

2024

September

EASTERN CENTRE GAZETTE

Volume 65
No. 9



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2024 OFFICIALS OF ACU EASTERN

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Martin Beadle

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ACU Eastern Web Site

www.easternacu.org

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- and more



Those of you below a certain age may well be confused by the title of this foreword.... Read on, and all will become clear.

Big Yellow Taxi

Paul Sewter



Firstly, an apology for another Gazette largely devoid of content. Once again, a lack of submissions has left me scrabbling around for anything of interest to include. Indeed, were it not for the ever-reliable Sidge this issue would probably bear more resemblance to the piles of unsolicited rubbish that get shoved through our letterboxes at regular intervals than a record of activity within the Centre. I have bemoaned the lack of support the website and Gazette get from the clubs many times before, so won't even bother attempting to labour the point. I do however fear for the very existence of the Centre itself.

When I first became involved in the sport, the Centres were largely responsible for the administration of sporting events within their region, and perhaps more importantly were a collective of clubs with a common interest, who came together in a spirit of comradeship. Of course there were disagreements, but these were largely sorted out through dialogue and compromise. We are now in an age where we have the most technologically advanced communication systems ever, but we have lost the ability to communicate. Everybody has their own 'truth', and are seemingly unable, or simply unwilling, to consider any opposing view. This is not a criticism of anyone in the Centre, but a general observation of society as a whole. This insular, some might even say selfish, attitude that permeates through our society these days seems to be having a detrimental effect on all areas of life where a spirit of co-operation with others is necessary to achieve a common goal. 'My way or the highway' seems to be the mantra that many follow now.

As clubs and individual disciplines become more insular, it becomes virtually impossible for collectives such as the Eastern Centre to effectively carry out the work of supporting them. The strength afforded by a collective is largely dissipated when it becomes fragmented. The Centre has already lost several long-term stalwarts through a combination of age and the demoralising lack of support. This worrying trend can only get worse, as the responsibilities of effectively running the Centre fall on an increasingly small number of shoulders, resulting in even further departures.

It could be argued that the regional Centres are an irrelevance now that permits are sourced from Rugby, and clubs can communicate via social media. Indeed, the lack of support for website and gazette, coupled with the apathetic attitude toward board meetings, would suggest that this is a growing opinion within the clubs. I do however, wonder how these clubs will react when they cannot get enough officials to run an event because the sparse number of employees at head office have issued permits for two events in close proximity due to lack of knowledge of the local geography, or who will fight their corner when ACU head office decide to issue diktats that penalise the clubs.

This brings me back to the title at the top of the page. Those of us of a certain age will remember what was probably Joni Mitchell's most commercially successful song, Big Yellow Taxi, with its memorable chorus.... "Don't it always seem to go, that you don't know what you've got 'til it's gone"

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Situated right alongside the west boundary of the M 11, the grass track circuit at Ugley, many not be the most attractive location – quite apart from its name – but is unique in its layout. Riders have to encounter a track laid on the side of a deceptively steep angled bank, so on each lap, there is both descent and climb, yet they also have to deal with this contour difference whilst in the corners! Sitting on the opposing bank, gives a wonderful panoramic view of the racing – and it was interesting to observe that during the 51 race programme, of last July, the fortunately few crashes were virtually all on the descending section and seemed to be largely due to the front end chopping out on the slick grass.

It might have been over a decade since I last attended a Grass Track event run at Ugley – then run by the now sadly defunct Dunmow motorcycle club. This time it was the: “New Stars”, who put in a highly efficiently run meeting and I must also mention both the excellent printed programme and the commentator, who was quick and clear with the results – and was working despite a very personal sadness – for which all present were in great sympathy.

The meeting did not feature sidecars but included quads which again, gave the spectators a further spectacle and a demonstration to nerds like myself as to how differently two and four wheelers take the corners - the stresses markedly shown by the quads busy suspension and steering. In terms of “speed for speed” however, visually there did not seem much in it but this aspect could not be fully checked as race times were not given. Nonetheless overall, each class – including the juniors - were clearly giving of their best and seeming having a grand time, as well as entertaining the spectators. Myself, always a supporter of girls taking part in all motorcycle sport, I am glad to report the lasses, also did not fail us.

