

2021  
April

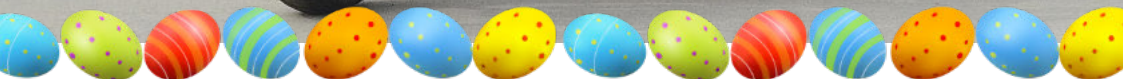


# ACU EASTERN GAZETTE



Volume 61  
No. 3

The Easter Bunny  
says  
“Not too many  
chocolate eggs boys  
and girls.... You’ve got  
to get back on your  
bikes soon!”



## REGULATIONS IN THIS ISSUE

Date	Club/Promoter	Type	Status	Venue	Pages
25 <sup>th</sup> April	Woodbridge & DMCC	MX	Covid-19 Restricted	Blaxhall Circuit	7,8
25 <sup>th</sup> April	Castle (Colchester) MCC	Trial	Covid-19 Restricted	Alphamstone	11.12
9 <sup>th</sup> May	Diss MCC	MX	Covid-19 Restricted	Wattisfield Hall	15-17

[www.easternacu.org](http://www.easternacu.org)

# 2021 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 Jack Hearn

**Honorary Life Vice President:** Roy Bannister

## Vice Presidents:

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

## Chairman:

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

## 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: 01394 389330 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

## 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, Alex Wright, Chris Cook, Martin Beadle

### Sport Committee Chairmen

*Motocross* – Charlie Ralph *Enduro* – Jack Hearn  
*Trials* – Paul Nash *Grass Track* – Alan Foskew

## ACU Eastern Gazette

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ACU Eastern Web Site

**[www.easternacu.org](http://www.easternacu.org)**

Results, Events Calendar, News, and more



So here we go then! The lockdown restrictions are being relaxed in accordance with the government's roadmap and as a Centre we wasted no time in getting some bums back on bikes, with both a Trial, and a motocross practice day at the Woodbridge Club's superb Blaxhall Pits venue, over the Easter weekend. I understand both were well attended by competitors and that everyone on site paid proper attention to the Covid-19 restrictions – so well done all involved.

No doubt, over the coming weeks as more events take place one or two situations may arise, but I am sure with a little bit of thought, and a portion of common sense (does that still exist?!) all will be resolved.

One of the areas that has already created difficulties is the inevitable rearrangement of dates. I mentioned that I thought this would be an area where we would have to apply a fair bit of flexibility, and work together across the Centre in the last gazette. The changes to the motocross GP dates had the inevitable knock on to the British MX championship, which of course then disrupted our Centre championship dates. I do think that the time has come when we take a leaf out of the road race book and not worry about the GP's when fixing our domestic dates. The British Superbike Championship has gone from strength to strength going up against both MotoGP and WSB. In motocross 15 years or so ago there was as strong contingent of British riders, and British based Grand Prix teams with full factory backing but that is no longer the case, and perhaps we need to concentrate on making our domestic motocross series as strong as our domestic road race series. Food for thought.....

We have now (I hope) fixed the MXGB dates so Lyng will host round 3 on May 23rd and Blaxhall will host round 6 of the 8 round MX1/MX2 calendar plus supporting Youth and/or Womens classes.

The opening round of the Centre motocross championship is at Halstead in the middle of April, the Enduro series kicks off a week earlier when the Sudbury Club get things underway with a 2 man at Foxborough, not Halstead Hills as previously advised, and Norfolk & Suffolk Youth get back underway at Gt Hockham at the beginning of May.

I appreciate I sound like a struck record, it's the renaissance of vinyl that brings back that old saying (!), but it is imperative that you contact me, with my Permits Secretary's hat on, prior to changing a date or venue so that we can ensure any potential clashes can be avoided. The last thing we want is two events going head to head just a few miles apart and upsetting the local residents with stereo motorcycle noise after getting used to the quiet countryside over the last 12 months.

## Foreword

*Phil Armes*



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Don't panic, this is not another column that you are going to have wade through on a monthly basis, but it may become an ad hoc feature as we work our way through the coming months/years and do our best to not just keep the Centre alive and functioning, but being in a strong enough position to withstand shocks like the current Covid -19 pandemic.

