

The magazine of the ACU

SportMoto

www.acu.org.uk / ISSUE 38 / SPRING 2016 / £3



Full Speed Ahead

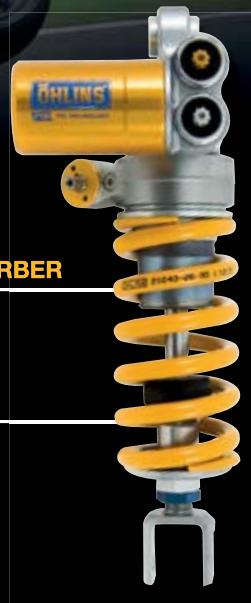
WIN

- EVENT TICKETS
- WORLD TRIALS
- MXGP
- NITRO CIRCUS
- DAINESE LEATHERS

See inside for details



ÖHLINS TTX - ULTIMATE ROAD RACING PERFORMANCE



TTX GP - SHOCK ABSORBER



**ENGINEERED TO PERFECTION BY ÖHLINS
TESTED TO THE LIMITS BY JOSH BROOKES**

AVAILABLE THROUGH OFFICIAL ÖHLINS UK AGENTS.
FOR FURTHER DETAILS PLEASE VISIT WWW.OHLINS.EU

OHLINS.EU [OHLINSRACING](https://www.facebook.com/OHLINSRACING) [@OHLINSRACING](https://twitter.com/OHLINSRACING) [OHLINSRACING](https://www.instagram.com/OHLINSRACING)

ÖHLINS DTC • Gottlieb-Daimler-Straße 25, 53520 Meuspath • Tel +49 (0)2691-93 77 80



Issue 38 Spring 2016

SportMoto is published by the Auto Cycle Union Ltd
ACU House // Wood St
Rugby // Warwickshire
CV21 2YX
T: 01788 566400
F: 01788 573585

Advertising and design

Mick Tonks
The Ark Design & Print
Pudsey Business Park
47 Kent Road
Leeds LS28 9BB
T: 0113 256 8712
M: 07710 287255
F: 0113 256 8724
www.thearkdesign.co.uk

Editorial

Richard Blyth pr@acu.org.uk

Cover picture

Bradley Smith
Courtesy of Yamaha

Independence

SportMoto is published by the ACU for its members. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or any storage or retrieval system without the consent of the publisher. While every effort is made in compiling SportMoto, the publishers cannot be held responsible for errors or omissions. All opinions expressed by the contributors do not necessarily reflect the opinion of the publisher.

Welcome to Sportmoto

With another busy season ahead of us I'm happy to welcome you to this Spring issue of the ACU Sportmoto magazine. With the off season seemingly getting shorter and shorter each year, the season for many of you is already well underway in 2016.

Following the International successes of Tai Woffinden in Speedway Grand Prix,

Danny Kent in Moto3, Emma Bristow in the Women's World Trials, Team GB winning the World Long Track Championship and many others during 2015, the upcoming season is looking to be another great year ahead, with many British competitors once again tipped to do great things in their respective sports.

The following pages of the magazine previews a number of this year's events and championships taking place up and down the country. There are also a number of



ticket competitions to events such as the World Outdoor Trial Championship at Tong which for the first time will feature the Women's World Championship. There are also competitions to win tickets to the World Motocross Grand Prix at Matterley Basin and the jaw dropping and exciting Nitro Circus Tour that will be taking place around the

country during the summer.

We also have a fantastic offer for all ACU licence holders to receive a 25% discount off selected Dainese products at MCA Leicester situated in the city centre with one lucky reader having the chance to win £500 to spend in store.

I hope you enjoy the magazine and have a great season of racing

Ride Safe
Richard Blyth

CONTENTS

- | | | | |
|-----------|---|-----------|---|
| 4 | Message from the Chairman | 34 | 250GP National Championship |
| 6 | News | 36 | John McPhee takes great steps |
| 13 | National Road Rally 2/3 July 2016 | 38 | Revitalising the Maxxis ACU British Motocross Championship |
| 14 | New look for the ACU Track Racing Committee | 40 | Busy season of Sidecarcross ahead |
| 17 | My National Rally experience | 42 | ACU to improve the training of Motocross Marshals |
| 18 | ACU Trials preview 2016 | 44 | World Championship Trials heads South? |
| 22 | Sprint Enduro returns with a bang | 46 | Nitro Circus Live announces 2016 UK return |
| 24 | Sidecar Enduro | 48 | MCA Competition |
| 28 | What's in store for the 2016 British Grass Track season? | 50 | MXGP returns to Matterley Basin |
| 31 | Grasstrack abroad | | |
| 32 | Brits abroad | | |

Message from the Chairman

Easter came slightly earlier this year and for many marked the start of the new season. One of the highlights of Easter was the Monday evening live coverage of Guy Martin's attempt to set a new world record on the largest Wall of Death ever made. A superb programme which saw Guy successfully achieve his 'goal' and nice to see



motorcycle sport get some fantastic coverage. For the non-motorcycling enthusiast, Guy Martin is now probably the most recognized name and face since Barry Sheene which can only be a good thing as he takes motorcycling into homes that it may not have previously reached... His achievement even featured on the TV programme *Gogglebox*, so I guess he's now 'made it'. Guy won't be at the TT this year as he has decided to participate in the Tour Divide – a mountain bike race which covers the length and breadth of USA from the Canadian Rockies down to the Mexican Plateau.

Obviously the winter period has seen our Licence Department go through their busiest period and I am pleased to say that in comparison to the same time last year, we have issued just over 500 licences more which is great news and shows that there is now more money around for individuals to resume the sport of their choice now that the country has moved out of recession. The girls in the Licensing department have excelled this year and I believe that we can record one of the quickest turnaround times in recent years. My thanks go to everyone concerned.

You may recall that the Board held the insurance premiums that we charge to our Organising clubs at the same cost for some years to help Clubs through the recession and then increased them last year. I am pleased to say that there will be no increase in Insurance premiums for this year which is important as Organisers can then base their Club budgets on what happened last year with a degree of accuracy.

One of the biggest coups we have announced for a long time is the blanket Road Traffic Act cover. After various discussions with our Insurers, we have arranged a blanket cover across the whole Membership to cover any competitor, marshal or Official signed on for an ACU-permitted event which

will allow them to use any motor vehicle in connection with the event in areas of the event where the Road Traffic Act is deemed to be applicable. This is covered elsewhere in this issue of *Sportmoto* in more detail, but as your Chairman, for me this is one of the best things we have done to help our valued Clubs and Promoters, which in turn assists riders at no cost to the individual competitor or organizer.

The first round of the 2016 Maxxis ACU British Motocross Championship supported by Pro Clean took place at Lyng on 21st March. The choppy soft soiled circuit of Cadders Hill was where it all went down as Great Britain's finest motocross riders embarked on the 2016 title hunt where Monster Energy DRT Kawasaki's Tommy Searle and Rockstar Energy Husqvarna Factory Racing's Max Anstie were victorious in their respective classes.

We now look forward to the second round at Canada Heights in Kent on 24th April for more superb Motocross action and already the 2016 season looks like being a classic. The first big Roads meeting takes place on 16/17th April at Olivers Mount, Scarborough where we will see a lot of the TT competitors sizing each other up and getting themselves ready for the Isle of Man in 53 days time.

Of course Trials fans will be looking forward to the British round of the World Trials Championship which will feature at a brand new (for a WC round) venue at Tong near Leeds. Having been to the venue on a few occasions I would envisage that the sections will be slightly more spread out than the previous Nord Vue

venue, but nevertheless still all easily accessible for all the spectators. With Graham Jarvis once again in charge of the section building – and I guess there is lots to construct for a world level Trial – and John Kirwin actually promoting the event we can be sure of an action-packed event. Our domestic series will have kicked off by the time you read this piece and once again I am confident that the ACU British Trials Championship is probably more open for different winners than in recent years. These rounds are spread right around the country so there will be one near year in the next few months and I can assure you this is an excellent day out!

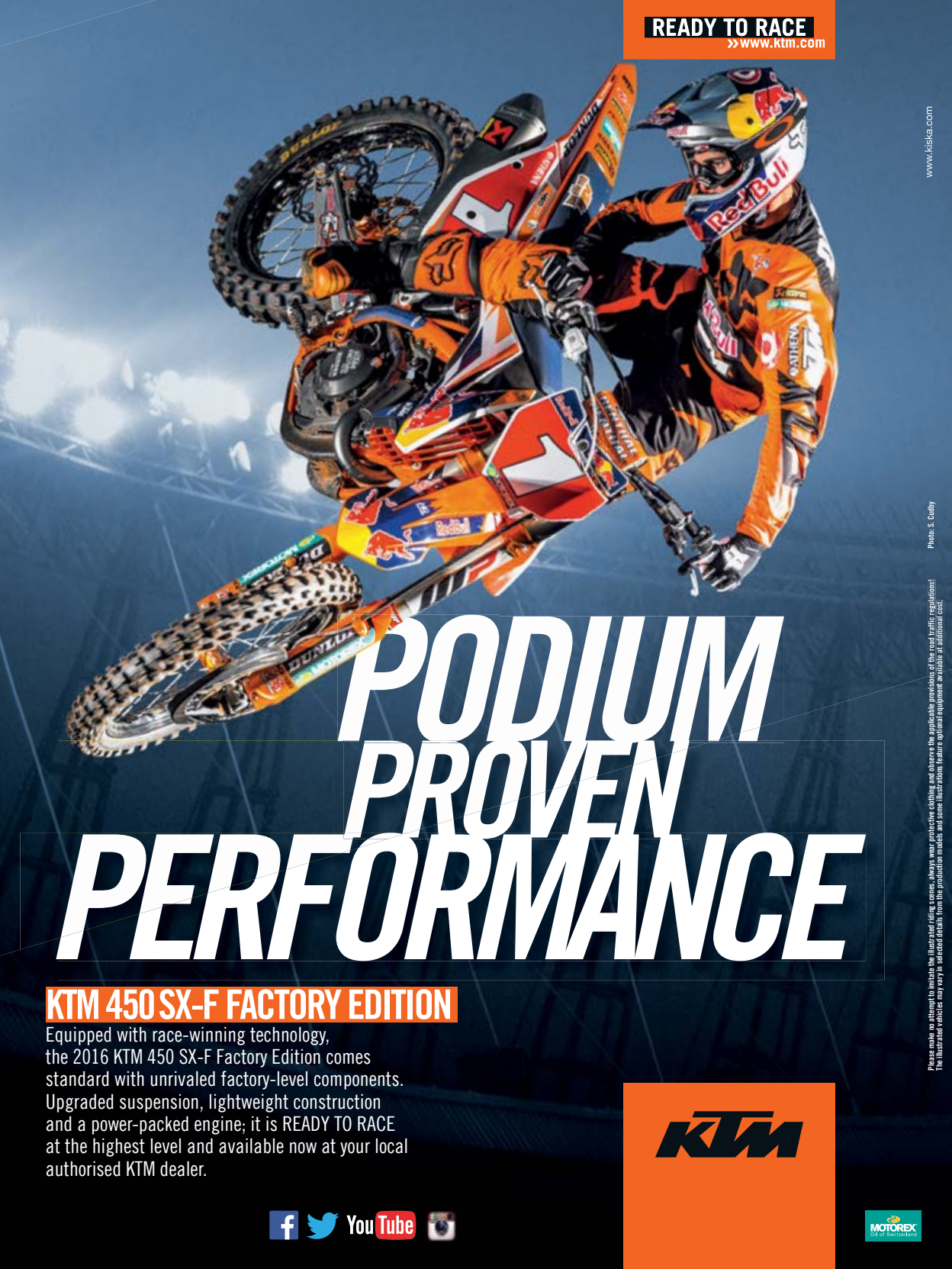
After a successful season last year which saw Great Britain win the FIM World Long Track Team Championship for the first time ever, the 2016 season gets off to a great start with some high profile meetings to get the season underway. The Ledbury Leader followed by the Ken Melksham Memorial being held at the Masters venue and then the Kent Kracker, the High Easter Event followed by the Masters of Midshires, there is plenty to look forward to for the Grass Track fraternity.

