

2021  
January /  
February



# ACU EASTERN GAZETTE



Volume 61  
No. 1



"Look, the sooner I get you lot vaccinated the sooner my old man can get back on his bike, and I get the house to myself again at weekends.

He's driving me mad moping around the place!

Besides which, you're down to observe a trial in March  
and man the collection area at a motocross in April."



HANDS



FACE



SPACE

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ACU Eastern Web Site

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

Results, Events Calendar, News, and more



Last March the country went into a full lockdown with the goal of bringing the Covid 19 pandemic under control and I think it is fair to say that very few of us would have expected to find the outlook no better, or even worse than it was some ten months later. But that is the situation we find ourselves in, and despite a few weeks where we did manage to organise a few events it has been a pretty frustrating period for motorcycle sport. It is inevitable that many of us will be chomping at the bit to swing a leg over our bike and get out there and blow the cobwebs out – especially if you have been restricted as to where you can and can't go due to health or financial constraints. But the frustration of not riding is nothing compared to the efforts and sacrifices of the NHS staff and other key workers, many of whom we lean on quite heavily when we have a crash; so PLEASE do not give in to temptation, and stay off your bikes just a bit longer.

The enforced restriction on riding activity doesn't mean that many of the clubs and organisers have been sitting back and supping a pint, or a chilled glass of wine! Most, if not all have been working diligently so that everything is in place to make a quick return to action when we are allowed to do so. If you visit the Centre website you will find a full calendar of events. It is inevitable that several of the events will be cancelled, and may have to be rescheduled, but this does give everyone a chance to plan for the season, and provide a view of a brighter future just over the horizon.

Also on the website are the championship conditions for the various disciplines; and with a break from tradition due to not being able to publish a Centre handbook at the moment, you will also find a full set of Centre championship conditions in this issue of the gazette. Please remember that all dates and conditions may well be subject to change, so always refer to the website as this will be kept up to date in 'real time'.

As I mentioned at the start of this foreword, I don't think many of us expected to be still sitting on our bums under lockdown conditions. However, if and when we do get going the Centre should see a host of top class events, including two rounds of the Revo British Motocross Championship, a round of the British Sidecarcross Championship, The Ladies trials Championship, and first class Enduro as well if the Forestry Commission lift their restrictions.

So, let's bite our bottom lips for a little bit longer, think of others who are not in such a fortunate position, and look forward to the day when we can once again stand in the middle of a field and take in the heady aroma of Castrol R!! (Anyone under 35 years old ask a grown up!!)

## Foreword

*Phil Armes*



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**TRS**

***SHERCO***

***OSET***

On receiving the sad news that Bryan "Badger" Goss had passed away in January with a covid related illness, my three all-time favourite motocross riders from the 1960's/70's have now all left us.

## Bryan Goss R.I.P.

Charlie Ralph

Firstly of course, the great Dave Bickers, followed by Vic Eastwood, now the tough little Dorset man, known to all mx fans as Badger.

Bryan Winston Goss started out as a grass track rider, under the guidance of the South Western legend, Lew Coffin, but then turned to "scrambling", and was soon snapped up by the Cotton factory, where he battled with the likes of the Rickman and Sharp brothers on the Southern circuits. He then joined the Greeves team, along with Bickers and Alan Clough, and these three were the leading 250cc riders at the time. Goss, along with the likes of Bickers, Jeff Smith, Eastwood, Clough, John Banks and Arthur Lampkin became household names following the BBC and ITV Saturday race meetings.

With his good friends, Dave Bickers, Clough, the late John Griffiths, and Eastern favourite, Freddie Mayes, he travelled to many foreign Grand Prix during the 1960's.

Badger switched to the Husqvarna machine, where he enjoyed the best years of his career. I travelled to Brands Hatch in 1966 for the 250cc Trophee Des Nations, where the top British riders battled against the might of Sweden and Belgium. The British team consisted of Eastern favourites, Dave Bickers and Freddie Mayes, plus the Rickman brothers, Don and Derek, and Goss. At the previous day's briefing, British team manager, Harold Taylor, informed Goss that he was considered the weak link of the team, and would be starting on the second row on the start line. Badger obviously took exception to this, but proved to be the main man on the day. The diminutive little Dorset man stormed to the front after the first lap, and crossed the finish line 12 seconds ahead of his team mate Bickers, and World champion, Torsten Hallman.



*Photo: [www.mortonsarchive.com](http://www.mortonsarchive.com)*

Proving it was no fluke, he did the same in race two, this time winning by 23 seconds, with six times World champion, the late great Joel Robert of Belgium in second place. Sweden won the event, but the star of the show was Badger.

Following that, he trounced the opposition at the Daily Express sponsored International at Wakes Colne, winning all three races, leaving all the top Continental and British riders in his wake.

Previous to the Brands Hatch event, Goss took on many top riders at the Lowestoft club's St Nicholas Grand National at Herringfleet Hills, and took victory over local ace, John Banks and an emerging Arthur Browning.

His only British title came in 1970, riding the 400cc Husky, and by 1974, he became British importer of the popular German Maico's, and decided to hang up his boots. For those of us who were lucky to have been around in the 1960's and 70's, Badger's memory will live on.

I met with him and Dave Bickers again ten years ago, and with the editor's permission, I would like to share that experience with you in a separate amusing story in the next issue.

## ENDURO

### 2021 ACU EASTERN ENDURO CHAMPIONSHIP

#### DATES AND VENUES

#### 6 Rounds, 5 rounds to count

Round 1	14 <sup>th</sup> March	Sudbury MCC	Foxborough
Round 2	9 <sup>th</sup> May	Sudbury MCC	Foxborough
Round 3	6 <sup>th</sup> June	Woodbridge & DMCC	Blaxhall
Round 4	13 <sup>th</sup> June	Sudbury MCC	Hadham
Round 5	26 <sup>th</sup> September	Woodbridge & DMCC	Butley
Round 6	21 <sup>st</sup> November	Diss MCC	Thetford Forest

### 2021 Dave Barkshire Motorcycles 2 Man Enduro Championship

#### DATES AND VENUES

#### 6 Rounds, all rounds to count

Round 1	11 <sup>th</sup> April	Sudbury MCC	Halstead Hills
Round 2	25 <sup>th</sup> April	Bury MCC	Hawkedon
Round 3	25 <sup>th</sup> July	Sudbury	Chappel
Round 4	22 <sup>nd</sup> August	Diss MCC	Wattisfield Hall
Round 5	13 <sup>th</sup> September	Stowmarket & DMCC	Kenton
Round 6	19 <sup>th</sup> September	Sudbury MCC	Pebmarsh

#### 1. EVENTS

All ACU Eastern events will be run under Short Course or Hare & Hounds regulations as per the ACU Handbook, unless stated by the organising club in the Supplementary Regs.

#### 2. ELIGIBILITY

Open to any solo rider over 16 years of age, who has been a member of an ACU Eastern Club or of a club within an invited Centre for at least one month prior to the event.