## From the Chair

Phil Armes



But before I get into all that I would like to say thank you to everyone who voted for me at the recent AGM to take on the 'top job'; Chairman of ACU Eastern. I do recognise what a privilege and an honour it is and I will do my best to work with everyone to take the Centre forward in the 'new normal', whatever that may end up looking like. I would though, like to place on record my sincere thanks to Jack (and Vera) for doing a sterling job at the helm. When I asked him at the AGM how long he had been in 'the chair' he couldn't remember, "but a good while" was his reply. Well, I've had a look through the old copies of the Centre handbook (my father never threw anything away!) and I can confirm that Jack has been in charge of the Centre gavel for 10 years – he was voted in at the AGM on November 14th 2010.

In 2019 we, as a Centre, took the brave move to reduce the number of board meetings to two (plus the AGM) and add a sustainability or, if you prefer, forward planning meeting into the annual calendar. For the obvious reasons this schedule didn't work out in practice during 2020. I would very much like to instigate it this year, and to this end I will be aiming to publish some dates for 2021 board meetings, and a sustainability meeting, in the very near future. Most of these meetings will inevitably be online using the Zoom platform, but I sincerely hope that we will all be able to get together at least once, if not twice, in person.

The way that the ordinary working practices of running the sport, and come to that, life in general, have been changed has been pretty seismic due to the pandemic. I would like to think that it has given us a rare, and valuable opportunity to take a look at how we run our sport, and how we can make the most of the digital technology available to us to encourage more participation, both in people taking part in competing, and in volunteers coming forward to keep the wheels turning.

We do need to take a good hard look at financing of the Centre, provision of support for clubs and organisers, how events are run, succession planning, and how we communicate our achievements and plans to all our members. With this in mind I have already raised these points at the recent Competitions Committee meeting, with a view to having some ideas to put to the Centre at the first sustainability meeting which I truly hope will be early in the summer.

If you have any ideas as to how you would like to see the Centre develop, and stay relevant in the coming years please let me know.

In the meantime, get the dust covers off the bikes and get out there and enjoy the myriad of superb venues we have in the Eastern Centre.



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**Sup Regs for the**

**NGR Championship RD1 and Allcomers Adult Open Mx Meeting.**

Your entry for the above meeting has been accepted,

**To enter this event you must have purchased a race number from the ACU reserved number scheme, your entry will not be accepted until you not purchased your number.**

**1 ANNOUNCEMENT:** WOODBRIDGE & DMCC LTD will organise this Open Meeting at the Blaxhall Circuit,  
Near Woodbridge, on Sunday April 25<sup>th</sup>  
**Permit number: ACU 60372 TCC 20/002**

**2 SECRETARY OF THE MEETING**

Debbie Blyth, mob no 07963 118917,  
Email blyths21@hotmail.com

**3 COURSE**

The course is situated north of Woodbridge, approximately about 1 1/2 miles off the A12 between Lt Glemham & Stafford St Andrew, on the turning for Park Gate Farm (IP17 1LG), postcode for the track is IP12 2DU this postcode will take you though the local villages and is not the preferred route, please follow road signs for the track from the A12.

**WHEN LEAVING THE CIRCUIT PLEASE FOLLOW THE SIGNS AND DO NOT TAKE THE SHORTCUT THOUGH LT GLEMHAM VILLAGE.**

**4 JURISDICTION**

The meeting is held under the National Sporting Code of the ACU, Motocross Standing Regulations 2021, these Supplementary Regulations and any final Instructions or Official Announcements made on the day.

