

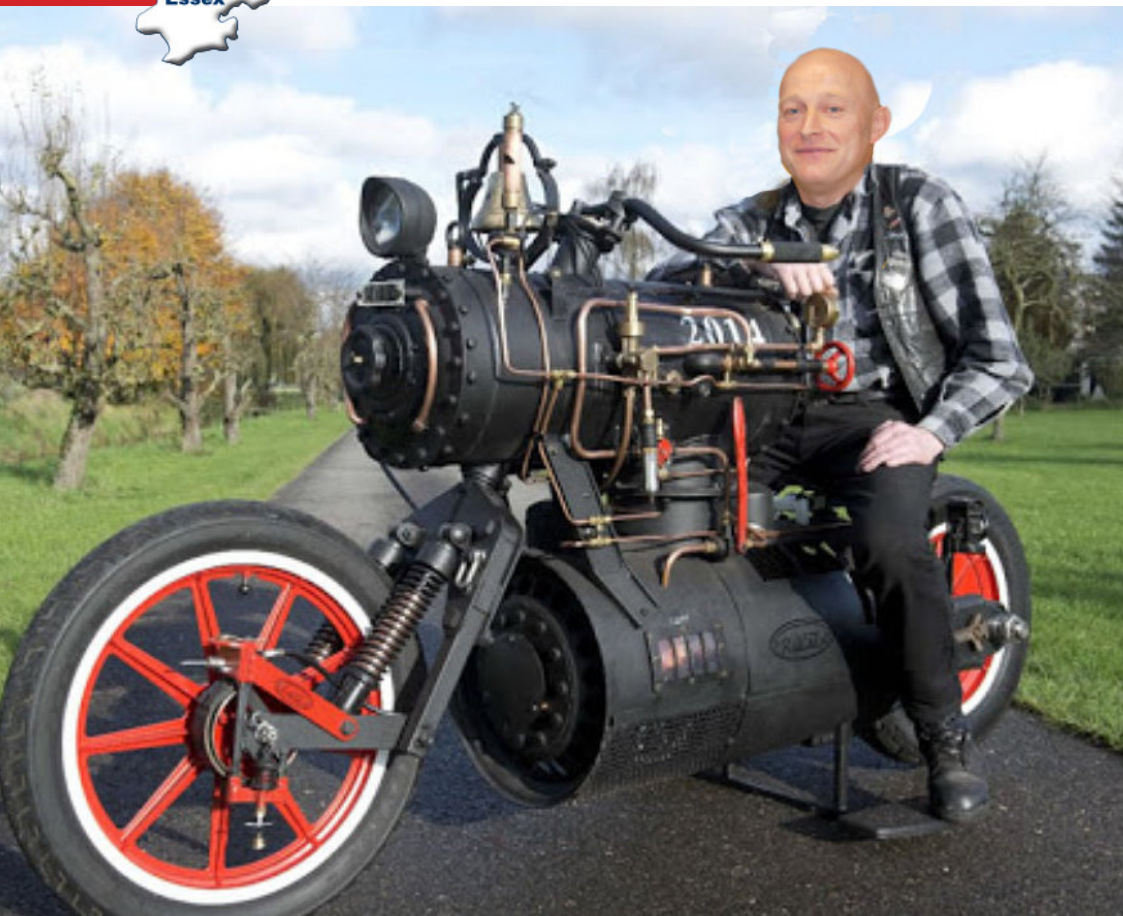
2020
August



ACU EASTERN GAZETTE



Volume 60
No. 6



Look, I spent the whole of the lockdown building it, and now I want to race it, so stop laughing and scrutineer the damn thing!

REGULATIONS IN THIS ISSUE

Date	Club/Promoter	Type	Status	Venue	Pages
16 th Aug	Diss MCC	Enduro	Restricted - Covid-19	Rushford Farm	6 - 8
12 th Sept	Stowmarket & DMCC	Trial	Restricted - Covid-19	Kenton	10 & 11
13 th Sept	Stowmarket & DMCC	Enduro	Restricted - Covid-19	Kenton	13 - 16
20 th Sept	Diss MCC	MX	Restricted - Covid-19	Wattisfield Hall	17 - 19

www.easternacu.org

2020 OFFICIALS OF ACU EASTERN



President:

Alan Penny 'Culross', Hadleigh Road, Elmsett, Ipswich, Suffolk, IP7 6ND
Tel: 01473 658768 e-mail: apenny@nwsld.f9.co.uk

Life Vice President: Albert Brace

Honorary Life Vice President: Roy Bannister

Vice Presidents:

Roy Bannister	Roger Chaplin	Alan Foskew	
Geoff Brace	Sidge Kenny	Vera Hearn	Margaret Mellish

Chairman:

(R.G) Jack Hearn 25, Quinton Road, Needham Market, Suffolk, IP6 8BP
Tel: 01449 721042 Mob: 07774 801205 e-mail: jack.vera7@btinternet.com

Vice Chairmen:

Alan Foskew 9 Ebenezer Close, Witham, Essex, CM8 2HX
Tel: 01376 517169 e-mail: alanfoskew29@btinternet.com

Geoff Brace 15 Ozier Court, Safron Walden, Essex, CB11 4BH
Tel.: 01799 520336 e-mail: geoffmx94b@hotmail.com

Treasurer:

Andrew Hay 27, Tizzick Close, Three Score, Norwich.NR5 9HB.
Tel: 01603 734700 e-mail: andrew.hay10@btinternet.com

Centre Secretary:

Lyn Ralph 23, Tymmes Place, Hasketon, Ipswich, Suffolk, IP13 6JD
Tel: 07857 601753 Mob: 07857 601753 e-mail: lynralph@outlook.com

Permit Secretary:

Phil Armes 10 Tremaine Close, Hellesdon, Norwich, Norfolk, NR6 5EL
Tel: 01603 487061 e-mail: permits@easternacu.org

ACU Benevolent Fund Officer:

Debbie Blyth 21 Ashe Road, Lower Hacheston, Woodbridge, Suffolk IP13 0PD
Tel: 07963 118917 (eve) e-mail: blyths21@hotmail.com

Environmental Officer:

Eddie Wass 10, Knights Road, Braintree, Essex. CM7 3YT.
Tel: 01376 331111 (Work)

National Council Delegate:

Vera Hearn 25, Quinton Road, Needham Market, Suffolk. IP6 8BP
Tel: 01449 721042. e-mail: jack.vera7@btinternet.com

ACU Eastern Competitions Committee

(The President, Chairman, Vice Chairmen, Secretary & Treasurer are ex-officio members)

Chairman: P. Armes

10 Tremaine Close, Hellesdon, Norwich, Norfolk, NR6 5EL
Tel: 01603 487061

e-mail: permits@easternacu.org

Other Elected Members:- Charlie Ralph, Eddie Wass, Alex Wright

Sub Committee Chairmen

Motocross – Charlie Ralph *Enduro* – Jack Hearn

Trials – Paul Nash & Chris Cook *Grass Track* – Alan Foskew

ACU Eastern Gazette

Editorial: Phil Armes

Treasurer & Distribution:

Ron Greengrass

58, Dell Road West, Oulton Broad, Lowestoft, Suffolk. NR33 9NS.

Tel:- 01502 563566

e-mail: rjg@rongg58.plus.com

ACU Eastern Web Site

www.easternacu.org

Results, Events Calendar, News, and more



I suppose it will come as no surprise that once again this month's Foreword has Covid-19 as it's main theme. But this time it's much more positive, in that we are slowly seeing a return to riding activity, and while we cannot, and should not forget the fact that many people are still facing very difficult and demanding situations, it is lovely to see some bums back on their bikes. The Bury club held a successful Trial at Hawkedon on July 12th, and GW Racing ran a highly praised GT practice day which has encouraged them to run a full event on August 30th.

Foreword

Phil Armes



In this issue of the gazette you will find regs for Motocross, Enduro and Trials which is great news, but I am aware that there is a little confusion as to what 'official' signage/documentation is available for use at the events. The ACU have issued some templates for clubs to produce their own local signs, pdf versions of the files have been sent to all the event organisers within the Centre. If you haven't received a copy then head to the Centre website where you will be able to download them.

The T & E Committee at the ACU have issued an update recently that gives the go ahead for Open and National permitted events - please remember that even though Rugby are issuing the permits, and entries are being handled online via the ACU system, there is still a requirement to publish your regs in the Centre gazette. With this in mind you may have to think a little further ahead to submit your permit request and regs to Rugby so that you have your permit number in good time to get your regs published in the relevant issue of the gazette.



I expect many of you enjoyed the return of MotoGP when the primary class of the 2020 road race world championship finally got underway at Jerez on July 19th. It was good to see the top riders, on full factory prototype machinery, once again doing their best to defy the laws of physics, and each other; but was I alone in thinking that just for once Marc Marquez proved that he is mortal like the rest of us. Here's hoping he makes a speedy recovery and we get to see him back to his best very shortly.

And finally, I would like to thank Sidge for the copy of the old Triumph advert that appeared in 'The Motor Cycle' magazine that looks like it was printed in 1913; I just love the courtesy of the publisher in suggesting to the reader that it would be "desirable to mention The Motor Cycle" when answering the advert - if only the marketing gurus of today were so polite!!

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Recollection Section

Sidge Kenny



I was very surprised to learn just a little while ago, that small helicopters use belts to drive their rotors. Being in the lawnmower trade, I know full well the pro's and cons of such a form of power transmission. A good, soundly set-up and aligned belt system would, in the helicopters case, be lighter than say, shafts and gearboxes or even chains - though I am informed that a properly tensioned and lubricated chain is the most efficient form of any power transmission. Belts have been used for centuries to move motion and power from one place to another, from the whirling flat belts driven by water power or early steam engines in factories, to the more usual "vee"-belts and toothed belts used so much nowadays in the automotive industry - and on lawnmowers.

Belts will take a certain amount of abuse, which, with ride-on lawnmowers, careless operators frequently dish out! They could be called the "fuse" of this type of transmission, since they do tend to be the weakest point and save more permanent damage to gearboxes and couplings. The common "vee" belt provides a nice degree of flexibility and smoothness in a power drive - which the early motorcyclists appreciated with their simple belt drives. Not in those days the sophisticated vee belt of rubber and polyester which we have today - but initially of leather construction with each end connected by a special link incorporating a swivel joint. The engines of those early years did not always fire very regularly as they went along and the "give" in the belt, absorbed much of this unevenness. However, out in the open air and exposed to the weather, belts frequently slipped and with engines becoming more reliable and powerful, this rather defeated the objective of improving performance. The adoption of chains and sprockets and then the use of the multi-speed gearbox made the drive much more positive. Inevitably those improvements meant a more robust clutch arrangement had to be provided and one great advantage of the belt system is that by simply relieving the tension, by for example, spring pressure on a jockey wheel, you can make a simple and lightweight clutch system which indeed is what the helicopters use. In their application, a compound system of multi-belts is employed, so if one belt should break, there are reserves.

The other belt development is the well-known toothed or "timing" belt which has revolutionised car engine construction - to the maker's production cost advantage - but we can all tell horror stories of what happens should these belts fail. Regular changing is now accepted and I do have to admit that the toothed belt is reliable enough nowadays to be used as primary drive transmissions for some bikes and indeed, Harley-Davidson and others use them for the rear wheel drive.

My experience of belt drive is limited to the "twist and go" enclosed variable pulley system mostly used on little scooters - which perhaps does not count. Many years ago, I spoke to an old chap who had served in the First World War as a dispatch rider on his belt-driven "Trusty" Triumph, close to the Western front. This would have been the model "H", which were issued in large numbers and had an single cylinder side-valve engine of 550cc. As he recalled his exciting and dangerous wartime experiences, I remember thinking he would have made a good trials rider with the battle ground conditions as they were, littered with craters, debris and the surface often sodden, muddy and treacherous. Yet his main and lasting memory was the real danger involved as he was repairing his slipping drive belt - whilst under fire!

A vintage advertisement for the Triumph 'Trusty' motorcycle. At the top, it says 'THE MOTOR CYCLE' and 'ADVERTISING'. The main heading is 'The Trusty' followed by the 'TRIUMPH' logo. The text describes the motorcycle as not suffering from depreciation and being a good price and quick sale. It then says 'Therefore, buy the machine that makes the least demands on your pocket.' Below this is the company name 'TRIUMPH CYCLE CO., LTD.' and 'COVENTRY.' with addresses in London, Birmingham, and Glasgow. At the bottom is an illustration of the motorcycle and the text 'By ordering this advertisement it is decided to acquire "The Trusty".'

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Agents: Everywhere

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DISS MCC LTD
Supplementary Regulations
Dave Barkshire Two Man Hare and Hounds Enduro

Rushford Farm

16th August 2020
Permit No: ACU 59261

Start 10:00am

Jurisdiction

Held under the National Sporting Code of the ACU, the current Standing Enduro and Hare and Hounds Regulations of the ACU and ACU Eastern Centre Regulations for Two Man Enduros and any final instructions which may be issued. ACU Covid-19 restrictions to be applied.

OFFICIALS

Clerk of the Course	Ady Taylor	Secretary of the Meeting	Bev Chapman
Licence Number	38168	2 Riverside Cottages, Wortham Ling, Diss.	
		IP22 1SU	
Centre Steward	TBC	Need help - eMail: help@dissmcc.co.uk	
		(preferred) or 07789 325416 evenings	
Safety Officer and Club Steward	Andy Waters	Results Secretary	Richard Snowden

ELIGIBILITY

Adult solo - All riders must hold a current ACU or SACU licence, and be aged 16 years or over. One event licences will not be available if a rider does not hold a valid competition licence.

START / FINISH: Rushford Farm, Saker Estates, Thetford, Suffolk, IP24 2SF

Event Course: Farm and woodland.

Insurance

The event will be covered by the ACU's Basic insurance.

Classes: Championship, Expert and Clubman – team of two riders - MX bikes permitted

ENTRIES

All entries must be via the ACU on line entry system. The entry fee is **£50.00**. No entries on the day. Entry refunds less 10% administration fee in the event of event cancellation.

PLEASE NOTE – entries will NOT be accepted until BOTH riders have entered.

Opening date: 6th July 2020. **Closing date:** 9th August 2020. **Maximum no. of entries:** 130

Machines: As per Hare and Hounds Regs. Lights do not have to be fitted.

TYRES

Enduro or MX are permitted.

Penalty

Leaving the start or rider changeover before the booked time ¼ lap for every minute

SIGNING ON AND MACHINE EXAMINATION

Sunday 16th August 2020 from 08.00 am. Machines must be presented to the machine examiner for examination at least 60 minutes before the start time.

Diss MCC

Supplementary Regulations – Additional Covid-19 Instructions Diss MCC Rushford Enduro 16th August 2020 – ACU Permit 59261

All riders, please ensure you read and fully comply with these additional instructions. The ACU National Sporting Code will be applied to any rider or support crew not complying.

- 1) **Entries and cash** - As handling of documentation must be minimised, all entries must be on-line. No entries or payment will be taken on the day
- 2) **Fitness to be at the event** - Riders must not enter or attend the event, nor must any other person with Covid-19 symptoms. If you start to show symptoms at the event, you must **not** report to St John's staff or the first aid centre. Go home, self-isolate and call 111 if your conditions deteriorate.
- 3) **Travel and support crews** - Riders should travel to the event in accordance with Government and ACU Covid-19 restrictions for social distancing in force at the time. The event is non-spectator and the number of support crew is currently limited to one. If you cannot maintain social distancing in your vehicle and your support crew is from a different household, they must travel in a separate vehicle.
- 4) **Parking** – Please park sensibly maintaining at least 2 metres between vehicles.
- 5) **Scrutineering** – The rider must personally present their machine for scrutineering with their race numbers on the machine. The rider will be instructed to demonstrate that brakes, throttle and footrests etc. are all working. Technical Officials will visually inspect the rider's helmet for signs of damage and the presence of a gold stamp without handling the item.
- 6) **Signing on** - They will be no physical signing on. Your attendance will be marked off by the secretary of the meeting as you pass through scrutineering. You will be identified by the race numbers on your bike and you must be in possession of your ACU licence for verification.
- 7) **Final instructions and results** - Final instructions will be emailed to riders, including the lap penalty for calculating results. Results will be posted on Diss MCC Facebook page and on Diss MCC Web site.
- 8) **Timing and time control** – The event will not have a conventional time control nor will the club be issuing you with a timecard. Timing will be via Sudbury Club's (Don Blackman) timing system using their transponder tags. If you do not already have a Sudbury tag transponder, you must apply and pay for a tag online in advance. Your transponder tag must be registered in the event timing system at the start of the event. This will be conducted in the green timing hut.
- 9) **Start area and start line** - Come to the start line just before your due start time! Wait in line and maintain the required 2 metre social distancing from the rider beside you and the riders in front of you.
- 10) **Changeover of riders** - As you will not be issued with a timecard you must make out and carry your own list of check times on your machine. After completing your session, you must enter the rider changeover area. Your teammate must not leave the rider changeover area to commence their session until your machine is fully within the changeover area. Any laps started after your session end time will not be counted.

Diss MCC

11) Additional penalty - In addition to any penalties which will be determined in the final instructions, if you attempt to leave the rider changeover area before your team mate enters the changeover area you will be penalised a ¼ lap for every minute. The area will be monitored to ensure rider compliance.

12) St John's and injuries:

- a) Do not report to St John's staff if you have, or start to display, any signs or symptoms that look to be Covid-19 related i.e. high temperature, persistent cough or loss of taste or smell. Immediately go home, self-isolate and dial 111 should your condition deteriorate.
- b) Please do not go to St John's/ First Aid for minor cuts and bruises.
- c) Please bring your own first aid kit to deal with minor cuts and injuries.

13) Toilets and personal hygiene:

- a) Please bring your own hand sanitiser to the event.
- b) The club will be providing extra toilet facilities and someone to clean the toilet.

14) Catering: - Catering facilities will be available as a takeaway. Please maintain social distancing.

15) Litter: -Please take all of your own litter home. It is important for club officials not to touch litter.

16) Social distancing:

- a) Applies at the event in terms of parking, scrutineering and sign on, pit area, start line, rider changeover area, toilets and catering.
- b) When you have finished your timed section, go straight back to your vehicle in the pits. Do not stop for any reason.

Please help the club make this work as we are trying to get the sport going.

Many thanks for your anticipated cooperation

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TRS

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OSET

Stowmarket DMCC Limited
Saturday Trial
Kenton
12th September 2020
Non Championship Event

Kenton

12th September 2020

Start: 3PM

Permit Number: ACU 59359

Restricted Invitation Trial

The Stowmarket DMCC Limited will organise a Restricted Invitation Trial event for solo machines to be held under the ACU Trials Standing Regulations and the National Sporting Code of the ACU, these following Supplementary Regulations and any Final Instructions which may be issued. The event starts at Laurels Farm, Kenton, Suffolk. IP23 7LH

OFFICIALS

Clerk of the Course	Adrian Taylor	Centre Steward	TBC
Licence Number	38168	Club Steward	Alan Willis
		Secretary of the Meeting	Neil Sargent.....
			M: 07793 088713
Event Safety Officer	Neil Sargent	Need help - eMail:	neilandlynn5@tiscali.co.uk
		Results Secretary.....	Neil Sargent

ELIGIBILITY

All riders and passengers must hold a current ACU Trials Registration and be aged 16 years or over.

Insurance

The event will be covered by the ACU's premier insurance.

ENTRIES

All entries must be via the ACU on-line entry system. The entry fee is **£15.00**.

Maximum 40 riders. No entries on the day. No postal entries. Strictly first come first served. All riders must be a member of an Eastern ACU affiliated club.

Opening date: Monday 17th August 2020.. Closing date: Thursday 10th September. Or when full.

Maximum no. of entries: 40

REFUND OF ENTRY

Entries will **not** be refunded unless the entry is refused, or a Doctor's certificate is provided. In the event of cancellation refunds will be made less £2 to cover administration costs.

LOCATION AND START

Laurels Farm, Kenton, Suffolk. IP23 7LH

EVENT

Trial event consisting of 8 observed sections laid out around the farm and utilising trees, woods, ditches and banks.

ROUTES

Two routes: Red & Blue, with an easier White Deviation.

Results

Will be published on Eastern ACU Website. No paper copies will be posted.

CLASSES

Experts – May ride, but there will be no separate expert route. Experts will ride the Red & Blue route. Inter A – Red & Blue route. Inter B – White Route. Novice – White Route. Twinshock – Red & Blue Route. Twinshock – White Route.

“SIGNING ON”

Saturday 12th September from 2PM and in accordance with ACU COVID – 19 Trials Risk Assessment.

There will not be a physical signing on process. Competitors will register their arrival with the Secretary of The Meeting at the venue entrance.

COVID – 19 SPECIAL ARRANGEMENTS (as per ACU COVID 19 Risk Assessment)

- Only one competitor per vehicle, unless from the same household
- No guests. No spectators.
- Minimum 3 metres distance between parked vehicles.
- On-line entries only. No cash. No entries on the day.
- Maximum 40 competitors.
- Social distancing minimum 2 metres must be observed at all times.
- Adults only. No youth competitors.
- Observers will choose a vantage point minimum 2 metres from section.
- Observers must not be approached under any circumstances.
- It is rider responsibility to replace dislodged markers. Observer must not enter section or touch section markers.
- Riders must observe minimum 2 metre social distancing at all times.
- No more than 3 riders to walk a section at any one time.
- No signing on. Attendance noted by Secretary of the Meeting when entering the venue.
- No catering will be provided.
- Toilets will not be provided.
- If you have symptoms of COVID 19, or have been in contact with anybody who has in the last 14 days, please do not enter or attend this event.
- Clerk of the Course will strictly impose these requirements. Non compliance will result in being asked to leave the event.



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Stowmarket DMCC LTD
Supplementary Regulations
Dave Barkshire Two Man Hare and Hounds Enduro

13th September 2020
Permit No: ACU 59342

Start 10:00am

Jurisdiction

Held under the National Sporting Code of the ACU, the current Standing Enduro and Hare and Hounds Regulations of the ACU and ACU Eastern Centre Regulations for Two Man Enduros and any final instructions which may be issued. ACU Covid-19 restrictions to be applied., (please see additional Covid -19 instructions which form part of these Supplementary Regulations

OFFICIALS

Clerk of the Course	Adrian Taylor	Secretary of the Meeting	Laura Baker
			07980 939162
Licence Number	38168		
Centre Steward	TBC	Need help: Don Blackman	07387 426208
Safety Officer and Club Steward	Neil Sargent	Results Secretary	Don Blackman

ELIGIBILITY

Adult solo - All riders must hold a current ACU or SACU licence, and be aged 16 years or over. One event licences will not be available if a rider does not hold a valid competition licence.

START / FINISH: At Laurels Farm, Kenton, Suffolk IP23 7LH

Event Course: Farm and woodland.

Insurance

The event will be covered by the ACU's Basic insurance.

Classes: Championship, Expert and Clubman – team of two riders - MX bikes permitted

ENTRIES

All entries must be via the ACU on line entry system. The entry fee is **£52.00**. No entries on the day. Entry refunds less 10% administration fee in the event of event cancellation.

PLEASE NOTE – entries will NOT be accepted until BOTH riders have entered.

Opening date: 3rd August 2020. **Closing date:** 6th September 2020. **Maximum no. of entries:** 120

Machines: As per Hare and Hounds Regs. Lights do not have to be fitted.

TYRES

Enduro or MX are permitted.

Penalty

Leaving the start or rider changeover before the booked time ¼ lap per minute.
Penalties for late or early arrival at the time control will be issued in the final instructions.

SIGNING ON AND MACHINE EXAMINATION

Sunday 13th September 2020 from 08.00 am. Machines must be presented to the machine examiner for examination at least 60 minutes before the start time.

Supplementary Regulations – Additional Covid-19 Instructions Stowmarket DMCC Kenton Enduro 13th September 2020 ACU Permit ...59342....

All riders, please ensure you read and fully comply with these additional instructions. The ACU National Sporting Code will be applied to any rider or support crew not complying.

- 1) **Entries and cash** - As handling of documentation must be minimised, all entries must be on-line. No entries or payment will be taken on the day
- 2) **Fitness to be at the event** - Riders must not enter or attend the event, nor must any other person with Covid-19 symptoms. If you start to show symptoms at the event, you must **not** report to EAMC staff or the first aid centre. Go home, self-isolate and call 111 if your conditions deteriorate.
- 3) **Travel and support crews** - Riders should travel to the event in accordance with Government and ACU Covid-19 restrictions for social distancing in force at the time. The event is non-spectator and the number of support crew is currently limited to one. If you cannot maintain social distancing in your vehicle and your support crew is from a different household, they must travel in a separate vehicle.
- 4) **Parking** – Please park sensibly maintaining at least 2 metres between vehicles.
- 5) **Scrutineering** – The rider must personally present their machine for scrutineering with their race numbers on the machine. The rider will be instructed to demonstrate that brakes, throttle and footrests etc. are all working. Technical Officials will visually inspect the rider's helmet for signs of damage and the presence of a gold stamp without handling the item.
- 6) **Signing on** - There will be no physical signing on. Your attendance will be marked off by the secretary of the meeting as you pass through scrutineering. You will be identified by the race numbers on your bike and you must be in possession of your ACU licence for verification.
- 7) **Final instructions and results** - Final instructions will be emailed to riders, including the lap penalty for calculating results. Results will be posted on the Eastern ACU Website. There will be no paper copies.
- 8) **Timing and time control** – The event will not have a conventional time control nor will the club be issuing you with a timecard. Timing will be via Sudbury Club's (Don Blackman) timing system using their transponder tags. If you do not already have a Sudbury tag transponder, you must apply and pay for a tag online in advance. Your transponder tag must be registered in the event timing system at the start of the event. This will be conducted in event control.
- 9) **Start area and start line** - Come to the start line just before your due start time! Wait in line and maintain the required 2 metre social distancing from the rider beside you and the riders in front of you.
- 10) **Changeover of riders** - As you will not be issued with a timecard you must make out and carry your own list of check times on your machine. After completing your session, you must enter the rider changeover area. Your teammate must not leave the rider changeover area to

Stowmarket DMCC

commence their session until your machine is fully within the changeover area. Any laps started after your session end time will not be counted.

11) Additional penalty - In addition to any penalties which will be determined in the final instructions, if you attempt to leave the rider changeover area before your team mate enters the changeover area you will be penalised a ½ lap for every minute. The area will be monitored to ensure rider compliance.

12) St John's and injuries:

- a) Do not report to EAMC (first aid provider) staff if you have, or start to display, any signs or symptoms that look to be Covid-19 related i.e. high temperature, persistent cough or loss of taste or smell. Immediately go home, self-isolate and dial 111 should your condition deteriorate.
- b) Please do not go to EAMC First Aid for minor cuts and bruises.

13) Toilets and personal hygiene:

- a) Please bring your own hand sanitiser to the event.
- b) The club will be providing extra toilet facilities and hygiene maintenance.

14) Catering: - Catering facilities will be available as a takeaway. Please maintain social distancing.

15) Litter: Please take all of your own litter home. It is important for club officials not to touch litter.

16) Social distancing:

- a) Applies at the event in terms of parking, scrutineering and sign on, pit area, start line, rider changeover area, toilets and catering.
- b) When you have finished your timed session, go straight back to your vehicle in the pits. Do not stop for any reason.

Please help the club make this work as we are trying to get the sport going.

Many thanks for your anticipated cooperation

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Supplementary Regulations Motocross – Adult Solos

At Wattisfield Hall – 20th September 2020. ACU Permit No. 59366

1. JURISDICTION

Held under the National Sporting Code of the ACU, the Standing ACU MX Regulations, the ACU Covid-19 additional controls and the following Supplementary Regulations and any Final Instructions which may be issued.

2. SECRETARY OF THE MEETING

Entries Sec; Paul Hubbard, Wattisfield Hall Barn, Chapel Road, Wattisfield, Suffolk. IP22 1NX
Sec of Meeting: Laura Taylor, *mob no 07980 939162. Email: help@DissMCC.co.uk*

3. COURSE

The course is situated just of the A143 at Wattisfield. The post code for the track is IP22 1NX. **TCC 18/039**

4. Eligibility

Adult solo - All riders must hold a current ACU Adult licence, be aged 15 years or over and a member of an ACU Eastern Club. One event licences are available and must be obtained online in advance of the meeting. Machines as per the 2020 ACU Handbook.

5. OFFICIALS

Clerk of the Course:	Ady Taylor	Lic No 38168
Safety Officer:	Andy Waters	Lic 95651
Chief Technical Officer /Sound Officer		TBC
Chief Marshal:	Malcom Stevens	
Chief Timekeeper	Andrew Hay	
Stewards Centre		TBC
Club Steward	Clive Stevens	

6. NUMBER OF RIDERS & DRIVERS ALLOWED

Solo 140
Prize fund: No prize money

7. ENTRIES & WITHDRAWALS

All entries must be made on made using the ACU online entry system – Go to <https://members.acu.org.uk> Login or register then go to 'search for event. Entries open 21st August 2020 and must be received prior to the closing date of Friday 11th September 2020 with the entry fee of **£50.00 for solos**. Late entries will be subject to a penalty payment of £10.00. The club reserves the right to refuse any entry without giving a reason. Withdrawals from the meeting need to be made before 5pm on Friday 18th September, and with a medical letter via email. Other withdrawals will only be considered if there is a list of reserves; and no refunds after 5pm 18th September.

In the event of cancellation, refunds will be made less £6.00 administration fee.

Transponders will be used at this meeting. If you do not have one you can hire one at a charge of £10 per day. These must be hired online in advance when you enter.

8. INSURANCE

The insurance cover for this event is "Basic".

9 TECHNICAL CONTROL and SIGNING ON 8am- 9.30am

Competitors are required to produce their machines to Technical Control. When more than one motorcycle is entered, they must be present to Technical Control at the same time. No competitor will be permitted to practise or race unless the Technical Official has passed their helmet and machine.

10 SOUND CONTROL

Sound Control after a race –Any rider whose machine is above the limit (As per ACU Handbook) – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalized.

11. PRACTICE

- Practice at 10.00am
- Practice session: 10 mins – no timed practice

12. RACES and format of the meeting

There will be 4 groups of riders, max 35 in each group. Riders will stay in the same group and have a minimum of 3 races. There will be no prize money.

13. METHOD OF START

The start will be live engine, clutch type and use of start gate. See additional Covid-19 instructions attached.

No one except **RIDERS** and **OFFICIALS** shall be permitted to the area of the starting gate. Riders are allowed to groom the area behind the start gate only, provided no tools are used or outside assistance provided.

14. Instructions for paddock

- The riding in the paddock on any bike (competition/ pit bikes or minibikes) is not permitted.
- Please take any rubbish home with you. Take used tyres away with you as it is an offence not to dispose of in the correct manner and costs the club money.
- Please keep the use of pressure washers to a minimum and use of no detergents.
- No tear offs permitted – cows in field.

Please read the attached additional regulations to manage Covid-19 risk

Hope you have a great days racing.

Supplementary Regulations – Additional Covid-19 Instructions Diss MCC MX Wattisfield Hall 20th August 2020 – ACU Permit

All riders, please ensure you read and fully comply with these additional instructions. The ACU National Sporting Code will be applied to any rider or support crew not complying.

- 1) **Entries and cash** - As handling of documentation and cash must be minimised, all entries, one day licences and hire of transponders must be on-line.
- 2) **Nature of event** – Four groups of riders. Each group to be selected on their ability. Riders to remain in the same group for each race leg. There will not be any timed qualification for practice and the start gate will be determined by use of pegs. There may be a grand final subject to time.
- 3) **Fitness to be at the event** - Riders must not enter or attend the event, nor must any other person with Covid-19 symptoms. If you start to show symptoms at the event, you must **not** report to St John's staff or the first aid centre. Go home, self-isolate and call 111 if your conditions deteriorate.
- 4) **Travel and support crews** - Riders should travel to the event in accordance with Government and ACU Covid-19 restrictions for social distancing in force at the time. The event is non-spectator and the number of support crew is currently limited to one. If you cannot maintain social distancing in your vehicle and your support crew is from a different household, they must travel in a separate vehicle. If required, you must be able to supply the details of the name and contact of your support crew/ mechanic.
- 5) **Overnight camping:** There will be no overnight camping
- 6) **Pit entrance gate:** Please make a card out with your rider number on it and display it to the gate marshal as you enter the event.
- 7) **Parking** – Please park sensibly in the paddock maintaining at least 2 metres between vehicles. An extra field has been provided and the entry reduced to allow for social distancing.
- 8) **Scrutineering** – The rider must personally present their machine for scrutineering with their race numbers on the machine. The rider will be instructed to demonstrate that brakes, throttle and footrests etc. are all working. Technical Officials will visually inspect the rider's helmet for signs of damage and the presence of a gold stamp without handling the item.
- 9) **Signing on** - They will be no physical signing on. Your attendance will be marked off by the secretary of the meeting as you pass through scrutineering. You will be identified by the race numbers on your bike and you must be in possession of your ACU licence for verification.
- 10) **Transponder**
 - a) If you need to hire a transponder, you must pay online in advance.
 - b) If you have hired a transponder, you must collect it from the timing hut. You will be required to place one of the following (ACU licence, driving licence or credit card) in an envelope provided by the timekeepers which will be located in the transponder case, together with the appropriate transponder number. Please seal the envelope and replace it in the same slot as the transponder has been taken from. You must also provide a mobile number to the timekeepers in case there are any issues that need to be followed up.
 - c) For transponder returns the procedure is reversed.
 - d) If your transponder fails on the day for any reason, you can purchase using cash from the timekeeper, but you must provide the correct mount £10.00.

- 11) Start holding area** - Gate position will be based on drawing a peg. The start control area has been divided into two separate sections spaced out with 2 metre spacing. Area 1 is a new holding bay at the rear of the start line where persons picking pegs 1 to 20 will be held. Area 2 in the normal holding bay where riders with peg 21 to 40 will be held. Both areas will provide 2m social spacing.
- 12) Start line** – A maximum of 40 riders will be permitted on the start line. When authorised to go to the gate:
- a) Ensure your gloves and googles are on.
 - b) Every other gate is marked with red paint. If you choose a gate painted red you may go fully up to the gate. If you choose a gate not painted red you must initially hold back 2m from the gate so that all riders are staggered. When the 15 second board is displayed you may move up to your gate and line up normally against the next rider.
- 13) On track activity**
- a) Rider/mechanic/rider's assistant only to recover machine with authority from the Clerk of the Course (C of C).
 - b) If a rider is injured, the C of C will arrange to recover the machine with protective PPE.
- 14) St John's and injuries:**
- a) Do not report to St John's staff if you have, or start to display, any signs or symptoms that look to be Covid-19 related i.e. high temperature, persistent cough or loss of taste or smell. Immediately go home, self-isolate and dial 111 should your condition deteriorate.
 - b) Please do not go to St John's/ First Aid for minor cuts and bruises.
 - c) Please bring your own first aid kit to deal with minor cuts and injuries.
- 15) Timing and results**
- a) The timing hut officials will not deal with any queries during the event. The secretary of the meeting is the principal point of contact.
 - b) Start gate position will be determined **by drawing pegs** – not by timed practice!
 - c) Results will be displayed using Diss MCC Facebook and should also be available on My Laps Speedhive Live Timing Results (being trialled at the event). Hard printed copies will not be posted at the event other than the qualifiers for the grand final (subject to time)
- 16) Toilets and personal hygiene:**
- a) Please bring your own hand sanitiser to the event.
 - b) The club will be providing extra toilet facilities and someone to clean the toilets.
- 17) Catering:** - Catering facilities will be available as a takeaway. Please maintain social distancing.
- 18) Litter:** -Please take all of your own litter home. It is important for club officials not to touch litter.
- 19) Social distancing:**
- a) Applies at the event in terms of parking, scrutineering and sign on, pit area, start line, toilets and catering.
 - b) When you have finished your race, go straight back to your vehicle in the pits. Do not stop for any reason to talk to friends or fellow riders.

Please help the club make this work as we are trying to get the sport going.

Many thanks for your anticipated cooperation - **Diss MCC**

Covid-19

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At the turn of the 21st century in the Eastern Centre, two young men, both Woodbridge club members, dominated the local scene. Both Aston Bird and Syd Bales had successful youth careers, and it did not take long for them to reach the top of the expert grading lists in their home Centre. Aston was mentored by his father, the late Laurie Bird, who was a top rider back in the day, and close family friend, Adrian Yallop, who was also a former Eastern star. Aston won the Centre Championship in 1999, 2000 and 2001, before concentrating on competing on the National scene. In 2005, he rejoined the local series, and won his fourth title. His final title win came in 2008, and at that time, Aston also dominated the Eastern enduro series.

Syd Bales spent his early years sponsored by Lings Honda, where he became one of the UK's leading youth riders. He won the Centre title in 2006, 2007 and again in 2009.

Fourstroke machines were again the norm, but not like the former British machines. The four Japanese manufacturers, and the Austrian KTM's were producing both 250 and 450cc bikes that were light years away from the old BSA, Matchless and Triumph machines. Gradually, most of the companies stopped producing twostroke bikes.

After 75 years in existence, the Chelmsford club had lost their East Hanningfield venue in 2014, and the only clubs who continue to organise race meetings regularly in our Centre are Norwich Vikings, Woodbridge, Halstead and Diss. The long established Braintree club were still hosting an annual meeting at Stisted up until 2019, and they hope to continue there in the future. One of my fondest moments at Stisted was talking to one of my earlier heroes, the late Jack Hubbard. A few years ago, he came along to hand out the trophies. The Littleport crew have been hosting meetings at Mildenhall, and are also looking to run at Chatteris. The busy Norfolk and Suffolk club, with Donna, Tracey, Chelsea and the hard working gang, are still encouraging youth riders into the sport at Hockham. They carry on from the early days at the club, where the likes of Dave Bickers, Bob Harvey, Marie Ford and Russell Moye, plus many more were responsible for helping the careers of many young riders.

Motocross Memories

Part 7 - Charlie Ralph





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At Lyng, Andrew and Val Hay are working tirelessly to continue with British Championships and Centre meetings, and at Blaxhall, the Blyth family and the crew are doing the same. Although not running a solo British Championship at present, the Halstead gang are working hard, putting on Centre meetings as well as Sidecar Nationals at Wakes Colne, and the Diss crew continues to host some good meetings at their Wattisfield venue. The Diss club were the first to run Wednesday evening meetings, followed by the Halstead and Woodbridge clubs. The short ,sharp races proved very popular with spectators, many of which still preferring the four lap heats and six lap final format. At present, only the Diss club are continuing with the Wednesday meetings.

Carl Nunn, who had already won two British titles, and a French Grand Prix, finished his great career riding in the Eastern Centre, and won the Centre title in 2011,2012,2013 and 2014 before retiring from the sport. Many riders followed in their father's footsteps in the sport of motocross, including Carl Nunn, Mark and

Justin Banks, Kurt and Aaron Nicoll, Mark and Scott Eastwood and Paul Bickers, plus many more.

I realise just how long I have been a keen follower, because I am now watching third generation families racing ! The likes of Elliott Banks-Browne and young Max Bickers are just two of them.



Recently, a new generation of riders are still giving us some great entertainment. Luke Benstead won the Centre title in 2015, and again in 2017, and is currently one of the best in our region. Ray Parker's son, Luke, is also a young man on top form, winning the title in 2016, and also a Centre enduro championship.. Shaun Southgate took the title in 2019, after battling with National local star, Jake Nicholls, and in 2019, the title went to the likable Halstead club star, Lewis Tombs. Other riders in the mix at present, are, Declan Whittle, Ben Cole, and the two popular veterans, Jason Morland and Steve Bixby.

Already, new young talent is emerging with the likes of two Suffolk teenagers, Will Farrow and Chris Nunn's lad, Sam.

As in the past, the Eastern Centre are still producing top National riders, currently Jake Nicholls is one of the very top names, and following a good Grand Prix career, Jake is hoping to win a British title. Elliott Banks-Browne has already won two British MX2 titles, and Lewis Tombs is a top ten British championship rider.

And so, after following the local scene for seven decades, and watching some truly great riders on an amazing array of machines at many great venues, I am ending my notes, hoping that it has brought back many memories to older readers, who, I am sure, have their own memories of our wonderful sport. Long may it continue, and I truly hope that more younger people will step up to take over from us old geezers !



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Important information from ACU Trials & Enduro Committee

With the ever-changing announcements from the UK and Devolved Governments including recent changes to travel restrictions and the lessening of many restrictions on some sporting activities, the T & E Committee have considered what changes can be accommodated for our sport and our Championships in particular.

No-one expected to be in this terrible situation when our 2020 calendars were formulated, and our season has been devastated. Our main priority remains trying to keep everyone safe and also being respectful to our own ACU family and the wider communities where we enjoy our sport. This we feel is important as we move into better times and are very mindful of our responsibilities.

After deliberations we have arrived at the following decisions:

- **ACU Permits** are already being issued for Restricted events. We believe this can now be widened to cater for Open and National events where organisers feel they can do so safely in all cases and an appropriate Risk Assessment must be provided along with Permit application and Supplementary regulations. The ACU have produced Risk Assessment Templates as a guide to assist you.
- **Championships**: It should be stressed here that the T & E categorically do not want to pressure any organiser to deliver a round already allocated. Equally, some organisers and riders feel they wish to recommence those Championships and have asked us to consider doing so especially later in the year. Those organisers already on the Championship calendar will be contacted for a view on how they wish to proceed. Again, it's to be stressed this is entirely their decision.

Some organisers who have had to postpone Championship rounds may wish to apply for new dates and these will be considered but it must also be stressed dates may be difficult and clashes are likely to occur which will have to be accepted. The T & E Committee will also take other factors into account before allocating any revised Championship rounds or dates.

To help accommodate this and enable clubs to have more time to consider, and also for riders to be able to plan ahead, we will put a deadline of August 10th for any new applications, with a calendar where applicable, formed and published a week later.

Where future Championship rounds are still on our existing calendar, they will be automatically accepted should they wish to run and therefore these Championship dates are still valid while organisers are consulted.

- **Trials GB** - Considerable work is already taking place regarding this series. Confirmation of the calendar and the Championship itself is likely to start earlier than the others.

In all cases, we acknowledge that National & Championship events will result in riders travelling from various parts of UK. It's important that localities are not unduly concerned about this. Therefore, before a Trials Permit for Championship or National status can be issued specific

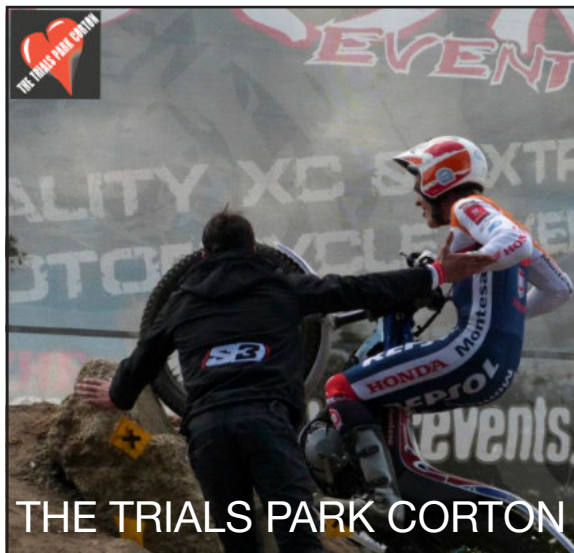
Notes from ACUE Eastern Trials Committee Call July 6th 2020

On July 6th the Eastern Centre Trials Sub-Committee had a call to discuss two main subjects, the first was related to the current Covid-19 situation and the second was normal committee business, this note only relates to the Covid-19 discussion. The other subjects will be in the complete call minutes issued in the normal way.

The Covid-19 discussion covered any items relating to how events should be organised in line with any current ACUE requirements and any changes required to the normal ACUE Trials conditions.

1. The ACUE requirements for non-starters to be able to report by midnight on Monday is removed and clubs can use any rule to ensure that the limited entries available are not wasted by non-starters and other riders being deprived of a ride.
2. It is suggested that additional signage at events should be used to remind riders of key points, e.g. maximum number of risers in a section and riders need to replace displaced section markers.
3. The ACUE Trials championship rules do not state a minimum number of championship rounds per year, but it was decided that for 2020 for a class to count as ACUE Trials championship there should be a minimum of four championship, with the number of scoring rounds being the number of rounds minus one. This does not apply to D Class.
4. It is now unlikely that the current calendar will deliver sufficient events for each ACUE trials championship class and therefore all clubs are to be invited to either ask for their non-championship trial to be included in a championship or for other clubs to apply for new dates for championship events. In the event that a club applies for championship trial on a date that already has a trial then the date will be given to new championship application if the club with the existing event, when asked, decides not to run their event as a championship round. Changes to the calendar may require more than one championship round, from different classes, to run on the same date.
5. To qualify as a ACUE Trials championship event, the number of Championship Class riders must not be limited, this can be achieved by either ensuring the maximum number of total entries is sufficient or by giving priority to championship class riders for that event. All riders must enter before the closing date and must be informed as soon as possible after the date if their entry has been accepted or not.
6. It is suggested that to support the Clerk of the Course the club could appoint club members to specifically monitor compliance to Covid-19 requirements, these do not need to be licensed and therefore cannot penalise riders but can inform the Clerk of the Course, a suggested title may be Event Safety Officer or Travelling Marshal.
7. It is suggested that prior to each event the rider briefing completed by the Clerk of the Course includes specific reminders of the key Covid-19 requirements

Clive Dopson 7/7/20



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Charlie's Chat

Charlie Ralph

which obviously is causing club's to rethink their plans. Unfortunately money must come into the equation, as it is pointless to organise race meetings at a loss. Competitors must realise that although we all want to see them riding their bikes, organising clubs face increasing costs. Those who lease the land still have to pay the land owner, despite not running events.

Items such as toilet hire, first aid, timing crew, radio hire, public address etc all comes at a cost. Added to that, the supplying of PPE to marshals, officials etc is now an additional cost. The bike dealers have also struggled this year, hopefully they will survive.

The Eastern Motocross committee have reluctantly made the decision to cancel the Centre Championships for 2020. The ongoing restrictions regarding covid 19 has left them with no choice.

As far as the club's in the region are concerned, Norwich Vikings made the decision to curtail all race meetings until 2021. Andrew and Val Hay, plus the crew at Lyng had to make this difficult decision, and it was not an easy choice.

The Woodbridge club, although fortunate to own their facility at Blaxhall, have been busy sorting out a new clubhouse roof, toilet refurb, repairs to plant etc, with no revenue coming in. After liaising with the Safety Advisory Group in Suffolk, they are now confident in running a couple of strictly controlled practise days on Saturday August 15th, and on Saturday 5th September. Obviously there are quite a few restrictions, all info on their website. Halstead are also trying to get riders out on the track with a practise day held in July. I believe that they would like to run a couple of race meetings if restrictions are lifted, so once again, it is a question of wait and see. At this time, I have no news regarding the Braintree and Littleport clubs, but hopefully, they will be back in 2021.

The Diss club are looking at the possibility of running their September 20th meeting at present, and the Norfolk and Suffolk crew at Hockham are contemplating holding some fun days during the Winter.

Whilst on the subject of Hockham, a few morons have been seen illegally riding at the venue. For the sake of the hard working club, please stay away, or we could lose yet another circuit.

Therefore, it is wise for all concerned to keep checking on various club's websites for updates.

However, our sport, like many others who are affected, pales into insignificance when we think of the families who have lost loved ones this year. Let us all hope that we can see bikes in action soon.

Meanwhile, stay safe.

Unfortunately there is not too much to write at this current time as this horrible virus is still affecting many people's lives. At present, the paying public are not allowed to gather at race events,



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