



The magazine of the ACU

SportMoto

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Independence

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Welcome to Sportmoto

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

As always key members of Staff and Sport Committees will be available at both the International Dirt Bike Show at Stoneleigh (October 27th – 30th) and the Motorcycle Live Show at the NEC in Birmingham (November 19th – 27th) to offer advice to existing and potential new licence holders and organising Clubs.

Once again this year we will also be attending the Weston Beach Race where we will be available to answer queries and help to encourage new people into Motorcycle Sport.

This edition also features a roundup of



our many sporting disciplines, including paying tribute to a number of outstanding achievements by riders on both the World and European stage en route to becoming champions.

Also make sure you don't miss out on the ticket competition for the International

Dirt Bike Show, Motorcycle Live and the fantastic and exciting Sheffield Indoor Trial on Saturday 7th January 2017, to be in with a chance of winning a great day out.

So enjoy the read and I really hope we see some of you at the Shows during the coming months, it's always good to meet our members and answer any questions or comments you may have.

Have a great winter break.

Ride Safe
Richard Blyth

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Message from the Chairman



As we now enter the autumn of the season, I am reflecting on the last six years as this will be the last piece I write for Sportmoto magazine as Chairman of the ACU. I have gone

on record many times and said that so far as I am concerned two terms as Chairman of the ACU is long enough for one individual. The appointment is challenging and also rewarding, however after six years, I believe it is time for someone else to take the reins who may bring new ideas and have a different outlook to steer the good ship ACU into the next era.

I think during my tenure we have had a challenging time. When I first took over as Chairman, the ACU along with the rest of the country was amidst a recession. Times were not easy for many and the first thing for many families that fell by the wayside was the hobbies/interests/weekend activities, consequently Motorcycle Sport for many took a backseat. As a whole, and by this I mean the ACU family (ACU Head Office, the Centres, Local Clubs and Promoters) we weathered the storm and now I am pleased to say that over the last couple of years our licencing numbers are on the increase, there are more events, we have more Clubs and Promoters wishing to affiliate and overall the ACU picture is far rosier than when I was first appointed.

Of course, this is not all down to one man, I can only steer the ship in the direction I think we need to go but I would not be able to do that without the support of my fellow Directors, the ACU staff and of course the volunteers who unselfishly give up their own time to provide the contribution, organisation and time which without, our Sport in all its various guises would not happen.

I would like to thank my fellow Directors, those present and those

that have left the Board in the last few years. I don't think anyone can have any idea of the contribution and many hours involved in being a Director of the ACU until one has been elected/appointed to the Board. Each person who joins the Board has something to offer and lots of experience to bring to the table and over the last six years, since I have been Chairman I have been indebted on many occasions to those involved when we have had some rather delicate and complex issues to address.

Although I am stepping down as Chairman at the end of this year, I won't be gone altogether. I have said above that six years as Chairman is long enough, but if I am re-elected to the Board as a Non-Exec Director at the National Council elections in November then I shall do what I can to support the new Chairman of the Company and give all the support to the Board that I can.

All the above means that there will be a new Chairman of the Motocross Committee, as my mandate to the Board came through my Chairmanship of the Motocross Committee. Steve McCauley, by agreement of the other Motocross Committee members will be appointed Chairman of the Committee with effect 1st January 2017 and as such will automatically then become a Director of the Company. I wish Steve well for the future, he has a lot of experience in Motocross, he is the current Race Director of the Maxxis ACU British Motocross Championships and I am sure he will serve British Motocross well in the future, with special attention to the grass root events.

Finally, I would like to express my thanks and gratitude to the ACU staff. We have 21 members of staff who work at ACU Head Office – many of them I am sure you all know. Whereas the likes of myself and other members of the Board/Committees are elected, these individuals are paid employees so each year they see a change of personnel on the various Committees and the Board of Directors. Whilst the

Board and Committees set policy and put in place rules and regulations for our Sports to run, we are guided by our members of staff as they have a huge amount of experience. Whereas the makeup of a Committee or the Board could change on an annual basis – what does appear to remain static are our members of Staff – some who have been with the ACU for 25 years or more, so either they love the sport or the ACU is a good employer, but either way, during my time as a Committee Chairman and Chairman of the Company I have been extremely impressed by their dedication and professionalism and I thank them all.

Well that's it. I want to thank everyone for their help and support during my tenure as Chairman and like me I hope you will support John Collins, the current Deputy Chairman of ACU Ltd and Chairman of the Trials & Enduro Committee as he takes over the mantle of Chairman of the Company with effect 1st January for a period of two years.

Brian Higgins
Chairman

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Pinhard Trophy Nominations Open Now



2015 Winner James Shanes

Once again we 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. (See Rules)

Last year's winner was James Shanes and was the culmination of a fantastic year – Two British titles, an FIM Gold Medal as part of the team that brought the Don Godden Trophy back to the UK for the first time, an FIME Silver Medal plus a host of top results on the domestic scene. The Judges were particularly impressed by James commitment at grass-roots level. Setting up and dismantling tracks for racing and attending promotional

events. James had been well placed in the Pinhard standings for the last three years but getting better each year. Yet another success for consistency and improvement. On hearing of his success James said "I am delighted to have won the Pinhard Trophy. I have had the most amazing year, and this really is the icing on the cake – thank you Sunbeam MCC"

Previous winners are an honour roll of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Bill Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names.

The Trophy is a huge 3 gallon cup together with a retention replica Tankard. Sunbeam MCC awards the

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

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active competitors or administrators under-21 at the beginning of November 2015 (see Rules).

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

Entry Forms, Regulations and a List of Previous Winners are available from Sunbeam's Trustee for the Trophy, Tony Lloyd who can be contacted on aj.lloyd@virginmedia.com or 07751300233

Ben Funds News

Isle of Man Constabulary raises money for ACU Benevolent Fund

Following the recent raffle to win an Isle of Man Constabulary helmet signed by the TT 2016 riders, the winner Mrs Jane South was presented with it on Friday 22nd July and a certificate of authenticity signed by the Chief Constable at Police Headquarters in Douglas. In total over £1800 was raised for the three charities which included the Police Benevolent fund, the ACU Benevolent fund and the TT Riders association.

Upon being presented with the prize Jane who is from Santon said "When I bought the tickets I thought it would be a nice thing to win, I bought the tickets but never expected to win, Im obviously delighted and the money raised has gone to great causes.

The riders who have signed this helmet are; Peter Hickman, Steve Mercer, Conor Cummins, Bruce Anstey, Matthew Rees, Horst Saiger, Ian Hutchinson, Ivan Lintin, John Holden, Lee Johnston, Michael



(From left to right) Wyn Evans and Des Evans ACU Benevolent fund, Detective Sergeant Bobby Syme committee member for the Police Benevolent fund, Helmet winner, Jane South and Frances Thorpe of the TT riders benevolent fund association.

Dunlop, John McGuinness, Dave Molyneaux, Sam West, Ryan Kneen, James Hillier, Michael Rutter & Dan Stewart and the late Paul Shoesmith. The two ITV4 Presenters of the TT, James Whitham and Steve Plater have also signed it and finally retired TT rider and Island resident Milky Quayle.



"Unforgettable" Hailwood print

The ACU Benevolent Fund has a limited number of prints of the TT legend Mike Hailwood from the 1967 Junior TT available for purchase. The artwork by Rod Organ was commissioned by the ACU to mark Honda's 50th anniversary and shows Mike Hailwood on the 297cc six cylinder Honda passing Whitegates as he leaves Ramsey. The 20 x 28" unframed print costs £50 including postage. All proceeds from the sale of each print goes direct to the ACU Benevolent Fund. It would make a great gift for a motorcycle enthusiast, or for ACU Clubs to purchase as a raffle prize. Availability is limited, so don't miss



out on this opportunity to buy one of the last few AND help a great cause! To order your print, simply send a cheque made payable to "ACU Benevolent Fund" to ACU Benevolent

Fund Secretary, ACU House, Wood Street, Rugby, CV21 2YX. Alternatively, you can call 01788 566419 if you prefer to pay by credit or debit card

New Chairmanship for the ACU Motocross Committee from 2017

With the 2016 Motocross season heading towards the closing stages, the ACU Motocross Committee have been carefully planning for the future with the election of a new Chairman for the 2017 season and beyond.

Committee member Steve McCauley will take over the reins as the ACU Motocross Committee Chairman from January 1st 2017 and replace current Chairman, Brian Higgins who will be standing down following nine successful years in the role.

Steve McCauley, based in Ashington, Northumberland first joined the Committee four years ago in November 2012 and has been a key figure within the North East Centre and Motocross scene for many years and currently in his 22nd year as North East Centre Secretary.

Speaking about his forthcoming appointment as ACU Motocross Chairman, Steve commented "It's a great honour that my colleagues whom I serve alongside on the committee feel that I am the right person to take

over when Brian retires in December 2016. After all I am still a fairly 'new kid on the block' in terms of time and experience when compared to others whom have served on the committee for countless years"

Steve also mentioned that "although I will not actively take over the role officially until January 2017, it was agreed by the rest of the Committee to make the decision early to help ease the transition, which will involve the outgoing chairman and myself working closely together to pave the way for the change."

As the ACU Motocross Committee move forward into this new era, Steve McCauley said, "we will be looking to continue our work to improving and securing the future of 'grassroots' Motocross in this country and also making Motocross within the ACU more publicly proactive and continue to improve the public image of the sport."

Steve continued by saying "With the surge of social media over the last decade we are constantly under



scrutiny and open to comment and criticism at everything and anything we do. As a Governing Body we do so much work behind the scenes and fight so many good causes within our sport. I believe we should embrace the media and tell people out there about these facets that we do so well. We have become much more proactive, but it's my intention to move this up to yet another level."

Outgoing Chairman Brian Higgins commented "I am sure that Steve is the right man for the job. Since his arrival on the MX Committee Steve has grasped what we need to be doing. He has gained a vast amount of knowledge over the past two years and I am sure that we can make the transition very smooth to ensure that our Clubs and Promoters receive full backing for their events. The National and International scene tends to take care of itself but I know Steve has a pure grass roots background which will be good for the leader of the committee."



Dignitaries - Pictured left to right are:- Kirsty Williams, AM; John Collins, Chairman of the Trials & Enduro Committee of the ACU (the governing body of motorsport); Steve Holcombe, eventual winner; County Cllr Kelvyn Curry, County Cllr Keith Tamin, Chairman of Powys County Council; Jack Edmondson, County Cllr Peter Medlicott, Chairman of the Radnorshire Committee, Powys County Council; John Bates, Anne Bates, Rhayader & District MC& LCC Ltd Secretary; Cllr Clare Evans, Mayor of Rhayader; and County Cllr David Evans.

Dignitaries Start Rhayader Enduro

A host of dignitaries attended the start of Rhayader & District MC & LCC Ltd's recent British Championship Rhayader Enduro which saw competitors from

all across Great Britain taking part. Welcomed by Club director John Bates, Kirsty Williams, AM, who stated it was a tremendous achievement for

the club in their 65th year to hold such an event which benefits the local economy of Rhayader. Cllr Keith Tamin, Chairman of Powys County Council, reiterated his statement and added that he was glad that Powys Council was able to support the event. Cllr Peter Medlicott, Chair of the Radnorshire Committee, stated it was an honour to be invited to his first enduro. Then with the speeches over the Mayor of Rhayader, Cllr Clare Evans had the onerous task of flagging the riders away on the 100 mile course.

