

2020
November /
December



ACU EASTERN GAZETTE



Volume 60
No. 9

ACU Eastern Reviews

2020 The year that wasn't!
Available in all regions



Avoid - No Sequel Please!

Not what we expected. Promised
so much, but failed to deliver



REGULATIONS IN THIS ISSUE

Date	Club/Promoter	Type	Status	Venue	Pages
20 th December	Braintree & DMCC	Trial	Covid-19 Restricted	Beazley End	6,7
27 th December	Sudbury MCC	Enduro	Covid-19 Restricted	Foxborough	12,13
27 th December	Woodbridge & DMCC	Trial	Covid-19 Restricted	Butley	16,17
1 st January '21	Norwich Viking MCC	Trial	Covid-19 Restricted	Lyng	20,21
10 th January '21	Wymondham & DMCC	Trial	Covid-19 Restricted	Gt. Ellingham	24,25

www.easternacu.org

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ACU Eastern Web Site

www.easternacu.org

Results, Events Calendar, News, and more



As we head towards the end of the year it looks like there may be some light at the end of the Covid tunnel; especially if the vaccine roll out is as effective as it appears it may be, but only time will tell. In the meantime we all need to continue to follow the guidance. The government has decreed that outdoor sport can go ahead, and that Norfolk, Suffolk & Essex are all in Tier 2 of the revised risk levels for dealing with the Coronavirus so the events we have planned for December and January look like they can take place. It is definitely good to be able to publish some regs, and in this issue there are five sets; but remember all entries will need to be done online.

Foreword

Phil Armes



Due to the continual changes in the guidance from the government, and the requirement to respect these changes at relatively short notice the ACU have stated that they will not be issuing permits for events until 3 weeks prior to an event start date to hopefully avoid the need to cancel so many events at short notice. There is a cost implication at all levels to cancelling events, and the ACU have put in place a £3 per rider surcharge should an event be cancelled; this may sound harsh, but in the cold light of day the reality is that invoices still have to be paid. It has been left up to the clubs whether they pass the cost on to the riders, but if all goes well and no more events are cancelled this particular bitter pill won't have to be swallowed.

It's not often that a new book is released that not only provides a proper insight into the world of motorcycle sport, but is also centred around the exploits of people within our Centre. Former sidecar passenger, solo competitor, and motorcycle engineer John Chisnall, who hails from Chelmsford, has collaborated with his long time mate Tony Davis to put some of his experiences down in print and they're well worth a read. Full details of which are in this issue of the gazette.

Clubs will know that the ACU instructed them to make local authorities aware of all events that are due to take place in their respective areas. To this end they produced a covering letter that can be forwarded to help advise the council officials about the Covid safety measures that are inherent in a permit being issued for an event to be able to take place. However, many organising clubs are not sure which council or Safety Advisory Group to contact to forward this information; to this end there is now a document on the Centre website (and a copy has been sent to all clubs) which lists all the relevant contacts in relation to all 87 venues we use across the three counties. If any organiser has any questions with regards to this then please feel free to get in touch with me.

We all know that motorcycle sport is not for the faint hearted, and that at some point we are likely to pick up a little (or large) injury, without overreacting like many other sporting 'superstars'. But once in a while one of our peers does something a little extraordinary, and anyone who witnessed the heroics of Sam Lowes as he did his level best to grab the Moto 2 world title at the final round in Portugal recently, with two broken bones in his throttle/brake hand, couldn't fail but to be impressed – I doff my cap in your direction Sam, and look forward to seeing you lift the title in 2021.

And finally, it just leaves me to wish you a (Covid!) safe and peaceful Christmas, and a successful and enjoyable new year.

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Recollection Section

Sidge Kenny



Over the years a new category of motorcycle has been added to the already long list of machines destined for road or competition work, which includes such rare examples as bikes specifically used for motoball or ice racing. You see it mainly in adverts either in print or on-line. The widely used title for this type of machine is: “field-bike.” Those two words are meant to imply that the machine in question was used formerly for another purpose and has been, somewhat sadly, relegated to running around a field, usually as a training bike most often for younger people to try their hand at motorcycling in a completely informal manner. The act of riding on a field does also indicate that environment is safer for riding than on the roads of the 21st century and it underlines learning the essentials, off-road, is a good idea – as nowadays exemplified by the official process of obtaining a motorcycle licence to ride on the road.

The field bike can cover a large variety of types and condition. I have noticed that ‘out of date’ comp bikes are sometimes quite literally put out to grass as a field bike. Though in my day this was unheard of. Old roadsters were the main supply for field riding. Indeed in the mid 1950’s when I was keen to ride well before legal maturity – and had virtually no money, I bought my first bike for thirty-shillings (£1:50) which was Christmas and birthday money - and pushed it some six miles to my home. The machine was originally a: “big-port” AJS, of 1926 vintage. What would one of those cost today? But this example had no engine and for another 15/- (75p) I bought a 150cc Villiers two-stroke, the type having no attached gearbox. The local blacksmith cut and drilled out some engine plates and I still have the cardboard templates. The unlikely partnership duly fired up after some work on the magneto and triumphantly, off I went, with no cover for the exposed primary chain and virtually no brakes! I recall the engine struggled to pull the bike in top gear – the change being by a hand lever. The bike lasted less than a fortnight – I fell off and badly damaged the gearbox, wrenching the cover screws right out of the gearbox shell. Heli-coils had not come to the market by then.

