

2021
October



ACU EASTERN GAZETTE



Volume 61
No. 9



Myles Saunders in action at the Dave Roper Memorial Event. Full report inside. Photo by Paula Day.

REGULATIONS IN THIS ISSUE

Date	Club/Promoter	Type	Status	Venue	Pages
9 th October	Braintree & DMCC	Trial	OPEN	Beazley End	4
17 th October	Ipswich MCC	Trial	OPEN	Badwell Ash	9
24 th October	Braintree & DMCC	Motocross	OPEN	Foxborough	14
31 st October	Woodbridge & DMCC	Trial	OPEN	Blaxhall Circuit	17
7 th November	Essex & Suffolk Border MCC	Trial	OPEN	East Bergholt	19
21 st November	Diss & DMCC	Enduro	OPEN	Thetford Forest	21

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2021 OFFICIALS OF ACU EASTERN



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Trials – Paul Nash *Grass Track* – Alan Foskew

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ACU Eastern Web Site

www.easternacu.org

Results, Events Calendar, News, and more



It's always good to see riders from our Centre enjoying success at National level so well done to Sam Nunn, Calum Mitchell and Bayliss Utting who all graced the podium at the Bridgestone Nationals at Foxhill. Nunn now joins up with fellow Woodbridge club member Tom Grimshaw in the three rider team to represent Great Britain in the Coupe De L'Avenir in Belgium.

Foreword

Phil Armes



And picking up on the opening paragraph of Charlie's Chat on page 16 I would like to add my congratulations to the three rider team who represented the Braintree Club at the recent ISDE in Italy. Despite pretty extreme conditions the trio of Luke Parker, Ben Clark and Will Hughes finished inside the top twenty out of 163 club teams.

As you will see from the feature on page 8, the inaugural Centre Sustainability meeting was held at Gt Blakenham on September 16th. It was really good to hear some positive, and frank suggestions which covered all the areas that we need to be taking a look at over the coming months/years. This is not all about environmental concerns, although they are paramount, it also about how we can operate the Centre more efficiently, and ensure that we are doing the best to get as many burns on bikes as possible.

Whichever way we look at it the future of our sport is going to be dictated by the availability of machinery and however it is powered, so it is pretty timely that Paul Sewter has written a thought provoking article about electrically powered motorsport. It does offer the option of taking events right into the heart of major towns and cities, look at Formula E as an example, but I can't help thinking that one of the main attractions of motorsport is the sound (and smells) – and the thought of standing trackside watching what will effectively be overgrown Scalextrics doesn't thrill me too much – or am I being too much of a traditionalist!!

For those of you who do want to get involved with the running of events then you will need to attend the relevant seminars, be it for Clerk of the Course, Steward, or perhaps a Technical official. And for many of you who already hold the relevant licences, which perhaps are already well out of date or about to expire I am pleased to be able to tell you that there will be seminars for Trials & Enduro (CofC & Steward) held within the Centre in the next month or so. The date and venue have yet to be finalised, but if you would like to attend please contact Lyn Ralph, the Centre secretary and get your name on the list.

While on the subject of getting involved, if you would like to consider giving some of your time to running the Centre then do put yourself forward for one of the many positions that need filling. The AGM will be held at Gt Blakenham Parish Rooms on remembrance Sunday, November 14th which is when the votes are cast for people to fill the relevant positions. If you want to put yourself forward then contact your club secretary, the Centre secretary, or me and we will do our best to answer any questions, and make the process as painless as possible!!!! But do bear in mind that all nominations need to be in by October 9th.

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Braintree & DMCC

Open Permit Trial

Saturday October 9th 2021

Oset Cup Electric Bike Youth Trial

Beazley End, CM7 5JQ

National Grid Reference: TL 769244

Permit No.: ACU 61725

Sign On: 09.00am

Start: 10.00am

OFFICIALS

ACU Eastern Steward: tbc
Club Steward(s): J Yearly
Clerk of the Course: Steve Butcher (*Licence 18396*)
Child Protection P.o.C.: Paul Penny
Secretary of the Meeting: Paul Penny
12 New Rd, Kelvedon, Essex CO5 9JW
Tel: 07718 155783 email: paul.bdmcc@gmail.com
Start / Finish: Codham Park Farm, Beazley End, Essex CM7 5JQ
Course: Woodland & Pit
Routes: Hard ; Easy
Classes: Youth A, B, C, D, E
Awards: First Three in Each Class

JURISDICTION

Held under the NSC and the Standing Trials Regulations of the ACU and ACU EASTERN, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to Youth members of the ACU with an appropriate licence riding electric powered solo machines.

ENTRIES

Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; £10.00

Entries Open: 15th September 2021

Entries Close: 7th October 2021

No Entries on the day

All Entrants, Riders or Passengers must be prepared to produce their current Licence/ Trials Registration when signing on, N.S.C.7.11

ENVIRONMENTAL MATS - USE THEM or you may lose your ride

There will not be a physical signing on process. Competitors will register their arrival with the secretary of the Meeting at the venue entrance. All riders, and any people attending the event need to be aware that there are still government guidelines in place re Covid-19. As such it is everyone's personal responsibility for their own safety and a need to exercise judgement as appropriate.