Following their visit the Powys County Councillors have taken up issues motor sport in Mid Wales is having with the local bureaucrats

Jack Edmondson, Enduro GP Youth Class World Champion

Words and Images by Tim Tighe



The Edmondson family's fearsome Enduro reputation is a lot to live up to but the old guard have a new standard bearer in the form of Jack Edmondson, 2016 Enduro GP Youth Class World Champion.

In his first full season on the world stage the 19 year old has taken the Youth class by storm, although, his campaign for the title got off to a shaky start. The opening round in Morocco saw him break a finger on his way to winning the opening day and then take second spot on the following day but he thought it was all over at that point.

Injury forced a complete stop to his challenge and he took the huge risk of missing the next two rounds in the hope of recovering sufficiently to resume the battle in Greece for rounds 5 & 6. It was a gamble that paid off. He wasn't on top form in Greece but as the Enduro GP tour reached Scandinavia it was all systems go as Jacko took eight straight wins and rocketed to the top of the leader board.

His closest competitor crashed hard and broke his femur leaving Jack to take the title by quite a margin, winning the Champion's crown with

two rounds still to go. The final two days, in France, allowed him to get to the finish in fourth place, the title was already in the bag and the pressure was off.

It took a lot of effort, time and money to win but everyone gladly gave whatever they could to assist him along the way but when your dad is a four-times World Champion the invaluable advice and experience combined with Jack's outstanding abilities made for a combination that was always going to be very hard to beat.

Manx Two Day Trial 2017

Words by Robbie Lace - Photos by Brian Maddrell



For more than six decades, the Manx National Two Day Trial has been an integral and successful part of the Isle of Man Festival of Motorcycling, previously known as the Manx Grand Prix.

The festival itself has seen a revival in recent years in the form of classic racing, with the top TT names aboard all sorts of exotic machines. It is truly a fantastic event and certainly rivals the TT. Unfortunately, this success and popularity brought with it many issues for the Manx Two Day Trial.

With one eye on the future; the Manx Two Day committee have spent the last 10 months reviewing the entire Trial.

Organising the Manx Two Day Trial is a big task. The date had to change. The decision was not taken lightly and the Organisers decided to become

committed to developing the Trial for the future.

The Isle of Man sporting calendar is extensive, thought the year, as is the national Trials calendar. Avoiding a clash of events was the biggest hurdle.

In consultation with IOM Department of Tourism, agreement has been reached to run the 2017 Manx Two Day Trial on the weekend following the races, 15th and 16th July 2017. This is the weekend following the Southern 100 motorcycle races. A week long, top quality, pure road racing event on a short circuit in the south of the Island. Competitors include top named TT legend and TT lap record holder Michael Dunlop and the most successful sidcar TT driver, Dave Molyneux. Check out the S100 website www.southern100.com.

Arrangements are now in place with

our new travel and accommodation co-ordinators, IOM Event Service. They can arrange the entire travel package for competitors and spectators, with huge savings on travel and accommodation. Managing Director of the company Sally Helwich and her team, are experienced and extremely helpful in organising motorsport holidays on the Island. Visit the website www.iomevents.com or visit them on facebook

The overall format of the Trial is currently being finalised. The event will have the ability once again to use a far greater variety of the islands terrain and facilities. The changes, some of which will be extensive compared to past events, are all done to ensure our competitors and spectators enjoy the very best motorcycle trial we can create. All opportunities are being explored and there is a real buzz of excitement and enthusiasm within the committee for the future. Visit our website www.manx2day.co.uk or follow our updates on facebook.

Our event will continue to evolve and flourish in the future and change is positive. We look forward to welcoming our regular competitors and invite those looking for a new trials experience to the very best two day trials event in the British Isles.

Photo by FIM /Nuno Laranjeira

Left to right – Alun Rossiter, Tai Woffinden, Craig Cook, Robert Lambert, Adam Ellis, Danny King



Team GB takes Speedway World Cup Silver at Home

On Saturday 30th July the Monster Energy FIM Speedway World Cup took place at the all new National Speedway Stadium in Manchester. It was the Polish team that took the victory and claimed their seventh gold medal on 39 points, seeing off hosts Great Britain, who won silver for the first time since 2004 with 32, last year's winners Sweden (30) and Australia (22).

Great Britain skipper Tai Woffinden

inspired the Lions to their first Speedway World Cup rostrum finish in a decade with an incredible 19-point haul, which put his side the closest they have been to gold since they lost the 2004 SWC crown by a point at Poole.

Woffinden said: "It was a good meeting. I said before the start, 'let's focus on getting a bronze medal, and when we're in that position, we can focus on the silver, and then we

can focus on the gold.' There was a point when we were only two points behind, and I said 'right boys, let's give it to them as hard as we can and see where we're at.' It wasn't meant to be, but silver is still great.

"We've been struggling to even make the Finals over the past ... I don't know how many years. To be here and get second place is nothing short of amazing for the team. I'm really happy."

Steve Holcombe Secures Enduro 3 World Championship and EnduroGP Bronze

The ACU would like to congratulate 22 year old Steve Holcombe from Devon who recently claimed the Maxxis FIM World Enduro Championship Enduro 3 title after taking victory on the opening day of the AMV GP of France, held in Cahors.

Steve started the event with one hand on the title and claimed his eleventh day win of the series to wrap-up his first ever enduro world championship title in style. He then went on the follow up the result with victory on the final day to make it twelve victories during the season. Holcombe's strong season also saw him finish in third place in the Enduro GP class after taking event victories earlier in the year.

After winning the title Steve said "Winning this title is amazing, the perfect end to what has been an incredible year for me. It's been an anxious time running up to this event. I felt good but not exactly at the level I've been riding all year. It was close with Manuel Monni and Johnny Aubert. They kept me on my toes but I did enough to become world champion, which feels amazing."

Photo: Future7Media



Mr BEC?

Enduro rider David Stokes from Newbury, started riding in British Enduro Championship as soon as he turned 16. His father Eddie was, and still is a well-known character on the Enduro scene and Eddie himself was a regular competitor in both BEC, Welsh Two days and many other events for more years than he would care to remember.

David campaigned mostly Honda and Yamaha machines and not without success, claiming awards such as the 250 Expert Class in the British Championship at one point and even

dipped his toe into the International scene with some rides in World events including Italy and France.

All this is noteworthy and a good example of a typical Enduro rider from a typical Enduro family.

There is just a bit more to add in the story however in that the lad who started BEC at 16 is still on the British Enduro Championship list at all events at the age of 46! Next year will be his 30th year in this series.

David has only missed the odd event through injury and without doubt has contested the British Enduro Championship every year and practically every event for at present 29 years. This is some achievement

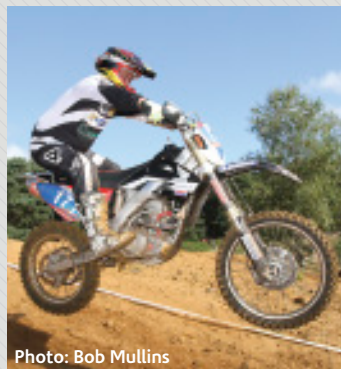


Photo: Bob Mullins

and here is no sign that he intends to stop! A true British Championship contender.

Bristow Claims Third Straight World Trials Crown

Emma Bristow recently confirmed her place at the top of the rankings in the FIM Women's World Trials Championship after securing the 2016 title by dominating proceedings at the Italian Grand Prix.

With four wins from the first four starts this season and the best four positions determining the title from the five counting days in total, Bristow couldn't be overtaken ahead of the final round of the series in France.

At the final round of the championship at Isola 2000 in France Emma once again proved her dominance and class by signing off the series with another victory and her 100% winning record intact.

Fellow Brit Rebekah Cook also rounded off the season by claiming third place in the championship after winning a tie break over Spain's Berta Abellan.



Photo: FIM G2F Media

Great Britain make it four wins in a row

Great Britain's Women extended their winning run in the FIM Women's Trial des Nations when they were once again victorious at the most recent edition of the team competition staged in the French mountains at the ski resort of Isola 2000. The British squad headed by 2016 FIM Women's Trial World Champion, Emma Bristow – Sherco also included 2016 individual bronze medal winner Rebekah Cook – TRS and Donna Fox - Sherco as this female trio stretched their record to four wins in a row and seven in total to become the outright leaders in terms of victories since the Women's team event was first introduced back in 2000.

Going into the competition both Spain and Great Britain were tied at the top of the overall honours table on



Photo: FIM G2F Media

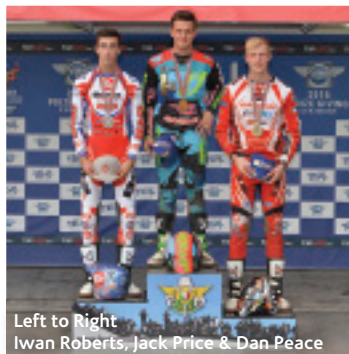
Left to Right – Rebekah Cook, Emma Bristow, Donna Fox

six wins apiece. After two tense laps of fourteen sections just five marks split the two nations, with the best

two scores from each hazard counting towards the final team total the British squad came out on top.

Trials Youngsters Dominate on World and European Level

Pics: G2F Media



Left to Right
Iwan Roberts, Jack Price & Dan Peace

The 2016 season has been another impressive year for the young British Trials riders in both the World and European Trials championship for Jack Peace, Jack Price, Iwan Roberts and Dan Peace.

Jack Peace, younger brother to Dan has been in dominant form all season and claimed the title in the FIM World

Cup Trial 125 Championship by a large margin after taking ten victories during the season before moving up to the FIM World Cup Trial 2 Class at the final round to take points on both days. On the European scene Jack was once again unbeatable and contested both the FIME European Junior Trials Championship and the FIME European Youth Trials Championship, taking the gold medal in both Championships.

Another young rider is 19-year-old Jack Price from Yorkshire who after having much success at European and British level in recent years was firmly focused on the World Championship this year. That focus paid off for Jack as he claimed seven victories on route to taking the FIM World Cup Trial 2 title for 2016. Jack also faced plenty of stiff competition from fellow Brit's Iwan Roberts and Dan Peace as they both secured the silver and bronze medals respectively in the class.



Jack Peace



Jack Price

Both Iwan and Dan also battled against each other in the FIME European Trials Championship where this time around it was Dan Peace who secured the silver ahead of Iwan in third place.

With these four battling it out on the International stage the future of British Trials is currently looking very strong.

ACU MX Marshals Successfully Trained

In less than 12 months since the introduction of the ACU MX Marshal's seminar, the ACU Motocross Department have successfully run a number of Training Seminars across the country.

As a result of a number of Seminars being held in the South Eastern Centre and various round of the Maxxis British Motocross Championship across the country, the ACU have now been able to train over 100 Marshals and started to compile a database of trained Marshals that can be accessed to assist with all levels of events.

After a successful first year of Marshals Training the ACU MX Department will be continuing to organise seminars across the country, with the view to more Marshals receiving training to a standardised level in the coming years.

ACU MX Committee member Chris Warren commented by saying "The interest and uptake for the Seminars during the 2016 season has been very encouraging. With more seminars planned for next year we will continue to grow the safety of marshals, riders and public."



If any clubs or centres would be interested in hosting a Marshals Training Seminar, please can they contact the ACU Motocross Department for further information by emailing Kirsty Telford at Kirsty@acu.org.uk.