After more saving and scrounging, this was followed by a little 1936 Excelsior and then by sheer luck, I got my hands on a 16H 500cc side-valve Norton, which in comparison, was superb. I was actually given this machine, it being a non-runner with a stuck exhaust valve and I duly freed it off with a pair of mole grips. I learned to anneal the head gasket and when “ Big Pussy” - my nickname for this - to me - majestic machine, fired up, I felt I was king of the motorbikes. How I wish I had never sold it. But by this time I was coming up to sixteen and the roads beckoned. My parents insisted on a smaller machine.

It had struck me in this present age of old motorbike prices being as high as major works of art, that those advertised as a “field bike”, usually commanded a much lower figure. On a whim, I bought such a machine, which actually was a very rough looking early Beamish Suzuki trials iron, as a project to see if it could be put back to competition use. When I took delivery, I must confess had this sad little motorbike been an ill-treated donkey or homeless dog, it would have been immediately sent to one of those homes which cater for such distressed animals. Nonetheless, with a bit of work and not too much expenditure, the little bike has now given me some enjoyable rides in about half a dozen trials. Of course, I don’t flog it and it has a good home – and I think it is happy.

Braintree & District MCC Turkey Trot Trial 20th December 2020

Codham Park, Beazley End

20th December 2020

Start: 10.30 AM

Restricted Invitation Trial

ACU59908

The Braintree and DMCC 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 : Codham Park Farm, Beazley End, Essex. CM7 5JJ

OFFICIALS

Clerk of the Course John Yearley
Licence Number 19961

Centre Steward TBC
Club Steward Chris Cook
Secretary of the Meeting Wes Butcher..
wesleyb.bdmcc@gmail.com

Event Safety Officer John Yearley

Results Secretary.....Wes Butcher

ELIGIBILITY

All riders and passengers must hold a current ACU Trials Registration.

Insurance

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

ENTRIES

All entries must be via the ACU on-line entry system before the closing date. The entry fee is **£17.00**.
Youth £10.00

Maximum 100 riders. No entries on the day. No postal/phone entries. Strictly first come first served. All riders must be a member of an Eastern ACU affiliated club.

Opening date: Saturday 21st November 2020. Closing date: Sunday 13th December. Or when full.
Maximum no. of entries: 100

REFUND OF ENTRY

Entries will **not** be refunded unless the entry is refused, or a Doctor's certificate is provided.

LOCATION AND START

Codham Park, Beazley End, CM7 5JJ

EVENT

Trial event consisting of 10-12 observed sections laid out around the venue, using woodland, trees, logs, banks and pit.

ROUTES

Three routes: Red & Blue, with an easier White Deviation and harder Yellow Deviation.

Results

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

CLASSES

Expert A – Yellow route, Expert B - Red & Blue route. Inter A – Red & Blue route. Inter B – White Route. Novice – White Route. Twinshock – Red & Blue Route. Twinshock – White Route. Pre 70 White Route. All Youth Classes.

“SIGNING ON”

Sunday 20th December from 9.00 AM 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. **PLEASE ARRIVE BY 10AM. THE GATE TO THE VENUE WILL BE CLOSED AT 10AM** in Accordance with COVID Guidelines. **ENTRY TO SITE WILL BE REFUSED UNLESS YOU HAVE A VALID ENTRY**

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 100 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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Motocross Reserved Number Scheme

Renewals Only - available from Wednesday 2nd December

Now is the time to renew your number for 2021. If you want to ensure you keep the same number for the 2021 season, you must renew it by 31st January 2021 at the latest. **NO NUMBERS WILL BE HELD AFTER THIS DATE.**

Any numbers not renewed by 31st January will be made available on a first come, first served basis. If you have not renewed your number by this date, there is every possibility that you could lose it to another rider. There were about 700 numbers sold in each of the last 4 years so if you don't want to lose your number, renew it NOW.

You can renew your number online at www.easternacu.org

The cost of reserving your number for 2021 is £5.50 per season. This ensures that the chosen charities (East Anglian Air Ambulance, Essex Air Ambulance & ACU Benevolent Fund) receive just over £5 per transaction.

Numbers 1 – 50 are kept for experts only. Number 1 is reserved for the Centre Champion; as there was no champion in 2020, number 1 will not be issued.

In the last 5 years this scheme has enabled the ACU Eastern, on behalf of riders, to make donations totalling £17,250 to the chosen charities.