Motocross riders wishing to enter the championship will be graded as follows:

Expert :	Championship Class
Top Five Junior:	Championship Class
6 <sup>th</sup> to 15 <sup>th</sup> Junior:	Expert Class

Gradings will be taken from the motocross gradings as of 1<sup>st</sup> January of the year of the championship.

#### 3. CLASSES

Classes eligible for Solo Championship points will be:

Championship

Rookie – to run within the Championship Class; Eligibility – Riders who have been upgraded from Expert to Championship in the previous three seasons (2017/2018/2019)

Expert

Clubman

Expert Vets over 40

Clubman Vets over 40

Super Vets over 50

Classes eligible for 2 Man Championship points will be:

Championship

Expert

Clubman

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***



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## 4. TITLE

The title of "ACU Eastern Enduro Champion" will be awarded to the best overall performance in the Championship Class.

Winners of the Expert; Clubman; Expert Vets over 40; Clubman Vets over 40; Super Vets over 50, will be acclaimed as "ACU Eastern (class) Enduro Champions"

## 5. ENTRIES

Supplementary Regulations and Entry Forms will be published in the ACU Eastern Gazette .

## 6. TYRES

As per current ACU Standing Regulations.

If Motocross tyres are permitted this will be published in the Supplementary Regulations and/or Final Instructions.

## 7. MACHINE SPECIFICATIONS

All machines should comply with Enduro Regs. as per ACU Handbook.

For 2 Man events Lights need not be fitted if stated in event supplementary regulations.

## 8. CALCULATION OF CHAMPIONSHIP POINTS

For each event the calculation of points for overall and all classes will be as follows:

1st 20 points	6th 10 points	11th 5 points
2nd 17 points	7th 9 points	12th 4 points
3rd 15 points	8th 8 points	13th 3 points
4th 13 points	9 <sup>th</sup> 7 points	14th 2 points
5th 11 points	10th 6 points	15th 1 points

In the case of ties in the results of each day, the competitors concerned will each receive the points for this position, e.g. Competitors A & B both finish the day on the same score of 800 penalty points and Competitor C is on 820

penalty points the championship points would be :In the case of ties in the results, the competitors concerned will each receive the points for this position. e.g. Competitor A -20 points; Competitor B -20 points; Competitor C-15 points

## 9. CALCULATION OF CHAMPIONSHIP POSITIONS

At the conclusion of the series the winner of each class and the overall title of "ACU Eastern Enduro Champion" will be determined as follows:

- (a) 5 of 6 rounds to count
- (b) Any rider competing in the last round will not be eligible for Championship points if they have not competed in a previous round
- (c) If the calculation of points in accordance with clause 8 (a) subsequently result in a tie the following will take precedence:-
  - (i) Driver with the highest number of first places
  - (ii) Driver with the highest number of second places etc

## 10 AWARDS

The Centre Annual Trophies will be awarded to the individual Champions and may be held by the champion until requested for return

by the centre, they may not be won outright. ACU Eastern may require a written undertaking to return the trophy when requested. Replicas, for permanent keepsake will be given to the Champions. Should the Individual Champion not be resident within the Centre boundaries, the trophy will be engraved with the name of that Champion and may be presented to the winner at the Centre Function. However, the trophy will be returned immediately that evening to the Centre for safe keeping as it will not be permitted to leave the Centre boundary.

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***



## ACU EASTERN TWO MAN ENDURO CHAMPIONSHIP

### 1.1 Introduction

These regulations are for events run within ACU Eastern as a two-rider team multi lap short course event under the ACU National Sporting Code, the ACU Standing Enduro Regulations and the ACU Hare and Hounds Regulations.

### 1.2 A team of riders

A team shall consist of a maximum of two riders. Riding order must be maintained for all sessions.

### 1.3 Course and Timed Session

The course must be 'off-road'. Each rider will be required to complete a timed session. Only one rider per team is permitted on the course at any one time with each rider completing an alternate 'timed session'. The minimum time allowance per timed session prior to any rider changeover shall be 30 minutes with the emphasis on endurance. The number of timed sessions must be specified in the supplementary regulations and the organiser may split the event into 2 legs but the minimum time for each leg must be at least 2 hours.

The ratio of competitors to course will be – 45 riders per mile of course, e.g. 180 riders must have a 4-mile lap distance.

### 1.4 Rider changeover

The rider changeover must take place in a restricted blue tape area which is separate from the main refuelling area. Only riders and officials are permitted in the designated rider changeover area. It is permitted for both riders to share one machine, but a change over must take place as specified in these ACU Eastern Regulations.

### 1.5 Timecards and Time Controls

When riding a timed session, a timecard must be carried by the rider. Following completion of a timed session, this rider must book into a time control prior to exchanging timecards with their teammate. Riders are not permitted to commence another lap after their designated session finish time.

### 1.6 Changing of machines

Changing of machines due to mechanical failure is permitted during an event subject to the following conditions:

- a) A machine change can only take place with the registered team rider and is only permitted within the designated control area.
- b) If a rider wants to changeover machine and finish the session on his teammate's machine, the rider must enter the time control, stop and advise the time control staff that they do not require their time to be recorded as they wish to change machines.
- c) If a rider's machine breaks down on the course, the rider must report this to the control point and advise the control marshals that they will be riding the rest of the session or event on their teammate's machine.

Failure to comply with the above conditions will result in disqualification of the team.

### 1.7 Results

Results will be determined by the number of laps completed by each team, plus penalties for lateness or early at the time control. For each minute early or late at a time control a rider will be penalised a section of a lap. For example, for a 6 minute course a 1/6 of a lap penalty will be awarded for every minute late or early

A special test shall be provided to decide results in the event of one or more teams finishing with the same penalties.

If a team member fails to finish the event, the team is deemed to have retired.

### 1.8 Safety

- 1.8.1 A filter system must be set up to ensure riders can safely join the course from the start / rider changeover area.
- 1.8.2 All other safety arrangements shall be in accordance with the Hare and Hound Regulations.

### 1.9 Penalties

- 1.9.1 For every minute late or early at the control point – penalty to be defined in the event final instructions based on the anticipated lap time.
- 1.9.2 Special test – as per supplementary regulation e.g fastest lap of the day any rider in the team or 1st lap PM session of 1<sup>st</sup> team rider.
- 1.10 Time penalty up to and including disqualification
  - a) Smoking within the time control, rider changeover area and within two metres of the outside perimeter of the pits / refuelling area.
  - b) Providing outside assistance on the last lap of the final session to enable a rider and a machine to get to the final check point.
  - c) Course cutting – not following the marked course or keeping within gates of arrows / tape.
  - d) Teams exceeding the number of timed sessions.
  - e) Not completing the final check.
  - f) Starting a lap after your timed session is complete at the end of the event.
  - g) Failure to follow 1.6 above.

### 1.11 Disqualification

- a) Exceeding walking pace between the yellow flag and time control, the rider changeover area and the refuelling area/pits.