Recollection Section

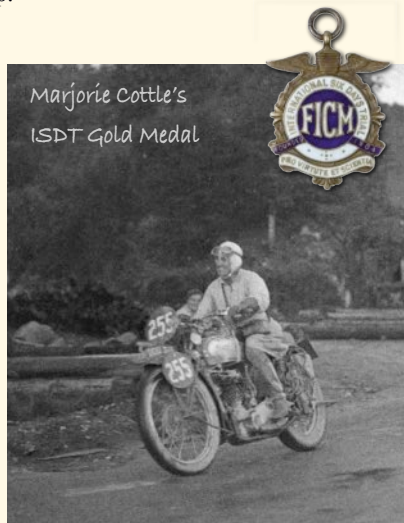
Sidge Kenny



About the same time that tennis wonder girl, Emma Raducanu was making history at the American grand slam tennis round, I heard about the British Women's team's excellent performance in winning a silver medal at the I.S.D.E. held in Italy. Not a word about this in the general media of course, though our own motorcycling press and the ACU itself gave it good coverage – which was richly deserved. The women's class in the I.S.D.E. could be said to be comparatively new, having been introduced in 2007 and Great Britain has only been competing in it for six years. In 2019, our girls came third, mounting the podium place and gaining bronze medals, Unfortunately Covid intervened on last year's (2020) event, so logically, they might well expect a win next year..

The letters 'ISDE' stands for "International Six Days Enduro", formerly 'ISDT' - the "T" then standing for "Trial". This change denotes the rising importance of Enduro and to a degree eliminates confusion since this type of event is now very different from a modern trials meeting. The 'ISDE/T' has been referred to as the motorcycle version of the Olympics, though it does take place yearly with many countries taking part from all over the globe. Right through its long history, the ISDT/E was and is, a major test of both rider and machine and like most athletic events, puts great demands on physical fitness, as well as the riding skills of the competitor. Machine reliability is, as always, essential, though the event used to test the capability of the rider to do repairs under official scrutiny. All this adds up to a requirement for a combination of skills from the rider and in their success of recent years, it is clear our women's team is not lacking any of these. The overall winners for this years ISDE, were Italy and the USA won the Womens Cup.

As in so much of motorcycle sport, the origins of the former ISDT were British, the first event being run at Carlisle in 1913 and had a strong link to the trials of the day. The original intention was for the technical development of the early motorcycles as much as the sporting context. That reference to the Olympics may well be a call-back to a major national trial of that era, which was the 'London-to-Exeter' event, organised by the Motorcycling Club (MCC) and this meeting also gave gold, silver and bronze medals as awards. Back in the early days of the ISDT, there were also Women's teams and in 1927, the British ladies, led by the famous Marjorie Cottle, won the Silver Vase. Almost in keeping with the eminence and later decline of our domestic motorcycle industry, British teams did well in the ISDT before the Second World War and just after – but our last overall win was in 1953. Since the year 2000, our male teams have not been higher than seventh. Scanning the yearly results, I was surprised at the successes of the USA, Australia and Canada in this particular event until I considered the similar meetings in their own countries which undertake large distances over very tough terrain. Indeed the term: "Enduro" itself, now added on to the old ISDT title, comes from America, where Enduros such as the "Jack Pine" were very long overland races covering hundreds of miles. Some of these meetings would cross over deserts as in the "Mojave", where a breakdown could become not only a nuisance but a question of survival.



Trials Committee Notes

Clive Dopson

Notes from ACU Eastern Trials Committee Call August 3rd 2021

On August 3rd the Eastern Centre Trials Sub-Committee had its second call of the year. This note does not cover all the discussions, the other subjects will be in the complete call minutes issued in the normal way.

