

2022
July



ACU EASTERN GAZETTE



Volume 63
No. 7

The stars converged on Blaxhall for the recent
Revo ACU British Motocross Championship.

Photo by Andy Waters



REGULATIONS IN THIS ISSUE

Date	Club/Promoter	Type	Status	Venue	Page
10 th July	Sudbury MCC	Enduro	OPEN	Buntingford	20
24 th July	Ipswich MCC	Trial	Restricted	Offton	21
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31 st July	Norwich Viking MCC	Motocross	OPEN	Cadders Hill, Lyng	23
14 th August	Woodbridge DMCC	Enduro	OPEN	Butley	24
21 st August	Woodbridge DMCC	Motocross	OPEN	Blaxhall Circuit	25

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Tel: 01473 658768 e-mail: alanpenny@btinternet.com

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Tel: 01603 487061 e-mail: chairman@easternacu.org

Vice Chairman:

Alan Foskew 9 Ebenezer Close, Witham, Essex, CM8 2HX
Tel: 01376 517169 e-mail: alanfoskew29@btinternet.com

Treasurer:

Andrew Hay 27, Tizzick Close, Three Score, Norwich, NR5 9HB.
Tel: 01603 734700 e-mail: andrew.hay10@btinternet.com

Centre Secretary:

Lyn Ralph 23, Tymmes Place, Hasketon, Ipswich, Suffolk, IP13 6JD
Tel: 01394 389330 Mob: 07857 601753 e-mail: secretary@easternacu.org

Permit Secretary:

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

ACU Benevolent Fund Officer:

Debbie Blyth 21 Ashe Road, Lower Hacheston, Woodbridge, Suffolk IP13 0PD
Tel: 07963 118917 (eve) e-mail: blyths21@hotmail.com

National Council Delegate:

Vera Hearn 25, Quinton Road, Needham Market, Suffolk. IP6 8BP
Tel: 01449 721042. e-mail: jackhverah7@gmail.com

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10 Tremaine Close, Hellesdon, Norwich, Norfolk, NR6 5EL Tel: 01603 487061
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ACU Eastern Gazette

Editorial: Phil Armes

Treasurer & Distribution:

Ron Greengrass
58, Dell Road West, Oulton Broad, Lowestoft, Suffolk. NR33 9NS.

Tel:- 01502 563566
e-mail: rjg@rongg58.plus.com

ACU Eastern Web Site

www.easternacu.org

Results, Events Calendar, News, and more



I always find the Recollection Section, which is written by Sidge Kenny, very interesting, and quite often thought provoking. In this issue he has touched on the subject of sponsorship, which for many is mission impossible; even the top stars struggle to get the levels of income required to acquire and maintain competitive machinery, so for riders beginning their careers, or looking to make the step up from Centre events to British Championship it's even tougher. And then there is the other level of sponsorship where a company is approached to pay for the title rights to a championship or a one off event, which may in turn give rise to a conflict between a riders' personal sponsorship and the event or championship sponsor – think energy drink brands, and the brand awareness battle is ferocious.

But one thing is consistent through all sponsorship agreements, once you have a sponsor you have a responsibility to meet your end of the bargain; whether it is wearing the right kit, drinking the right drink, or making sure the right signage is in the right place at the right time. The failure to meet these basic concepts will quickly see that sponsor disappear over the horizon to find new opportunities that do what they say they will do!

Sidge also touches on another area this month where I have personal knowledge, and it was also interesting to hear from members of the Essex & Suffolk Border Club who rekindled the once regular 'day trip' to the Isle of Man TT races. Once more the TT hit the headlines for the wrong reasons this year, and Sidge rightly raises the question of the safety standards and should something more be done – hopefully I've given an equally balanced answer. There is nothing I've ever done on a motorcycle that comes anywhere close to riding around the Verandah on a CBR600cc Honda flat out in top gear with my knee skimming the tarmac just as the sun is coming up over the mountain in early morning practice!

As many of you will know I have had to deal with some health issues over the last 12 months or so which has led me to refocus my life around my family and improving my health. Therefore I have made the (difficult) decision to step back from ALL my positions within the Centre which means there will be a requirement for members of the Centre to step forward and take on the various jobs that I currently do. I will continue to be the permit officer, and edit the gazette, with a view to my final issue being the December 2022 publication. I only ever stepped in to cover for my dad when he passed away, but like so many 'jobs' in off road motorcycle sport the interim becomes the normal and I've been at the helm for 10 years!! Thanks dad.....