**5 OFFICIALS**

Clerk of Course	DEAN WARNER 165797
Ass Clerk of Course	JOHN BLYTH 39574, BEN COLES 167065
Safety Officer	RICHARD BLYTH 153582, DEBBIE BLYTH 158970
Chief Technical Officer /Sound Officer	RUSSELL MOYE LIC 39588
Chief Marshal	STEVEN LEEK 178768
Chief Timekeeper	ANDREW & VAL HAY
Stewards Centre	PAUL GRANTHAM
Club Stewards	CHARLIE RALPH

**6 ELIGIBILITY**

Riders holding a current 2021 ACU Adult licence, and members of the ACU club. Day licences are available.  
Machines. As per the 2021 ACU Handbook

**7 NUMBER OF RIDERS & DRIVERS ALLOWED**

Solo 160 Races: 12  
Prize fund: Depending on meeting.

**8 ENTRIES & WITHDRAWALS**

ENTRIES ARE ONLY ACCEPTED ONLINE VIA THE ACU WEBSITE. THE CLUB RESERVES THE RIGHT TO REFUSE ANY ENTRY WITHOUT GIVING A REASON. THE ENTRY FEE IS £50

**NON-PARTICIPATION IN A MEETING**

RIDERS WHO DO NOT INFORM THE ORGANISERS BY 12 NOON ON THE THURSDAY PRIOR TO THE EVENT OF THEIR INABILITY TO ATTEND WILL NOT BE CONSIDERED FOR A REFUND OF THEIR ENTRY FEE. HOWEVER A £5 ADMINISTRATION FEE WILL BE APPLIED TO RIDERS WHO WITHDRAW FROM THE EVENT PRIOR TO THE ABOVE RULING.  
ENTRIES WILL CLOSE EITHER WHEN FULL OR AT 5PM ON THE MONDAY EVENING (6 DAYS) PRIOR TO THE EVENT. ENTRIES ACCEPTED AFTER THIS TIME WILL INCUR A £10 SURCHARGE.

TRANSPONDERS WILL BE USED AT THIS MEETING, IF YOU DO NOT HAVE ONE YOU CAN HIRE ONE, THERE WILL BE A CHARGE OF £10 PER DAY, PLEASE TEXT ANDREW HAY 07766 904655 OR EMAIL [timing@easternacu.org](mailto:timing@easternacu.org)

**9 INSURANCE**

The insurance cover for this event is "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 mal-practice.  
RIDER ARE STONGLY RECOMMENDED TO PURCHASED THEIR OWN ACCIDENT COVER

10 TECHNICAL CONTROL and SIGNING ON 7.45am- 9.00am

Competitors are required to produce their machine, helmet and body armour 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 practice or race unless the Technical Official has passed their machine, helmet, and seen their body armour, as per the ACU guidelines. . Please ensure you have the correct colour plates and numbers on your bike as you will be refused entry to the meeting.

11 SOUND CONTROL

Random or spot check noise testing may take place by an ACU Sound control official,

12 PRACTICE at 9.30am

PRACTICE SESSION: 5 MINS FREE PRACTICE,

FOLLOWED STRAIGHT AWAY BY 10 MINS TIMED QUALIFICATION

13 RACES

The Number of races will be 12

14 PROGRAMME

As per program

15 METHOD OF START

The start will be live engine, clutch type.

No one except **RIDERS** and **OFFICIALS** shall be permitted into the area of the starting gate. **Riders are advised that the club have a concrete start and that under no circumstances is there to be any grooming or soil added to the concrete area of the start gate.**

Once a rider has taken his position at the start gate, he cannot change it. A rider is deemed to be under starter's orders having been called to the start line, when all the riders are on start line the starter will hold up a green flag from which moment the riders are under his control. The starter will hold up a 15 second board for a full 15 seconds, at the end of the 15 seconds, he will hold up a 5 seconds board and the gate will drop between 5 and 10 seconds after the 5 second Board is shown.

16 FINISH OF RACE

Riders must complete at least 50% of the distance of the winner and pass the chequered flag to be classed as a finisher.

17 FUEL

All fuel used during an event must comply with 2020 ACU Fuel Regulations

18 TEAR OFFS

THE USE OF TEAR OFFS AT THIS EVENT IS PERMITTED BY THE CLUB

THE USE OF ENVIRONMENTAL MATS AT THIS MEETING WILL BE ENFORCED, THIS ALSO INCLUDES UNDER GENERATORS AND PRESSURE WASHES.