1. Competitors are reminded to check the ACUE website for calendar updates, individual event regulations will explain entry arrangements. As agreed in 2020 ACUE Championship Trials can only be entered via the ACU online entry system, some championship rounds cancelled earlier in the year are trying to be rearranged.
2. EFA have rearranged the cancelled C Class championship round from March at Great Bromley to be run on October 3rd.
3. There are now two latest Trials Risk Assessments, the general version dated 20/5/20 and the Covid version dated 31/7/21. After discussion it was agreed to use the general version dated 20/5/20, with additional comments noted with regard to Covid requirements from ACU release dated 9th July.
4. The Trials rider grading information on the ACUE website has been updated, specifically to list the following riders as Intermediates, Arden F, Bailey J, Donnelly S, Lilley M, Lilley T, Smith G, Snowden R, Studd J, Styles T, Thompson D, Thompson J, Thompson P, Wakeling P, Youngman L.
5. Recently ACU HQ reported they had been contacted by an ACUE Pre 70 rider requesting clarification on ACUE Pre 70 machine eligibility rules. The subject was referred back to ACUE and therefore for clarity, any proposed changes to the current ACUE Pre 70 rules should be addressed to the Trials Committee via the secretary or at the Trials forum.
6. After discussion it was agreed to update the ACUE Stewards report form so that it can be used to confirm an ACUE championship round was run to the correct championship rules.
7. The normal annual ACUE Trials Forum was not possible at the end of 2020. Recently the ACUE MX committee have announced the MX Forum will be via Zoom. The ACUE Trials Committee asks for any feedback on whether the 2021 Trials Forum should be via Zoom or there in person, if this is possible at the time, feedback to any committee member see list below or to secretary (dopson_boar@msn.com).
8. Recent experience of using the ACU Online entry system, especially for ACUE Championship trials, is that the maximum entry should be specified for the event, not per class, and that if the maximum entry is likely to be exceeded, if any entries are accepted before the closing date, the accepted entries should be championship classes only.
9. Riders are reminded that for ACUE Championship Trials the ACU online entry system must be used and please understand it is not the organiser's fault if you are from a non-championship class and your entry cannot be accepted due to limited entries being available.
10. Clubs are again encouraged to include classes for Youth riders with appropriate routes as some Youth riders within ACUE are struggling to understand which events they can enter and will have suitable severity of sections.

Clive Dopson 18/8/21

Secretary ACUE Trials Committee, (members P Nash, D Cordle, E Hood, K Hood, P Fenn, R Snowden, M Neale, J Newstead, A Foskew, A Barrell, N Ogden)

IAN PREEDY

Followers of trials and most particularly sidecar trials will be saddened to hear of the passing of Ian Preedy who died in late September after a long illness. Ian in his early 80's was born in London, and came to this Centre in the early 1960's. Initially riding a Royal Enfield as a solo, he added a wheel and soon made an impact in sidecar trials with his partner and passenger Bruce Watters. The duo ascending rapidly into the awards and further, to be runners up in the Eastern Centre trials championship of 1966 and then winning outright the following year. Later, the pair went on to compete in long distance National events such as the Welsh two-day trial, again on sidecars, usually campaigning a Wasp/Triumph.

Ian's style of riding could be termed: "all or nothing" - earning him many fans and he remained firmly loyal to the British Four-stroke, which in the 1970's, led him to being one of the founders of the Eastern Fourstroke Association. He remained its President up to his untimely death. Always an innovator, he worked on many ingenious projects including a unique trials machine powered by a 250cc side-valve BSA engine and called: "Little Eric", an indication of Ian's brand of engaging humour, was his explanation of that odd title: - "Everyone Reckons Its Crap" - suffice to say the bike nonetheless proved to be very successful.



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First Sustainability Meeting

Phil Armes

Well, we finally managed to hold the inaugural Centre Sustainability meeting on Thursday 16th September. It was interesting that of the 32 affiliated clubs there were 24 people attended the meeting, representing just 6 clubs!! This does pose several questions, some of which go right to the heart of one of the main questions that was put forward, "do we need a Centre structure at all?" But more of that as we go forward with the process of Sustainability, one word that covers an awful lot of topics and will mean different things to different people.

You will all have a different perspective on what you feel sustainability really means for the future of off road motorcycle sport in general, and in the Eastern Centre in particular. One thing I think we can all agree on though is, if we don't face up to the increasing challenges facing the way we run our sport, both nationally and locally; embrace the opportunities offered by digital technology; engage with a younger audience; and put into place initiatives that meet the growing environmental concerns of our ever increasing population, there will be no need for the Centre, and/or the National Governing Body. And if you think that this is overstating the situation then you might like to consider that Belgium, who we all recognise as one of the leading motocross nations in Europe, have lost over 50% of their tracks in the last few years.

So do we really need a Centre? In this digital age where events can be organised online, and publicised without using the Centre gazette why do we need another layer of red tape?!! I actually put that question to Peter Gregory, the Chairman of the ACU Sustainability Committee recently and this was his reply:

"You ask if the Centres have a future in the ACU, five years ago I would have said no, but now I have changed my mind. One of the problems that we face is that the ACU make Rules and regulations, the organisers are very good at following the "competition bits" of the rules but sadly have little idea to apply the safety and sustainability elements to their events. Sadly the local governments regulatory bodies are now investigating the application of these elements and in some cases refusing permission for the events to take place. A case in point is the Weston Beach Race where we are currently working with the District Council on both the Clubs and the ACU's sustainability credentials.

I think that the role of the Centres is to instruct organising clubs on the application of these important elements of any event, and the Centre has the added benefit of knowing what the local issues are."

While environmental issues, and keeping abreast of local authority safety requirements is of paramount importance, we are here primarily to make it as easy as possible for people to enjoy off road motorcycle sport; whether that is as an organiser, official or of course a competitor – **and that is what I see as the primary function of the Centre** – it's just a case of how do we do all that in 21st Century Great Britain?