So should anyone fancy taking on the mantle of gazette editor please let me know and I can put your name forward at the next board meeting which will be on July 21st.

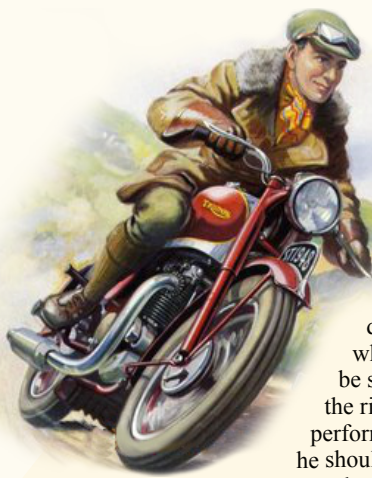
Foreword

Phil Armes



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Recollection Section

Sidge Kenny

I would guess that it is the ambition of nearly every competitor who comes into motorcycle sport, to someday be sponsored or even rise to be a 'works' or, 'factory' rider.

The definition of "sponsor" in my – albeit old-fashioned – dictionary is: "one who answers for an infant at a baptism" which I think with some riders, might be quite apt. Nowadays to be sponsored in our sport can be a much more variable term. For the rider, it can mean that an individual likes the way he – or she – performs when in action and this kind and enthusiastic person thinks he should give them support. That objective can also be arranged in several ways, perhaps by either providing a better bike, or ways to make

his existing machine a more competitive one with, say, accompanying equipment, or by simply injecting cash for the rider himself to upgrade his set-up. Where the sponsor themselves sits in such an arrangement can also vary. Some – a very few I imagine – may wish to remain, if not anonymous, certainly in the background. The majority will, for the love of the sport, revel in the successes and be steadfast and philosophical over the inevitable set-backs. At every point, the rider himself should be appreciative and conscientious in his preparation and performances. That word: "appreciative" is very important, for many years ago, I had the opportunity to expand on what I see now, was an act of kindness in providing a bike for a major event and whilst all went well, I realise now I was not thankful enough – I took the kindness too casually and the arrangement was to some extent, soured. Entirely my own fault.

But when it comes to the big time and commercial sponsorship, the whole thing is greatly intensified. The rider may be signed up for a season or a number of years, with top bikes and facilities provided, plus a handsome retainer fee, adding up to the ultimate in those early dreams of stardom. Yet the pressure will also increase. No longer does the rider simply have to bring home the bacon on the track or in the sections. Plus being expected to yield results and get on to the podium – preferably to the top step – he will also have to develop a "personality", which may involve dealing with a fickle public and attending events which have precious little to do with the sport but likely to be in the sponsors commercial interest by the way of public appearance and generating good-will and ultimately – depending on their occupation – sales. Think what tremendous ambassadors Rossi, Herlings and Dougie Lampkin, are for motorcycle sport.

The process of sponsorship goes to the very top with the main motorcycle producers. Years ago, riders riding a particular make, were termed: "works" riders and often did work for their bike producer. Nowadays "factory" – riders tend more to be advisers, partnering and testing to assess and improve the machines. In the days of British motorcycles being in the forefront, the performances of works men and the results they achieved, produced a jump in the sales – including exports – and of the jobs of the ordinary factory workers. Today, with the eminence and varied products of the big factories, it is the image, seen world-wide on global media and is a reminder to the greater public of the product name. In today's world, image is all important and to foster that with successes, as in any sport, is the prerogative. It almost turns into show business.

Most of us of course have to settle for something far less. We save up to buy a bike. We shell out for the entry fees and the various costs to get to a meeting. We may well have dreamed of being a champion but those days are far gone. We do it because we love it.

If you can ride a bit – and have a welcoming smile on a wet Sunday morning, you've made it anyway in my book....

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Blaxhall British Championship Report

Richard Blyth

Sunday 19th July saw the Revo ACU British Motocross Championship Fuelled by Gulf Race Fuels descend on the Blaxhall Circuit near Wickham Market as the Woodbridge and DMCC hosted the fifth round of the Championship.