Finally, to end on a really sad note, we have learned that very recently Martin Lampkin has sadly passed away at the age of 65 after he lost a long battle with cancer. I have personally known Martin and Isobel from right back to the seventies when we were riding British Championships together. Martin was always a professional in his 'no nonsense' approach to Trials before continuing his role as Minder – and mentor for Dougie during his continuation of the Lampkin name as World Trials Champions. I am sure I say this for many that it was a pleasure to have known Martin and he will be sadly missed.

I wish all our Competitors, Officials and Organisers a successful 2016 campaign in whatever discipline you choose to participate.

Brian Higgins
Chairman

READY TO RACE
»www.ktm.com



PODIUM PROVEN PERFORMANCE

KTM 450 SX-F FACTORY EDITION

Equipped with race-winning technology, the 2016 KTM 450 SX-F Factory Edition comes standard with unrivaled factory-level components. Upgraded suspension, lightweight construction and a power-packed engine; it is READY TO RACE at the highest level and available now at your local authorised KTM dealer.



Please make an attempt to imitate the illustrative ring scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations! The illustrative vehicles may vary in details from the production models and some parts details. Spare equipment available at additional cost.

Photo: S. Ruby

www.kisla.com

ACU Awards Presentations – 2015



Alan Founds, Paul King and Tom Peters



James Shanes



FIME Sidecar Cross of European Nations team



European National Enduro team

A room full of stars gathered at the prestigious ACU Awards & Presentations day held at the superb National Motorcycle Museum on Saturday 23rd January.

Over 200 guests gathered for the presentation of the Youth Awards at lunchtime which saw James Shanes, the 2015 ACU Masters Grass Track Solo champion, enter the Imperial Suite on his 500cc machine. Video clips of the various Youth disciplines mixed in with the Awards presented to the Youth winners made for a special occasion which gets bigger and better each year. The Adult Awards took place in the evening which saw 1976 World Speedway Champion and one of the most iconic figures ever in World Speedway – Peter Collins MBE – on hand to present the Track Racing and Speedway Awards. Again lots of video clips to showcase the various ACU disciplines and one of the main highlights of the evening saw the ACU RT Keedwell Group Solo British Expert Trials Champion, Dan Thorpe, ride his

bike up onto the stage in typical Trials fashion much to the delight of the 400+ audience.

Probably the biggest cheer of the night went out to the Great British team that for the first time ever won the FIM World Team Long Track final, with Andrew Appleton, Glen Phillips, Richard Hall, James Shanes and Team Manager Mitch Godden collecting this very special trophy which has been crafted from melted down trophies and medals which used to belong to the late Don Godden.

Equally, Becky Cook and Donna Fox representing the ladies from the Great British Womens Trials Des Nations team were on hand to collect their Awards as were members of the ISDE Trophy and Junior Trophy Teams. The team members who achieved second place in the FIME Sidecar Cross of European Nations collected their Trophy with Team Manager Martin Guildford. Iwan Roberts and Toby Martyn were presented their FIM and FIME Trials Awards and from the world of Road

Racing, Drag & Sprint, Alan Founds and Tom Peters collected their trophy for finishing 3rd place in the FIM F2 World Trophy championship and Ian King and Gary Bowe collected their European Drag Racing Awards.

ACU Chairman Brian Higgins commented, "This is the second year we have held the ACU Awards at the National Motorcycle Museum. The Museum is a wonderful venue and just the right venue for the ACU to be able to showcase all our various sport disciplines. Over the last couple of years the ACU Awards has gone from strength to strength. Lots of video clips with one or two Champions riding their bikes to the stage just adds to this special occasion. I even rode my own Trials bike through the audience to the stage this year and that was a really nice thing to do. The Museum also allowed any person with a ticket for the Awards free entry to look around and see the wonderful display of motorcycles which added great value to the weekend."



New ACU Coaching Award in association with **DATATAG** SECURITY

The ACU's Training Department is pleased to announce the launch of a new award for ACU certificated Coaches – The ACU Datatag Commitment to Coaching Award – which will be presented to the winner(s) at the ACU's Awards Presentations in January 2017.

Datatag has kindly agreed to sponsor a perpetual trophy to be presented at the ACU Awards Evening and a 'replica' trophy for the winner to keep. In addition, Datatag will also donate two Off Road Datatag systems to the winner and the offer to place an order of additional systems at 50% discount on RRP for the following two months.

Dave Luscombe of Datatag said, 'We are really pleased to be part of this award, getting youngsters into riding at an early age is great for the sport and making them aware of the vulnerability of their bikes to theft will hopefully ensure their continued participation for the future.'

The Training Department invites

nominations for this Award based on the following criteria:

- ACU coaches must be involved in coaching for non-commercial/profit making organisations such as ACU Clubs, Centres or ACU Recognised Projects
- Youth coaching/training must be provided, though coaching of adults is a welcome addition to any youth coaching activity
- Nominations can be made by the ACU Club/Centre or ACU Recognised Project itself or by a participant (or parent of a participant) of the coaching activity.

Closing date for nominations is 31st October 2016.

The recipient of this inaugural Award will be selected by a Panel in November 2016.

For further information regarding the nomination process, please contact the ACU Training Secretary, Debbie Walmsley on 01788 566419 or dw@acu.org.uk



PIC CREDIT: ERIC KITCHEN

Martin Lampkin

It is with great sadness that we notify you of the sad passing of Harold Martin Lampkin – better known as Martin Lampkin. Martin sadly passed away at the age of 65 following a long battle with cancer.

Martin was the first ever FIM Trial World Champion and continued through to the present day as a prominent and much respected and recognised figure within the world of motorcycle sport.

ACU Chairman Brian Higgins commented, "I have known Martin and Isobel from right back to the seventies when we were riding British Championships together. We were also the next riding numbers in the Scottish Six Days Trial in 1976 (hence the reason me in the background of one of the images) and had a good week especially on the long moor crossings. Martin was always a professional in his no nonsense approach to trials before continuing his role as Minder – and mentor for Dougie during his continuation of the Lampkin name as World Trials Champions. He will be sadly missed by many".

Our thoughts and condolences go to Martin's family during this sad time.

Mickie Simpson's cheque presentation



Young Boston Grammar School pupil Mickie Simpson aged 11 recently presented a cheque from the ACU for £100 to Boston Grammar School as a goodwill gesture and in recognition for their support and understanding of Mickie's commitment to his Grass Track racing.

Mickie has been riding motorbikes since the age of three, progressing to competitive racing from the age of

six at Wainfleet and District Sporting Motorcycle Club. He started his racing on an auto cadet bike progressing through to now riding a Junior KX100 Grass Track bike where he took second place in the 2015 British Championship Final, but went one better in the MX 65 class where he became MX 65 British Grass Track Champion in June down at the Wimbourne track.

Mickie has also started to ride in the Youth Speedway Championship where in his first year was invited to compete in the Youth 125 British Final where he finished a respectable 8th place.

Mickie would like to thank all his sponsors and followers for their support over the season as without it, it would not be possible for him to race at the level he does. With a big special thank you to his Mum and Dad and his sister Natasha who travel up and down the country most weekends so he can race.



The secretary of the Dulais Valley Motor Club, Catherine Zoe James was recently awarded the West Glamorgan High Sheriff award for her volunteering work with her Club and also the Centre. She also is the Child protection officer for Trials Training Wales. This is a very well deserved award as Zoe has been observing at Trials since the age of 12 and is now a licensed Clerk of Course and steward. Zoe never showed any interest in riding a bike herself however is a very efficient administrator of the sport.

New regulation for ACU Mini Bike Motocross Classes for 2016

Over recent months the ACU Motocross Department have been working closely with newly affiliated Sussex Pit Bike Club on producing new regulations for the Mini Bike classes. The regulations are designed to relate more closely with the new machines on the market in the UK, therefore making Mini Bike racing within the ACU more accessible.

The 2016 MX Standing Regulations for Mini Bikes are changed as follows with immediate effect:

ADULT MINI BIKE

New class

Open (21yrs+)

Minibike open cradle frame,

4 stroke horizontal engine up to 212cc

Max wheel size 14" front 12" rear.

Axle to Axle measurement must not exceed 1210mm

Maximum height Floor/Seat 840mm

Amended class

YOUTH 140cc (9-14 yrs)

Minibike open cradle frame,

4 stroke horizontal engine up to 140cc

Max wheel size 14" front and 12" rear.

Axle to Axle measurement must not exceed 1210mm

Maximum height Floor/Seat 840mm

With the new regulations now taking effect Sussex Pit Bike Club will be running a club championship under the ACU. For more info on the Sussex Pit Bike club and entering their championship please visit www.sussexpitbikes.co.uk

The dates for the ACU Mini MX Championship and Charity Festival and Dirtbike Challenge this year are as follows:

Round 1 2nd & 3rd April 2016 *Postponed*

Round 2 30th April & 1st May 2016 Tomarton, Nr Bristol

Round 3 11th & 12th June 2016 TBC

Round 4 16th & 17th July 2016 Arcott Moto Park, Nr Bicester

Round 5 6th & 7th August 2016 Track 2

Round 6 20th & 21st August 2016 Rusper, West Sussex

Round 7 3rd & 4th September 2016 TBC

Round 8 1st & 2nd October 2016 Track 2

Charity Festival & Dirtbike Challenge 24th & 25th

September 2016 Rusper, West Sussex

Please note that dates and tracks may be subject to change if necessary due to unforeseen circumstances (weather conditions)

Scott Charity presentation evening

The Scott Trial 2015 winner Ian Austermuhle travelled from his home near Malton on Friday 26th February at the Buck Hotel Reeth to present the cheques at the Scott Charity Presentation Evening. Ian explained that it is every Trial rider's dream to win at the Scott which is undoubtedly one of the toughest Trials in the world and definitely one of the rider's favourites. Ian finally lifted the trophy on his 19th attempt. Ian and his wife Beth were presented with a small gift by Callum and Chloe Fowler, members of the very popular and growing Youth Section of Richmond Motor Club who organise Trials and training days for over 100 members aged from 4 years upwards.

On the evening John Fraser, the Scott Chairman introduced the recipients, several of whom said a few words about how the money helped their charities including an excellent speech given by Sam Watson representing Just The Job, when he explained how the charity has helped him and how much he enjoys going to work there.