Ipswich MCC

Open Permit Trial

Sunday 17th October 2021

Mardle Trial inc ACU-EC A Class Championship

Badwell Ash, Suffolk IP31 3DR

National Grid Reference: TL 993693

Permit No.: ACU 61774

Sign On: 09.30am

Start: 10.30am

OFFICIALS

ACU Eastern Steward: tbc
Club Steward(s): G Timms
Clerk of the Course: D Cordle (*Licence 5689*)
Child Protection P.o.C.: D Cordle
Secretary of the Meeting: P Cordle

4 Bullen Close, Bramford, Suffolk IP8 4JE
Tel: 01473 462274 (eve) email: the.cordles@talktalk.net
Start / Finish: The Pit, The Broadway, Badwell Ash, Suffolk IP31 3DR
Course: 4 laps - 10 sections in sand pit and wooded area
Routes: Yellow, 50/50: red/blue: white: Youth easy
Classes: All adult and youth classes

JURISDICTION

Held under the NSC and the Standing Trials Regulations of the ACU and ACU EASTERN, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to Adult and Youth members of the ACU with an appropriate licence riding solo machines.

ENTRIES

Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; Adult £16.00; Youth £12.00

Entries Open: 1st October 2021

Entries Close: 15th October 2021

No Entries on the day; No Postal Entries; Strictly first come first served

All Entrants, Riders or Passengers must be prepared to produce their current Licence/ Trials Registration when signing on, N.S.C.7.11

ENVIRONMENTAL MATS - USE THEM or you may lose your ride

There will not be a physical signing on process. Competitors will register their arrival with the secretary of the Meeting at the venue entrance. All riders, and any people attending the event need to be aware that there are still government guidelines in place re Covid-19. As such it is everyone's personal responsibility for their own safety and a need to exercise judgement as appropriate.

Dave Roper Memorial Enduro Event

Paula Day

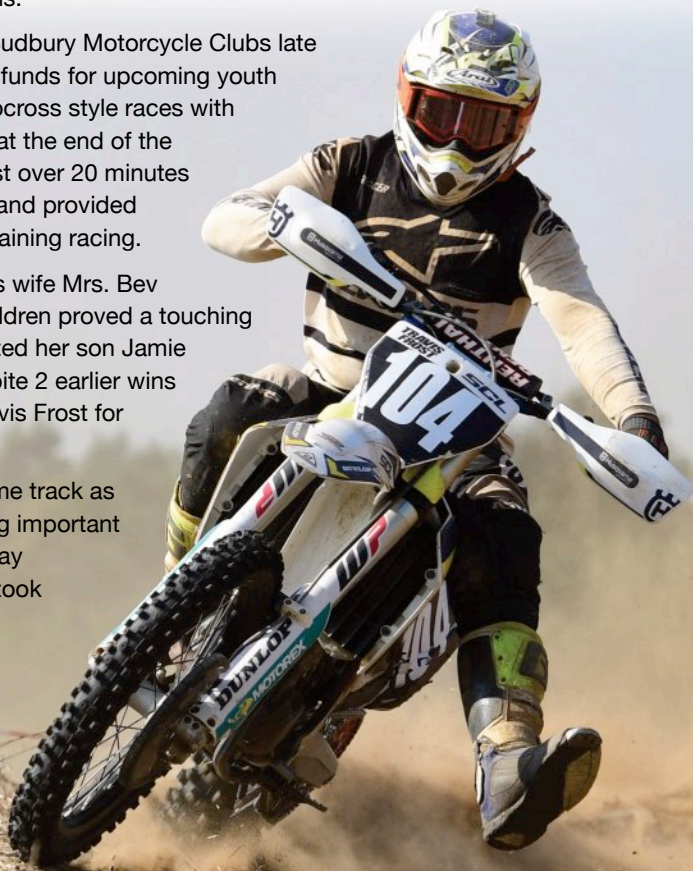


A beautiful September day dawned over Tye Farm, Great Cornard as the twisty track across a large expanse of undulating stubble promised a testing course for the entries. Everyone's main concern was visibility, in the wake of dust left by other riders on corners with deep berms.

This Annual memorial event for Sudbury Motorcycle Clubs late chairman Dave Roper to provide funds for upcoming youth riders is run with a series of Motocross style races with heats creating 4 fast class finals at the end of the days event. As each race was just over 20 minutes it meant the pace was ferocious and provided spectators with some very entertaining racing.

The presentation by Dave Ropers wife Mrs. Bev Roper with some of her grandchildren proved a touching close to the event as she presented her son Jamie with 2nd place in the A final despite 2 earlier wins and a hard-fought battle with Travis Frost for first place.

The youth entries tackled the same track as the adults. With the starts forming important pointers to final position as the day progressed, some fierce tussles took place around the course.