As always, the Blaxhall Circuit was in perfect condition and even a heavy thunderstorm on the Saturday night could not affect the conditions as the warm weather on Sunday attracted a large crowd who lined the fences around the sandy circuit to witness great racing in the four Championship classes. Once again, the event was backed by a number of local companies including GH Motorcycles, G&B Finch, Foxwood Trade and Steve Lumley Planing Ltd.

In the MX2 class there was a lot of close and intense action in both races, with the return of reigning Champion Conrad Mewse after a devastating crash at the previous round. In the opening moto it was series leader Isak Gifting who took the lead ahead of Conrad Mewse and Dylan Walsh, but drama happened in the middle of the race when Mewse suffered a bike issue that dropped him to fifth place and Walsh's bike stopped and saw him retire from the race. Mewse recovered to claim second at the finish ahead Kay Karssemakers in third and Jamie Carpenter and Tom Grimshaw in fourth and fifth.

The second MX2 race saw a heavy crash on the first corner that claimed Walsh and number of other riders. Mewse soon moved into the lead and was looking comfortable until his bike stopped once again causing a small crash and dropping him to third. Gifting took over the lead and controlled the race to take a double race win over Mewse in second and Carpenter in third, Grimshaw finished fourth after recovering from a bad start and Karssemakers took fifth. The overall saw Gifting take victory from Mewse and Carpenter.

When the gate dropped for the opening MX1 race it was Harri Kullas and Shaun Simpson that battled at the front for the whole moto with Kullas claiming a narrow victory over Simpson in second. Third place went to Josh Gilbert with reigning champion Tommy Searle in fourth and John Adamson in fifth. The top local rider was Shaun Southgate in 13th place for his season best result.

In the second moto it was Searle who claim the Foxwood Trade sponsored holeshot and race lead but was soon under pressure from Simpson who soon took the lead and the race win by over 30 seconds. Second place in the moto went to Kullas with Searle behind in third. Fourth and fifth places went to Gilbert and Brad Todd with local rider Luke Parker claiming 12th. The overall saw Simpson take victory over Kullas and Searle who retains the Championship lead.



Photos by Richard Blyth: Opposite page - Shaun Simpson / Above - Callum Murfitt / Below - Youth 250cc Start



Alongside the MX1 and MX2 classes was the Youth 125cc class with Charlie Heyman storming the pack during the first moto taking victory by just one second ahead of Joe Brookes who were battling it out throughout the whole race and were well ahead of the pack with Ollie Colmer, Cole McCullough and Ben Mustoe rounding out the top 5. The second moto saw Heyman out front once again but a bike problem saw him cruise home in third, allowing Brookes and Mustoe to take the top 2 positions. Behind Heyman in fourth and fifth was McCullough and Colmer. It was Brookes who claimed the overall over Heyman and Mustoe.

Finally in the Youth 250cc class it was local wildcard and club member Bayliss Utting who dominated the opening moto by nearly thirty seconds ahead of another Woodbridge club member Callum Murfitt in second. Championship leader Tyler Westcott climbed through the pack to third during the first moto ahead of Jak Taylor and Ben Zeale. Unfortunately, in the second race Utting dropped out of the race after a crash, leaving him in fifth overall. It was Tyler Westcott who took the second race win to secure the overall with Jak Taylor in second for second overall and Domonic Newbury in third, Josh Bassett fourth and Harvey Cashmore in fifth. Following his opening race second place finish it was club member Callum Murfitt who mounted the podium in third.



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Essex & Suffolk Border Jolly Boys Outing

Paul Fenn



On the evening of June 3rd four of us, members of the Essex & Suffolk Border MCC, set off by car on the 300 mile journey to Heysham. The purpose was to catch the night Steam Packet sailing to the Isle of Man as foot passengers, and weather permitting, have just one day to see some racing and feel and enjoy the atmosphere before returning the following night.

It was over 20 years since we last made the pilgrimage to the TT, prior to that a members day trip was a regular item in the clubs calendar.

We disembarked at Douglas and once the initial hustle of those leaving the boat cleared, we were amazed how quiet it was. Even the information & welcome to the IoM office was closed; but then it was only 6.30 am, too early for sensible people.

