Army Motorsports Association (BAMA) and we continue to organise and compete

on the UK and World stage. We have entered teams in the SSDT since its inception in 1909 and the ISDT/ISDE is a firm favourite which the Army will support whenever it can; Argentina last year was politically difficult! Road Race has seen the biggest growth in popularity and we have teams competing in the Thundersport GB series and an Endurance race series. We have also sent individuals to race on the Isle of Man on a number of occasions. Unit level riding is buoyant with representation at Sidecar MX, Long



Tom Elwood

Distance Trials and unit expeditions to Spain becoming a regular undertaking. Once a year we organise the Army Motorcycle Championships which continues to use the popular 3 stage format. Open to serving regular and reserve forces and veterans it attracts well over 100 riders and incorporates the Anglo/Swedish competition which has been running since 1954. The trophies presented at the Army Motorcycle Championships tell a story all by themselves, the oldest was first awarded in 1938 at the inaugural Army Championships, and the Graham Walker Cup (Murray Walker's father) is a team favourite, with the Norton trophy being awarded to the Army Champion.

Once a year we gather at a single venue to show the Army what we get up to. The event is known as the Festival of Army Motorsport (FOAM) and its aim is to inform senior officers and other people of influence, that Army sport is just not confined to Rugby, Football and Cricket. This year the event was held at Millbrook Proving Ground near Bedford on 1 July and attracted over 200 visitors. Stands were set up to show each of the disciplines with the Trials and Enduro teams putting on live demonstrations. In the evening, a function was held and



presentations made to individuals for their contributions to Army sport. A good night was had by all, but there was little time for rest, with individuals from the Road Race team heading to the Isle of Man the following day for the Southern 100.

The Army Motorcycling Association is as busy and as well supported as ever. We may no longer have Army motorcycles, but we are here to stay and are going from Strength to Strength.

More information can be obtained from our website at www.armymotorsports.co.uk







The 2015 Grass Track Season To Date

Pics Scott Pritchard



The 2015 Grass Track season was properly underway at the end of March, and with around one hundred events in the calendar and then a number of training dates to be added, things looked positive. Little did we know what the weather had in store for us in the early part of the year, with a number of events cancelled, but the weather made up for this with a warm and largely dry summer and autumn

The year saw the emergence into the adult racing scene of some very talented young riders, and this is a really positive sign for the future of the sport.

On the international scene ACU competitors suffered mixed fortunes, with some real end of season highlights during the year, but more of that later.

On the domestic front the championship season started with the newly titled British Clubman's Grass Track Championship at Bristol on 24th May, with the titles going to Harland Cook (500cc Solo) and Rob Wilson / Bradley Steer (1000cc R/H Sidecars). The action then moved Wimborne for the British Youth Championship with the spoils being taken by Max Perry (Auto Cadet), Luke Harrison (Cadet), Mickie Simpson (Junior 65 MX), Harry McGurk (Junior), Kyle Bickley (Inter) and Luke Harris Senior). In June riders travelled north to the British Championships at Cheshire with hard fought victories being taken by Zach Wajtknecht (250cc) Tom Perry (350cc)



—although he had to ride hard to defeat returning multi champion Jason Handley, with Josh Goodwin / Liam Brown adding the 500cc sidecar trophy to their European title, Will Penfold / Ricky Pay (1000cc L/H Sidecar. for those riders competing in the British Sand Race Championship (organised by the Guernsey MC & CC), it was all aboard the ferry for a trip to Vazon Bay on the 4th July. This was a fiercely competitive event, eventually won by young gun James Shanes (500cc Solo) and Gareth and Billy Winterburn (1000cc Sidecar) collecting the titles. From there the action moved to the Hayes and Southall Clubs superbly prepared track for the Upright Championships on 26th July and resulted in victories for Dave Wright (500cc), with both Gerald Short (350cc) and Richard Warry (250cc) retaining their titles. Under 21 Championship was scheduled for August 9th at Donnington Park. The next stop on the championship trail was the Fenland for the Pre 75 Championships, with victories going to Richard Warry (250cc) Chris Mackett (350cc) and Dave Hammond (500cc). On 27th September all roads led to Dorset for the British Masters Final organised by the Wimborne Club on



their superb new track at Corfe Mullen with a new event format producing a new champion. This year for the first time, the winner of the championship would be 'first past the post' in the final, and to add spice to the competition, the organisers were able to select their own wild cards in the solo class. The Wimborne Club picked speedway stars Chris Harris, James Wright and Rob Mear to challenge the grass track stars.

In the solo class Chris Harris, James Wright and James Shanes all started strongly, with Andrew Appleton taking time to 'dial in' to the new track. Chris Harris's challenge came to an abrupt end when an incident at the end of his third ride left him with no machinery. By the time the Final arrived, James Shanes and James Wright were unbeaten and Andrew Appleton



was fully up to speed with the track conditions. James Shanes made a bullet like start in the Final with Andrew Appleton chasing him hard all the way and James Wright a very close third, which was the order they crossed the finishing with James Shanes deservedly adding the Masters Championship to his second place in the 2015 European Championship.

In the 1000cc sidecar class, 2013 champion Mark Cossar made the early running and was unbeaten after his four qualifying heats and semi-final, it looked good for him, but this year (under the new format) it all depended upon the final race. Close behind Mark in the qualifying heats were Gareth Winterburn and Colin Blackburn and everything was set for the showdown in the final race of the day. Colin Blackburn made the gate, and led into turn one closely followed by Mark Cossar and Gareth Winterburn. Repeatedly Mark tried to pass Colin on the inside coming out of the turns, but at the same time Gareth was trying to pass Mark on the inside going into the turns. This enthralling race finished with Colin Blackburn winning his second Masters Championship, being followed home by Mark Cossar and Gareth Winterburn.

A big thank you from the ACU Track Racing Committee must to the Wimborne Club for organising a top class meeting on their new track. On the Open International front, the Lincolnshire Poacher took place on its traditional August Bank Holiday date, and produced victories for Jannick de Jong in the solo class and Gareth and Billy Winterburn in the 1000cc sidecars.