This year a total of £7,500 was given out. This amount is significantly



less than usual because of costs involved for renewing our planning permission for another five years with the Yorkshire Dales National Park Authority to hold the event in the areas under their control. The Trial has raised in excess of £150,000 since Richmond Motor Club took over the running of the trial in 1991.

The list of recipients is as follows (in no particular order)

Swaledale Scouts, Swaledale Mountain Rescue, Friends of Reeth and Gunnerside Primary Schools, Reeth and Gunnerside Schools fund, Ravensworth Primary School, Arkengarthdale Primary School, Yorkshire Air Ambulance, Great North Air Ambulance, Leyburn Primary School, Reeth Young Farmers,

Swaledale Seedlings, St John's Centre Wednesday Club, RABI, Friends of the 2 Dales Nursery, Hambleton & Richmond Multiple Sclerosis Society, Swaledale & Arkengarthdale Luncheon Clubs Association, Richmond Cricket Club – Youth & General, Moorland Association, St Teresa's Hospice, DELTA, Holmedale Pre-School, Wensleydale Rugby Club Development Fund, Gamekeepers Welfare Trust, ACU Benevolent Fund, Just The Job, The Robert Dent Fund, Richmond Rugby Club, Homestart, Marrick Parish Institute, The Mowbray Suite at the Friarage Hospital and the Alistair Bullen Aromatherapy Fund.

The 2016 Scott Trial will take place on Saturday 22nd October.

For more information about the Scott Trial or Richmond Motor Club please contact secretary@richmondmotorclub.com or Scottsecretary@richmondmotorclub.com or visit the Richmond Motor Club website at www.richmondmotorclub.com



2016 TT Ben Fund badge now available

The 2016 TT Ben Fund badge (pictured) is now available at a cost of £3 and is available from the ACU Office in Rugby.

Send cheques made payable to "ACU Benevolent Fund" to the following address: ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX or alternatively, you can call the Benevolent Fund Secretary on 01788 566419 if you prefer to pay by credit or debit card.



British Grass Track Champion for the Cadet class, Luke Harrison recently presented the St Barnabas Primary School with a cheque for £100 from the ACU. The cheque is in recognition of the school's support towards Luke's racing career. Luke made the presentation to the school alongside Rob Godfrey from Scunthorpe Speedway.

ACU Motocross Project finish runner-up for ITV's "The People's Project"

The ACU backed Motocross Challenge Project (MXCP) was recently shortlisted for ITV's The People's Projects in partnership with the Big Lottery Fund. MXCP made it to the final five with a chance of winning a significant grant to help support the valuable opportunities it provides for young people. A short film about MXCP was aired on ITV at the end of February and the public had their chance to vote for their overall winner.

At the end of the voting, Motocross Challenge Project finished in second place and received a cheque for £5000 from the National Lottery's People's Project. MXGP also featured during the local coverage for BBC Sports Relief highlighting the positive work that they carry out.

The Dover-based Motocross Challenge Project was established in 2000 to offer an alternative way to educate and motivate young people across Kent. Today they work with schools, care homes, foster homes, virtual schools, youth centres and youth offender services as well as private families and individuals. Using motocross as a practical tool is a unique and innovative way to educate, motivate and enthuse young people. The young people who attend

MXCP are generally not in full-time mainstream education and by engaging with MXCP they have access to various alternative curriculum and core skills classes alongside the motocross and mechanics training programme.

In 2016 MXCP will continue to run motocross experience sessions on selected weekends for young people aged 6–18, specialising in beginners and providing all tuition, safety equipment and the latest Suzuki motorcycles. During the week, the project will offer educational courses for those aged 12–18 including Mechanics, Sport & Fitness, Maths and English, as well as off-road riding. These courses are a stepping stone for these students, progressing them back into school, further education, volunteering, apprenticeships and employment.



This is not the first time MXCP has been recognised for the vital support it provides, having recently received funding from Comic Relief, allowing the project to deliver some of their courses free of charge to those most in need.

Ryan Matthews, MXCP said: "We were delighted to have the opportunity to reach so many people with our exposure through The People's Projects and finishing second will make a huge difference to how many more young people we could help. Our approach is unique, but time has shown it to be successful. The discipline, dedication and passion established through motocross will stay with our students long after they leave us and will serve them well in all areas of their lives." *To find out more about MXCP visit www.mxcpc.co.uk*

Welsh National Rally

The Clive Motorcycle Club is pleased to announce the date for the 2016 Welsh National Rally. The event will be held on Saturday 7th May 2016 with a start and finish at Castle Caereinion, mid-Wales. The event is run under ACU regulations as a Navigational Scatter Rally. Around 400 entered last year's event and Metzeler kindly donated some great prizes for the free draw, including a set of Metzeler tyres.

The Rally requires some navigational skills, mental dexterity

and observational ability but above all, it is designed to be an enjoyable event for all entrants. Each rider is issued with a location sheet, from which they select their route for the award type they have chosen. The locations are spread throughout Wales and are a mixture of manned and unmanned checkpoints. At the Bronze level, riders have to visit one manned checkpoint and five unmanned locations to qualify for the award. All types and ages of motorcycle and moped are



welcome to enter. This is an event that is primarily about having fun on a motorcycle and all riders are welcome. Please visit the Clive Club website www.clivemcc.co.uk or the Welsh National Rally Facebook page for entry details.

Successful weekend at the ACU Under 23 Enduro Training Camp

Sixteen of the country's up and coming Enduro riders recently attended the annual Under 23 Enduro Training Camp hosted by the ACU Trials and Enduro Department. The training camp took place over two days with the first day taking place at ACU Head Office in Rugby before moving to Sheffield to continue the practical element of the weekend.

The attendees included three female competitors and featured a range of riders including previous ISDE team members to Expert and newcomers. The format of the first day was to educate the attendees in a number of different key areas, including seminars on Fitness and Nutrition, along with a fitness assessment carried out by James Burroughs from www.bodyclinic.uk.com. Practical elements such as



Bike Preparation and Maintenance for before and during events with former European Enduro rider and ex-David Knight mechanic Leo Cordingley and a talk about the ACU structure, Insurance and start permissions by ACU General Secretary Gary Thompson.

The second day saw the Training move north towards Sheffield for a day of on-the-bike training with four times World Champion Paul Edmondson and Danny Hall. After a successful Training weekend ISDE

Team Manager Andrew Martin commented, "It's great to see so many young riders keen to attend this type of training, year on year the standard of fitness and of the riders ability goes up at this annual event so we (ACU) hope that some of that is down to the benefits offered to the riders during the two days. It also bodes well for the future of Enduro in Great Britain and we wish the riders that attended well for this season and hope that they put to use some of the things that they have been taught."

Andrew Martin went on to say, "The whole weekend wouldn't be possible without the support of the ACU Trials and Enduro Committee and the many instructors like James Burroughs, Leo Cordingley, Paul Edmondson, Danny Hall, Gary Thompson along with the assistance of Dave May Miller, Mary Kerr, Allyson Martin, and Neville and Jude King in making the Training Camp a success once again."

Midshire GTC awarded Track Racing 'Organiser of the Year 2015'

After a long discussion and a close fought battle between several clubs the award for 'Organiser of the Year 2015' was given to the Midshire GTC club.

The award was given to the Midshire GTC following their hugely successful 'Masters of Midshire' which attracted a fantastic line-up of riders in all class to keep the large crowd of fans entertained during the day. After the torrid 2014 season which saw the Midshire GTC events cancelled due to bad weather the club bounced back well in 2015 to hold one of the best meetings of the year.

The Committee commended Wimbome MCC for a well-run British Masters and the work that the club went to, to source a new track after



PIC: LAWRENCE HAMMONDS

their meeting earlier in the year. Special merit was also given by the Committee to the 500cc Sidecar Association who have done a great job promoting the 500cc Sidecar Super Series which has resulted in a rejuvenation of the 500cc Sidecar class.

A revamped trophy for the Solo Masters

The current Solo Masters trophy was first awarded to Trevor Banks for winning the 1979 British Championship at the iconic Braintree track. Since then we had two years of the "all classes" three round championship before moving into the Masters Format in 1982.

In the 37 years that this trophy has been competed for, it has been awarded to 17 different competitors, and is now getting a little tired. Over the winter it has been completely refurbished and will be presented to the 2015 winner, James Shanes, at an early season grass track.



Making life easier



COLIN BULLOCK

For many years the ACU has provided Road Traffic Act insurance cover for riders in events that have included the use of the public highway. With this, until now the Organisers have had to collect premiums from Riders during the Signing On process and the Competitors have been asked to complete and sign additional forms and declarations – this was a necessary evil to ensure the RTA cover was in place and applicable to that event.

I say 'until now' – but not anymore! – this has now all changed. The RTA cover is still in place but following discussions with our Insurers, the ACU have arranged third party RTA Insurance as a blanket cover across the whole Membership to cover any competitor, marshal or Official signed on for an ACU permitted event which will allow

them to use any motor vehicle in connection with the event in areas of the event where the Road Traffic Act is deemed to be applicable.

So, that is a lot of words but what does it all actually mean? Well, in layman's terms with effect from 1st January 2016, the RTA cover has been and will be provided in the same way as our Public Liability and other insurance covers. That is to say that the Rider, Marshal or Official signs on at an event and the cover is automatically in place. Furthermore, the RTA cover comes at no extra cost to the Organiser – this cover is provided free of charge as the ACU has decided to cover the annual premium for this cover at no extra cost to the Organiser or the competitor.

ACU Chairman Brian Higgins commented, "The ACU has provided

RTA cover for a number of years, but we were mindful of the additional work this placed on Event Secretaries during Signing On and whilst this was a necessity, the method of providing RTA insurance to our Organisers was cumbersome. We also felt that by having to declare the need to buy cover, some riders were not adequately covered for third party risk. The blanket cover we now provide will ensure that every person at an event, ie. the rider, the marshal, the Official has the RTA cover in place automatically. This measure will again allow our Clubs and Promoters to have a better night's sleep knowing the cover is in place as a matter of course." *If any Organiser has any questions about this please contact the General Secretary on 01788 566414 or email gary@acu.org.uk*

National Road Rally

2/3 July 2016



Great excitement – the entries for The National Road Rally 2016 are now open. What is The National Road Rally? Well it is different things to different people but I will endeavour to explain.

The National Road Rally (NRR) is a scatter rally organised by the ACU and the BMF. That explains it all, doesn't it? No? Ah, OK let's try again then.

THE COMMITTEE

The NRR has an organising committee of people from both the ACU and the BMF and members with allegiance to neither organisation, but all are volunteers. All have tasks to complete before the start of the rally. The one item that always seems to take up the most time is the Matrix.

The Matrix is "a map" of all of the controls for that year. There are about 60 controls each year scattered across the country.

The controls are manned (or womanned) by a huge variety of people. Some are one person sat at a table in a lay-by while others have a four- or five-shift system running through the night. Some supply riders with homemade biscuits and cakes, while others will invite you to join them for fish and chip suppers or barbeques. BMF and ACU



clubs have controls as do the Scout movement and the IAM. Riders have been known to miss that elusive Gold award thanks to the hospitality of a single control. Willpower: Gold Award or lemon drizzle cake?

This year, Bike Stop at Stevenage will be one of our five Final Controls, the others being Leeds, Warminster, Whitchurch and Stibbington. There will also be a number of extra Start Only Controls, Kendal, Abergavenny, Thirk and Yoevil offering riders from further afield earlier access to the matrix.

