

2021
March



ACU EASTERN GAZETTE



Volume 61
No. 2

Yippee!



It's playtime again!

REGULATIONS IN THIS ISSUE

Date	Club/Promoter	Type	Status	Venue	Pages
2 nd April	Woodbridge & DMCC	Trial	Covid-19 Restricted	Blaxhall Circuit	8,9
11 th April	Sudbury MCC	Enduro	Covid-19 Restricted	Halstead Hills	11
18 th April	Halstead & DMCC	MX	Covid-19 Restricted	Wakes Colne	13,16
18 th April	Essex & Suffolk Border	Trial	Covid-19 Restricted	Raydon Pit	22,23

www.easternacu.org

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

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

Sub Committee Chairmen

Motocross – Charlie Ralph Enduro – Jack Hearn
Trials – Paul Nash & Chris Cook Grass Track – Alan Foskew

ACU Eastern Gazette

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ACU Eastern Web Site

www.easternacu.org

Results, Events Calendar, News, and more



It is with great pleasure that I am able to publish a gazette this month with some regs in it; and even more pleasing that they are for three different disciplines. There is no doubt that the Covid-19 pandemic has touched many lives to a greater level than not being able to ride a motorcycle, and we should not forget that, but to be able to get the sport back up and running (subject to the government roadmap steps not being altered) will come as a very welcome, positive step, towards getting back to 'normal'. Step 2 of the roadmap allows for outdoor sports events as from March 29th, and the Woodbridge Club will get the engines running on Good Friday with a C Class Championship Trial at Blaxhall...

Foreword

Phil Armes



Please remember these are NO spectator events until after May 17th so read the supplementary regs (which I appreciate is not a common practice) so that you only attend the meetings with the allowed level of assistants etc. And while I am talking about paperwork please note that all the new versions of the Covid-19 risk assessments are on the Centre website; the ACU have post dated them to run from March 29th to tie in with the roadmap step 2, and the revision history has been wiped to start from zero, or original status; again to tie in with the roadmap.

There is no doubt that over the coming weeks there will be a requirement to change some of the dates/venues of events to accommodate as many as possible that had to be cancelled/postponed due to the lockdown. If you do require to make a change then please liaise with any clubs that already have an event on a date you are thinking of using and also talk to me as I hold the master calendar from which the calendar on the website is updated in as close to 'real time' as is possible.

The issuing of permits remains with the ACU head office at the moment, but after May 1st the Centre can once again issue permits for events that will run after June 1st.

The Centre AGM and corresponding board meeting that was postponed in November will be held on Wednesday March 24th via Zoom at 7.30pm. All paperwork has been distributed by the Centre secretary to clubs/delegates. There is a requirement to submit some votes prior to the meetings so please ensure you do so. If you haven't received the paperwork pop an email to Lyn Ralph who I am sure will be pleased to send you a copy.

"Hello, Braintree office here" is, unfortunately, a phrase I will no longer hear when answering my phone as it was the unique style of Eddie Wass whenever he called me; and to be honest it is a phrase I will sorely miss. As most, if not all of you will know, Eddie passed away at the end of January and will no doubt be missed by many of you too as he helped with the organising and running of many meetings/clubs and a good number of areas of administration within the Centre. I suspect a few of you will also be looking for a new lawnmower supplier as well!!

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OSET

Eddie Wass R.I.P.

Sidge Kenny



The Region (Centre) together with one of its major clubs, lost a unique character and long time worker with the sad death of Eddie Wass, towards the end of January. He had been unwell for some time and, having no immediate family, died in a care home. Born in Great Yeldham, when he came to become interested in motorcycling, he joined the Dunmow MCC.

but later joined Braintree MCC and over the years, he rose to become the club chairman, having served in various club posts for decades Whilst in his earlier days, he had competed in scrambles (motocross), he transferred to riding in trials, firstly with a Triumph 'Tiger Cub' and later, a Yamaha and Cotton.

Eddie will be mostly remembered for his 'behind the scenes' work within the sport, in both organising events and obtaining land by making and keeping in contact with farmers and land owners. For many years he held the position of Environmental Officer, advising the Centre on these increasingly influential issues and within the Competition Committee, he took on the task of Stewards Co-ordination officer. In the 1990's, he was an active member of the Motorsport Facilities Unit, which operated in conjunction with the RAC and ACU .with links to the then nation wide: 'Sports Council' to promote our sport at 'grass roots' level.