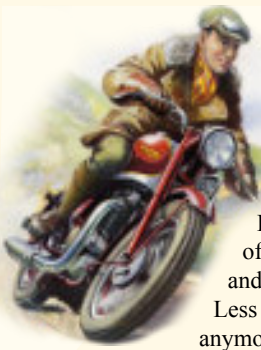
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# Recollection Section

*Sidge Kenny*



I wonder if I was the only one to release a slight groan when towards the end of last year, prime minister, Boris Johnson, made the declaration that all petrol and diesel powered vehicles will cease to be produced in this country after 2030. Less than ten years. Perhaps its my age but that does not seem a very long time anymore, Not that I do not appreciate that we must reduce the continuation of carbon based emissions – I certainly do believe in global warming and there is no doubt that our weather has altered quite dramatically during my lifetime.

So I can understand why things have to change and already, things have changed. In the U.K., our total carbon emissions have reduced considerably more than many other countries but the government is clearly set on attaining a much lower level with its intention to ultimately get rid of petrol and diesel power units and instead promote electric traction. It seems that our faithful petrol engines, the roarty four-strokes and naughty smoking two-strokes – on which so many of us have enjoyed such fun over the years – have ultimately got to go. Where will all this leave us, particularly in grass roots motorcycle sport? Will we, on the first of January 2030, have to line up on exclusively electric machines. (I include myself, though I will be pushing ninety by then – but you never know your luck,,,) The answer is: I am not sure. Nothing has been said about used or secondhand bikes, so perhaps there will be an allowable mixture of the two types of power units with the presumption that as time goes by, the electric machines will completely take over, That will most likely happen in the top levels of the sport where the money is - but what about the sector which actively promotes the use of older bikes? My guess is a sneaky Government might also increase the tax and thereby the price on petrol to a near unaffordable amount and thereby snuff out petrol use in a somewhat devious manner.

Its not that I have anything against progress or electric bikes. Indeed they are already here and doing very well for junior trials. I am also confident that by 2030, the capacity and duration of the essential batteries will be improved. Yet will it still be enough for a bike to do a whole day in the Scottish Six Days? Or will batteries have to be changed en-route? And what about motocross and enduro where power and duration is of prime importance? Currently, on both counts, electric bikes are not up to the performance of the petrol ones. We will have to wait and see. Not for very long it seems....

Yet I have already ridden an electric trials bike – and I did it nearly sixty years ago. At the Earls Court motorcycle show in 1964, the Filtrate oil company set out a trials circuit – complete with tight turns and rocks – within the Earls Court building and visitors could try their luck on a converted James trials machine driven by an electric motor and powered by the then standard lead-acid batteries. I recall the bike seemed very heavy and the motor and transmission gave out rather loud grinding noises from both motor and chains. Another rider to experience this futuristic trials iron, was Braintree stalwart, Bob Drane, who to his great credit, actually cleaned the entire section and won a diploma. It was for us both, a wobbly ride into the future - though I do not think we would have believed it at the time

**++STOP PRESS++**

**The government has confirmed the sales ban on new petrol and diesel vehicles in 2030 won't apply to motorcycles, scooters or mopeds.**



## TRIALS

All Championship events to be run under the ACU Trials Standing Regulations (TSR's), these Centre Championship Conditions and any Centre Trials Rules. The decision of ACU Eastern on all matters relating to Championship competitions shall be final.

**2021 DATES AND VENUES NOTE PLEASE REFER TO WEBSITE FOR LATEST DATES AND THESE WILL PROBABLY NEED TO CHANGE DURING 2021**

<b>'A' Class Experts, Experts B, Inters, Inters B, Youth 'A' and 'B' 5 Rounds - 4 to count</b>			
18 <sup>th</sup> April	ESBMCC	Raydon	
25 <sup>th</sup> April	Castle	Alphamstone	
19 <sup>th</sup> September	Braintree	Purls Hill	
26 <sup>th</sup> September	Wymondham	Middleton	
17 <sup>th</sup> October	Ipswich	Ofton	
<b>'B' Class Novice, Twinshock 'A', 'B' and 'C' 5 Rounds - 4 to count</b>			
28 <sup>th</sup> February	Chelmsford	Beazley End	
7 <sup>th</sup> March	Braintree	Gosfield	
21 <sup>st</sup> March	Wymondham	Middleton	
10 <sup>th</sup> October	Castle	Thorrington	
1 <sup>st</sup> November	ESBMCC	Raydon	
<b>'C' Class Pre 70 'A', 'B' and 'C' 6 Rounds - 5 to count</b>			
2 <sup>nd</sup> April	Woodbridge	Blaxhall	
11 <sup>th</sup> April	EFA	Gt Bromley	
31 <sup>st</sup> July	Diss	Wattisfield	
31 <sup>st</sup> October	Woodbridge	Blaxhall	
28 <sup>th</sup> November	EFA	Thorrington	
28 <sup>th</sup> December	Woodbridge	Butley	
<b>'D' Class Sidecar's 3 Rounds - 2 to count</b>			
24 <sup>th</sup> January	Southend	Poles Wood	
14 <sup>th</sup> March	Southend	Poles Wood	
3 <sup>rd</sup> October	Southend	Poles Wood	
<b>Norfolk &amp; Suffolk Group</b>			
10 <sup>th</sup> January	Wymondham	Great Ellingham	
28 <sup>th</sup> March	Ipswich	Badwell Ash	
10 <sup>th</sup> July	Wymondham	Great Ellingham	
18 <sup>th</sup> July	Bury St Edmunds	Hawkendon	
22 <sup>nd</sup> August	Ipswich	Ofton	
4 <sup>th</sup> September	ESBMCC	TBC	
5 <sup>th</sup> December	Norwich Viking	Lyng	

## 1. EVENTS

There shall provisionally be up to ten rounds for each class to be held in each calendar year, the number of rounds to be run and to count in each class to be specified in 'Dates and Venues'.

All documentation should describe the event as the "EASTERN CENTRE TRIALS CHAMPIONSHIP A, B, C, or D and Round No .."

Regulations for each Championship Round to be published in the Eastern Centre Gazette.

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***



Starting in 2021 all ACUE Championship Trials can only accept entries via the ACU online entry system.

Each event may be run either for all classes or separate at the discretion of the Eastern Centre Trials Committee.

## **2. ELIGIBILITY**

Each trial shall be open to any driver who is a member of any Club affiliated to the ACU Eastern at least one month prior to the event. Such drivers shall be eligible to score points for their nominated club which shall be that declared on their first entry for the Championships. Once a driver has declared himself in this way to be a member of a particular club, he may not score points for any other club during any one Championship year unless his former club shall have ceased to exist in the course of that period.

Riders who ride a championship trial as either an Expert A or Intermediate A, cannot then score points as the relevant Expert B (Experts riding down) or Intermediate B (Intermediates riding down). This rule does not apply to Twinshock and Pre 70 classes.

