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Independence

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Welcome to Sportmoto

With another busy season ahead of us I am happy to welcome you to this Spring issue of the ACU *Sportmoto* magazine. With the off-season seemingly getting shorter and shorter each year, the season for many of you is already well underway!

Another successful season last year was acknowledged at the end of January at the Annual ACU Awards evening at the National Motorcycle Museum where Champions from all disciplines came together to celebrate their achievements. The upcoming season is looking to be another great year ahead, with many British competitors once again tipped to do great things in their respective sports. The following pages of the magazine previews a number of this year's events and championships taking place up and down the country. The 2017 season will see the



World Enduro Championship return to the UK at Hawkstone Park, where current E3 World Champion Steve Holcombe will be hoping to impress in front of the home crowd, along with Nathan Watson, Danny and Jamie McCanney and Jack Edmondson.

There are also a number of ticket competitions and previews to events such as the World Outdoor Trial Championship at Tong and the chance to win VIP tickets to the Motocross of Nations which will be held at Matterley Basin at the end of the season. For all you Road Racers there is the chance to win a badged RST race suit courtesy of MotoDirect.

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

Richard Blyth

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Message from the Chairman

As your new Chairman, my first words are an expression of thanks to Brian Higgins who has held the post of ACU Chairman for the past 6 years. As Vice Chairman during this period, I can vouch for the time and effort that Brian put into the role, which without doubt has helped put the ACU on a strong footing for the challenges that will come. Brian very much approached the job as an ex rider and always tried to see things from that point of view, as well as from the administrative side. This is a philosophy I intend to emulate and while my riding success has been nowhere near Brian's, I have ridden probably for more years than most and I too, have always looked at things from that perspective. Brian remains as a Director as well as heading up ACU Events, so I am confident he is there to guide and assist me.

I mentioned the challenges that face us in the future, and this is not some glib exaggeration.

It seems that almost on a daily basis, there is some new initiative or legislation that threatens our sport and be assured that the ACU will continue to deal with these things on your behalf. Making sure all the necessary insurance cover is in place and that both riders and organisers are fully protected is also a main priority.

That leads me onto the ACU Board and I welcome two new members in Mr Steve McCauley who takes over as MX Chairman, and Mr Tristan Robinson who thankfully fulfils some of my hopes for the future, being both young and still riding in such events as the ISDE.

One of the stated objectives of the ACU Board for 2017 and 2018 is to try as much as we can, to give assistance to our organisers. We will look at some new initiatives to do this.

So, what of the 2017 sporting season ahead of us?

On the National front the Maxxis ACU British Motocross Championship continues to build in strength with the opening two rounds of the eight rounds having already taken place. Maxxis who have backed the UK's premier series since 2002 have recently renewed their sponsorship for another 3 years. In addition to the new Maxxis deal, Pro Clean have also come on board again for another season along with the series' other new and existing sponsors are KTM, Direct Distribution, DEP, Phoenix Tools, Superflow Lubricants, Surf & Turf, Powertool Buddy, EK Chains, TMX, DBR, Kobold, Hel, REVO, SBS, Motohead and MX Vice.

On the International scene alone it will be one of the busiest ever. There will be World Trial event at Tong, and Enduro GP at Hawkstone. The ISDE is in France and in addition to the ACU Trophy & Junior Trophy teams, we have 14 Club teams entered, making a total of 49 riders. The MX of Nations comes to the UK in October. It is the biggest MX event in the World, and the predictions are that it will be biggest and best attended in history. The TT gets bigger and better each year and 2017 looks to be the widest open for years.

John McGuinness will be on the new Honda and will be joined by new team mate Guy Martin who is making a welcome return to the TT. Michael Dunlop on the new Bennetts Suzuki will surely be hard to beat however and Ian Hutchinson may well prove too much of a challenge for them all!

It certainly looks to be a busy year. The ACU will be right at the forefront of making it all happen.

Whatever your discipline and interest – enjoy !

John Collins
Chairman





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Annual ACU Awards and Presentations Day



Jack Peace collecting the Pinhard Trophy from Tony Lloyd and Emma Bristow



Saturday 28th January saw a whole host of stars from all disciplines of Motorcycle Sport gather for the annual ACU Awards and Presentations Day at the National Motorcycle Museum near Birmingham.

During the daytime over 200 guests arrived for the presentation of the ACU Youth Awards which for the first time saw two International stars enter the room on their Championship winning machines, FIM Women's World and British Trials Champion Emma Bristow along with FIME European Long Track and British Masters Grass

Track Champion James Shanes powered up their bikes to make a spectacular entrance to the Imperial Suite, Emma on one wheel, as she wheeled up to the stage.

There was a great turn out of our Youth Award winners to collect their Awards to celebrate their achievements from last year. Emma presented the Trials Awards and James the Grass Track/Speedway Awards and it was also great to see Gareth Hockey, RHL Activities Ltd Promoter on hand (albeit on crutches) to present the British Youth National Awards.

In the evening the Adult Awards took place which saw the largest turnout of stars and guests with over 420 sat down to celebrate the achievements of last year. Road Racing and TT Stars Ben and Tom Birchall started the evening off in fine style by riding two Rotary Norton machines into the Imperial Suite, the bikes sounded fantastic as they made their way up to the stage.

Young teenage Trials sensation Jack Peace collected the prestigious Pinhard Trophy as the best Under 21 year old competing in ACU events. Jack was presented the Trophy by Emma Bristow and he also collected his World, European and British Trials Championship to round off 'the year that Jack built' for the 16 year old.

The evening also featured a number of special guests include 1976 World Speedway Champion Peter Collins to present the Track Racing and Speedway awards while multi World Champion and ISDE Gold medallist Paul Edmondson had the honour of presenting his son with his World Youth Enduro title and Paul also presented the British Enduro Championship Awards as well as the Extreme Enduro and British Sprint Enduro Awards. After collecting their own World F2 Sidecar Trophies, Ben and Tom Birchall then presented the remainder of the Road Race, Drag and Sprint awards.

Ian King collected another European title which takes his tally to 10 championship titles and a video was played which outlined Ian's remarkable exploits to become the Motorcycle World Land Speed Record Holder.

ACU Chairman John Collins commented "A lot of hard work by the ACU Staff goes into making the ACU Awards happen. The whole day has been superb and it is great to see so many riders from so many disciplines come together to celebrate their achievements of last year".

Richard Newton Claims Inaugural ACU Datatag Commitment to Coaching Award

At the recent ACU Awards evening held at the National Motorcycle Museum at the end of January ACU Datatag Commitment to Coaching Award was presented as recognition of the outstanding commitment to ACU Coaching by a Non-Commercial Club, Project or Individual.

In its inaugural year the recipient was Richard Newton from Motocross

Challenge Project (MXCP) in Kent. Richard has been an ACU Coach for 19 years and initially began his coaching with Vic Allan on his alternative curriculum programmes, something which inspired him to set up MXCP in 2000 with his wife Charlotte. Richard is the project's senior coach and is also an Assessor for the ACU.

The Dover-based MXCP was

established in 2000 to offer an alternative way to educate and motivate young people across Kent. MXCP provides a viable facility for young people who are out of mainstream education. Using motocross as a practical tool, they educate, motivate and enthuse these young people towards success in a range of courses that teach practical, social and functional life skills. These skills give them a future with options and choices that might otherwise not have been open to them.

The ACU Training Department is currently inviting nominations for the 2017 Award based on the following criteria:

- ACU coaches must be involved in coaching for non-commercial/profit making organisations such as ACU Clubs, Centres or ACU Recognised Projects
- Youth coaching/training must be provided, though coaching of adults is a welcome addition to any youth coaching activity
- Nominations can be made by an ACU Club/Centre or ACU Recognised Project itself or by a participant (or parent of a participant) of the coaching activity.

Closing date for nominations is 31st October 2017.

The recipient of this year's Award will be selected by a Panel in November 2017.

For further information regarding the nomination process, please contact the ACU Training Secretary, Debbie Walmsley on 01788 566419 or dw@acu.org.uk



Your new Chairman

John Collins, from the industrial steel town of Port Talbot in South Wales. Aged 69.

Very much from a horse and horse racing background, he was the first in family to get involved with motorcycles, in his case British road bikes, much to the dismay of parents, who were just slightly happier seeing him ride in the then called "flapping" pony races prominent in S.Wales at that time.

John was a Technology school teacher retiring after 30 years and has in addition along with wife Audrey, run a small competition motorcycle dealership where they have lived and run a business for over 40 years, being a past Bultaco main dealership. John describes himself as a Bultaco specialist and fanatic! These days they concentrate the business (or rather Audrey does) and on everything Trials.

John started riding Trials in the early 70's competing almost every week, and dabbled in some MX (badly) and then like many others back in 70's started to ride in Enduro, and after gaining a Silver in the Welsh Two Days in 74 on his Trials bike, started to take Enduro more seriously, while still competing most weeks in Trials. Many events followed of all types including a 64th place in the very first Weston Race, then called the Enduro de Mare! - riding of course a Bultaco, a marque he rode in almost all events he participated in. He dabbled with some Japanese bikes for several years at Weston but then returned for a final ride on probably the only Bultaco

where he thinks he finished 164th

In the mid to late 80's John managed to gain 3 ACU British Enduro Four Stroke Clubman Championships and 4 Welsh Four Stroke titles, the latter being by far hardest in the wet Welsh forests. "Harder the event the better" he remarks, "as I could always finish and mostly stay clean but I was to Special Tests about as much as Cyril Smith on a trampoline! Those early days of hard Beacons and Nant-yr-Hwch served me well and when riding about 15 Enduro's a year including most BEC's for many a year I think I only failed to finish 2 events." His biggest regret at present is being far too old to compete in the now popular Extreme events which would have suited him down to the ground.

He still rides Trials when he can and when not on ACU duties, and enjoys the ACU Trail Bike Championship. In 1988 he took over as Centre Secretary in the West South Wales Centre where he served for about 12 years. Long spells as Chairman of Welsh Federation as well as Enduro Committee followed. In 1990 he was persuaded to stand for the ACU Trials Committee, and in 2002 took over the reins as Chairman from Frank Carter who John stills regards as a far better Chairman!

At International level he has been Vice President of the FIM Europe Enduro Commission for many years and also a member of FIM Enduro Commission as well as FIM Enduro Bureau. John states that his first love still remains Trials however, and says something I am sure



sometimes irks my colleagues on FIM Enduro Commissions is when I quote "this is how we do it in Trials!"

I think my proudest moments in ACU have been as Trial des Nations Team manager when we managed a few times to win both Men's and Women's titles over a weekend and the celebrations with Martin Lampkin and Malcolm Rathmell remain a fond memory.

On the coal face itself John has in recent years been Clerk of Course for several UK World Trials Championships as well as UK X-Trials World Championships and Clerk of Course for UK World Indoor Enduro at Sheffield and Liverpool. 2017 sees him scheduled as Clerk of Course working alongside Paul Eddy for the UK World GP Enduro at Hawkstone.

He remains a stalwart member of Neath Motor Club, where he remarks they keep his feet firmly on ground, and all above means very little when they hand him the Observers punch for St David's British Championship Trial or a bag to go and pick up some markers!

2017 TT Ben Fund Badge Now Available

The 2017 TT Ben Fund badge (pictured) is now available at a cost of £3 and is available from the ACU Office in Rugby.

Send cheques made payable to "ACU Benevolent Fund" to the following address: ACU House, Wood

Street, Rugby, Warwickshire, CV21 2YX or alternatively, you can call the Benevolent Fund Secretary on 01788 566419 if you prefer to pay by credit or debit card.



New Members Join ACU Track Racing Committee

At the first meeting of 2017, the ACU Track Racing Committee Chairman Dickie Staff welcomed two new members to his team. Tony Steele and Shaun Harvey will both join the existing Committee for an initial term of three years each.