NEW NUMBERS WILL BE AVAILABLE FROM 3rd FEBRUARY

EXPERT NATIONAL / BRITISH CHAMPIONSHIP RIDERS ONLY

Any expert graded rider who is registered for an ACU National Motocross Championship may, where able to do so, purchase their registered number - even if it has already been purchased by a junior graded rider. If you wish to take up this option, please contact the reserved number co-ordinator direct: 07766 904655 – DO NOT attempt to do it online. The timing system will correctly calculate championship points and positions where riders compete in separate classes (expert / junior)

On a lighter note.....

I had to go to the optician the other day with a concern about my eyesight. "I'm getting worried" I said, "I can't see motocross bikes anymore!"

"Don't worry" the optician reassured me, "Your eyes are fine. You've just got 2020 vision".

For once, a bad joke that didn't come from Roger Chaplin



Paul Nash

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2020 Motocross Review

Charlie Ralph

This year will go on record as the probably the worst ever for not only sports, but for all the people who have lost their lives, or have been affected by the deadly covid 19 disease.

As far as motocross in the Eastern region goes, 2020 is possibly the only time that the Centre Championships were not held.

Financially, club's have been hit hard, especially those who still have to pay a landowner for their annual land lease hire. A few club's in our region did manage to host the odd race meeting, and practise days, chiefly to ensure that rider's got the chance to give their bikes an airing, and also hoping to pay a few bills if there was possibly a small profit made.

The Halstead club managed to get a race meeting at Wakes Colne, plus a couple of practise days, and over at Wattisfield, the Diss club held a good event, albeit with no spectators.

At Blaxhall, the Woodbridge club had a busy practise day back in March, before the lockdown and local council restrictions came into force. A tightly controlled practise day followed in August, and the club managed to hold a race event in October, once again with no spectators.

The Norfolk and Suffolk club were thwarted, not only because of the virus, but had to follow Forestry advice, which put paid to their plans this year.

There was not too much to shout about also for our local riders who competed in the MX Nationals, who managed to complete four rounds. Jake Nicholls started the series with a win, but a few niggling injuries saw him finish the MX1 Pro class in 5th place. Norfolk's Calum Mitchell had a few good results in the MX2 group, but I suppose the best result from one of our Centre riders, came from Shaun Southgate. Riding the Herts MX Honda, Shaun scored consistently in the MX1 Experts group at all four rounds, to claim the title at the Fatcats facility, near Doncaster.

Meanwhile, our local clubs have submitted provisional dates for 2021, but obviously, with the virus still with us, the future for racing is still very much uncertain at present. Let us all hope that next year will see us back to normal, as I am sure that, like me, everyone is missing going to the races.

Finally, to everyone involved in off road motorbike sport, I wish you all a peaceful Christmas, and a much happier new year.



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Recollection Section

Sidge Kenny



I somehow feel that Sammy Miller has had rather a poor deal when it comes to overall sporting recognition. He of the thousand and more outright trials wins, To win a thousand of anything is a worthy achievement a thousand wickets, a thousand runs.. Lewis Hamilton may win a hundred F1 Grand Prix – Raffa Nadal is only the fourth player to win a thousand matches on the ATP tour - but to win a thousand trials events is something which will take some beating – if it ever will be. Of course many people will say that motorcycle trials is a minority sport of no great importance – but in the world of motor sports, it is the sector with the largest competitor numbers by far. Added to that, I can recall in 1971, Princess Anne – no less – won the BBC, “ Sports Personality of the Year”, yet how many people avidly follow two or three day eventing? It is true that Sammy has been awarded the MBE for services to motorcycle sport but now at the age of 86, I think he should be honoured rather more widely.

To do what he did naturally indicates a very long active career in motorcycle sport and the attainment of success early on. It also requires great consistency and a massive determination to win. Sammy's long career also included road racing starting in his native Northern Ireland and here he learned the unique skills integral to genuine road racing. His success grew and included major World Championship races as well as the T.T., which in those days – the 1950's – was incorporated in World status meetings. Therefore it is almost inconceivable in retrospect and bearing in mind his later domination in trials, that he fell off , literally at the last corner when leading the 1957 250cc Lightweight T.T. - such a misfortune must have been a bitter pill to swallow. Oddly perhaps and who knows? - perhaps his heart was not entirely in it, within a year or so, he concentrated fully on trials and very soon rose to the top of the discipline – and stayed there. It was then that we began to see his prowess as a machine developer, progressing the well-built but heavy 500cc works Ariel, into a slim and powerful thoroughbred. For years the combination of Miller and Ariel was virtually unbeatable and the bike is remembered simply by its number plate: GOV 132 – perhaps the most famous motorbike numbers in the world.