Pre 70 machines must be of a type built in Britain before 31/12/69, and be fitted with British manufactured hubs, engine, gearbox, carburettor, fork sliders and frame, replicas of these parts are allowed but must be the same as the original silhouette. Fork sliders must look like a British manufactured part used on a British bike at that time, internal modifications are allowed and the maximum allowed tube diameter is 35mm. Non British manufactured forks (e.g. Ceriani, Betor) used on British machines before 31/12/69 can only be used on the specific model of machine to which they were fitted before 31/12/69. Reed valves are not allowed. Amal Mk2 carburettors are not allowed. All Pre 70 machines must use tyres with tubes. The responsibility to prove that a machine complies with the rules rests with the competitor.

All Twin Shock Machines must be Air Cooled, no disc brakes, no hydraulic clutch, fork diameter 36mm maximum, (except SWM Jumbo) and originally built as twin-shock, i.e. no converted mono-shocks

At the lanyard check for youth riders, it should also be checked that parents or guardians of youth riders have written their mobile number on the youths riding numbers, to assist in informing them if there is a problem, they can opt out at signing on.

## **3. CLASSES**

'A' class Championship rounds: 5 rounds – best 4 to count

<u>EXPERTS</u>	(Yellow route)
EXPERTS B	(50/50 Red/Blue and Yellow)
<u>INTER.</u> & YOUTH 'A'	(Red/Blue Route)
INTER B & YOUTH 'B'	(White)

'B' class Championship rounds: 7 rounds – best 6 to count

<u>TWINSHOCK "A"</u>	(Red/Blue Route)
TWINSHOCK "B"	(50/50 Red/Blue and White)
TWINSHOCK "C"	(White)
<u>NOVICE</u>	(White)

'C' class Championship rounds: 6 rounds – best 5 to count

<u>PRE 70 'A'</u>	At club's discretion
<u>PRE 70 'B'</u>	One route below Pre 70 A, could be 50/50
<u>PRE 70 'C'</u>	One route below Pre 70 B, could be 50/50

'D' class Championship rounds: 3 rounds – best 2 to count

<u>SIDECARS</u>	At club's discretion
-----------------	----------------------

Class of competitors to determine correct severity and style of sections is to be as the underlined class on each route.

Different colours must be used for additional Routes and indicated in the event regulations

All Trials championships except pre-70 & Sidecar to run TSR22A, 'stop allowed'

Pre-70 & Sidecar championship rounds to run TSR22B, 'no stop'

For non-championship trials clubs should include in the permit application if "No-Stop" or "Stop Allowed" rules will apply.

#### 4. ENTRIES

No limit shall be placed on the number of entries to be accepted up to the closing date of an event. All competitors, who have entries accepted, will qualify to score championship points in the appropriate class.

All championship trials, except Class D, must have a closing date which is recommended should be at least 2 days prior to the event, and no entries on the day.

For the trial to qualify as a Championship event there is no minimum number of entries per class.

#### 5. STARTING POSITIONS

The organising club can decide if the first lap of their Expert Championship round will be a counting or a non counting lap. If non-counting a score will be given but not included in the results. This must be declared in the regulations and there must be planned for a minimum of 30 sections to count.

All riders in each class will start at the same section. (All Experts at No 1/all Inters at No 6 for instance.)

All sections must be done in numerical order from the starting section specified for that class.

A Time Limit, of between 4-5hours, can be imposed by the Club running the event, this will INCLUDE the Experts unmarked lap (above).

#### 6. TIES

Ties will be resolved by ACU TSR's.

#### 7. POINTS

Individual Championship points will be awarded in each class as follows:-

1st 20 points, 2nd - 17 points, 3rd - 15 points 4th - 13 points, 5th - 11 points,

6th 10 points, and then reducing by 1 point per position until 15th 1 point.

The Club Championship points to be awarded to the Clubs best Expert, Intermediate and Novice who scores Individual Championship points in each, round. The scale of points to be the same as the Individual points. Championship, i.e. 1st - 20 points, down to 15<sup>th</sup> - 1 point.

Expert B riders will score club championship points if their club has not scored in the Expert A results and only if there are less than 15 Expert A riders in that round.

The Sidecar Club Championship points to be awarded to the best drivers from each club.

#### 8. RESULTS

At the end of the year the counting scores of each rider in each category shall be totalled. For each class, the maximum number of counting rounds will be one less than the number of championship trials organised for that class. The highest scoring rider in each category shall be declared Centre (Class) Champion and the highest scoring club shall be declared Centre (Solo/Sidecar) Champion Club.

Should a tie occur in the Individual Championships, the better placing shall be for that rider who has the most 1st places, the most 2nd places and so on. If a tie still exists then the rider's best result in the most recent round to decide.

Should a tie occur in the Club Championships, the score from the final round shall be taken into account. Should a tie not be resolved by these means then the clubs best result in the next most recent round to count.

The pre70 Champion will be the overall winner. Class awards e.g. two-stroke, four-stroke, Unit, etc. shall be given to the highest placed rider from that class in the overall result.

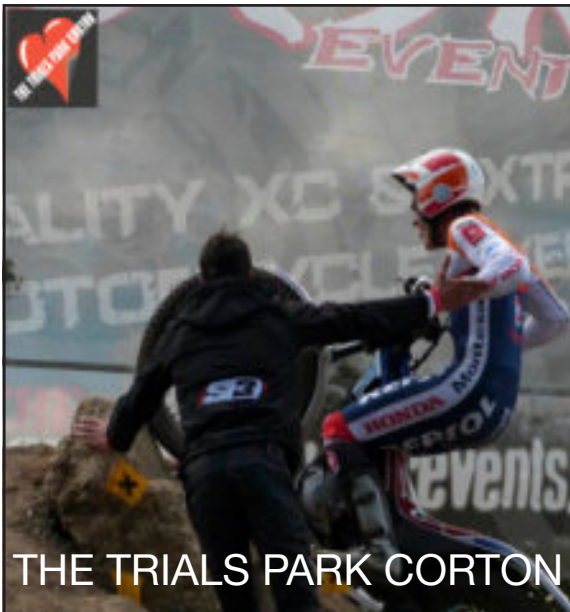
## 9. AWARDS

The Centre Annual Trophies as detailed below will be awarded, and to be held for one year. They may not be won outright. Replicas will also be awarded.

Should any Champion not be resident within the Centre boundaries, the best Centre resident in that class shall be awarded the 'named' trophy and an additional trophy shall be awarded to any non-resident Champion.

Solo Expert Champion	Halstead Challenge Trophy
Solo Intermediate Champion	Chris Edwards Trophy
Solo Novice Champion	Roy Bannister Trophy
Solo Expert B Champion	Paul Thomas Trophy
Solo Intermediate B Champion	Bostock Trophy
Sidecar Champion	Passenger Trophy
Solo Club Champion	Ipswich Motor Challenge Shield
Sidecar Club Champion	Duckhams Trophy
Solo Pre 70 Overall Champion	Palmer-Woodmason Plate
Solo Pre 70 2 Stroke Champion	Ken Davis Trophy
Solo Pre 70 Pre Unit Champion	Triangle (Ipswich) MCC Trophy
Solo Pre 70 Unit Champion	Southend MCC Trophy
Solo Pre 70 B	The 2K Trials Award
Solo Twinshock 'A' Champion	Kathy Horrex Trophy
Solo Twinshock 'B' Champion	Jewhurst Cup
Solo Youth 'A' Champion	Dave Cordle Trophy
Solo Youth 'B' Champion	Butcher Trophy
Observer (decided at annual forum)	Jack Shephard/Stephen Douglas Trophy

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***



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## ACU EASTERN CENTRE TRIALS REGULATIONS (CTRs)

These Regulations apply to all events above Closed to Club and used in conjunction with ACU Standing Trials Regulations & Eastern Centre Championship Competition Conditions (if applicable).