He was also instrumental in making a piece of motorcycle trials history when in the 1980's he organised trials meetings taking place in a covered stadium, namely: "Towerlands" in Panfield - and in so doing set up the first "Arena" trials with artificial sections - which attracted the top riders in the world, long before the major events of today, such as the famous Sheffield event. One of the Towerlands meetings was televised.



When not involved in motorcycle sport, Eddie operated a lawnmower repair business but even there his love of motorised sport prompted him to get involved in the novel sector of lawnmower racing and he again organised meetings and put up a trophy for a specific class incorporated in this lesser known area of motor sport.

Those who knew Eddie encountered an affable, kindly man, who had definite views on how things should be done but could equally be said to be of few words. What he lacked in vocal expression, was more than made up by his positive actions to the benefit of the sport and the Centre.



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Old timers and followers of speedway would have been sorry to hear of the death at 91, of speedway ace Olle Nygren, in mid-February. Swedish by birth, he was living at Felixstowe and sadly died at Ipswich hospital from Covid 19.

Over a very long career, Olle was a rider who embraced the term “all rounder”, but mainly took to speedway and long track events. He also competed in road racing at a high level, including the T.T races. Nonetheless, it was speedway in which he made his mark and he featured in the line-up for many British teams. Amongst those were the Norwich Stars in the 1960's and Ipswich Witches and Kings Lynn Stars in the 1970's.

His successes had however, begun much earlier. Swedish Speedway champion in 1949, and a frequent qualifier for the Individual World Championship, his best performance was in coming third in the 1954 event. He was a member of the Swedish team which won the speedway World Team Cup at its inception in 1960.

A popular rider and likable personality, he maintained an interest in the sport from the 1940's virtually to the time of his passing.

Olle Nygren R.I.P.

Sidge Kenny



Olle riding for Ipswich Witches in 1972 Photo: Archant

Woodbridge and DMCC Limited
Good Friday Trial
Blaxhall Circuit
2nd April 2021
ACUE C Class Championship Round

Blaxhall Circuit.

2nd APRIL 2021

Start: 10.00 AM

Open Trial

ACU Permit No: ACU 60214

The Woodbridge and DMCC Limited will organise an Open Trial event for solo machines to be held under the ACU Trials Standing Regulations and the National Sporting Code of the ACU, these following Supplementary Regulations and any Final Instructions which may be issued. The event starts at : Blaxhall Circuit IP12 2DU

OFFICIALS

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

ELIGIBILITY

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

INSURANCE

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

ENTRIES

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

Opening date: Monday 8th March 2021.

Closing date: Tuesday 30th March 2021. Or when full.

Maximum no. of entries: 100

REFUND OF ENTRY

Entries will **not** be refunded unless the entry is refused, or a Doctor's certificate is provided. In the event of cancellation refunds will be made less £ 3.00 ACU administration charge.

LOCATION AND START

Blaxhall Circuit, Nr Wickham Market, Suffolk, IP12 2DU.

EVENT

Trial event consisting of 12 observed sections, utilising trees, hills and banks.

ROUTES

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

RESULTS

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

CLASSES

Pre 70 — Pre-Unit
 Pre 70 — Unit
 Pre 70 — Two-Stroke
 Twin-Shock

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

AWARDS

'Margaret & Kenny Shield' will be awarded to the best Woodbridge club member.

"SIGNING ON"

Friday 2nd April from 9.00 AM and in accordance with ACU COVID – 19 Trials Risk Assessment. There will not be a physical signing on process. Competitors will register their entry with the Secretary of The Meeting in the 'Scrutineering Shelter'.

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 100 competitors.
- Social distancing minimum 2 metres must be observed at all times.
- Observers will choose a vantage point minimum 2 metres from section.
- Observers must not be approached (2 metres) under any circumstances.
- It is rider responsibility to replace dislodged markers. Observer must not enter section or touch section markers.
- Riders must observe minimum 2 metre social distancing at all times.
- No more than 3 riders to walk a section at any one time.
- No signing on. Attendance noted by Secretary of the Meeting.
- Catering will not be provided.
- Toilets (male and female, separately) will be provided.
- If you have symptoms of COVID 19, or have been in contact with anybody who has in the last 14 days, please do not enter or attend this event.
- Clerk of the Course will strictly impose these requirements. Non compliance will result in being asked to leave the event.

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Halstead Hills Two Man Team Hare and Hounds Enduro 11th April 2021

Round 1 of The Dave Berkshire Championship

Supplementary Regulations.

EVENT: Solo adults riding as a Two man team. Youths 1 hour Hare and Hounds after adult event on Sunday 11th April 2021 at Halstead Hills, Halstead, Essex. CO9 1UH.

ACU PERMIT No: 60273

GRID REFERENCE: TL803318

START TIME: 10.00.

OFFICIALS: Clerk of the course:	Mr Richard Roper	Licence Number 70315
Machine Examiner	Mr J Hart.	
Secretary of the Meeting:	Mr G. Mays 55 Alan Way Colchester Essex CO3 4LB	

JURISDICTION: This is a Centre Restricted event held under the NSC & SER's of the ACU.
Entry is open to Solo adult 16 years plus / Youth riders 12/16 years.

CLASSES: Championship, Expert, Clubman/Youth.

COURSE: Natural terrain covering open fields, ditches and woodland. Lap length approx. 3 miles

MACHINES: Open to SOLO ENDURO / MX BIKES. Competition plates with colours specific to the class front and both sides. Any tyres may be used.

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

ENTRIES: By ACU online entry only. £48.00 per rider. £20.00 youth.. PLEASE NOTE ENTRIES WILL NOT BE CONFIRMED UNTIL BOTH TEAM MEMBERS HAVE ENTERED.

A Sudbury MCC transponder will be required. Price £10.00 payable when entering event on line.

STARTING METHOD-Starts will be with a dead engine, from a fixed start line by group.

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

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

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

NO SPECTATORS. ONE ADULT HELPER PER RIDER.

THE EVENT WILL BE RUN UNDER AN ACU COVID RESTRICTION PERMIT AND CURRENT GOVERNMENT GUIDE LINES.

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SUPPLEMENTARY REGULATIONS**Halstead & DMCC****NO TEAROFFS ARE ALLOWED AT THIS MEETING****ANNOUNCEMENT:**

Halstead and District MCC will organise the ACU Eastern Solo MX Championship 2021 Round 1 sponsored by Instanda and Stebbings Car Superstore motocross event on: 18th April 2021

Venue: Little Loveney Hall, Wakes Colne, Essex. CO6 2BH

Permit number: ACU 60206

SECRETARY OF THE MEETING

Mrs Karin Beadle 6 Fastnet Close, Haverhill, Suffolk, CB9 0LL. Tel No 07787544418 Email: karin6@sky.com

COURSE

The course is accessed by following the signage from either the A1124 at Chappel Viaduct or the B1508 Colchester to Bures Road, and then via Inworth Lane, Wakes Colne, Post code CO6 2BH. Please only follow road signs for the track and drive with courtesy through the village. **DO NOT USE LANE ROAD Disregard satnav directions.**

TEMPORARY COURSE LICENSE No: 19/007

JURISTRCTIONS

The meetings will be held under the National Sporting Code and Motocross Standing Regulations of the A.C.U. 2021 edition, these Supplementary Regulations and any further Instructions Issued or Official Announcements made.

OFFICIALS

Clerk of the Course	Alex Wright	Licence no. 187442
Assistant Clerk of the Course	Peter Ingram	Licence no 172304
Assistant Clerk of the Course	Kieran Doherty	Licence no. 156915
Safety Officer	Charlie Garrod	Licence no. 134115
Chief Technical Officer	Charlie Garrod	
Chief Timekeeper	Karin Beadle	
Chief Marshal	John Nickerson	
Stewards	Centre Club	
	Mark Mitchell / Ray Game	

THERE IS NO CAMPING

The gates will open at 7am Sunday morning. The rider will be allowed a maximum of 1 additional person, of their immediate family who live in the same household to accompany them. The immediate family person must travel to the event with the rider in the same vehicle. It will only be 1 vehicle per rider. When booking in you will be asked for the name of the 1 member of your family. Only those with their name on the list that will be on the gate will be allowed to enter. All others will be asked to leave.

ACU Guidelines

Everyone should be in possession of face coverings and face coverings should be worn when visiting toilet facilities, when purchasing food and beverages from food outlets or when visiting the Race Administration/ Technical/Race Control/other public areas.

Whilst track side please observe the social distancing rule of 2 meters.

When at an event, awnings / work areas must not exceed six people. Individuals should be mindful to maintain social distancing measures in accordance with current UK Government/devolved nation/Crown Dependent rules/guidance and in the case of England, maintain social distancing from those who are not from the same household

We do have the NHS QR Code which will be pinned to the signing on building if you have the NHS COVIS 19 App please use it check in.

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.

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.

CLASSES

Total entry shall not exceed 160 riders.

The classes will be:

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

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, 2 Stroke machines of up to 250cc will be classed as MX2.

2 Stroke 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.

ACU EASTERN MOTOCROSSCHAMPIONSHIP 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.

RACE NUMBER

Riders holding a current 2021 ACU or SACU licence. Day licences are available when booking on line.

YOU WILL NEED TO HAVE PURCHASED AN EASTERN ACU RIDER NUMBER PRIOR TO ENTERING THIS MEETING.
You can do this at <http://www.easternacu.org> reserved number scheme.

ENTRIES

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(6days) 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.

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

NON-PARTICIPATIONIN 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.

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.

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).

SIGNING ON

There will be no physical signing on, your attendance will be marked off as you enter at the top of the lane. where you must show your ACU licence.

PRACTICE 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

METHOD OF START

The start will be live engine, clutch type. Please ensure your gloves, goggles and helmets are on when travelling to and from the line through the designated riding lanes. **Start gate positions will be determined by times practice.** No one except **RIDERS** and **OFFICIALS** shall be permitted to the area of the starting gate.

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.

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.

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.

HEALTH

Please DO NOT attend if you, or anyone in your household are displaying symptoms of COVID19 or have been in contact with anyone who has had COVID19 in the last 14 days. Anyone displaying symptoms will be asked to leave and no refund will be issued. If required by restrictions at the time all person's temperatures will be checked at the gate. Anyone having a raised temp will be asked to leave.

PARKING

You will be parked by a committee member. The paddock has been marked out. Please drive to the top of the paddock road where you will find three entrances to get into the parking areas. Please park facing down the paddock and remember to leave at least 1.5m between vehicles. No one is to park in squares.

INSURANCE

The insurance cover for this event will be Basic (limit of liability £10M) and Medical Malpractice insurance (limit of liability £5m) is included. There is NO Personal Accident Insurance for Competitors.

TECHNICAL CONTROL

The rider is required to produce their machines to Technical Control between 8am – 9am. When more than one motorcycle is entered they must be presented to Technical Control at the same time. No competitor will be permitted to practice or race unless the Technical Official has passed all clothing and machines. **Bikes must have the correct number and correct colour plates.** Failure to do so will result in a technical failure and will not be timed. The rider will be instructed to demonstrate the brakes, throttle and foot rests etc are all working. Technical Officers will visually inspect the helmet. It is compulsory that riders/passengers wear, as a minimum, back and chest protectors, incorporated within the suit or worn separately. It is advised that all riders and passengers should wear a body belt/kidney protector

SOUND CONTROL

As per 2020 ACU handbook Standard Regulations section 7, Technical Control number 7

FUEL

All fuel used during the event must comply with ACU Fuel Regulations

TRACK ACTIVITY

The Clerk of the Course, Rider or Riders Helper is the only persons allowed to recover a bike on the track. No one else must go trackside to a fallen rider other than above or the Medics.

Paddock

- Silence in the paddock will commence at 10.30pm
- There is a catering and spares van, please queue 2m apart
- The riding in the paddock of any pit bikes or mini bikes is not allowed.
- The use of environmental mats at this meeting will be enforced.
- If you are in a queue remember to stay 2m apart at all times.
- Pressure washers will be allowed subject to weather
- Dogs must be kept on leads at all times.
- Please take all litter and tyres home with you as there are no skips and tidy up around your van before leaving.
- When traveling through the farmyard please do so quietly and at walking pace children and animals could be in the farm yard.
- Please remember these are unprecedented times and we are doing our best to keep the sport going. We hope that you enjoy your day and remember that the organisers are all volunteers.

In these strange times, we have some good news for once!

The Department of Transport have confirmed in a press release issued on Sunday 21st February that they are taking the necessary steps to exempt the UK from the implications of the EU Motor Insurance Directive.

Had the EU law been implemented in Great Britain, it would have meant the insurance industry would have been liable for almost £2 billion in extra overall costs. These costs would more than likely have been passed onto the vehicle owner.

Now we have left the EU, the measures no longer need to be implemented, helping road-users across the country steer clear of increased premiums, a clear win for motorists in Britain and subsequently a massive boost for motorcycle sport.

The news will be met with great relief in the motorcycle sport community. The EU ruling would have meant any incident in motorcycle sport would have been treated as regular road traffic accidents requiring insurance. The financial implications would have placed a huge threat on the sport and thousands of jobs within the industry could have been at risk.

Roy Humphrey, Chairman ACU Ltd commented, 'The announcement made by Grant Shapps, the Secretary of State for Transport has been welcomed wholeheartedly throughout the ACU community. I know a lot of work has taken place in the background working with the Department of Transport, Insurers, Motorsport UK and other facilitators of motorsport, and I would like to thank everyone involved for their considerable efforts over the years which has obviously gone some way to today's decision being made.

Today's announcement signifies a huge victory for motorsport overall and hopefully it won't be too long before we can get the sport underway. Some good news at last.....'

The VNUK ruling will continue to apply in the EU member states and the FIM are making significant representations to get motorsport exempt. The ACU will continue to liaise with the FIM because although the UK itself is not affected, UK participants in events taking place in the EU will be affected unless the ruling becomes exempt for motorsport in the EU.

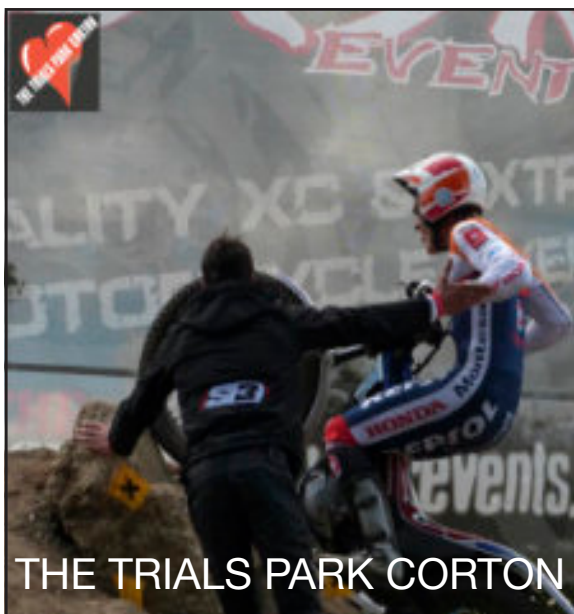
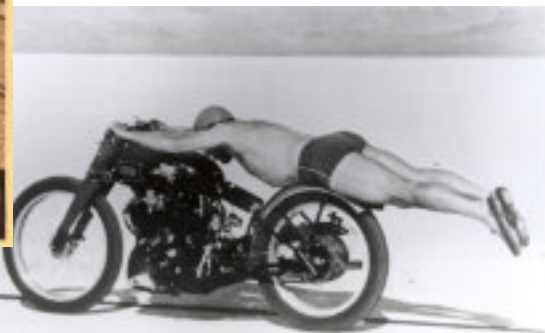
UK Government plan to axe EU 'VNUK' Insurance Law



How times have changed

Check out the safety equipment being worn by the rider; it's enough to give a modern day Health & Safety Officer a heart attack.

Mind you, that rider is an absolute wimp compared with Rollie Free, shown below in 1948 setting the American motorcycle land speed record of 150 mph aboard his Vincent. If you have ever got salt in a cut you are probably wincing and the thought of what the consequences of a mishap would be.....



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Report:
ALAN PENNY

ROYAL OAK Pits, Danbury, Essex was the venue for the 97 eager schoolboys on Sunday who competed in the Essex Schoolboys trial club event. Catering for all classes the senior and intermediate boys tackled three laps of 20 sections and top schoolboy was 16-year-old Mike Crowder (200 Hayner Yamaha) who ended the day on 12 marks, 17 clear of top senior David Burrows (250 Buftaco).

Crowder tops Essex

Several new names appeared in the results for the first time including Fantic riders Hamish Eadie and Matthew Parbutt. Anthony Challis (200 Kershaw Majesty) was the best intermediate taking fourth place in the overall results with fellow intermediate Stephen Hole and Gavin Cooper also beating several of the older lads.

Jeff Wright (80 Whitehawk) was the top junior but cadet winner Niel O'Sheen was the best observed over the much modified 16-section three-lap course for the younger riders.

RESULTS

Winner Seniors: Mike Crowder (200 Hayner Yamaha) 12 marks lost, David Burrows (250 Buftaco) 29, S. Davidson (150 Fantic) 37, D. Eley (200 Beaver Fantic) 68, Hamish Eadie (156 Fantic) 73, Matthew Parbutt (156 Fantic) 74, Tim Hughes (200 Majesty) 84, Robert Geeves (200 Majesty) 101, David Clampin (250 Suzuki) 105, Stephen Millard (200 Fantic) 109, Russell Small (175 Yamaha) 111..

Intermediates: A. Challis (200 Kershaw Majesty) 40, Stephen Hole (175 Yamaha) 71, Gavin Cooper (125 Fantic) 86, Glen Latto (175 Fantic) 114, Brian Brown (200 Majesty) 116, Jamie Soames (175 Yamaha) 140..

Juniors: Jeff Wright (80 Whitehawk) 4, Dean Crouch (80 Yamaha) 24, Martin Stevens (100 Fantic) 54..

Cadets: Niel O'Sheen (50 Fantic) 2.

40 Years Ago

Report by Centre President, Alan Penny, reprinted from a January 1981 issue of *Trials & Motocross News*

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ACU Welcomes Continuation of Motorsport in England's Forests

Following an independent review of motorsport in the nation's forests, the ACU welcome the commitment made by Forestry England to allow motorsports to continue, while the ACU and Motorsport UK work in partnership with Forestry England to reduce environmental impacts, increase sustainability, and ensure that motorsport contributes to the upkeep of the nation's forests.



The independent review showed that both two and four wheeled motorsports in the nation's forests are "recognised globally as some of the best event terrain in the world". In addition, the facility and opportunity that the forests provide are a vital part of supporting grassroots activity and contributing to the UK's position as a leading nation in motorsports.

For the ACU, Trials and Enduro events play a vital role in getting our members and enthusiasts out to enjoy the public forest estate, while encouraging grass-roots and competitive motorcycle sport across the UK. Many thousands of people every year visit the nations forests to take part and spectate in motorcycle sport events, from the beautiful setting of West Harting Down in the South, to Thetford Forest in the East, and Boltby Forest in the North. Events range from club-level trials, to national championship competitions, allowing people of all ages and abilities to take part.

The review also found that communities affected by motorsports events on the whole are supportive, and marginally impacted due to the limited frequency of events at each forest. Motorsport events also provide support for rural economies estimated between £2.2 to £2.4 million per year. Safe and legitimate sporting events also help reduce illegal riding, and the ACU together with local clubs and organisers regularly work with local forestry officers to help combat illegal riding and secure the future of motorcycle sport.

Looking to the future, the ACU will set up a Sustainability Taskforce to consider the impact of our sports and appropriate mitigation. We are committed to working with stakeholders, organisers, manufacturers and other forest users to encourage and improve sustainability, while reduce the environmental impact of our sport. Early initiatives will include continuing to work closely with Beat Foresters on the ground to effectively manage the land and safeguard nature, with other considerations including contributing to insetting and offsetting schemes, contributing to new wildlife corridors and habitats and working with manufacturers on electric vehicles. The ACU are also committed to working closely with Forestry England on a new fees structure to ensure reinvestment into the public forestry asset.

Continued on next page

Mike Seddon, Forestry England Chief Executive said:

"The nation's forests have in the past found themselves at the leading edge of motorsports in England. Our review has made it clear to me that we must take the opportunity to become leaders again.

I'm excited by the chance to reduce the environmental footprint of motorsport and improve its financial support for the forests and local businesses. Perhaps we can bring some new audiences too.

I know first-hand the passion and support that the motorsport community has for the nation's forests and we've worked together for a long time. This is a strong base from which we can, together, lead the changes necessary to secure the future of motorsports in the nation's forests.

Finally, thank you to everyone that took the time to give us their views: some 1,700 individuals and organisations."



Roy Humphrey, ACU Chairman said:



"The ACU are pleased to receive the news that following a review of motorsports on the public forest estate, the CEO of Forestry England has confirmed that a new agreement will be struck to support motorsport into the future.

As the recognised Governing body of motorcycle sport, we look forward to continuing our long-standing partnership with Forestry England to manage and organise quality events while

encouraging access to the nation's forests. The nation's forest hold a special place in the hearts of many of our members, so it is incumbent on us to protect and cherish these for future generations."

Over the next five years, we are committed to improving the sustainability and environmental impact of our sports, and will be working with stakeholders, organisers, manufacturers and other forest users to secure our sports into the future."

Coronavirus permitting, new applications for events will be accepted from Easter 2021 and they should be submitted in the usual way. The ACU is the only authority permitted to run 2-wheeled motorsport events in the nation's forests, so if your organisation wants to be part of motorsport's sustainable future, contact pr@acu.org.uk for further details.



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Essex & Suffolk Border MCC
Open Trial
Raydon Pits, Raydon, Suffolk, IP7 5QP
18th April 2021
Eastern Centre A Class Championship

Raydon Pits

18th April 2021

Start: 10.30AM

Open Trial

ACU Permit No: ACU60244

The Essex & Suffolk Border MCC will organise 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 & finishes at Raydon Pits, Wades Lane, Raydon, Suffolk, IP7 5QP

OFFICIALS

Clerk of the Course Alan Penny
 Licence Number 6849

Centre Steward Clive Dopson
 Club Steward Chris Keeble
 Secretary of the Meeting Neil Fenn
 T 01473 839933 M: 07834 691385

Event Safety Officer Paul Fenn

Need help - eMail: fenn_neil@hotmail.com
 Results Secretary Neil Fenn

ELIGIBILITY

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

Insurance

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

ENTRIES

All entries must be via the ACU on-line entry system. The entry fee is **£17.00** for adult, and **£15.00** for youth.

Maximum 45 riders. No entries on the day. No postal entries. Strictly first come first served.

Priority will be given to Championship entries in the event that the entry limit is exceeded before the closing date. All riders must be a member of an Eastern ACU affiliated club

Opening date: 1st April 2021.

Closing date: Midnight Wednesday 14th April 2021, or when maximum entries reached

Maximum no. of entries: 45

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 to cover administration costs.

LOCATION AND START

Raydon Pits, Wades Lane, Raydon, Suffolk, IP7 5QP

EVENT

Trial event consisting of approximately 10 observed sections laid out around sand pit utilising banks, hills and trees.

ROUTES

Three routes: Red & Blue main route, White deviation for easier route, Yellow deviation for hard route.

Results

Will be published on Eastern ACU Website and club Facebook page. No paper copies will be posted.

CLASSES

Expert – Yellow route

Expert B – 50/50 Red/Blue & Yellow

Inters & Youth A – Red & Blue route

Inter B / Youth B – White Route

Novice – White Route **

Twinschock A – Red & Blue Route **

Twinschock B – White Route **

** Entries will only be accepted where the A Class Championship class's entry limit has not been exceeded.

"SIGNING ON"

Sunday 18th April 2021 from 09.30AM and in accordance with ACU COVID-19 Trials Risk Assessment.

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

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

- Only one competitor per vehicle, unless from the same household
- No guests. No spectators.
- Appropriate distancing between parked vehicles.
- On-line entries only. No cash. No entries on the day.
- Maximum 45 competitors.
- Social distancing minimum 2 metres must be observed at all times.
- Adults only. No youth competitors.
- Observers will choose a vantage point minimum 2 metres from section.
- Observers must not be approached under any circumstances.
- It is rider responsibility to replace dislodged markers. Observer must not enter section or touch section markers.
- Riders must observe minimum 2 metre social distancing at all times.
- No more than 3 riders to walk a section at any one time.
- No signing on. Attendance noted by Secretary of the Meeting when entering the venue.
- No catering will be provided.
- Toilets will not be provided.
- If you have symptoms of COVID 19, or have been in contact with anybody who has in the last 14 days, please do not enter or attend this event.
- Clerk of the Course will strictly impose these requirements. Noncompliance will result in being asked to leave the event.

Recollection Section

Sidge Kenny



During the recent cold snap when this region had a significant fall of snow, my neighbour phoned up and asked me if I had a tin of “Easy-Start”. He wanted to start up his JCB and in effect clear his drive so that he could get out and get some shopping in!

“I’m sorry, Bill, I have no “Easy Start”, but I do have “Goofy Juice”

“What’s that then?” “It’s much the same – I think it might do.”

Appropriately masked and adequately distanced, we met at his snowbound JCB standing in a field, and as he worked the starter, I squirted the contents of the aerosol can into the air intake of the digger. After a few turns, it started and with some initial difficulty, dragged itself away to go and clear the drive. Later, Bill phoned and thanked me - no need really, what are neighbours for?

“Goofy Juice” was never intended as a diesel starting aid. Whilst it does contain ether, it was marketed mainly to clean oiled up spark plugs and was an accessory brought in with NGK spark plugs in the 1960’s. NGK, now probably the leading maker of spark plugs – certainly in the motorcycle trade - bought their products to this country in the wake of the Japanese motorcycle invasion of that decade. Their original base was at Harlow and the principal man behind their sales – to what has to be remembered, was a somewhat hostile UK market – only some 20 years after the ending of the second world war - was Lester Sims. I am afraid I cannot remember him as an individual – though I must have bought plugs from him – I have his business card still – since we were selling Yamaha outboard motors at the time. Nonetheless, the combination of the quality of the product and clearly Lester’s ability as a salesman, soon had NGK established to the position it now holds. NGK still market accessories alongside the spark plugs but not, as far as I am aware, “Goofy Juice.” That can which I used to start Bill’s JCB, was well over 40years old and I wonder if I might be the only one still left with an example of this pungent motor aid with such a catchy name.

In any case, I am not an advocate of using these ether products on diesels. Invariably they knock like hell when they do start up and in my opinion, causes premature wear on the engine. I suspect that if Bill had given his battery a good charge, the machine would have started perfectly without it. On the other hand, I do use these aerosol aids on petrol engines, particularly smaller ones, such as trimmers or chainsaws. A squirt or two through the inlet, will soon indicate if the magneto is working, the timing is right and the engine’s internal condition is up to the mark. The resultant few seconds buzz enables you to be satisfied that those areas are viable - and with a petrol engine there is no harsh knocking. If the machine in question is still playing you up – then you must look at the fuel and carburettor area.

I noticed the other day that I’m not the only one who reaches for the aerosol can to quickly fire up and check out an engine. Sammy Miller himself, whilst performing in one of his excellent workshop videos to be seen on “U tube,” quickly started a newly renovated 1933 Cotton, equipped with a twin-port JAP engine, by aid of a couple of whiffs of the can. He also used a short length of plastic tube to drop in a few cc’s of lubricant to prime the Pilgrim oil pump used on the “total loss” oil system. Nice to know that even a superstar like Sam is pleased (and sometimes relieved) to hear them fire up - if only for a few moments.



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Badger Spotted in Essex

Charlie Ralph

I hope that this little story will help lift the gloom of the current situation.

Around ten years ago, I received a phone call from my good friend , Keith Weavers of the Halstead club to ask if my wife Lyn and I would like to go to Wakes Colne to meet up with Dave Bickers and Bryan Goss.

Apparently, Goss was a great friend of the entrepreneur and owner of the Range group of stores, Chris Dawson. (Check him out on google, a very interesting man, who turned his privately owned golf course into his own motocross circuit !). The story goes that Mr. Dawson asked Badger if he fancied a day out, and gave him the choice of what to do. Badger asked him if they could meet up with his old friend Dave Bickers and reminisce at a motocross circuit to talk about old times. They then flew from their South Western base to collect Dave from his Coddenham home, then it was onward to Wakes Colne.

The get together was hastily arranged, and Lyn, along with Keith's wife, Liz, sorted out the buffet, along with homemade cakes. So along with Keith and Liz, plus the late Andy Crawford, Lyn and myself, we waited for the arrival of the Halstead guests. Suddenly, a large black helicopter, with the wording, THE RANGE, appeared, complete with a uniformed pilot. I must admit that I had a tingling feeling, as two of my heroes approached us.

After introductions, they enjoyed the buffet, with Badger devouring most of the cakes, and spent a long time looking at old programmes, newspaper cuttings etc, which I had brought along. There was a lot of friendly banter between these two great rivals, and one of the funniest moments was when Badger spotted a picture of him just ahead of Dave at a Hawkstone Park meeting. Goss excitedly exclaimed, " There you are Bickers, I told you that I was better than you at that meeting". Dave came back to him as quick as a flash in his typically dry Suffolk humour, " You are talking rubbish Badger, I was just about to lap you". I will never forget that !

The pair spent some time reminiscing on some of their memories at racing on the famous old circuit at various British Championships and International meetings during the 1960's, then

Andy Crawford showed them where the original starting area was, and Chris Dawson persuaded the two legends to pretend they were revving their bikes on the start line. All three then ran down the start straight, and Mr. Dawson was so pleased that he had beaten his heroes. It must be added that he was at least twenty years younger !

All too soon, it was time for them to go, and after a few photographs were taken, Chris Dawson was so grateful to his hosts. Just like me, he said that it was a day to remember. The big bird took off, then looped over us again as the passengers waved their goodbyes.

That was the last time that I saw Dave Bickers, one of the truly great legends of the sport. I did see Badger and Chris Dawson one more time, ironically at Dave's Memorial Day at Coddenham.

So now, both have sadly left us, but if there is an afterlife, you can bet that they are still battling together somewhere.



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