On the International Championship front, success started early in the year

with Paul Cooper taking third place in the European Solo Semi Final held by the Astra Club in Kent on 28th April. On 16th May, Kyle Bickley travelled to Plzen in the Czech Republic to take victory in the FIM 125cc Gold Trophy. On 20th June, Glen Phillips took a hard earned third place at the Long Track Qualifying Round at Mariánské Lázně and on 4th July, Richard Hall was also third in the second Long Track Qualifying Round held at Tyac in the south of France. On 18th July the European Solo Final was held at Staphorst in the north of Holland where James Shanes took a well deserved second place, with Paul Cooper just being pipped on the line to take a well-earned fourth place. On the same day Kyle Bickley was competing at Olching in Germany taking second place in the 125cc European Grass Track Final. The European Sidecar Final was not cancelled following an incident during practice and unfortunately no replacement date is available.

In the four round FIM Long Track Championship, the ACU riders were unable to recreate the form that took them to team glory in June, with mixed fortunes for our four riders. Before the season started David Howe had to withdraw with shoulder injuries which may well bring the curtain down on his career. Richard Hall was our most successful rider, taking a second place in the third round in Germany and finishing eighth overall to qualify for next year's Grand Prix series. Both Andrew Appleton and Glen Phillips had a difficult year as they were called up at a late stage by the FIM to ride in the championship and lack of time to prepare being reflected in their form during the early meetings, resulting in



Andrew eventually finishing 15th and Glen finishing 11th overall in the 2015 GP standings.

The highlight of the year has been saved to the end, when on 28th June the British Team of Andrew Appleton, Richard Hall, Glen Phillips and James Shanes travelled to Muhldorf in Germany to contest the FIM Team World Long Track Championship and, after the closest and most exciting contest, secured an historic championship win for Great Britain. It was a particularly poignant moment for British Team Manager Mitch Godden as his side collected the Don Godden Trophy named after his legendary father for the first time in the events history.

What does 2016 hold for our sport? The championships have been reviewed for this year with all championships – except the Youth – being decided on a “winner takes all” final.....I am sure that people will have comments to make on that!. We need to continue our work with Clubs and Centres to reduce the number of date clashes. If you have any views on this, then please come along to the Track Racing Open Forum, which will be held at the ACU Office in Rugby in mid November – please contact Tracey Cossar for details.

Peter Gregory
ACU Track Racing Chairman

MALLORY PARK

Sally Bly Interviews Eddie Roberts



SB: How, with yourself and Stuart as the driving forces, was the great idea born to reopen, reinvent and ultimately save Mallory Park?

ER: Stuart and I have known each other for many years, clearly we are motorsport fans, although fanatics may be a better description. Stuart during the Overend period had been an employee at Mallory Park looking after the motorcycle side of things. When we heard about the demise of MPML we approached Chris Meek (Owner) and within a couple of days had negotiated a new lease and formed the new company Real Motorsport Ltd. (RML) from then (Dec 2013) it was head down and flat out to get Mallory back into a healthy state.

SB: The “friendly circuit” and “little circuit with the big view” now hosts many different types of events /

evening events / corporate events / fishing / cycling / triathlons / and your onsite catering facilities have become a popular meeting place for users from many types of sport do you plan even more types of use for the facilities?

ER: One thing that had to go was the use of the MX track activity due to noise legislation, so we have had to look at different ways to make full use of the facility, which incidentally covers some 400 acres. Leicestershire County Council are regular users of the circuit helping students with pre learner driver training.

Cycling has become a major player with its popularity booming in the UK, supported by triathlon and cycle cross, there is very little down time at Mallory these days. We are always looking at other activities and will certainly be expanding in the coming months.

SB: EMRA (Mark Jessup) must be delighted to come back “home” and to be able to run their successful race meetings and championships at Mallory Park?

ER: Indeed Mark Jessup and his team have been invaluable in many ways, EMRA of course run great club races at Mallory, also they are the club behind the Mallory Bike Bonanza that replaces the format and dates previously taken by the VMCC, also the always popular Boxing Day Plum Pudding meeting is an EMRA event. This year they will be the organizing body for the Race of The Year on Sunday 25th October, the week following the last British Souperbike Championship round at Brands Hatch.

SB: Some of my very favourite early racing memories in the late 1970's are of visits to Mallory Park to watch the Transatlantic Trophy, Post TT races and the Race of the Year, when we were honoured to watch the Worlds best riders, last year you the Race of the Year and this will take place again as we have already mentioned this year on Sunday 25th October what plans are in place for these years and future years events?

ER: As mentioned EMRA will host the Race of The Year, it is too early to confirm entrants but rest assured it will be an International event that will also include the Sidecar Race of The Year. Another favourite meeting of mine over the years is the ,Plum Pudding Races held on Boxing Day and this will again take place in 2015 will this have a similar cars and bikes format?

Yes the meeting will have the same format as the previous successful events held on Boxing Day each year.

SB: What other users currently make use of your facilities when race meetings are not being held?

ER: We host track days run by No Limits for bikes and track days run by Javelin for cars, James Whitham has his Track Training days here regularly,

unfortunately due to the Noise Abatement Order we are currently unable to run the Mallory traditional Wednesday ACU/MSA testing days. We are investing heavily in new acoustic fencing that will keep noise levels down to a minimum, when completed we hope to be able to reinstate the Wednesday test days.

SB: Do you have specific targets for future circuit users and race meetings not currently catered for here or elsewhere ?

ER: We have some exciting events in the pipeline, which we cannot divulge at the moment but we strongly believe we will see the Mallory Park crowds back in force 2016.

SB: The 2015 Bike Bonanza was a great success enjoyed by guests, fans and competitors alike, do you have plans to host a similar event in 2016 ?

ER: The Bonanza dates have been confirmed for 9/10th July 2016. The event is growing and we look forward to an even more successful Bonanza next year. For me the highlight was the presence of Colin Seeley and the "Joan Seeley Foundation" in conjunction with "Rainbows" we raised over £5000 for the Loughborough Childrens Hospice.