We walked along the sea front and gradually found life and a nice café for breakfast before heading for the grandstand but remembering the long hill needed to be climbed, we saw a taxi and chickened out. After a spell around the grandstand a further taxi took us to Signpost corner, an excellent vantage point. A home on the corner had setup seats on the bank and were offering food and drinks at sensible prices, toilets were also available.

We settled down in warm sunshine initially watching the island visitors and then an excellent Superbike race won in record time by Peter Hickman ahead of Dean Harrison. We were to see the weeks first sidecar race but this was red flagged soon after the start, our initial disappointment soon waned upon hearing the tragic reason and our thoughts turned to the families of those involved.

Another taxi back to the sea front, a leisurely walk back to the boat and a long drive home concluded an enjoyable, albeit tiring, 36 hours.



Peter Hickman on his way to victory



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I love the T.T. And for me, that and the Scottish Six days Trial are the premier events in the motorcycling year. I also love sidecars and sidecar sport – having failed in it myself – seeing them as the unsung heroes in the whole package of motorsport.

The TT Question

Sidge Kenny

Yet when five riders lose their lives in one meeting – three of them, sidecar men – then, all within the entire motorcycle sport, have to take some sort of responsibility. This should not happen. We all know road racing can be dangerous, but there is a limit. We all know that the famous mountain T.T. Course, under today's criteria, would never get a track licence. Indeed, it was not the original circuit. The early races themselves were run under very different conditions – fuel economy being a factor.

I can only think that the Isle of Man itself is the strongest perpetrator to keep the mountain circuit open, simply for its uniqueness, when there are several other alternatives on the island – most particularly for sidecars. I think of the "Clypse" circuit, used for the lightweight and Sidecar TT's in the middle 1950's. Lap speeds were slower, the circuit of some ten interesting miles and I cannot recall any fatalities.

This is not a criticism of the organisers or the ACU. However, rather in accordance, some people have recently commented that the equally revered Monaco, is itself not suitable for today's F1 racing. The difference being that Monaco does not have quite the same geography as the T.T. course. It is very much: 'fast and slow' - whilst the T.T. excels in 'fast' – very fast - sweeping curves on bumpy roads, lined by mostly very unyielding surroundings in the event of a prang.

I am not knocking the T.T. I simply query the existing set-up. Indeed, I would have loved to have taken the challenge up myself. If someone was to offer me a ride, even at my age, I would be tempted to take it up. But the street lights would be lit up in Douglas by the time I finished. Hopefully, I would finish... For many past and valiant riders, that is the sad difference...



From Behind the Bubble

Phil Armes

I read the observation from Sidge on the previous page, and many similar comments across the multi media outlets available in the public domain in the modern

world, and felt I should add the view from the 'other side' – that is, from someone who has raced on the TT course.

For the record I have ridden in 15 races in the Isle of Man; two races at the Manx GP and 13 at the TT on machinery from 125cc to 1000cc. I won the 250cc Newcomers Manx GP and a silver replica in the Lightweight Manx GP, before progressing to the TT where my proudest achievement was setting a new qualifying lap record in the 600cc Production class in 1987; I usually finished in the top 20, but suffered the inevitable DNF on many occasions, and I did taste the Manx tarmac on one occasion when I had a chain snap and lock the back wheel on my 125cc Honda – fortunately I bounced down the middle of the road and sustained no injury; landing pretty close to the front door of the pub at Ginger Hall. And many of you will know that in 2016 I became the first paralysed rider to complete a lap of the circuit on two wheels – so what is it that makes the Isle of Man TT course so irresistible ?

Any sport or outdoor activity has it's ultimate challenge; whether it is climbing Mount Everest, sailing single handedly around the world, or running in The Marathon Des Sables which includes crossing the Sahara desert - and the TT course is no exception. When you sit on the startline, not just the first time but every time, waiting for the tap on the shoulder to allow you to ride off down the Glencrutchery Road the feeling is like nothing else you will experience in life; and the sense of achievement when you complete a race, especially a six lapper, is beyond comparison; and that is why so many riders are prepared to take on what many consider to be the ultimate test of man and machinery.

Let me be clear, any injury, never mind the tragic loss of life, is uncomfortable to come to terms with and every precaution must, and generally speaking, is taken to minimise the dangers of racing around 37¼ miles of public roads. It is interesting to note that when I was racing on the Island we had early morning practice (at 6am), went out on wet roads in both practice and races, carried on even when the mist came down across the mountain, and there were no air fences at high risk parts of the course.