Why is it important to make a Will?



We all know that motorsport is dangerous and that occasionally competitors lose their lives when participating in a sport that we all enjoy. When a tragic 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 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.

The ACU recommends that all competitors have a Will prior to participating in an event.

Bronze for Stuart Brown and Josh Chamberlain

For the second year running top UK Sidecar Motocross Team Stuart Brown & Josh Chamberlain took a brilliant third place in the FIM world championship. The brilliant thing about this achievement is that the Team does not have a massive sponsorship package like many of the other top GP teams, and they still have to work during the week. They do not have a big garage or massive race trucks, but what they do have are two very dedicated riders and a "Norman". Norman Brown is a legend; he is the team manager, mechanic, and van driver. The bike is kept in Norman's shed, and that is where the magic happens, the bike is maintained to a standard that any professional racing team would envy.

This season the team only had one race where they didn't score point,



when a blocked fuel breather slowed them. They have collected points in every other race, even when the gearbox broke. It was the consistency that won through. The team went into the final GP at Rudersburg in Germany holding second place in the world after taking wins in both races at the previous Swiss GP. Conditions at the final GP were difficult with rain all day, their rival came ahead of them in both races and they finally took third in the world - a brilliant achievement.



Pics Chris Helm



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After the National Road Rally 2016

So the ACU/BMF National Road Rally 2016 has almost been put to bed, the committee has had their final meeting for the event and are already looking forward to the 2017 National Road Rally, but more of that later.

Everyone in the National Road Rally is a winner, be they riders, control volunteers, committee members or just (no, no one is "just") friends and family. Unfortunately, however, society dictates that they like a "Winner" so after looking at various facts and figures the National Road Rally Committee are proud to announce the Winners of the 2016 Event.

Overall Winner – Mark Sabin. Mark only lost 3 points on the special tests. He is a seasoned Rally rider having won it previously and we are sure many riders will be asking for his tips on social media before future events.

Oldest Combined – This is the award for the highest combination of the age of rider and machine. Trevor Pinfold is too much of a gentleman for us to mention his age suffice to say his bike must be very old.

Best pre 70 – John Young rode his classic Triumph to obtain his Platinum Award. Well done John.

Best Lady - Triumph riders have done well this year with Nicola Davies receiving the Best Lady Rider on her Triumph.

Youngest Rider – At 20 years old Yiannis Gopoulos was the youngest rider for 2016. Yiannis also raised funds for Isabel Hospice in memory of his Dad by completing the National Rally.

Best 3 wheeler – Peter Hancock is another regular to the National Rally. Many Riders compete every year, often trying to plan the next event as soon as the last has finished.

Best 125 – No, you don't need to be riding one of the big bikes. Stephen Jones proved that to us by obtaining a silver award on his Yamaha 125.

Furthest distance travelled – As

if the actual Rally wasn't far enough; Roger Lewis rode from France to take part. Now that's dedication.

Best Team – Simon Rawlins, Martin Cragg and Chris Bowler were the Thame Village Idiots. Well done guys.

Best Control – The riders voted Wisbech as their favourite control. All the controls are superb, manned by volunteers of all shapes and sizes!

Without the controls there would not be a Rally so thank you all.

Spirit of the Event- This award is given by the Committee to a person who they think has gone above and beyond the "call of duty". This person can be nominated by anyone involved in any way with the Rally. The recipient of The Spirit for 2016 was actually nominated by many riders, both during the Rally and afterwards on social media. Ben Crossley has been involved with the Rally for many years; way back in the 80's as a rider and more recently as the organiser of the Kegworth Control.

However, it is for his nifty piece of software that he offers to riders every year that he was nominated. Check out Ben's route finder on http://www.lpmcc.net/activity/event_nat_matrix16.htm Once the rally matrix has been released by the committee each year, Ben painstakingly enters all the Control details onto the friends of Leicester Phoenix Motorcycle Club web site and into the route finder. Riders were



seen with final print outs from the site during the rally. In the words of many a rider.....Thanks Ben.

So The National Road Rally is over for another year, but don't worry the Committee is already onto the 2017 Rally. The date is 1st and 2nd July 2017 and the colour is red. No excuses...see you there.



"What is the Scott Trial?"

Photo Credit Colin Davison and Neil Sturgeon - Words 'on behalf of the Scott Trial committee'



1914 Scott - Frank Phillip



1914 Line up



When you ask a Trials rider "What is the Scott Trial?" whatever their age, they will more than likely say the following "The Scott Trial is the greatest challenge both for rider and Trials machine." That is certainly the case and that alongside its history keeps the Trial the most unique and prestigious event in the ACU calendar to date.

Alfred Scott a Yorkshire engineer, developed The Scott Motorcycle in 1908, and this was already a successful competitive machine, when he thought up the idea to test his employees ability on the Scott Motorcycle, so was born the first Scott Trial, in the early Spring of 1914, March 15th to be exact. 14 Scott employees all on factory provided

Scott Motorcycles started their 90 mile route from the Scott Factory at Shipley to Birstall, and there began the most unique one day Reliability Trial, which was going to be timed, where riders would incur time penalties and they would be observed through marked sections and so it remains today over a hundred years later. That year 9 finished and the Trial was won by the now infamous Frank Phillips, his name sits at the top of a long list of magnificent trials riders (which can be found in any souvenir programme), some who have become World Champions in their sport.

The Scott Trial was absent during the war years but returned in 1919 still run by the Scott factory, until Bradford

Motor Club took on the baton running it on behalf of The Yorkshire Centre ACU, it passed to Middlesbrough and then Darlington Motor Club before Richmond Motor Club took over in 1991. The Trial had now travelled across Wharfedale, Nidderdale, Coverdale, across to the Cleveland Hills until finally in 1950 settling in Swaledale and Arkengarthdale, where it runs today with the kind permission of the outstanding landowners, tenant farmers, graziers, game keepers, land agents and with planning permission from the Yorkshire Dales National Park. Richmond Motor Club and The Scott Trial committee have successfully run the event raising £162,819 for local charities and organisations, the huge Scott team are all volunteers, who work all year round to the bring Scott Trial together.



Emma Bristow

The history of the Scott is an important factor in making the Trial so prestigious and the first entry on most riders calendars. Men and women alike battle to finish the course. Mrs E Knowles was the first known lady to ride back in 1921 and today many ladies finish successfully but still aim for that elusive Silver Spoon, Emma Bristow was tantalisingly close to reaching this goal in 2015. 28 Clerks of the Course have plotted and planned routes, all as dedicated as each other to carry on the history for new generations. The history continues as Trials families



have ridden the event, fathers, sons, daughters, and cousins, families like The renowned Lampkins who have ridden the event for 50 years with no fewer than 8 family members, the Britains, the Aldersons, the Richardsons and the Sunders to name a few, all of them with one aim!

Riders train weeks in advance preparing themselves for the nerves, pain and exhaustion as well as the excitement, endurance and achievement of finishing in time, getting that Silver or possibly Gold Spoon and then finally being announced winner, that ultimate goal declared, custodian of the Alfred Scott Memorial Trophy. This is without doubt the pinnacle of their career, we just have to look at the winner of the 2015 Scott Trial, a man who never gave up, 19 attempts, 4 Silver Spoons and 12 Gold Spoons, and still hungry for more, Ian Austermuhle lifted the trophy for the first time, it certainly was an emotional moment for him and everyone at The Scott Trial Presentation last October.

“The Scott Trial”, “The greatest One Day Trial in the world”, followed by Trial enthusiasts who travel far and

wide to their favourite viewing point possibly Surrender, Whaw Bridge, or Bridge End, many more spectators than you will ever see at any World or British Trial. Entered by riders from Clubmen, experts and through to World Champions. Run across such precious land that is reliant on the goodwill of so many enthusiastic landowners. All of these individuals bound together by the History of The Scott Trial, started back in 1914 by that oh so future thinking Alfred Scott!



James Dabill

Winner of 2 Scott Trials 2010 and 2014

Fastest Time 2008 5:02:48 and 2009 5:13:32

Winner of 3 Silver Spoons and 7 Gold Spoons



Dougie Lampkin MBE & Alan Lampkin

Winner of 4 Scott Trials 1994, 2006, 2007 and 2013

Fastest Time 1994 5:25:17 2006 4:56:49

2007 4:53:30

Winner of 6 Gold Spoons and 1 Silver Spoon



Graham Jarvis

Winner of 9 Scott Trials 1996-1999, 2003 – 2005, 2008 and 2009

Fastest Time 1997- 5:20:08, 1998 -5:50:40, 2003 -4:45:28 and 2004 - 5:15:26

Winner of 13 Gold Spoons

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Ladies in Sidecar Trials

Report and Photos Joel Crabtree



Sidecar Trials is more of a family sport with youngsters riding with their fathers. In the past few years it has changed to more female passengers with daughters riding with their fathers or husband and wife teams. Just recently at the Manx Two Day Sidecar Trial 11 sidecar teams had girl or lady passengers, in the past Saskia Baxter and Ailish Baxter rode together on a borrowed sidecar outfit in the Manx Two Day trial finishing with not to many arguments or bruises.

There's something good about the Isle of Man at the moment they seem to breed good motorcyclists and sidecar trials are no exception with Lisa Corlett, Lauren Christian, Hazel Thomas, Jane Birchall, Julie Owen, Saskia & Ailish Baxter and Beth Thomas.

Hazel rides with husband Graham on their 300 Gas Gas and daughter Bethany passengers William Caine also on a 300 Gas Gas. Beth and William are currently leading the Wessex Plant Hire British Clubmans Sidecar Championship. Hazel works for Manx Radio in sales and Beth works as a barmaid in the Hawthorne Pub at Greeba and also in the Gaiety Theatre in Douglas. Saskia Baxter is another Manx girl who can ride any solo or sidecar in Trials, a good all rounder, she works as a police officer and dog handler.

Jane Birchall is another good passenger, very light and can passenger

any outfit, a previous winner of the Manx Two Day Trial with Jamie Tears.

This side of the Irish Sea Hannah Etherington passengers Daryl Dale on a 300 Gas Gas, Hannah is also a previous of the Sidecar British Championship in the Clubmans Class, she now rides in the Expert class and won the Normandy round last November and was leading the Manx Two Day on the first day this year. Karen Crabtree is probably one of the more experienced sidecar passengers now passengering for Chris Dellow on a 300 Beta.

Karen started trials riding a 240 Fantic solo then moved to sidecars in 1995, she was European sidecar Championship in 2000 and then won the British Sidecar Championship in 2001 with Kevin Morley. Karen is a Hotel Manageress in Mansfield and has been at the same hotel for 23 years.

Harriett Shore passengers Peter Dale on a 300 Gas Gas, she also rode solo trials before moving to sidecars, she has just past her Law degree at Reading University and now starts a Medical law at Kent University. Jana Grobmann has to be one of the most travelled passengers coming from Duerent near Cologne Germany. Jana flies to Britain for every Championship Round and the Manx Two Day where she has just been passengering for Ross Clarkson.

Other girl passengers in the British Championship are Debbie Merrell who passengering for Paul Fishlock on a 300



Beth Thomas

Beta and Tilly Collins who passengers for her dad on a Beta. A lot of people think that if you are going to ride a sidecar you have to be a nutter, sidecar trials is definitely a man's sport, Hannah and Harriet ride the Expert route the hardest of them all, Karen is the only woman to ride the Intermediate route and the rest of the women ride the Clubmans route. All of them are clearly capable of handling a sidecar and enjoy it despite all the bumps and bruises.