For my money, a well run grass track meeting is as good a value for an afternoon attendance as anyone could wish for. The variation in classes and rider ages, assisted by a good programme and clear commentary, makes for an interesting and enjoyable experience. May it keep going and prosper – but I wonder if it would all be quite the same with electric bikes

New Stars at Ugley

Sidge Kenny



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Dennis Slaughter Trophy Motocross

Cadders Hill - 4th August

On Sunday the 4th of August, the Norwich Viking MCC hosted the Dennis Slaughter memorial trophy race meeting, including

round 6 of the NGR championship at the iconic Cadders Hill circuit. A busy 12 race schedule awaited the mix of expert and top junior riders, ready to battle it out on the naturally hilly Norfolk track.

Race 1 of the premier class, Luke Parker (MPM Kawasaki) gained the holeshot and looked to lay down an early pace at the front, around his home track. Ben Cole (GH Motorcycles Husky) was charging hard on the opening couple of laps and Lings Powersports duo, Bayliss Utting and Joe Leeks were battling close behind in the top 5. At the halfway mark Ben Cole would make a costly mistake and allow Utting a way through into second and onto the back wheel of Parker. With backmarkers coming into the fray, Utting would fare better than that of Parker and swiftly made his way into first, he would then go on to win the first race impressively, ahead of Parker and Cole, with Leeks in fourth and Charlie Nudds in fifth.

In race 2, all the big hitters were at the front early on, as once again Parker and Cole went bar-to-bar towards the front. Bayliss Utting didn't get the best of jumps out of the gate and had some work to do to close the gap. During the latter part of the race, the pressure from Cole would take its toll on Parker and the former would take the lead and come home first to take a much-deserved race win. Parker over the line in second ahead of Utting in third.

The 3rd premier class race of the day was the designated, Dennis Slaughter memorial trophy, and that would go to the best placed Norwich Viking club rider. The first ever winner of this trophy was Luke Parker, and he powered his Kawasaki to the front from the gate with the chasing pack close behind. With in-form challenger Ben Cole in his wheel tracks, Parker knew any slight error was going to be punished. 2023 winner Joe Hall was buried mid pack and too far back to regain his crown, so it was all down to Parker and Cole for this years title. With Bayliss Utting ineligible for the trophy, he was just fighting for overall honours and doing a fine job as he passed Cole on his way to second. With Parker still leading the way, they came towards the last lap where unfortunately the red flag appeared, bringing the race to an early end. Parker however would take the race win and the memorial trophy for 2024, ahead of Utting and Cole in the top 3. Parker would also take the overall ahead of Utting and Cole.

In the NGR championship, race 1 would see Arran Powley dominate from start to finish ahead of John Hinz who battled through the top ten to finish in second, and Lee Kirkpatrick in third. Race 2 would again see Powley to the front, but John Hinz soon found his way into the lead, before bike problems ended his race early, leaving Powley to make it back-to-back wins ahead of Kirkpatrick and championship leader Aaron Hopkins. The final NGR championship race of the day would see John Hinz turn the tables on Powley and take the race win. Powley would come home in a solid second and Hopkins in third. In support group A, Alex Truslow would take all three race wins and the overall, ahead of William Giddings in second with a 2-2-3 and John Hilton in third with a 4-5-2 finish.

In support group B, Tai Elvin-Andrews would take a hat-trick of wins and the overall, ahead of Lee Keyton in second with a 2-2-2 and Kevin Gore in third with a 6-7-3 finish.

The next meeting at Cadders Hill will be the final round of the ACU Eastern Championship on the 29th of September.



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Recollection Section

Sidge Kenny

Over the decades, motorbike racers of all disciplines have tended to drape themselves in all manner of styles over their machines. On occasion, I suspect some of this may be, “show biz” - but in the main, there is some logic behind it in the ever-pressing need to get around the laps quicker than the other riders.