### 1. AWARDS

ALL awards must be received by the competitors within a period not exceeding 6 months from the date of the competition unless otherwise stated in the event regulations.

### 2. RECORDING OF RESULTS

Within 14 days of the event the following MUST receive a copy of the Results Sheet:

- Eastern Centre website, the Centre Trials Recorder/Grading Officer, the Centre Steward and the Centre Secretary
- The Centre Recorder and Steward and any other interested parties shall be notified as soon as possible if any protest makes any changes to the results

The Centre Treasurer must also receive a copy together with the Team Fund, Land Fund & Licence Levies & Insurance premiums (Cheques made payable to ACU Eastern)

The protest period of 5 days will be assumed to start when the results are published on the ACU Eastern website. Results for all championship rounds to be sent by the organising club to the ACU Eastern website.

### 3. Non Starters

Non-starters have until 12 midnight on Monday following the trial to inform the secretary that they were a non-starter, after which if not informed the secretary has the right to cash the entry fee cheque or refuse to refund the entry fee.

### 4. PROGRAMME/RIDING LIST & RESULTS SHEETS

ALL Programmes or Riding Lists & Results Sheets should be arranged as follows:

NUMBER	NAME	GRADE	cc	MACHINE	CLUB
--------	------	-------	----	---------	------

### 5. GRADING

There shall be THREE Grades for Solo Competitors:

EXPERT, INTERMEDIATE & NOVICE

Out of Centre riders to adopt the same grade as in their home Centre.

There is no grading for Sidecar, Pre 70, and Twin-Shock classes.

There is a clubman class for any rider competing purely for fun on a route lower than the lowest correct route for the rider's class within the centre. There will be no awards or championship points etc.

There will not be a specific Clubman route.

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***



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## Charlie's Chat

*Charlie Ralph*

A very happy new year to all gazette readers, I truly hope that 2021 is a million times better for everyone than 2020.

Although at present, the covid situation does not look to be going away, let us hope that the vaccines will help, and that we can soon get back to normality.

Depending on this, the Eastern motocross committee have been planning a full season of our favourite sport, with the Diss, Halstead, Norwich Vikings and Woodbridge club's all hoping to host several meetings over the 2021 season. Hopefully, the Littleport club can sort a date for a meeting at Chatteris this year, and Aaron Smith is trying to arrange a meeting for the Braintree club.

For the first time in many years, it is hoped that we can hold eight rounds of the Eastern Championships, and although it was extremely difficult to avoid clashing with both the ACU British Championships and the MX Nationals, we have managed it somehow ! We have also tried to avoid date clashes with local enduro events, as we are aware that some riders contest both disciplines. In case some people ask as to why we avoid these date clashes, several of our best riders, especially the younger riders who have ambitions to get to the top, compete at these National meetings, and so we want these riders to enhance our local Championship as well.

At present, the dates for the series are, 18th April Wakes Colne, 25th April Blaxhall, 16th May Wattisfield, 20th June Lyng, 11th July Blaxhall, 19th September Wattisfield, 3rd October Wakes Colne, and 10th October Lyng. The committee is pleased to announce that we have continued sponsorship from Stebbings Car Superstore from Kings Lynn, courtesy of former expert rider, Anthony Skerry, and the London/Cambridgeshire based company, Instanda, who are a leading insurance software company, specialising in providing new products to insurance companies.



For 2021, the race format is changing slightly. Obviously, organising clubs need full line ups for financial reasons, and with a disastrous 2020, they cannot afford to only have half a line up of experts at some meetings on the start line. The premier class will consist of the fastest 40 riders from timed practise, and ALL of the riders will score points in each race. This will still enable the series to consist of an expert and junior championship, including best rookie, MX2 expert and MX2 junior champion as in previous years. This format will be trialled for one year only, but the majority of the committee thinks that this is the way forward.

Incidentally, the expert grade riders will practise separately, mainly for safety reasons, but also to give them a chance to set a decent lap time without being slowed by novice competitors.

The clubs mentioned above are also hosting non championship events during the season, plus the Norwich Vikings and Woodbridge club's are holding rounds of the ACU'S MXGB Championships.

The Lyng meeting is on the 9th of May, with the penultimate round at Blaxhall on the 15th of August. The Halstead club are also hosting a round of the British Sidecar Championship at their Wakes Colne circuit on August 8th.

All of the above are obviously relying on the fact that the covid situation will cease before the season gets underway, fingers crossed !

The busy Norfolk and Suffolk junior club are also planning to hold several meetings at Hockham during the season, with Donna and the crew hoping to hold four rounds of the Eastern youth Championships on 4th April, 13th June, 25th July and 29th of August.

News of some of our region's riders are filtering through. Jake Nicholls is again going to try for a British title on the Dave Thorpe's Honda team. Jake deserves a title win, and we all wish him well. Young Kings Lynn star, Calum Mitchell, is included in the Par Homes Husqvarna team, with continuous help from Stebbings. Calum is racing in all of the British National events in the MX 2class, plus some European MX2 rounds. Braintree youngster, Josh Peters, is continuing to ride for the Gabriel KTM team. Hopefully the likes of Elliott Banks-Browne, Lewis Tombs, Ben Clark and other local stars will be back in action in 2021.

We also hope to see regular local experts back in action on our local circuits, with the likes of Shaun Southgate, Luke Parker, Luke Benstead, Declan Whittle putting on the style again.

Unfortunately I have to finish on a sad note, with the news that Colin Smith has passed away recently. Colin, with his lovely wife, Bet, kept us all fed at motocross, grass track, enduro and trials events over a period of many years with their food outlet, and they were the first to volunteer to observe at trials events even in the throes of cold Winter months. He will be sadly missed, and my condolences go to Bet and the family.

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## ACU Eastern Motocross Championship Competition Conditions Solo Motocross 2021

### 2021 dates and venues

### 8 rounds all to count

Round 1	April 18th	Wakes Colne
Round 2	April 25 <sup>th</sup>	Blaxhall
Round 3	May 16 <sup>th</sup>	Wattisfield
Round 4	June 20 <sup>th</sup>	Lyng
Round 5	July 11 <sup>th</sup>	Blaxhall
Round 6	September 19th	Wattisfield
Round 7	October 3rd	Wakes Colne
Round 8	October 10 <sup>th</sup>	Lyng

The ACU Eastern Solo Motocross Championship will be held over 8 events as listed above. All rounds to count towards the ACU Eastern Motocross Championship.