The women could easily take over and do just as good a job. So if you are interested in sidecar Trials come and see for yourself, the next British round is at Winstar in Derbyshire on the 23rd October finishing with the Normandy round in November. There is also local clubs running sidecar trials a good way to get started, the Sidecar Trials sport looks easy but it is not, especially for passengers but it is always good fun!



Harriott Shore



Jana Grobmann



Debbie Merrell



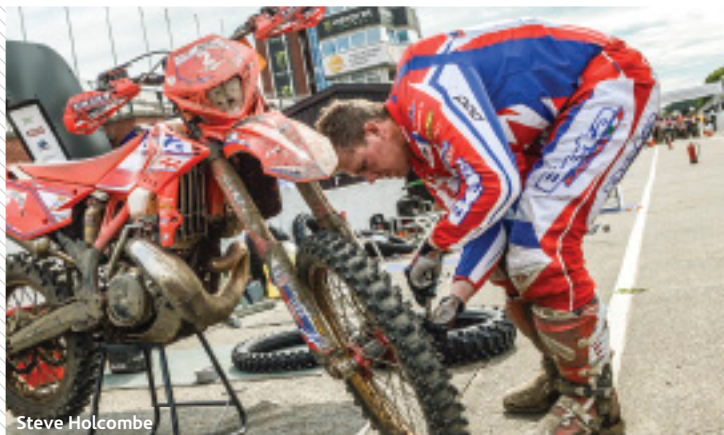
Hannah Etherington



Karen Crabtree

2016 Enduro – The Story so far

Words: John Collins - Photos: Morson Photography



Steve Holcombe



At time of writing, the season is far from finished, the World Championship has just drawn to a close with final round in France, so certainly some reflection of the 2016 Enduro season is worthwhile.

In the Maxis World Enduro Championship, Britain has probably had its best season ever, and ACU riders have taken podium spots at most events. Steve Holcombe and Jack Edmondson gained World titles and Nathan Watson, Lee Sealey, Danny McCanney and Jane Daniels have also finished in seasons top three.

In the European Enduro Championship the ACU continue to support an Under 23 Enduro squad in as we firmly believe that it provides a stepping stone between National and World events and we can realistically give some support to our young riders. In the series, Brad Freeman leads overall, Jane Daniels heads the Women's class and 2015 European Champion Tom Sagar leads E2 Class with the final in Holland still to come.

So what of the ACU British Championships? They started in January with a British Extreme at Tong run by

Paul Edmondson and his Fast Eddy Team and included a round of the European Extreme Cup. A round in Lancashire followed and then to Dirt Bike Actions event in Yorkshire. The final round is scheduled for Wales in December. David Knight heads the series with a fairly narrow lead over Billy Bolt

The ACU British Sprint Enduro Championship goes from strength to strength and Fast Eddy Racing continue to organise some popular and varied events. In the Championship classes, Steve Holcombe has taken the Overall title as well as winning E3 class with Jack Edmondson and Tom Sagar winning E1 and E2 respectively

It is the British Time Card Enduro Championship or BEC that tends to offer the most challenge Entries are strong, but without doubt organising these events can prove difficult.

As riders experience more International events, and frankly pay more and more to compete in BEC their expectations rise and they look for some parity and quality in events. On the other side of the coin, organisers of BEC events face more and more challenges, not least land availability,



Rosie Rowett & Ellie Cooke



Jack Edmondson



new legislation and often new Forestry requirements, as well as the inevitable search for volunteers to assist.

Those of us involved in those early BEC days, can recall being able to park at the side of a Forestry road and carry our few gallons of fuel and bits and bobs to the start area. Fine perhaps in days of a small transit or car and trailer, but now trucks, and Motorhomes get bigger and even the old transit becomes a long wheel base Sprinter or such. Nothing wrong with all this, but it means an organiser is looking for a large parking area before he even starts. In years past one Special Test was acceptable, these days the desire is usually for at least two, and as a MX type test is usually preferred the organisers find themselves looking for an open area or field close by and



I.O.M Start

its inevitable cost and availability date wise. Special tests times are often within fractions of a second of each other and transponder timing is needed. It is all a matter of balance. Certainly this year some organisers have stepped up to the plate, and the inclusion of events in IOM and the return of BEC to Rhayader have been appreciated by all.

Our work starts in compiling a BEC calendar. This needs to be done as early as possible, as with most events are still run on Forestry land, there is a minimum 6 month application period. If by end of September, we have World and European Enduro Championship dates confirmed which obviously restrict BEC dates, we are lucky. It seems to be agreed that BEC events in UK before April is too risky weather wise, and only certain areas can cope in November, so that means a 7 month window. That equates to about 30 weekends. In 2017 there are 13 FIM and FIME Championship Enduro events. The ever popular Welsh Two day rules out a weekend and the ISDE will tend to block off at least 3. Other

things also creep in, and the maths will quickly show there are about 10 or 12 available dates. Even that is not simple as the Forestry generally will not allow events during "bird nesting season" This period can extend from end of March to end of June, so can knock out another 12 weekends Forestry wise. It is extremely difficult, and I have to say not always appreciated especially when perhaps an event is regarded as not suitable, or does not have a sufficient past pedigree etc.

So for 2017 the Trials and Enduro Committee have taken the decision to widen our personnel in regard BEC and have invited quite a few people who are considered to have a wealth of BEC experience in many aspects, to assist us in putting together a better series. Possibly, there may be less events, perhaps we need to mix it up a bit and introduce a few alternatives to traditional Time card Enduro? There are options, but for first time it will be a wider body than just a Committee taking many of these decisions, and perhaps that may be a good way forward?



David Knight





Knight 6th Tong win

The 2016 ACU British Extreme Enduro Championship

Eddy's Xtreme Enduro Championship
Words and Photos: Tim Tighe



The 2016 ACU British Extreme Enduro Championship is three quarters done. Starting in January and ending on December 3-4th the series has spanned the whole year and has seen four of the toughest Extreme venues in the UK host many of the World's best hard enduro competitors.

Promoter Paul Edmondson began as he meant to continue with January's event at Tong near Bradford proving to be extremely tough with wild weather conditions to match. Round two at Cowm Quarry saw the action move from the tight and technical woodlands of Tong to the rocky, steep and very open quarry at Cowm near Whitworth. Round three was promoted by John Kerwin, Extreme Ravines at Helmsley, North Yorkshire, steep and wooded and, as the name suggests, full of intimidating ravines.

The Grand Finale is landing at Westwood near Sheffield on December 3-4th. It is the perfect spot to end the series with a bang, and there certainly will be a big bang as the format makes

a distinct change with a two-hour afternoon race followed by a one-hour evening race where the woodland will be floodlit. Times from both races will be combined to give an overall winner. To celebrate this final round of a superb championship series there is a marquee and hog roast planned, in addition to all the usual facilities.

So, with one round to go, this is how it stands. David Knight is leading the pack with two wins to his credit, Tong and Extreme Ravines, with Jonny Walker second having won at Cowm Quarry. It is still all to play for.

It's early January, the weather had been awful so it was extreme enduro time at Tong. Slightly earlier than other years the opening round also incorporated the FIM European Extreme Cup into the bargain.

David Knight completed his double hat-trick of wins with win number six coming from what he described as the toughest course ever at the venue. Saturated ground and high water levels in the wet sections saw the course



Paul Bolton



Billy Bolt

change with each lap but it was clear from the first that the big man had it under control.

The build up had been encouraging despite the dreadful weather. The entry topped out at 205 riders, pretty much the maximum for the venue, although



Knight 6th Tong win



Graham Jarvis

both Graham Jarvis and Paul Bolton pulled out last minute with injuries. What was truly amazing was the record number of spectators that attended the event. Each and every extreme section was packed, as was the access road around the course with a constant flow of foot traffic between sections as each race progressed.

Extreme events demand extreme venues and Cowm Quarry near Whitworth, Lancs certainly was extreme but when the weather joins in with extreme winds and sodden ground conditions it was always going to be extra tough.

Three words can sum up Cowm Quarry the venue for the second round of the Championship: big, rocky and steep! Organiser Paul Edmondson reckoned it was the toughest extreme race he has organised to date and that's saying something! A very long lap stretching into the far distance held a big surprise, a new bowl section that earned respect as the first bikes hit it.

Red Bull KTM's factory rider Jonny

Walker was pitted head-to-head with David Knight, still without a major bike sponsor, and it was Walker's 4T versus Knight's 2T that the huge crowds waited to see in the afternoon race, that became considerably harder with new sections added to the already long lap. A tough climb covered with loose shale was topped with a rock step overhang and attack was the best approach as it was not for the faint-hearted or the uncommitted.

A top quality Pro class headed the start line up with Knight and Walker joined by the Eurotek pairing of Paul Bolton and Jonno Richardson with CF Racing's Owain Humphries and KORR's Billy Bolt sitting alongside Gary Daniels, Beta's Ben Hemingway and RAW Enduro's Wayne Braybrook.

Knight hit the hard bowl first, closely followed by Walker, Richardson and Braybrook and the Pro pack disappeared into the distance. Knight held the lead until the climb up the rocky streambed where Walker caught and passed him with a pinball manoeuvre as they bounced off each other with Walker coming out slightly ahead. Walker tore onwards as Knight seemed to visibly slow. Arm pump was the problem. He was then overtaken by Paul Bolton, virtually fully recovered from his indoor injuries.

The finish saw Walker in top spot with Knight second having retaken third placed Paul Bolton. Billy Bolt had a rough start to the race, struggling for rhythm and grip in equal measures but he eventually got it all together and took fourth ahead of Jonno Richardson who had initially made a great start.

The third round, Extreme Ravines, took place at Helmsley. Organised by John Kerwin of Dirt Bike Action the event drew in many of the UK's top Hard Enduro riders in what can only be described as perfect weather conditions.

The Pro class riders were set off at 10am to start what would prove to be a gruelling but enjoyable day for most of the field. Honda mounted David Knight proved untouchable throughout the event, but rising star Billy Bolt kept him honest for most of the first lap as Graham Jarvis shook off his jet-lag to



Gary Daniels

stay near the leaders.

As riders neared the end of the event and felt they were on the home straight there was a surprise in store. Labelled the 'ultimate climb' by the organisers the final section didn't disappoint. The finishing climb was very challenging and draining for all riders. Pro rider Owain Humphries lost time here, as did most of the rest of the field.

A happy David Knight was surprised with the victory having done little practice as well as having concerns about his bike fitness, throw into the mix he was riding his Honda 250x trial bike he had every reason to be pleased at the way he dominated the event. Graham Jarvis took second spot with Billy Bolt in third.

Each event in the series has had its own unique twist, no two have been similar and with the plans for Westwood well under way over the weekend of December 3-4th the final event will certainly be a fitting Grand Finale to this Championship series.



Jonny Walker



James Shanes - European and British Masters Champion.
Pic: Jesper Veldhuizen



BRITISH MASTERS GRASS TRACK CHAMPIONSHIPS 2016

Pics: Mike Wood Words: Gareth Bemister



James Shanes



Sidecar winners Rob & Billy Winterburn



Scott Nicholls on the inside



Teen sensation James Shanes delivered a masterful performance at the Bristol GTC's successful running of the British Masters Grass Track Championships, sweeping the card unbeaten, whilst controversy and high drama surrounded the 1000cc Sidecar final, bringing triumphant victory for Yorkshire father and son crew Rod and Billy Winterburn.