The speed argument is flawed as well. In 1988 I was clocked at over 180mph at the end of the Sulby Straight on a standard ZX1000 Kawasaki, which undoubtedly handled abysmally, had no electronic rider aids, and the tyres were nowhere near as good as they are today; the TT course is dangerous, but no more now than it ever has been. Could, and should, more be done to make the circuit safer, the answer is undoubtedly yes, but should the events be diluted or stopped, then unequivocally no; it is purely up to the riders as to whether they want to race in the Isle of Man, there are no championship points or titles at stake. So while there are riders, in sufficient numbers who want to take on the challenge of the greatest motorcycle course on the planet then the Manx Grand Prix and Tourist Trophy Races should be allowed to continue.



Phil races through Parliament Square, Ramsey on the way to his TT Newcomers win in 1984.....



.... and 32 years later aboard the modified Triumph he made history on by completing his unaided lap.

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ACU Eastern Solo Enduro Championship

Round 4

Paula Day



The weather was glorious for the 4th round of the GH Motorcycles championship round at Home Farm Little Hadham near Ware. On 12th June. With nearly 100 entries, in this only event in the Eastern Centre Solo championship round held over the county borders in Hertfordshire we saw some new faces and everyone met the challenges head on.

In this timecard event the ever-decreasing time allowed per lap over the day meant the last three laps got very busy in the bog area with the Championship & Expert riders having 9 timed sessions & clubman having 7 sessions. The 6 mile course covered open farmland, woodland, ditches and a very decisive bog which took several casualties throughout the day. Final places were calculated on a timed special test on second and third laps of the day.

The day was a huge success and thanks to all the supporters and team who helped with the organisation, with all riders injury free and a few bikes needing some attention in time for our next Eastern Centre Championship Round the Dave Barkshire 2 man event on the 10th July.

Results on next page



Luke Parker

Championship

- 1st Luke Parker Norwich
- 2nd Ben Cole Norwich
- 3rd Jake Roper Sudbury MCC
- 4th Myles Saunders Sudbury MCC
- 5th Chris Hockey Sudbury MCC
- 6th Jamie Roper Sudbury MCC

Expert

- 1st Joe Hall Diss
- 2nd James Yearley Braintree
- 3rd Adam Durkin Diss
- 4th Joe Henthorn Sudbury MCC
- 5th Jack Edwards Diss
- 6th Luke Tucker

Clubman

- 1st Rob Armitage Sudbury MCC
- 2nd Jonathan Finch Diss
- 3rd Daniel Hills Sudbury MCC
- 4th Bryce Hagger Sudbury MCC
- 5th Lloyd Barker Sudbury MCC
- 6th Oliver Brinkley Halstead

Expert Vets

- 1st Stephen Revett Stowmarket
- 2nd Phil Roper Sudbury MCC
- 3rd Paul Spurgeon Diss

Clubman Vets

- 1st Gregory Simon Portsmouth
- 2nd Raymond Otaka Diss
- 3rd Spencer Newland Norwich
- 4th Simon Davies Sudbury MCC
- 5th Jason Carsboults Sudbury MCC
- 6th Will Packer Sudbury MCC

Sportsman Vet

- 1st John Hilton Norwich
- 2nd Graham Mays Sudbury MCC
- 3rd Paul Belton Sudbury MCC
- 4th Jez Moss Sudbury MCC
- 5th Wayne Barker Sudbury MCC
- 6th Terry Allen Sudbury MCC



John Hilton



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More photos from Round 4



Photos by Paula Day:
 Top left - Ben Cole
 Top right - Phil Roper
 Centre - Jake Roper
 Bottom left - Rob Armitage
 Bottom right - Gregory Simon



Paul Nash

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Open Permit Enduro

Sunday 10th July 2022

Dave Barkshire Motorcycles Two Man Championship

Buntingford, SG9 0EH

National Grid Reference: TL 391284

Permit No.: ACU 63778

Sign On: 8.00am

Start: 10.00am

OFFICIALS

ACU Eastern Steward: tbc
Club Steward(s): tbc
Clerk of the Course: Jamie Roper (*Licence 80913*)
Child Protection P.o.C.: Graham Mays
Secretary of the Meeting: Graham Mays
Tel: 01206 531768 email: grahammays787@gmail.com

Start / Finish: Stonebury Farm, Hare Street, Buntingford, Herts SG9 0EH

Course: Open fields and woodland

Classes: Championship; Expert; Clubman

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 £52.00

Entries Open: 20th June 2022

Entries Close: 7th July 2022

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 strongly recommended to purchase such cover.