However, taking a moment to look at the recent Silverstone Moto GP races, I was surprised to see in the scrap for the lead between Ducati riders: Bastianini and Martin, both riders when heeled over for the “right and left” kink between Maggots and Becketts bends, were lifting out their opposing leg - that is to say, the “outer” one - and swinging it out literally above them. What that was all about, I cannot say, except both riders were doing it and their on-track conflict was surely too intense for any silly argy-bargy. No doubt someone will explain the reason - if there was any - to me. As it is, I hardly see any need for the untidy fad of boot dragging on the approach to a bend, which many road racers have adopted since Valentino Rossi started doing it some years ago.

Pre-war racers on skinny section tyres and machines of primitive suspension, tended to, “lean away” from the bike keeping themselves more upright, rather like a motocross rider of today. Come the age of Geoff Duke with the Manx, “Featherbed-ed” Norton, and the rider's body was tucked neatly in and totally aligned to the bike's angle of lean. At the 1962 TT races, spectating at Kate's Cottage, I noted the winner of the Senior race, Gary Hocking, leaning his upper body well “in” to the fast sweeping left-hander. Less than a year later, Mike Hailwood started the now common style of sticking his inside knee out when cornering. The reason for both these manoeuvres, I can fully understand. Bringing a portion of the rider's weight “in-wards”, when in a bend, enables the bike to be lifted a degree or two and reduces the chances of the tyres slipping away.

This is seemingly so obvious that nowadays virtually everyone does it even to also shifting their lower body inwards - though some riders can exaggerate and lean right in, both their leg and upper body. One such I remember, was the legendary, John Cooper. Even more extreme was Brian Ball, from the same era.

Modern motocross is literally such an explosive, three-dimensional sport, that top riders - and those aiming to be top riders - have to be in exemplary physical shape. The pounding and the race duration - not to mention the astonishing leaps, wrack so much from the body that a successful rider is well equivalent to any Olympic athlete. It was not always the case however, for the memorable Brian Stonebridge, almost oozed over his bikes in a seemingly muscle-less, relaxed style, which was even more pronounced when he took up riding the lightweight Greeves machines, after a highly successful time on the big and powerful, Matchless and BSA's.

As regards the more basic sport of grass track racing, if the circuit layout and surface is right, the fast men will adopt speedway-style broad-siding technique to spectacular effect, with most circuits now laid as oval shaped. However, from my own experience, I do recall one rookie rider going out in a practice session and approaching the first bend - always left - he actually turned right - apparently to seek the safety of the extreme outside line. However in the resultant chaos of the following and much faster riders, all manner of riding styles then took place - legs and arms, here there and every where - as they avoided him. For a few heart-stopping seconds, it was pure, ‘show-biz’ - luckily nothing more.

YOUR SPORT NEEDS YOUR HELP

Ask Not What Your Centre Can Do For You - Ask What You Can Do For Your Centre**

In order for the centre to operate it needs people with diverse skills.

We have an immediate need to fill the following roles:

**Centre Secretary • Centre Web Master / Data Controller • Editor for Eastern Centre Gazette
People to carry out sound testing at events • People to operate the race timing equipment**

Training will be provided for all of these roles

Whilst the positions listed above are those which we need to fill now there are many specialisms that we would like to fill.

The competitors in our events are amateurs and will always remain so but our organisation has to deal with all manner of outside organisations including Local Councils and other regulatory bodies as well as groups whose interests may not align with our own in addition to the general public in a professional manner.

There are about 900 members in the centre so it is highly likely that we have the skills that we need in our midst and if you can apply the skills from your day job you will probably be able to simplify and resolve specialist issues with little difficulty and demonstrate to others that the motorcycling community operates in a professional manner. Even if you are unable to resolve issues yourself you may have knowledge to understand the specialists that we need.

We are not asking for people to help with jobs that they do not have the skills for but are asking for people who can look at challenges which sometimes look obscure to the untrained eye and make them look easy to resolve.

If you have a skill and you would like to help with running our Sport please contact us for an initial discussion.