The camaraderie, the challenge, riding through sunset and into sunrise, the peace, the amazing beauty of the countryside, places I've not been, places I love to go – all reasons we have been given as to why riders take part.

From 120 miles to 540 miles each rider sets their own challenge. Each



control has links to one, two, three or four other controls and each link is 'designated' a distance of 25, 30, 35 or 40 miles. This might not be the exact milage between the controls, sometimes a little imagination is required!!! Choose 10 hours or 20, special tests or not. A challenge for everyone, whatever their machine, whatever their experience. Decide on the level of your challenge by going to the NRR web site www.nationalroadrally.co.uk click on entries and then supplementary regulations.

On your journey during that sunny (we have asked for, and got, for the past two years) weekend in July, say hello to the Committee Members you may meet – some riding the rally, some manning controls and all there to be of assistance. Make new friends on the controls, be they riders like you or volunteers helping out. Take your rest breaks in good company and strive to complete your challenge on "the best excuse for a ride out ever"... The National Road Rally 2016.



New look for the ACU Track Racing Committee



In recent months there have been a few changes taking place within the ACU Track Racing Committee (TRC), and their new Chairman thought that now would be a good as time as any to introduce you to each of the members and share with you some of their responsibilities and projects and that they will be focusing on.

At the end of 2015 Peter Gregory – who has been TRC Chairman for the past seven years – stepped down from his position, as he felt the time was right for a new person to take on the role. Dickie Staff has therefore been elevated from his previous position of Vice Chairman to become the new Chairman of the ACU Track Racing Committee.

Speaking soon after taking over the position of Chairman, Dickie commented, “Peter has been a great Chairman and friend during his period of leading the team, and I realise now that he’s been mentoring me for this role for quite some time! I know that all the members of the Track Racing Committee will join me in thanking Peter for everything he has done and going forward we must now focus on further building on his achievements.”

“As the new Track Racing Chairman I would like to have closer ties with colleagues at the Speedway Control Bureau and the British Speedway Promoters Association. I feel it is important that we all work together to further improve the knowledge and experience that can be gained by young British riders competing in both European and World Championship events abroad.”

With the new season now upon us the ACU Track Racing Committee are keen to begin working towards a new direction and clear purpose of acting as the controlling body of Track Racing throughout Great Britain for the benefit of the motorcycling community, the



Dickie Staff

“It is important that we all work together to further improve the knowledge and experience that can be gained by young British riders competing in both European and World Championship events abroad.”

ACU membership, and the sport as a whole.

The main objectives of the Committee are to simplify its internal rules and procedures, to provide a responsive, approachable and effective team of committee members, who continually review, amend and update – where necessary – the sporting regulations and codes to provide a comprehensive and sport specific regulatory structure, which in turn will support the growth and development of the various track racing disciplines. The Committee will also be working on identifying means of attracting

newcomers into the sport, both as competitors and organisers.

As with any changes in leadership, there has also been a slight adjustment in committee members’ roles and positions, leading to former European Grass Track Champion Paul Hurry becoming the new Vice Chairman. ‘I really pleased that Paul has accepted the Vice Chairman’s role’, commented Dickie. ‘He has so much knowledge and experience which he’s gained as a result of his personal achievements in both national and international championships, which I know in turn he can offer to ACU riders wanting to step up to the next level’.

The current Committee consists of Dickie Staff (Chairman), Paul Hurry (Vice Chairman), Dick Sullivan, Steve Brace, Mick Stace, Peter Gregory, Honorary Chairman Tony Noel, and Committee Secretary Tracey Cossar.

Dickie, who is based in Andover, Hampshire has been a member of the Track Racing Committee for a number of years and since becoming Chairman is keen to give Track Racing within the ACU a higher profile. During his coming three year term Dickie will be focusing on the following:

- To provide a catalyst for the organisation of FIM and FIM Europe events in Great Britain
- To develop, together with the Directors of the ACU, a means of supporting International Championship events which are sustainable in the longer term.
- The preparation and management of the Track Racing Committee annual budget.
- To review and further enhance (where identified), the conditions for each of the ACU Championship events.
- To examine, with the Directors of the ACU, the potential for marketing the major ACU Championship events on a commercial basis.



Back row L to R: Dick Sullivan, Tony Noel, Mick Stace, Peter Gregory and Steve Brace
Front row L to R: Paul Hurry, Dickie Staff, Tracey Cossar

- Representation on the FIM Europe Track Racing Commission
- Together with Tracey Cossar, prepare and review up to date advice for riders competing in FIM and FIM Europe events each year.

Vice Chairman Paul Hurry will be using his racing and championship winning experience to improve the riding standards of future Grass Track stars, and will be looking to improve the following;

- Consider means by which the ACU can provide "riding advice" to the less experienced riders competing in FIM and FIM Europe championship events abroad.
- Consider a training programme for rider development which would attract and be supported by external funding.
- Develop a training syllabus/module to introduce new riders, especially young youth riders, to the sport.

Covering the Technical aspects of the sport will be Dick Sullivan, Steve Brace and Mick Stace, with the trio

working on reviewing the Track Racing Technical rules for both Solo and Sidecar classes.

Along with the his technical duties, Steve Brace will also be examining ways at how both organisers and riders can reduce the cost of entering events, and providing assistance to new clubs.

Former Chairman Peter Gregory will continue to assist the Track Racing Committee with an ongoing review of the Track Racing Standing Regulations to ensure consistent and fair application of the rules. In addition, Peter will also be supporting the Committee in assisting with the delivery of the National Track Racing Clerk of the Course seminar and compilation of the assessment paper. Gregory will also be representing the Committee at the Sustainable Events Management Panel.

Honorary Chairman Tony Noel will also be assisting the committee with the delivery of the National Track Racing Clerk of the Course seminar, as well as reviewing the various procedures to assist the effective

management of Track Racing and to give balance to decisions made by the Track Racing Committee.

FIM CCP Bureau member Tony Steele will also be available to advise the committee on all relevant FIM issues that directly affect the Track Racing Committee and any ACU licence holders competing in World Championship events.

The Committee is ably supported by Tracey Cossar, the Track Racing Secretary (who is situated at the ACU Head Office in Rugby). Tracey will provide support for both the riding and organising members of the sport at all levels, and will also offer administrative support to clubs running events in the UK, in addition to providing the Track Racing Committee with the secretarial assistance as and when required.

Collectively during the forth coming season, the members of the Track Racing Committee will be working together to ensure there are improved ways of safeguarding and creating additional interest in the sport.



THE WULFSPORT OSET YORKSHIRE WORLD TRIAL BRITISH TRIAL GP

**MENS WORLD CHAMPIONSHIP
FEATURING THE BEST RIDERS
IN THE WORLD INCLUDING**

18 TIMES WORLD CHAMPION TONI BOU

BRITISH CHAMPION JAMES DABILL

**UK FIRST EVER LADIES WORLD
CHAMPIONSHIP FEATURING
WORLD CHAMPION EMMA BRISTOW**

**TONG VALLEY,
LEEDS BD4 ORR
16TH & 17TH JULY**

Only 5 minutes from
junction 27 M62 and
ten minutes from
junction 42 M1

**TICKETS
ON SALE
NOW**

PICTURE CREDITS: TRIALS UK MEDIA



www.worldtrialuk.co.uk

Robust, high quality Instant Shelters for the Event, Exhibition, Market, Motorsport and Leisure Industry

INSTANT SHELTERS

Paddock Benches - GP Work Benches - Paddock Flooring - Foldable Ramps - Paddock Stands - Flight Cases

*Event Branding - Banners
Flags - Tents - Inflatables*

**Shelters available in
5 Grades, 14 Sizes and 27 Colours**

Call us now 01925 819608 or visit us online at

SURFTURF.CO.UK

My National Rally experience

Cat Mills



In my opinion motorbikes are for exploring new roads, places and meeting like-minded people. Sadly we tend to end up at the same cafes, riding the same roads over and over again. This is why I entered the National Road Rally in 2015, as an opportunity to explore new roads and find some hidden treasures along the way.

The NRR appealed to me as I love a challenge and it caters for everyone – with a range of awards with different time allowances and distances. This means that anyone can give it a go! Whether you want to ride for a couple of hours or whether you want to chuck yourself in at the deep-end – achieving any of these awards is a great thing to brag about.

My goal was to achieve the Special Gold Award – 540 miles in less than 20 hours, stopping at 22 checkpoints. This would mean riding through the night and testing my concentration... I know, a bit ambitious for a NRR First Timer.

I was hopeless at organising my NRR route – but with a little help from a friend we started our adventure on the 4th July 2015, at Dom’s Bike Stop in Leominster. Everyone at the starting point was discussing their chosen routes, locations of petrol stations, good rest stops and what cakes were best to buy at certain stops – a great way to start in my opinion!

The atmosphere was incredible at every stop.

The volunteers and other riders could not be more welcoming – offering you something to eat or drink and genuinely showing an interest in how your Rally was going. At no point during the rally did the energy at the checkpoints drop... this definitely helped at 3am when all you could think

about was your nice warm bed. The people you get to meet on the NRR is a good enough reason to take part – it’s a great opportunity to meet like-minded people and share some great stories. I honestly believe you could do it annually and meet a new bunch of people and have a completely different experience.

It took me 18 hours, lots of cups of tea, and a very numb bum to achieve

my goal, but it was worth it. I even had the added perk of becoming a ‘2015 Champion’ as the Youngest Rider, which was awarded to me at the ACU National Bike Sports Awards. There are lots of additional

awards which are given out after the rally, so you may even achieve more than you set out to!

“ The people you get to meet on the NRR is a good enough reason to take part – it’s a great opportunity to meet like-minded people and share some great stories. ”

ACU Trials preview 2016

Words and pics Colin Bullock



Dan Thorpe



Iwan Roberts



It may only be early in the season but at the time of putting this feature together all of the British Trials Championship classes will be under way.

The Wessex Plant sidecars have the longest series of them all starting out in February and going through until the 27th November. They are already four rounds in and in the Championship class the Isle of Man pairing of Nigel Crellin with Chris Molyneux in the chair are leading the way with seven more rounds to go.

The S3 solo series has remained very popular. It used to be known as the 'Clubmen's' competition but it has evolved a little since then. Three routes are available to cater for Experts, 50/50 competitors who ride some tough half easier subs and a non-championship section marking. James Fry has started the year really well with two straight wins at the Wallace and Colmore

events and leads the series. Whether other commitments allow him to ride the remaining rounds remains to be seen. Fry will no doubt be concentrating much time to Emma Bristow in 2016 as she goes for her third Women's World title on the Sherco machine. Luke Walker also Sherco mounted is currently in second place and he could do well this year as he gains in consistency.

The Colmore also featured the most unusual modern section seen for years in the form of a 400 yard long muddy ditch. Most riders hated it but if you witnessed Alex Wigg, Sam Haslam or Rob Warner ride it, then you saw some sport as they attacked it flat in fourth gear.

We mentioned Emma Bristow earlier and she has already put a marker down in the Ladies and Girls Series. North Berks MCC held round 1 and Emma who flew in after an Indoor Enduro in Spain

the night before was just superb. Whilst first place was never in doubt, Donna Fox grabbed second place in front of Becky Cook on the new TRS machine.