Ipswich MCC

Restricted Permit Trial

Sunday 24th July 2022

Joe Cordle Trial

Offton, IP8 4SF

National Grid Reference: TM 072493

Permit No.: ACU 63850

Sign On: 9.30am

Start: 10.30am

OFFICIALS

ACU Eastern Steward:	tbc
Club Steward(s):	R Timms
Clerk of the Course:	D Cordle (<i>Licence 5689</i>)
Child Protection P.o.C.:	D Cordle
Secretary of the Meeting:	P Cordle <i>Tel: 01473 462274 email: the.cordles@talktalk.net</i>
Start / Finish:	Rook Hill Farm, Offton, Suffolk IP8 4SF
Course:	4 laps of 10 sections in sand pit and wooded area
Routes:	Yellow 50/50; Red/Blue; White
Classes:	Experts; Expert B; Inters; Inter B; Novice; Twin Shock
Awards:	None

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. Restricted to Adult members of Norfolk & Suffolk Group clubs 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 £17.00

Entries Open: 9th July 2022

Entries Close: 22nd July 2022

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



Open Permit Trial

Saturday 30th July 2022

Wattisfield Trial inc C Class Championship

Wattisfield Hall, IP22 1NX

National Grid Reference: TM 007738

Permit No.: ACU 63851

Sign On: 15.00

Start: 16.00

OFFICIALS

ACU Eastern Steward: tbc
Club Steward(s): A Waters
Clerk of the Course: R Snowden (*Licence 133909*)
Child Protection P.o.C.: A Snowden
Secretary of the Meeting: A Snowden
Tel: 01379 674429 email: anrsnowden@icloud.com
Start / Finish: Wattisfield Hall, Wattisfield, Suffolk IP22 1NX
Course: 10 sections; banks and ditches
Routes: Red/Blue (Pre70 A); 50/50 (Pre70 B); White (Pre70 C); Orange (Beginners)
Classes: Pre70; Twinshock; Expert B; Intermediate; Novice; Youth A-D
Awards: None

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 £20.00 Adult & £15.00 Youth

Entries Open: 4th July 2022

Entries Close: 28th July 2022

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



Norwich Viking MCC

Open Permit Motocross

Sunday 31st July 2022

Dennis Slaughter Open Motocross inc NGR Championship

Cadders Hill, NR9 5QZ

National Grid Reference: TG 068175

Permit No.: ACU 63714

Sign On: 07.45am

Practice: 09.15am

Start: 11.30am

OFFICIALS

ACU Eastern Steward:	Alan Foskew
Club Steward(s):	tbc
Clerk of the Course:	Graham Muff (<i>Licence 108808</i>)
Child Protection P.o.C.:	Val Hay
Secretary of the Meeting:	Val Hay <i>Tel: 01603 734700 email: andrew.hay10@btinternet.com</i>
Start / Finish:	Cadders Hill, Lyng, Norfolk NR9 5QZ
Course:	1402 metres undulating land and natural hillside, primarily sand
Classes:	Allcomers; NGR
Awards:	Prize Money for Allcomers; NGR 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 £57.00

Entries Open: 11th July 2022 at 7pm

Entries Close: 25th July 2022 at 5pm

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 strongly recommended to purchase such cover.

Use of Tear Offs not permitted; Dogs must be kept on a lead; The riding of any motorcycles, pit bikes, mini bikes or electric bikes in the paddock is not allowed. Any person using such a vehicle will be asked to put it back in their van. If caught a second time they will be asked to leave immediately.