And then – out of the blue – Sammy went from riding a big and dignified British 500cc four-stroke to turning up on a junior-sized 250cc two stroke, made in – of all places - Spain! But it didn't stop him winning and in so doing, he set about a motorcycle sport revolution forever since marked in class definition as:- “pre



65” - which is the year the Bultaco trials “Sherpa” came to the British market. The sport was never to be the same again and Sammy himself developed other foreign specific trials bikes such as Honda and his own Hiro engined project subsequently taken up by CCM. Over the decades, I have seen Sammy ride in many events – including the occasional road-race and ridden against him in others – always of course, way, way, behind in performance. I have visited his world-famous museum set down in the south of Hampshire, where his impeccable renovation of old bikes of all kinds attracts thousands of enthusiasts and others who might not be particularly keen on motorbikes but can hardly be anything but impressed at the Miller museum layout. A man of so many talents and achievements and now passing, still active and still riding, into a relatively dynamic old-age. To sum up such a career as “remarkable” is clearly not enough – yet, what more can be said about Sammy Hamilton Miller? Perhaps Sir Samuel? – I think that would be nice.

SUDBURY MCC LTD

Foxborough Extreme Event 27th December 2020

Regulations.

ACU PERMIT NO

JURISDICTION: This is an Eastern Centre Restricted event held under the NSC & the Standing Enduro Hare & Hounds Regulations of the ACU.

Please also take the time to read the Covid 19 Safety precautions which the organisers have put in place for your safety and which form part of these regulations.

Date - Sunday 27th December 2020 at Foxborough Quarry, Sible Hedingham, Halstead, Essex. CO9 3AN.

Grid Reference TL794325 Sign posted from A1124 Halstead to Sible Hedingham road.

START TIME: 11.00. Solo adults ride for 2 hours multi lap event.

INSURANCE The insurance cover for this event will be "Basic ", there is no Personal Accident cover for Competitors and Liability cover in respect of any claim made by third parties is limited to £10 million and £5 million for Medical malpractice

CLASSES: Adult Pro/Expert/Clubman /Trial

OFFICIALS: Clerk of the course: Mr Jeff Sharp Licence Number 19384

Machine Examiner Mr J Hart.

Secretary of the Meeting: Mr G. Mays

COURSE: Extreme sections consisting of tyres, logs, concrete steps, bog sections and anything else we can find.

MACHINES: Open to SOLO BIKES. Any tyres may be used. Lights are not required.

NOISE: Must not exceed 94 db. The clerk of the course may exclude any machine he considers to be excessively noisy. A noise test may be carried out.

ENTRIES: By ACU online entry ONLY. £48.00 per rider. A Sudbury MCC transponder will be required. Price £10.00 payable when entering online.

Start Method. Start will be with a dead engine from a fixed line by class. Le man style run to machine for riders.

HELMETS: Helmets must bear the A.C.U Gold or silver stamp of approval, be in good condition and worn throughout the event.

EXCLUSIONS: As per standing Enduro /Hare and Hound regs with the addition of the following-disregarding instructions from a Marshal, either verbal or signaled, Course-Cutting Smoking in the Pit/Refueling area - Ineffective exhaust/silencer system-Outside assistance.

ALL MACHINES TO REMAIN IN THE PIT/REFUELLING AREA WHEN NOT COMPETING.

See Additional Covid 19 Instructions on next page -:

SUDBURY MCC

Supplementary Regulations – Additional Covid-19 Instructions Sudbury MCC

Foxborough Extreme.

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 online. 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 first aid staff. Go home, self-isolate and call 111 if your symptoms 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 follow marshals' instructions to allocated parking bay.
- 5) Scrutineering – Once riders have parked in their designated parking space, their bikes must be removed from their van or trailer and made available for official scrutineering. The technical official will check each machine at the rider's parking position. 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 – On arrival at the event, riders will be met by an official. The rider must present their ACU licence to the official whilst keeping the window closed. The rider's name will be checked against the entry sheet and entry permitted.
- 7) First Aid and injuries – Do not report to the first aid staff if you have or start to display any signs or symptoms that may 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 worsen. Please do not attend the First Aid station for minor cuts and bruises.
- 8) Toilets and personal hygiene – Please bring your own hand sanitizer to the event. The Club will be providing sufficient toilet facilities and a marshal to monitor cleanliness.
- 9) There will be catering at the event.
- 10) Litter – Please take all your own litter home. It is important that Club officials are not put at risk from handling unnecessary rubbish.
- 11) Social Distancing – This will apply in all areas of the event including parking, scrutineering, pit area, toilets and catering.

Your cooperation with the above will assist the club to run a Covid safe event which if successful will see the return of our sport.

-

Book Review

John Chisnall, who of course is very much an Eastern Centre 'personality' contacted me recently to tell me all about the book he had written with his sparring partner Tony Davis, and would I be prepared to give it a mention in the gazette and/or the Centre website.

To be honest it's not often I actually sit down to read a book, and it's even rarer that I would open one that has sidecars on the cover. However, in my usual manner I picked it up to have a flick through, prior to reading it through properly. What a mistake.... I couldn't put it down, and more than that it wasn't all about the chairs either. It is stuffed full of fascinating facts about the development of some very intriguing two wheel projects, that vary from the BSA Bantam (I learnt to ride on one of them – and still have it!), through to a monocoque chassis that took Barry Ditchburn to several successes across Europe! But more than that, it transports the reader back to a time when you could just turn up at an event, leathers and helmet in hand and offer your services as a passenger whether you had experience or not, and that seems to include the Isle of Man TT Races – whatever would the Health & Safety officers make of that in the 21st century; not sure there is a column for this level of information on any of the Risk Assessments I have seen!