James Dabill



Emma Bristow

Donna has never lacked anything in the determined stakes and it should be a very interesting year with her in the mix.

What is good for 2016 is that the series has now attracted a new sponsor in Acklams Beta. Also the number of competitors over the six available championship classes has doubled during the past few years and with nearly 50 riders out at Seymour's Arena it was a superb start to their season.

For the second year the Youth B, C and D combine together with Bradford & DMC hosting the opening round early in April. We will bring more news on who is making the running as the series unfolds.

It is early days in the Sammy Miller Championships but last year saw large entries of riders on all sorts of classic entries who managed to fit in the series along with

his continuing MX exploits. For Andy to be riding a 500 BSA in the Classic MX des Nations one week and then a rigid James in the Miller Trials another was

fascinating. The sidecars also had their moments and Lee Granby with Rupert Kimber in the chair was good to watch as they used the smaller capacity BSA to great effect.

This Championship like the S3 is road-based which means that riders can face many different types of hazards on any given day which is same as the Normandale series.

The Normandale has been running for some years now and by the time of publication there will have been four rounds held in 2016. Despite the premise of it being a master's series the standard of rider taking part is really good. In the Over 40's David Clinkard



James Fry



Toby Martyn

currently leads the way from Chris Koch. David has ridden World Rounds and Chris Koch is currently ACU trail bike champion so the pedigree of the riders is not in question.

Probably time to mention the Blue Riband of the trials season at home



and the RT Keedwell sponsored British Championships.

This year's series consists of eleven rounds and starts in April with a double header weekend in Cumbria. In May we have the St David's near to Neath and then at the beginning of June it is back to Scarborough at Low North Park. What is interesting about this weekend is that on Saturday we have the normal Championship round and then on Sunday round 1 of the Super Trial competition. Until now there has only been one round of this type of event down at the North Berkshire Clubs Seymour's Arena. For 2016 Yeadon Guiseley joins Scarborough and North Berks to make it a three round British ACU Super Trial Championship. July sees the West of England event in South Devon together with a resurrected British Experts Trial on the Sunday. The last Experts were run in 2008 so it is good to see this one back in the calendar as a standalone event. July sees visits to Butser Limeworks and Hook Woods in a double header weekend before heading to the North

East to Guisborough in late July and Tynemouth & DMC in mid September. The series finishes with another double header at the start of October just south of Glasgow. Full details of venues and times will be available on the ACU website prior to each event.

So, who are the favourites to win? James Dabill must start as the front runner but this year Michael Brown will be back after his terrible knee injury in 2015. Sam Haslam had a terrific season last year and finished with the number three plate with some superbly consistent riding. Alex Wigg and Ross Danby are both experience riders and will be looking for podiums as will Iwan Roberts who grabbed victory in the final round last year.

We also have some other very able youngsters coming through with Jack Price, Dan Peace and newcomer Toby Martyn. Martyn is heading early into the senior ranks and he looks a very exciting prospect.

In the Experts class Dan Thorpe won last year and you can never rule out the vastly experienced Yorkshire rider.

WR250F

Yamaha WR250F. Rightfully wrong.

YAMALUBE

The Yamaha WR250F blends enduro soul with YZ technology to gain new levels of agility and versatility. An optional Power Tuner can take you even further. Dare to conquer the most extreme terrain, master the dirt roads with a lightweight aluminium chassis and short sub-frame armed with high-tech suspension and ultra-compact bodywork. Enjoy the ride with the light clutch and tough 6-speed transmission and then add the reversed YZ engine concept to feel how wonderfully wrong your bike is. **Do the right thing, the wrong one.**

Visit our website now to find out more about Yamahas latest enduro competition machines and to locate your nearest off-road competition dealer.

www.yamaha-motor.eu/uk

Follow us on 



YAMAHA
Revs Your Heart

Steve Holcombe



Sprint Enduro returns with a bang

Words and pics Tim Tighe



The 2016 ACU GBXC British Sprint Championship series has been reborn in a new format masterminded by Paul Edmondson, the Legendary Fast Eddy of Fast Eddy Racing. After last season's cancellation of championship sprint events they are back for 2016 with a four round championship that will take riders from the South to the North.

Each round will feature two transponder timed Special Tests while the rider entry has a breakdown of Championship, Expert and Clubman classes into E1, E2 and E3 divisions with a winner in each and an overall winner of the class, emulating the British Enduro Championship. The series also sees classes for Sportsman, Youth 12–16, Veterans and Ladies.

New classes, two timed tests (with transponders) and different start formats are all ways that organiser Paul Edmondson has set up to improve and help the championship move forward.

Each event will feature two types of special test, one being MX and the other Enduro. All riders will have a

sighting lap on each test followed by six timed tests giving a total of twelve timed tests per day with around a total test time of one and a half hours.

Another added bonus is that day 1 will not start until 11.00am therefore allowing riders who travel time to leave their homes on Saturday morning! This is something that the promoter hopes will help keep the series strong and sensible for all riders wishing to participate in this year's championship.

The ACU GBXC British Sprint Championship could not have got off to a better start at Rogers Hill Raceway in Dorset. Excellent weather conditions, a superbly prepared venue and the UK's top riders filling the Pro class with all other classes maxed out, all made for the perfect start to this ACU Championship series.

Rogers Hill Raceway was an excellent choice of venue. It provided two superb Special Tests, both within easy walking distance of the paddock, easy access for the convoys of motorhomes with great parking and terrific catering facilities.

In the world of Sprinting, the tests are of utmost importance and Paul Edmondson had given plenty of thought to provide a balanced challenge although, by nature, sprints lend themselves slightly towards to the speed merchants rather than more technical riders.

The MX test had a few tricky sections but was mainly over the undulating hard-packed MX track at the venue while the Extreme test saw a mix of technical woodland that included a very steep slope strictly for the brave, a smattering of tight and twisty jumps and bomb holes and a fair amount of flat-out weaving field work. Consensus of opinion was equally divided between riders on which test was best, which gives rise to the conclusion that the whole show was very evenly planned. Six runs on each test on Saturday and five on each test for Sunday gave great value for money in addition to excellent racing.

When the top two Championship class riders are divided by just hundredths of a second on Special Tests, you know that this event defined the word competition. Beta Factory rider Steve Holcombe and Colwyn Bay KTM's Brad Freeman were virtually inseparable over two days of breathtaking Sprint racing at the beginning of the 2016 Sprint season. Freeman took the first day by five seconds as Holcombe fought back to take the second day by just over five seconds.

From the very first run the battle was on between Holcombe and Freeman with Holcombe taking a four second bite out of the Colwyn Bay rider. Freeman quickly set about biting back and worked hard to gradually take the lead, fraction by fraction throughout the morning to head into the afternoon three seconds clear. His hard work vanished on the first Extreme test as Holcombe pulled it back to level pegging. It was close. On two tests they were separated by just hundredths of a second but eventually Freeman eased a second and a half gap to take the day overall by just under five seconds with KTM UK's Daryl Bolter in third.

With little or no track maintenance necessary overnight, round two of the

Henry Yardley



championship got underway bright and early on Sunday morning.

With everything returned to zero for the second round of the championship both Freeman and Holcombe rode as if this was the final round with everything to play for. Freeman won the first test and Holcombe the second and the third. Both riders were on the same second in the fourth and fifth tests with Holcombe just gaining a five second overall advantage going to the Extreme test. Once again the pair matched each other to the second on two of the five tests, the outcome hanging on the final test of the day where the slightest of mistakes can change the lead in a heartbeat. Freeman grabbed the smallest amount of time back but it wasn't enough to change the outcome and Holcombe took the overall win by just over five seconds.



Brad Freeman

Jack Edmondson pulled himself together and had a much better second day. He had flashes of brilliance on the first day but Sunday saw him shine as he took third overall and top E1 spot.

Colwyn Bay's Alex Walton, E1, continued his good form from the EEC in Italy and won the Expert class by seven seconds on the opening day ahead of MRS Sherco-mounted Tom Elwood, E2, while Bradley King, K4 Kawasaki E1, returned to the Enduro fold to take third.

The Expert class saw a slight shuffling of positions on the second day as Tom Ellwood convincingly won on both the MX and Extreme tests to take overall Expert top spot with Bradley King snapping at his heels. Alex Walton had to be content with third place, he was lightning fast on the MX but the Extreme test was his downfall.

The epic Youth class battle continued as it finished on day one with Henry Yardley and Harry Edmondson vying for dominance. After five Extreme tests Edmondson had the smallest of leads, 800ths of a second but the first MX test of the afternoon was his downfall as he lost 15-seconds to Yardley and was playing catch-up after that. He won a couple of the tests but Yardley was in control and made no mistakes to take the overall win and top the Youth class

Fred Adams did the double in the Clubman ranks, taking his second win of the weekend by a clear 30-seconds

Harry Edmondson



over Aston Day. Jack Nixey maintained his top three position, taking third in class by just 400th of a second behind Day.

The Veterans class saw Mark Hawkins win the first day but it was Andy Daniels who won both tests outright to take the Veterans class on the second day over Danny Hall while Colin Blunt finished third.

Ben Key once again led the Sportsman class home on the second day and although he was six seconds down at the lunchtime break, once on the MX test he put the pressure on and gained time hand over fist to win for the second time.

Kate Smith emerging as Ladies class winner ahead of Gemma Holtham and Emily Hall on the opening day but Gemma Holtham had a much better second day to take the Ladies class by from Kate Smith as Emily Hall took her second podium of the weekend in third spot.

Close racing makes for good competition and the whole weekend could not have been closer than the Freeman/Holcombe and Edmondson/Yardley battles, which made for a cracking start to the ACU GBXC British Sprint Championship. The event was well organised and extremely well executed by all at Fast Eddy Racing.

The series now moves to the superb H2O venue for round two over the weekend of 30th April/1st May. Round three goes North to Westwood near Sheffield on May 21-22nd with the final round venue on 9-10th July to be announced shortly.



Sidecar Enduro

Words and pics Gemma Ferguson



As far back as the British Enduro Sidecar Association records go there was only the Welsh Two Day and The Powys available to Enduro Sidecars.

Initially Eddie Chandler had the idea of trying to get more Enduro events for Sidecars, Nick Georges acquired any information and contacts from Eddie and proceeded to hound and badger club organizers to support the sidecars and offer more events. From here on in the B.S.E.A was founded and with the help of Pete Plummer the first championship was sponsored by *Trials and Motocross News*.

After a while the ACU took over the Trials and Motocross Championship of two classes which were Newcomers and Expert. to date the ACU now run Clubman, Expert and Championship.

At present we have six Championship rounds, this can vary

year to year depending on clubs and landowners. These events range from the Hare and Hounds type, lasting approximately three hours on a course of about 6 to 8 miles. Then there are the Enduro events that can be either one or two day events and up to 150 miles per day.

The Hare and Hounds events are usually started out two machines at a time and some times all outfits together, and the aim is to carry out



as many laps as possible in the time allowed. Stopping for fuel can be a well-earned breather.