The new members bring a vast amount of experience and knowledge to the Committee as Competitors, Event Organisers and Officials.

Although coming from a background in Speedway racing, Tony Steele offers the Track Racing Committee (TRC) a wide range of experience across all forms of Track Racing covering local grass roots events to Long Track, Flat Track, Sidecar and Ice Racing.

Tony's love affair with Track Racing started back in 1968 when Speedway returned to Leicester and he joined the Track Staff soon after in 1969. Over the years Tony has become a Speedway Referee and Steward at various different levels, including at World level and covering events in New Zealand and Australia.

After retiring from the FIM Referee's panel at the age of 55, Tony was elected to join the CCP Bureau (the FIM's Track Racing Commission) and has represented the ACU since

then. Even after traveling the world as a Referee, Tony enjoys visiting remote circuits at grass roots level and understands that without the Youth Grass Track riders progressing 'through the ranks', there would be no future World Championship stars in Track Racing and Speedway.

As part of his new role on the ACU's Track Racing Committee, Tony will be one of two members representing the ACU on the Speedway Control Bureau

Joining Tony Steele on the TRC is current 500cc Sidecar driver and organiser of the 500cc Sidecar Super Series – Shaun Harvey. Shaun has been an observer at Track Racing Committee meetings for the past two years and when the opportunity arose to join the TRC as full member, Shaun was keen to take more of an active role in helping guide the sport towards a bright future.

Harvey has been involved in Track Racing from a very young age first competing when he was 15 years old, claiming his first British title in 1986 as a passenger, before taking over the controls as a Sidecar driver in 1987.

As a competitor, Shaun has competed at all levels of the sport in 500cc Sidecar's and has claimed numerous titles over the years. In



Tony Steele



Danny Hogg and Shaun Harvey

recent years Shaun has turned his hand to the 1000cc Sidecar Speedway as a competitor as well as assisting with the promotion.

Away from the racing action, Shaun is Chairman of the 500cc Sidecar Association and organiser of the 500cc Sidecar Super Series, using his experiences of competing on the European circuits to raise the profile of the events that he and his club organise.

TRC Chairman Dickie Staff commented, 'I would like to offer my congratulations to both Tony and Shaun for their election onto the TRC. Although they both have very different backgrounds as a result of their involvement in Track Racing, they are both extremely experienced and will bring a wealth of knowledge to the rest of the team. I'm really looking forward to working with them, and I'm sure they will be a great asset to both British and International Track Racing.'

John Surtees CBE, 1934-2017

The Auto Cycle Union is deeply saddened by the news that motorsport legend John Surtees CBE passed away aged 83 on Friday afternoon (14th March) at St George's Hospital in London.

John Surtees made history as the only man to win world championships on two wheels and four. Winning four 500cc motorcycling titles - in 1956, 1958, 1959 and 1960 - and the F1 crown with Ferrari in 1964.

Surtees was awarded an MBE in

1959, the same year he won the Sports Personality of the Year award, the OBE in 2009 and the CBE in 2016.

In recent years he established the Henry Surtees Foundation in memory of his late son, Henry. He also bought Buckmore Park Kart Circuit in Kent and remained a stalwart support of UK motorsport throughout his life.

Surtees remained involved in motor racing into his eighties, competing in classic car and bike events up until last year. We send our condolences to



John's wife, Jane, and to his daughters, Leonora and Edwina

Sam Sunderland – First Brit to Conquer the Dakar



On Saturday 14th January, 27 year old Sam Sunderland created history by becoming the first ever British rider to win the Dakar Rally. After 12 gruelling stages held across 13 days of riding the Dubai based Brit crossed the finish line to take victory and lead his Red Bull Factory KTM team to a 1-2-3 finish in the event.

More amazingly Sunderland's victory also marked his first official finish in the event after suffering with bad luck and injuries in previous years. Sunderland, originally from Poole in Dorset took over the lead in the event on Stage five and built up a lead that saw him finish the rally over thirty minutes ahead of his nearest rival.

A former youth motocross rider, Sunderland has been working hard over the past five years to adapt to the challenges and skills required to compete at the top of the Rally racing sport.

After overcoming the disappointment of missing last year's event due to a broken leg, Sunderland has worked as becoming less aggressive on the bike to ensure that he made the finish line and that he did in fine style with victory.

Sunderland wasn't the only British rider to taste the joys of podium honours at this year's event as Lyndon Poskitt from Lancashire crossed the finish line to claim an incredible second place finish in the self-supported Malle Moto class.

38 year old Poskitt took on the tough challenge of completing the Dakar solo, with just a small box of tools and a tent. The Malle Moto class also sees riders having to work on

their own bikes at the end of each day instead of sleeping.

Poskitt's Dakar started long before the opening day, as the race was just one part of his 'Races to Places' adventures which saw him ride from America to the start line and after complete the Dakar rally he is now heading further south to explore Patagonia.

Photo by ASO/A. Vialatte



Lyndon Poskitt

Track Racing Committee give thanks to two long standing members

The end of the 2016 racing season and calendar year sees some changes happening within the ACU Track Racing Committee (TRC) in preparation to the 2017 season. Following a long spell on the Committee both Peter Gregory and Dick Sullivan will be stepping down from the Committee at the end of December.

With over 40 years of service to the Committee between the pair, it would be unfair to let them step away from Committee duties without the suitable recognition that they both deserve.

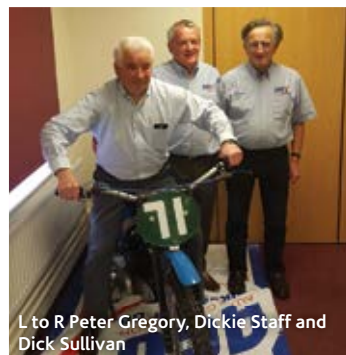
Former Track Racing Chairman Peter Gregory, a past rider at both Motocross and Grass Track events during the 60's and 70's ending his career in the late 70's. After hanging up his racing leathers Gregory joined the Northallerton Motor Club as Grass Track Secretary and helped to organise over 100 race meetings during a 25 year period, which included events such as the 1979 Inter Centre Team Grass track, the last of the multi round Championships in 1981 and two British Masters events in 1984 and 1986.

Gregory joined the ACU Track Racing Committee back in 1987 and

became the Vice Chairman in 1998 and held the position until 2008 when he stepped up to become Chairman in 2009 until 2015 when he stepped down to create a transitional period for the new Chairman, Dickie Staff before retiring from the Committee at the end of 2016.

Aside from his duties on the ACU Track Racing Committee Gregory has been a key member both the ACU Sustainable Events Management Panel and a founding member of the FIM Environment Commission with the good news that he will continue to represent the ACU on the Bureau of that Commission.

Fellow Committee member Dick Sullivan will also be stepping down at the end of December after joining the Committee in 2005. Prior to joining the TRC, Dick Sullivan was a former Road Race competitor and current holder of numerous British and World Records for Sprint racing. Before joining the Committee as a permanent member, Sullivan had been attending meetings as a representative for Youth Track Racing during the late 90's, and had been a key member in dealing with the



L to R Peter Gregory, Dickie Staff and Dick Sullivan

transition of the Youth division within the sport of Grass Track, while also using his knowledge as member of the Technical Panel. With his involvement as an FIM Technical Official, Dick has been the main point of contact for most technical matters over the years.

Current ACU Track Racing Chairman – Dickie Staff commented 'I know that the rest of the ACU Track Racing Committee will join me in thanking both Peter and Dick for their hard work and dedication to the sport of Track Racing over a collective period of 40 years plus. They will both be a very hard act to follow as both gentleman had specific skills and knowledge which will be hard to replace. We wish them all the best in the future'.

Mark Hucklebridge - RIP

The ACU are deeply saddened by the news that former world motocross GP rider Mark Hucklebridge who lost his seven-year battle with cancer, passed away on Wednesday morning (15th March) at Bath RUH hospital. Mark was 39 years of age.

'Huck' as he was known by many in the Motocross paddock was a successful racer, rider trainer and organiser and raced for many of the UK's best teams – MJ Church Kawasaki, Factory VOR, TM UK, KTM UK, Honda UK, Motoxtreme Kawasaki, Chambers KTM and Hockey Honda.

During his career Mark was a British schoolboy champion, winner of the Coupe de l'Avenir, Weston Beach Race, British Supercross Championship, KWS

Championship and won several British Championship races. In 2003 Mark finished 18th in the world and third overall in the British championship that year.

After quitting professional racing in 2008, Mark took up roles as a rider coach and event organiser and worked closely with many young riders and in 2009 became part of the ACU Academy, giving guidance to the likes of Ben Watson, Ryan Houghton and Josh Waterman as they claimed numerous British Youth titles between them.

Mark was well liked and respected by his fellow riders and everyone in the sport who got to know him, but unfortunately in 2010 was diagnosed



with bowel cancer. As well as fighting his own health battles, he was also instrumental in setting up the Friends of

Huck charity, set up to raise money for cancer charities including the Bath RUH hospital and seriously ill or injured motorcycle riders.

Many former rivals and fans have paid tributes to the great man and recalled memories of some of his greatest times. There have been hundreds of posts on social media paying tribute to Huck the hero.

We send our condolences to Mark's wife Emma and son Charlie along with the rest of his family and friends.

Offensive Behaviour toward Observers

It has been reported to the ACU Trials & Enduro Committee that in some 2016 Trials Championship events there were disturbing cases or argumentative, offensive and even abusive behaviour toward some Observers. In particular there were reports that some parents in the Youth D, C, B Championship were guilty of the above. This is not only unacceptable at these events, but can have a knock on effect and some organisers find it extremely difficult to obtain the services of these volunteer Observers for future Club & Centre events which follow after the Championship. It cannot be fair that local organisers and riders should suffer after the actions of a small minority

There were also similar reports of rider attitude in some rounds of the ACU Solo Adult & Youth A Championship in 2017

While it may be acknowledged that Championship events may demand a more competitive approach, this is certainly no excuse for this kind of behaviour

The T & E therefore wish to make a

very clear statement

THIS HAS TO STOP

Attention is drawn to the ACU Standing Trials Regulations. TSR 27 covers Prejudicial Action, and states that any rider, parent or associates can be disqualified and/or reported for further Disciplinary action.

TSR 34 indicates the use of Yellow cards and describes how the issue of these can result in disciplinary action and that could include extra penalties, disqualification or reporting for further action.

Further to this for 2017, the T & E will be informing all Championship organisers to both issue and adopt the protocol of Observers of issuing Yellow Cards for any argument or abuse.

T & E will be closely monitoring the situation and in addition to any action taken at the event will be requesting that the Clerk of Course / Organisers forward to the ACU details of any Yellow cards issued

If a rider receives 3 Yellow cards at an event this would result in disqualification but further to this

any rider receiving 3 Yellow cards during the whole Championship would also further Disciplinary Action and that can include any of the Penalties listed in the ACU National Sporting Code 10.02.

Among the penalties listed are included Fines and withdrawal of Championship points, but importantly the penalty of Suspension, which would seem quite appropriate in some cases. It also needs to be noted that such suspension would not just apply to UK events but could have far reaching consequences on some riders.

Please take the above very seriously. Of course it is not the majority who are to blame, but we repeat that we are determined to improve the situation, and cries of sorrow and claims of heat of moment digression are unlikely to carry much weight

If we have to lose some riders, so be it, undesirable but perhaps inevitable.

This is regarded as less of a problem than losing these hard working, volunteer Observers who are the lifeblood of our sport.

New Year's Honours - Southern 100 Stalwart Awarded MBE

Southern 100 Stalwart Phil Taubman was awarded an MBE in the 2017 New Year's Honours List for services to Motorcycle sport and the Manx Community.

Phil Taubman got involved with the first running of the Southern 100 in 1955, assisting in setting out the now famous Billown Course for what the then media called an ambitious three-race programme, which was

successfully run on Thursday 14th July.