Multi Race Event culminating in 3 Adult finals

'A' final

- 1st Travis Frost
- 2nd Jamie Roper
- 3rd Jack Sheppard
- 4th Jack Berry
- 5th Joe Phillips
- 6th Joe Henthorn

'B' final

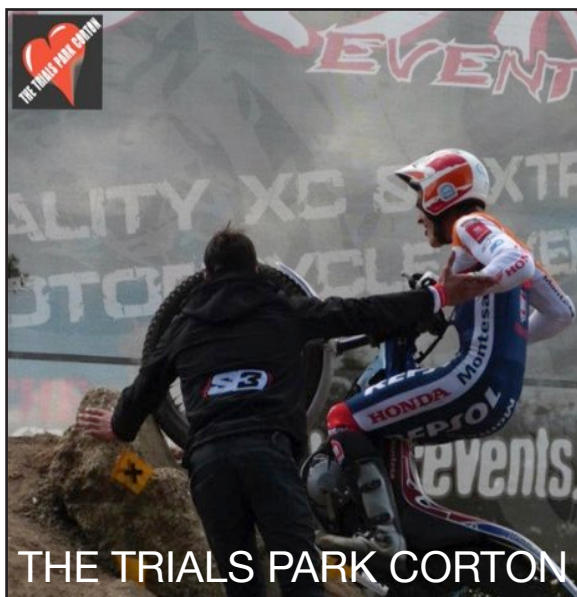
- 1st Robbie Pearmain
- 2nd Cameron Parrish
- 3rd Matthew Smith
- 4th Paul Belton
- 5th Thomas Davies
- 6th Evan Herbert

Evo & Twin Shock

- 1st Daniel Dyer
- 2nd Aaron Graves
- 3rd Terry Allen
- 4th Andy Mason
- 5th Matt McCulloch
- 6th Jonathan Wood

Youth Final

- 1st James Mangham
- 2nd Jake Clements
- 3rd Zak Beards
- 4th George Dobson
- 5th Louie Curry
- 6th Kymani Street



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Is the world ready for electric motorsport?

...and do we even need it?

Paul Sewter

As Gary Numan sang in the 70's "Are friends electric?" More to the point, is electricity friendly? I think we are now at a point where, unless you are a fervent supporter of Donald Trump, you probably accept that some form of climate change is happening, and that human activity has at least some part to play in it. But is the seemingly blind panic rush toward electric vehicles by governments and vehicle manufacturers really warranted, and is it being pursued at the expense of the development of more viable alternatives? Can the National Grid even handle a massive shift to the use of electric vehicles, when it struggles to cope with the kettles switching on at half time during the World Cup final? With still less than 50% of UK electricity coming from zero-carbon technology, simply producing more electricity for vehicle charging doesn't seem to be a terribly effective way to tackle climate change. How do we dispose of all the lithium cells when they come to the end of their useful life? Also, why consign millions of perfectly good vehicles to an early grave, while using up resources to produce new 'cleaner' ones?

The opening paragraph may give you the impression that I am a confirmed petrol-head who sees the recent upsurge in electric vehicles as some sort of unholy episode. Nothing could be further from the truth – I have a plug-in hybrid car, which I love driving in solely electric mode, and would have bought a fully electric model had there been an affordable vehicle with a good range, and a decent charging infrastructure in place at the time of purchase. And I am sure the Gazette Editor will confirm my 'green credentials', having spent far too many car journeys listening to me banging on about climate change and the amount of plastic in the oceans. BUT – I do not believe that electricity is the holy grail of transportation, and certainly not the future of motorsport. While there is undoubtedly a place for electric motorsport, particularly in bringing events into the city like Formula E has, to me at least motorsport without the roar of the internal combustion engine is like Eric Clapton's acoustic version of Layla – a pale imitation of the original.

Believe it or not, the Swedish lady scientist Svante Arrhenius discovered indications that our industrialisation, particularly the burning of fossil fuels, had the potential to affect the climate as early as 1896. It was getting on for a century later that scientists around the world began to give dire warnings of global climate change, but it was the actions of another young Swedish lady, Greta Thunberg, that seemed to really give impetus to the current push for environmental protection. Once governments started to see this as a movement gaining popularity, particularly among the younger soon-to-be voter, they suddenly wanted to be seen to be 'doing the right thing'. Targets were set, with the automotive industry seemingly bearing the brunt of the forthcoming legislation. This, despite transportation being responsible for less than one quarter all of climate change, and much of that being unnecessarily carting goods around the world since the advent of globalisation. Why this apparently disproportionate attack on the automotive industry? While deforestation for palm oil or meat production, methane released from melting Arctic tundra or farting cows and the like are very much 'out of sight, out of mind' concepts, everyone has been

stuck behind someone in an old banger belching smoke out of the exhaust. This makes the internal combustion engine a 'soft' target and, by association it must be concluded that motorsport is also very much on the radar.