The Enduro events will give a time card and specific times for each class to be at the next checkpoint. Sometimes as many as 12 checks will be involved. If you are running to schedule, you should have time for a short break before starting on the next check. If you have had a problem with machine or have just found the going to hard, you may be late at check, therefore picking up penalty points. You must then add the late minutes to each remaining time check allowance so as not to make up time. You are only allowed to accumulate a maximum of 60 late minutes before you are counted out of the running. These penalties will give your overall score at the end of event, if most outfits complete the day on time without incurring any penalties,



the overall winner will be decided by the special tests. There are normally two special tests per Enduro, one of motocross style and the other longer and more technical.

Sidecar Championship events are as follows:

ARWYN REES CAIO ENDURO

Run by the Dyfed Dirt Bike Club to be held on the 21st of May, this is the first Championship round on the calendar and has very quickly become a firm favorite with all the Sidecar Crews. Consisting of around twenty-four miles a lap of very varied going with one test that is ridden at least twice.

www.ddbc.org.uk

THE WELSH TWO DAY

Based in Llandrindod wells held on the 23rd/24th of June with the start/finish by the side of the lake, it is roughly a 130 mile a lap with Three special tests a day and is considered the event of the year by National and International riders.

www.welsh2dayenduro.com



THE POWYS

This event is run by MWRTA on the 14th of August with one special test that is ridden twice in opposite directions, considered by some one of the most "Technical" test of the season, the lap its self is roughly 150 miles long with some fantastic going and great boggy sections.

www.mwtra.co.uk

THE BRECHF A

This event has been reintroduced to the events calendar and will be running along the old route of the original Brechfa one-day event. We are all looking forward to its return being the second event put on by the Dyfed Dirt Bike Club that supports the sidecars. Will be running on the 31st of July.

www.ddbc.org.uk

RHAYDER 2 DAY ENDURO

To be held on the 27th and 28th of August by Rhayder Motorcycle and Light Car Club with the Sidecars racing on the Saturday. This event was introduced last year but not held as a championship round and is only going ahead as a championship round thanks to the support of the club and commitment of help from local teams.

www.rdmcc.co.uk

There are not massive differences from a MX outfit and an Enduro outfit.

- Enduro outfits need to be road legal and have lights.
- They tend to use bigger fuel tanks to cater for the longer distance covered.

- Small tool boxes are fitted to carry the essentials in case of a breakdown you can be stranded in some pretty remote places and if you haven't got the right bits help can be a long way off.
- Passengers handrails tend to be a bit taller to help with back fatigue.
- For the rider a good strong hand guard on the right is a must as these machines are a bit wider and trees are not that forgiving.
- A flick up foot rest is also a must as when you are chair high a fixed mx one would just dig in to the ground and stop you pretty quick.

All in all, these bikes are a pretty specialized piece of kit and can cost upwards of £15,000 for a brand new ready to race machine but don't let this put you off: there are plenty of bargains to be had and you can find bikes for as little as £2000 for a starting point.

There is plenty of information to be found on the British Enduro Sidecar Association website including full list of Club championship and ACU championship events www.tbsea.co.uk





John McPhee
PIC: BONNIE LANE PHOTOGRAPHS



What's in store for the 2016 British Grass Track season?

Another season of exciting Solo and Sidecar Grass Track is anticipated across the country, so what's scheduled for the 2016 season? By Gareth Bemister.
Pics Scott Pritchard



The fixture list appears packed full of events up and down the country, with several clubs building on their successes of last season. Midshires club, in the Midlands once again run their **'Master of Midshires'** event on 8th May.

Mid Cornwall Premier MCC ran a fantastic event in the summer at their unique purpose-built circuit in the

West Country, and they return to the calendar for 2016, staging the **'West Country Winner'** in July.

Plenty of clubs in the South Eastern and Eastern centres will be running events, and one that should be pencilled into all track racing calendars is the **International Lincolnshire Poacher** with this year's event taking its traditional date of 28th August. Many

Grass Track supporters, however, will be focused on the huge event to be staged by the ASTRA club at Swingfield, Kent on Sunday 11th September as the ACU plays host to Europe's top riders competing for the prestigious crown of **FIME European Grass Track Champion**.

Moving onto the various ACU Championship events, the first of which being the **British Clubman's Championship** on Sunday 19th June, hosted by Cheshire club of whom are further building on their successful staging of the British Championship meeting of 2015. The event, often cited as the toughest meeting on the calendar, sees the top unseeded racers from across the country compete for the final placings in the British Masters Championship.

The **British Masters** event itself – where the nation's top 500cc Solos and 1000cc Sidecars do battle – will be staged by the Bristol Club. Their hosting of the Clubman's Championships in 2015 was so successful, that they have been the ACU Track Racing Committees natural choice for this year's big event. This prestigious event will be held



Colin Blackburn and Carl Pugh



James Shanes

at Lower Stanton St Quinton, near Chippenham, Wiltshire on Sunday 14th August.

The Solo title will be defended by teenage sensation James Shanes. He will have stiff competition from several quarters. Former Premier League Speedway Champion James Wright has emerged as Shanes' main rival, after taking to Grass Track full time in 2015. Wright is aboard some top equipment this season and will strive to go two better than his excellent third place in 2015. Add to the list of rivals' former champions Andrew Appleton and Glen Phillips, Team GB Long Track hero Richard Hall, former Youth World Champion Zach Wajtknecht and a potential appearance from Speedway GP regular Chris 'Bomber' Harris, this event is one not to be missed.

The 1000cc Sidecar class will be as wide open as ever in 2016. Colin Blackburn/Carl Pugh performed excellently on the day and justly took the title by winning the Final. Many thought that 2015 was the year for Mark Cossar/Carl Blyth to regain their title, having won many meetings up and down the country throughout the

year. However on the day, 'Lady Luck' deserted them in final race of the day. Cossar's closest rivals for the season were Yorkshire brothers Gareth and Billy Winterburn, and they too had an unsuccessful day at the Masters and failed to secure their first title. Expect all three of these crews to be once again in the mix throughout the 2016 season.

The ACU British Championship events for other classes will be held at four other events throughout the season. The **British Pre 75 championships** – which produced some tremendous battles last season – will be held by the Pickering Club in Yorkshire on 26th June, whilst the **British 'Upright' Class** will contest their championships on 10th July, hosted by the Hayes and Southall club at Puttenham in Hertfordshire

Youth Championship racers will clash, along with the **British Under 21 Championships** on 6th August, an event held by the Lancashire based LOGA club, whilst the **ACU British 250cc, 350cc Solos, 500cc Sidecars and 1000cc Left Hand Sidecar Championships** will be staged by the

GTSA club, at their superb venue at 'Dig Dog Lane', Frittenden in Kent. Expect all of the top riders to clash at this event, including current 250cc champion and former Youth World Champion Zach Wajtknecht, who will be looking to win the title for a third time, should he be able to fit the event into his very busy Grass Track and Speedway schedule.

A championship that is going from strength to strength occurs on unfamiliar terrain for many, as the **ACU Sand Ace British Championships** once again take place on the beach at Vazon Bay, Guernsey. Every year, Britain's top Solo and Sidecar competitors make the short trip over to the Channel Islands for one of the greatest spectacles of track racing. This event, taking place on 21st May, is sure to once again provide track racing fans with spectacular and exciting racing.

So, as can be seen, 2016 is certainly looking to be busy season for both supporters and riders alike. Should you need more information on any of the UK or European events, information can be found online at the ACU website, on grasstrackgb.co.uk or on the Facebook group Grasstrack Banter... enjoy!!

18th-19th June 2016
Matterley Basin, Winchester



Round 11 of 18 - MXGP World Championship

**THE BRITISH MOTOCROSS
GRAND PRIX**

MX2 - MXGP

EMX125 - EMX250 - EMX300
HONDA EMX 150

BOOK ONLINE NOW AT
BRITMXGP.COM
more information available on the website

Take your weekend experience to the next level with Vip. Adult £199 - Child £99

ONLINE DISCOUNTS

TICKET TYPE	ONLINE	ON-SITE
WEEKEND ADULT	£55	£65
WEEKEND CHILD	£20	£20
SUNDAY ADULT	£45	£50
SUNDAY CHILD	£20	£20
SATURDAY ADULT	£30	£35
SATURDAY CHILD	£15	£15
WEEKEND PADDOCK	£10	£15
CAMPING	£40	£50



Grasstrack abroad

New ACU Track Racing Chairman Dickie Staff and Grass Track 'Scribe' Gareth Bemister previews the forthcoming World Long Track and European Grass Track season. Pics Scott Pritchard



Mitch Godden



The International Grass Track and Long Track scene once again looks promising for ACU riders. Last season saw a triumphant 'Team GB' win the FIM World Long Track Team Championships at a memorable event in Germany. Riders involved in that event included Andrew Appleton, Richard Hall (whose performance at last year's event was breath taking), Glen Phillips and James Shanes, all of whom will be competing at the very highest level of the sport again this year.



Richard Hall

Phillips and Hall take their place in the season-long **Individual World Long Track Grand Prix** series, with Appleton currently a reserve for the event. All three riders have plenty of experience of the championships, with the series commencing at Muhldorf in Southern Germany – ironically the location for Team GB's momentous victory in 2015. The series is then contested over four more rounds, in Finland, Netherlands, France and Germany. James Shanes will join James Wright, Rodney McDonald, Rob Mear and Paul Cooper in hoping to qualify for the 2017 championships through two qualifying rounds and then the very competitive **GP Challenge**.

Team GB are set to defend their World Team crown at the **World Long Track Team Championship** on 16th July. All British eyes will be keen to see if the Brits can once again take the title at the 1000 metre Sand Track venue at Mariánské Lázně in the Czech Republic.

The **FIM Europe Individual Grass**



Track Championship qualification begins on 2nd and 3rd July with semi-finals being staged in France and Germany respectively. British interest will come from some vastly talented riders including: James Shanes, Andrew Appleton, James Wright, Rodney McDonald, Mark Baseby, Rob Mear, and Zach Wajtknecht. Current World Speedway GP rider Chris Harris, will also be joining the previously named ACU riders, as he embarks on his journey 'back on the grass' with the aim of qualifying for the **2016 FIME European Final** which will be hosted by ASTRA Motor Cycle Club on 11th September at their spectacular Swingfield venue, near Folkestone in Kent. The event is sure to be hotly contested, with supporters desperate to see a British winner on home soil.

The **European Sidecar Championships** suffered tragedy in 2015, with the outcome that a Champion was never crowned. Therefore British youngsters Josh Goodwin and Liam Brown defend their history-making title win from 2014. They will be joined in the Final on 24th July at Vries by Simon Beard/Ant Goodwin. Prior to this, Dave Carvill/Kai Noble, Dan Berwick/Mark Hopkins and Shaun Harvey/Danny Hogg have to negotiate their way through the semi final at Loppersum on 11th June – both of these FIME Sidecar events being staged in the north of Holland.



Sykes leading Rea

Brits abroad

SportMoto quizzed Hazel from *Motorcycle Racer* magazine about the British riders in International Road Racing.

So guys, what's happening in the world of road racing then?

At Grand Prix, for the first time since Barry Sheene won the 500cc class in 1977, we have a reigning British World Champion, in the form of Danny Kent who sewed up the Moto3 title at the end of 2015. He's moved up to Moto2 this season where he's competing



Danny Kent

alongside MotoGP stars of the future, including fellow Brit Sam Lowes. They're both on good bikes with strong teams and have the potential to get on the podium this year. Both of them ultimately want to race in the MotoGP class and that's a reality for Sam, who has a contract to ride for Aprilia in 2017. We expect Danny to stay a little longer in Moto2; he's 22 whereas Sam is 25 so there's perhaps a bit more pressure to get a move on! But before Moto2, Sam won the British Supersport and World Supersport titles while Danny followed the more traditional route, competing in Red Bull Rookies, then 125GP.