SB: You have a special anniversary to celebrate at Mallory Park in 2016 what plans do you have to mark this occasion ?

ER: 60 years of racing at Mallory Park !! fantastic. Many events and ideas to celebrate the circuits history in the pipeline for 2016, however the Bonanza weekend will be very special next year.

SB: You hosted a special bonfire prior to the 2014 Race of the Year and the circuit seems to have become once again the hub of the village with community events such as this, is there a real positive feel to your relationship with local residents now ?

ER: This years bonfire will on Friday November 6th, a much bigger event is planned although I have to say the 2104 display was the best that I have ever experienced. We will be raising money for "Leicestershire and Rutland Blood Bikes" we feel an extremely worthy cause for the local community.

SB: A great positive for spectators are your very reasonable admission



prices and panoramic viewing areas around the circuit, where most of the circuit can be viewed from a number of locations, car access to these areas is excellent. I'm sure appreciated by many families and spectators do you receive good feedback from spectators who visit the circuit ?

ER: Mallory always has great memories especially from ones first visit and that includes me, my first time was when John Cooper beat Ago on his factory MV back in 1971. Spectators have so many good stories to tell, all the greats that have raced here on two, three and four wheels, the place is steeped in history.

SB: What further plans do you have to increase on and off circuit usage subject obviously to the restrictions in place and will you be allowed more days of activity and more 2 day events in the future if all the current restrictions in place are satisfied ?

ER: We had a full calendar for this year, our emphasis is on quality and to bring as many great events back to Mallory as possible, we will not forget grass roots but a few more bigger weekend events are on the cards. Car racing is very important to us here also; we are bringing back the Star of Mallory on October 11th so we will see some great single seater action on our circuit once again.

SB: Are there any people who you would you like to thank for their help in making your dream turn to reality ?

ER: Oh yes so many people, Chris Meek is right up there with his support and enthusiasm, Stuart Hicken for his knowledge and invaluable input, EMRA, Mark Jessup, Joyce and Iain Rankin plus all of his fantastic team. The Marshals and Medics that make it all possible. The CompLog staff and the Buildbase BMW team for their support at major events and the Real Motorsport Ltd staff inc. Natalie, Emily, Cindy, Sam, Lynsey, Pete and his team, who all work with passion for Mallory. There are so many more, not forgetting the people of Kirkby Mallory, who contrary to what it may seem, the vast majority are big supporters and many are there helping at events. All of the spectators of course, Club Mallory, Mallory Park Support Group (FB), Sally, Allison and team (Lakeside Diner) I could go on so long for those I have not mentioned please excuse me but you are all there helping and making it happen and all of your efforts are really appreciated.

SB: Eddie, finally thank you so much for all your hard work to reopen this great little circuit and as we have said to allow " the phoenix to rise from the ashes " and thanks again for your help with this article. Keep up the great work

ER : You are very welcome.

Sally Bly

8th September 2015
for ACU Sportmoto Magazine Autumn 2015

Founds and Peters claim ACU/FSRA British F2 Sidecar Championship

Review by John Newton.

Pics John Mushet, Derek Donsworth and Gary Hesketh



Alan Founds & Tom Peters



F2 Cup winners Sean Reeves and Mark Wilkes.



Steve and Mattie Ramsden at Cadwell.



John Holden and Dan Sayle at Oulton Park

easy. And then the three times winners of the title, John Holden and Andy Winkle announced their return to the series. Holden though had to alter his plans somewhat when long-serving passenger Winkle suffered a serious hand injury in the Donington Superside race and his season was over. In his place came Dan Sayle, with just the 9 TT wins to his credit! All was set then for a Founds/Peters versus Holden/Sayle battle with 28 other registered teams determined to spoil their fun.

Oulton Park was the venue for the opening round in late April. Holden led Founds when Lee Crawford and Luke Capewell crashed and the red flags came out. With the meeting behind

the title was not decided until the last race and there were five different race winners. Gary Bryan decided to concentrate on his F1 outfit so Founds and Peters were both determined and confident of moving one step up but were fully aware that the opposition as always would ensure it would not be



The 2014 season was arguably the most closely fought in the championship's 30 year history.

Gary Bryan and Jamie Winn were victorious by just two points over Alan Founds and Tom Peters and the 12 races saw six different winners. This year was little different, once again



Lee Crawford and Patrick Farrance lead at Croft

schedule the race was declared run but with half points awarded. The same 1-2 in race 2 but the margin was much closer. Holden's double win saw him lead the championship 37.5 points to 30.

Onto Silverstone in early May and it was honours even. Opening race to Founds by 1.5 seconds, the second to Holden by 0.1 seconds. 82.5 points to Holden, 75 to Founds. Alan Founds' older brother, Pete, previously driving and passengering in F1, was making his F2 debut and was immediately at the sharp end of things and lay third on 45.5 points.

The F2 Cup was introduced back in 2002, as a class within the championship for the less experienced teams. In most years, the winner has also finished in the top ten in the main championship, but not always. In recent years however, there has been an increase in the number of newcomers making an immediate impact, and 2015 saw the highest quality Cup competition ever. Pete Founds led the Cup after Silverstone, with Steve and Mattie Ramsden second and Sean Reeves and Mark Wilkes third.

Next up was Castle Combe but not for seven weeks with the TT in between. Double TT winners, Ben and Tom Birchall were guest entries and

duly won both races but were not eligible for points. Holden took the 25 points in race one, Alan Founds second and another three times title winner, Ian Bell in third. In race two it was Founds but Pete not Alan!! Pete won followed by Bell, Holden and brother Alan. These results saw Holden extend his championship lead over Alan Founds to 15.5 points with brother Pete still third. In the F2 Cup Pete Founds had stretched his lead over Ramsden and Reeves.

However round 4 at Anglesey in July saw changes in both championships. Alan Founds and Tom Peters took a double victory – in glorious sunshine on Saturday but in torrential rain a day later. Holden could only get 5th and 3rd. Pete Founds was an absentee. This saw the points now read Alan Founds 158, Holden 150.5, Bell 98.5. In the Cup, Reeves now led with 132.5, Pete Founds on 121.5, Ramsdens third with 112.5.

Passenger changes during the season are not a new phenomenon but they seemed to be more numerous this season than ever before. Both Holden and Pete Founds arrived at Cadwell for round 5 with their third different passenger, while Lee Crawford was up to number four! And he just happened to be Patrick Farrance, TT winner and World Champion in recent

years. Crawford and Farrance took the race one honours from Reeves/ Wilkes with the order reversed in Sunday's race two. The 7.5 point gap between Alan Founds and Holden remained unchanged as both scored a single third place finish. Pete Founds' luck was out – a race one crash saw passenger Walmsley break a wrist so 'nil points' for the second meeting running.

And so to the finale at Croft – with both Holden and Pete Founds now with passenger number 4! Holden paired with Stu Ramsay, Pete with Sam Christie. It was Crawford and Farrance who took the race one honours from Pete Founds/Christie but Holden's championship hopes were virtually ended when Ramsay came out of the chair at the chicane. Alan Founds was third and increased his lead to 23.5 points. The same two contested the race two lead but this time the order was reversed. So, a hectic but enthralling season saw Alan Founds and Tom Peters take their first British title 203 points to Holden's 166.5, Reeves third with 134.5. It was Reeves who claimed the F2 Cup crown from Pete Founds and the Ramsdens third. A superb championship, many thanks to all the organising clubs and race officials and our sponsors.

The Friendly Racers Championship

Pics www.raylawphoto.co.uk



The NGR series was started by Nigel Glen Reed in 1988. When he came up with the idea of running a race championship for over 25's thinking that the mature rider had, had enough of being beaten up by the young schoolboys fresh out of youth motocross with the emphasis being 'keeping old bums on seats'. Nigel ran the series for only a couple of years making rules, signing up riders and getting venues to run his championship when in 1992 he then sadly lost his life to cancer. In the early days the series was mainly Eastern Centre based with one meeting being held out of centre at Canada Heights, Nigel's favourite track where a special one off prize is given.

During the 1992 season Lyn Berwick helped Nigel and said she would try her best to keep the series running in his memory. Doing a very fine job, maybe to well as there was so many riders that there was sometimes two line up's so the age was upped to over 30's. Lyn ran the series for many years until she decided to let Dave Watson have a go and try to expand the series to where it is today.

Introducing an over 40's and over 50's class run in the championship meaning that riders are able to continue within the Championship, including one rider who has ridden every year and is still racing today, John Smith who talked with Nigel and actually helped start the whole series off, he might even get his own son in to compete as he has just turned 30!

There have been many great characters and friendships made while taking part in such a friendly and welcoming championship, with a core of riders coming back each year just to see if they can still keep mixing it with their racing pals, talking about 'can you remember when.....'. Each



year there is an annual prize given ceremony at the end of each season where much beer is drunk, talk of how the year has gone by so quick and can't wait until next season when I will be fitter and then I will defiantly get you next season!

There is now a small group of riders helping organise the championship, trying to push the series forward listening to the changing views of the current riders along

with a number of people helping sort the paperwork, website results and race reports. While the racing comes to an end in the 2015 season much work is being done behind the scenes to ensure that 2016 will be another great year of NGR racing. For any riders interested in joining the championship for 2016 should visit the website at www.ngrmotocross.com.

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Five things we learnt about this year's Thor ACU British Youth Nationals

Words & Pics Ray Chuss



OUR ACU BRITISH CHAMPIONS ROCK!

The 2015 Thor British Youth Nationals were a huge success, record number of registered riders which produced the best and most competitive youth racing in Europe. For the first time in many years all class championships were decided at the very last round at Fat Cat Moto Parc. The racing that weekend was quite possibly the best of the entire year. Massive congratulations to our ACU British champions, Charlie Heyman Juniors, Kacey Hird SW85, Harry Kimber BW85, Alexander Brown 125 class and Jordan Eccles Youth Open. We're sure one if not all we go on to achieve their goals in the coming years - British motocross is safe hands.



THOR BRITISH YOUTH NATIONALS WAY AHEAD OF THE GAME

2015 will go down as the best ever for the team here at RHL Activities for a number of positive reasons. Firstly the overall championship has moved forward at an alarming rate, the racing for one is super exciting which makes for a vibrant and fun place to be. The whole paddock has been buzzing all year, the parents, friends, family members, riders and spectators have all enjoyed their year racing at the Thor British Youth Nationals - can it get any better? You bet it can, just wait until 2016, it's going to be huge.

For more information on the 2016 Thor British Youth Nationals please visit the website here <http://rhlactivities.com/>



EDDIE JAY WADE IS A BEAST

Our sport of motocross is packed with talent, riders who with the right backing and support could go on to bigger and better things but sometimes that doesn't happen and you need a desire to succeed - one rider has that in bucket loads is Eddie Jay Wade. He is not only super fast but has the heart and courage of a lion. At the very last round at Fat Cat Moto Parc, Eddie was closing in on the SW85 title but had a bike issue in moto 4. Instead of walking off and leaving the bike, he decided to push it across the line to gain the points, he didn't just push it over the line he pushed it for at least half a lap in deep sand - incredible desire and determination from someone so young - Eddie we salute you.



GIRLS JUST WANNA HAVE FUN, JUST ASK KATHRYN BOOTH

Over the last few years one female UK rider has stood head and shoulders above the rest, Natalie Kane is without doubt our fastest female rider at the present time, fast forward to 2015 and we could have another female star in the making. Kathryn Booth is our only female rider in the male dominated 125 class, not only did she bang bars with the lads all year, Kathryn showed determination and amazing speed to finish the season in 6th place in the 125 British championship. Remember the name as Kathryn Booth is a star in the making.



DESERTMARTIN IS THE BEST CIRCUIT IN THE UK IF NOT EUROPE

This year British championship motocross returned to Northern Ireland after a few years sabbatical. The track and venue was amazing, infact it hosted the world motocross championship in 2006, its hard standing is just what modern venues are all about, it has electric and water and a track which is fun and exciting to ride. And with a contingent of around 30 Irish riders who race the Thor British Youth Nationals, it was good for the sport to return to Northern Ireland and show them our support too.

New Era for NORA MX

Words & Pics Rob McDonnell



Sixteen year old Welshman Dafydd Davies on his way to the title



Packed fields in all classes is the trademark of the NORA meetings

In recent years one club has stood head and shoulders above the all others in the UK quad racing scene – NORA MX.



Not only has the club organised its own well-supported and prestigious championship, it has also been pivotal in assisting the ACU to run the sport in the UK, including promoting the ACU British Championship and latterly helping to manage the Great Britain national team.

So, it was a concern to all in the sport when the news broke that the club owners, Chris and Sharon Murphy, were planning to step down from their role at the end of the 2015 season and sell up after almost a decade at the helm.

However, the good news is a deal was sealed in September for the club

to be taken over by a highly-respected quad racing family 'The Walkers' who have pledged to keep the club running to its usual high standards and keep it very firmly under the umbrella of the ACU.

Indeed dates and venues for 2016 are already in place, as are the team of club officials who have helped run the club in recent years. (Details www.nora-mx.org.uk)

The 'Walkers' are one of the best-known families in the sport. Stuart is a former British and European championship racer who has been around the sport since 1988. He won the NORA title back in 1994 and has also finished on the podium at Pont de Vaux, Europe's biggest quad race.

His wife Nikki has been by his side the whole time and can be seen regularly at events taking some of the best quad photographs around. One of their family businesses is ZIP, renowned for its premium quality seat covers and other quad related products, and their two sons, Harry and Alfie are very well known racers. In addition, their daughter Charlie is Assistant Clerk of the Course at NORA-MX events.

"We intend to give it the investment it requires in both time and money to uphold the traditions and good name of the best quad club in Europe," said Stuart. "Of course we will give it our own twist but our priority is to keep the club running to the high standards that it is so well known for."

Outgoing chairman Chris Murphy has pledged to offer as much assistance to ensure the transition is as seamless as possible, and indeed plans to carry on racing his own quad in the club's Masters class, so he won't be far away if advice is needed. He's also planning to try his hand at a bit of car racing.

Murphy, from Oxfordshire, took over the club nine years ago, partly to ensure that there was a good quad racing club in the centre of the country where his young son Stefan could race. As a strategy it worked as Stefan, who is now in his mid 20s and retired after picking up a serious knee injury, went on to become British Under 21 champion!

In that time the club grew in size



2015 NORA MX champions young and old, male and female celebrate at Culham



ACU British Champions (from left) Dafydd Davies (Clubman), Ed Davies (Masters), Marcus Sprason (100s), Lorne Sinclair (250s)



New NORA boss Stuart Walker and his sons Alfie and Harry

and stature to the point where many of its classes were granted official ACU British Championship status, including the Masters class for over 35's, the Clubman class, and the 100 and 250cc youth categories.

Last month (September) at Culham, at the club's final championship round, the 2015 championships concluded. Victory went to Welshman, Ed Davies (Masters), his son Dafydd (Clubman), Scotland's Lorne Sinclair (250s) and England's Marcus Sprason (100s).

In 2016 those four NORA MX championships will retain their official ACU British Championship status.

Next year NORA MX will also be closely linked with the full ACU British

Championship again, but will not promote it directly as before. However, it will continue to host a number of the rounds, as it has done for the last few years. Details of the 2016 British Championship are due to be announced shortly.

At the time of writing the 2015 Willcock Holeformers-sponsored series still had one round remaining. It was due to held alongside the final round of the Maxxis British Sidecar Championship at Canada Heights on October 4.

The series had begun in February when the quads where the support class at the Hawkstone International, before further rounds at Foxhill,

Desertmartin, Cusses Gorse and Dean Moor. Two-time British champion Paul Holmes went into the final round holding a 54 point lead over another former British champion, Justin Reid from Northern Ireland. In the Under 21 class George Callaway held a 38-point lead over another Irishman, Dean Colhoun.

Since NORA MX took on the promotion of the series the grids have gone from half full to being over subscribed, and in 2015 riders from 11 different countries have participated. It's a championship to once again be proud of and a testament to Chris Murphy and NORA MX club during his time at the helm.

Quite a Coupe!



It was a successful return to racing for the British Team at the 44th annual Coupe de L'Avenir, the prestigious under 21 motocross team race. After several years without a British team competing, Great Britain got back into the mix and didn't let anyone down with a solid display.

Racing on a technical, natural circuit in Baisieux, Belgium Team GB rode with heart and aggression to finish fourth overall in the team classification.

The Coupe de L'Avenir event is considered to be the 'under 21 MX of Nations' by many and is often graced with some of the best young talent in European motocross. Great names like Britain's own world champions - Graham Noyce, Dave Thorpe, Neil Hudson and Jamie Dobb have all raced the event and other greats and world champions such as Gaston Rahier, Harry Everts, Andre Malherbre, George Jobe, Stefan Everts and Steve Ramon

has also taken part. Since the start of the new millenium more future world champions have also raced; Steve Ramon and Jeffrey Herlings to name two. The event has a rich heritage, so it was good to see a full British team back in action.

Since 2006 the Coupe de L'Avenir organisers have also incorporated an 85cc team race, and then last year also added a 65cc race. So as well as the main and long standing three man main 'Coupe' race (125, MX2, MX1) there's now the opportunity for countries to win the 'Super Trophy' where all nine riders scores count (65cc, 85cc, Coupe).

In the 'Coupe' class James Harrison rode a blinder, finishing third overall in the individual classification on his 350 Phoenix Tools Husqvarna, leading plenty of laps and really surprising a lot of people, including his competition. Liam Garland (MX Zone/ Turvey racing Yamaha) also raced a

stomer. Particularly in the last moto where he finished fourth, digging deep after DNF'ing the second moto when he twisted his knee badly. Chubbie Hammond also battled with real heart and determination on his TM125 with solid results, running in the top five amongst the other 125 riders to help the three lads come home fourth in the their class.