Chris Keeble

Chairman and acting Secretary – ACU Eastern

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Expert Top 40 after first 4 rounds

Pos	No.	Name	7th April	14th April	12th May	16th June	Total
1	365	Sam Nunn	69	61	72	67	269
2	166	Lewis Tombs	62	40	60	57	219
3	49	Luke Parker	51	43	61	60	215
4	16	Tom Grimshaw	70	62		68	200
5	301	Shaun Southgate	49	40	52	38	179
6	411	Declan Whittle		37	54	44	135
7	332	Joseph Leeks	39	9	42	26	116
8	231	Taylor Hammal		62		48	110
9	20	William Farrow	38	1	39	30	108
10	499	Benjamin Cole	40		34	32	106
11	190	Luke Benstead	39	32		0	71
12	911	Benjamin Hayward	29	0	31	8	68
13	302	Brad Woodroffe	26	6	33	2	67
14	687	Jake Rackham		19		34	53
15	15	Todd Ritchie	36	0		17	53
16	8	Callum McCaul	18	2	17	12	49
17	228	Charles Cole				44	44
18	45	Jake Nicholls		43			43
19	163	Ben Mustoe		38			38
20	198	Shane Lock	16	4	15	3	38
21	421	Bayliss Utting		35			35
22	650	Cullen Hawkins	12	0	21	0	33
23	103	Max Broadbelt		29			29
24	34	Josh Bassett		0	18	11	29
25	95	Daniel Thornhill		25			25
26	33	Brad Tomlin			25		25
27	477	Connor Bunkle	0		17	7	24
28	75	Finley Jarvis	12	0	11	1	24
29	149	Callum Green		22			22
30	916	Oliver Brader	13	0	3	6	22
31	757	Harrison Forde	22	0			22
32	47	Simon Booth				20	20
33	897	Harry Clark			18		18
34	731	Adam Reeve	0	0	17	0	17
35	776	Charlie Nudds	12	0	5	0	17
36	571	Carl Hayward	8	0	8		16
37	107	Tyla Hooley		16			16
38	18	Aston Bird		16			16
39	22	Travis Steels				13	13
40	74	Thomas Murphy		12			12

Junior Top 40 after first 4 rounds

Pos	No.	Name	7th April	14th April	12th May	16th June	Total
1	23	Timothy Warnes	75	54	66	58	253
2	934	Matthew Pope	66	56	42	56	220
3	390	George Foames	49	39	53	27	168
4	145	Harry George	56	40	47	20	163
5	219	Jae Jeffries	54	19	56	25	154
6	57	Chester Hyde		75	75		150
7	244	Jordan Andrews	47	44		43	134
8	600	Aaron Framingham		64		66	130
9	441	Joe Phillips	41	19	39	22	121
10	192	Gareth Lane	24	20	1	36	81
11	72	Mitchell Meadows				75	75
12	252	James Rowsell	20	33		21	74
13	208	Shane Brown	6	18	33	7	64
14	64	Oliver Gaut	39	9	6	8	62
15	277	Teddy Hyde		17	11	27	55
16	662	Mason Miller		11	44	0	55
17	240	Alex Christopher				48	48
18	101	Aaron Hopkins		0	38		38
19	771	Leyton Turner	38	0			38
20	352	Charlie Roper	24	8		2	34
21	242	Jack Whitlam	23	3		7	33
22	83	Joshua Deadman	20			12	32
23	796	Kai Brown		30			30
24	714	John Hinz		30			30
25	617	Will Jurgens			29		29
26	298	Charlie Baker			28	0	28
27	520	James Wadsworth				24	24
28	25	Barnaby Knight		8		16	24
29	591	Harrison Fitchett	11	0	12	0	23
30	48	Vinnie Snell	10		13		23
31	768	Ty Atkins			23		23
32	740	Noah Wathen		22		0	22
33	428	Teddy Howard		21		0	21
34	581	Jamie Cox		4		16	20
35	700	Mark Goodson			20		20
36	969	Lewis Holmes		0		18	18
37	346	Scott Claydon	14		4	0	18
38	122	James Suckling	16				16
39	814	Robert Hales				15	15
40	551	Sam Rogers		6	4	3	13

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 Permit No: **ACU** Course Lic/Cert No. (where Applicable)

This event is held under the National Sporting Code of the Auto-Cycle Union, the Standing Regulations, Supplementary Regulations and any Final Instructions issued for the meeting. The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook.