Woodbridge & DMCC

Open Permit Enduro

Sunday 14th August 2022

GH Motorcycles Husqvarna ACU Eastern Enduro Championship

Butley, IP12 3PZ

National Grid Reference: TM 356510

Permit No.: ACU 63769

Sign On: 7.30am

Start: 9.30am

OFFICIALS

ACU Eastern Steward:	tbc
Club Steward(s):	W Harvey, J Read
Clerk of the Course:	I Barfield (<i>Licence 128652</i>)
Child Protection P.o.C.:	D Harvey
Secretary of the Meeting:	D Harvey <i>Tel: email: woodbridge46@hotmail.co.uk</i>
Start / Finish:	Brook Farm, Butley, Suffolk IP12 3PZ
Course:	Approx 7 miles of farm track and wooded areas
Classes:	Championship; Expert; Expert Vet; Clubman; Clubman Vet; Clubman Supervet
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 £52.00

Entries Open: 11th July 2022

Entries Close: 10th August 2022

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 strongly recommended to purchase such cover.



Woodbridge & DMCC

Open Permit Motocross

Sunday 21st August 2022

Stebbing's Car Superstore/PP Sports Insurance ACU Eastern Motocross Championship

Blaxhall Circuit, IP12 2DU

National Grid Reference: TM 359580

Permit No.: ACU 63396

Sign On: 7.45am

Practice: 9.15am

Start: 11.30am

OFFICIALS

ACU Eastern Steward: Geoff Brace

Club Steward(s): tbc

Clerk of the Course: D Warner (*Licence 16597*)

Child Protection P.o.C.: D Blyth

Secretary of the Meeting: D Blyth

Tel: 07963 118917 email: wdmcc.mxsec@gmail.com

Start / Finish: Blaxhall Circuit, Nr Woodbridge, Suffolk IP12 2DU

Classes: As per championship conditions

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 £57.00

Entries Open: 25th July 2022 at 7pm **Entries Close:** 15th August 2022 (or when full)

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 strongly recommended to purchase such cover.



TEL : 01206 791155



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What's on



NOTE: All dates are provisional, and subject to change.
Always check events are still on before travelling at www.easternacu.org.

Date	Club	Disc.	Status	Venue	Championship
09-Jul	Wymondham & DMCC	Trial	OPEN	Gt Ellingham	Norfolk & Suffolk Group Champs
10-Jul	Sudbury MCC	Enduro	OPEN	Chappel	ACU Eastern 2 Man Enduro R3
10-Jul	Castle Colchester MCC	Trial	OPEN	Purls Hhill	
17-Jul	Bury St Edmunds & DMCC	Trial	OPEN	Hawkedon	ACU Eastern 'B' Class Trials R3
17-Jul	Halstead & DMCC	Motocross	OPEN	Wakes Colne	British Sidecar Champs / EVOs
21-Jul	ACU Eastern	Cttee Meeting	n/a	Gt. Blakenham	Board meeting
24-Jul	Ipswich MCC	Trial	Restricted - Invitation	Offton	Norfolk & Suffolk Group Champs
24-Jul	Woodbridge & DMCC	Motocross	OPEN	Blaxhall	ACU Eastern Solo MX Champs R4
30-Jul	Diss MCC	Trial	OPEN	Wattisfield	ACU Eastern 'C' Class Trials R3
31-Jul	Norwich Viking MCC	Motocross	OPEN	Cadders Hill	NGR
04-Aug	ACU Eastern	Cttee Meeting	n/a	Gt. Blakenham	Competitions Committee
06-Aug	GW Racing	Grass Track	OPEN	Gosbeck	
14-Aug	Woodbridge & DMCC	Enduro	National	Butley	ACU Eastern Enduro Champs R5
14-Aug	Southend & DMCC	Grass Track	OPEN	Latchingdon	
20-Aug	Ipswich MC & LCC	Trial	Restricted	tbc	
21-Aug	Diss MCC	Enduro	OPEN	Wattisfield Hall	ACU Eastern 2 Man Enduro R4
21-Aug	Woodbridge & DMCC	Motocross	OPEN	Blaxhall	ACU Eastern Solo MX Champs R5
28-Aug	Sudbury MCC	Enduro	OPEN	Cornard	
28-Aug	N&S Junior MC	Motocross	OPEN	Gt Hockham	
29-Aug	N&S Junior MC	Motocross	OPEN	Gt Hockham	
29-Aug	GW Racing	Grass Track	OPEN	Iken	ACU Eastern



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