For Shanes, it was a perhaps his finest victory aboard a Grass Track machine so far in his fledgling career. The nineteen-year-old, winner of the 2015 title, was in dominant form. Even when the Dorset-based youngster seemed to have thrown away a heat

victory, making a complete mess of the start in his final qualifying heat, he was still able to reel in world class opposition and complete a clean sweep.

Several pretenders to Shanes' throne came and went throughout the day. Former Premier League Speedway star James Wright looked strong early on, but had no answer to Shanes, even after leading him for two laps. The other rider to have come close to toppling the two-time champion was Elite League Speedway Wild Card Edward Kennett. The Rye House man, on a rare Grass Track outing, performed superbly throughout the day, topping his day off by following Shanes home for second in

the winner-take-all Final.

Many of the fans were delighted to see comeback man Paul Hurry ride to a fine third place. The former Team GB World Cup star, European Grass Track champion and also ACU Track Racing Committee Vice Chairman, rode fantastically throughout the day, winning three of his four qualifying heats in fine style. After suffering such awful injuries six years ago in the European Final in the South of France, it was remarkable that Hurry was able to perform at such a high level once again.

Not all of the highly-tipped riders had such luck on the day. High profile Wild Card Scott Nicholls suffered

throughout the day with setup problems, desperately trying to get to grips with unfamiliar machinery before the day was out. The other Elite League regular, Lakeside's Rob Mear, suffered an horrendous looking accident whilst holding second in his opening ride. He threw a chain from his machine whilst cornering, throwing him over the handlebars at great speed – unfortunately his day was done.

For the British Long Track representatives, it was a day marred by a difficult start. Both Andrew Appleton and Richard Hall chased through the night from a meeting in Germany to race, only arriving in time for a late practice and racing. Even through these tumultuous beginnings, they were still able to finish a creditable 4th (Hall) and 5th (Appleton) respectively.

For the 1000cc Sidecars, it once again looked like it would be a dominant performance for Rugby racer Mark Cossar and his passenger Carl Blyth. They swept through the heats and the semi final unbeaten and untroubled. But such is the nature of the winner-takes-all Final, and the ferocity of Sidecar racing within Grass Track, victory was snatched from the crew once again in cruel fashion.

The nail-biting, all-important Final was won and lost on the first lap. Cossar/Blyth duly made a good start, but it would seem not quite good enough as they were driven hard into the first bend by the other Winterburn outfit ridden by Gareth Winterburn, with Liam Brown in the chair. As the two young pairings of Mark Cossar and Gareth Winterburn battled fiercely on the outside of the circuit, a perfect opportunity arose for Rod Winterburn to show his incredible experience and skill as a Sidecar driver, taking advantage of the favoured crews. Cossar/Blyth managed to get the better of the younger Winterburn outfit, but try and they might, they couldn't get past Winterburn Snr. Gareth Winterburn/Liam Brown finished third and, although gracious in defeat, clearly felt that they could have won the event in different circumstances. For Rod, it was an historic third title and the first for his son Billy in the chair.

For Cossar and Blyth, it was another year where they rue the nature of the 'sudden death' final, again having victory snatched from their hands in the final race.

Defending champions Colin Blackbourn and Carl Pugh rode well throughout the day, qualifying as the third highest point scorers for the final, but it was to be no repeat of their stunning 2015 display. They finished 5th in the hard-fought final. Another former champion, Paul Whitlam and passenger Alan Elliott once again put in a strong performance, finishing 4th. Whitlam now has finished in the top six in the last 13 British Masters

Championships; a feat matched by nobody else. Finishing in the top six was another multi-former champion – Rob Wilson and Terry Saunters who rode consistently to complete the six outfit final.

The event itself provided yet another reminder to all of just how good top class Grass Track racing can be. High speed overtaking, tremendous motorcycle skill and huge crowds provided a sensational day of entertainment for all in attendance, and congratulations to organisers Bristol Grass Racing Combine for staging a great ACU British Masters Grass Track event.



Left to Right Paul Hurry, James Shanes & Eddie Kennett



James Wright



Mark Cossar & Carl Blyth

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CHAMPION SHANES WINS ON HOME SOIL

Words: Gareth Bemister - Photos: Jesper Veldhuizen



Nineteen-year-old British Grass Track racer James Shanes climbed to the top of the sport, being crowned FIM European Grass Track champion for the first time. But Shanes' day at the superb Swingfield venue in Kent was far from plain sailing, as setback after setback almost cost the youngster his first major International title. Shanes showed tremendous resolve and determination and came out on top in what was a very tough day's racing.

In the early heats, it was the experienced riders who were rising to the occasion. French ace Matthieu Tresarrieu stormed home to two wins in his first two rides, matched only by Dutchman Dirk Fabriek. The reigning European champion and current World Long Track champion Jannick De Jong also looked to be on top form, winning his first heat, but it was Shanes who served the champion's first defeat, comfortably beating him in their second ride.

Shanes' first ride had not gone to plan. Whilst sitting in a comfortable lead, his primary belt broke leaving him pointless in that heat. Fellow Brit Paul Cooper looked in excellent form; he led De Jong for three laps before the Dutchman got the better of 'Coops'. Consistent performances throughout the event from Cooper saw him comfortably into the B Final later during the day. Speedway GP ace Chris Harris had a disastrous start to his campaign. A fall in his first ride was followed up by some underwhelming results in the next two heats. He did look to gain some form in his final ride, however, following home Czech star Josef Franc for a comfortable second place. Harris' earlier form however would see him only qualify for the C Final. Former European Champion Andrew Appleton looked to be in great

form. He rode comfortably through the pack, using a calculated outside line, in his first three rides to never finish any lower than third. Then a fine win in his final race saw him as the only Brit to qualify automatically for the sudden death final. Other British hopefuls Mitch Godden and meeting reserve Callum Walker, at either ends of the experience spectrum, were always on the pace, but never looked to trouble the front runners. For Godden, he bowed out of International solo racing proudly, and we will surely see more from young Callum Walker in years to come.

The consolation C Final saw a dominant win from Chris Harris. The Cornish Speedway star led from tapes to flag and showed some great speed. With Harris looking to be out of the Speedway Grand Prix setup next year, it is an exciting prospect that he may be competing more regularly in Grass Track events next season. After the relative relaxation of the C Final, the nail-biting, sudden death nature of the B and A Finals was to come.

In the B Final, the top two riders would qualify through to the A Final, and thus still be in with a chance of winning the converted title. After his disastrous day, James Shanes limped into the B Final, having only scored a win and a second. The previously mentioned 'broken primary belt' problem and then a fall whilst leading one of his other qualifying heats meant that he was well down the order in points. What was to come, however, was nothing short of magical.

As the tapes rose on the vital B Final, it was Josef Franc who led the race with a healthy margin between him and the rest of the pack. Shanes, after being boxed out in the first bend, fought bravely through the pack, passing Paul Cooper on lap 3 and taking up the much-sought-after second



place. The result saw Shanes and Franc join Tresarrieu, De Jong, Fabriek and Appleton in the A Final.

The first running of the A Final would end in heartbreak for the defending champ. Jannick De Jong dropped the machine in an incredibly tight first bend which had seen Shanes round the entire pack and scamper off from his adversaries. The Referee switched on the red light, stopped the race, and De Jong was excluded from the re-run as being the primary cause of stopping the race. Shanes would now have to repeat his feat of bravery if he were to be crowned champion.

To the joy of the partisan British crowd, Shanes did exactly that. On the first turn, a determined outside line saw him lead the pack out of the bend and he never looked like being caught. A fine display of determination and skill saw James Shanes race home to be crowned FIM European Champion for the very first time. More joy for the British crowd was to come as Andrew Appleton once again worked his way through the pack, passing Dirk Fabriek to take the 3rd place, whilst Matthieu Tresarrieu completed a solid days racing by finishing in the runners-up position.

The bumper crowd were treated to some fantastic action on the undulating circuit, with a race meeting packed full of awe-inspiring overtaking at tremendous speed. The home win capped off a memorable European Championship Final successfully organised and staged in a joint venture between Astra Grass Track Club and the ACU.

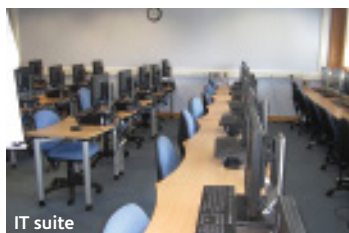
Excellent Training and Support Facilities for Budding Young British Speedway Riders



Poultec Project Manager – Ollie Allen (left) with ACU Track Racing Chairman Dickie Staff (right)



Lathes situated in the engineering unit



IT suite



Tucked away in the heart of Norfolk you will find Poultec Training, one of the country's leading companies that specialises in formulating and operating traineeship and apprenticeship schemes for young people. What you may not know is that Poultec Training are currently running a Speedway apprenticeship programme – a revolutionary new scheme that bridges the gap between high school and being a full-time professional Speedway rider.

Poultec's owner Ed Bales, (a former Grass Track rider) has appointed ex Speedway Team GB rider Olly Allen as his Project Manager for this ground breaking project, and I recently had

the opportunity of being given a guided tour of Poultec's state of the art premises by the man running this programme.

The first thing that struck me was Poultec's very impressive facilities and resources – they have two sites, one of which is a state of the art engineering workshop, the other, a more academic type facility where the recently opened and fully equipped gymnasium block is also situated.

Ollie explained the goals of this programme: 'the idea is to provide the future generation of riders every 'tool' they might need to succeed in an ever evolving sport. Riders are taught a variety of skills including bike maintenance, engineering, fitness, nutrition, accounting, PR skills, but of course the main focus is coached track time.'

'Since managing this programme, I realise how lucky I was to have a Father who was an ex- rider, because as I soon found out, some of the 'Poultec lads' have had no-one to support them or who could share knowledge or previous

experiences with them. I soon found that I was teaching the trainees things I assumed they already knew. I'm not just talking about riding skills, there are a lot of things I took for granted for example, I hardly ever had any mechanical failures as a rider due to the engineering background I came from, and the skills that I was taught. At a very young age I was trained to use tools and learnt about the need for bike preparation, and how to look for things that might go wrong, identify what the potential problem might be, then put it right before it could cause me a problem or a break down during a race. However for some of the lads, they have had no guidancethey can buy a bike and off they go to the track and start riding. If their Dad didn't ride, and they were lucky someone might take them under their wing, but if you are not one of the 'top upcoming young boys' this gaining of knowledge can take a long time, and I know that we've lost a number of talented young riders as a result. Sometimes it's not just their lack of knowledge, it can also be their attitude, and this is where we here at Poultec are confident that our programme can benefit not only our current trainees, but every young rider if it's used to its full potential."

Ollie shared with me that the



CNC (computer numerically controlled) lathe



Recently opened gymnasium and fitness centre

“They then progress to work out profit and loss, which in turn helps them to understand what it costs them to ride for the year, what it costs per match, and if they really want to they can take it as far as every lap!!”

programme itself is split into a series of three day blocks of learning, with the trainees following a familiar but changeable pattern.

Every three-day session ends

(weather permitting) with all the riders getting onto the track and ‘getting in some laps’, but during each block of learning, the trainees must also attend lessons in the functional skills of English and mathematics to satisfy government guidelines well as Ofsted demands.

However, as Olly even maths and English can play an important part in furthering a rider’s career. “Poultec are aware these are lads aren’t necessarily brilliant in the class room but once they have a better knowledge of maths they can soon see how it helps them in other ways – for example helping them work out exactly how much they are earning, how they can easily calculate gear

ratios and it also gives the guys a better understanding of basic book-keeping, and the benefit of getting receipts for things they but for their racing.

“They then progress to work out profit and loss, which in turn helps them to understand what it costs them to ride for the year, what it costs per match, and if they really want to they can take it as far as every lap!!”

Every day the trainees have to attend fitness training in Poultec’s state of the art gymnasium, and this is something Ollie is keen to instil into his students..... “as motorsports evolve, so do the riders, the top riders are athletes now, so every student on our programme has a tailor made fitness programme to suit their needs.”

Having travelled the short distance to the engineering unit on the outskirts of Norwich, Ollie then explained that they aim to get the trainees into this unit during one of the three days the youngsters attend Poultec. Again I was extremely impressed with the level of investment at these premises which is equipped with top of the range milling and turning machines, as well as a fabrication and composite area, where the trainees learn to work with fibreglass and carbon fibre. “So far we’ve been making seat brackets, spacers, exhaust brackets and other bits and pieces” explained Ollie, and any engineering skills we can cover will benefit the lads as well as their bikes.

The first year’s intake of riders was capped at 12, and included a range of youngsters from across the UK. One of Poultec’s shining stars is 19-year-old James Shanes, who travels to Norfolk from his home near Dorchester. James, who rides in the National League for Kent Kings at Sittingbourne, recently defended his ACU British Masters Grass Track title for the second time, and on the 11th September became FIME European Grass Track Champion (see article on page 28)

So to summarise Poultec are offering the opportunity for young riders to stay in education after high school, gain a qualification, and at the same time focus on the sport they love. If you are interested in finding out more about Poultec, visit their website



Mick Grant leads the way

Barry Sheene Festival

Words by Emma Spencer
Photos by Charles Robertson
and Alan Horner



Dean Harrison



A pristine 1976 and 1977 Suzuki gleams in the top field at Oliver's Mount on a sun soaked July weekend in Scarborough.

Two things about this are hard to believe.

Firstly, as regular race goes to England's only road race track of its kind will be very well aware - the last few race meetings have not always been blessed with the best of the weather so this is indeed a treat.

But more importantly as the 1000cc machines fly around the two and a half mile circuit, skimming the grass verges and being so close to the fans they could almost touch their heroes; it is harder to believe that these two Suzuki's were at one point of the same ilk.

It seems almost criminal now to think that these historic machines were once ragged around the public roads, bounced down bankings and thrashed to near breaking point.

But, this is how it once was and goodness wasn't it done in style?

Barry Sheene was the rider of these two classic machines upon which he won two world championships.

Many a race fan of a certain age at the Mount that weekend will recall the charismatic Brit who was one of the first 'playboys' of sport. But his talent outweighed all of that making him arguably the most successful Brit of all time in motorcycling.

This is why then that a whole weekend festival is dedicated to the man himself and fans flocked in their

thousands for the Barry Sheene festival.

And what a treat they got.

Wander down the paddock and there is that wonderful heady smell of old fashioned Castrol R, engines spluttering and exhausts popping.

And where else can the race loving public bump into and chat with their heroes of yesteryear. Mick Grant, Steve Parrish, Jim Readman and Phil Reed in amongst it doing their own spanning out of the back of a transit van then parading some of the sport's most stylish bikes from the 1950s to the early 90s.

The best thing about the Barry Sheene festival though is that this is combined with a behind the scenes glimpse of the sport as we know it today.



Phil Reed



Race trucks the size of double decker buses with reams and teams of mechanics behind them, computer data and super sponsorship deals.

In the last few years, the bosses behind the racing at the Mount have

been working to make the most of such opportunities and bring the Auto 66 Club and Oliver's into the 21st century.

Big money deals have been struck with Suzuki, Silkolene and Green Light Television to name but a few, in a bid to increase publicity of the events at Scarborough and bring in more cash to make it happen.

And to see it is working, all you have to do is cast your eye over the entry list.

Again, this is where Oliver's excels with upcoming young riders or old timers that have been doing it as a weekend hobby for years and working out of an awning alongside your big names.

And at the moment, they don't get much bigger at the Mount than Dean Harrison, a Bradford born racer who spent most of his childhood peering through the gaps in the fences watching his father Conrad race sidecar.

Without doubt he leads the crop of English road racing stars giving a motorcycle racing masterclass on every outing. He currently holds the Spring Cup title and has been the Cock O' The North winner for the last three years and at the Barry Sheene round he continued his domination.

And while he races overseas at the home of road racing in Ireland on some of the most dangerous and fastest roads - Oliver's Mount holds a special place for him.

It is where he grew up, where he learned, made mistakes and mastered his craft and that rawness of racing is still felt around the place.

Oliver's Mount is famous for its 4 race meetings each year which are held in April, June, July and September. Find out more on their website: www.oliversmountracing.com and on social media /oliversmountracing



Tony Copeland & Jim Redman





It Was Only a Matter Of Time

Words: Hazel Jackson Photos: LCR Honda



British race fans have waited 35 years for a home grown hero to win a Grand Prix in the premier class – and at the Brno MotoGP round in the Czech Republic in August, miraculously, the wait was over. Cal Crutchlow finally got the win he's been waiting for, the first for a Brit since Barry Sheene in 1981 in Sweden.

Are we surprised? No. As Cal would say, it was always only a matter of time before he won a race and it probably should have happened sooner. The

former British and World Supersport Champion was named "Rookie of the Year" after his first season in Grand Prix in 2011 and finished on the podium six times between 2012 and 2013, riding for the Tech3 Yamaha Satellite team. He crashed out of second position at Phillip Island after moving to the Factory Ducati in 2014. Could other Brits have broken the drought sooner? In the previous decade, Jeremy McWilliams threatened to get a race win, you could argue, after setting pole positions in 2000 and 2002 and at San Marino in 2015 Scott Redding and Bradley Smith finished second and third (prior to that, the last time two Brits stood on the same podium was back in 1979, with Sheene and Tom Heron).

You'd think Cal's chances of a GP race win would have been greatest when he was riding for the Tech3 team, on a very good satellite machine, but it just didn't happen. Then things didn't go too well at Ducati although

it promised so much. When Cal moved to the satellite LCR Honda team at the start of 2015, it seemed his chances of podiums, let alone race wins, were over. But it actually put him in a position where he could win. Of course, it's a well-known phenomenon that, after a rider's wife has given birth, the rider will perform miracles on track at the next race meeting, so the arrival of baby Willow on 2 August did bode well for Cal – but even the baby factor can't magically deliver race wins in Grand Prix.

Let's not forget, this has been a remarkable season so far, with eight different Grand Prix race winners. That's never, ever happened in the championship's 68-year history. And the winners aren't all factory riders; Jack Miller, another satellite rider won at Assen. The new technical changes, Michelin control tyres and a standard ECU for every bike, have leveled the playing field this season and that



other great leveler – the weather – has played a major role, rewarding courage and skill as well as the traditional advantages of the Factory teams; rider brilliance and technical perfection.

Unlike many of his fellow riders Cal has not been around in GP for that long, having progressed through British Supersport, British Superbike, World Supersport and World Superbike, his background classes him very much as a production bike racer. In theory he should be a fish out of water – he's eighth in the standings after Misano and the seven riders above him all progressed through 125GP, then 250GP or Moto2, depending on their age – basically they've spent their lives racing GP circuits. From a career point of view, Cal should probably be in World Superbike to this day.

But going forward, will he win again? He put up a fantastic fight with Rossi – and took a well-deserved second place the following week at Silverstone – where Suzuki's Maverick Vinales was in a class of his own.

The good news is that winning a race on a satellite Honda means that Honda themselves will pay attention. The factory guys rate Cal and listen to his feedback and the new Honda chassis that he tried out at Silverstone does seem to suit his style. A race win by a satellite Honda will please the Japanese factory, after all their #1 rider Marc Marquez has a very healthy lead in the championship, and his team mate Dani Pedrosa hates riding in the wet so he was unlikely to be in with a chance of a win at Brno, so Cal winning was, for them, the very next best thing,



denying the factory Yamaha some championship points whilst proving their bike can suit riders other than Marquez.

The next round at Misano, was bathed in sunshine and the old guard were back and dominating the podium. But still, this is good news for British race fans and for Grand Prix fans the world over; things are changing and changing for the better. Next year will be equally exciting with Cal sticking with LCR, Scott Redding staying with Pramac Ducati and Bradley Smith moving to KTM. Sadly, we'll be one Brit

down as Eugene Laverty is returning to World Superbike after a two year stay in GP, just as satellite riders are proving that they can win races – Eugene was the first of them to take it to the factory team guys this year, with a fourth place at the second round in Argentina.

Seeing the affection and sheer pleasure with which Cal was greeted by other team's crew in the paddock at Silverstone was fantastic; they are genuinely pleased for him and pleased that the old guard are being unsettled. It gives hope to every other team and rider – they could be next.

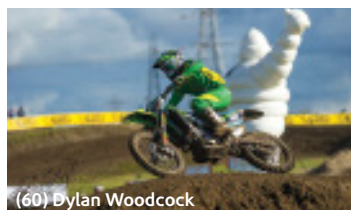
Michelin MX Nationals flies in to 2017.



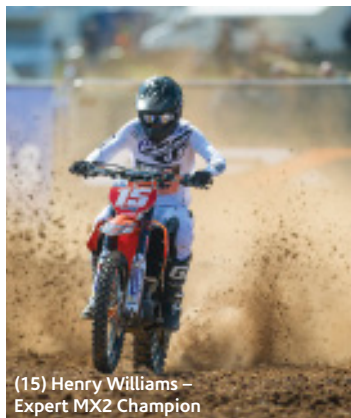
(79) Bobby Bruce (117) Ike Carter



(6) Jansen Day
(918) Tommie Schofield



(60) Dylan Woodcock



(15) Henry Williams –
Expert MX2 Champion



(731) Jake Shipton



The MX Nationals started life in 2014. Father and son team, Neil and Paul Irwin, decided to build the championship to give the UK's top riders of all ages somewhere else to race when another premier series called it a day.

The championship was developed to give riders in all classes a clear stepping stone from one class to the next, with the focus on riders that really wanted to improve their racing. With the youngest class being a small wheel 85cc class, it is hoped that riders will

ride the series throughout their racing career, right through to becoming a pro level rider if the talent and desire is there.

The Michelin MX Nationals is a series that riders could really learn from the best. One of the only events in the UK that riders can race on the same tracks, on the same days as the Pro's.

For 2017, as the series enters its 4th season, momentum continues to build, with Michelin continuing their support as title sponsor as well as many other leading brand names as series sponsors.

Without the support of these fantastic companies the series could not deliver the quality of venues that it does.