The riding in the paddock of pit bikes or mini bikes 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 place waste oil in the bin provided in the paddock for us to dispose of properly.

Please keep the use of pressure washers to a minimum, and use environmentally friendly detergents.

Dogs must be kept on leads at all in the paddock and around the track.

Hope you have a great days racing.



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## Castle Colchester MCC Ltd

**Alphamstone Pit.**

**25th APRIL 2021**

**Start: 10.30 AM**

**Open Trial**

**ACU Permit No; 60308**

The Castle Colchester MCC Ltd 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 : Alphamstone Pit CO9 2NY

### OFFICIALS

Clerk of the Course	Rich Eley	Centre Steward.....	
Licence Number	130374	Club Steward.....	Les Johnston
		Secretary of the Meeting	Richard Norman
			M: 07421 704255
Event Safety Officer	CoC	Need help – eMail;	rn.glfarm@gmail.com
		Results Secretary.....	Richard Norman

### ELIGIBILITY

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

### 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.

No entries on the day. No postal entries.

Due to parking restrictions imposed by the landowner the entry is limited to 40, however we will have a reserve list of 10 to a maximum of 50 riders which will be made available if the parking issues are resolved. Strictly first come first served.

All riders must be a member of an Eastern ACU affiliated club.

**Opening date: Tuesday 6<sup>th</sup> April 2021.**

**Closing date: Friday 23<sup>rd</sup> April 2021. Or when full.**

### 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 £ 3.00 ACU administration charge.

### LOCATION AND START

Alphamstone Pit. Nearest post code is CO9 2NY but will be signposted from the main road

### EVENT

Trial event consisting of 10 observed sections

### ROUTES

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

### RESULTS

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



## **CLASSES**

All adult solo classes and S/Boy A & B

## **“SIGNING ON”**

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.

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

### **STRICTLY -- NO SPECTATORS**

Adult riders will be allowed to bring one other person/assistant, youth riders will be allowed to bring two other persons (one being their parent/guardian)

All persons entering the site will be monitored and recorded. Any person deemed to be exhibiting Covid-19 symptoms will be denied entry to the site.

All persons ( except those exempted ) should wear a face covering in accordance with Government guidance. ie, when in close contact with other persons.

All competitors must travel to and from the event in accordance with all current Government rules and guidance.

- Minimum 3 metres distance between parked vehicles.
- On-line entries only. No cash. No entries on the day.
- Maximum 50 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 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.

## Roger Gulliver

A stalwart of the E.F.A. and a genuine motorcycling all-rounder, Roger Gulliver was sadly taken from us after a long-term battle with cancer. He died in February. He will be particularly well known for his later-day riding on a Triumph twin as a solo trials rider but in former times, campaigning in trials on a combination with wife Heather in the chair, as the intriguingly named: "Team Marmite". They were both keen road riders, again favouring the British machines though most recently turning to a lighter weight Honda. When not riding, the pair would invariably assist by observing and acting in other roles to keep the wheels of the EFA events, turning. A somewhat self-effacing figure, Roger was nonetheless a most popular figure within the club and the Centre - and our thoughts and condolences go out Heather.

## Mark Turner

Another EFA campaigner also on solos and sidecars, Mark Turner was another loss for his friends and colleagues in the club as well as the sport as a whole. He was a tragic victim of Covid 19, also in February. Mark had been active in both categories run by the EFA - but in later times extended his activities to longer distance events catering for sidecars. All club members and those in the sport will extend their thoughts and sympathies to his family.





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## Supplementary Regulations - Motocross – Adult Solos

## ACU Eastern Championship 2021 Round 2

Instanda and Stebbings Car Superstore at Wattisfield Hall – 9<sup>th</sup> May 2021.

ACU Permit No. 60310

**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. The event will form Round 2 of ACU Eastern Motocross Championships 2021 sponsored by Instanda and Stebbings Car Superstore.

**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 20-19**

**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 2021 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	Paul Grantham	

**6. NUMBER OF RIDERS & DRIVERS ALLOWED**

Solo 150

Prize fund: No prize money as no spectators permitted

**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 16<sup>th</sup> April 2021 and must be received prior to the closing date of Friday 30<sup>th</sup> April 2021 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 7<sup>th</sup> May, and with a medical letter via email. Other withdrawals will only be considered if there is a list of reserves and a withdrawal fee will be applied. No refunds after 5pm 7<sup>th</sup> May.

In the event of cancellation, refunds will be made less £10.00 administration fee. (note: £3.00 is refunded to ACU on-line system the rest is to cover club costs).

**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: 5 mins free practice
- Followed straight away by 10 mins timed qualification

**12. RACES and format of the meeting**

There will be 13 races with each group getting a minimum of 3 races.

**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.**

## DISS MCC LTD

## Supplementary Regulations – Additional Covid-19 Instructions Diss MCC MX Wattisfield Hall 9<sup>th</sup> May 2021– ACU Permit XXX

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) **Your responsibility** - A lot of time and effort has gone into putting this event on taking into account the need to still control Covid 19 risk – please social distance at all times in parking, sign on, scrutineering, pits, picking up transponder, waiting in holding area for the start line etc. Work on the principle of 2 metres. **You must avoid groups of people and where this is not practicable, this must be limited to no more than 6.** Riders also wear a face mask when moving outside of your awning/pit area and when queuing at the catering van.
- 2) **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.
- 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 First Aid staff or the first aid centre. Go home, self-isolate and call 111 if your conditions deteriorate.
- 4) **Travel and support crews** - The event is non-spectator and the number of support crew is strictly limited to one. Anyone turning up with more than the permitted one will be asked to leave and will not receive an entry refund. A support crew is a mechanic or someone who could transport the rider home if injured. Riders' details will be forwarded to track and trace if an outbreak is linked to the event and each rider will be responsible for confirming details of their plus one support crew. If you cannot maintain social distancing in your vehicle and your support crew is from a different household, the person must travel in a separate vehicle.
- 5) **Overnight camping:** There will be no overnight camping
- 6) **Pit entrance gate:** You will be required to undergo a temperature check. Please wear a face mask when undergoing the temperature check and advising the gate entrance marshal your rider number.
- 7) **Parking** – Please park sensibly in the paddock maintaining at least 2 metres between vehicles. Marshals will be provided.
- 8) **Mechanic** - Each competitor will be restricted to one mechanic/assistant who will only use their own tools, tools are not to be shared.
- 9) **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.
- 10) **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.
- 11) **Transponder**
  - a) If you need to hire a transponder, you must pay online in advance.

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- 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 amount £10.00.
- 12) Start holding area** - 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.
- 13) Start line** – A maximum of 40 riders will be permitted on the start line.
- 14) 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.
- 15) First Aid and injuries:**
- a) Do not report to First Aid 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 First Aid for minor cuts and bruises.
  - c) Please bring your own first aid kit to deal with minor cuts and injuries.
- 16) 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 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). Limited hard printed copies will be posted.
- 17) 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.
- 18) Catering:** - Catering facilities will be available as a takeaway. Maintain social distancing.
- 19) Litter:** Please take all of your own litter home. It is important for club officials not to touch litter.
- 20) Social distancing:** Applies at the event in terms of parking, scrutineering and sign on, pit area, start line, toilets and catering. 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**



## Charlie's Chat

*Charlie Ralph*

Better news ahead ? It appears at present, that the UK are winning the battle with coronavirus, touch wood !

Hopefully, spectators will soon be allowed to watch motor bike action, although in parts of Europe, the situation is not so good.

However, it was good to see a limited number of spectators at the first round of moto GP, where some excellent racing took place. The first F1 round also saw a limited number of fans, but as I am biased, the four-wheel brigade missed much better action !

The Halstead club has a good entry of experts and juniors for round one of the Eastern Centre Championships at their Wakes Colne circuit on April 18th. I understand that a few National grade riders have entered, so there should be some cracking races.