There are plenty of racing anecdotes, from grass roots to Grands Prix; both on tarmac and off road, and there is an absorbing insight into many of the characters from our neck of the woods who graced our sport on both the National and International stage.

Whether you're 16 or 60 there is plenty in the 156 pages to keep you amused and amazed; so with Christmas just around the corner this might be a terrific gift for the person in your life who enjoys all thing two and three wheel!

If you would like to get your hands on a copy then you can contact John direct on 01245 602011, email jaw.chisnall@yahoo.co.uk or visit the website www.sidecarbooks.com



Chapter 14

Return to Solo Racing

When my business began to take shape it felt like time to take up my long-awaited position as a leader in a creative industry as well as racing with a couple of 100-horsepower Thoroughbred race cars.

For some of you too young to remember, the 1954 *Miss Boston* was Janice Lee Ross (see photo).

1. **Basic Transport for Parts:** Office equipment from around up all of your wife's extensive (wholesale).
2. **Construction of old:** Built with standard wiring and racing the bike engine, which is standard from, doesn't pull the side of a race (building from up all of your wife's extensive race building). This economy built developed into the **British Racing Club**.

The specifications for creating *Wardman* is, briefly, as follows:



These lakes, along around
the outside of the
Hollywood Gardens,
Shoreline Park, and
the others, are a beautiful
sight to see.

And the Winds Were Bound

- 150 capacity limited to 125
- original fixtures removed
- standard 12' hush bars
- standard floor joist
- frame is made from steel, but this is small
- 10' x 12' x 12'
- no restrictions on the look or feel
- full price only with tax included in cost

[illegible]

The first house I modified was a 1960s Modern bungalow built within a few months of the start of Shirley's independence. It was a two-story, flat, with a lot of living space on the second floor. When I suggested this was a rather expensive project for the size of the space she used, she said she wanted it mostly as a health club, not many things in my mind are a good substitute for a collection of the exercise machines and the detached hot air in the attic. This was a truly generous act for families these days were made of compassion, as often as not cruel, but she was well and it was her last, perfectly reasonable, single-bath house for me. Her son's dream.

[illegible]



MECHANIC'S QUIZ

Another brain-teaser, this time aimed at the spanner boys. Some of the questions are more technical than the others. It will also help if you've been around for a while - probably more Ray Parker than Luke Parker.

If you get them all right you obviously know your way around a toolbox. If not, the answers are at the foot of page 19.

QUESTIONS

1. The ideal fuel/air ratio for petrol engines of 14.7:1 is known as the ***** mixture
2. Older pre-electronic ignition systems were often updated by using a kit with a Hall Effect Sensor. This typically replaced the ***** and *****
3. Many off-road bikes have no battery, and use CDI ignition. What do the initials CDI stand for?
4. The solid foam tube often used in place of a tyre inner tube is known as a *****
5. The answer to question 4 was first introduced by which company in 1984?
6. What is the term for a valve system that is positively closed by a cam and lever?
7. There are three main induction systems for two-stroke engines. One is Piston Porting; what are the other two?
8. What do the initials TLS stand for in a drum brake system
9. A shaft that carries gears, but does not transfer the primary drive either in or out of the gearbox is known as what?
10. What is the correct name for the retaining ring also known as a Rotor Clip, Snap Ring, or Jesus Clip
11. What is the name for a nut with slots to allow fitting of a pin or wire to prevent it loosening?
12. Often known as mayonnaise because of its appearance, what is the creamy coloured deposit sometimes found in engines?
13. How many camshafts would you find in the cylinder head of a DOHC engine?
14. On what part of a motorcycle would you most often find a Schrader valve?
15. On older vehicles "tickling the *****" could raise a smile when the engine was cold.

Woodbridge and DMCC Limited
Laurie Bird Memorial Trial
Butley
27th December 2020
ACUE C Class Championship Round

Broom Hill, Butley.

27th December 2020

Start: 10.00 AM

Open Trial

The Woodbridge and DMCC Limited will organise an Open 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 : Butley Church, IP12 3NT

OFFICIALS

Clerk of the Course	Ian Barfield	Centre Steward	TBC
Licence Number	123652	Club Steward	Wilf Harvey
		Secretary of the Meeting	Trevor Andrews
		M: 07803 270853	
Event Safety Officer	Phil Levermore	Need help – eMail;	tjandrews12@sky.com
		Results Secretary.....	Trevor Andrews

ELIGIBILITY

All riders must hold a current ACU Trials Registration, open to Adult and Youth.