They're up against Spanish riders like Rins and Alex Marquez (aged 20 and 19), who have been 'fast-tracked' through the Spanish system, racing in the Spanish CEV series, then Moto3,

then Moto2 – then the best are picked for MotoGP.

Is that why MotoGP has so many Spanish riders?

Yes. Out of 21 full time riders, 9 are Spanish, four are Italian, there's one Australian and no Americans now that Nicky Hayden has moved to WorldSBK. But there are four Brits. Compare that to 2010 when there were none! Now we've got Scott Redding, Bradley Smith, Cal Crutchlow and Eugene Laverty.

What are their prospects of winning MotoGP?

To win MotoGP you need to be on one of 6 bikes, those that can be defined as the best bikes in the world: the two factory Yamahas, two factory Hondas and two factory Ducatis. That's six bikes, currently ridden by three

Sam Lowes



GRESINI RACING

Spaniards and three Italians and for a Briton to get one of those factory rides would be astonishing.

Who's the best of the four?

Bradley – he's consistently the top finisher amongst the Brits and did a great job last year, coming sixth overall ahead of one of the Ducati factory riders. Bradley's no fool and we know that he wanted to be on a bike, and with a team, that would put him in a position to win races. But he's given up waiting for Yamaha to offer him a ride on the factory bike; instead he's moving to the all-new KTM team in 2017, which is very unlikely to win anything in its first two years.

And what about the other Brits?

Cal showed promise on the Tech3 Yamaha, then moved to Ducati and then to LCR Honda team and we've not seen him fulfill his potential. Laverty and Redding (cited as the next Barry Sheene a few years ago) are getting to grips with the Ducati as both switched from Honda at the end of last year... but I don't want to paint a bleak picture, there are six top bikes and beyond those, if you're in MotoGP and you consistently finishing somewhere between 7th and 12th, you're doing well.

OK. Let's move on to WorldSBK.

Well, we have a reigning champion here too – Johnny Rea. In fact, Brits filled the top four positions in the Championship in 2015.

How come?

Britain grooms riders well for World SBK, just as Spain grooms riders well for MotoGP. Our national series is based chiefly on production bikes, and it's not just about riders; this year the BSB-winning combination of Shaun Muir

Racing and rider Josh Brookes have moved to WorldSBK.

What's going to happen?

The two British Kawasaki team mates, Tom Sykes and Johnny Rea, will be totally focused on beating each other and they'll outperform the rest as a result; the Championship battle will be all about them. Chaz Davies (Ducati) is in position for third, but he'll need to keep an eye on the Hondas of Michael Van der Mark and Nicky Hayden. We won't see any dramatic changes compared to last year, I'm afraid, but there will be some great racing and we're bound to have a British Champion, unless something terrible happens.

And what about Supersport?

At the moment, Brits don't dominate in Supersport, but we have some promising young riders in the series. Reigning British Supersport Champion Luke Stapleford and the runner-up, Kyle Ryde, both moved up to Worlds this year and are finding it tough. Luke parted company with his team after just two rounds, whilst Kyle is doggedly learning the ropes with the Italian Ranieri Med Yamaha team. Kyle has talent but will he get podiums and race wins in his first season? No. What he needs to do is learn a lot, impress people and secure a good ride for 2017.



Bradley Smith

TECH3

2016 250GP ACU National Championship & NG Cup

Words by Steve Bostock. Photos by EDP Photo News



2015 125cc Champion Andrew Sawford



2016 marks the 9th year for the 250GP ACU National Championship in its current format. Across this period, we have witnessed close championship battles, regularly mirroring the 250 Grand Prix golden years where it was more often than not considered the best race of the day.

With the introduction of Moto 2 and demise of 250GP from the International scene, numbers and spares dropped and manufacturers took stock of their commercial value to the wider audience. But here in the UK, the ACU had a desire to retain the presence of a 250 pedigree series, so the 250GP ACU National Championship was born in partnership with the NG Road Racing Club.

This year, there is a true feel of resurgence possibly fuelled by the huge interest in 250GP class at the Manx GP at the end of August. For the National series though, the proven format holds

firm with the championship attracting a strong national field of title contenders incorporating the NG Cup for both older machines and Newcomer/ Clubman license holders providing a balanced platform for all levels.

This year the championship kicked off at Brands Hatch in March which saw the reigning National 250 Champion Philip Atkinson in brilliant form despite suffering significant machine problems in testing. Pole position and 2 wins from 2 starts is as good as a title defence gets. Next up the series heads to Cadwell Park on 16th 17th April, a real 250GP favourite, then on to Donington Park on 7th and 8th May where several European riders will join the action in a bid to stir up the Championship regulars. On to Oulton Park in June and Castle Combe on 2nd 3rd July, an event that has attracted the interest of several Manx entrants, possibly drawn not only by the large crowds anticipated at the beautiful Wiltshire venue, but also by its widely considered similarity to the roads of the Isle of Man – a perfect testing ground. The Combe is also the home of the very popular Classic and Specials parades incorporated within the NG Road Racing / King of Combe race event. Some big names will also be present from the world of racing both past and present.





With no less than 14 rounds spanning across 8 different venues between March and October, competitively priced entry rates including further discounts for overseas riders, trophies, prize funds not to mention of course, the only place you'll find stunning 250GP machines in action, the series is here to stay.

125GP ACU NATIONAL CHAMPIONSHIP

New for 2016, following the removal of the 125GP class from the HEL Motostar British Championship, the ACU, MSVR and NG Road Racing have jointly agreed to the introduction of the 2016 125GP ACU National Championship. Run in conjunction with the 250GP Championship the prospect of top flight 125 and 250GP machines provides a tasty treat for the 2 stroke fans. It is anticipated the 125 Series will kick off at Donington Park on 7th 8th May. The full Championship will take place over 10 rounds: Donington Park 7th 8th May, Oulton Park Saturday 11th June (ACU testing available Friday 10th), Castle Combe 2nd 3rd July, Anglesey 13th 14th August (ACU testing available Friday 12th), Pembrey 17th 18th



September and Thruxton 8th October.

Anyone interested in finding out more and registering their interest in the 125GP National Championship should contact the series coordinator as soon as possible. In short, an event will include (Saturday) free practice, timed qualifying and a race of British Championship length. For 2 day events the Sunday will include a warm up session and a feature length race. Trophies, prize money and end of year funds are being made available added to the opportunity to become the 2016 125GP ACU National Champion.

For more information on both the 2016 250GP ACU National Championship and the 2016 125GP ACU National Championship, contact Steve Bostock at NG Road Racing on 07967 681639 or sbostock@ngroadracing.org



Phil Atkinson

Championship conditions, calendar, entry forms and regulations can be found at www.ngroadracing.org or follow us on Facebook



Phil Atkinson



John McPhee takes great steps

Words: Sally Bly.

Pics: Bonnie Lane Photographics



Our Autumn 2011 edition featured the valuable work done by the Racing Steps Foundation supporting future two wheel stars and one of the riders we spotlighted was a then a seventeen year old John McPhee. Now, almost five years on, we see how John's racing career has progressed to becoming an established rider in the Moto 3 class at World Championship level.

John was born in Oban, Scotland in July 1994 into a motorcycle-loving family, and it was inevitable that John would soon be riding: a tiny PW 50 was

John's first bike at the age of 5 and by the age of 8 he was competing in Oban Youth Moto X and in successive years he was club champion!

At the age of 12 John's family purchased an Aprilia 125 for him to compete in road racing in the F125 Scottish championships. Unfortunately John caught meningitis and racing was put on hold for a year as he battled the illness. In 2007 thankfully John was able to resume racing in the Scottish championship and events in North East England where he recorded a win and 7 podiums, followed by an



amazing 2008 season when he became Scottish F125 champion in dominant fashion with 29 wins and 37 podiums. In 2009 John planned to complete a full season in the F125 /GP125 British Championships. His talent had been spotted by Mark Keen of the KRP Racing team but a broken ankle cut short his season but he had proved to Mark his huge potential.

2010 again with the KRP concern in the British 125cc Championships saw John secure his first win at this level and finishing on the podium four times completing the season with 5th place in

the championship and runner up in ACU Academy Cup.

We picked up John's progress in 2011 when with the backing of the Racing Steps Foundation he finished 10th in the Spanish CEV Buckler 125 GP championships Spain and also made his debut at Grand Prix level as a wildcard.

Having a taste of competition at the top level John in 2012 finished 7th in the CEV Moto 3 series, enjoying two podium finishes, and also competed in 8 of the World Championship Moto 3 rounds on his KRP Racing Steps Foundation Honda finishing with a points score at Brno. Later this season John moved to the Caretta Technology team, replacing injured rider Alexis Masbou, and then signed for the Racing Team Germany for a full World Moto 3 championship season for 2013.

John contested the 2013 championship on an FTR Honda and finished 19th in the championship with his best finish a 7th in Japan. John continued with the team in 2014 and progressed again moving up to 13th in the championship. His highest placing in this year was a 4th place, again in Japan, and he scored his first ever fastest lap at Catalunya.

2015 saw John have the stability of staying with his team again, this time amassing 92 points and an impressive 11th in the championship. His highest placing was also his first podium at this level when in a wet to dry race at



Indianapolis John opted to pit at the end of the formation lap for slicks and finished 2nd behind Livio Loi who had gambled by starting the race on slick tyres. This great result was backed up by 10 top 10 finishes including 5th in Qatar and 6th at Silverstone.

John celebrated resigning for the RTG team at the final round at Valencia by clocking pole position. John was very happy to take first non inherited pole position having found himself on pole at Philip Island due to another rider's mistake. John finished 7th in this final race of the year.

2016 sees John once more staying with the Saxoprinto RTG Peugeot team

but with new machinery. The team launched their new Moto 3 machinery at the Milan show with an exciting collaboration from Peugeot and Mahindra Racing, seeing Peugeot as constructor but the bikes having the mechanical DNA of Indian Mahindra machinery. Peugeot have been involved in building motorcycles since 1898 – their best memories Bol d'Or victories in the 1950s – and hope that their return to racing will record further successes.

John and his team embark on pre-season testing at Jerez, encouraged that the machinery has already won a National title in 2015 with rider Marco Bezecchi in Italy. 2016 will be John's 4th full season in the 250cc lightweight class and we hope to see the familiar number 17 at the sharp end of races in 2016 and to see John rewarded with his first win at World level as he continues his ascent to the summit of Moto 3 class racing.



Revitalising the Maxxis ACU British Motocross Championship

Words & Pics: Nikki Leigh Scott



In case you missed it, the 2016 Maxxis ACU British Motocross Championship is having a review under a fresh pair of eyes, Stuart Drummond has taken the reins as the ACU Events Series Manager and since has been working day and night to make the premier British Motocross Championship bigger and better than ever before.

With media having such a huge presence in the world these days, one of Stuart's goals was to increase the media exposure and overall coverage of the championship. Not only did he want to increase the quantity of content that was going out, but he has also put an emphasis on improving the quality of material that is being released too. He would like to develop a great working relationship with the media and by listening to what they have had to say has decided to introduce a Media Centre which will provide all the official media with a powered and dry area where they can view photos, write reports, clean or charge equipment etc.