Entry declaration: I/we the undersigned apply to enter the event described above and in consideration thereof.

- I declare that I have had the opportunity to read, and that I understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations as have or may be issued for the event, and agree to be bound by them.
- I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I confirm that I understand the nature and type of event I am entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
- I confirm that I am not currently suspended from ACU permitted competition or on the ACU Stop List as a result of incurring a Concussion injury.
- I accept that insurance arranged on my behalf by the organisers of events that I may enter specifically excludes liability between the participants. I understand that this form may be used in litigation as evidence that any serious injury will be principally the result of my voluntary decision to engage in a high risk activity.
- I consent to details of any injuries I may suffer at this event being passed between all medical services and the Clerk of the Course.
- I consent to the collection and retention of my personal information by the ACU.
- I confirm that the machine(s) as described below which I shall participate on shall be suitable and proper for the purpose. I confirm that I am eligible to compete on the machines for which I have entered.
- I confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that they will comply with the regulations in respect thereof.
- I accept responsibility for any items borrowed from the Organiser during the course of the event. These items include but are not restricted to (safety clothing, transponders, accessories). I understand that I am liable for the cost or replacement of any items lost or not returned and non-payment or non-replacement of items borrowed may affect my entry into subsequent events.
- I confirm that I have not been refused an ACU Licence, nor had an ACU Licence suspended, nor have I been excluded from any ACU competition.

• I/we enclose the entry fee of: £.....

Don't forget to put Entry Fee here

Acknowledgement of the risks of motorsport: I understand that by taking part in this event I am exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I acknowledge that even in the event that negligence on the part of the ACU, any event organiser, any circuit owner, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I may suffer, the dominant cause of any serious injury will always be my voluntary decision to take part in a high risk activity.

I have read the above and acknowledge that my participation in motorsport is entirely at my own risk. I agree that I am required to register on arrival by "signing on" at the designated place before taking part in any Practice Session/Race, Trials or Enduro.

Don't forget to sign

Rider's signature: Please tick box if you are 18 years of age and over
 If applicable:

Passenger's signature: Please tick box if you are 18 years of age and over

FOR PARTICIPANTS UNDER AGE OF 18, DECLARATION OF PARENT, PERSON WITH PARENTAL RESPONSIBILITY:

(COMPLETE IN BLOCK CAPITALS PLEASE) I the parent/person with parental responsibility of the above named participant, hereinafter referred to as 'my child', accept that my child may participate in the aforementioned meeting.

I declare as follows: - I have read and understood the "Acknowledgement of the risks of motorsport" which appears above. I appreciate the dangers inherent in motorsport which include the risk of death or permanent disablement. The child does not suffer from any physical, medical or mental disability which would make it unsafe for him/her to participate either as a competitor or for Practice. I accept that it is my responsibility to ensure that the child and I have had the opportunity to read and understand the National Sporting Code of the ACU, Standing Regulations, Supplementary Regulations and Final Instructions subsequently issued and this Entry Form and that he/she will comply with them. I accept that photographs or video films may be taken of my child by officials dealing with safety issues or accident investigations. Photographs may also be taken for promotional purposes and may appear on the ACU website or in ACU publications.

Extract from NSC Article 7.14: A parent or legal guardian of a rider or passenger participating in a competition requiring consent is deemed to bear mutual responsibility with that competitor.