At that time the races were run by the Southern Motorcycle Club Committee which Philip joined in 1961 and followed on by becoming a member of the Southern MCC Race Committee in 1964.

In 1968 he became the Club Catering Officer and he still cooks a good bacon and egg breakfast!

Other positions held by Philip were



in 1970 he was Paddock Marshal and in 1975 became Chairman of the Race Committee and then in 1978 he was made Clerk of the Course for the Billown Course.

Track Racing Champions Present Cheques



Our 2016 ACU Track Racing Champions have been busy over the off season presenting the ACU cheques to their Schools or chosen Charity. Each champion is awarded £100 to give to their School in recognition for their support and understanding of their racing career.

Intermediate British Youth Grass Track Champion Charlie Brooks made the presentation with the help of Poultec Practical teacher and former International Speedway rider Olly Allen to the Sir John Leman High School. While Tegan Brown enlisted the help of Multi World Superbike Champion Carl Fogarty to make the presentation to the Lostock Hall Academy during her school assembly in recognition of her achievement in winning the Inter 85cc MX Championship.

Senior A 250cc Champion Luke Harris took the opportunity to present the Cheque to the ACU Benevolent Fund at the recent ACU Awards at the end of January, where the Cheque with



received by Roy Hanks on behalf of the ACU Benevolent Fund from Luke and European and ACU British Masters Champion James Shanes.

Grass Track 'Old and New Class' gains interest during first season

The financial viability of bike sport in general has been a hot topic for several years now, and sidecar Grasstrack is no different in gathering growing concern regarding the sheer cost of competing in the 21st century. However, an increasing interest is being taken in a small, cheap alternative sidecar class growing momentum throughout the 2016 season- the 'old and new' sidecar class. The class caters for older sidecar machines and new 500cc parallel, air-cooled outfits.

The class is not to be mixed with the super-competitive continental 500cc sidecar class that currently competes on the circuits of the UK and Europe. This brand new sidecar class is aimed at providing a gateway for riders wanting to enter into the ultra-competitive world of Sidecar Grasstrack.

The 500cc machines are cheap and simple to build. The engines are 500cc air-cooled engines, with the Suzuki GS 500 engine seeming the most popular option at present. Engines are very easily sourced and come as cheap as £100 in some cases. They are left running on petrol, kept with standard

electrics and running gear and placed in an old 1000cc sidecar grasstrack outfit.

Currently finishing his first full season on the bars of a 'new' sidecar is 16-year-old Thomas Newton. Riders like Thomas are exactly who this sport is aimed at; young riders wanting to race in the sidecar class but cannot afford the often-extortion attached to mainstream sidecar racing.

Newton, from Cornwall, has already shown that the class can provide plenty of entertainment from both sides of the ropes.

The machine that Newton has been competing on has been built by his grandfather and was put together for less than £1000. This class does also provide a platform for sidecar passengers to get a taste of the action before being placed astride a hugely powerful 1000cc machine.

The class came to fruition when two requests came together. Firstly, the spiralling cost of Grasstrack sidecar racing was causing fewer and fewer youngsters to enter the sport and a cheaper alternative were being sought. Secondly, several key members



of the Pre 75 sidecar fraternity wanted to race their machines, but were few in numbers. After the ACU were approached by both groups of enthusiasts, an agreement was reached which would bring these two together.

In its initial season, most of the racing has been done in the South West of England, although competitors come from across the country. However, the hope is that the potential of this racing class is seen nationwide and many others begin to build outfits to fit the cheap air-cooled machines.

If you are interested in competing in this class, it really is as easily accessible as it seems. Sidecar frames can be sourced from all around the country and suitable engines are available at very cheap prices.

Alternatively, 'try before you buy' opportunities are available via Mark Courtney and Chris Tyrrell of the Mid Cornwall Premier Motorcycle Club who have already given potential racers an opportunity to ride a new 500 GS sidecar.

Mike Edwards Celebrates 10 Years as ACU Road Race Coach



Mike 'Spike' Edwards recently celebrated 10 years of being an ACU Road Racing Coach and his 35th consecutive season of racing. We spoke to Mike to find out more about why he became an ACU Coach and how things have changed during the last 10 years.

It's 10 years since I checked in to Lilleshall National Sports and Conferencing Centre for the two day ACU coaching course; I enjoyed the psychological aspects of coaching, as features of it had never occurred to me before; I found it fascinating and enlightening.

Since then, much has changed, now there is a greater number of instructors, and coaches offering their services, but not all of them work under the umbrella of the ACU Coaching scheme.

It's fair to say that perhaps the conditions necessary to get registered with the ACU, DBS checks, first aid, coach training and insurance; has put some people off from getting involved and they're doing their own thing. To them it's the same, but there are legal ramifications as a coach; once you say, "I will coach you" you have a legal responsibility to the client and should give appropriate advice and guidance. I personally think it's well worth the effort to be part of the ACU's growing formal training structure for the sport that has given me so much; yet lags desperately behind other sports that have a long established progression programme.

The realisation is dawning on riders

that no matter how much you spend on a machine, it's something else that's holding them back. Yes, a super 'bling' exhaust might boost your power, but after one crash you'll be looking for another exhaust; with coaching, the money's spent on improving the rider, who is more often than not the limiting factor, regardless of what they're sitting on.

When I started, 90% of my clients were trackday riders with an occasional racer wanting to sharpen up; but it seems that the benefit of personal coaching is being recognised in competition, with almost double the number of my clients now being racers.

Riders are varied in ability and experience, so working from a set formula doesn't really work; I have to be able to adapt to the specific needs of individuals. To find out how they personally process information and eliciting two-way dialog is very important. If I can encourage them to ask questions and answer my questions, then I know the information is getting across.

Setting realistic and achievable goals is crucial towards motivating the client to experience development; it can be something as simple as boosting their confidence in what they are already doing is correct. However, it can be a fine line, as I also have to have the ability to pick them up, metaphorically speaking, after a 'moment' or incident that can sometimes be hard to overcome and continue further with their motivation. Yet, making mistakes and learning from them, is an essential part of the improvement curve.

I love the challenge of assessing an individuals needs, building a framework of techniques that they understand and can use; then watching them develop as riders. Of course, I get a commercial reward from coaching, but seeing clients with a big grin on their faces gives me a feeling that money can't buy.

You never stop learning; I recently went to Pete Boast's flat track school to try new skills. I was rubbish at it, but if anything, the experience was essential as importantly, it gave me a better understanding of how difficult learning something new can be. It certainly gave me a better respect and empathy for my coaching clients who are wrestling with trying something new on track.

To find out more about Mike's Coaching visit V121PRO.COM or to find out more about becoming an ACU Road Race Coach contact Debbie Walmsley at the ACU on dw@acu.org.uk



National Road Rally 2017



With 2017 marching on we are getting closer and closer to the 2017 National Road Rally (NRR).

The NRR is a scatter rally across England (and touches Wales) run by the ACU in conjunction with the BMF. It is held on the first weekend in July and riders choose their own level of participation, an afternoon ride out, a moonlight ride, watching the sunrise or the adventurous tackle all together and attempt the full Rally. From midday on the Saturday to an 8am breakfast on the Sunday, motorcycles, scooters, trikes and three wheeled cars can be seen looking for that illusive Control. Actually, they are not very difficult

to find, usually, but it makes for good copy.

The controls are run by volunteers; all of them people with their own agenda for being there, Dad is riding.... Mum is riding.... I rode last year I cannot ride this year but would like to be part of it.... I have ridden for many years and just because I don't ride any more..... I want to give something back.... we enjoy the atmosphere.... It's a laugh.... we have a party. No right reason for being there, no wrong.

There are no big money prizes for the National Road Rally, but there is an awards ceremony. Recipients of trophies for overall winner, best 125,

best combination, youngest rider, Spirit of the Event and many more gather at the ACU awards evening in all their finery and party. It's the atmosphere again. New friends enjoying the moment.

So for 2017 we already have over 200 riders and over 60 controls. Riders can start anywhere on the matrix (the "map" of the controls) but there are only three final controls Stevenage, Nailsworth and Leeds. Different levels do have slightly different rules so it's really important that you read the supplementary regs at www.nationalroadrally.co.uk The Platinum Award riders, for example have to start near County Hall in Leicester, as they do some special tests first on the Saturday morning.

The colour this year is red. Red t shirts, red badges, red leaflets and a rather fetching red trophy if you succeed.

Enter now at www.nationalroadrally.co.uk Any Queries? Speak to Mady at the ACU on 01788 566412 or Rachel at the BMF on 0116 2795112

Classic Trials

Words Mike Rapley Photos awsportsphoto



One of the ACU series that is the most difficult to get right is the Classic Trials Championship which was formally known as the Sammy Miller series, and which in its heyday attracted some big entries.

However, in recent years the numbers taking part have gradually reduced, so for 2017 the ACU Trials and Enduro Committee spent many long hours talking with riders, potential organisers and even set up an on-line response facility, and following those discussions and having taken a careful look at the classes included in the past, the committee set about planning a series that they hoped would suit just about everybody who had ambitions to ride older British bikes and twin-shocks.

The result is a seven round series with eight days of action between early March and November, organised by committed and enthusiastic clubs that have a long history of successful classic events, with each event offering 12 different classes which the committee

believe should suit everybody who has an interest in such events.

Basically there are three routes offered in each trial; the standard or most difficult route, (Route 1) offers four separate classes and the slightly easier version (Route 2) offers six classes, whilst the dead easy route (Route 3) is included to cater for the older rider and those on a sidecar.

Route 1's four classes are British Pre 72 Over 300cc, British Pre 72 Under 300cc, Pre 85 Air-cooled twinshocks of Japanese and Italian manufacture and Pre 85 Air-cooled twinshocks of Spanish and British manufacture. Those four classes cover just about all the relevant machines that this series offers for riders who believe that whilst the bikes are varied, they get them competitive enough to compete against each other.

Route 2 (the easier version) for riders that want an easier day, separates the classes further with six categories, British Pre 72 Pre-Unit Construction, British Pre 72 Unit Construction, British

Pre 72 Two strokes, British Pre 72 Twin Cylinder machines, British Pre 72 Rigid Machines and Pre 85 Air-cooled twinshocks of any country.

And finally on Route 3 there are just two classes, Sidecars and Veterans Over 60 on any classic machine. Of course the Over 60s are not compelled to ride Route 3, they can ride any route they choose on the relevant machine.

The West of England Club held the opening round in early March which was very well received, but there is now a significant gap until the next double header round which will be in the Isle of Man over the weekend of July 1 and 2.

The remaining five rounds are: July 23 – Ilkley Dales Trial; July 30 – Llanfyllin; October 15 – South Birmingham Greensmith Trial; November 5 - Ringwood MCC Perce Simon Trial and finally November 19 - North Berks MC Downland Trial.

A great series that deserves to be well represented by riders on classic machines, with routes to cover all ages and abilities.