INSURANCE

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

ENTRIES

All entries must be via the ACU on-line entry system. Entry fee is **£17.00** for adults, **£15.00** youths. Maximum 100 riders. No entries on the day. No postal entries. Strictly first come first served with Championship class riders having priority if entry limit exceeded before the closing date. All riders must be a member of an Eastern ACU affiliated club.

Opening date: Monday 7th December 2020.

Closing date: Wednesday 23rd Decemberber. Or when full.

Maximum no. of entries: 100

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 £1 to cover administration costs.

LOCATION AND START

Butley Church, Butley, Woodbridge, Suffolk, IP12 3NT

Pre 70 --- Unit

Pre 70 --- Two-Stroke

Twin-Shock

C class Championship	Pre 70 A	Yellow route
	Pre 70 B	Red and Blue route
	Pre 70 C	White route

AWARDS

'Laurie Bird Memorial Cup' will be awarded to the best Woodbridge club member.

"SIGNING ON"

Sunday 27th December from 9.00 AM and in accordance with ACU COVID – 19 Trials Risk Assessment.

There will not be a physical signing on process. Competitors will register their entry with the Secretary of The Meeting in the 'Trials Trailer'.

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

- Only one competitor per vehicle, unless from the same household.
- Minimum 3 metres distance between parked vehicles.
- On-line entries only. No cash. No entries on the day.
- Maximum 100 competitors.
- Social distancing minimum 2 metres must be observed at all times.
- Observers will choose a vantage point minimum 2 metres from section.
- Observers must not be approached (2 metres) 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.
- Catering will be provided.
- Toilets will 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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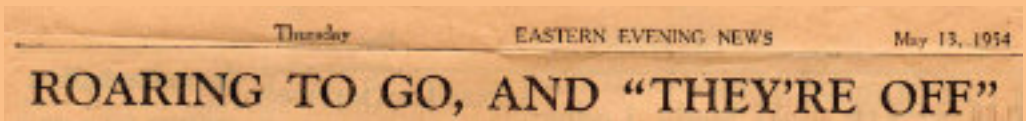


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Back in Time

It may have changed its name, and the colourful bikes and riders bear little resemblance to their counterparts from the early days of motocross, but 'scrambling' has always been popular in our region, as this cutting from a 1954 Eastern Evening News shows.....



“Scramble” fever among Norfolk motorcyclists

Racing over rough ground on powerful highly-tuned motorcycles specially prepared for the job, “in a scramble,” is a form of sport that is rapidly growing in favour in East Anglia.

Between 5000 and 6000 people watched a scramble presented by the Norwich Viking Motor Cycle Club at Caddes Hill, Lyng last Sunday afternoon. They saw some very fine riding, spills and thrills, and are now looking forward to the next meeting which, because of the popularity of the sport and need to “ration” meetings, cannot be held until September

The Lyng course, which is lent for scrambles without charge by Mr. F. bird of the Manor Farm, it's about three-quarters of a mile round. It does not provide fast times, but is most spectacular, with every variety of gradient, sand, loose surfaces, trees - everything, in fact, except water.

Caddes Hill was first found by L. Furminger and used as a club hill climb course from 1935 until the outbreak of war.

In those days, 20 years ago, members used to ride on there every-day machines after removing the headlamps, batteries and fittings. There was no large amount of preparation of the course or special provision of spectacular features.

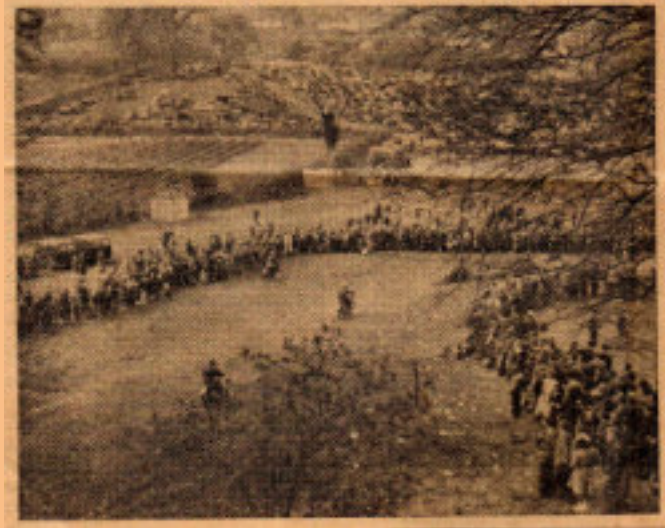


R. STUDD, of Triangle Norwich M.C.C., fights for control of his machine in cowboy fashion.



AT THE START, Dooley's B.S.A. rears in protest as he lets in the clutch.

A GENERAL VIEW at Caddes Hill, Lyng, from the top of the "slide."



The machines used today are mostly of a special type, with high-performance tuned engines, and they have self-closing throttles, footrests, special tyres, mudguards and chain guards.

Scrambles have definitely come to stay and all the Norwich Vikings are conscious that they are organising events of interest to a growing number of people. Already they are talking of having 10,000 spectators for their September meeting.