Just a week later, the Woodbridge club are holding their first race meeting of the year at Blaxhall, which will feature experts/juniors, plus round one of the popular NGR over 30's series.

The sad news though, is that at both Wakes Colne and Blaxhall, no spectators will be allowed, and there will be strict covid controls at both events. The better news is that from May 17th, spectators will hopefully once again be allowed.

Certainly, the RHL sponsored British Championships at Lyng on May 23rd should enable motocross fans to watch the UK's top riders in action.

More good news from the busy Norfolk and Suffolk Junior club. Although there are restrictions for enduro's on forestry land until later on in the year, the club has the okay to continue motocross racing at Hockham.

The fixture list of events in our Centre website are being updated reguarly, ( as long as clubs inform them of course ! ). It is wise to use the easternacu.org site, as dates are very much subject to change.

The Eastern Motocross committee worked very hard at the start of the year to avoid date clashes with the RHL British rounds, and the MX Nats, as we are fully aware that some riders from our Centre, compete at these National events. However, we cannot help if the National dates changes to avoid World rounds.

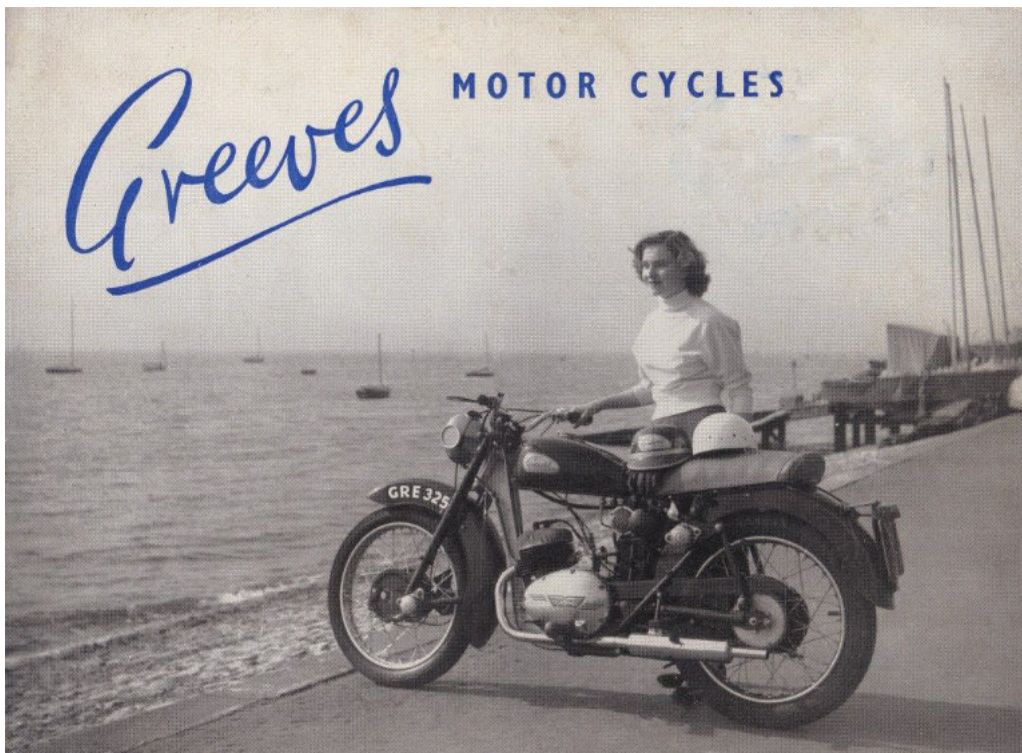
Many people are unaware that the World Championships take precedence with the calendar dates, although my personal thoughts are that only a few riders from the UK competes at World level.

This then means that the ACU British series avoids these World dates as they want to see the best of British at their events. This is fair enough, but due to the covid situation in Europe, every time the Grand prix dates change, the National UK meetings changes too. This causes a chain all the way down to Centre events, therefore it is impossible to fit in enough Sundays in the year, consequently, although the Eastern Championship rounds continue to avoid the authentic ACU British Championships, we cannot possibly avoid a couple of date clashes with the MX Nats.