Lee Granby and Les Ashby



Chris Koch



Ian Peberdy



Neil Langworthy

World Trials return to Yorkshire

Words Mick Tonks Pics Trials UK



Toni Bou



The best riders in the world will be returning to Yorkshire on the 8th/9th July to compete in the the Wulfsport Oset TrialGP Great Britain at Tong lane, Tong, Bradford BD4 OR

20 times FIM Trial World Champion Repsol Montesa mounted Toni Bou heads up the field yet again, he smashed the opposition here last year with two straight wins. He finished on the top step of the podium for an incredible twelve times out of the fifteen counting days, his two seconds and a third-place finish ensured that he never missed a podium finish – simply incredible. World No 2 and ex FIM Trial World Champion Adam Raga will be giving his all to put the TRS on the top step at some point in the season. Adam and the new bike seem like the perfect marriage, he beat Bou at Sheffield first time out on the new bike last year, but only managed one win in the outdoor championship, that withstanding he finished some 62 points ahead of the third-place man. Ex FIM Trial World Champion Repsol Montesa mounted Fujigas is the world number three, he's

enjoyed a fantastic Trial career, how much longer he can compete at this level is anyone's guess, I hope it's a long time the sport needs characters, Fuji has that in spades. Sherco maestro, ex FIM Trial World Champion Albert Cabestany is another rider who's been around for light years, he finished at number four last year, he'll definitely have the youngsters snapping at his heels this year. Vertigo rider Jeroni Fajardo finished in fifth position last year, he had a steady season putting the Vertigo on the podium on three occasions. Jaime Busto leads the chasing pack, he's got a great attitude and could have what it takes to be a future World Champion. He finished in sixth place last year just a handful of points behind Fajardo, if he keeps improving third place could be his for the taking. Multi British Champion and local lad James Dabill will have his first full season on the factory Gas Gas this year, we wish him well at his home round, come on James show us some Yorkshire grit! Spaniard Jorge Casales is another young rider that looks promising prospect for the future, Beta



Fujigas



Albert Cabestany

mounted Jorge finished some 51 points behind Dabill last year. Italian Matteo Grattarola brings up ninth position, taking his Gas Gas to within just a few points short of Casales. Sherco teamster Miquel Gelabert completed last year's

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Jeroni Fajardo

top ten, the slightly built teenager looks a promising rider for the future, he looked confident at Sheffield in January, showing little fear for the commanding sections.

New for 2017, the riders will now have to complete a 'Qualification', that will take place on the Saturday at Tong, this will determine the riders' starting order. In addition to competing in the qualifier the riders will also be available for an autograph session. There's going to be a Yorkshire Classic pre65 Trial, and the organising club will be displaying a range of classic trials bikes, members will be available to offer help and advice to would be future classic competitors. The guys from OSET will be running a Mini E Trial, if you've never seen an electric bike in action (you won't have heard one), you'll be pleasantly surprised. Saturday is going to be an action-packed day with plenty of variety and a great opportunity to meet the stars of the event.

The time table for Tong will be as follows:

- | | |
|---------------|--|
| 7.30 | Gates open |
| 8.00 | Trade village opens |
| 10.00 | Yorkshire Classic Pre-65 Trial & OSET Mini E Trial |
| 11.00 | Official qualification practice |
| 14.30 | Rider autograph session |
| 15.00 | Qualification |
| Sunday | |
| 7.30 | Gates open |
| 8.00 | Official warm up and Trade village opens |
| 9.00 | First rider starts lap 1 |
| 11.50 | First rider starts lap2 |
| 15.35 | End of Trial |
| 15.45 | Prize giving ceremony |

Tickets are available now at discounted prices, and limited camping spaces are available, for more information go the website: www.worldtrialuk.co.uk



James Dabill



Jamie Busto



Adam Raga

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Enduro Events



The discipline of Motorcycle Enduro is formed around Reliability, and as the name suggests Endurance.

There does at present seem to be some misconception among some riders of exactly what an Enduro event is likely to comprise of. I am unable to decide whether this is a case of genuinely not knowing, i.e. a Newcomer to this discipline, or when things go wrong to try to blame others to make up for a riders own ineptitude and lack of expertise.

One is tempted to also say that



there may also be those too keen to adopted the blame and claim culture that is all too prevalent in our sport these days.

So, although I am far from convinced many enduro participants need this reminder or advice, I will nevertheless make a few points:

It is a test of man and machine often over rugged and difficult terrain

The distance of such events can vary from just a few kilometres to over 100miles, with the course being divided into laps or in some cases just one lap of a very long distance.

In all cases riders are likely to encounter a wide variety of terrain and Hazards.

The course is generally not marked in same way as a MX track, but more usually by the use of arrows or route



markers indicating the direction to be taken.

These markers may often be placed at fairly wide distances apart, and plotting ones route, and traversing the varied and difficult terrain is all part of the Enduro concept

There will be many obstacles on a course which need to be taken into account.

NOTE: As per ESR 29 of ACU Enduro Regulations:

“The general course may be open to other users and must not be treated as a One Way route. Forest roads and tracks are **NOT** closed to other users and traffic may be travelling in the opposite direction”
RIDERS SHOULD ALWAYS RIDE AT AN APPROPRIATE SPEED TO TAKE ACCOUNT OF ABOVE RIDERS MUST ALSO ACCEPT THAT ALL FORMS OF ENDURO WILL ALMOST CERTAINLY INVOLVE NEGOTIATING UNMARKED HAZARDS AND NATURAL FEATURES. PART OF THE SKILL OF ENDURO RIDING INVOLVES THIS CHALLENGE

John Collins
 ACU Trials and Enduro Chairman
 FIM Europe Enduro Commission
 Vice President, FIM Commission and Bureau Member

2017 ACU Fast Eddy British Extreme Enduro Championship reaches midway

By Tim Tighe. Images by Tilde Tighe.



Billy Bolt and Graham Jarvis

David Knight crashed early on the first lap and was unable to continue, much to the disappointment of the crowds at the ditch jump and the waterfall. Billy Bolt and Graham Jarvis didn't need any encouragement to take full advantage and Jarvis quickly took the lead with McCanney, Bolton and Bolt vying for second spot. Jarvis pulled away as Bolt surged to within catching distance at one point but the Sorcerer gave his apprentice a lesson in how to turn up the heat and surged to the finish line nearly eight and a half minutes clear of Bolt in second, both riders on eight laps. Paul Bolton had a terrific ride to take third place.



Paul Bolton



There's no two ways about it. This season's championship has been dominated by just one outfit -

The Rockstar Energy Husqvarna Factory Racing team. Graham Jarvis and Billy Bolt to be more precise. With three events down and two to go it's two wins for Jarvis and one for Bolt although fate took a hand at the third round to rocket Bolt into the overall leaders position. The Rockstar Energy Husqvarna Factory Racing team had a cracking start to the ACU Fast Eddy British Extreme Enduro Championship by taking the top two steps of the podium in the Pro race. Graham Jarvis put in a master-class of skilful riding to take the win nearly nine minutes ahead of teammate Billy Bolt, the only riders to clock up eight laps around the extended Parkwood Offroad course. Eurotek's Paul Bolton secured third place, which was an excellent result considering he had just returned to racing following an injury and was unable to put his full weight on his recovered ankle. His holeshot and easy passage over the first rock section showed he was back in the groove right from the start at the head of the field.

The second round, on February 5th at Cowm Quarry, was equally exciting and totally different to the heavily wooded Tong course because there was not a tree to be seen at Cowm. Talk about going from one extreme to another! Graham Jarvis and Billy Bolt tightened their grips on the Championship Cowm Quarry by taking the top two spots in the Pro class around the toughest course ever laid out at the Whitworth venue. Usually the steep hillclimb at the heart of the venue is the centre of attention but for the afternoon race it was quite the opposite as crowds gathered at an perilously deep hole that the Pro, Expert and Clubman riders had to negotiate and it didn't fail to deliver the thrills and spills everyone anticipated. Eurotek KTM's Paul Bolton had a terrific start alongside Lee Sealey as they hit the narrow tunnel with no sign of Rockstar Energy Husqvarna Factory Team riders Billy Bolt or Graham Jarvis, in fact, Grimbo was last off the line. It didn't take long for them to sort themselves out. Bolt, Jarvis and Bolton traded

places for the first hour, Jarvis suffering from arm-pump, until he suddenly came good and moved up a gear to put nearly five minutes between himself and the chasing pair. All three made mistakes, Jarvis and Bolton having to make second runs at the huge hillclimb and it was one of these mistakes that allowed Billy Bolt to take second spot and pull nearly 40 seconds over Bolton in third. Jarvis was long gone at this point, nearly five minutes ahead of them, riding as strongly and smoothly as ever to take his fourth win of the season and second Eddy's X-treme win of the year. Billy Bolt is a quick learner and he had none of his trademark spectacular crashes as he picked his lines and pushed hard for a well-deserved second place. Paul Bolton is a pure competitor and pushed as hard as he could right to the finish line and third place.

Each event in this Championship outshines the previous. Tong was terrific but Cowm was really something special. Paul Edmondson and his team, alongside John Whittle, made the course something that any promoter in the world would be proud of.

Round three of the Championship

took place in Mid-Wales in just over two weeks later near at Abbeycwmhir and although it was a forest based 'hard enduro' rather than an extreme, in the words of Fast Eddy, many riders questioned that after a lap or two. It took a while to happen but finally Billy Bolt got what he deserves, his first major extreme enduro win! The 12-mile course turned into what Bolt described as a 'slog-fest' as heavy rain and high winds battered the venue throughout the day. Strategy, with a huge amount of luck added, was the key in the afternoon race as more than a few riders fell foul of the refuelling rules, going for third lap and consequently running out of fuel out on the course. Both Graham Jarvis and David Knight were disqualified. They took a chance and pushed their luck going for a third lap and lost out. Kieran Hancock also dq'd for the same reason.

The Pro class line up was once again top-notch. Husqvarna's Jarvis and Bolt lined up alongside Eurotek KTM's Knight and Bolton, although to be accurate Knight did start at the back of the pack with eight riders off the line before him. D3's Sam Winterburn, Keelan Hancock, Luke Flack, Owain Humphreys and Gary Daniels all had to be passed by Knight for him to get to the head of the field. Soon it was Bolt, Knight and Jarvis fighting for the lead. All three had their time at the front but Bolt openly

admitted that he sat behind Knight for a while, watching the big Manxman attacking the course and learning as much as possible. Bolt pitted at the end of the second lap to refuel. The others continued for a third lap and their fate was sealed. Knight and Jarvis were joined by Keelan Hancock in the 'ran out of fuel' group and all three were excluded for refuelling outside the designated area. Billy Bolt had a clear lead as even second placed Paul Bolton had dropped 10 minutes, his bike repeatedly stopping apparently. Jarvis was second across the line but DQ'd, so Bolton took second spot with a terrific ride from D3 Racing's Sam Winterburn to take third. This was an extreme event in every sense of the word, especially with the elements against it but as part of the ACU British Extreme Enduro Championship the Ed's of the Valley event bought something very different to the series and now the dust has settled and the mud is drying it will soon become a talking point in history.

With John Kerwin's Extreme Ravines at Helmsley in April there is a long wait before the final round at the H2O Classic near Oswestry in August but at this point it is one of the most memorable series to date and only looks to improve and maintain the high standards expected of the ACU British Extreme Championship.



David Knight



Paul Bolton



Billy Bolt



Danny McCanney



Graham Jarvis

Hawkstone the venue for new style Enduro GP

Words John Collins Photos FIM



Watson and McCanney



Nathan Watson



Jane Daniels

2017 will see dramatic changes to the Maxxis FIM World Enduro Championship. New categories Enduro GP (Over 250cc -2 or 4 stroke) and Enduro 2 (Up to 250cc – 2 or 4 stroke) replace the previous E1, E2 and E3 classes.

The FIM Junior, 125cc Youth and Women will however remain unchanged.

Changes do not end there. By the time this article is printed Rd 1 will have taken place and will have been a complete change from the normal World Enduro Championship. This being a winter race in Finland.

Over 11 hours of riding on Day 1 alone, in sub-zero temperatures, using spiked tyres and even riding a test and changing tyres in the dark would have been a been an Enduro culture shock as will the 26 Special tests to be ridden over the two days!

There will be 7 more traditional Enduro GPs, but there is a further change taking place when the GP visits the UK for the first time in a decade.

The Famous Hawkstone Park will be the venue for the GP FunnelWeb Filter

United Kingdom, and will be organised under ACU auspices by Paul Edmondson and his Fast Eddy team on 23/24th Sept.

The Salop clubs track is iconic in the history of MX and remains one of the most famous in the World, still widely remembered for the instance when Jobe leapt over Malherbe in the final sand pit section in the 500 GP back in 1984.

Deep sandy going, the famous



Danny McCanney

rock faced Hawkstone hill are sure to provide some interesting spectator viewing.

4 times past World Enduro Champion Paul Edmondson is sure to make the most of the venue and will have the experience and ability to make it an event to remember.

The format for this GP will be a Sprint Enduro on Saturday and a 3 hr Cross Country event on the Sunday.

The Sprint Enduro on Saturday, will consist of two Special tests in the form of a MX style test and an Enduro test. Riders will ride each test 6 times to



Nathan Watson



Steve Holcombe



Jane Daniels

arrive at a total time for the day.

Sunday will start with a National Cross Country event of two hours, and then the Enduro GP Cross Country will swing into action. This will consist of a 3 hour event incorporating quite a lot of the track from previous day plus some additional going. The Enduro GP riders will start first, followed in short order by Enduro 2, Enduro Junior and Enduro Youth

Throughout both days, the Enduro spirit will still be maintained as far as possible. Enduro lights fitted, Enduro tyres for both days, and wheels and frame marked so that same machine is used over whole event.

Machines must run with normal fuel tanks and riders will be obliged to pit at least twice. Fast fill fuel caps not allowed.

Certainly different, and certainly a change from the traditional World Enduro Championship format of the past. For sure it will be fast and furious, for sure you will see the best Enduro riders in the World and it would be a brave man to predict a winner of such a new type of event.

The Brits are sure to be trying their best and for once they will be on home soil and in front of a home crowd who can cheer them on.

Watch press and web sites for further details.



Jamie McCanney



Danny Mcanny
Photo Nuno Laranjeira



ACU British Grass Track Championships and British Masters

Words Gareth Bemister Photos Lawrence Hammond



1000cc Masters sidecar action



Andrew Appleton



Big time British Grass Track made something of resurgence in 2016, with Bristol Grass Racing Combine and the ACU bringing together a sensational smattering of top Solo stars from the worlds of Grass Track, Long Track and Speedway to compete for the coveted ACU British Masters title. However it was a home grown regular James Shanes who managed to retain his title and consolidate back to back wins. James went on to further glorify British Grass Track racing with an historic European Championship victory on home soil in another fine day for the sport in Kent last September. So it is on firm foundations that this year's British Championships and British Masters are built, hoping to once again increase the profile of Grass Track racing at its highest standard.

The British Masters is due to be

contested once again at the fabulous Swingfield race circuit in Kent, the location of Shanes' Euro-heroics in 2016. The grandest stage of the domestic season will once again host a similar mixture of talent from both Grass Track and Speedway as the club and ACU take advantage of the successful wildcard system.

Every season more and more young talent enters the 250cc class, and 2017 will see a culmination of several of the country's top talents doing battle.

Trying to put a stop to Shanes' dominance in 2017 will be a plethora of regulars to Track Racing, as well as

some interesting comeback names. One name in particular stirring plenty of excitement is David Howe. At the end of 2015, it looked as though Howe was lost to both Grass Track and Speedway, having been plagued with injuries since a nasty spill at a Worcester club event in 2011. However, having taken 'time out' seemed to be just what the Doctor ordered as the experienced racer has equipped himself for a full season of both Grass Track and Speedway. Howe is a rider capable of winning the championship, should everything fall into place on the day.

Another comeback rider of sorts is Cornishman Ben Barker. After two appearances aboard a Grass Track bike in 2016, the former Team GB Speedway World Cup star looks set to do battle 'on the grass' throughout 2017. Barker was a hugely successful Youth Grass Track rider, but speedway commitments saw his priorities lie with shale racing. However, the call home has been a long time coming and we now see Barker more prepared than ever for an assault at the Masters title.

Add to this list the regulars: Andrew Appleton (multi British Masters and former European Champion), Richard Hall (British Long Track Number 1), Paul Hurry (multi British and former European Champion), Paul Cooper (Multi British Champion), Zach

Wajtknecht (World Youth Champion) and of course former Speedway Grand Prix regular Chris 'Bomber' Harris as well as precious new young talent in the form of 250cc British Champion Jed Collins and Dudley Heathens star Luke Harris. There are many other talented names not mentioned, and with the wildcard system, a surprise package could always be introduced. Top level Solo Grass Track looks strong for 2017.

In the 1000cc Sidecar class, it will almost certainly be another duel between Mark Cossar/Carl Blyth and one or the other (or sometimes both) of the two Winterburn crews; Rod and Billy Winterburn (current champions) and Gareth Winterburn/Liam Brown. These three crews have produced some spine-tingling racing in the past few seasons, taking 1000cc Sidecar racing to a new level. But the big Sidecar class remains as competitive as ever with former champions Paul Whitelam/Alan Elliott, Colin Blackbourn/Carl Pugh and Rob Wilson/Terry Saunters still performing at the highest standard, they could emerge on top on a tense day such as the Masters. The event, to be held on 10th September, looks to once again raise the bar of British Grass Track. However in order to be a part of this event, many riders and passengers will need to do battle at the fearsome British Clubman's Championship, being held in Pickering, Yorkshire on 30th July.

The British Championships for the other classes (250cc and 350cc Solos, 500cc Sidecars and 1000cc Left Hand Sidecars) takes place on 3rd September, hosted by the Ledbury club. These four ferociously competitive classes once again promise bags of talented racers clashing in what is one of the most hotly contested meetings of the year.

Every season more and more young talent enters the 250cc class, and 2017 will see a culmination of several of the country's top talents doing battle. Charlie Brooks, 15 year old from Suffolk, caused a stir at the end of the 2016 season by winning his first adult Grass Track and many are predicting great things for Brooks as he looks to score his first big adult title in the 250cc class. There are plenty of other young riders including another hot prospect;



James Shanes

Devon racer Henry Atkins. Current champion Jed Collins looks set to turn his attention to the 500cc class, so it remains to be seen if he will return to defend his crown.

The 350cc class has been dominated by Speedway star Tom Perry for two years now and it will take a huge effort to stop Perry from making it title number three. Returnee to the sport Charlie Saunders will be a name to keep a close eye on as the season unfolds.

In the continental 500cc Sidecar class, Josh Goodwin/Liam Brown will look to make it title number five in 2017, although 8 times champions Shaun Harvey/Danny Hogg will want to add to their tally. Whilst relative newcomers Mitch Godden/Paul Smith put in some consistent performances to win the Super Series in 2016 and will want to notch up their first British title.

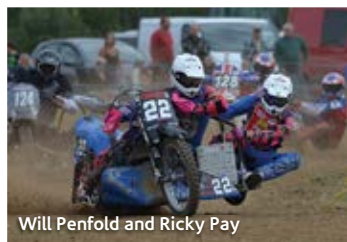
Finally, the Left Hand Sidecar class looks wide open. Current champions Will Penfold/Ricky Pay continue to develop their crossplane R1 machine, with former champions Martin Cuff/Colin Clarke continuing to campaign their single-cylinder machine to great effect. Newcomers Gary Potter/Will Naden began to put in some solid performances towards the end of 2016, and even led the British Championship Final for a time.



Charlie Brooks



Chris Bomber Harris



Will Penfold and Ricky Pay

As well as these 'big days', the ACU British Classic Upright Championships will be staged on May 7th at The Boarded Circuit in Cornwall. This will be the second time that this title has been decided at this unique venue. The older machines will do battle at the British Pre 75 Championships on 23rd July at another fantastic venue at Gawsforth, hosted by the Cheshire club. Finally, the British Youth Championships will be hosted by the 500cc Sidecar Association at their venue in Chelmsford, Essex on October 15th.

In between all these British Championship events, there will be plenty of competitive racing up and down the country. To keep up regularly with the goings-on of the Grass Track world, join Grass Track Banter on Facebook, where coverage of all of the country's racing is featured.



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FIME European Sidecar Semi Final – Wimborne June 2017

Words Gareth Bemister Photos Lawrence Hammond and Scott Pritchard



The ACU and British Grass Track once again plays host to a European Championship competition on the 4th June, as we welcome some of Europe's best 500cc Sidecar racers to Wimborne in sunny Dorset. Last time the event's final was held in this country, a British winner came out on top and fans will be hoping for much more of the same in Wimborne's Corfe Mullen venue in June.

On the aforementioned European Final occasion in 2014, Josh Goodwin and Liam Brown raced a flawless winner-take-all Final to take the title, with fellow Brits Nick Radley/Abi Radley following them home in second place. Although this meeting will not crown a new European Champion, it will be the start of the road for racers aspiring to become the 2017 champions.

Expect plenty of home-grown talent as Goodwin/Brown are joined by fellow British Champions Shaun Harvey/Danny Hogg, who would love to make their debut on the European podium. Other 2016 finalists included the experienced racers Simon Beard/Ant Goodwin and Dave Carvill/Cameron Godden who will hope to once again qualify for the final.

One crew that did miss out in 2016 was Mitch Godden/Paul Smith. The reigning Super Series champions will hope to qualify for their first European



Double British podium in 2014

Sidecar Final in 2017, due to be held in Tayac, France on 1st July.

There will be plenty of strong competition visiting our shores as France, Germany, Netherlands, Scandinavia and Estonia send their best Sidecar racers to battle it out with only the top 6 riders from a field of 12 qualifying through to the French hosted Final.

The action is set to begin on Saturday 3rd June with official practice for the European competitors in the afternoon. Camping will be

available for the whole weekend and plenty of entertainment will be offered throughout. However the real entertainment is sure to begin on race day, as the 12 outfits clash on one of the country's best race circuits. As well as European action, a full programme of support classes, including 500cc Solos and 1000cc Sidecars will look to wow fans old and new. Every time a European Championship meeting is held in the UK, it is always a sight to behold, and this event will surely be no different.



Shaun Harvey and Danny Hogg



Goodwin and Brown in action



Winners in 2014, Goodwin and Brown

True Heroes

Words Sally Bly Photos True Heroes Racing



True Heroes Racing is the UK's first and only motorcycle race team for Wounded, Injured and Sick (WIS) UK Service personnel and Veterans. The team was formed in 2012 by long serving Warrant Officer Phil Spencer, of the Royal Navy, an aircraft technician who worked on Harrier Jump Jets and served on aircraft carriers HMS Invincible, HMS Ark Royal and HMS Illustrious. Phil wanted to offer (WIS) a new concept with opportunities to be directly involved in all roles in a motorcycle racing team as mechanics, riders or logistical support and to prove to all that Life Changing injuries do not have to be Life Limiting.

Phil became involved in organising charity and VIP day's for injured Service personnel at British Superbike meetings, the paddock environment giving him the brainchild idea and also meeting passionate biker, Second Royal Tank Regiment member Murray Hambro who had recently had both legs amputated below the knee and suffered other severe injuries in Afghanistan undergoing medical rehabilitation, After Phil helped Murray complete some track days the dream quickly became reality and in early 2012 Phil formed True Heroes Racing. Following much hard lobbying and specific challenges to overcome in obtaining a novice race licence the team secured Murray permission to compete in club

meetings with an adapted Triumph Daytona.

Murray's unique situation saw rule books re-written and established regulations challenged to ensure him a place on the grid. In April 2013 after further approval and after securing extensive corporate sponsorship the team became the first and only injured Serviceman's motorcycle race team to compete in the support classes of the British Superbike Championship after getting clearance from Stuart Higgs who was supportive of our aims setting realistic and fair degrees for competence, a ground breaking development as never before had amputees raced at this level in the UK.

Phil's proudest team moment was in 2013 at Brands Hatch, where Murray completed his first ever race in the Triumph Triple Challenge, the first

double amputee to race at this level and the first realisation of all that True Heroes Racing stood for.

Murray an inspirational fun character and team trailblazer was the team's first and to date most severely injured rider, every time he takes to the track bearing #912 denoting the date his tragic injuries were incurred he

Phil's proudest team moment was in 2013 at Brands Hatch, where Murray completed his first ever race in the Triumph Triple Challenge, the first double amputee to race at this level and the first realisation of all that True Heroes Racing stood for.

inspires, his focus is team ethic if he's on track then other WIS personnel have involvement opportunities. Some team members have even suffered more severe injuries than Murray and others less obvious injuries but still suffered during their military service.

Phil Spencer's role is team manager, an all encompassing extremely busy role, as the team has grown so quickly his roles have changed dramatically but he remains very hands on even driving the team truck. The team will expand



Phil Spencer and Murray Hambro



Murray on track with his Ducati 899 Panigale

again to support five riders in 2017 Murray, Dave Mackay and Dan Barfoot will race in the Ducati TriOptions Cup and Jim Walker and Mark Fincham in the Pirelli National Superstock 1000 Championship, the team will also have a new truck and special new livery. With no pressure to achieve results, if the riders complete a race smiling the whole team takes great satisfaction of a job well done. The team aims for 2017 to offer greater on and off track team opportunities and importantly to have a safe enjoyable season hopefully aspiring to Superbike level and eventually then offering wider employment opportunities. Team off track time provides the familiar military camaraderie, banter and humour which many personnel miss when they leave the services especially when enforced due to injury.

To date no team rider had raced prior to sustaining their life changing injuries so special machinery adaptations are made, the most heavily adapted bike being Murray's as normal foot controls are raised to the handlebars. These off the shelf adaptations are readily available to other

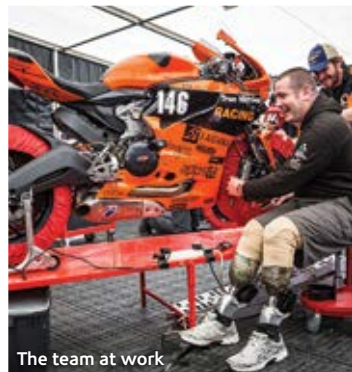
disabled riders to access the same parts. Still being developed are footpegs, Murray's prosthetic legs cannot apply large amounts of downward pressure so his feet can critically slip off the pegs when cornering, with feedback from disabled riders we developed a locating stud system in the footpegs with, initially a hole, a locating plate in the sole of the boot, hope to develop this so Murray can have both feet on the ground on the startline and successfully locate both feet onto their respective locating studs as he drives off the line. Murray also uses, the British, Kliktronic electromagnetic gear shifter system changing up or down at the push of a handlebar mounted button it's instantaneous operation being ideal for racing.

Funded by corporate sponsorship rather than military charities, True Heroes Racing has achieved recognition in the The Sun Military Awards and The Soldiering On Through Life Trust Awards and Phil is really humbled that the public believe so strongly in the teams achievements to nominate them.

Phil wishes to thank everyone who has helped the team along the way.

Corporate sponsors play a massive part, fans buy wristbands or t-shirts raising funds, sponsors providing machinery. One genre of people every team member owes gratitude to are wives, partners and families, for 5 years many of us have spent so much time enabling the team to achieve and couldn't have done that without their support.

My sincere thanks go to Phil Spencer for his help with this article to find out more about True Heroes Racing go to www.TrueHeroesRacing.co.uk or contact info@TrueHeroesRacing.co.uk.



The team at work

TT 2017 – It's nearly here...

Words Gary Thompson MBE BEM Photos iomt.com



With less than 40 days to go, lets take a look at what has happened, who is lining up on Glencrutchery Road on what machines and who will they be with?

Probably the worst kept secret of the winter was Michael Dunlop and his relationship with Suzuki as it has recently been announced that he will team up again with the Hawk Racing Bennetts Suzuki team as he bids to win on a fifth different manufacturer's machine around the Mountain Course. Ian 'Hutchy' Hutchinson remains with the Northern Ireland based Tyco outfit as he puts down his marker for a big bike win.

Honda Racing's John McGuinness re-established his 'King of the Mountain' credentials in 2015 with his stunning PokerStars Senior TT Race win and although McGuinness didn't add to his 23 titles in 2016, the 'Morecambe Missile' will be looking for a change of fortune on the new Honda Fireblade. Of course this year, McG will be accompanied by his new team mate – Guy Martin who makes a welcome return to the TT following his year out last year when he was competing in the Great Divide – a Mountain Bike race from the Canadian border down to Mexico.

2016 race winner Ivan Lintin, who has stood on the top step of the Bennetts Lightweight TT podium for the last two years, will be returning with the RC Express Racing outfit for a fourth season accompanied by Steve Mercer.

Another rider who has enjoyed success in the Lightweight class is Dean Harrison, who won the corresponding race in 2014. Bradford based Harrison's is another rider who will enjoy the stability of appearing with the same outfit as he campaigns for the Silicone Engineering team for the second year.

James Hillier will be on board the JG Speedfit Kawasaki tick. James, who is now with the team for an eighth successive season, will be looking for his first Superbike win after several



John McGuinness



Tim Reeves and Tim Wilkes



Guy Martin

close challenges. Like Harrison, Hillier stood on the podium three times in 2016 and will be looking to move to a higher step this year.

Harrison's Sarolea TT Zero teammate Lee Johnston has switched to Jackson Racing for all classes and the Northern Ireland rider will be plotting his first TT Race win on the Ten Kate

backed Honda.

Peter Hickman, the event's fastest ever newcomer, is another to switch team and manufacturer, joining Smiths Racing BMW outfit for his 2017 campaign. Smiths Racing, who enjoyed a race win in the 2014 Supersport TT with Gary Johnson, will now be looking for Superbike honours with the popular



Michael Dunlop

Louth based rider.

Another rider to favour the German manufacturer is Manxman Dan Kneen, who teams up with Rico Penzkofer's Penz13.com outfit in 2017.

Norton duo David Johnson and the returning Josh Brookes will be jetting in from Australia to talk about the challenge of improving on the team's breakthrough performances from last year, which saw them post the British manufacturers first ever 130mph lap of the TT Mountain Course.

Representing the old guard, 11 time TT race winner Bruce Anstey is again expected to ride for Batley based Padgetts motorcycles but team boss Clive Padgett has yet to announce his machine plans following the Kiwi's hugely innovative appearance on the RCV last year. Like Anstey, fellow veteran competitor Michael Rutter, is another rider who is still challenging at the front of the field.

In the Sure sidecar class seventeen time TT Race winner Dave Molyneux will be looking to put last year's disappointment behind him when the

Manxman failed to start one race and failed to finish the other. Molyneux again teams up with fellow Manxman Dan Sayle, himself the holder of eight race wins around the Mountain Course.

While 2016 race winners Ben Birchall/Tom Birchall maintain their fraternal partnership, its all change with last year's other Sure sidecar race winners John Holden who has teamed up with Manxman Lee Cain as he bids to add to his two Sidecar titles while Tim Reeves, who finished third in the Sure Sidecar 2 Race in 2016, will be looking to add to his solitary 2013 race win and his renewed partnership with Mark Wilkes.

There's always significant interest in the newcomers and Joe Thompson, Adam McLean and Paul Jordan will be putting their winter course learning preparations which they have been doing week in week out with Rider Liaison Officers John Barton and Milky Quayle to the test.

All in all, TT 2017 once again proves to be wide open. Whilst everyone will be looking to Michael Dunlop to see

if he can achieve another fabulous outright lap time of 16 minutes 53 seconds, he will be followed very closely by Hutchy, John McGuinness, Guy Martin, James Hillier and the rest. Not for the faint hearted, TT 2017 has got the ingredients for one hell of a fortnight.



Ivan Lintin



British Talent Cup

Words Hazel Jackson Photos Courtesy of motogp.com



Dorna, the promoters of MotoGP and WorldSBK are keen to develop British involvement in Grand Prix as part of their global “Road to MotoGP” campaign. They have launched a new initiative to develop our promising young riders and prepare them to compete in the world championship – and they’re putting significant money and resource into it. Their investment has two main elements; first comes the British Talent Team, a new Moto3 GP team launched in London at the end of February. It was a prestigious event attended by Carmelo Ezpeleta, Dorna’s CEO – so they are taking this project very seriously. The team is being run by Alberto Puig, the Spaniard who has worked with GP riders such as Dani Pedrosa, and will support John McPhee on a Factory Honda in 2017. The ultimate aim is a two rider team

but John will be the sole rider this year. John has already been on the podium in an outstanding 2nd place in the first MotoGP event of the year in Qatar.

The second element aims to fill a gap of getting riders from UK and Ireland into the smaller bike classes in MotoGP, through promoting talented riders into the Moto3 Junior World Championship and Red Bull Rookies. The British Talent Cup, announced at the same event, will be run on similar lines to the Asia Talent Cup, which Alberto has been involved with since its inception in 2014. This new championship will run from 2018 onwards, will be aimed solely at young British and Irish riders

and – the best bit – will be funded by Dorna who will provide the bikes and the infrastructure. Riders will just need to turn up and ride. The race calendar is yet to be finalised, but will take in the UK WorldSBK and MotoGP rounds as a support series and at other selected events in UK and perhaps

Europe. The bikes will be standard Honda NSF250 Moto3 machines, presenting a level playing field and allowing good riding and racing skills to come to the fore.

Riders who shine in the series will be in a prime position to join the British Talent Moto3 Team at MotoGP events in future years.

Riders who shine in the series will be in a prime position to join the British Talent Moto3 Team at MotoGP events in future years. This presents a great opportunity for youngsters but,



as you might expect, there will be a careful and stringent selection process. Applications can be made between 5 May and 18 June of this year and riders who make it to the next stage will be informed by 21 July. Those who make it through this first stage will then be invited to Silverstone in the week leading up to the British MotoGP round at the end of August. They'll be assessed, both on and off track, and put through their paces by Alberto who will be joined by former GP rider Jeremy McWilliams. Jeremy is the official Talent Scout for the Cup and will be keeping his beady eye on young riders this spring, as well as mentoring John McPhee in Moto3. The selected riders will also get the chance to meet current MotoGP stars, soak up the atmosphere and decide if a career in Grand Prix appeals to them.

The chosen few who are picked to take part in the Talent Cup will find that their race entries, the cost of providing the bike, tyres, and support will be met by Dorna. Applicants must be from the British Isles (including the UK and the Republic of Ireland), hold a current passport and must have a date of birth which falls between January 1st, 2001 and December 31st, 2005 - they will also need a current Competition Road Race Licence in order to apply.

But the main criteria for success? Talent and high performance riding experience – on any surface, as long as it's on two wheels. Applications are welcome from a range of disciplines including Motocross, Grass Track and Supercross as well as tarmac riding.

If you are interested in applying, keep checking the website at www.britishtalentcup.com and make a note of the date that applications open: 5 May.



Jeremy McWilliams, John McPhee, Carmelo Ezpeleta and Alberto Puig





A start from Dean Moor

Motocross in the North

Words Richard Blyth Photos Twisted and P Bell Photography



With the 2017 Motocross season firing back into life, we take a look at the sport in the North of the country as the East Cumbria MX Club and West Cumbria MX Club prepare for the upcoming season.

In recent years there has been a reduction in the number of Motocross clubs in the North of England leaving the East Cumbria and West Cumbria club's as the main source for motocross action at their Brampton and Dean Moor Circuits.

Many would think that with the reduced number of clubs running in the area that the sport was on a decline, but this is far from the case as the clubs continue to go from strength to strength.

The East Cumbria MX club are based at the hillside sand circuit of Brampton and have been since they were founded in 1979. During the years the club and circuit have hosted a number of high profile events include the Maxis British Championship and the British Youth

Nationals and ACU Team Event.

Due to the neighbouring quarry the circuit has seen a number of alterations during the past 10 years which have been positively received by the riders and creating great all round viewing for spectators on race days.

With the circuit in easy access from both the M6 and M69 meaning that race meetings at Brampton are always popular and attract large numbers of riders across all classes from Auto's to Adults with meetings regularly featuring 250 to 300 riders.