The ban on selling new cars powered by petrol or diesel has thankfully not been extended to motorcycles YET, but it is only a matter of time as battery technology allows for more compact and cheaper units. If that sad state of affairs comes to pass it will be the end of motorcycle racing as we know it. Racing machines are testbeds for future technology to be used in customer machines. Don't think it can't happen – look how quickly emission regulations killed the two-stroke and noise regulations had a massive impact on unfaired air-cooled road bikes. Just last year BMW have had to cease production of their straight six engined road bikes because they cannot make them meet the forthcoming stringent Euro 5 emission regulations. One of the most distinctive aspects of motorcycles is the individual and distinctive sound made by the varied engine/exhaust combinations. What happens when all bikes are powered by electric motors? Imagine a world where MV Augustas sound the same as Royal Enfields – I try hard not to.

The death knell for petrol and diesel powered vehicles has been sounded, but that shouldn't necessarily mean the end of the internal combustion engine. There are alternatives, some of which have been around for many years. One of my favourite options is hydrogen powered engines, if the boffins can work out how to successfully produce liquid hydrogen economically on a commercial scale and transport/store it. In the meantime we have various bio fuels and synthetic fuels. F1 are taking the threat of extinction seriously enough to already include a small percentage of bio-waste in its current race fuel. Next year it will use E10 fuel, which includes 10% ethanol, produced from the fermentation of plants. For years Brazil has manufactured bikes and cars (including the VW Beetle) that run on 100% ethanol fuels produced from fermented sugar cane. Unfortunately they chopped down huge swathes of rain forest to grow the sugar cane, making it somewhat counter-productive from an ecological point of view. There are new technologies being developed all the time including synthetic fuels, which use chemicals and energy to produce, but this could be derived from renewable resources. Although some CO₂ would still be produced when the fuel is burnt, this could be offset. If the target for motorsport is to become carbon neutral (at least on the track) this could be achieved without completely abandoning the internal combustion engine.

Electric powered vehicles are ideal for urban mobility, and for racing in areas that have become sensitive for ecological reasons, or the ever expanding residential development. Let's hope for the sake of motorsport that we don't put all of our eggs in the electric basket so we can continue to enjoy the sounds as well as the sight of bikes and cars in competition.





Braithree & DMCC

Open Permit Motocross

Sunday 24th October 2021

Open Motocross inc NGR Round 10 & South Eastern EVO

Foxborough, Essex CO9 3AN

National Grid Reference: TL 794325

Permit No.: ACU 61784

Sign On: 08.00am

Practice: 09.30am

Start: On Completion of Practice

OFFICIALS

ACU Eastern Steward: Paul Grantham
Club Steward(s): C. Cook M Hughes
Clerk of the Course: A Wright (*Licence 187442*)
Child Protection P.o.C.: A Smith
Secretary of the Meeting: A Smith
52 Broomfield Way, Braithree, Essex CM7 2DA
Tel: 07878 551066 email: a.smith119@hotmail.com
Start / Finish: Foxborough Quarry, Foxborough, Sible Hedingham
Essex CO9 3AN
Course: Undulating grassland with man made jumps
Classes: NGR; EVO; Allcomers
Awards: As per championship conditions

JURISDICTION

Held under the NSC and the Standing Motocross Regulations of the ACU and ACU EASTERN, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to Adult members of the ACU with an appropriate licence riding solo machines.

ENTRIES

Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; Adult £50.00

Entries Open: 4th October 2021

Entries Close: 18th October 2021

No Entries on the day

All Entrants, Riders or Passengers must be prepared to produce their current Licence/ Trials Registration when signing on, N.S.C.7.11

ENVIRONMENTAL MATS - USE THEM or you may lose your ride

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. Competitors are therefore strongly recommended to purchase such Cover - which is available through the Locktons website (www.locktomotorsport.com) or the ACU website (www.acu.org.uk)

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Charlie's Chat

Charlie Ralph

Firstly, I think a big well done, and congratulations go to the three young men who represented the Braintree club at the recent ISDE in Italy.

After six days of hard riding in heat and dusty conditions, they finished in 13th place out of 163 club teams. Eastern enduro champion, Luke Parker, took his Gas Gas to 17th place, which was a brilliant effort, and despite bike problems, Ben Clark was 82nd. Will Hughes also managed to get into the top 100, with 95th place.

Once again, the VetsMX of Nations at the iconic Farleigh Castle drew in a massive entry, with the usual mega crowd, which begs the question as to why modern National motocross events do not attract full entries and larger crowds nowadays ? We all like a bit of nostalgia, and it is great to see past legends in action on older machines, but to see today's athletes on highly tuned, and state of the art machines, travelling over rough ground at a much faster pace, does not seem to hold the same interest to the public.

Looking to the future, when bikes will no doubt, be powered by electricity, or something new, will today's bikes, which by then will be the vets choices, have the same impact of nostalgia ? I somehow doubt it.

Anyway, many of the riders at Farleigh were Eastern Centre residents, so a quick mention to some of them. 125 evo's, Glen Bixby 6th overall, 250 evo's Steve Bixby 2nd, Evo open class, Jason Morland 4th, Evo challenge group, Gary Hoptrough 2nd, Evo over 50's, Paul Aldridge 4th. Steve Bixby and Jon Barfoot were also in the team event for the South East Evo's, where they had a great weekend to claim 6th place.