The 85cc class was stacked out with incredibly talented riders, many who race the European 85cc championship. Again Team GB did themselves proud finishing fourth in their class. TM racing's Callum Gasson also led several laps throughout the weekend and finished a very respectful seventh overall. Team Green Kawasaki UK's Lewis Hall was also on fire, coming through the pack after some first lap incidents he nailed down eight overall with lap times in the top three. Both riders would've been even higher



Pic: Christian Lahaut/MXMag.B

placed if not for a couple of small crashes. The third member of the team, current British small wheeled 85cc champion Kacey Hird (Team Green Kawasaki UK) gave his all too. Like Lewis, it was Kacey's first big wheeled 85cc race and he didn't disappoint. Riding a stock KX85 virtually straight out of the crate he battled hard as he always does to help bring the lads home in fourth.

The 65cc class certainly played their part in this brilliant event too. The talent and courage on show as they launched themselves off the top of some daunting step down jumps was something else. British Youth Nationals champion Charlie Heyman (Middleton KTM) proved he's going to be in the mix at the sharp end of the European 65cc championship for 2016 by finishing fifth overall with some superb riding. Brad Lee Timmis also put himself about and certainly wasn't intimidated by his first

time at such an event as he battled for every point to finish 19th overall. After a very late call up Harvey Cashmore also left nothing out on the track to help Team GB bring it home fifth in the 65cc category.

It was a brilliant effort by Team GB and one that acting Team Manager Jeff Perrett was obviously pleased with. "It's been such a good weekend, a really good weekend. The event is so well run and with all it's history and heritage I'm proud to say I've now been involved in it. It's the first time any of us have been and if I have anything to do with it, we'll be coming to this event every year from here on in. I really feel it's event we have to be involved with and I know with the talent of riders we have at home we can come here and start really pushing for wins again like we used too. This year was just about getting back into the event, especially at such short notice, so hopefully next year we'll be

properly organised for it and it can be planned more in advance, whether I'm the team manager or not."

"Our kids need to be racing these kind of events if we really want to produce more world class riders or champions, the level of competition is very high and it's such a good experience for them. Our lads did awesome. I had no idea or expectation of where we'd finish, so to be close to making the top three is a fantastic achievement. They all had a blast and their parents have too and been so helpful in pulling this all together at very short notice. There was a real nice vibe in our camp and it made for a great weekend, so I'd like to thank them for that and also a special thanks to Romvy Garden Machinery and MBO Sport for sorting out the shirts and graphics and also GP Grafix for the awesome job they done printing them, it's been greatly appreciated."

Win with Leatt

PROTECTION KEEPS YOU RIDING

The Leatt brand has been around since their founder, Chris Leatt brought the first neck brace for the off road market back in 2004. Since then the company has developed to a full protection brand offering a range of products using the latest CE impact approved materials approved technology for rider safety. With the FIM now stipulating professional riders have to wear some form of body protection in Motocross GP's, it's probably only a matter of time before we see this filtering down the tiers of racing to club level. It's important to see that safety is being taken seriously in our sport, and none more than Leatt see investing in protective equipment as being the future in off road.

Protection has a CE label to certify that the product passes a certain European protection test. There are various tests for different types of personal protective equipment, such as helmets, knee braces and body protection. With body armours from all manufacturers, those that carry the motorcycle specific CE mark have been tested for impact and abrasion, though the majority of the Leatt chest and back protectors have been tested to CE Level 2 impact protection, the highest form of protection offered Level 1, or a combination of the two.

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- mean distributed force of below 15kN from a 50 Joule impact.
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- These are the codes to look out for when buying body protection for off road motorcycling.

Here are just some of the products available from Leatt you may wish to consider in the future to help protect you:

FUSION 3.0

- The Leatt Fusion 3.0 is the evolution of the very successful Fusion 2.0 – our integrated neck brace and body protector for junior riders. This was the first all-in-one protector of its kind, allowing parents to provide their children with CE Certified off-road protection that covered the majority of the vertebrae.
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- With two different sized spacer pins to select from for the neck brace and waist fasteners for the armour, there's a lot of adjustment for the brace within its size range of Small/Medium, Large/X Large or XXL. Other features include removable shoulder protection and a patented pivot system at the mid-point of the chest to allow the rider ease of movement when on the bike.
- Here are just a couple of other products with advanced technology available from Leatt:



3DF Body protector Airfit

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CHEST PROTECTOR 5.5 HD PRO

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International Dirt Bike Show,

29th October to 1st November 2015, Stoneleigh Park,
Warwickshire



It's just a matter of weeks now until the 2015 edition of the International Dirt Bike Show opens its doors to all you off-road fans who consider an autumn half-term visit to Stoneleigh Park a must-do trip, simply not to be missed. The Show kicks off at 9.30am on Thursday the 29th of October and the displays, fun, action and entertainment run flat-out right through to 5pm on Sunday the 1st of November.

Here's a little taster of what to expect this year ...

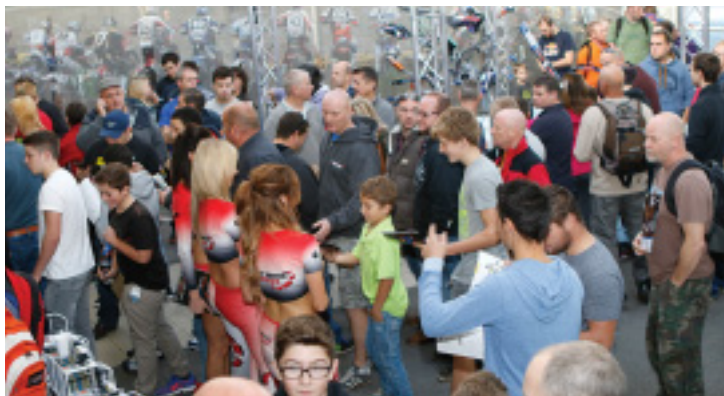
ALL THE BIKES

The line-up of manufacturers is brilliantly varied and, on the hot-metal front, the giants of the industry such as Honda, Husqvarna, Kawasaki, KTM, Suzuki and Yamaha will line up alongside trials and enduro specialists Beta and Sherco in the main exhibition hall and Bultaco, Fantic, Mecatecno, Rieju, TM and Vertigo all on display in hall three.

Couple this amazing line-up with extensive displays from the major distributors servicing the worlds of clothing, parts, accessories, gadgets, tyres and lubricants. Then you have the race trucks and trailers and, of course, your favourite sporting association – that'll be the ACU then! – will be in the main exhibition hall two, ready to share information on the hundreds of year-round events scheduled for 2016!

STUFF TO DO

Traditional Show visitor favourites will be catered for, with on-stage entertainment, hosted by the one and only Jack Burnicle, live action out in halls four and five with Arena Trials, Danny Butler's MTB spectacular, the International Dirt Bike Show Minibike Supercross and the have-a-go Electric Zone. The younger members of the



family are accommodated too, with My First Honda Licence, Strider Bikes and Kids Quads. Following its popularity last year, the amazing Wall of Death also makes a welcome return.

CLASSIC LINES

A comprehensive display of Classic



Motocross des Nations bikes will be on show, as will twin shock bikes covering the late seventies and early eighties, with Maico, Suzuki, Yamaha and Honda all represented. Kawasaki too will exhibit a blast from the past with a KX 250 from the late 80's/early 90's in its traditional Team Green colour scheme.

If two-strokes are your thing, then here is an event where the two-stroke motorcycle is more than alive!

STRIKE IT LUCKY

In a free-to-enter prize draw, one lucky Show fan will win a stunning Honda CRF250R worth over £6,600. This is a serious bit of kit for the MX2 competitor as, amongst other updates, the uprated 2016 model enjoys a substantial top-end power boost from a newly-developed HRC cylinder head, piston and con-rod, providing stronger bottom-end torque without sacrificing mid-range performance. The CRF will be situated on the Classic Dirt Bike magazine stand in hall three, on display throughout the four-day duration of the Show. The winner will be the first name selected at random and visitors can enter the competition at the Show itself or online at www.dirtbikeshow.co.uk

MEET THE STARS

It's a fair assumption that you can expect to bump into quite a few off-road sporting stars and heroes at the Show, but they're busy guys and gals, so they don't usually confirm until nearer the time. Appearances are expected from riders competing at World and British levels and the roll call could well include the British MX1 champ Shaun Simpson, who also finished a creditable fourth in the MXGP championship, British MX2 championship top contender and eighth in the World MX2 series, Max Anstie, plus Tommy Searle, Jonny Walker, Kristian Whatley, Graeme Irwin, Nev Bradshaw, Brad Anderson, Martin Barr, Gert Krestinov and a whole host of other top names.

SAVE ON ADMISSION

There are real savings to be made by buying in advance. Adult admission is £8 in advance for Thursday the 29th of October, or £13 for Friday through to Sunday – on the door prices are £10 for Thursday and £16 for the other three days. Those aged over 60, or between 11 and 15 can visit the Show on any day for just £8 with an advance ticket, and children aged 10 and under go free. A family of four (two adults and two children) can gain entry to the Show on



the opening day with an advance ticket for just £24 and, for every ten adult tickets bought together in advance, the 11th is free, so why not get a group of friends, family and club members together and save even more? There are no booking fees and parking is free and plentiful.

You can buy tickets in advance right up until 23:59 on Monday the 26th of October 2015.

Be sure to check out www.dirtbikeshow.co.uk in the lead up to the Show and click the BUY TICKETS HERE button to buy advance tickets.

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

WE'VE TEAMED UP WITH THE SHOW ORGANISER TO OFFER FIVE LUCKY READERS A PAIR OF COMPLIMENTARY TICKETS TO THIS YEAR'S INTERNATIONAL DIRT BIKE SHOW, FOR A DAY OF THEIR CHOICE. SIMPLY ANSWER THIS SIMPLE QUESTION

Q: THE SHOW CONTINUES TO OFFER EXCELLENT VALUE FOR MONEY IN TERMS OF ADMISSION COSTS, AND BUYING IN ADVANCE MAKES IT EVEN MORE COST-EFFECTIVE. HOW MUCH WILL IT COST A FAMILY OF TWO ADULTS AND TWO CHILDREN TO GAIN ENTRY ON THE OPENING DAY, THURSDAY THE 29TH OF OCTOBER, WITH AN ADVANCE TICKET?

A: £24

B: £30

C: £40

Email your answer to mick@thearkdesign.co.uk the closing date is the 26th October and include your name, address, email address and contact telephone number. Good luck!

Motorcycle Live 2015

– here modern motorcycling comes alive



Motorcycle Live 2015 marks 100 years since modern motorcycling sprang to life with the introduction the Triumph Model H.

This year's show will fire up on Saturday 28 November at The NEC, Birmingham and run at full revs for nine days until Sunday 6 December, with four halls jam-packed with features that will see modern motorcycling come to life.

Here's our guide to Motorcycle Live in the form of the top ten reasons why you should book your tickets now...

1) SEE ALL THE NEW METAL

Top of every bike fan's list of things to see at Motorcycle Live is new metal and this year will not disappoint, with over 30 of the world's leading motorcycle manufacturers showcasing their 2016 models in the UK for the first time. All the big names in biking will be there, bringing with them a whole host of shiny new machines for you to feast your eyes on, as well as live features and events taking place on their

individual stands.

2) MEET RACING STARS

With the race season done and dusted, Motorcycle Live is probably the best place in the UK to meet and greet some of the country's – and in fact the world's – leading racers in a relaxed post-season environment away from the paddock, all under one roof. Expect on-stage Q&As, photo opportunities and rider signings... don't forget your autograph book.

3) STUNT SHOW

New for 2015 will be a Freestyle Motocross stunt show. The high octane, quality show will also feature an exclusive LED bike and rider suit combination, with tricks that will push riders to their limits.