For the 2017 season the East Cumbria MX club have invested in a transponder system with the help of the ACU. This means that riders are able to hire or purchase their own transponder and gain accurate lap times and race results from all events.

During the 2017 season the East Cumbria MX Club plan to run a full calendar of event with meetings on the 14th May, 18th June, 8/9th July, 9/10th Sept, 8th Oct and 29th Oct. As

an added bonus trophies are given out to the top 10 riders in all classes and on two day events, evening entertainment is provided in the form of games.

To help younger members get into the sport the club also run a separate





Enduro rider Jonny Walker



Malcolm and Keith Fulton who purchased the land. Following purchase of the land the club then spent the next 5 years working to gain planning permission to have a Motocross track on the site which they successfully achieved.

As a result the club have run a number of high profile events including the British Under 21's and 4 Stroke Championship, British Youth Nationals, British Quad and Sidecar events over the years. One of the venues main events each year is the annual Connor Smith Memorial meeting which features some of Europe's best Quad and Sidecar riders.

For the 2017 season the club plan to round up to 8 events including rounds of the Northern Centre Championship alongside their own Wulfsport backed club championship. With the kind support of locally based Wulfsport the club are able to offer prizes and vouchers to the race winner. Also with the events taking place over two days there is always plenty of track action for the riders.

After spending a lot of time revamping the circuit and changing the direction of the layout for the 2016 season, the club are in the process of looking to transfer to a transponder system like the East Cumbria MX Club.

Dates for the 2017 season at Dean Moor include the 25th March/26th March, 22nd April/23rd April, 6th May/7th May, 5th August/6th August with more information about the club available at www.deanmoormotocrosspark.co.uk or by calling 01946 862020 or following them on Facebook.



Brampton Track

track for the Autos which allows the first time riders the chance to get to grips with racing. Also for anyone wanting to start racing then why not go along to one of the race day and someone from the committee will take you through the process, explaining everything from equipment needed to obtaining licence, or for more information telephone 07899902598.

Across the county in the Lake

District the West Cumbria MX Club at Dean Moor Moto Parc continue to grow and expand as a club. The 2017 season will mark the clubs 13th season of racing at their track. The course enjoys a dramatic hilltop setting that enjoys panoramic views over the Lake District.

It was nearly 20 years ago that the land on which the Dean Moor circuit is based came up for sale and it was the foresight of two founding members

2017 Season Preview

Words Chris Pannell Photos Tracy Thacker



Brett Wilkinson, Dan Chamberlain



The 2017 season of the Maxxis British Sidecarcross Championship kicks off on the 1st April at Desertmartin in Northern Ireland and with 35 crews registered to compete the 6 round series, it's set to be a tight season.

Reigning champion Stuart Brown has this year teamed up with Joe Millard who makes a return to racing following Josh Chamberlain's announcement that he would step down following a knee injury. Stuart and Joe will be hoping they can hold off the chasing pack to give Stuart his 15th British title and Joe his first.

No doubt keeping them honest will be Brett Wilkinson and Dan Chamberlain who continue their partnership together and this year they have switched from the Zabel engine to



Mega. This Mega engine was originally named MTH and is a single cylinder 700cc 2 stroke liquid cooled engine. The engine has shown its potential having been used by the Czech Republic team of Tomas and Ondrej Cermak who finished 5th in the World. They will be hoping this change will help them dethrone Stuart.

Nick Jarvis who finished 3rd in the

British and an impressive 10th in the World last season confirmed paddock rumours that he would not compete this season, nor would the 2016 National Expert and European IMBA Champion Jack Etheridge.

With home advantage in the first round of the year Neil Campbell and Craig Parmenter will be hoping a good start to the series will get them in on

the action at the front and even the fast starting Tony Grahame and Harley Lloyd who graded a few holeshots last season should be up at the sharp end as well. Paul Pelling and Chris Pannell will be hoping that bike troubles won't affect their efforts this year.

A few crews to watch could be Gary Moulds who has Steve Kirwin in the chair this year and young talent Dan Foden who teams up with Scott Grahame. Even George Kinge/Ryan Humphry and Mike Hodges/Charlie Ide will be looking to be top 10 regulars.

Within the series 27 crews will also compete for the National Expert Championship. This Championship is only open to the crews that did not finish in the top ten the previous year and have not competed in a World Championship event in the last two years. Crews that could be fighting for this honour could be Ross Bowers/Dan Phelps, Gary Moulds/Steve Kirwin, Mike Hodges/Charlie Ide, Rob Oldfield/Faye Barnes and even newcomer to this year Jake Brown who teams up with seasoned passenger Matthew Conner who have shown plenty of speed in some pre-season events.

The championship rounds are:

- 1st April - Desertmartin, Magherafelt, Northern Ireland, BT45 5QW
- 28th May - Blyth, Northumberland, NE22 7DD
- 25th June - Foxhill, Swindon, SN4 0DR
- 23rd July - Dean Moor, Cumbria, CA14 4RH
- 3rd September - Wakes Colne, Halsted, CO6 2BH
- 8th October - Canada Heights, Sidcup, BR8 8DX

4 crews from Britain have registered for the World Championships for 2017, Stuart Brown/Joe Millard, Brett Wilkinson/Dan Chamberlain, Dan Foden/Scott Grahame and George Kinge/Ryan Humphry. The series will see them compete in 14 rounds starting the 17th April in the Netherlands, travelling across Europe to as far as Ukraine and even Latvia then ending back in the Netherlands on the 17th September.

Stuart came close to the title last



year but missed out to the now retired Jan Hendrickx and his passenger Ben Van Den Bogaart, so he'll be hoping he can lift his first crown. Brett will be looking to improve on 7th from last year while Dan and George will both aim to gather experience in first year of World Championship events.

So far they have all taken part in two rounds in the Netherlands in preparation for the year ahead. Top Brit at round one was Brett/Dan who finished 6th overall, Stuart/George could only manage 8th overall while Dan/Scott and George/Ryan finished 15th & 25th respectively.

Round 2 was a tough day for the Brits with Stuart finishing 14th in race one, Dan 15th, George 22nd while Brett had brake issues which left him down in 20th. The results from race 2 unfortunately did not stand as the race was red flagged in the early stages and was not re-started.

Hopefully they will all have better luck at the opening round of the World Championships at Oldebroek in the

Netherlands next month.

Be sure to keep up to date with all the results and round reports by following the SMCA on Facebook, twitter and via the website.



Stuart Brown

Calling All Mini Bike Riders!!

Join us in 2017 for the ACU Mini MX Championship hosted by Sussex Pit Bikes. Racing at the Heart of Sussex!



An ACU affiliated club for two years; Sussex Pitbikes is the place for family fun and exhilarating racing.

With two ACU licensed mini bike tracks in the heart of West Sussex, We offer a unique blend of jumps, corners, whoops and technical supercross sections. The tracks are designed to accommodate a range of abilities across all ages.

Do you ride 50cc auto or 65cc 2-smoker? Then get yourself involved in two brand new youth mini mx series, starting May 2017 (See below for full details). Sussex Pitbikes are now also a dealer for the Kuberg electric bikes. We would love you to come along and experience our friendly family oriented atmosphere, bringing together riders of all backgrounds and experiences to race at club level. What better way to meet new friends and share your passion for Riding?

We also host an adult championship, split into four classes, where riders can enter on a range of engine and frame sizes. This includes the much anticipated "Open Class" up to 201cc, new for next year.

Sussex Pitbikes is the full package for two wheeled mini bike mayhem. We pride ourselves on the safety of our members both on and off the track. Not only a place to tear it into the dirt, but also your first stop for full servicing, spares parts and helpful advice. Like every good mx shop, an opportunity for on track maintenance is available at every round, along with plenty of helpful hands.

We firmly believe that our club ethos was at the centre of our success in 2016. From the youngest rider, to the oldest veteran, supporters, our marshals, our Sponsors and everyone else that helps out. That makes this series a fantastic experience for all.

Contact us today for more

information!

We hope to see you on the start gate

The dates for the ACU Mini MX Championship 2017!!!

Round 1 & 2

6th & 7th May 2017

@ Rusper, West Sussex

Round 3 & 4

3rd & 4th June 2017

@ Track 2, West Sussex

Round 5 & 6

1st & 2nd July 2017

@ TBC

Round 7 & 8

5th & 6th August 2017

@ TBC

Round 9 & 10

2nd & 3rd September 2017

@ Rusper, West Sussex

Race Classes for entry 2017

Adult Mini Bike

- Pro 88cc 15 years+
- STOCK 110cc 15yrs +
- PRO 160cc 15yrs +
- New class!! 21yrs + Open Class
-

Youth Mini Bike/Motocross

- Age 6-9 years auto 50cc
- Age 7-10 years up to 65cc (junior)
- New class! 125cc 9-14 yrs.

We are really looking forward to next seasons racing and welcoming new members for another awesome year.

We are also proud to announce that we are South Eastern Dealer for the new Kuberg electric bikes. The new Cross Pro 50 will be racing all season in our championship too! We would like to thank our marshals, and club sponsors Canadian Spa Company, LD Haulage, MV Haulage and our new sponsors for 2017 First 4 Vans & Technical Production Services for their help and support. Please contact us for more information.





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MXoN returns to Matterley Basin

The World's most prestigious motocross event, the "Monster Energy Motocross of Nations", will make it's triumphant return to the current homeland of the



British Motocross Scene, Matterley Basin. Based in the heart of the British countryside, in an Area of Natural Beauty (AONB), the

World famous and highly praised circuit will house the 71st edition of the Country v Country showdown.

The three best riders from over thirty-eight countries across the world are picked towards the end of the motocross season based on their performance by the country's Governing body. They will all travel to the United Kingdom, where the last MXoN was held in 2006 and saw an epic showdown and the final races of

Stefan Everts and Ricky Carmichael. At the moment it's too early to tell who will be riding for each country, but representing your country in the MXoN is one of the biggest honours of a motocross riders career, all hoping for a chance to lift the Chamberlain Trophy. Will it be our eager American rivals looking to repeat their 2006 success, or will Belgium return triumphant once again? There's only one way to find out!

We will be providing evening entertainment, along with spectacular funfair rides. With our camping packages we're hoping that as many of you as possible decide to get the full Monster Energy Motocross of Nations weekend experience. For those wanting to go the extra mile, book yourself in for our exclusive MXoN VIP package

or MXoN VIP Camping. With premiere track viewing and a whole host of extras the VIP package will really take your weekend to the next level. Our VIP Camping is located right by the track with a separate entrance from the public.

Between races you will have time for some retail therapy in the trade village. Here you will be able to grab MXoN exclusive deals, snap up some bargains and check out the latest bikes that the top manufacturers have to offer. And while you're at it, there will be a variety of food stands and bars to keep you fuelled throughout the weekend.

On Saturday, you will see the riders take part in practice and qualification races for of all the classes. Without





a doubt, you'll see spectacular whips as the top riders enjoy showing off in front of an energetic crowd - something the English are famous for! On Sunday you will be thrilled by some incredible high octane action, with hard fought battles taking place throughout the

day - but who will emerge the victor of each race, and which country will be crowned the winner?

For more information and to book your tickets, visit our website www.mxon17.com with online discounts when you book now.

Win two VIP Tickets worth £380 each

Win two VIP tickets (not including camping) worth £380 each, just answer this easy question. When was the last time the MXON was held at Matterley Basin? Entries close on the 2nd June 2017.

Answers via email to mick@thearkdesign.co.uk please include your contact details.

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to racers and comes fitted with a flat racing visor, a tinted race visor in the box and a pack of tear offs so its ready to go straight from the box.