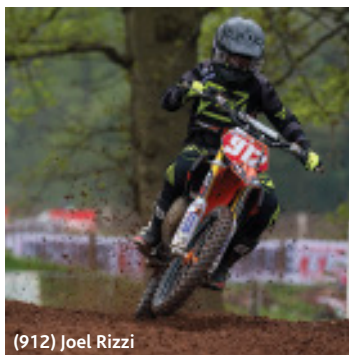
One of the biggest changes class wise for 17' is with the successful Expert cup class that has now been granted British Championship status and now known as the ACU British Expert Championship. With MX1 and MX2 racing separately, this is a true feeding championship to the main British series. The top 3 riders, come the end of the series in both classes guaranteed a place in the British Championship for the following year as well as being called ACU Expert British champions.

In other groups, the Small wheel 85 and the big wheel 85 will now become one class and race together. The groups will be scored separately, as in 2016.

The MXY2 is also a mixed class with a growing number of 125cc riders joining the class. To level the playing field, the fastest 125 in timed practice will go to the line first ahead of the first 250F followed by the second 125, second 250F and so on. This will be a 125/250F shootout at its best. Again the class will be scored separately. The best 125 riders proved this year how



(5) Greame Irwin leads the Pro Fastest 40 off the line



(912) Joel Rizzi

competitive a 125 machine can be against a 250F and I am sure we will see more awesome racing like this in 2017.

As riders progress from the MXY2 class, they have some real options depending on their speed and ability. They can enter the Clubmen class, now split into two classes MX1 and MX2 due to overwhelming popularity, or the new ACU British Expert Championship and if they really do have something special go straight to the Pro class at the discretion of the Promoters.

The Pro class continues to be for the UK's Fastest 40 riders. Riders are taken from the top 25 in the Main British championships plus promote's choices. This class is a who's who of British

Motocross all in one race MX1 and MX2 combined. A small change for 2017 is the way riders will line up for the start. The waiting zone will have 2 lines from 1-20. One for MX1 and one for MX2. Riders will go to the line, fastest MX2 rider followed by fastest MX1 rider and so on through the field. So far, in three years of this class running, no MX2 rider has managed to win a Pro race outright although a few have come very close. Will 2017 be the first time?

Dates for 2017 are as follows and venues are due to be announced in the coming weeks. We hope to have some exciting news shortly but 2017 could well be the best line up of tracks yet.

Michelin MX Nationals

4th and 5th March

1st and 2nd April

6th and 7th May

10th and 11th June

22nd and 23rd July

26th and 27th August

16th and 17th September

(Reserve Date)

Riders interested in being part of the Michelin MX Nationals for 2017 are urged to act quickly. Most classes were full by the end of October last season and it looks like this will be the same.

The best place to find more information is www.mxnationals.co.uk You can register here for 2017, either by paying the full registration fee of £199 or split your payments into two parts £100 each. Entry fees for each round will stay at £85 (if entered a minimum of 2 weeks prior to each round)

Alternatively, you can contact the team using the information below:

Neil Irwin Tel: 01235 848767

Email: neil@mxnationals.co.uk

Paul Irwin Tel: 07966 819850

Email: paul@mxnationals.co.uk



(49) Luke Parker – Expert MX1 Champion



Lewis Hall Takes Top 5 in European 85cc MX Championship

Photos By Nuno Laranjeira



The 2016 season saw young Lewis Hall from Derbyshire take on the challenge of competing in the FIME European 85cc Championship with the support of his family and the Monster Energy Team Green Kawasaki squad.

Lewis's journey to the final at Loket in the Czech Republic would see him have to qualify via the five rounds of the North West sector, traveling to countries including Slovakia, Germany and Finland.

The opening round in Denmark would see Lewis overcome bad starts and battle his way forward in both races to finish seventh overall and start the season off inside the all-important top 10 position for qualification to the Final.

When the qualifying rounds reached Slovakia for the second round Lewis was feeling strong and enjoying the track layout with its beautiful scenery. This time his starts were much better and he was able to secure a fifth and sixth place finish for sixth overall.

Unfortunately, the third round in Holland didn't go completely to plan when he suffered bike problems in Moto 1 which saw him finish outside the points. With the bike fixed for the second moto Lewis was able to battle hard and end the race in a strong third place.

The next stop was held in Germany

on a tight and compact track. After qualifying well on the Saturday Lewis was looking for two good results. In the first race a crash on opening lap saw him recover to finish eighth and in the second race he came away with a similar result for seventh overall.

Then came the final qualifying round held in Finland. The road trip to get to the event on its own was a big challenge. After several days of travel and with the support of his family, Lewis arrived at the sandy circuit looking to improve on previous rounds. A small crash in the first race saw Lewis recover to tenth before riding to a well-deserved fourth place in the final moto.

After the five qualifying rounds Lewis had finished fifth in the standings

and had safely qualified to the final at Loket in the Czech Republic. Upon arriving at the hard pack circuit of Loket, Lewis

knew that it was going to be a tough weekend competing against 40 of the best Youth 85cc riders in Europe.

During the qualifying session Lewis completed fast laps and managed to finish the session as twelfth fastest and

“Lewis is as determined and driven as any rider I have ever worked with, youth or professional.”



with the start being very equal, a good start would be possible from almost anywhere on the gate.

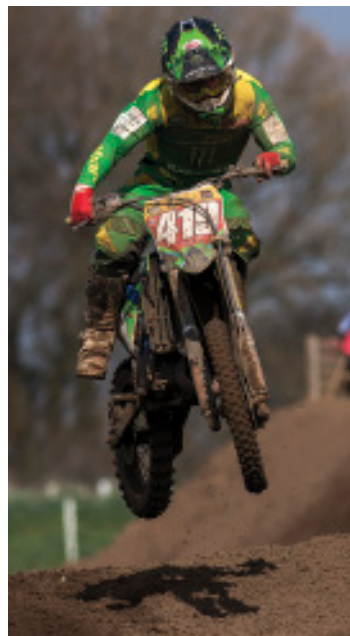
In the opening race Lewis suffered a bad start and had to push hard in the opening corners to get into fifteenth position. He continued to push forward and reached sixth place before making passes on two riders to finish in fourth place.

The second and final moto of the championship would see Lewis suffer another bad start after a rider cut across in the first turn and the youngster was down in twenty-fifth. The opening lap would see Lewis work hard during the race and put in some



solid laps to finish in eighth place in the race for fifth overall on the day and in the Championship.

Since his success at the European Final Lewis has been continuing to compete in the UK at both the BYN and MX Nationals and has recently moved



onto the Kawasaki 250F in preparation for his first full season in the Youth Open class in 2017.

WE ASKED TEAM GREEN YOUTH MANAGER, JEFF PERRETT, HERE'S WHAT HE HAD TO SAY ABOUT LEWIS...

"Lewis is as determined and driven as any rider I have ever worked with, youth or professional". That's the thing, you can pass on all of your knowledge to any rider and help with their coaching both on and off the bike but the inner drive has to come from them, as it does in any walk of life. This kid has tunnel vision, he has that focus and intensity and doesn't need to be pushed because he pushes himself to his limit.

"He's astute, he listens and never thinks he knows better and he applies 100% to all that he's asked to do. It's the same with his parents, and as a family unit they methodically and quietly go about their business. Lewis is quiet, until you get to know him a little better that is, and for the best part doesn't say too much but once that lid goes on he's a different animal, partly the reason why he got his nickname 'Animal!'





With the New faces of Nora now a year into the role



The 2016 season has been a busy year for the Nora-MX club after Nikki and Stuart Walker took over the reins of Nora-MX club in late 2015 from Chris and Sharon Murphy. Before the new season started there was the little matter of the Annual Awards evening to be organised with the combined effort of assisting Sharon and Chris at Oxford Belfry Hotel.

The evening was a successful night and the club were able to raise a sum of money which they could put some towards some great causes namely, Air Ambulance and also ex quad racer 'Bev Barnes', who they were able to assist by getting some recreational Mobility by the form of a quad as she is paralysed from the waist down!

DOWN TO THE CLUB!

We secured 9 great venues and have had 9 club rounds and have hosted within this, 3 British ACU Championship Quad rounds along with a round of the ACUI British Sidecar round at Milton Park and assisted Rob MacDonald run the ACU British Quad series who has

done a wonderful job for our sport! With all the meetings having been a success and the many happy faces have managed to leave their impression with Nora-MX.

The big question was always what are/where you going to change for 2016! Racing is racing, but people actually do like change so we managed to still hold 4 classes as British championship status within the 2016 Nora Programme namely the 100cc class, 250cc class, Masters and Clubman. The introduced an Adult 'out the box' class has seen an average of 10-12 riders every meeting we also split the Masters into 2 groups to cope with this extra class to run in so they ran in 'Masters support'.

New for 2016 saw the Race-timing truck receive a 'makeover' with new livery! INCORPORATING THE Traditional Nora Union Jacks of the 1990's, 42" TV for Live timing built into the rear of it, and the Addition of 'Race-Monitor' Live timing to peoples Personal devices via and App.

We have catered for international



riders from Belgium, Holland, Lithuania, and France, regulars from Scotland, Ireland and Wales but kept a Belgian guy coming to all 9 championship rounds who is likely to take the Clubman Elite Title (Davino Bruneel) which proves we must have the best meetings in Europe to attend.

At our 2nd meeting which hosted the British Quad round, we had a Professional Photographer who took a photo of each rider on their machine against our Sponsor Podium backdrop



Left to Right: Alfie Walker, Harry Walker, Stuart Walker

as a memento of their season's racing with Nora, there was 180 riders at this Meeting at Cusges Gorse with each rider collected their Free photo at the club's expense.

We have Hoodies and tees, free calendar mouse mats, Key rings and have basically attempted to raise the profile of the Quad Club. With the generosity of some of our terrific sponsors this has made this easier to do so we are eternally grateful for their support!

Our least attended meeting through the summer has attracted no fewer than 126 racers and the Maximum has topped out at 180!

The Club is perceived to be the best in Europe as a Multi-Round Quad Only Championship Club, we intend to work hard to make this remain the case and uphold the hard work from the Murphy family from years gone past!

WHAT CHANGES FROM HERE?

Year two under the Walker reign should be easier as the wrinkles have been ironed out! There has been terrific support from the existing staff who assist in the smooth running of the club on the weekend. With both positive and



financial support which has assisted the club's enthusiasm for an even better year in 2017

Nora-MX have managed to secure new tracks which quads have not visited before, but for us the secret ingredient is quality track choice / variety and a little more geographical spread to help those who travel many miles to attend Nora-Mx each meeting! Hopefully with the venues that have been secured already it will prove to be another successful year in 2017.

But before the 2017 season can start there is the Nora-Mx Annual Awards Evening at the Oxford Belfry on February 11th 2017 for a pre-season get together and Annual Dress up.



Sheffield 2017

The Martin Lampkin Memorial Indoor Trial

Words: Mick Tonks Pics: Nige Pearson – TrialsUKMedia

PHOTO BY JOHN HULME



Current FIM World Trials Champion Toni Bou with the very first FIM World Trials Champion Martin Lampkin



We said farewell to one of Yorkshires finest sons earlier this year, the winner of the very first official FIM World Trials Championship and joint founder of Sheffield with his good friend Neil Crosswaite, Martin Lampkin is sadly no longer with us, but his larger than life presence in the World of Trials will never be forgotten.