**By agreeing to organise a championship round, organising clubs accept the terms and conditions set out in these rules. The entry fee, issue of passes and prize money is mandatory. Organisers must include in the official programme advertisement for the title sponsors. Art work for adverts and programme covers will be provided prior to each event.**

The ACU Eastern Motocross Championship must take precedence over any other events being staged at Championship Meetings.

### 2. PERMIT

ACU Eastern Motocross Championship meetings must be run under an **Open Permit**.

### 3. TITLE

Each Meeting shall be entitled 'ACU Eastern MX Championship 2021 Round No ... which for 2021 shall be 'sponsored by Instanda and Stebbings Car Superstore'.

This title to appear on all documents and advertising.

### 4. ELECTRONIC TIMING

**The timing of all ACU Eastern Championship meetings will be undertaken by the ACU Eastern Timing Team or an alternative ACU approved Timing Operator** using My laps/AMB electronic timing systems.

**\*\* Should electronic timing not be available for any reason, see Para 13 for schedule.**

### 5. TRANSPONDERS (Solo Championship)

All machines must have a MYLAPS/AMB Motocross Transponder. A limited number are available for hire, via the ACU Online System at the time of entry. Once these have been reserved, it is the rider's responsibility to source elsewhere a transponder or buy their own. A deposit of £20 cash will be required as security upon collection of the hired transponder. Failure to return the transponder at the end of the day, the deposit will be forfeited. Failure to return a transponder by registered post within 5 days of the event will incur a £250 charge for a replacement.

### 6. CLASSES

Total entry shall not exceed 200 riders.

The classes will be:

- (1) Premier Class: Consisting of the fastest 40 riders following the timed practice sessions.
- (2) Support Classes.

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***



Capacities; as per ACU capacity and licence restrictions in the ACU Handbook MX regulations Para 2.2. For the purposes of ACU Eastern Championship rounds, 2stroke machines of up to 250cc will be classed as MX2. 2Stroke Machines of 251cc and above will be classed as MX1.

Any change of machine from that declared on the entry form, either before or during the event, **MUST** be notified to the Secretary of the Meeting.

### **7. RACE NUMBER**

Any rider taking part **MUST** have purchased a race number from the Reserved Number Scheme prior to having entry accepted. This race number must be clearly displayed on the machine. All monies will be donated equally to the Essex Air Ambulance, East Anglian Air Ambulance and the ACU Benevolent Fund.

The reserved number scheme can be accessed via the ACU Eastern website [www.easternacu.org](http://www.easternacu.org) and follow the links.

### **8. ACU EASTERN MOTOCROSS CHAMPIONSHIP ELIGIBILITY**

Open to any solo rider (aged 15 years and over), who holds an ACU Competition Licence. Riders shall be eligible to score points for their nominated club, which shall be declared on their first entry of the Championships. Once a rider has declared himself/herself in this way to be a member of a particular club, points may not be scored for any other club during any one Championship year unless that former club shall have ceased to exist in the course of that period. The Club Championship shall only count the first expert and the first junior grade rider from each club contesting the Premier Class, or in the event of no junior competing in the Premier Class, the top junior in the Group A Support Class from each club will count.

Only Clubs affiliated to ACU Eastern will be eligible to score Club Championship points.

### **9. ENTRIES**

All Supplementary Regulations and Entry Forms must be published in the ACU Eastern Gazette at least one month prior to the closing date for entries. If entries are to be limited, the method must be clearly stated in the Supplementary Regulations.

All ACU Eastern Championship events will be via the ACU Online Entry System only.

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

A number of Expert entries will be reserved for a period of 2 full weeks from when entries open; thereafter they will be released to all entrants regardless of status.

A reserve list may be held by organising clubs if desired.

### **The ENTRY FEE for each event to be £50 for Solos.**

Clubs may state in their regulations: 'Balloting to provide a responsible Marshal may take place'

### **10. 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.

Please note that a £3.00 surcharge will be deducted, by the ACU from all rider entries if an Event Permit is cancelled for any reason before all fees are refunded.

### **11. PASSES**

Each rider will receive a vehicle pass that will admit the rider + one other person free of charge. Any other persons accompanying the rider or passenger must pay the appropriate admission charge.

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## 12. NOISE TESTING

Random or spot checks may be made by ACU Sound Control Officials of the sound level of any machine taking part in the ACU Eastern Motocross Championship meetings in addition to any routine checks at technical control. Any machine tested which exceeds the maximum permitted sound level will be failed and the rider will be required to rectify the machine and present it to the Sound Control officials for retest before being allowed to continue.

The above are supplementary regulations for ACU Eastern Motocross Championship events; competitors are reminded that under ACU Motocross Standing Regulations, the Clerk of the Course may disqualify or penalise any rider of a machine which exceeds the maximum sound level, or which in his opinion is deemed to be excessively noisy.

The sound level of a Motocross machine is tested according to the FIM/ACU method. (For the precise method of testing, see the Sound Control Regulations in the ACU Handbook).

## 13. QUALIFICATION AND STARTING POSITIONS

All the riders present at the meeting must take part in the Timed Practice.

Expert graded riders will practice last in an Expert only Practice Session.

Junior practice to consist of a maximum of 48 riders per group. The number of junior riders will be split equally from the entry for practice sessions (as per race programme).

The fastest qualifier in the Premier Class irrespective of status, will have first choice of position on the start gate. The second fastest will have second choice and so on until the last place.

Should an Expert graded rider fail to set a time during timed practice, he/she will be placed in the Support Class A Group. Should an Expert Graded rider set a time outside the top 40, he/she will participate in the appropriate group as per their time set.

Following the Premier Class riders being decided, the Group A Support will consist of the next fastest forty riders qualifying by timed practice. Group B will be determined by the next fastest forty decided by timed practice. The remaining support groups will be determined by the same method and split equally should a full entry not be reached.

**Riders must take part in their designated qualification group as published in the race programme unless with permission received from The Clerk of the Course and must only compete in the group in which qualification is made.**

**\*\*** In the event of electronic timing not being available for any reason the following will apply:

Qualifying heats will be held as determined by the hosting Club.

## 14 RACES

Solos: There will be three premier class races of 18 minutes + 1 lap. There will be three Group A Support races of 15 minutes + 1 lap.

The remaining Support races will be determined by the entry number and will be split with three races in each group of 12 Minutes + 1 Lap.

Blue Flag Marshals may be deployed during each Premier Class race.

## 15 START

The start must be of a live engine clutch type.

## 16.FINISH OF A RACE:

The order of classification shall be based on the number of laps completed and order of finish. i.e., all riders finishing on the same lap as the winner will be classified in the order in which they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must complete 50% of the race to be classified as a finisher.

***Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.***

## 17. POINTS

Points will be awarded for each leg of the Premier Class on the following scale:

1 <sup>st</sup>	45 points	4 <sup>th</sup>	39points
2 <sup>nd</sup>	43 points	5 <sup>th</sup>	37 points
3 <sup>rd</sup>	41 points	6 <sup>th</sup>	35 points

Decreasing points will be awarded down to 1 point for 40<sup>th</sup> place.

## 18. CHAMPIONSHIP RESULTS

The rider gaining the highest number of points from all point scoring races (legs) will be declared the ACU Eastern Motocross Expert/Junior Grade Champion. An Expert MX2 Champion, a Junior Grade MX2 Champion and Expert Rookie Champion will also be declared. An over 40's Champion will also be determined. The Champion Club shall be that whose riders have gained the highest number of points at the designated rounds by the designated riders. (see para 8)

## 19. TIES

In the event of a tie on the total number of points scored, the individual Champion will be decided in favour of the rider gaining the greater number of first places, failing which the greater number of second places and so on, if necessary.

## 20. RECORDING OF RESULT

All results will be published on the ACU Eastern website [www.easternacu.org](http://www.easternacu.org) and on [www.mylaps.com](http://www.mylaps.com)

Each organiser must include in the Programme the current position of the Championship classes, details of which will be supplied by the Centre Recorder.

## 21. CHANGE OF STATUS

For the purpose of these rules, a Junior Grade rider who is upgraded to Expert during the year may carry the status held at the first Championship round contested if he/she so wishes, unless he/she is a former expert grade rider downgraded at the beginning of the current season. In this circumstance, should the rider attain 15 grading points, they will be upgraded immediately and their right to contest the Junior Championship shall cease.

The Junior Champion will automatically be upgraded to Expert status the following year.

All grading issues are the remit of the ACU Eastern Moto Cross Committee.

## 22. AWARDS

The following ACU Eastern Motocross Championship Annual Trophies will be awarded for one year only and may not be won outright. Replicas will also be given.

Expert Solo Champion	A B Mullee Trophy
Expert MX2 Champion	The Woodbridge Trophy
Expert Rookie Champion	The HRM Boilers Trophy
Junior Solo Champion	R G Hadler Trophy
Junior MX2 Champion	Andy Crawford Trophy
Over 40 Champion	The Ralph Trophy
Champion Club	J Costain and Sons Challenge Trophy

## 23. PRIZE MONEY

As from March 2021:

Prize money to be paid to the first six experts and the first three juniors in each Premier Class race.

Experts 1<sup>st</sup> £50, 2<sup>nd</sup> £40 3<sup>rd</sup> £35, 4<sup>th</sup> £30, 5<sup>th</sup> £25, 6<sup>th</sup> £20

Juniors 1<sup>st</sup> £30, 2<sup>nd</sup> £25, 3<sup>rd</sup> £20.

Total per round £825.00

In the event of Covid 19 restrictions being imposed allowing NO spectators, there will be NO prizemoney

## 24. PRIZE GIVING CEREMONY

A Prize giving ceremony based on the provisional results **MAY** be held at each meeting, conditions and time permitting at the discretion of the organising club.

The top three positions in the overall standings in the Premier Class must take part in such prize giving.

A prize giving ceremony **MUST** take place at the final round of the Championship.

## 25. THE DECISION OF THE ACU EASTERN MOTO CROSS COMMITTEE ON ALL MATTERS RELATING TO THIS CHAMPIONSHIP SHALL BE FINAL

## 26. PRACTICE AND RACE FORMAT

### Under electronic timing conditions:

PRACTICE SESSIONS SHALL CONSIST OF:

5 Minutes free practice followed by 10 minutes timed practice.

Any rider found stopping on the circuit during free practice or timed qualification for any reason may be liable for a penalty from the Clerk of the Course.

Junior Riders practice shall consist of a maximum of 4 groups dependant on the number of entries with groups split equally with a maximum of 48 riders taking part in each session.

Practice Junior Group 1	5 minutes free + 10 minutes times
Practice Junior Group 2	5 minutes free + 10 minutes timed
Practice Junior Group 3	5 minutes free + 10 minutes timed
Practice Junior Group 4 (if required)	5 minutes free + 10 minutes timed
Expert Practice	5 minutes free + 10 minutes timed

10-minute break

FOLLOWED BY:

Race 1	Support D (if required)	12 minutes + 1 Lap
Race 2	Support C	12 minutes + 1 Lap
Race 3	Support B	12 minutes + 1 Lap
Race 4	Support A	15 minutes + 1 Lap
Race 5	Premier Class	18 minutes + 1 Lap

### **Lunch Break** A minimum of 30 minutes

Race 6	Support D (if required)	12 minutes + 1 Lap
Race 7	Support C	12 minutes + 1 Lap
Race 8	Support B	12 minutes + 1 Lap
Race 9	Support A	15 minutes + 1 Lap
Race 10	Premier Class	18 minutes + 1 Lap
Race 11	Support D (if required)	12 minutes + 1 Lap
Race 12	Support C	12 minutes + 1 Lap
Race 13	Support B	12 minutes + 1 Lap
Race 14	Support A	15 minutes + 1 Lap
Race 15	Premier Class	18 minutes + 1 Lap

Prize giving presentation following final race at the organiser's discretion (see para 24)

**In the event of time constraints, the Clerk of the Course may use his discretion to reduce the length of all races.**

Notes

These rules have been approved by the ACU Eastern MX Committee and supersede any other published version

*Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.*



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# Motocross Reserved Number Scheme

*New numbers available from Wednesday 3<sup>rd</sup> February*



The deadline for renewing reserved numbers passed on 31<sup>st</sup> January, and unreserved numbers are available from noon on 3<sup>rd</sup> February.

Numbers are available on a first come, first served basis. If you are after a particular number, and it has not yet been reserved by another rider, get in quick or risk losing it. There were about 700 numbers sold in each of the last 4 years, so you need to act fast.

**You can renew your number online at [www.easternacu.org](http://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.**

## **DO NOT ORDER CUSTOM GRAPHICS FOR YOUR BIKE UNTIL YOUR RESERVED NUMBER HAS BEEN CONFIRMED!**

The reserved number scheme is administered manually, and it can take up to 24 hours for your reservation to be confirmed, after which time the number will appear with your name next to it on the reserved list on the website.

If more than one rider reserves a particular number on the same day it will be allocated to the first one to reserve it, so there is a very slight possibility that you could be asked to choose another number even if you have completed the PayPal transaction.



## **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).

# 2021 Grass Track Regulations

## GRASS TRACK

### ACU Eastern Grass Track Championship Only 1 Round

#### 2021 DATE AND VENUE

Sunday 29<sup>th</sup> August 2021 at Hill Farm Iken Suffolk.

#### 1. MEETING

This competition will be held each year over meeting(s) to be selected by the ACU Eastern Grass Track Sub Committee and approved by the Competitions Committee and catering for all classes. Watering facilities should be available on the day.

#### 2. TITLE

Each meeting shall be entitled the "ACU EASTERN GRASS TRACK CHAMPIONSHIP Round No. '..'" to appear on all documents and advertising.

#### 3. ELIGIBILITY

Open to any rider who is a member of an ACU Affiliated Clubs (ACU Eastern Club or in the case of a Regional Restricted Permit, any Club or Centre that is included within the Regulations of that Permit). Where the club is within the boundaries of the ACU Eastern, the riders shall score points for that club, which shall be that declared on their first entry for the championships. Once a rider has declared himself in this way to be a member of a particular ACU Eastern Club he may not score points for any other ACU Eastern Club during one championship year unless his former club shall have ceased to exist in the course of that period. If the riders club is not within the boundaries of the ACU Eastern then no points for the Club Championship shall be awarded.