Whilst on the subject of Evo's, the week before Farleigh saw Steve Bixby becoming the British Evo champion at Sellenge, in Kent. He beat former GP aces, Mark Eastwood and Billy McKenzie to win the title.

Despite the ridiculous date clash, the final round of the ACU British Championships took place on the same day at Landrake in Cornwall. Some of our Eastern Centre lads performed well all year, with Calum Mitchell finishing 12th in the MX2 class, and Sam Nunn 17th. In the youth MX2 group, Will Farrow finished the series in 8th place, despite missing a round, with Archie Fisher and Callum Murfitt 10th and 11th.

Also on the same day, Halstead hosted the final round of the British Sidecarcross Championships at Wakes Colne. The Halstead crew had the whole area looking smart, and a decent sized crowd watched the day unfold. Despite a low solo support entry, racing was closely fought in all three groups. There was lots of drama, protests, etc. amongst the sidecars however, and because of ongoing protests, no results or presentation could take place, which was a pity, as the club had worked so hard to ensure a good meeting, and the racing was good to watch.

Round six of the Eastern champs took place at Wattisfield, hosted by the efficient Diss club. Unfortunately, expert entries were very low, but with the fastest forty format, there were full line ups in each group. Heavy rain halfway



He do run on!



Woodbridge & DMCC

Open Permit Trial

Sunday 31st October 2021

John Easty Memorial Trial inc ACU-EC C Class Championship

Blaxhall Circuit, Suffolk IP12 2DU

National Grid Reference: TM 358578

Permit No.: ACU 61775

Sign On: 09.00am

Start: 10.00am

OFFICIALS

ACU Eastern Steward:	Chris Chapman
Club Steward(s):	W Harvey A Miller
Clerk of the Course:	I Barfield (<i>Licence 123652</i>)
Child Protection P.o.C.:	T Andrews
Secretary of the Meeting:	T Andrews
	7 Metfield Rd., Fressingfield, Eye, Suffolk IP21 5QF <i>Tel: 07803 270853 email: tvjandrews12@sky.com</i>
Start / Finish:	Blaxhall Circuit, Nr Wickham Market, Suffolk IP12 2DU
Course:	Woodland Sections
Routes:	Yellow; Red/Blue; White
Classes:	Pre-70, Pre-Unit, Unit, Two Stroke, Twinshock
Awards:	John Easty Shields to best Woodbridge MCC club member on each route

JURISDICTION

Held under the NSC and the Standing Trials Regulations of the ACU and ACU EASTERN, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to Adult and Youth members of the ACU with an appropriate licence riding solo machines.

ENTRIES

Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; Adult £17.00; Youth £15.00

Entries Open: 9th October 2021

Entries Close: 27th October 2021

No Entries on the day

All Entrants, Riders or Passengers must be prepared to produce their current Licence/ Trials Registration when signing on, N.S.C.7.11

ENVIRONMENTAL MATS - USE THEM or you may lose your ride

There will not be a physical signing on process. Competitors will register their arrival with the secretary of the Meeting at the venue entrance. All riders, and any people attending the event need to be aware that there are still government guidelines in place re Covid-19. As such it is everyone's personal responsibility for their own safety and a need to exercise judgement as appropriate.

through the meeting, made for very tricky conditions, and much credit should go to the Diss crew and the marshals for getting the job done.

Luke Parker was in great form, taking all three race wins, to move closer to Lewis Tombs in the chase for the Eastern title. Lewis had bike problems, and had to borrow a bike to salvage valuable points in the second and third races, Ben Coles moved to third place in the series with three great rides, and young Will Farrow is certainly the lad to watch in the future.

The youngsters in the junior grade premier class races put on a really good show, with newcomer, Thomas Harris from Attleborough, taking the overall win. Series leader, Callum Murfitt, increased his lead in the Eastern series with three good results, and others, including Archie Fisher and Travis Frost all put on a good show. Race report, championship positions etc, can be found on the easternacu.org website.

Round 7 is at Wakes Colne on October 3rd, with the finale at Lyng a week later.



Luke Parker swaps his GasGas enduro bike for a Kawasaki motocrosser to take part in the Diss MCC round at Wattisfield Photo: Chris Carter



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Essex & Suffolk Border

Open Permit Trial

Sunday 7th November 2021

Open Trial inc ACU-EC B Class Championship

Raydon Pits, Suffolk IP7 5QP

National Grid Reference: TM 041388

Permit No.: ACU 61777

Sign On: 09.30am

Start: 10.30am

OFFICIALS

ACU Eastern Steward: Alan Foskew
Club Steward(s): C Keeble
Clerk of the Course: A Penny (*Licence 6849*)
Child Protection P.o.C.: A Penny
Secretary of the Meeting: N Fenn
Tel: 01473 839933 email: fenn_neil@hotmail.com
Start / Finish: Raydon Pits, Wades Lane, Raydon Suffolk IP7 5QP
Course: Multi lap - 10 sections in sand pit and around hills and trees
Routes: Yellow, 50/50; Red/Blue, 50/50; White;
Classes: All adult & youth solo classes

JURISDICTION

Held under the NSC and the Standing Trials Regulations of the ACU and ACU EASTERN, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to Adult and Youth members of the ACU with an appropriate licence riding solo machines.