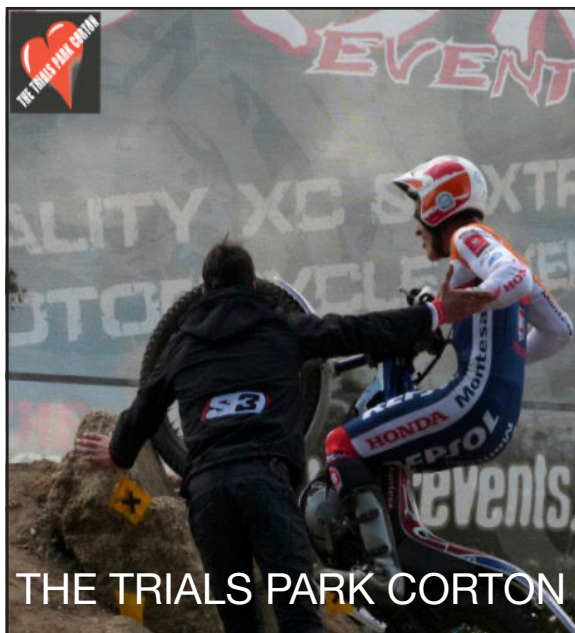
We all hope that we see a more stable situation in 2022, when we hopefully try to keep everyone happy.

Meanwhile, as we are not 100% over this virus yet, take care and stay safe.





With the Greeves factory being located in Essex we are guessing that this publicity shot was taken somewhere along the local coast. Does anybody have any information where this is?



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# Recollection Section

*Sidge Kenny*



It was at the T.T. Of 1963, and together with my friends, Jim Patey and Tony Clarke, I was at the tight right-hand corner of Sulby Bridge. The Lightweight 250cc T.T. had been run the previous day and the weather had been hot. On several points around the course, the tar had melted, causing problems for the riders. Sulby was one of those tricky points and with our bikes parked up, we were examining the road surface – now looking decidedly shiny and slick.

All at once, a Mini-Cooper came roaring up, and stopped. The driver jumped out and strode up to us. I recognised him at once, having seen him a year earlier at Great Cornard, where a scramble meeting had been televised. When he spoke – there was absolutely no doubt who this energetic character was – Murray Walker.



I greeted him and pointed to the smoothness of the road surface. “Yes indeed, a potential hazard here to the riders – and during yesterday’s Junior T.T., Jim Redman nearly dropped the works Honda, at this point and similarly, he had near misses on other sections of this tremendously demanding road circuit.” Murray commented. It sounded exactly like a broadcast – delivered in those clear, clipped, tones in a high register. We talked for quite a while and I mentioned how

sorry I was over his Dad, Graham, having died the previous year whilst in his early sixties. Murray sighed. It was clear his Dad had a great influence on him. But things cheered up when we asked where his favourite spot would be to watch a T.T. Race, if he were not broadcasting. There was no hesitation,

“I think the Quarry Bends. Yes – I would choose the Quarry Bends, if you can get there early and secure a good position. It is a series of fast bends that really sorts the men out from the boys!” - and with that and equally rapid goodbyes, he got into his Mini Cooper and was gone – presumably to look at the other slippery bends on the course.

At that time Murray was not the motor sport superstar he was to become. Commentating on Formula 1, car racing over the T.V. brought him world wide fame and the aura of a household name. His Dad, Graham, in many ways, actually achieved more, as a winning T.T. rider in the 1930’s, a motorcycling journalist and editor - and in earlier days, a radio commentator for the sport. Indeed, he and Murray shared the coverage of the T.T. and Manx races. Both of them had that unique delivery, with clear, almost military tones - though Murray’s were in a far higher register! “When Murray really gets going, only the dogs can hear him”; was a wry comment from a fellow commentator. Yet it was that excitedly enthusiastic recounting of the drama going on around the circuit, which endeared him to millions of TV watchers and motorsport followers all over the world.