Also new in 2016, world-renowned sports channel Eurosport has signed on to air the highlights from each and every round of the Maxxis ACU British Championship in a 30 minute show that includes exclusive segments from inside the paddock where the riders and teams are interviewed by the bright and bubbly Amy Louise Henry and/or former British motocross legend Paul Malin.

KEEPING UP WITH THE TIMES

As the world has become so mobile in todays day and age with more than 80% of people accessing the internet via Social Media platforms such as



Stuart Drummond

Facebook, Twitter and Instagram on their mobile phones, it has been recognized that a social media plan and strategy is essential to the growth of the championship. Therefore Nikki Scott, a former motocross rider and the driving force behind MXGP's strategy for the FIM Motocross World Championship, has been welcomed onboard as the creator and implementer of the Social Media strategy for the 2016 Maxxis ACU British Motocross Championship.

In 2016, those who cannot be trackside at the race can follow all the action online at www.MXLive.co.uk, which is an all new LIVE radio broadcast where all the action from the racing is covered and aired to you at home by none other than the voice of MXGP, Paul Malin.

While there has been a big push in terms of media, Stuart knows better than anyone that it is the riders and the teams that are the main attraction of the event. With that said, he has been working overtime calling the teams and arranging meetings to ensure that they are all happy and satisfied with the way the events will be run. He has also put a system in place that will help the teams with passes for their sponsors.

As for the organisers and clubs that host the events, Stuart has been open to their opinions and has been in regular contact with the organiser of each round. At the start of the year

Facebook, Twitter and Instagram on their mobile phones, it has been recognized that a social media plan and strategy is essential



an organisers meeting was held where Stuart introduced and explained all of the new and exciting things that will strengthen the 2016 season.

And with all the new improvements in place the first round of the Maxxis ACU British Motocross Championship kicked off in March at the historic venue of Cadders Hill in Lyng.

This year there was a warm buzz drifting through the paddock with all of the teams and riders excited to make a dent in their 2016 campaigns. Leading in to the season opener, the hype surrounded Wilvo Virus Performance's Shaun Simpson, who is the defending MX1 champion, and Monster Energy DRT Kawasaki's Tommy Searle, who is one of Britain's fastest riders never to have won a British title.

Most odds were on Simpson initially, since he dominated in Lyng last year and has won rounds of the motocross



world championship in the sand, but surprisingly it was Searle who stole the show with his 1 – 1 performance for the early season lead.

Meanwhile in MX2 it was all about the Rockstar Energy Husqvarna Factory Racing wildcards Max Anstie and Conrad Mewse with Anstie taking a double victory while his young teammate kept him honest with two

seconds. Although both Anstie and Mewse expressed their interest in doing the entire series, it is not possible due to their contracts with their team that is based offshore, in Belgium. Regardless, the duo have both said they will race the Maxxis ACU British Motocross Championship whenever they can.

After a stellar day's racing, everyone involved is already looking forward to

the next round, which will take place in Swanley at the spectacular circuit of Canada Heights on April 24th, where Simpson will be out for redemption on Searle, while the rest of Britain's finest will attempt to steal the thunder from both of them.

Finally, as a result of these improvements, plenty of enthusiastic sponsors have jumped onboard to support the 2016 Maxxis ACU British Motocross Championship, without whom none of it would be possible, so a massive thank you to Maxxis, Pro Clean, Kobold Instruments, Skye Energy Drink, Venhill UK, Autohome Assistance, Dave Thorpe Honda Off-Road Centre, Phoenix Tools, Datatag, Motul, SBS Brakes, K-Tech Suspension...



Nick Jarvis and Dan Chamberlain

Busy season of Sidecarcross ahead

Words: Faye Barnes

Pics: Faye Barnes, Tray Thacker & Pip Spicer



The dust has settled, the bikes are ready, the teams are kitted in new gear and numbers, it's time for the 2016 Sidecarcross season to start!

Last year sidecars were at an all-time high when team Great Britain, consisting of Stuart Brown/ Josh Chamberlain, Brett Wilkinson/

Steve Kirwin and Nick Jarvis/Dan Chamberlain, finished on the podium with a fantastic 2nd overall at the Sidecarcross of European Nations. The team fought hard to beat the tough competition of Belgium and were only knocked off the top step by the Netherlands, who had a strong team of the ten times World Champion

Daniel Williemsen and current World Champions Bax/Stupelis. 2015 also saw British Champions Stuart Brown and Josh Chamberlain's flawless riding and skill consistently putting them on the podium at World Championship races and Wilkinson/Kirwin, Jarvis/ Chamberlain were also teams to watch, regularly finishing inside the top 10 at GPs. With the teams improving every year and Jarvis with a new Swedish passenger, Christian Nilsson, 2016 is set to be another good year for the Brits.

This year MAXXIS are once again sponsoring the main British Sidecarcross Championship and in addition the Sidecar Motocross Association of Great Britain are pleased to announce new sponsorship from Hadrian Marine for the 2016 Clubmans Championship and also for the highly successful National Experts Championship.

With new sponsors on-board everything is ready for another thrilling year of racing and this year the number of registered riders is an all-time high of thirty and with the possibility of wild



Stuart Brown and Josh Chamberlain



card riders on top, it is likely to see a full line up at most rounds.

This was reflected at the opening MAXXIS British Championship round of 2016 at Asham Woods, where there was a full line up of 36 sidecars! Once the gate dropped on the first round the crowds were treated to three exciting, action-packed races. Defending Champions, Stuart Brown/ Josh Chamberlain were once again on top form and took two great wins, as well as working their way through the field to second in a nail biting first race after having trouble at the start. The reigning British Champions are also currently leading the Dutch Championship after competing in two rounds at the start of the season. Hoping to give them something to think about this year are the team of Brett Wilkinson/Steve Kirwin who showed last year they are quick off the line and raced to victory in race 1 of 2016 after Brown/Chamberlain had trouble at the gate. The team of Jarvis/Nilsson will also be competing for the podium finish after Jarvis had a fantastic year of riding in 2015 and jumped 10 places to finish 13th in the world rankings, even after missing 4 rounds.

2016 will also see teams travelling over from Ireland to compete, including the Irish Champion Neil Campbell and his new passenger Craig Parmenter. Last year Campbell finished 5th after constantly battling with the 2015 National Expert and Clubman Champions Grahame/Lloyd and throwing the vastly experienced Pelling/Pannell into the mix, there will be some highly competitive racing this season! The British Championship, which consists of 7 rounds this year, will also include the Hadrian Marine National Experts Championship, which

is designed for those teams outside the Top 10 in Britain and non GP riders. This two-tier structure, which was a huge success last year, promises great battles all through the field.

The Hadrian Marine British Clubmans Championship 2016, which kicked off in March, is also not to be missed! With 39 registered teams and a full line up for the first round, it promises to be an action packed year. The opening round at Binsted saw different winners in each race and

the team of Rob Oldfield/Faye Barnes take the overall victory and current championship lead. But the title is far from sewn-up with several teams capable of taking the top step, including last year's runners up Bowers/Phelps.

With three championships in Britain and a record number of sidecar teams, 2016 is set to be a year full of action packed, non-stop racing!
For more information on sidecarness and upcoming events visit:
www.smcagb.com.



MAXXIS ACU BRITISH SIDEARCROSS CHAMPIONSHIP (INCORPORATING NATIONAL EXPERTS CHAMPIONSHIP)

- Round 2 – 17th April – Foxhill, Swindon SN 4 0DR
- Round 3 – 22nd May – Watisfield Hall, Diss, IP22 2NX
- Round 4 – 26th June – Milton Park, Northampton, NN7 3AW
- Round 5 – 24th July – Dean Moor, Cumbria, CA14 4RH
- Round 6 – 4th Sept – Wakes Colne, Colchester, CO6 2BH
- Round 7 – 2nd October – Canada Heights, Swanley BR8 8DX
- Hadrian Marine Clubmans Championship
- Round 2 – April 24th – Champs Parc, Kettering, NB143NB
- Round 3 – May 15th – Grittenham, Wiltshire, SN15 4JW
- Round 4 – June 5th – Iden, East Sussex, TN31 7UU
- Round 5 – September 11th – Wooley Grange, Durham, DL15 9AN
- Round 6 – September 25th – Polesworth, Warwickshire, B78 1DZ



ACU to improve the training of Motocross Marshals



For the past twelve months and also following media attention regarding the standard of flag marshals at Motocross events in the UK towards the end of the 2015 season the ACU Motocross Committee have increased their focus towards improving the standards of Marshalling at events run under the ACU.



During the winter months the Motocross Committee dedicated both time and resources to improving the standards and set about developing specialized training seminars, including incident footage to assist Marshals with assessing the level of severity of an incident while trackside and also to help improve the Marshals' own safety.

Now the training seminars has been developed, the ACU Motocross Committee will roll out a programme of Marshals training across the country similar to the way in which Clerks of the Course and Stewards seminars are held nationwide.

In conjunction with ACU Events Ltd and the Maxxis ACU British Motocross Championship it is also planned that additional Marshals Training Seminars will be held on the Saturday prior to the start of each round of the ACU Maxxis

Championship. These seminars will be designed to assist and educate Senior Marshals at the events, along with any other individuals who are wishing to attend.

The long term aim is to develop a database of trained marshals who can assist at all level of events from Grand Prix to grass roots meetings.

ACU Motocross Committee member Chris Warren said, "We have some excellent marshals out there, but we also have some that need further training and understanding of the role and the importance of their duties. I have gathered a lot of information and experience throughout my duties across the world championships and the training seminar has been produced for all marshals who are as dedicated as us to improving what we do with the yellow flag."

Acklamsmotorcycles



Family business for 43 years

Beta
the play bike



**Good luck to all Acklams Beta
Team riders at the 2016 SSdT**

Fancy a good deal on a new Beta?

Come down to the No 1 UK dealer and talk to Paul.

All 2016 Beta trials bikes are available. Not only do we have demonstrators we stock all models ready for you to take away today. Your current trials bike or road bike is welcome in part exchange.

Contact Paul Sadler on 07957 148588

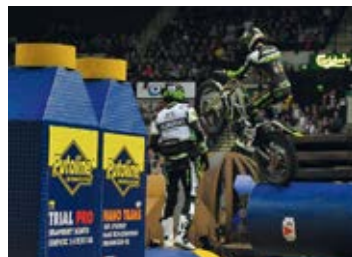
www.acklamsbeta.co.uk email: sales@acklamsbeta.co.uk

Levens Hall Pk Lund Lane, Killinghall, Harrogate, North Yorkshire HG3 2BG



World Championship Trials heads South?

Words: Mick Tonks Pics: Nige Pearson – TrialsUKMedia



The Crème de la Crème of the Trials World will be in Yorkshire on 16–17 July to contest the British rounds of the FIM World Outdoor Men's and Ladies Trials Championship.

There's going to be hundreds of the best trials riding guys and gals in the world, descending on West Yorkshire in July. A trials gathering of this magnitude for the double World Championship will never have been seen before on our shores. If you are in any doubt as to Yorkshire's credentials to hold such an event, cast your mind back to last year's 'