

The magazine of the ACU **SportMoto**

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Independence

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Welcome to Sportmoto

After such a long and busy season I'm happy to welcome you to this bumper winter issue of the ACU *Sportmoto* magazine. With a number of ACU riders dominating both at European and World Championship level in all disciplines the 2014 season has been a long and successful season.

After a slow start to the season due to the wet and windy Spring, events quickly picked up as we moved towards the early Summer months. On the home front we have seen a number of high profile events take place with great success including a highly successful European 500cc Sidecar Final at High Easter which resulted in a stunning performance with British crews taking the top two steps of the podium.

Also the 2014 season has seen a number of Team GB squads producing impressive results in team events such as the Women's and Men's Trials Des Nations, European Enduro Nations Championship and Motocross of Nations. The following pages of the magazine highlights a number of this year's successes along with lots of ticket competitions for the coming shows and World Indoor Trials event at Sheffield so we hope that you enjoy the magazine and have a good winter break

Ride Safe

Richard Blyth



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Message from the Chairman



As we approach the autumn of the season, I think we can truly say we have had a pretty decent summer and in terms of our activities, not many have been affected or cancelled due to the weather. I have just finished a couple of fairly busy weeks which saw the Vets Des Nations event at Farleigh Castle and then the final round of the Maxxis ACU British Motocross Championships held at Foxhill. Both events I am pleased to say went extremely well and we were blessed with glorious weather for both. My congratulations go to Shaun Simpson as he was crowned the Maxxis ACU British Champion – MX1 class, to Matiss Karro for lifting the MX2 title, to Josh Gilbert as he was crowned the MXY2 (Youth) champion and finally to Phil Mercer who again was crowned the British Motocross Veterans Champion.

Cancellations and abandonments are just two of the components under which our ACU Insurance comes into effect when necessary and again in 2014 your Board has been very pro-active so far as our overall Insurance cover is concerned. Earlier this year we asked our Brokers to conduct an independent review on the ACU Captive Insurance Company – ACU Insurance Ltd – based in the Isle of Man. ACUI Ltd was born in January 2010 and in layman's terms covers all Personal Accident for competitors and Officials and covers the first £500,000 in any one claim so far as Public Liability is concerned. We asked the review to take place to ensure the Captive was on track and was quite simply doing what we thought or wanted it to be doing at this stage. In a nutshell it is, the Captive is the first port of call in any claim and thus this keeps the premiums for the second and third layers of our insurance in check, the recent review did prove that if the ACUI Captive did not exist, our premiums would be higher if we – as a governing body – did not demonstrate a considerable degree of responsibility by taking up a significant percentage of the risk.

Having said all the above, I do have to say, particularly to our Organising Clubs that for the first time in a few years, we may have to increase our insurance premiums next year in order for the premiums we receive from Clubs to match the premiums we initially pay out at the beginning of the year to our Insurers. This will be looked at extensively by your Board once the current season comes to an end.

Moving on to some racing news and first of all I'd like to take this opportunity to congratulate Zach Wajtknecht on recently winning the FIM Long Track Youth World Cup 250cc at Morizes in France on 13th

September. Young Zach produced a stunning display to win the Youth World Cup 250cc after winning the World Gold Trophy in the 125cc for the past two seasons.

I would also like to congratulate Tim Reeves / Gregory Cluze for their FIM World Sidecar championship success and to our Trials & Enduro competitors for their outstanding successes on the international stage – namely Emma Bristow for her individual FIM World Ladies title, to the Womens team for their first place in the Women's TDN, to the men's team for their 2nd place finish and to the ACU British teams who won the Nations FIM Enduro Team Championship in both the Seniors and Juniors.

Having an Enduro background, I was obviously disappointed that we did not send any teams to the ISDE this year. Having said that, we have to live in the real world and the cost of sending two teams (or even one) to South America with all of their bikes and kits is very costly and we at the ACU have to balance the books!

It is easy to forget that the responsibility of the financing of sending teams, supporting World and European events and arranging competitors Start Permissions and Insurances lay solely with the ACU, whilst other Federations don't have this financial burden.

Again, as a nation we have much to be proud of given the accomplishments of our riders on the World and European stage and again it is just a pity this is not reflected on more in the national media, but I know all the various press releases are sent to a wide distribution on a national basis, so we can only continue to do what we can in this regard.

Brian Higgins
Chairman

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Pinhard Trophy Seeking Nominations

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 Joe Francis. Joe is British Motostar and Moto3 Champion for 2013. At just-turned 16 he already has 9 motorcycle racing titles to his name. On being told of his success, Joe said " I am very proud to be chosen to receive the Pinhard Trophy, it's an honour and a privilege to have my name alongside such Great British Riders. Thank you very much to everyone for giving me this award, it's the perfect end to a perfect season. Thank you again for such a great award I can't believe it."

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 2 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.

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

ACU Awards and Presentations Day Moves to the National Motorcycle Museum

The ACU Awards and Presentations Day will be held on Saturday 24th January 2015 and will be held at the National Motorcycle Museum, near Birmingham.

The format for the day will remain the same, the Youth Awards will take place over the lunchtime and then the Adult Awards during the evening. As part of the deal, all Award winners and guests will be allowed free access to the Museum at any time over the weekend by presenting their invitation ticket to the 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, "The Awards have been held in Northampton for the last ten years or so, so it was felt that a change of location was needed to give the Presentations Day a change. What better place to come than the National Motorcycle Museum? It kind of fits – having the ACU National Motorcycle Awards at the National Motorcycle Museum makes perfect sense and I am sure all our Award winners and their guests will have a fantastic day".



Busy Manchester Bike Show for the North Western Centre and Cheshire & North Wales

On a rather cloudy March Manxurian Friday the North Western Centre and the Cheshire & North Wales Centre set up the stand at Event City, Manchester. The event would span a weekend and we had arranged for 21 machines to be exhibited including Michael Dunlop's winning 600 from the 2013 TT lent by Hunt's motorcycles, John Ingram's new season bike along with machines from Josh Daley, Sam Boyers, Nigel Beck, Mark Berry, Adrian Brown, Dave Clark, John Radcliff, Sandiford's Offroad electric motocross bike and Roger Newton's ice bike. I would just like to thank everyone who lent the Centre's their machines and everyone who came to promote their clubs and help on promoting the ACU.

Our stand was the one of the biggest at the show being a huge 12 meter wide by 20 long so all the bikes had plenty of space and so did the show

goers who could have a close look at bikes they would not normally get near. Special thanks go to the show organiser Andrew Greenwood and for allowing us the space and prime spot near to the centre stage and front entrance. The stand pulled in many people interested in finding out about the ACU and where they could compete and watch club racing. We soon ran out of ACU plastic bags, Sportmoto and leaflets from the clubs as they were snapped up by the people visiting the stand. We also took the opportunity to award the N.W centre championship special trophies as the Andrew Greenwood had given us time on the centre stage. The N.W Centre Road Race recorder Haydn Williams was interviewed on the main stage and gave an overview of the ACU and what we do to help motorcycle sport. We also arranged for Josh Daley, Lyndon Poskitt and John Ingram to be

interviewed to let people know what they were doing for the coming 2014 season. Our main aim to promote the ACU to the masses and let them know who is behind many of the big events they attend such as the Isle of Man TT Races, Festival of Motorcycling, Maxxis British Motocross Championships and the National Trials was a success. Many people did not know about the ACU but had been to many ACU events. The stand also showcased our local clubs who could get their events known to a bigger audience.

At the end of the weekend we had a successful event and everyone felt that we had promoted the ACU and our clubs. As the stand was so successful we are going to do this again and we are currently in talks with the organiser for the Manchester Bike show again at Event City on the 28th & 29th March 2015. So hopefully we will have a bigger and better stand with more

Welsh Air Ambulance Donation

Caerphilly Motorcycle and Light Car Club held a three round evening Trials series for 2014 and donated the proceeds to the "Welsh Air Ambulance"

Each round was held at Robinsons Quarry, Mynyddislwyn on the first Thursday of May, June and July.

The events were well supported by riders and observers which gave the members who ride trials chance to have a ride.

Catrin Hall from the Welsh Air Ambulance attended our August meeting and received a cheque for £500,

Catrin thanked us for the donation and explained that this sum would pay for one third of a life saving mission.

This is the second time the Caerphilly Club has made a donation to the Welsh Air Ambulance and we believe it is a real worthwhile cause, especially for anyone who competes in off road competitions in Wales where venues can often be remote.

Thanks to everyone who supported the series.



Mark Evans [Chairman] on the left, and Andrew Morgan club member on the right

Mike Hailwood Print Available in time for Christmas.

"UNFORGETTABLE" Hailwood Print



The ACU Benevolent Fund have a limited number of the specially commissioned prints of the TT legend Mike Hailwood from the 1967 Junior TT available for purchase.

This special piece of Motorcycling 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 during the 1967 Junior TT Races.

Mike Hailwood was possibly the most famous and highly regarded rider to race with an ACU licence, and memories of Mike aboard the Honda Six are amongst the longest lingering.

A limited number of unframed prints (20 x 28") are available at a delivered cost of £50.00. To obtain your copy and help support the ACU Benevolent Fund simply send a cheque payable to "ACU Benevolent Fund" with your address details to:

**ACU Benevolent Fund Secretary,
ACU House, Wood Street, Rugby,
Warwickshire CV21 2YX.**

Alternatively, you can call the Benevolent Fund Secretary on 01788 566419 if you prefer to pay by credit or debit card.

Also for one lucky person the ACU Benevolent Fund are pleased to announce that they have print number 1 of the Hailwood 'Unforgettable' painting and will they accepting sealed bids until Friday 23rd January. This is the ideal chance for one TT fan to secure a piece of Motorcycling Art History. To be included in the Sealed Bidding process, please send a cheque, with your contact details, including your address to

Hailwood Print, ACU Benevolent Fund Secretary, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX (all unsuccessful bids will have their cheques returned)

Sally Palmer Sidecar Challenge raises over £4000 for Midlands Air Ambulance



Earlier in the year Sally Palmer took part in a charity fundraising challenge to help raise money for the Midlands Air Ambulance service on the 20th July. On Wednesday 24th September a presentation was made to the Midlands Air Ambulance at Strensham and a cheque for £4306.48 was presented to them, in recognition of the wonderful job they do.

Sally's father Calvin Palmer suffered a serious racing accident at Bewdley Motorcycle Club on 27th May 2013. Without the help of Jason Jeffries-Lloyd all the UK life Medics, Sinead McLaren and all the other medical people at the track who looked after him until the Air Ambulance arrived. Once the Air Ambulance crew arrived and quickly took over the treatment to get Calvin to the Queen Elizabeth Hospital in Birmingham, and treating him on route in the air without doubt things could have been a very different story.

Sally and her family would like to thank Mark Cossar and Team 37 for

making her challenge possible. Also Dan Crawford, Ledbury MCC, T M Factors Hereford, DRM Buses of Bromyard, Lee Wood Racing, Barry Read Embroidery, Jodie Mitchell and customers from Bye Street Barbers, Mike & Jayne Gosling, The amazing Grasstrack Community, Kyle James Woolley at Inkfinate Tattoos and family and friends, for all their help in raising the wonderful sum of money for this worthwhile cause.

On their recent visit to Strensham base Sally and family were shown around the base and the helicopter (which was out on a mission upon our arrival, saving someone else's life). A special thank you goes to Simon and Dave Bevis, Ledbury MCC members for bringing there Sidecar along, Tracey Cossar from the ACU and Andy Cossar whom represented Mark Cossar. Colin and June Martin for their continued support from day one.

Unfortunately due to work commitments Mark Cossar was unable to attend the cheque presentation but

said "It was a pleasure to be a part of such an achievement, I think Hannah did herself, her Dad Calvin and her family proud. Riding a 1000cc bike with no brakes is not easy especially not at race pace in front of a full crowd. The air ambulance is such a great charity, saving so many people's lives, Calvin's accident proved just how crucial the air ambulance are in responding and treating criticality injured people!". Without the help of Mark Cossar 2 x British Speedway Sidecar Champion and 4 x British Masters Sidecar Champion, Sally's challenge would not have been possible.



Triple Charity Motocross Event – 7th June 2015 at Asham Wood.

In December last year, long standing Chairman of the Frome DMCC – Jim Webb unfortunately suffered a Stroke which meant him having to give up the roles he had within the Club. Jim had been a longstanding member of the Frome Club for a great many years, however along with everyone else in the Motocross community our best wishes go to Jim as he winds his way along the path of recovery.

Along with the Bristol Club, the new faces of the Frome Club are looking at organising the Triple Charity Wessex Grand National Event to take place on Sunday 7th June in 2015.

Plans are in full progress for this very special event at Asham Woods and all proceeds will be donated to; the Stroke Association, Cancer Research UK and the Bristol Heart Institute.

Initial plans are for the Event to feature Sidecar, Quad and EVO Motocross classes. More details for the event will be released in the New Year.

Kenzie Cossey school presentation



Grass Track Champion Kenzie Cossey who lives in Easton, Norwich and attends Barford Primary School recently presented his Head teacher Mrs Judith Tigerschild with a cheque for £100 in honour of his Championship success. Mrs Tigerschild said "the school is very proud of Kenzie's achievements and will be buying some new books for the school library which the whole school can enjoy."

Kenzie has been racing Grass track with the Norwich New Stars since he was six and has previously won two club championships for his class. While

Kenzie's first love is Grass track racing, he also rides motocross for fun and to stay fit.

Kenzie has a racing pedigree in his blood and is the grandson of Trevor Hedge. Trevor raced Speedway in the 1960's and 70's for Norwich, Wimbeldon, Hackney and Kings Lynn and has 22 England caps at senior level. Trevor won the Wills Internationale in 1969 and was the only Englishman in the 1970 World Final at Wroclaw in Poland and Kenzie hopes to one day follow in his footsteps.

Isle Of Man Fundraising Money

During the recent Manx GP David Clucas and Laura Sawyer were pleased to present ACU Benevolent Fund member Wynn Evans with a cheque for the ACU Benevolent Fund. David and Laura raised £750 during a fundraising evening held during the IOM TT fortnight this year. More details regarding this donation will be announced soon.



George Hopper rewards his school following Grass track success

Youth Grass Track Champion George Hopper recently presented his school, Newhall Junior School with a cheque for £100 in thanks for their support towards his Grass track racing. George made the presentation along with Tom Woolley to his head teacher Mr Sargent. The school will be using the money to help purchase new playground equipment.





Great Britain steals narrow win over Spain

The women's team of Becky Cook, Emma Bristow and Joanne Coles went into the 2014 Trial des Nations as defending champions and on paper were the team to beat.

Emma Bristow fulfilled her dream of becoming Women's World Champion on the Friday in the beautiful sun drenched town of Sant Julia de Loria in Andorra and the team were in good spirits.

Things didn't start well as Emma suffered a crash in the practice area whilst warming up but this was soon put to the back of her mind as the team started last of the field due to being ranked number one.

Team Manager Dan Thorpe had the girls working well together and many helpers including ACU Director Ian

Murphy buzzed about keeping tabs on the opposition.

Main rivals were expected to be the Spanish but the Germans and Italians also had strong teams and the fairly easy nature of the course meant that any small mistake could be costly.

A couple of errors on easier sections saw Team GB slip behind but determined attempts at the most difficult section saw them draw back into contention.

The crowds waited eagerly at the finish where the scoreboard showed that Team GB were equal with Spain and victory was sealed with a single clean ride taking the tie breaker 74 to 73 and ensuring that the ACU women will have to defend the title on Spanish soil in 2015.

Team GB's Men Take Second Behind Spain in Trials Des Nations

The outcome of the 2014 FIM Trial des Nations held in Andorra was never really in doubt with their line-up of Toni Bou – Repsol Honda, Adam Raga – Gas Gas, Albert Cabestany – Sherco and Jeroni Fajardo – Beta, Spain were always going to be far too strong to stop. Harnessing the might of the current top four riders in the World, the Spanish squad marched easily to its eleventh straight win in this season-ending team competition and took their outright tally to twenty one victories since the first FIM Trials des Nations was held in Poland back in 1984. Confirming their absolute supremacy, Spain's winning margin on the day was eighty-two marks over Great Britain.

Great Britain's quartet of James Dabill – Beta, Michael Brown – Gas Gas Alexz Wigg – Gas Gas and Jack



Sheppard – Beta once again occupied the runners up spot for the sixth time in a row. Coincidentally, the last time that the British team failed to follow Spain home was in Andorra back in 2008 when the Japanese contingent took a surprise second place. Whilst

Dabill and the other British riders put up a brave fight on the eighteen steep and dusty sections that were ridden twice throughout the day, in truth they had no answer to Spain's might and instead had to concentrate on keeping the French at bay.

Come Join the ACU at the Shows

Once again the ACU will be attending both the International Dirt Bike Show at Stoneleigh from 30th October to the 2nd November and the Motorcycle Live Show at the NEC on the 22nd to 30th November.

The ACU will be in attendance to offer advice and guidance to visitors of the show, regarding the ACU and how to get involved in both Off-Road events and Road Race events.

The ACU will also be offering new and existing members of the ACU the opportunity to renew their licences Online in readiness for the 2015 season.

Local MP Supports British Enduro Round

Brecon and Radnor's Liberal Democrat MP Roger Williams was on hand to see off the riders at the Rhayader Enduro round of the Edmondson Racing ACU British Enduro Championship. Roger is a keen supporter of events in the area and was impressed by the professionalism of organisers and competitors



Peter Beardmore BEM

In the Queen's Birthday Honours list published at the end of May, serving ACU Director Peter Beardmore and stalwart of the Cheadle Auto Club was awarded the British Empire Medal.

The 69-year-old, from Ash Tree Hill in Cheadle has been a Director of the ACU for the last ten years and has been a hard working member of the Cheadle club for over 40 years as well as fulfilling roles for both Regional and National Sport Committees.

ACU Chairman Brian Higgins commented "On behalf of my Board of Directors, I congratulate Peter on his Award of the BEM. Peter has been a respected member of the Board for the last ten years and his knowledge and experience at all levels is greatly appreciated by his fellow Directors. It is nice to see someone like Peter receive an Award and be recognised in this way – much deserved for Peter and his wife – Margaret"

Team GB narrowly miss MXON podium

The 68th edition of the Monster Energy FIM Motocross of Nations took place at the end of September at Kegums in Latvia. Proving to be the fastest nation of 2014, Team France claimed the Chamberlain Trophy for only the second time ever.

Competing for Team GB at the event was newly crowned British MX1 Champion Shaun Simpson, Tommy Searle and Dean Wilson. After two solid opening races which saw Wilson and Searle finish 3rd and 4th in the second moto, Team GB were sitting in a solid second place in the team standings with one was to go.

As the final race progressed Team GB were looking good for a podium position with Dean Wilson in fifth place and Shaun Simpson in 9th place but with a few laps remaining Simpson suffered a broken chain meaning Team GB tied on points with Team USA but were nudged off the podium due to USA having the better results.

In the individual classes Tommy Searle claimed the top MX2 honours while Dean Wilson finished second overall in the Open class.

KYLE BICKLEY WINS GOLD IN GERMANY

BRITISH youngster Kyle Bickley took a brilliant victory at FIM Youth Grass Track Gold Trophy in Germany. The event was held in very wet conditions which made for difficult racing, but Kyle's victory makes it three years in a row that an ACU rider has won the title.

Bickley, who is a multi-British Youth Grass Track and Speedway Champion, scored 14 points in the qualifying races, one behind Adam Fencel and Jarno De Vries, but then defeated both along with Marcin Turowski in the A Final at Bad Hersfeld.

Fellow British rider Zach Wajtknecht who has claimed the title the previous two years, was classified tenth after scoring eight points in the qualifiers following a tough days racing.



Sportmoto Helmet Winner

Mark Wardingley from Brighouse was the lucky winner of the brand new Arai MX-V crash helmet from the previous issue. The helmet was kindly supplied by Apico international and was a welcomed surprise to Mark when he received confirmation that he had won the prize. Speaking following hearing the news Mark said "Thank you very much for the helmet it looks and fits perfectly, normally I don't hold much hope with competitions but it must have been my day!" The photo shows Mark with the new helmet along with his new bike following recently have his old one stolen.

ACU Ban Tear Off's at All Trials and Enduro Events Starting from January 1st 2015

Following a number of environmental concerns in recent years due to the increased use of Tear Off's at Off-Road events the ACU have been asked to reconsider the use of Tear Off's across all Off Road Sporting events at future events.

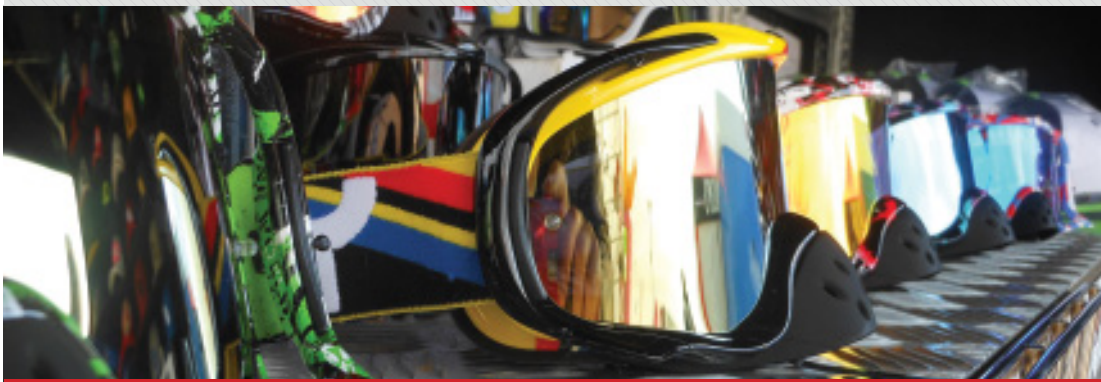
With the increased restrictions to Land Access for Motorcycle events the Trials and Enduro Committee who are ever conscious of Environmental issues announce their decision to prohibit the use of "tear off's" in all ACU Trials and all ACU Enduro type events as from January 1st 2015. This will be a stipulation in the relevant Standing Regulations as printed in the 2015 Handbook.

With many events taking place on private and

countryside locations, it has long been an issue with farmers and land owners who use the land for multiple purposes.

Following the decision of the ACU Trials and Enduro Committee, the ACU Motocross Committee have also taken the decision to prohibit the use of Tear Off's at all ACU Motocross events starting 12 months later from January 1st 2016.

Speaking about the difference in start dates, ACU Chairman Brian Higgins said "Some may consider it unusual for the Enduro Committee to start the ban in January 2015 and the Motocross department are delaying the ban for a year. The reason is simple, whilst we all know the need to rid the countryside of tear offs, a long forestry lap is more difficult to clear than a 1.5km motocross circuit and whilst the MX Committee would dearly love to implement the ban from 1/1/15 it was felt that a longer lead in time would allow manufacturers the time to prepare and enhance the roll off system which will obviously still be allowed."



A newbie on the National Road Rally 2014

Words & Pics Graham King



Saturday afternoon - somewhere on the A40. I was only an hour into my first National Road Rally and already I felt like I was three hours behind schedule, I knew I was almost out of fuel and was fervently hoping my new sat nav wasn't sending me on a wild goose chase. Surely I can't have hit the wall already!

It was earlier in the year that a flyer plopped out of our favourite bike mag announcing the 2014 running of the National Road Rally. For a novice rally bod like myself the NRR looked to be just the sort of thing I could manage, it had lots of routes, Controls and award categories to choose from. I signed up for the Daytime Silver Award that required me to visit twelve Control points, clock up between 275 and 290 miles between them and to do it in ten hours from midday to 10pm on a Saturday afternoon.

As we neared the midday start a dozen bikes had arrived, piloted, I must say, by the more mature gentlemen - mostly with beards. It also seemed to be that everyone else had done at least one or two years worth and several told me this was their twentieth-plus year of competing. We had all signed in so when Steve gave the shout at midday a dozen bikes turned out of the car park and went their various ways. As each Control is generally linked to several others, depending on your choice of route you may find yourself riding with some people from the last Control. It would be very unlikely you would ride more than a few Controls with another random rider before going off in different directions.

This particular Saturday the Ace was hosting Diamond Day for the London Chopper Club so the place was packed with beautiful stretched chromed machinery and their attendant leather jacketed owners. I stomped through the



crowd clutching my Control card to find where to get the thing signed. At the far end of the forecourt I found a pasting table with a fluorescent NRR2014 card where a nice couple politely stamped my card, had me sign in and wished me good luck.

By the time I arrived at the Watford BP Service Station, a 20 mile blatt up the M1, I'd had a chance to catch my breath. This Control was unmanned and had no NRR2014 signage, I had to buy something and get a receipt to show at the next manned Control.

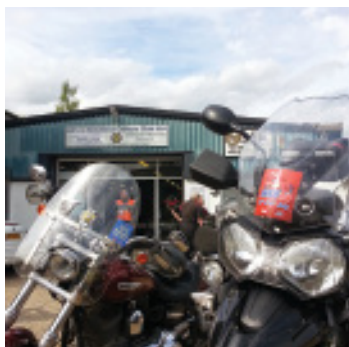
The Bike Stop in Stevenage High Street was easily found as they had a big tent set up on the roadside, they checked my Watford garage receipt and stamped my Control card to include it. A dull but swift trip further up the A1 did at least allow me to gain time



and after the briefest of halts at a BP garage for a nice BMF man to provide the requisite stamp I was heading off to Kettering in the sunshine in much better spirits. In the middle of a non-descript industrial estate on the outskirts of the town a kindly old man, with beard, obviously, waved me into Kettering Classic Motorcycles where the AJS and Matchless Owners Club had set up their Control.

Passing the furthest point from my front door, about 150 miles distant, I found my way across to the Stibbington Diner for another swift card stamp. By this time it was getting on for 6pm, I had completed about 200 miles, approximately two-thirds distance and had just four Controls to do. Heading south I'm thoroughly enjoying myself in the warm evening sunshine motoring down from East Anglia to Braintree in Essex.

One thing I did manage to get right during my planning was to keep a close eye on the NRR website for last minute changes. There were several alterations to opening times and even to the exact location of some Controls; for instance, a garage that was to be used



for an unmanned Control had become a hand car-wash and had to be moved to another close by. I've since seen on the NRR Facebook page one or two people have complained of not finding Control points but the changes were noted before the start so its best to keep an eye out for this. This affected the Control at Braintree which had been changed from a Limited Opening to a Standard Control and then to a Virtual Control meaning I didn't have to visit but just to declare it at the next Control - as my route came right past the door I still rode round there anyway just to satisfy myself.



My last Control was a Scout HQ in Harlow which, I found with no problems. I rolled up at about 8.30pm well inside the 10pm deadline (what was I worried about?) and again I was treated to the fantastic hospitality of these volunteers who will be seeing riders in and out all through the night who are going for the various full-blown 20 hour National Rally Awards. I handed over receipts for a top-box load of junk food to prove my unmanned Control visits while someone pressed a mug of tea in one hand and someone else ('My wife made these this morning') shoved a home-made scone

in the other. This was a comprehensive, everything you could want, Control – they had tables and chairs under a huge awning, there was food and drink, I was even shown the camp-beds set up in the scout hall for those wanting to get a bit of kip over-night.

I stayed just long enough to have a chat over my tea and scone and set Dan for the 80 mile trip home. I had completed nearly 500 miles in the twelve hour day of riding and was feeling quite pleased with myself; wet and tired but pleased. I eventually put the bike in the garage at 10.30pm and myself in bed soon after.

The Control card has now been sent off and according to the website I'm on the provisional results list as having achieved the Daytime Silver Award so am eagerly waiting for the award to arrive so it can sit proudly on the mantelpiece alongside my Cycling Proficiency Certificate and my 25m Swim (in pyjamas) Award. I'll also have to keep a space free because as certain as I am that I'm not growing a chin-certain any time soon, I will be sending off my application for next year's event as soon as it is announced!

Why is it important to make a Will?

Not the most joyous of topics to write about, but something I think that we should all be aware of.

We all know that motorsport is dangerous and that occasionally competitors do tragically lose their lives when participating in a sport that we all enjoy. When an accident occurs it is often

parents and relatives who are plunged into a legal and financial nightmare in dealing with the affairs of the deceased. These are often the same people who have supported the competitor before the accident.

There are many reasons why people do not make a Will. They may be young or have few personal possessions or feel that it is just not for them but – as we know - unfortunately accidents do happen. The ACU take out Personal Accident Insurance for all competitors and officials when participating in an

event which provides a Death Benefit. Full details can be found in The ACU Handbook under the Insurance Section.

Under the ACU Personal Accident policy a Death Benefit of £10,000 is payable to a competitor who loses their life whilst racing. If the competitor has not made a Will then there will be complications and delay in making a payment as it may be unclear who should receive this benefit.

If you die without a will, there are certain rules which dictate how your money, property or possessions should

be allocated. This may not be in the way that you would have wished your money and possessions to be distributed. Unmarried partners and partners who have not registered a civil partnership cannot inherit from each other unless there is a will, so the death of one partner may create serious financial problems for the remaining partner.

If there is a Will then the

legal process is clear and the benefit can be paid quickly by the Insurance Company and in accordance with the wishes of the deceased. There is still



the requirement to supply a Death Certificate and a Grant of Probate but the process is relatively simple. Without a Will the process can be complicated and take far longer to complete.

We all try to make our sport as safe as possible but when tragedy strikes it is important that we minimize the financial stress and anxiety that is left for others to handle.

So there we go, as said from the outset not the most pleasant of subjects to put in a magazine, but nevertheless important and something that inevitably one day we are all going to need, whether we compete or not...

Gary Thompson
General Secretary

"We all try to make our sport as safe as possible but when tragedy strikes it is important that we minimize the financial stress and anxiety that is left for others to handle"

"Under the ACU Personal Accident policy a Death Benefit of £10,000 is payable to a competitor who loses their life whilst racing. If the competitor has not made a Will then there will be complications and delay in making a payment as it may be unclear who should receive this benefit"

Insurance Claims drive up Premiums

Pic by Steve Gough



The Insurance Section of the ACU Handbook provides details of the Insurance Policies which the ACU arrange to protect itself, Affiliated Clubs, Associations, Officials and Competitors.

The main insurance is a Public Liability policy which provides protection for damages should an individual injure another person or damage another person's property and they are found to be legally liable. For these potential legal liabilities to be covered the Organisers must obtain the appropriate Permit or exemption from the ACU.

Unfortunately, over the last 10 years the ACU have received some 350 claims where the total damages cost are in excess of £5m. When set against the number of Permits issued in the same period we can be pleased with the overall safety record of our sport but not complacent.

Claims occur across all our sporting disciplines and can range from some

minor property damage to items such as fencing and gates right up to serious injuries to spectators, officials and competitors. These injuries can be life changing and tragic for the individuals involved and it is absolutely right that they receive compensation where someone else is held legally liable for causing these injuries.

At this time we have a number of serious claims outstanding involving many hundreds of thousands of pounds. In addition to any damages awarded to a claimant the ACU also incur substantial legal costs in handling these incidents all of which drives up the total cost of each claim. From time to time we do receive claims which are exaggerated, spurious and even fraudulent. It is unfortunate that these situations arise as they take up a lot of time and push up the premiums that we all have to pay.

Your Board of Directors spend a considerable amount of time dealing with insurance matters to minimise the

premium cost that we all have to pay. All claims are reviewed on a monthly basis with our team of insurance and legal advisers. This process ensures that claims are handled professionally with a balance between settling legitimate claims quickly and rooting out any claims where we are not legally liable.

Claims have a direct effect on the Premiums that we all have to pay so it is in all our interests to reduce accidents and incidents that turn into insurance claims as these inevitably drive up this cost of staging events.

Our sport can be dangerous and we need the Insurance Industry to protect us when we are held to be legally liable for something that has gone wrong. We can be proud of our safety record but we should never become complacent. Claims drive up the Premiums that we all have to pay so anything we can do to reduce the cost of Claims is beneficial to our sport.

Gary Thompson
General Secretary

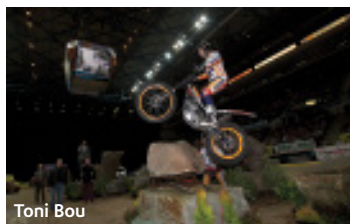
Indoor World Championship Trials is back at Sheffield for its 20th Birthday

Pics: rayarcher.com



Round 1 of the official FIM X-Trial World Championship is back at Sheffield's Motorpoint Arena on January 3rd 2015. Twenty years ago a fresh faced young man entered the arena to compete against the best riders in the World, including trials god Jordi Tarres. That young man was Dougie Lampkin MBE and what a fantastic opening night that was at Sheffield, Dougie met the challenge head on in great Lampkin fashion and kick-started both his trials career and the Worlds No1 Indoor Arena Trial. Twenty years later and Sheffield is still setting the benchmark for 'Indoor Arena Trials' around the World.

Course design guru Martin Lampkin is introducing a couple of brand new sections again for this year, listening to Martins description they sound quite challenging and one of the sections will see the riders doing some quite big jumps, that should be good fun to watch but possibly a bit hairy for our competitors. It sounds to me like the best place to be at Sheffield is in a seat with a pint in one hand and a burger in the other. There's also a strong rumor that we might also see a section from yesteryear, a section that was great entertainment for the fans but the riders disliked it immensely, we'll keep you guessing as to which section that was?.



Toni Bou

The Stars of our Show

The official line up for this years the event will be the Worlds top seven riders from last years championship;

World No1 and sixteen times World Champion Toni Bou, is simply incredible, the best trials rider the world as ever seen. If you haven't seen this guy do the seemingly impossible on his very trick works Honda, then you don't know what you are missing.

World No 2 and Ex World Champion, Sherco works rider Albert Cabestany has been runner up in the championship on no less than six occasions.



Albert Cabestany

World No 3 with six World Championships tucked under his belt is super smooth Gas Gas works rider Adam Raga.

World No 4 and Multi British Champion is our very own Beta works rider James Dabill, James has the weight of British hopes and expectations on his broad shoulders, his best performance at Sheffield was third place finish a couple of years ago, he's well capable of another podium finish with the support of the partisan crowd.



James Dabill

World No 5 is ex World Junior Champion and five times Bike Trial World Champion, Beta works rider Jeroni Fajardo, he has been at the top of his game without actually winning anything for the last ten years, but there's not doubting his ability, he's definitely a class act.

World No 6 needs little introduction, Ex World Champion, Toni Bou's team mate and the Japanese sensation that is Takahisa Fujinami, he's one of the fans firm favourites, he's brilliant to watch, but don't blink or you might miss him, he can be a bit explosive!

World No 7 is the ex World Junior Champion Gas Gas mounted Jorge Casales the very young and technically talented Spaniard, is definitely someone to watch for the future.

As usual we'll have Wildcards, giving the very best of our home grown talent the opportunity to sample the experience of competing in front of a huge audience, against the very best riders in the world while they are watching your every move, that's what you call pressure.

You don't have to be a Trials fan to enjoy Sheffield it's a fantastic spectacle that lasts around four hours, you will see the very best riders on the planet attempting to complete (against the clock) the extremely dangerous and challenging sections with massive climbs and steep drop-offs, while trying to keep both feet on the footrests, the winner and the 'King of Sheffield' will be the rider who loses the least number of marks for putting his feet down. Don't worry if you don't know the rules, all will be explained in your free programme and the experienced commentators will also keep you up-to-date with what's happening in great detail as the competition unfolds.

If you've already got your tickets, you are guaranteed a fantastic night out at Sheffield and you will no doubt have booked the best seats. If you haven't then what are you waiting for, this is going to be a spectacular birthday bash to remember and you can be a part of it, there are still plenty of great seats available, but the very best seats always

Takahisa Fujinami



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line World Trials comp - please include
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numbers.

The closing date is 01/12/14,
winners will be notified by email.

Good luck

The Stars of the RT Keedwell ACU British Solo Trials Championships

Words & Pics by Colin Bullock



NUMBER 1. JAMES DABILL (BETA)

James Dabill is another proud Yorkshire man and hails from Leeds. He currently rides for Beta and has had much success on the Italian machine a make of trials bike. He has ridden for Beta previously in the adult ranks before being head hunted by Montesa for the Future Trials Team and then Gas Gas.

James is 2014 British Champion, a fourth British Championship senior title and he also finished as world number six in the FIM series.

In addition to these titles he was a winner of the Scottish Six Days Trial in

2007 on the Montesa (the first 4 stroke winner for decades) and also in 2011 on a Beta.

James is also a member of the elite World Indoor series riders where his fearless style has bought him plenty of success.



NUMBER 2. MICHAEL BROWN (GAS GAS)

Michael also known as The Mighty Atom or Pune is yet another Yorkshire man from the East coast resort of Scarborough.

Like James and Alexz, Michael did the hard yards through the youth ranks and after winning the A Class Championship moved into the adult ranks where he has consistently been in



the top echelon of riders domestically and on the International scene.

On the home front he was unlucky to lose out to James in 2012 in the British Championships but he won the title last season a just reward for his efforts. At his best Brown can make huge rock steps look ridiculously easy and one day that elusive Scottish win may just come his way.

NUMBER 3. ALEXZ WIGG (GAS GAS)



Alexz was born into a total motorcycling family. Uncle Simon was 5 times World Longtrack Champion Dad, Julian was more than useful at many disciplines. Alexz has carried on the tradition with many British youth

trials championships and also a world title in this class when he was 16. He went on to win the junior world series in 2009 and the following year took the European and Scottish Six Days titles.

After a couple of seasons where Alexz was not progressing as well as he wanted he returned to Gas Gas machine in 2012 and his form soon picked up.

In the current British series Alexz has finished the year with the number 3 plate with four podium finishes from the seven round series.



NUMBER 1. BTC EXPERT CLASS GUY KENDREW (BETA)

Guy from Middlesbrough started like so many riders on the ubiquitous Yamaha Pw50 and TY 80 machines from the age of six. He did the schoolboy nationals but admits it was tough against the likes of Brown, Wigg, and Ross Danby etc. and with Michael Brown in the same East York's centre it was even hard to win in local events.

He had a go a speedway with Stoke and Redcar in 2007 & 8 before returning to centre trials the following

year where success started to come. He followed this up by riding the National series in the Expert category winning that class in 2011 after a second place finish the previous year.

After a couple of seasons riding in the Championship group Guy dropped back into the Experts this year and promptly won every one of the seven rounds a remarkable achievement. Not only that but he has just clinched the S3 series and he made everyone sit up and take notice with a fine fourth place in this year's Scottish Six Days.



NUMBER 2. JAMES STONES

James comes from the home of the Scott Trial, Richmond, North Yorkshire, arguably one of the main trials riding centres in the country. Another member of the MRS Sherco team James has had an excellent season scoring points in every one of the seven British Championship rounds culminating in a fine second place overall to Guy Kendrew.

This year also saw James as a first time rider in the Scottish Six Days Trial where he finished with a special first

class award something many riders never achieve in a lifetime. What is more it was achieved on a 125cc machine which made him top award winner in the up to 200cc class.



NUMBER 3. TOM AFFLECK

Tom from Yarm up in the North East is only 23 but he has been riding the Expert class of the British Championships for four years now and results have been really consistent with two thirds and one second place in the last three years.

An industrial electrician by trade he works for the Cordell Group who have been supportive of Tom's trials activities. Scarborough DMC is his local club and Team MRS Sherco are the machine of choice for the past two years. The Sherco with their distinctive team riding kit has been the most popular marque in the BTC Expert group this season.

Away from trials Tom likes to go climbing, ferreting and eating parmos! (a north eastern delicacy involving chicken fried in breadcrumbs topped with cheddar and much more besides).

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Emma Bristow goes triple top of the World in 2014

Photos: G2F Media



The 2014 can't be described as nothing short of the perfect session for Sherco rider Emma Bristow. 23 year old Emma started the year by making the switch to the sport of Extreme Enduro during the winter months and immediately took success in the FIM World Indoor Extreme Enduro championship in her first season competing Enduro events.



After a close fought season Emma took a number of victories and claimed the 2014 FIM Ladies Indoor World Extreme Enduro Title. Following her success indoors Emma turned her attention back to Trials and focused on claiming her first ever World Women's Trials Championship.

The 2014 season would see the Women's championship take place over four rounds with just three of the events results counting towards the final Championship standings.

After a tough third round in Spain by her high standards, Emma was joined in Andorra for the final round by her sponsors Rhoda and Malcolm Rathmell from Malcolm Rathmell Sports who



travelled over to support Emma and James (Fry) in their attempt to win the one title so dear to her heart. It was just the boost she needed and you could say it was a full team effort from Sherco with Albert Cabestany riding the whole course with her, along with top Sherco technician, Josep Paxau.

The final round was a real nail-biting occasion and Emma knew she had to throw down the gauntlet and take the event by the scruff of its neck. This she did with brilliant effect, leaving all opposition in her wake as she pulled off a very clear win over her nearest rivals to claim the World Title.

The following day after claiming the Women's Trials championship, Emma teamed up with British team mates to contest the Women's World Trials Des Nations and successfully claim the team crown over Spain to make it three World titles in one season.

Emma also kept herself busy between World Championship events by also battling hard to claim the Ladies British Trials Championship which she also successfully clinched.

Speaking following her World Championship success Emma Bristow said "I was over the moon to be able to bring home the Ladies Indoor Extreme Enduro World Championship for Sherco in my first attempt but my one aim in life has always been to lift the Ladies Trials World crown. It has been something I have put my heart and soul into winning for so long now it still feels like a dream come true. It's just hard to really take it in but I'm sure in time I will!!

I would like to take this opportunity of thanking all the people who have helped me achieve this success and in particular the Sherco factory, Malcolm and Rhoda Rathmell from MRS, Albert Cabestany, Josep Paxau, Michelin, Clive, Airoh, Gaerne and Galfer.

Lastly, it goes without saying that the tireless efforts of my boyfriend James and my mum and dad who have been such a support to me throughout my riding career. I am just so happy that I have been able to reward all these people who have worked with me as a team to achieve the title - thank you so much."

ACU Trials & Enduro Squad battle in Europe



Under 23's and senior squad on the podium



Each year the ACU Trials & Enduro Committee select an U 23 Squad in both Trials & Enduro, with the aim of providing some financial assistance to help them compete on the International stage. The support relates to the FIME European Championships as this is seen as an important step between our National Championships and World Championships. As ever, finance is limited, and it would be ideal to be able to assist more. Many Federations in other countries receive substantial funding from their Governments to assist such initiatives, but despite past efforts our successive Governments do not recognise the need to support our sport. Something the reader may bear in mind when the inevitable door knocking takes place with politicians seeking our votes.

Be that as it may, over the year's the ACU has provided probably several

hundred thousand pounds for the support of our Under 23 Trials & Enduro riders. That sounds quite impressive and in reality it is, although of course over several years and with quite a few riders involved each year the cake gets divided up into many pieces and individual amounts shrink the more young riders we try to help.

It always a conundrum, is it best to help a few riders with more substantial amounts or divide funds up between more applicants? No easy answer. It may be worth remembering when the inevitable questions are posed as to what happens to licence money, at least the riders in ACU events are contributing to the initiative. There is no doubt however that rider's who compete on the International scene have to dig extremely deep into their own pockets, or in many cases the pockets of their parents.

Enduro Squad

Is it all worthwhile? We think it is, and there can probably be no better example than the 2014 European Enduro Championship. The riders travelled to Spain, Romania, Italy and to the Czech Republic for the final event which also consisted of the European Nations Championship.

Some notable results the ACU U23 Enduro Squad achieved in 2014 were:

Steve Holcombe won every round in the Junior class and secured the EJ European Championship. James Dent finished 6th in same category.

Brad Freeman won the European U20 Championship with Lee Sealey third.

Rob Johnson was 5th in the Junior E2/E3 Class and Norrie Frazer 6th

Previous European Junior Champ Jack Rowland made the move to the Senior E1 class and took runner up spot.

U23 Squad member's Jack Rowland and Steve Holcombe joined Senior riders Tom Sagar and Jamie Lewis to win the European Nations contest and Rob Johnson, Frazer Norrie, Lee Sealey and Brad Freeman brought home the Junior Nations Trophy

A fantastic year, fantastic riders and fantastic support crews.

Trials Squad

Small but perfectly formed is the best way to sum up the squad that represented the ACU in European Championship Trials in 2014.

It is not uncommon to hear comments that the ACU don't do enough for riders abroad, or that we don't do anything at all. Many point out the large trucks and facilities that other federations take to support their riders, but many of these federations would love to have the talented riders that we have on our shores.

Riders up to the age of 23 who have been selected for the squad and who have agreed to commit to the series receive some financial assistance towards their participation in European Championship events.

Despite this it is still a major commitment to follow the whole series and numbers have declined over recent



Thomas Minta



Tom Hooper

years but the ones who do go are the real cream of the crop. 2014 has been no exception and the squad riders have achieved some great successes.

Yorkshire rider Dan Peace totally dominated the Youth championship winning the first 3 rounds and doing enough to clinch the deal in Belgium before jumping on a new bike and annihilating the opposition in the Junior Class on the Sunday.

Dan's younger brother Jack and South Westerner Toby Martyn are real prospects for the future having demonstrated that despite being 2 of the younger riders in the youth division they are already capable of challenging for success. Jack's season was cut short by a broken wrist in Belgium but he will be back stronger in 2015 and for Toby the sky is the limit.

Tom Minta has been a revelation in the UK but has not managed to go abroad as much as hoped but is without doubt a force to be reckoned with.

In the European Championship Jack Price, Iwan Roberts and Billy Bolt continued to receive support and all coped well with the step up from last year and all managed respectable results in this higher class. Hugo Jervis suffered an early set back in the Czech



Iwan Roberts



Jack Price

republic but continues to improve and now has more experience moving into 2015.

Outside the squad the ACU is well represented at European Championship events and they all work well together and support each other's efforts.

The trucks and support given by other federations come at the cost of astronomical licence fees to all licence

holders throughout the disciplines but the ACU Trials and Enduro Committee are delighted to be able to offer support to our talented riders whilst managing to also keep the sport viable at grass roots level, and still make the continentals envious of our talents.

John Collins and Mick Wren.
ACU Trials & Enduro Chairman & U23 Enduro Squad Manager





THE 2014 GRASS TRACK SEASON TO DATE

Pics By Lawrence Hammond & Scott Pritchard



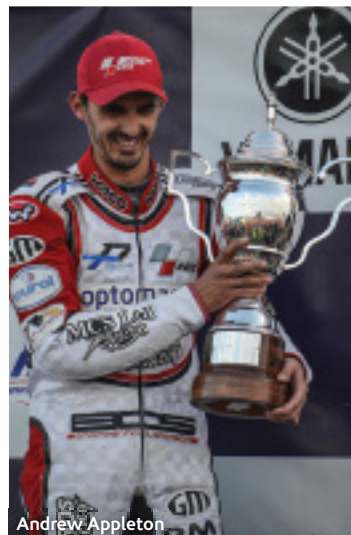
The 2014 Grass Track season was properly underway at the end of March, and despite the recession things looked positive, with some 100 events in the calendar and then a number of training dates to be added. Little did we know what the weather had in store for us in the early part of the year, with a number of events cancelled, but the weather made up for this with a warm and largely Summer and Autumn

Although for a number of good reasons National Events are now restricted to the British Championship Rounds, many of the open events continue to attract "national class" entries and produced some sensational racing, especially amongst the big chairs.

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

On the domestic front the Championship season started at Vazon Bay on 14th June with the British Sand Race Championship organised

by the Guernsey MCC, with a third successive victory for Danny Warwick and a first win for Robbie Wilson / Bradley Steer. From there the action moved to Roche and the Mid Cornwall Clubs superbly prepared track for the Upright Championships which produced victories for Steve Newsham (500cc), Gerald Short (350cc) and Richard Warry (250cc). A trip north to Ledbury saw the British Masters Qualifier being held on their well prepared Orlhams Farm venue, this is one of the most hard fought meetings of the year, and produced thrilling victories for James Shanes and Gareth Winterburn / Liam Brown. The next event was the Youth Championship, kindly taken on by the Fenland Club at short notice and held the day before the British Championship at the same venue. The events saw some hotly contested races, and produced the following Champions, Henry Atkins, Harry McGurk, K Cossie, M Perry, Zach Wajtknecht, G Hopper with two wins, and S Stead. Action remained in the same field for the British on 31st August with wild card



Andrew Appleton



European action at High Easter



Masters sidecar podium

Zach Wajtknecht taking victory in the 250cc class, 350cc laurels went to Harland Cook with Shaun Harvey / Danny Hogg being victorious in the 500cc sidecar class and Martin Cuff / C Clark taking home the 1000cc left hand Championship. The Under 21 Championship was held by the Dunmow Club at the Ugley Venue, which produced a fine victory for James Shanes. On 21st September the action moved to the South coast and the British Masters held at the wonderful Swingfield venue. Some high quality racing saw the solo Championship go to the on form Andrew Appleton, who was chased home by David Howe and Paul Cooper. The Sidecar masters was less clear cut, with the winner not been known until the end of the final, with the trophy going back North in the

hands of Rod Winterburn / Liam Brown, closely followed by Mark Cosser / Carl Blythe and Gareth Winterburn / Billy Winterburn.

On the International front, the Lincolnshire Poacher took place on its traditional August Bank Holiday date, and produced victories Bernd Diener and Rob Wilson / Terry Saunters.

Back to the International Championships, the ACU Team had a difficult time on the super fast track in Forssa, Finland, and could not repeat their podium results of previous years, but then we moved into a **Golden Week for ACU Track Racing**. It started with the 500cc Sidecar European Sidecar Championship being fantastically promoted by the 500cc Sidecar Association at High Easter in Essex, and after 32 years

of Continental victories produced a thrilling one – two for British teams, with victory going to Josh Goodwin / Liam Brown with second place going to Nick Radley / Abby Radley. Six nights later Aiden Collins took victory in Final 2 of the Flat Track Championship held in Morizes, France. The following day Zach Wajtknecht won the FIM 250cc Long Track Gold Trophy on the same track beating the German favourite in a last corner move, making it 3 wins in three years in FIM Gold Trophies. The day was completed with a fantastic victory by Richard Hall in the 5th Final of the World Long Track Championship, not only being the top points scorer but also beating the French track specialists in the Final. This puts Richard in with a chance of being World Champion with only the final round to be held at Muhldorf, Germany.

What does 2015 hold for our sport? A number of comments have been made about the current well tried and tested Championship format, and perhaps it is time to review this during the winter months. We need to continue our work with Clubs and Centres to the number of date clashes. If you have some views on this, please come along to the Track Racing Open Forum, to be held at the ACU Office in Rugby in mid November – please contact Tracey Cosser for details.

Peter Gregory.



Masters action

A Tribute to Joey Dunlop

Pics by IOMTT.com



William Joseph "Joey" Dunlop, OBE MBE (February 25th 1952 - July 2nd 2000), came from Ballymoney in Northern Ireland. Best known throughout the sport as "Joey" or "Yer Maun", his achievements included three hat-tricks at the Isle of Man TT races (1985, 1988 and 2000), where he won a record of 26 races in total. During Joey's career he won the Ulster Grand Prix 24 times and the North West 200 13 times. In 1986 Joey won a fifth consecutive TT Formula One world title. In 2005 he was voted the fifth greatest motorcycling icon ever by Motorcycle News.

During this year's Festival of Motorcycling held on the Isle of Man, on Saturday 23rd August some of the greatest names in road racing, past and present, appeared in the Joey Dunlop

Road Racing Legend - the Rivals Parade Lap sponsored by the Isle of Man Steam Packet Company during the Classic TT Races presented by Bennetts.

With Joey having won a record-breaking 26 races at the Isle of Man TT, 26 of his major rivals, or representatives, appeared on the start line at Glencrutchery Road riding machinery from their era of racing. Jim Dunlop, Joey's brother, represented his brother and went off the line first.

The riders, appearing on iconic machinery associated with their career or the rider they represented, left the line in single file and in chronological order to a narration read by Manx Radio TT Anchorman Tim Glover, who told the story of Joey Dunlop's remarkable career through the rivalries that defined it.

Rivals appearing or represented

in the parade lap included Ray McCullough, Trevor Steele, Mervyn Robinson, Brian Reid and Frank Kennedy highlighting the days of Dromora Destroyers and Armoy Armada. Joey's International race battles were acknowledged by Steve Parrish's representation of Tom Herron, Steve Cull and Charlie Williams.

Joey's years competing at the TT and F1 World Championship were marked by appearances by the likes of Rob McElnea, Graeme Crosby, Philip McCallen, Carl Fogarty, Mick Grant, Paul Iddon, Andy McGladdery's brother Geoff, while Neil Hodgson represented Virginio Ferrari, Steve Plater lined up as Steve Hislop, James Whitham appeared as Phil Mellor and Nick Jefferies represented his nephew David.

Modern TT riders who appeared included Ryan Farquhar, who appeared



as Sam McClements, Jamie Hamilton, who represented Neil Robinson, Michael Dunlop as father Robert and Gary Johnson as Roger Marshall. John McGuinness, who was both Joey's teammate and rival from his 1996 TT debut, which included standing on the TT podium with Joey for the first time in 1997, and Ian Lougher, fresh from his victory in the Bennetts 500cc race earlier in the day, also lined up on the

grid.

One less well known aspect of Joey's life was his tireless work for charity. He made countless trips to Romania, taking vanloads of aid to orphans and their carers. These trips were undertaken mostly by Dunlop himself so that he could ensure that the road trips would take place before the start of each racing season. Joey went on record as saying that his proudest award was

when he was awarded the OBE for his charitable work rather than any achievement in his incredibly successful racing career.

It has often been said that the word 'legend' is used too often these days, but anyone involved in motorcycle sport, and in particular Road Racing cannot deny that Joey Dunlop was in the truest meaning of the word – 'a legend'. This parade lap around the iconic 37¾ mile TT Mountain Course was a fitting tribute to Joey Dunlop and was without doubt one of the – if not the highlight of the Classic TT weekend and a parade lap that I am sure will stick in the memory of those who witnessed it for many years to come.

Gary Thompson
General Secretary



Nostalgia and Classic Racing

Words by Sally Russell & Pics by Russell Lee



Some may think that there has been a recent explosion in interest in Classic bikes and Classic Racing, but in fact racing classic bikes has been around for some time. The Classic Racing Motorcycle Club was formed in 1979, with the first race meeting at Snetterton in 1980, as a response to the lack of opportunity to race machines such as the Manx

and observed that it would be great for these 'original spec' bikes to race more frequently. This was the inception of the Lansdowne Classic Series, with its first season in 1999. These races are specifically for genuine or faithful replicas of pre-1963 Grand Prix machines. It has gained such credibility, that it carries a full British Championship title, for one class.



Close racing between 125cc bikes at Donington Park

Norton, 7Rs, Aermacchis, etc. Thus the CRMC has been flourishing for well over 30 years, enjoying full grids and close competitive racing, along with parades.

The Goodwood Revival included a solo motorcycle race at its inaugural race meeting in 1998, which was received so well by the spectators, that motorcycle races have been included every year since.

A couple of classic racing enthusiasts watched this first race,

WHY IS IT SO POPULAR WITH RIDERS?

Unlike most modern race bikes, classic machines generally don't depreciate in value. In fact they often appreciate! These classic bikes are not allowed to run on slick or rain tyres, so no need to own tyre warmers etc. In fact tyres last for at least half a season, thus reducing running costs. This, plus favourable race entry fees, makes classic bike racing a good option.

IS IT SLOW AND BORING?

No! The racing experience on track is second to none – the grids are full (with reserves), the racing is close with dicing all the way through the field. OK, the lap times, top speeds, and brakes, don't match BSB level, but the experience is equally as exhilarating.

Riders comment on the camaraderie in the paddock – fellow racers may be rivals on track, but happily help each other in the paddock. Perhaps a recent comment from a marshal new to classic racing sums it up:

"I would just like to say how much I enjoyed last weekend, I heard the term Classic and thought 'No, they will be old, slow and boring' but how wrong was !! I had so much fun, the racing, sidecars and social events.

I would like to apologise for my view before this weekend and I have made sure I have since told everyone how great classic racing is..."

The perception that classic racing only appeals to 'old blokes' is a myth. It does attract a number of 'racing returnees', who raced in the era, but it also attracts a good proportion of young riders who appreciate the cheaper costs and competitive racing without modern technology like traction control, slipper clutches and everything else.

SPECTATORS ENJOY THE VARIETY

The look and sound of the bikes makes it possible to identify and distinguish the individual machines as they circulate. The sound of singles,



A Lansdowne race

2-strokes and 4-strokes, evokes a sense of nostalgia for many. Parades for club members and celebrity guest riders on machines of historical interest, add appeal for the spectator. Who can ignore a Honda 6 when it is fired up? These bikes transport us back directly to another era!

I suspect that CRMC, Lansdowne, and the Goodwood Revival have raised the awareness of classic racing for the general public. It also attracts racers (both ex-champions and current) who have a ball. They also realise that while they are racing for fun (no contracts dependent on results), once the flag drops (yes a flag!), the red mist still cuts in. These racers are as full of 'post race' chat as any club rider!

More recently the Manx Grand Prix has introduced a classic element, cleverly employing some household names to race in the Classic TT. Donington Park also has its Donington Classic Festival in August, which combines CRMC classic racing on track, with Grasstrack racing, and a Classic Bike Club Show, organised by VJMC.

There are, of course, all sorts of



ACU Post Classic 350 cc race, Donington Park

spin off industries based around the classic racing phenomenon. Specialist engineering businesses have a mutually beneficial relationship with the sport, and tyre manufacturers are constantly developing tyres suitable for classic racing.

Classic Racing is successful; the ACU recognise this, supporting the 500 Classic and the 350 Post Classic Championships with the CRMC. Current

race stars such as Guy Martin and Michael Dunlop enjoy the more relaxed atmosphere, but still want to win. They may attract the general public, but for me, it is down to one thing only. Classic racing recreates the sight, sounds and spirit of racing in the 1950s, 60s and 70s.... using the phrase coined for the Donington Classic Festival: 'The bikes are the Stars'

The Return of the Brighton Speed Trials

Words by Juan Manzano & Pics by Tony Fowles



John Hobbs



After a year away the Brighton Speed Trials made a welcome return to Madeira Drive. It had been a massive uphill struggle to get the event up and running but

thanks to the considerable efforts of a huge army of people lead by Brighton & Hove Motor Clubs' Chairman, Tony Johnstone, as well as the good offices of both the ACU and the MSA,

the Speed Trials was back on the motor sport calendar. There is not enough space here to thank everybody personally but the VMCC Sprint Section Committee and the Sections riders wish to thank all those people as well as the many thousands who signed the online petition for their support to get the Brighton Speed Trials reinstated.

As with most years selecting the riders and machinery for this prestigious event was a mammoth task but as in previous years there was fine selection of machines that catered for all tastes.

This year we saw some remarkable rides one of which was John Hobbs no less, riding his replica of his world record breaking sprint bike Olympus, a Triumph Tiger 100. John was riding in Class I, the Vintage & Classic (Up to 1972) Consistency Class. John managed to put in two storming runs at 11.99 seconds and 12.00 seconds, a time



Craig Mallebone

difference of 0.01 seconds to take the John Rich Memorial Trophy.

As for the Fastest Time of Day and the Dolphin Trophy that went to Craig Mallebone on his 1300cc Suzuki Hayabusa Turbo. Craig's winning time was 8.94 seconds with a terminal speed of some 169mph, if that was

not enough Craig also took the top six run off for the motorcycles at the end of the day with a winning time of 9.07 seconds at 168mph. To put that in some context the fastest car of the day was Rob Stevens in his Force SR4 with a time of 9.87 seconds, the only car on the day to go under 10 seconds.

I should add that of the 62 bikes and 140 odd cars that entered the first 8 places went to the motorcycles!

The Brighton Speed Trials will make a welcome return on Saturday 5th September 2015, a day for you diary.

Juan Manzano – VMCC (Sprint Section)

Hutchy to ride for PBM

Eight-times TT winner Ian Hutchinson has joined the Penrith-based Paul Bird Motorsport Team in a deal which will see him compete for the remainder of 2014 in the team's Rapid Solicitors Kawasaki colours, as well as a full season in 2015.

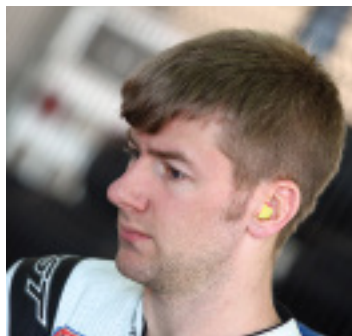
'Hutchy', from Bingley in West Yorkshire, will race in the final two rounds of the Pirelli National Superstock 1000 Championship aboard the Rapid Solicitors Kawasaki Ninja ZX-10R at Silverstone and Brands Hatch in October before competing at the Macau Grand Prix the month after.

The deal then carries into 2015, which will see a factory-backed effort

at the 2015 Isle of Man TT as well the other two major Road Races – the North West 200 and Ulster Grand Prix with Supersport, Superstock and Superbike machinery.

The eight time TT Race winner, including his historic five in a week in 2010, also has wins at the North West 200, the Ulster Grand Prix as well as in the various support races to the British Superbike Championship over the past ten years. Hutchinson also made an incredible return from a career threatening injury to win the 2013 Macau Grand Prix.

Ian Hutchinson: "I'm mega happy that Paul has offered me a deal for the



remainder of this year and for 2015 also. I've ridden for the team before and we all know each other so to be joining them once again is brilliant. The team is proven and hopefully I can get back to winning ways very soon."

New Faces for the Phoenix Tools Premier Motocross Championship in 2015



This popular series in the South West started as the South West Masters Championship over 30 years ago and, with the help of various sponsors along the way, and a change of name to The Premier Motocross Championship, has built up to a series run at a very high standard by a hard working team.

The series has a high profile throughout the South West and beyond with competitors travelling long distances to race.

Rob, Mel and Emma want to take a step back in organising the series following the tragic accident early last year involving Si Higgins. The series has continued this year with all those involved putting that little bit extra into the events to help the Premier MX promoter's complete the years scheduled events.

A meeting was held in August and was well supported with all those in attendance keen to keep the series going. A new Club has been formed and the Committee with an enthusiastic young team who will take the series forward in 2015 and beyond. They have a guiding hand from experienced organisers who have committed to

support the youngsters.

The new team has published the provisional dates for the 2015 season which can be found on the website. 12 dates have been published and 10 of these will be confirmed as soon as possible.

Roy Hooper was elected Chairman, Greta Edwards agreed to act as Secretary and Valerie Jarrett is the Treasurer.

Barry Moore of Phoenix Tools has agreed to Sponsor the series and other sponsors are, at this stage, willing to support the new organising team. It was felt my all those involved that we should keep the series going at the high standard Rob and Mel and Si and Emma reached during the four years they have been running the series. The new Committee has the backing of

ACU Chairman and National Motocross Committee Chairman, Brian Higgins, and Centre Chairman Colin Dommett, who both attended the meeting and agree the series is too good to lose.

There is always room for more help especially over the weekend of an event in setting up on Saturday to clearing away after the event, even its only half an hour. If you or anyone you know loves the sport of Motocross and wants to get more involved then please put them in touch with me. Offers of Marshalling on a regular basis are also welcome.

2015 registration forms are available on the website and riders are advised to indicate their interest early. To keep up to date visit our website: www.premiermx.co.uk



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Before



After

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Brits dominate in Europe

Pics by Richard Blyth

Since the reshuffle of European Motocross, that saw the European Motocross Championship moved to run parallel with the world Championship event, British riders have been battling for the titles in all classes.

The trend started in 2012 with Mel Pocock winning the newly rebranded EMX250 class, followed by young Conrad Mewse claiming the EMX85 title in 2013 at Matterley Basin and the 2014 season would be no different with Brits dominating in the Honda EMX150 class, EMX250 and the all new EMX300.

In the Honda EMX150 championship it was Albie Wilkie who battled for British honour in the one brand championship. The Honda backed championship is unique in the way that it all the riders are competing on the same machine which is supplied and maintained by Honda, meaning the only difference is the riders ability. After a season long battle with Jere Haavisto it was Albie who secure the crown after five rounds. As a reward for his championship winning season, Albie



Lewis Gregory

will now make the step up the EMX250 class on board the JTech Honda in 2015 and look to continue his career on the European and World Motocross stage.

The highly competitive EMX250 championship, seen by many as the proving ground for future MX2 Grand Prix stars, would see British riders battle at the front of the field from the opening round. The class of 2014 featured young British riders such as Ben Watson, Adam Sterry, Micky Eccles, along with the more experienced James Cottrell and Steven Clarke.

Following the opening round in Bulgaria it was young Ben Watson who left the opening round holding the Red Plate, while Steven Clarke finished in third overall and just one point off the championship

lead. As the season progressed it was to be Steven Clarke's consistency that proved to be key in mounting a serious challenge for the title. In Spain Clarke would go on to take a vital race win in the championship battle and tie for the overall victory, Clarke followed this up with another race win in Italy. Watson continued to produce solid results including an impressive race win at Matterley Basin. The third British rider battling at the sharp end was Adam



Adam Sterry



Ben Watson



Sterry who continued to build on his performances as the season developed and took well-earned overall podiums in Spain and the British GP at Matterley Basin along with a race win in Sweden.

As the championship headed to the final rounds the battle for the title was between the experienced Steven Clarke who had led the series since the second round and Dutch rider Brian Bogers. With the final round of the year being held at the challenging sand circuit of Lommel it was set to be one of Clarke's toughest tests of his career. While the battle for the title was going on, there was more success for Brit Sterry as he took yet another overall podium. After a tough first race of the weekend for Clarke, the championship battle would go down to the final race of the year and as the race came to a dramatic close Clarke finished tied on points with Bogers. Due to the points tie the championship was decided by the number of race wins and two race wins for Clarke and just the single win for Bogers meant the Championship went in favour of the Midlands based rider.

The 2014 season also marked the birth of the all new EMX300 2-stroke class. Although the entries may have been low at the start of the season, that



European 150 Champion Albie Wilkie



European 250 Champion Steven Clarke

didn't stop the racing from being close and exciting on track. The EMX300 class also saw the return of Lewis Gregory to European action on board the GL12 Racing Yamaha. After a tough opening round of the seven round championship in Bulgaria, Gregory soon bounced back in Spain taking the opening race win and the overall victory. Gregory once again took the opening race win at

Matterley Basin and a second place in the second moto to tie for the overall victory. As the season progressed Gregory continued to produce solid result and finished the season off with four second place finishes in the final two rounds to secure third place in the championship at his first attempt and will be returning next season, hoping to go better.

2014 Cromwell Trucks British Quad Championship

Words & Pics by Rob McDonnell

In the space of a year the ACU British Quad Championship has gone from a series that was on the brink of folding into one of Europe's strongest national quad championships – and all thanks to a bit of old fashioned TLC.



The packed British championship pack at Culham

This season the ACU, after admitting that it was running out of ideas and energy to reinvent the dwindling series, took the bold step of handing over the reigns to a third party organiser in the hope that it would breathe new life into proceedings. It worked.

Admittedly the 'third party' had the best interests of the sport at heart. It was not some 'promoter' looking to cash in, but the biggest and most

popular quad racing club currently operating in the country, NORA MX. As an ACU affiliated club, NORA MX naturally had the interests of both the sport and the Union at its roots, but also crucially a direct link to all the UK's leading quad riders.

Being able to communicate with them directly paid quick dividends, not least of all by persuading the UK's most successful ever quad racer, Paul Winrow, to come out of his self-imposed semi retirement (more of him later!). It also meant that by the time the championship began in April at Pontrilas, Herefordshire a full line-up of 34 top riders were signed up and contracted to compete in the whole series.

What has followed has been an epic contest in which five different riders won the first five rounds and coming into the final round at Canada Heights, Kent at the beginning of October NINE riders still had a mathematical chance of taking the title.

The title eventually went to 40-year-old Winrow who came to the finale with a 42 point cushion and sewed up the championship – his 14th – after two of the three heats. A brace of third places was enough to do the job, which was fortunate as the usually inch perfect Winrow managed to crash twice (without injury) in the final race once the pressure was off.

With the demise of the European Quad championship from a credible series into a one month 'sprint' staged in far flung venues (this year's series saw not a single entry from either Britain or France and only one from Italy), riders have been begun scouring the national championships of Europe



Stefan Murphy and Paul Winrow at Foxhill

for high caliber competition. By the end of the British championship, as word of its status and strength in depth spread, some were starting to head across the Channel to the UK to compete. Word is more are looking to come next year.

One group of riders that regularly crossed the water to compete came from Ireland. A hardcore group of four – Mark McLernon, Davey Cowan, Justin Reid and Dean Colhoun – came to every round. Its fair to say without them the series would have been considerably weaker. All four won races and at various times two topped the points.



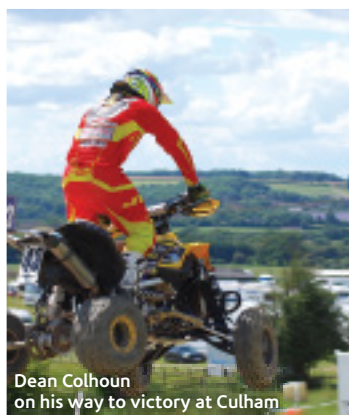
Deposed champ Paul Holmes at Stratford



Irish teenager Dean Colhoun at Culham



Scotland's Murray Graham and Ireland's Justin Reid at Dean Moor



Dean Colhoun on his way to victory at Culham



Stefan Murphy at Stratford

Before then the series takes in one of Britain's biggest moto cross events. Round one of the championship will start on February 22 alongside some of the stars of world moto cross at the Hawkstone International. The aim is two fold. Firstly to give riders the chance to compete on an iconic track that will really test them. Second, and just as important, is to showcase the sport of quad racing in front of a massive crowd to illustrate how far it has come and how good it can be.

Again in 2015 there will be other titles up for grabs within the main championship. The traditional Under 21 title (*this year won by McLernon*) will be held and, after a successful first year, so will the Manufacturers Championship

and the Nations Cup.

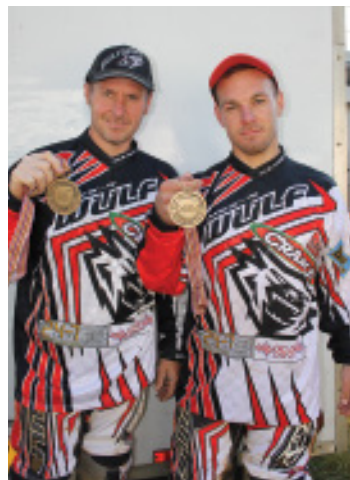
Just as the name implies the Nations Cup pitted all the home countries against each other, with the top two scorers from each nation at each round counting. Coming into the final round it was the closest of all the battles with Ireland leading England by just nine points. The title eventually went to Ireland.

All in all it was a season when the British Quad Championship well and truly rediscovered its mojo. As a consequence the agreement between the ACU and NORA MX has been extended for a further two seasons. And, if the battles for the 2015 and 2016 championships are half as good as this year's – everyone will be happy!

Because of their commitment (and the fact that there are others in Ireland as good who cannot commit to the whole series) the 2015 calendar will once again include a round in *Ireland*.

Sidecarcross 2014

Photos: Chris Helm Words: Dug Wood



After an excellent season of racing in 2013 the 2014 sidecarcross season is once again looking to be first class.

The pinnacle of the sport is the FIM Grand Prix series, and with four British crews in the Worlds top twenty, headed by Stuart Brown/Josh Chamberlain in a fine sixth position British Sidecarcross is in it's strongest position for many years. With the current crop of young crews snapping at Stuarts heels it is not beyond possibility 2014 could see five or even six British crews in the World top 20.

The performances of Britain's best filter down through to the ACU Maxxis British Championship with some fantastic racing in 2013 that is all set to be even better in 2014. With top quality tracks covering almost every corner

of England in the 2014 Championship arranged by the ACU MX committee there will be chance for all to view this most spectacular sport up close!

Stuart Brown/Josh Chamberlain are looking for their fourth title in a row together, and Stuarts twelfth!

Once again they are Zabel WSP mounted as are last years number two Richard Jenkins/Dan Chamberlain , with last years numbers three and five Brett Wilkinson, with Steve Kirwin this year ,and Jack Etheridge/Scott Graham changing to Zabel two stroke power over the winter.

Upholding the booming four strokes are Stickle Jarvis/ Ryan Humphrey and the returning Dan/Joe Millard, both KTM WHT mounted.

Throw in the experience of drivers Paul Pelling, Rob Oldfield and Andy

Breacher, plus the Irish crews including the only lady driver ever to score British Championship points Emma Moulds and there will be close racing throughout the field.



A series with equally close racing is the ACU Clubmans sidecarcross series for crews outside the top ten.

Full grids coupled with high quality tracks make this a highly entertaining series for riders and spectators alike, and are an excellent way for new crews to cut their teeth before hopefully progressing to British Championship level.

A third series is the popular SMCA series, open to any sidecar crew in the country. Once again the Sidecar Motocross Association of GB are fully instrumental behind the scenes of this and the ACU Clubmans series, finding tracks and clubs to run sidecars at their meetings and funding and supplying trophies for the end of year awards dinner the SMCA put on each year.

With a dynamic committee, a new chairman, a healthy membership of riders and spectators and ACU non territorial affiliation the SMCA will carry on championing sidecarcross the same as it has for over 25 years, working with



the governing body, local clubs and riders to deliver the best for the sport.

2014 looks to be one of the best ever for quality of racing, tracks

and organisation, and the ACU are committed to supporting this small but superbly entertaining form of off road sport

INTERNATIONAL DIRT BIKE SHOW

Thursday 30th October to Sunday
2nd November 2014, Stoneleigh Park,
Warwickshire



The 2014 International Dirt Bike Show heads back to Stoneleigh Park this autumn for four days of action-packed off-road fun. Doors open at 9.30am on Thursday 30th October and the displays, fun, action and entertainment run flat out through to the close at 5pm on Sunday 2nd November.

All the majors manufacturers will all be in attendance in the main hall this year, with KTM, Honda, Yamaha, Suzuki, Husqvarna and Kawasaki all showing off their latest production and factory-spec race bikes, with your very own ACU right alongside them, occupying a bigger stand than before, down by the stage. Over in hall three, you'll find TM, GasGas – trials and enduro, Beta, Sherco, Oset and Mecatecno, as well as a host of machine displays depicting the many sectors of off-road.

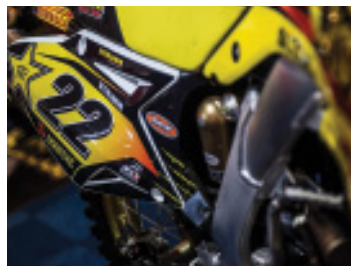
On the parts, accessories and kit front, you can expect to see the latest gear from major distributors lining up alongside tyre, oil, insurance, race truck, graphics and trackside display companies. And, of course, many of

these distributors will be supported by retail outlets selling their wares in the retail-dedicated hall one.

ACTIVITIES FOR ALL

Traditional Show visitor favourites will again be catered for, with on-stage entertainment, steered by the authoritative Jack Burnicle, who will oversee popular activities such as the daily PS3 challenge, the Michelin tyre-holding endurance test – which always looks easier than it actually is, Danny Butler's MTB stage show and, naturally, Jack will interview the leading lights of the sport who make a visit to the International Dirt Bike Show a firm diary date each year.

The fun starts even before you enter the Show halls, as the gravity-defying Wall of Death will be situated out front adjacent to the catering units, and then once inside, the activity halls will house Inch Perfect Trials - with displays to watch and then machines to try out, Owd Codgers Trials, Lee Bowers stunt spectacular, Flat Track and Supermoto



demos, My First Honda Licence – get the youngsters of the family on two wheels, the Electric Zone with Oset and Mecatecno, remote-control bikes, kid's quads and more.

HALF THE SIZE, TWICE THE FUN

The organiser of the MiniBike National and British Championships is running a standalone event at the Show which will see six classes - Vets, Clubman, Pro, StockMod, Pro 88 and Youth 125 - battle it out over eight fast and furious laps for Show glory.

The MiniBike championships have been running for three full race seasons and such is the popularity of the events that they're usually oversubscribed. So Show visitors can expect plenty of packed races with top-level riders, live timing screens, a new and bigger supercross-style indoor track layout, better spectator viewing and a trade area selling mini bike goods.



BE A WINNER

Competitions are always a popular aspect of the Show and headlining the 2014 event is the chance to win a black edition Honda CRF450 in a free-to-enter prize draw. Just visit the Classic Dirt Bike stand in hall three, check out the goods and, if you're over 16 years of age, complete an entry form. Simple! No brain-testing questions or tie-breakers to worry about. If you buy your tickets in advance, you'll automatically be entered into the prize draw.

BUY IN ADVANCE

Huge savings can be made by buying tickets in advance and, thanks to its tremendous success in recent years, half-price Thursday for adults is back again. This means an adult buying a ticket in advance can gain entry for just £6, or the on-the-door price for the



Thursday will be just £7.50. Children aged ten and under go free but if your offspring are over the age of ten, a family ticket for the opening day is just £24 which, when coupled with free parking and souvenir Show Guide, makes it a cracking value day out for the whole crew!

GET THE INFO

The official International Dirt Bike Show 'App' is the bang-up-to-the-minute way for busy, on-the-go, off-road enthusiasts to obtain the latest Show news and updates. Available for Apple and Android users, it can be downloaded completely free-of-charge at www.dirtbikeshow.co.uk. The App will also allow you to buy Advance tickets from the box office, provide venue information, assist with route planning to and from the Show and display the latest Show site plan to help show-goers find out which companies and brands are exhibiting and where they're located.

Money-saving advance tickets are on sale now – and will remain on sale right up until midnight on Sunday 26th October 2014 - and can be bought by calling 0844 338 8000 or online via the **ON SALE NOW** link at www.dirtbikeshow.co.uk, where the Show's Facebook page and Twitter feeds can also be accessed.



WIN WIN WIN... TICKETS TO THE SHOW

ACU SPORTMOTO MAGAZINE HAS 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 AND EMAIL YOUR ANSWER BY THE CLOSING DATE OF 23/10/14, WINNERS WILL NOTIFIED BY EMAIL.

Q: The ACU is a long-term supporter of the Show, in which hall will you find the sporting association this year?

- A:** One
- B:** Two
- C:** Three

Email your answer to mick@theakdesign.co.uk - Subject line 'Dirtbike Show comp' and include your name, address, email address and contact telephone number.

Good luck!

Motorcycle Live 2014 – the best day out in biking!

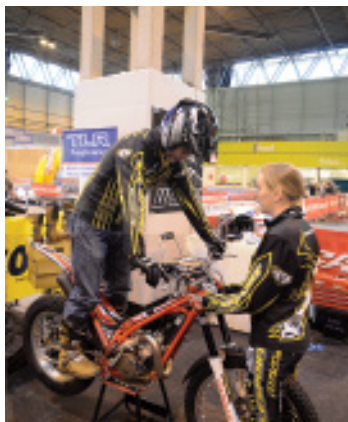
The countdown to Motorcycle Live 2014 has begun! Advance tickets are on sale now and the all-inclusive entry fee gives access to four halls at The NEC, Birmingham crammed with the very best that the biking world has to offer...



SEE

...bikes, bikes, bikes! Motorcycle Live is the UK's largest bike show and first and foremost, that's what you'll get to see. The world's leading motorcycle manufacturers unveil their brand new 2015 models for the first time in the UK, as well as showcasing their full product ranges on stunning stands that get bigger and better every year.

Shiny machinery doesn't get more eye-catching than the weird and wonderful bikes on display at Custom Xtreme supported by Back Street Heroes. In addition to the new bikes, visitors can also enjoy the more historical side of motorcycling with a visit to the Classic/Retro feature supported by the Coventry Transport Museum. The Classic section will be include a special display in honour of the World War I Centenary, featuring unique, mint-condition machines from the era. The Retro collection meanwhile will focus on old favourites and rare gems from the 1980s



WATCH

...amazing shows! No matter which way you turn at Motorcycle Live, there's something incredible to watch, all for FREE. The Crank'd live stunt action show brings a mind-blowing blend of pedal and petrol-powered two-wheeled talent together to perform stunts on an indoor dirt playground.

The Behind Bars cinema experience



gives an unrivalled behind-the-scenes look at the highs and lows of life as a motorcycle racer. This incredibly insightful film follows some of the UK's top names in racing through the 2014 season and will leave you in utter awe of their endeavours.

Last but not least, the Blackhorse Stage in the British Eurosport Entertainment Zone will be offering a daily dose of non-stop game shows, quizzes and rider Q&As, all hosted by the ever-popular James Whitham and Steve Parrish.

LEARN

...to ride a bike! 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.

Younger visitors can get their first taste of riding at Honda My First Licence. Children between the ages of five and 11 can take a FREE supervised ride around a specially constructed street scene. The perfect way for budding young bikers to start their journey!

RIDE

...on and off-road! There are over nine FREE opportunities to ride a bike at Motorcycle Live. Go for a spin on the open road on one of the leading manufacturer's latest models in the Test Ride Zone in association with Shoei, Sidi and Spada, try your hand at dirt riding at the Yamaha Off-Road Experience or get a taster for trials riding at the ACU Try Trials area.

The Kiddimoto Children's Fun Track gives little ones aged two to 12 a taste of two wheels on easy-to-ride balance bikes.

MEET

...riders and celebrities! 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. Visiting riders will be taking part in signing sessions and joining James Whitham in the four-times daily Q&As on the Blackhorse Stage.

BUY

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

ENJOY

...a great day out! It might be an annual pilgrimage with your biking mates, the first foray into the biking world for your little ones, a day for you and your other half to bond over biking, or a chance to indulge your passion solo. Whoever you visit Motorcycle Live with, the combination of new bikes, old bikes, live action, riding features, celebrity guests and retail therapy should equal one thing – a fantastic day out that bike fans and their family and friends of any age can enjoy.

Motorcycle Live takes place at The NEC, Birmingham from 22-30 November 2014. Advance tickets are just £17 per adult, £11 for Seniors and £7 for children aged 11-16* (kids ten and under accompanied by a paying adult go free). There is also a £20 advance ticket, which includes entry to the show and a three-pack of Oxford Comfy neck warmers worth £15.

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

***Advance ticket price, closing date for advanced tickets 5.00pm on 21 November 2014.**

All information correct at the time of release.

WIN WIN WIN ... TICKETS TO MOTORCYCLE LIVE

THE SHOW ORGANISERS ARE OFFERING FIVE LUCKY ACU LICENSE HOLDERS THE CHANCE TO WIN A PAIR OF TICKETS TO THE MOTORCYCLE LIVE BIKESHOW AT THE NEC.

JUST ANSWER THIS EASY QUESTION; WHERE ARE THE ACU AWARDS BEING PRESENTED THIS YEAR?

Email your answer to mick@thearkdesign.co.uk - Subject line 'Motorcycle Live Comp' and include your name, address, email address and contact telephone number. The closing date for entries is the 10/11/14, winners will be notified by email.

Good luck!





Courts of Enquiry

Jordan Ridgway – Court of Enquiry Thursday 3rd July

CONVOCATION

A Court of Enquiry was convened on Thursday 3rd July at ACU House, Rugby to look into the circumstances surrounding Jordan Ridgway who was entered into and participated in the first round of the British Enduro Championship held over the period 8th/9th March.

At the time of the event, Jordan

who was aged 15 contravened ESR 1 of the Enduro Standing Regulations as outlined in the 2014 ACU Handbook.

The Decision of the Court was as follows:

That a three month suspension of Jordan Ridgway's ACU licence be imposed with immediate effect which meant Jordan will be ineligible to participate in any ACU permitted event until 3rd October 2014. Costs of the Court were also awarded to Mr Ridgway. Mr Ridgway was told he had the right of Appeal in accordance with Chapter 10 of the National Sporting Code.

Luke Cooper – Court of Enquiry 17th July 2014

CONVOCATION

A Court of Enquiry was convened on 17th July at ACU House, Rugby to hear the circumstances surrounding an incident which involved Luke Cooper. In a meeting organised by NORA-MX held at Grittenahm on 22nd June, it was alleged that in the third expert race, Luke Cooper was involved in an on-track collision with another rider

(George Callaway) for which Callaway was later excluded from that race. Following the incident Luke Cooper left the track mid-race at a correct exit point as his machine was damaged. Cooper then returned to his race truck in the paddock where he collected his spare machine. He then re-entered the track at a non-official entry point and waited for Callaway before pursuing him at high speed for approximately 150 metres. Cooper then rammed Callaway with some force, in full view of various race officials and spectators. Cooper was then involved in an altercation with Callaway off the Course which required the intervention of club Officials. These actions – along with actions of Cooper's entourage, contravened the ACU National Sporting Code article 11.01.7.

The Court Members agreed that; Luke Cooper re-joined the race on a machine for which he was not eligible to ride.

That Luke Cooper collided with another rider in a deliberate, unsporting, dangerous and reckless manoeuvre.

That Luke Cooper's entourage acted in an unsporting manner by pushing an Official and using foul and abusive language.

Decisions of the Court

The Court decided that Luke Cooper be awarded a six month suspension of his ACU licence with immediate effect which meant that he will be unable to participate in any ACU competition

until 17th January 2015. A further 12 month suspension immediately following the six month suspension was awarded to Luke Cooper and that 12 month suspension suspended unless there is a recurrence of any similar or other incident which would contravene the ACU National Sporting Code or Standing Regulations. Mr Cooper was also ordered to pay the costs of the Court and was informed he had the right to appeal in accordance with Chapter 10 of the National Sporting Code.

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