Flag and Stop Watch

The timing was by flag and stopwatch, with the late Charles Willmott being the starter and tapes being used for the finish of the climb. It was all happy go lucky and enjoyable, with great enthusiasm on the part of the amateur riders.

The riders are still amateurs, but much else has changed – probably because many keen motorcyclists received rough-riding training during the war. Motorcycle scrambles, usually consisting of several laps, over meadows, through copses and over rough ground, have caught on with the public.

Nearly all East Anglian Auto Cycle Union motorcycle clubs are organising scrambles and there are many in Norfolk, Suffolk and Essex throughout the summer. Every weekend sees thousands of people either riding or watching.

A.C.U. Supervision

They are all under A.C.U. supervision and courses have to be approved by a committee of experts who pay special attention to the safety of riders and spectators. They indicate the position of safety fences and see they are provided.

Mechanic's Quiz Answers

Here are the answers to the quiz on page 15:

- Q1** Stoichiometric, **Q2** Points and Condenser, **Q3** Capacitive Discharge Ignition, **Q4** Mousse, **Q5** Michelin, **Q6** Desmodronic, **Q7** Reed Valve and Rotary Valve, **Q8** Twin Leading Shoe, **Q9** Layshaft, **Q10** Circlip, **Q11** Castellated or Castle Nut, **Q12** Emulsified Oil (Oil/Water Mixture), **Q13** Two, **Q14** On the wheels (tyre valve) **Q15** Carburettor



**Norwich Viking MCC Limited
Jack Kersey Trophy Trial
Cadders Hill, Lyng, NR9 5QZ
1 January 2021**

Supplementary Regulations

Cadders Hill, Lyng

Friday 1 January 2021

Start 11:00 am

Open Trial

Permit No. ACU *****

The Norwich Viking MCC Limited will organise an Open Trial Event for solo machines to be held under the ACU Trials Standard Regulations and the National Sporting Code of the ACU, these Supplementary Regulations and any Final Instructions which may be issued.

OFFICIALS

Clerk of the Course: Barbara Douglas (70441)

Centre Steward: T.B.A.

Secretary of the Meeting: Barbara Douglas

The Old Cottages

The Moor, Reepham

Norfolk NR10 4NL

Event Safety Officer: Andrew Hay (22472)

ELIGIBILITY: All riders must hold a current ACU Trials Registration, open to Adult & Youth

INSURANCE: The event will be covered by the ACU Premier Insurance Policy.

ENTRIES: All entries must be made via the ACU on-line entry system. Entry fee is £16 adult, £13 Youth. Maximum 80 riders. Strictly no entries on the day. No postal entries.

Opening date: Monday 7 December 2020, Closing date: Monday 28 December 2020. Or when full. Maximum number of entries 80

REFUND OF ENTRY: Entry fees will not be refunded unless the entry is refused, or a Doctors certificate is provided. In the event of cancellation refunds will be made less £2 to cover administration costs.

LOCATION AND START: Cadders Hill, Lyng, Norfolk NR9 5QZ

COURSE: Trial event consisting of 5 laps of 8 – 10 observed sections, hills & trees / roots

ROUTES: Three routes: Red & Blue, White & Orange (Beginners)**RESULTS:** Will be published on the Eastern ACU & Norwich Viking websites. No paper copies will be posted.

CLASSES:

Intermediate	Novice	Intermediate B	Twin Shock	Pre 70
Youth A	Youth B	Youth C	Youth D	Youth E

AWARDS: Jack Kersey Trophy to best Norwich Viking member. No other awards.

SIGNING ON: Friday 1 January from 9:30 am and in accordance with ACU Covid-19 Trials Risk Assessment. There will not be a physical signing on process. Competitors will register their entry with the Secretary of the Meeting outside of Race Control office.

COVID-19 SPECIAL ARRANGEMENTS (as per ACU Covid-19 Risk Assessment)

- Only one competitor per vehicle, unless from the same household.
- No spectators permitted.
- No guests permitted.
- Minimum 3 metres distance between parked vehicles.
- On-line entries only. No Cash. No entries on the day.
- Maximum 80 competitors.
- Youth riders (under 16 years) must be accompanied by at least one parent or one legal guardian.
- No signing on. Attendance noted by Secretary of the Meeting.
- Riders will self collect their riding number from the Secretary of the Meeting.
- Social distancing minimum 2 metres must be observed at all times.
- Riders should go around the course in groups of 5.
- Rider groups should wait until all riders in their group have finished the section before moving (as a group) to the next section.
- It is rider responsibility to replace dislodged markers. Observer must not enter section or touch section markers.
- Riders must observe minimum 2 metres distancing at all times.
- No more than 5 riders to walk a section at any one time whilst maintaining social distancing rule. It is recommended that any inspection of sections on laps 2 onwards is kept to a minimum. This will benefit the “flow” of the trial and reduce queuing.
- Riders should bring their own face covering (optional) if preferred.
- All riders, adult and youth, must wear gloves at all times.
- 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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**Wymondham and DMCC Limited
January Trial
Great Ellingham
10th January 2021
N&S Group Trials Championship Round**