The RX-7V is the latest in Arai's RX-7 family, the V model features the new VAS (Variable Axis System) visor system. The VAS system enabled the lowering of the visor pivot by 24mm's, this allowed for a rounder smoother shell, which is completely smooth above the SNELL testing line. The VAS visor is easier and quicker to change and has a new visor locking system taken straight from Arai's Formula 1 helmets. Ventilation and aerodynamics are crucial in racing helmets, and the new improved diffuser system and air wing offer a 19% gain in efficiency over the previous model.

Arai's racing pedigree is world famous, and the factory-trained technicians at MotoDirect also offer a free custom fitting option to get your helmet fitting perfectly. They also offer training to pit crews at the TT to ensure a smooth visor change, and even have a team of four technicians present in pit lane to assist riders and teams with the all important pit stops if needed!

MotoDirect are also the owners of RST (worn by numerous racers around the world, with top flight riders like Alex Lowes and Ian Hutchinson). The RST Race Dept produce a wide range of custom one piece race suits; with options to have standard RST one pieces badged in house at their Derbyshire facility, or to have fully made to measure custom designed V3 suits. The RST team designs all the suits in house, the design possibilities are almost limitless, with a huge range of colour and finishing options. You can also choose between cowhide, kangaroo or a mixture of the two. For 2017 RST have also opened up the possibility to have custom design gloves and boots to match your leathers!

The custom Race Dept V3 leathers are exactly the same specification as RST's sponsored riders wear, and are all made in RST's own production facility. The V3 factory race suit



has been designed to allow riders the largest range of movement on the bike possible; with the extreme lean angles permitted by the latest generation of tyre's it's crucial the rider can shift their weight sufficiently to get the most out of the bike. The V3 features large stretch panels all over the suit, strategically placed to allow unrestricted movement. The suit can be specified with elbow sliders if needed, and has the option for a hydro-pack; a space built into the hump and a zipped closure enabling easy access to use any suitable hydration system.

The final piece of the jigsaw is MotoDirect's long association with Motul. 300V is renowned in racing paddocks around the world for its ultra-high performance, protecting race tuned engines and allowing tuners to safely release your engines maximum power output. MotoDirect Race Dept



MotoDirect, the UK's premier distributor of motorcycle clothing and helmets have opened up their race Dept to all ACU license holders.

This gives racers the chance to purchase discounted Arai helmets (including the exclusive RX-7V Race)– and associated access to the Arai racing service that attends every BSB event, the Isle of Man TT and numerous road races throughout the year. The Arai RX-7V-Race is exclusively available





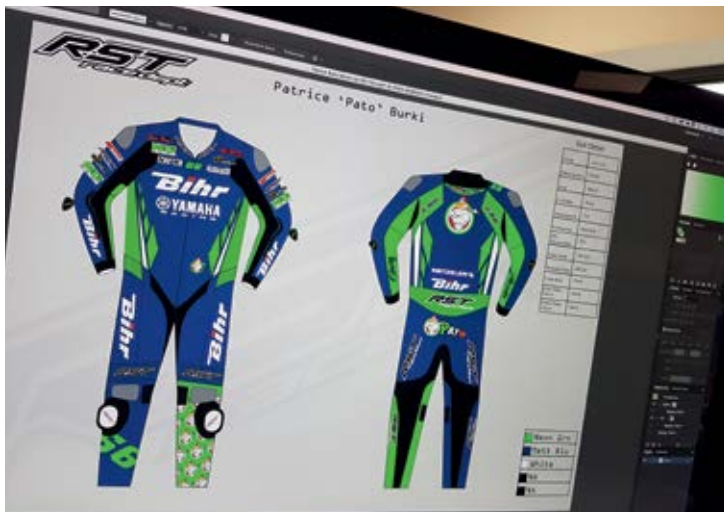
Patrice 'Pato' Burki



Suit Detail

Code	161115A
Description	Design
Size	Adjust
C/K/Mix	Kang
Hydropack	Yes
Perforation	Standard
TPU	Yes
Elbow Slider	Yes
Order Date	9th Dec
Required Date	4th Jan
Liner style	Fixed
Knee Slider Colour	White
Elbow Slider Colour	Black

■	Neon Grn
■	Metl Blu
■	White
■	NA
■	NA



RST COMPETITION
 WIN A BADGED UP RST RACE SUIT
 as worn by Sam Lowes and Ian Hutchinson

Entering is simple just email
 mick@thearkdesign.co.uk with RST
 in the subject bar, and provide your
 contact details.

gives ACU license holders access to special rates for the whole Motul range with 300V also available in 20L & 60L drums – a more cost effective solution to buying 4L packs.

For more details email race.dept@moto-direct.com quoting your name and licence number, or simply text KIT and your name 07890 629 458 and a member of the team will call you back.

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ALL INFO AND BOOKING ON WEBSITE



24-25
SEPTEMBER

RST

race dept

ACU LICENSE HOLDERS PROMOTIONS

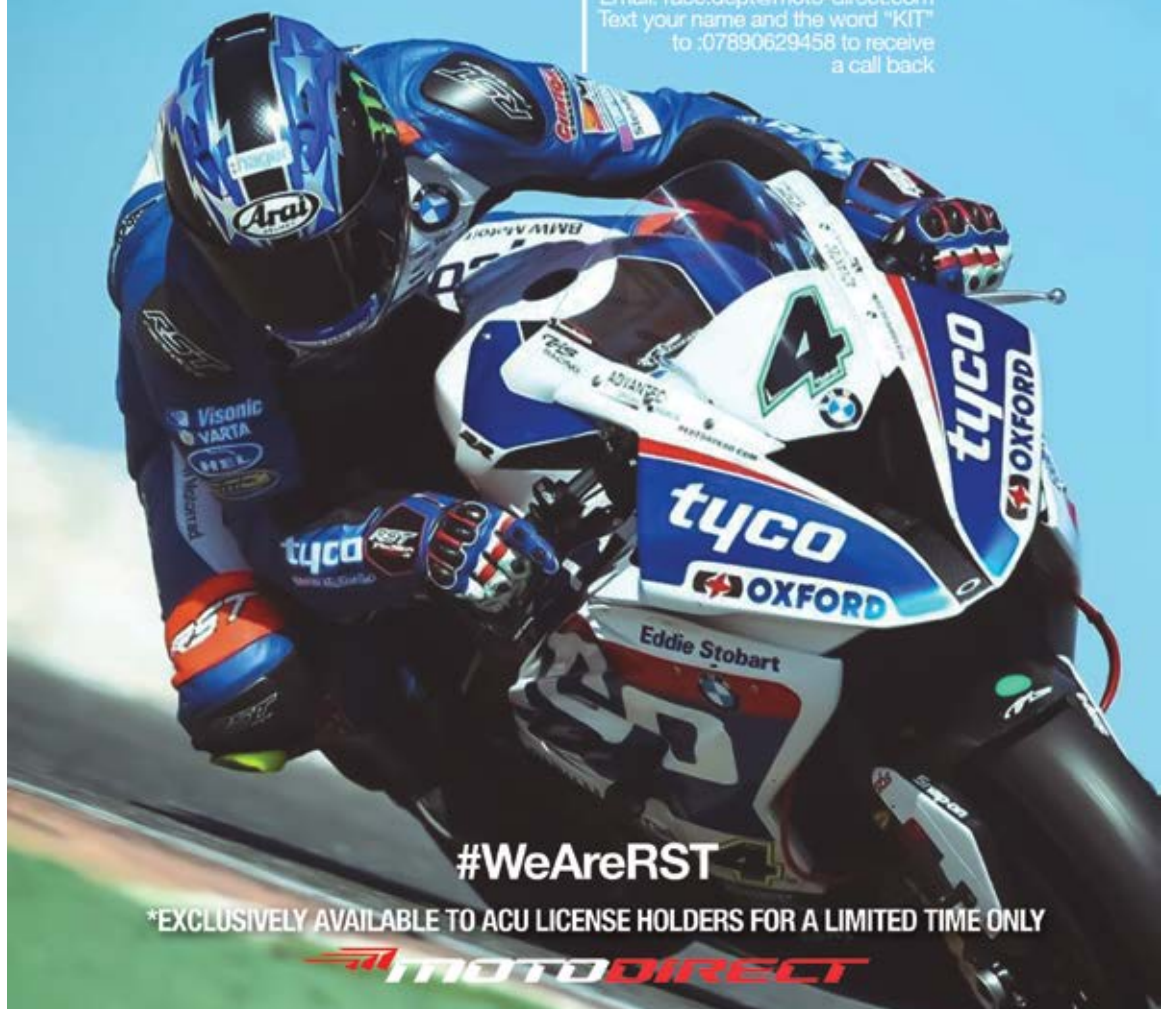
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For more information: contact
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Email: race.dept@moto-direct.com
Text your name and the word "KIT"
to :.07890629458 to receive
a call back



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*EXCLUSIVELY AVAILABLE TO ACU LICENSE HOLDERS FOR A LIMITED TIME ONLY

MOTODIRECT



Court of Enquiry

ACU suspend two riders for false details



At a recent Hearing of the ACU Motocross Committee held at ACU House in Rugby, two Motocross riders (Nicki Simmons & Reece Maclaren) have been suspended from competing at ACU events and subsequently fined after committing and being party to a fraudulent act at an ACU permitted event.

Nicki Simmons had entered an event at the end of the 2016 season at Canada Heights and instead of withdrawing from the event in the correct manner he allowed Reece Maclaren to take his place and sign on and compete at the event in his name.

The ACU consider this as a very serious matter, as these actions have significant repercussions for both the riders involved and the Organiser.

As a result of the Hearing both riders have had their licences suspended with the Nicki Simmons receiving a suspension of 12 months,

whilst the Reece Maclaren who competed at the event received an suspension of 18 months.

ACU MX Chairman Steve McCauley highlighted the severity of this case by commenting "The Motocross Committee take any breach of our rules seriously, sometimes riders/personnel simply get things wrong and react in the heat of the moment, and that tends to be the most common issue that we come across and subsequently need to deal with. However we have seen an increase in reported cases of riders competing whom aren't the person legitimately entered for the event. The consequences of this could be catastrophic. Any such breach means the person or persons involved have no insurance cover whatsoever and should they be involved in an accident or incident the full brunt of any liability would land firmly upon themselves. We hope that the severity

of the suspensions and costs given to the two offending parties involved sends out a clear signal to everyone that these types of actions are wholly unacceptable and will be dealt with in a manner which reflects that".

"The consequences of this could be catastrophic. Any such breach means the person or persons involved have no insurance cover whatsoever and should they be involved in an accident or incident the full brunt of any liability would land firmly upon themselves."



AUTO 66 ROAD RACE DATES



March

18th-19th

CADWELL PARK
TT Warm Up
Road Races
Louth, Lincolnshire

April

16th-17th

COUNT OF CADWELL
Road Races
Louth, Lincolnshire

22nd-23rd
BOB SMITH SPRING CUP
Road Races
Oliver's Mount,
Scarborough

May

12th-13th

CROFT COUPLAND'S CUP
Road Races,
Dalton-on-Tees,
Darlington

June

24th-25th

COCK O' THE NORTH
Continental Road Races
& European Bike Rally
Oliver's Mount,
Scarborough

July

8th-9th

JURBY ISLE OF MAN BONANZA
Jurby Circuit, Isle of Man

22nd-23rd
BARRY SHEENE RACES
Japanese Bike Rally Festival,
Oliver's Mount,
Scarborough

August

5th-6th

COUNT OF CADWELL
Road Races
Louth, Lincolnshire

September

2nd-3rd

CADWELL PARK
Classic Reunion Meeting
Louth, Lincolnshire

23rd-24th
STEVE HENSHAW
INTERNATIONAL GOLD CUP
Oliver's Mount,
Scarborough

October

28th-29th

CADWELL PARK BONANZA
SIDECAR BASH
Louth, Lincolnshire



For further event information and tickets, visit www.oliversmountracing.com

For competitor information and entry forms, visit www.auto66.com

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