Rider's Surname: **First Name:** D.O.B
 Address:
 Postcode:

Phone No.: **Email:**

ACU Licence No: **Club:** (The ACU affiliated club to which you belong)

Passenger's Surname: **First Name:**

Address: **Phone:**

ACU Licence No: **Club:** (The ACU affiliated club to which you belong)

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Sign On: 07.30

Practice: 10.00

Permit No.: ACU 203752

Start: 11.00

OFFICIALS

ACU Eastern Steward:

Club Steward(s): Martin Beadle Mark Mitchell

Clerk of the Course: Alex Wright (*Licence*)

Child Protection P.o.C.: Mark Relland

Secretary of the Meeting: Karin Beadle
6 fastnet Close, Haverhill, Suffolk, CB9 0LL
Tel: 07787544418 email: karin6@sky.com

Course: Undulating Grassland with Jumps

Classes: Expert Junior

Awards: As per Championship conditions

JURISDICTION

Held under the NSC and the Standing Motocross Regulations of the ACU and ACU EASTERN, the 2024 ACU Eastern Motocross Championship Conditions, the Supplementary Regulations and any Final Instructions which will have the force of the Regulations. Open to Adult members with an appropriate licence riding Solo machines

ENTRIES

All entries will be via the ACU Sport:80 Online Entry System. Entry Fee £62. Any rider taking part must have purchased a race number from the ACU Eastern Reserved Number Scheme prior to having an entry accepted. 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 £10 administration fee.

This includes ACU Sport80 and Stripe Commission fees. Any rider taking part must have purchased a race number from the ACU Eastern Reserved Number Scheme prior to having an entry accepted.

Entries Open: August 12th 2024, @ 19:00

Entries Close: September 2nd 2024 @ 12:00pm

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.



Southend & DMCC

OPEN Permit Trial

Sunday 15th September 2024

ACU Eastern 'D' Class Trials Champs R3

Poles Wood, Kelvedon Hatch, Ongar Rd,
Brentwood, CM15 0LA

What 3 Words: cars.drift.yours

Permit No.: ACU 203958

Sign On: 09:00

Start: 10:30

OFFICIALS

Club Steward(s): Paul Owen
Clerk of the Course: Roger Higgs (*Licence 79301*)
Child Protection P.o.C.: Paul Nash
Secretary of the Meeting: Julia Nash
33 Cherry Orchard, Southminster, Essex
Tel: 07947 215648 or 07973 358408
email: nap148@aol.com

Course: Woodland, banks, logs and tree roots. 4 laps / 10 sections.

Routes: Yellow, Red/blue, white and Pink for beginners.

Classes: Beginner to Expert, Youth and Sidecar

Awards: None

JURISDICTION

Held under the NSC and the Standing Trials Regulations of the ACU and ACU EASTERN, the 2024 ACU Eastern Trials Championship Conditions, the Supplementary Regulations and any Final Instructions which will have the force of the Regulations. Open to Adult and Youth members with an appropriate licence riding Solo & Sidecar machines

ENTRIES

All entries will be via the ACU Online Entry System. Entry Fee Adult £20, S/C £25, Yth £10-£15. 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 administration fee. This includes ACU Sport80 and Stripe Commission fees.

Entries Open: August 25th 2024, @ 09:00 am

Entries Close: September 15th 2024 @ 10:00 am

Entries allowed 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

Marking: Solo: TSR22-A. STOP PERMITTED Sidecar: TSR22-B. NON-STOP



OPEN Permit Motocross

Sunday 22nd September 2024

Diss MCC - Motocross Allcomers, NGR & EVO - Wattisfield Hall

Chapel Road, Wattisfield, Diss, Suffolk, IP22 1NX

What 3 Words: relating.competent.intersect**Permit No.:** ACU 203851**Sign On:** 8.00am**Practice:** 10.00am**Start:** 11.30am

OFFICIALS

Club Steward(s):	TBA
Clerk of the Course:	Harrold Nickerson (<i>Licence 183179</i>)
Child Protection P.o.C.:	Jess Taylor
Secretary of the Meeting:	Jess Taylor <i>Tel: email: help@dissmcc.co.uk</i>
Course:	Grass land MX track with Jumps
Classes:	Allcomers Experts and Juniors, NGR and EVO
Awards:	None

JURISDICTION

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

ENTRIES

All entries will be via the ACU Sport:80 Online Entry System. Entry Fee 62.00. Any rider taking part must have purchased a race number from the ACU Eastern Reserved Number Scheme prior to having an entry accepted. 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 £10 administration fee.