He loved the sport – be it two wheels, three, or four - and the sport, comprising those who organised it, competed in it – or simply watched it, also loved him. I doubt - in fact, I know - that no one could touch him in reproducing the atmosphere when it came to commentating on a big race – and I fear from now on, with the foreseeable development and oncoming rise of electric traction into modern motorsports, there will be no takers anyway. It will simply be a case where those essential sounds of action at the racing circuits will never be the same, either from the vehicles themselves, be they bikes or cars - and with no one of equal octane level to accompany them in voice - like Murray.

#### **Photos:**

*Previous page - Murray aboard his father's Ulster GP winning Rudge Whitworth*

*Above right - A young Murray with his father, Graham, at the Isle of Man TT.*



## **Another Murray Recollection**

*Paul Sewter*

I hope Sidge won't mind me hijacking his page, but while preparing the gazette for print his recollection of Murray reminded me of my own encounter with this great character. Thanks to the late Colin Armes' position as C of C for the British GPs at Silverstone, most of the marshals were regular Snetterton crews (mostly from this area). And so it was that I was fortunate enough to be marshalling on Woodcote for the epic Sheene v Roberts 1979 GP.



During practice Murray came over and, after exchanging pleasantries, settled down a few yards away with a highly impressive looking clipboard kitted out with a bank of those new, fangled digital stopwatches. Throughout the practice session he studiously watched the top riders go by, while feverishly pressing the buttons. After about half an hour he sauntered over to myself and Tony Spinks, and nonchalantly enquired "Do either of you know how to work these things?"

Although initially taken aback by our howls of laughter, he eventually saw the funny side to it and spent the rest of the session chatting about the riders, bikes, corner speeds, and a host of other race-related information. Knowing the consummate professional that he was I guess he was probably collecting anecdotal material to avoid any awkward silences if the race fell a bit flat, not that that was ever going to happen with Sheene and Roberts in close proximity to each other.



# Trials Committee Notes

Clive Dopson 29/3/21

## Notes from ACU Eastern Trials Committee Call March 25th 2021

On March 25th 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. Competitors are reminded to check the ACUE website for calendar updates. At least until at events on 1/6/21 paperwork entries will not be accepted; individual event regulations will explain entry arrangements after that date.
2. 2021 ACUE Trials Championships, based on current calendar maximum possible rounds is now A=4, B=2, C=5, D=1, and to meet required minimum of 4 2021 rounds revisions to the B class calendar must be made. Clubs are asked to consider if either an event currently in the calendar can be included as a B class round or an additional trial could be included in the calendar.
3. Clubs are reminded that as from 1/5/21, ACUE can issue Premier permits for events from 1/6/21 onwards.
4. Copdock show has now been rescheduled from 5/9/21 to 19/9/21.

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Motocross riders please note that there is a change to the way transponders are hired from the start of the 2021 season. We are no longer able to accept ACU licences or credit cards as a deposit. You will need to leave a deposit of £20, this will be returned at the end of the day when you return the transponder.

If you need to hire a transponder, you must pay £10 online in advance.

If you have hired a transponder, you must collect it from the timing hut. You will be required to place £20 in an envelope provided by the timekeepers which will be found in the transponder case, together with the appropriate transponder number. Please seal the envelope. The timekeepers will keep this securely and it will be returned to the rider when the transponder is returned on the day. You must also provide a mobile number to the timekeepers in case there are any issues that need to be followed up.

If you fail to return your transponder on the day you will lose your deposit. You will also be required to return the transponder to ACU Eastern Timing by registered post. Failure to do this within 5 working days you will be charged £250 for a replacement.

If your own transponder fails on the day for any reason, you can hire from the timekeeper using cash, but you must provide the correct amount £10.00 plus £20 deposit (as above).

If your transponder fails and needs to be replaced in the waiting zone, your own transponder will be retained by the start officials as a deposit, but you will still be liable for the £10 hire fee.

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