ENTRIES

Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; Adult £17.00; Youth £15.00

Entries Open: 4th October 2021

Entries Close: 3rd November 2021

No Entries on the day

All Entrants, Riders or Passengers must be prepared to produce their current Licence/ Trials Registration when signing on, N.S.C.7.11

ENVIRONMENTAL MATS - USE THEM or you may lose your ride

There will not be a physical signing on process. Competitors will register their arrival with the secretary of the Meeting at the venue entrance. All riders, and any people attending the event need to be aware that there are still government guidelines in place re Covid-19. As such it is everyone's personal responsibility for their own safety and a need to exercise judgement as appropriate.

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Diss MCC

Open Permit Enduro

Sunday 21st November 2021

GH Motorcycles Muntjac Enduro inc ACU-EC Enduro Championship

Forest Ride 24, Norfolk IP27 0RE

National Grid Reference: TL 793889

Permit No.: ACU 60238

Sign On: 07.20am

Start: 09.00am

OFFICIALS

ACU Eastern Steward:	tbc
Club Steward(s):	W Harvey
Clerk of the Course:	A Waters (<i>Licence 95651</i>)
Child Protection P.o.C.:	B Chapman
Secretary of the Meeting:	B Chapman <i>Tel: 07789325416 No later than 20.00</i> <i>email: help@dissmcc.co.uk</i>
Start / Finish:	Ride 24 – Thetford Forest - east of the A1065 Brandon to Mundford Road
Course:	Forestry and woodland; Lap of approx 15 miles up to a total of 80 miles in length
Classes:	As per Championship Conditions
Awards:	As per Championship Conditions

JURISDICTION

Held under the NSC and the Standing Enduro Regulations of the ACU and ACU EASTERN, these Supplementary Regulations and any Final Instructions which will have the force of these Regulations. Open to Adult members of the ACU with an appropriate licence riding solo machines.

ENTRIES

Entry for this event is via the ACU online entry system - Go To <https://members.acu.org.uk> LOGIN or REGISTER then go to 'Search for an Event'; find the event and follow process to enter. Entry Fee; £75.00

Entries Open: 1st October 2021

Entries Close: 9th November 2021

No Entries on the day

All Entrants, Riders or Passengers must be prepared to produce their current Licence/
Trials Registration when signing on, N.S.C.7.11

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What's on



NOTE: All dates are provisional, and subject to change, in consideration of government guidelines and subsequent ACU advice re Covid 19 restrictions. Always check events are still on before travelling at www.easternacu.org.

Date	Club	Discipline	Status	Venue	Championship
03 October 2021	NSJMCC	Trial	Open	TBC	CANCELLED
03 October 2021	Southend	Trial	Open	Poles Wood	"D" Class Trials Champs
03 October 2021	Halstead	Motocross	Open	Wakes Colne	ACU Eastern Solo MX Champs
10 October 2021	Castle Colchester	Trial	Open	Thorrington	"B" Class Trials Champs
10 October 2021	Norwich Viking	Motocross	Open	Lyng	ACU Eastern Solo MX Champs
17 October 2021	Ipswich	Trial	Open	Badwell Ash	"A" Class Trials Champs
17 October 2021	Eastern 4 Stroke	Trial	Rest. Club	Snaque Pit	
17 October 2021	Diss	Enduro	Open	Rushford	CANCELLED
24th October 2021	Braintree	Motocross	Open	Foxborough	NGR Championship Round
31 October 2021	Norwich Viking	Motocross	Practice	Lyng	
31 October 2021	Woodbridge	Trial	Open	Blaxhall	"C" Class Trials Champs
07 November 2021	E & S Border	Trial	Open	Raydon	"B" Class Trials Champs
21 November 2021	Southend	Trial	Open	Poles Wood	Southern Experts
21 November 2021	Diss	Enduro	Open	Thetford Forest	Solo Enduro Champs
28 November 2021	Eastern 4 Stroke	Trial	Open	Thorrington	"C" Class Trials Champs
05 December 2021	Norwich Viking	Trial	Open	Lyng	Norfolk & Suffolk Group
12 December 2021	NSJMCC	Trial	Open	Santon Downham	CANCELLED
19 December 2021	Braintree	Trial	Open	Beazley End	
26 December 2021	Ipswich	Trial	Restricted	Raydon	
28 December 2021	Woodbridge	Trial	Open	Butley	"C" Class Trials Champs
28 December 2021	Sudbury	Ext. Enduro	Open	Foxborough	



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