The New Year wouldn't be the same without the Worlds No1 Indoor Arena Trial at Sheffield, it's become the very first entry on every trials fans calendar. The very best riders in the World will be appearing at Sheffield again on the 7th

January 2017 and last year's surprise winner Adam Raga will be doing his best to hang on to his King of Sheffield crown. However, Toni Bou will no doubt be looking for revenge in 2017, he didn't enjoy losing his Sheffield title last year, it was his first defeat at Sheffield since winning on his debut back in 2006.

Since its birth in 1996 the Sheffield Arena Trial audiences have witnessed the very cream of World Class trials riders. Trials supremo Jordi Tarres, Dougie Lampkin MBE, Steve Colley, Marc Colomer, Kenichi Kuroyama, Amos Bilbao, Bruno Camozzi, Graham

Jarvis, Takahisa Fujinami, Davide Cobos, Marcel Justribo, Marc Frexia, Adam Raga, Albert Cabestany, Jeroni Fajardo, Tadeusz Blazusiak, Toni Bou, James Dabill, Loris Gubian, Jack Challoner, Alexandre Ferrer, Matteo Grattarola just to mention a few!

Martin Lampkin designed and built all manner of innovative sections for Sheffield, some have been really long, some have been really slippery, some have been scarily high, they have all been unbelievably challenging. Some of the Trials Gods have made them look easy some of the time, some of Trials Gods have made them look really

difficult all of the time. The genius is in making sections that can take marks of virtually everyone, without hurting anyone, that genius was Martin Lampkin. That tradition will continue with the Lampkin family under the watchful eye of Dougie Lampkin MBE and joint Sheffield founder Neil Crosswaite.

The half time entertainment reads like a list of the best cycle stunt riders in the World, many of you will remember Ex World Champion Ot Pi making his first of many visits at Sheffield back in 96, over the years he broke every health and safety regulation in the book, including nearly setting the place on fire on one occasion! We've had Spanish ace Cesar Canas, French superstar Marc Vinco, the Belgian two-wheel wizard Kenny Balaey and last but not least daredevil Danny MacAskill brought the house down with his World Drop & Roll Tour show at Sheffield last year. Going to print I have no idea who will star in this year's half time entertainment, all I can say is - you won't be disappointed.

2017 is looking like being another memorable year at Sheffield we'll miss our mate Mart, he took great pride in the knowledge that he was big part of something really special - the best Indoor Trial in the World and that will continue!

Tickets are on sale now at the same price as last year, £32.50 for adults and £22.50 for under 14s which includes a free commemorative programme. Arena box office 0114 256 56 56 or via the website www.sheffieldarena.co.uk

TICKET COMPETITION

We have five pairs of tickets to give away for Sheffield, just answer this easy question – What make of bike was the winner of last year's Sheffield riding?

Answers via email to mick@thearkdesign.co.uk please include your full name, address and contact number. Entries close on the 9th December.

Good luck!



James Dabill



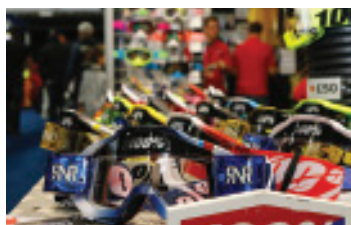
Adam Raga



Albert Cabestany

International Dirt Bike Show 2016

Top riders and latest machines set to appear at the International Dirt Bike Show in partnership with MOTUL.
October 27-30-Stoneleigh Park, Warwickshire - dirtbikeshow.co.uk



Prepare for sporting stars, the latest bikes and top-class action... the International Dirt Bike Show in partnership with MOTUL is coming to town. Europe's premier indoor off-road event is just a little more than a month away with the must-attend International Dirt Bike Show in partnership with MOTUL taking place at Warwickshire's Stoneleigh Park on October 27-30.

Among the many highlights of the showpiece is the fact that many top sporting stars will attend, with teams

often using the four-day event to reveal major rider announcements and new sponsorship deals.

There's already a buzz about what might be shared during the 2016 show, as the big-hitters of the scene descend on the venue for interviews on the main stage which is always a hub of activity.

Manufacturers aren't just there to showcase their riders and share the latest news, however, as they will all come together with a staggering number of bikes, covering virtually

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

We've teamed up with the International Dirt Bike Show to offer SportMoto readers the chance to win one of 5 pairs of tickets to Europe's largest off-road event, which takes place from 27-30 October, 2016. To be in with a chance of winning this fantastic prize, we want to know the answer to the following question – **Motul, the official partner for the 2016 International Dirt Bike Show, were founded in which year? 1853, 1953 or 2003**

Simply email your answer, with the subject line 'International Dirt Bike Show Competition' along with your name and address and contact number to mick@arkdesign.co.uk. Entries will close on the 19th October.

every off-road discipline, both on display and for sale including 2017 models for motocross, trials and enduro. Honda, Husqvarna, KTM, Suzuki and Yamaha will pack production machines into Hall 2, alongside other examples from Beta, Bultaco, Gas Gas, JotaGas, Mecatecno, Rieju, Sherco and Vertigo.

The bikes aren't the only attraction either, as over in the retail hall (Hall 1) you can expect to see kit, accessories, clothing and much more besides on offer from distributors, along with outlets offering the latest 2016 goods for superb prices. With the show taking place in late October, it's the perfect time to stock up ahead of a new year of riding, or get your hands on a few

perfect Christmas presents for your nearest and dearest.

And the show isn't all about getting you to part with your hard-earned. There's plenty to get involved with and watch, including visitor favourites such as Minibike Supercross, on-stage entertainment, have-a-go electric trials and the incredible Wall of Death. There are also demonstrations from trials legend Dougie Lampkin – a 12-time world champion and 2016 Scottish Six Days Trial winner – who'll be joined by mountain bike ace Danny Butler and friends. Younger members of the family are looked after too with a dedicated Electric Trials area for kids, Quads, remote-controlled motorcycle racing and Strider balance bikes.

ADVANCE TICKETS ON SALE NOW

There are real savings to be made by buying in advance! Admission for Friday-Sunday is just £13 per adult when bought before the advance ticket deadline 11.59pm on Monday, October 24. The same ticket for DISCOUNT THURSDAY costs just £8. With so much going on at one venue for such a low price, it's easy to see why this is a must-not-miss for thousands of dirt biking fans.

PRICES

Adult	£8 (saving £8 on the gate)
Child (11-15)	£8 (saving £2 on the gate)
Senior	£8 (saving £2 on the gate)
Family	£24 (saving £16 on the gate)
(two adults/two children)	

DISCOUNT THURSDAY

FRIDAY-SUNDAY

£13 (saving £3 on the gate)
£8 (saving £2 on the gate)
£8 (saving £2 on the gate)
£30 (saving £10 on the gate)

To buy tickets follow the links from dirtbikeshow.co.uk or call 01507 529529



Check out the new IDBS website

The International Dirt Bike Show in partnership with MOTUL website has undergone a refresh ahead of the 2016 event, offering visitors mobile-friendly access to the latest updates and information.

Along with a modern new look which resizes for any and all desktops and devices, the site features news feeds from leading off-road publications and show media partners Dirt Bike Rider and TMX. There are also updates from the organising team in the build-up to the event itself, and throughout its duration regular updates will keep show-goers informed all the details, the timetable and exhibitor news. Other features include a photo gallery, links to download the International Dirt Bike Show in partnership with MOTUL App and a feed from the event Facebook page. Traders and exhibitors can also use the site to find relevant contact details and download trade application forms.

To see the new site, or for any further information about the event, visit dirtbikeshow.co.uk and be sure to add it to your favourites.

Motorcycle Live 2016

Packed with FREE features, events and entertainment!



Motorcycle Live is back at The NEC, Birmingham in November and with the return of an all-inclusive ticket price, plus significant savings and on-the-spot-prizes for online advance buyers, there's never been a better reason to pre-book your trip to the UK's biggest bike show.

The all-inclusive ticket means that every live feature and event at the show will be absolutely FREE – including our very own ACU Try Trials feature, which gives visitors the opportunity to learn the basics of the super-skilled trials discipline. The Test

Ride Zone supported by Shoei, Sidi and Spada is back and packed with a whole range of models to try from the leading manufacturers, and Motorcycle Live organisers will soon be revealing full details of an all-new Experience Adventure feature.

For newcomers to the world of biking, the industry's Get On initiative will be running Two Wheel Taster sessions and youngsters will be kept busy on the Kuberg MX Experience and the Kiddimoto Children's Fun Track. Yamaha will be bringing the Dark Side MT Tour to The NEC, while BMW will be

running its GS Experience demo, Harley-Davidson will return with its Jumpstart feature and Indian Motorcycle will be displaying the winning machine from its Project Scout competition.

Kawasaki's stunt rider extraordinaire Lee Bowers will be back by popular demand after his trick-packed demos were voted 'Best Manufacturer Experience of 2015' by show visitors. Another Motorcycle Live favourite, charismatic adventure rider Nick Sanders, will also make a return to launch his latest film *The Extraordinary Life of an Ordinary Man*.

Non-stop entertainment will be provided courtesy of Steve Parrish, James Whitham and a whole host of celebrity guests on the Black Horse Stage in the British Eurosport Entertainment Zone. There'll be games and quizzes with loads of prizes to be won, plus daily Q&As with racing stars from MotoGP, World and British Superbikes, the Isle of Man TT and Speedway.

The awesome FMX Live will return to Motorcycle Live for 2016 and this year, the heart-in-your-mouth, edge-of-your-seat action is included in the ticket price, meaning visitors can experience the mind-blowing show for FREE.

The live show will be situated in the 2,000-seat FMX Live arena, creating an electrifying atmosphere complete with lights, lasers, LEDs and a heart-pumping soundtrack.

With all this going on, you'd be forgiven for temporarily forgetting what the UK's biggest bike show is all about and that is salivating over some seriously stunning machinery. Whether it's new 2017 models from the world's leading manufacturers, the weird and wonderful creations in the Custom Xtreme Zone supported by Back Street Heroes or the beautifully iconic machines on display at the Classic Feature supported by The National Motorcycle Museum, Motorcycle Live 2016 will not disappoint on the metal front.

SO WHAT ARE YOU WAITING FOR?

Book your ticket now and start planning your visit. An advance adult ticket is priced at just £19.50* – a massive £5.50 less than the on-the-door price. There is also a £25 advance ticket, which includes entry to the show and a Spada bag worth £29.99**. Families will also benefit from a new pricing structure, with kids aged 11-16 paying just £1, both in advance and on-the-door, and kids aged 10 and under getting in FREE. This means the entry fee for a family of four now comes in at well under £50.

Those buying in advance online could be in with the chance of receiving one of hundreds of Golden Tickets, and will find out instantly whether they have won a prize. The Golden Ticket prize pool includes anything from keyrings, caps and t-shirts, to motorcycle clothing, helmets and boots, VIP racing tickets and experience days.

Motorcycle Live 2016 takes place at The NEC, Birmingham from 19-27 November. To book your advance tickets, visit www.motorcycliveline.co.uk or call 0844 581 2345.

*Advance ticket price, closing date for advanced tickets midnight on 18 November 2016. There is a £1.50 fulfilment fee per order. **Limited offer while stocks last



FREE TICKETS!

5 Pairs of tickets are up for grabs, just answer this easy question - Who was voted with the Best Manufacturers Experience of 2015?

Answers via email only to mick@thearkdesign.co.uk please include your full name, address and contact number. Entries close on the 11th November. Good luck!

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World No 2 and last year's Sheffield winner

JAMES DABILL British Champion

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www.sheffieldarena.co.uk

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