4) LEARN A NEW SKILL

Motorcycle Live is the perfect place to broaden your two-wheeled horizon. If you've never ridden off-road before, or you want to hone your fledgling skills, the FREE Yamaha Off-road Experience is the perfect way to get a taster, while the FREE ACU Try Trials Area in conjunction with BUMPY aims to introduce you to the skilful trials discipline. All equipment and expert instruction is provided so there are no excuses!

5) TAKE A TEST RIDE

The Test Ride Zone will make a welcome return thanks to Shoei, Sidi and Spada, and a great line up of bikes from leading manufacturers. Accompanied by out-riders, you can get out on the open road and get a real feel for the model of your choice – all for FREE. All safety equipment will be provided.

6) GET THE KIDS ON TWO WHEELS

Budding young bikers have a whole range of features to choose from at Motorcycle Live with no fewer than three FREE activities aimed at getting the little ones on two wheels.

7) GET YOUR NON-BIKING MATES ON TWO WHEELS

Motorcycle Live is not just for born and bred bikers, it also presents the perfect opportunity for aspiring motorcyclists to try two wheels for the first time in a safe and secure indoor environment, under the watchful eye of qualified instructors. The industry-backed Get On campaign will once again be offering FREE taster sessions on a 125cc scooter or motorcycle for visitors over the age of 16.



8) NON-STOP ENTERTAINMENT

The British Eurosport Entertainment Zone featuring the Black Horse Stage will once again occupy the heart of Motorcycle Live. Steve Parrish and James Whitham will keep the crowd entertained with interviews and chat shows, along with a variety of interactive games and quizzes such as the ever-popular 'A Question Of Bikes'.

9) MORE METAL

Shiny machinery doesn't get more eye-catching than the weird and wonderful bikes on display at Custom Xtreme feature supported by Back Street Heroes and StreetfightersThe Classic feature will return with an all-new sponsor in the form of the National Motorcycle Museum, who will be showcasing some very impressive classic machines.

10) GREAT OFFERS ON KIT

Traditionally Motorcycle Live is the place to get your hands on an end-of-season bargain and this year there are once again loads of retail stands. From leathers to helmets, paddock stands to padlocks, it's a one-stop shop for riding kit and accessories.



Motorcycle Live takes place at The NEC, Birmingham from 28 November to 6 December 2015. Advance tickets are on sale now, at just £17.50 per adult, £11 for Seniors and £7 for children aged 11-16** (kids ten and under accompanied by a paying adult go free).

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

*Additional fee of £5.00 for visitors 16+.

**Advance ticket price, closing date for advanced tickets 5.00pm on 27 November 2015

All information correct at the time of release.

Transaction fees apply.

5 Pairs of tickets up for grabs

JUST ANSWER THIS EASY QUESTION, WHAT DATE DOES THE SHOW START?

Answers by email only to mick@thearkdesign.co.uk - please remember to supply your name, address and contact number/s, the closing date for entries is the 18th November

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.



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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.

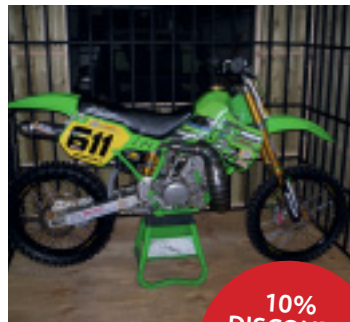
The floor stands on 47mm x 75mm pressure treated timbers that are then lined with damp proof material and covered by 18mm plywood. The inner metal cage is manufactured from 2.5mm thick by 1" box section steel, each vertical length set at 5" apart, with horizontal supports to prevent the vertical lengths 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

Phone: 01952 581654

Email: sales@

thesecureshedcompany.co.uk

www.thesecureshedcompany.co.uk



Court of enquiry

Motocross Committee Hearing 5th August – Vinnie Guthrie

A Motocross Committee Hearing was convened at ACU House on Wednesday 5th August to investigate the circumstances surrounding an allegation that both the parents of Vinnie-Ray Guthrie were involved in an incident at the World Junior Championship event which was held at El Molar on the weekend of the 18th and 19th July in contravention of ACU National Sporting Code 11.01.7.

The parents are not ACU Licence holders, however, in accordance with NSC 7.15.1 their son Vinnie-Ray (the competitor) bears mutual responsibility for the actions of his entourage and is currently serving a 30 day suspension which was imposed on the 20th July.

Having received communication from Mr Dan Guthrie on the day of the hearing stating they would not be attending. The panel decided to go ahead with the hearing in his absence.

The decision of the panel was

to impose a 6 month ban on Vinnie-Ray Guthrie's licence in accordance with NSC 10.03.2.2. This ban will commence on the 19th August 2015. The Motocross Committee Hearing also fines Mr Guthrie £250 plus £192 for the cost of the hearing.

The ACU have also written to the FIM / FIME and the Spanish Federation apologising for the incident.

Motocross Committee Hearing 5th August - Henry Siddiqui

A Motocross Committee Hearing was convened at ACU House on Wednesday 5th August to investigate the circumstances surrounding an allegation that Mr Mike Siddiqui did verbally and physically abuse a member of the Medical Staff at a round of the Route 77 GT Cup which was held at Mildenhall on Saturday June 27th in contravention of ACU National Sporting Code 11.01.7.

Mr Siddiqui is not an ACU Licence holder, however, in accordance

with NSC 7.15.1 his son Henry (the competitor) bears mutual responsibility for the actions of his entourage and is currently serving a 30 day suspension which was imposed on the 8th July.

After studying all of the written evidence and hearing from Henry Siddiqui and his witnesses the Panel found Mr Siddiqui guilty of the charge and imposed a further ban of 12 months commencing on the 6th August, which is suspended for twelve months. Additionally Henry Siddiqui was ordered to pay a total of £492 in fines and costs in addition to the £100 fine which was imposed by the Promoters appointed Clerk of the Course on the day of the event.

The panel concluded by stating they take a serious view of this type of behaviour and emphasised that riders and parents must not abuse officials or medical staff at any event.

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