Great Ellingham

10th January 2021

Start: 10.30 AM

Restricted Invitation Trial

The Wymondham and 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: Hill House Farm, Gt. Ellingham, Attleborough, Norfolk, NR17 1AQ

OFFICIALS

Clerk of the Course	Clive Dopson	Centre Steward	TBC
Licence Number	10432	Club Steward	Roy Ayres
		Secretary of the Meeting	Darrel Glover
		M: 07990555406	
Event Safety Officer	Darrel Glover	Need help - eMail: drgbodyshop@tiscali.co.uk	
		Results Secretary.....	Darrel Glover

ELIGIBILITY

All riders and passengers must hold a current ACU Trials Registration.

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 **£17.00**.

Maximum 60 riders. No entries on the day. No postal entries. Strictly first come first served with Championship class riders having priority if entry limit exceeded before the closing date. All riders must be a member of an Eastern ACU affiliated club.

In the case of an event being cancelled, a £3.00 surcharge will be applied to each rider. Additionally, this surcharge will also be applied to individual Riders who, in the Clubs opinion, cancel for no justified reason.

Opening date: Monday 21st December 2020. Closing date: Wednesday 6th January. Or when full.
Maximum no. of entries: 60

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

Hill House Farm, NR17 1AQ marked from Great Ellingham

EVENT

Trial event consisting of 10 observed sections laid out around the farms using tree roots, ditches and banks.

ROUTES

Three routes: Red & Blue, with an easier White Deviation and beginners' route with Orange markers.

Results

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

CLASSES

Expert - Red & Blue route. Inter A – Red & Blue route. Inter B – White Route. Novice – White Route. Novice – Orange route. Twinshock – Red & Blue Route. Twinshock – White Route. Pre 70 White Route, Youth A and B,- Red & Blue route, Youth – White C route, Youth D– orange route.

“SIGNING ON”

Sunday 10th January from 9.30 AM 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
- Guests and spectators only as agreed with local authorities details to be included in final instructions sent to each competitor.
- Minimum 3 metres distance between parked vehicles.
- On-line entries only. No cash. No entries on the day.
- Maximum 60 competitors.
- Social distancing minimum 2 metres must be observed at all times.
- Adults and 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.
- Event Safety Officer will strictly impose these requirements. Non compliance will result in being asked to leave the event.



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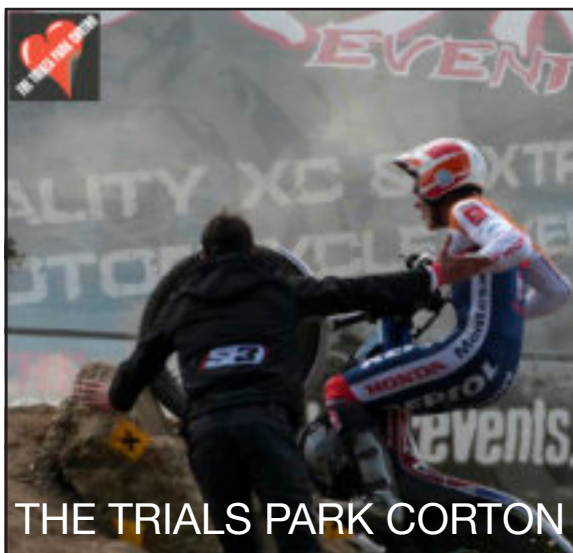
Trials Committee Notes

Clive Dopson

Notes from ACU Eastern Trials Committee Call November 19th 2020

On November 19th the Eastern Centre Trials Sub-Committee had its fourth call of the year. This note does not cover all the discussions, the other subjects will be in the complete call minutes issued in the normal way.

1. 2020 ACUE Trials Championships, as the previously agreed minimum number of ACUE championship rounds cannot now be run it was decided that 2020 championships will be null and void.
2. ACU On line entry system, following a note in the October gazette requesting feedback on the suggestion to make all future ACUE championship trials to use the ACU Online Entry system, as there was no negative feedback received this will be the only method in the future to enter ACUE Championship Trials.
3. All competitors should be aware that the specific arrangements for anyone other than competitors or officials to attend events is between the club and the local authorities. Details of these arrangements will be included in event regulations and/or final instructions. Not receiving information to the contrary should not be assumed to mean that anyone other than competitors is allowed to attend.
4. As Clerk of Course and steward licence seminars cannot currently be organised in the normal way options are being explored for any officials whose licences expire at the end of 2020, they will be contacted when the process is agreed.
5. There has been some feedback from parents, of some youth riders, they were unclear of the route which should be expected to have the appropriate severity for each youth class, this is outside of more youth orientated events, e.g. N&S JMCC. It was decided to recommend that Youth C should be targeting the white route and Youth D should be targeting the beginner's route, where this is included, this is shown in the calendar in the ACUE handbook as (BR).



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