This includes ACU Sport80 and Stripe Commission fees. Any rider taking part must have purchased a race number from the ACU Eastern Reserved Number Scheme prior to having an entry accepted.

Entries Open: August 19th 2024, @ 7:00 pm**Entries Close:** September 12th 2024 @ 7:00 pm

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.



Norwich Viking MCC

OPEN Permit Trial

Sunday 29th September 2024

Press Cup trial

Hill House Farm Gt Ellingham

What 3 Words: truffles/onions/applied

Permit No.: ACU 203771

Sign On: 9.30am

Start: 10.30am

OFFICIALS

Club Steward(s): James Douglas
Clerk of the Course: Barbara Douglas (*Licence 70441*)
Child Protection P.o.C.: Barbara Douglas
Secretary of the Meeting: Barbara Douglas
The Old Cottages, The Moor
Tel: 07484220349 email: barbara.douglas@hotmail.co.uk

Course: tree roots and banks, 10 sections 4 laps

Routes: Red, White, Orange plus 50/50

Classes: Expert B, Inter, Inter B, Novice, Twinshock, Pre 65, Youth A, B,C,D,E

Awards: None

National Grid Ref: TM028980

JURISDICTION

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

ENTRIES

All entries will be via the ACU Online Entry System. Entry Fee £20 Adult £15 Youth. 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 administration fee. This includes ACU Sport80 and Stripe Commission fees.

Entries Open: September 9th 2024, @ 9am

Entries Close: September 28th 2024 @ 12:00 pm

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

Sign on at van at start

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	Discipline	Status	Venue	Championship
Sep-01	Norfolk & Suffolk Jnr MCC	Motocross	OPEN	Gt. Hockham	
Sep-01	Copdock Bike Show	n/a	N/a	Copdock	
Sep-01	Sudbury MCC	Enduro	OPEN	Pebmarsh	ACU Eastern 2-Man Enduro Champs
Sep-08	Halstead & DMCC	Motocross	OPEN	Wakes Colne	ACU Eastern Solo MX Champs
Sep-08	Essex & Suffolk Border MCC	Trial	OPEN	Raydon	'B' Class Trials Champs (not Yth Beginners)
Sep-14	Stowmarket & DMCC	Trial	OPEN	Kenton	
Sep-15	Southend & DMCC	Trial	OPEN	Poles Wood	ACU Eastern 'D' Class Championship
Sep-15	Woodbridge & DMCC	Motocross	OPEN	Blaxhall Circuit	ACU Eastern Solo MX Champs
Sep-15	Wyndham & DMC	Trial	OPEN	Middleton	ACU Eastern 'A' Class Trials Champs
Sep-15	Stowmarket & DMCC	Enduro	OPEN	Kenton	ACU Eastern 2-Man Enduro Champs
Sep-22	Sudbury MCC	Enduro	OPEN	Peppers Farm	ACU Eastern Enduro Champs
Sep-22	Diss MCC	Motocross	OPEN	Wattisfield Hall	
Sep-22	Ipswich MCC	Trial	Restricted	Ofton	
Sep-28	GW Racing	Grasstrack	OPEN	T.B.A.	
Sep-29	Norwich Viking MCC	Motocross	OPEN	Lyng	ACU Eastern Solo MX Champs
Sep-29	Norwich Viking MCC	Trial	OPEN	Gt. Ellingham	Including a round of Youth Beginners
Oct-6	Eastern Fourstroke Assoc.	Trial	Closed to Club	Snaque Pit	
Oct-13	Castle Colchester MCC	Trial	OPEN	Thorrington Pit	ACU Eastern 'B' Class Trials Champs including Youth Beginners
Oct-20	Braintree & DMCC	Motocross	OPEN	Foxborough	
Oct-20	Ipswich MCC	Trial	OPEN	Badwell Ash	ACU Eastern 'A' Class Trials Champs
Oct-27	Sudbury MCC	Enduro	OPEN	Halstead	ACU Eastern 2-Man Enduro Champs
Oct-27	Woodbridge & DMCC	Trial	OPEN	Blaxhall	ACU Eastern 'C' Class Trials Champs



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