#### 4. CLASSES

There shall be four solo and two sidecar classes as follows:

Solo: 250cc, 350cc, 500cc Upright\* GT 140\*

Sidecar: 500cc & 1000cc - Right Hand

\*Upright Solo - Engine placed in upright position, air cooled, and must be "*within the spirit of the class*" as determined by the ACU Eastern Grass Track Sub Committee.

\*GT 140 Solo must be 140cc 26mm Carb 2 Valve Head 22inch rear wheel and 23-inch front wheel, no knobby tyres otherwise run under the Standing Regulations of Track Racing.

Number Background; Black

Number; White

#### 5. START POSITIONS

In all races except finals the start position will be decided by ballot and printed in the Official Programme.

In the finals the highest points scorers will have first choice of the start position, 2<sup>nd</sup> highest 2nd choice etc.

#### 6. NUMBER OF LAPS

All races shall be over 4 laps.

#### 7. MAXIMUM NUMBER of COMPETITORS IN A RACE

Qualifying heats Solo 12 Sidecar 6

Finals Solo 10 Sidecar 6

#### 8. QUALIFYING POINTS

(a) There will be three qualifying points-scoring legs per class for each class. Where, in any class, fewer competitors than the number of positions available in the final has entered the meeting the Championship points will be awarded over the aggregate of four legs and no final will be run. However, if, in any class, after the first leg has been run, the number of competitors is found to be less than the number of positions in the final, the starting format of three legs and a final shall continue to run.

Leg points will be awarded as follows — **New Scoring System**

**Solos 1st 13 points, 2nd - 11 points, and so on to 12th - 1 point**

**Highest ten point scorers will go through to the final**

**Sidecars 1st - 7 points, 2nd 5 points and so on to 6th - 1 point.**

**Highest six point scorers will go through to the final.**

**If the club organising the One Day Championship Meeting wishes to award all legs and finals points together for the overall winner of the Race meeting this must be stated clearly in the programme.**

**Then the Centre Championships Winners should have a separate Podium with any finals run the Positioning when they cross the chequered flag will scored the points.**

## 9. TIES ON QUALIFYING POINTS

In the event of a tie on qualifying points, the following will be used:-

(a) In favour of the driver gaining the highest number of first places, then second places, and so on if necessary.

(b) The highest points scored in the last leg, failing which the previous leg & so on

(c) Any tie for the last position in the final shall be decided by a run-off.

## 10. CHAMPIONSHIP POINTS

Championship points will be awarded to each driver for the final only (or the aggregate qualifying points over 4 legs) of each class at each round according to the following scale: -

Solos 1st (10 points), 2nd (9 points), and so on to 10th (1 point)

Sidecars 1st (10 points), 2nd (9 points), and so on to 6th (5 points)

Should there be a dead heat in a final the points will be shared, e.g. dead heat for 2nd position in the solo class, each get 8.5 points ( $9+8=17 / 2 = 8.5$ ).

Should there be a dead heat on qualifying points after four legs have been run the tie break rules on qualifying points shall apply. If there is still a tie after this then the Championship points will be shared.

## 11. TIES ON OVERALL CHAMPIONSHIP POINTS

In the event of a tie on the total number of championship points scored after all the meetings have been run, the individual Champion will be decided as follows:

(a) In favour of the driver gaining the highest number of Championship first places, then second places and so on if necessary.

(b) The highest Championship points scored in the most recent Championship meeting, failing which the previous Championship meeting and so on.

(c) Any tie not resolved by the above will be decided by a run-off which shall take place as soon as possible.

If two or more clubs gain the same total points, the Club whose scores have been amassed from the highest number of first places, the second places and so on shall decide. If a tie still persists, the Club gaining the highest points in the most recent meeting, then the previous meeting, and so on, shall decide.

## 12. RESULTS

The driver gaining the highest number of Championship points from the meetings will be declared the ACU Eastern ....cc Class Grass Track Champion.

The ACU Eastern Grass Track Sub Committee, if only one round is completed, will award the Centre Shield to the best event run (championship or not) during the season.

However, if the three rounds were reintroduced then the following rule will apply to the champion shield

The Champion Club shall be that which, based on the aggregate scores of up to a maximum of three of its drivers per Championship class at each Round, shall gain overall highest Championship points. For this purpose, each Championship class at each Round shall be scored separately and the respective scores per club totalled over the rounds.

### 13. ABANDONMENT OF MEETING

Where, for unseen circumstances, the finals (or all four legs) are not run, provided two or more legs have been completed, Championship points will be awarded on the aggregate points scored in the qualifying legs. If only one leg has been run before the meeting is abandoned NO Championship points will be awarded for that class.

### 14. RECORDING OF RESULTS

It is the responsibility of each club organising a Championship Round to furnish a completed programme and official results (*including Riders Club*) to the Centre Recorder within seven days of the event. Where possible programmes should include the current positions of drivers in each class, details of which will be supplied by the Centre Recorder to the Secretary of the Meeting.

### 15. AWARDS

The Centre Annual Trophies, as described below, will be awarded to the individual Champions and may be held by the champion until requested for return by the centre, they may not be won outright. The ACU Eastern may require a written undertaking to return the trophy when requested. Replicas, for permanent keepsake will be given to the Champions.

Should the Individual Champion not be resident within the Centre boundaries, the trophy will be engraved with the name of that Champion and may be presented to the winner at the Centre Function. However, the trophy will be returned immediately that evening to the Centre for safe keeping as it will not be permitted to leave the Centre boundary.

250cc Solo Champion	Alf Hagon Trophy
350cc Solo Champion	Braintree Trophy
500cc Solo Champion	R.G.Hadler Trophy
Upright Solo Champion	Frank Copestake Memorial Shield
GT 140 Solo Champion	Donated by the Foskew Family
500cc Sidecar Champion	Jack Hubbard Trophy
1000cc Sidecar Champion	Hubbards Motors Trophy
Best Event in the Season	Centre Shield (Selected by ACU Eastern G.T Sub Committee)
Champion Club	Centre Shield
Most Improved Youth Rider (Committee)	Dusty Miller Trophy (Selected by ACU Eastern G.T Sub

### 16. ADJUDICATION

The decision of the ACU Eastern on all matters relating to these Championship competitions shall be final.

### 17. ACU Eastern Grass Track Sub Committee for 2021

Chairman Mr Alan Foskew  
Vice Chairman Mr George Wilby  
Centre Recorder Mr Julian Sayer  
Steward's Co-ordinator Mr Alan Foskew  
Other Members Mr Steve Brace, Mr Peter Baker, Mr Andy Driver.

Revised November 2020.

*Please remember that all dates and conditions may well be subject to change, so always refer to the ACU Eastern website as this will be kept up to date in 'real time'.*



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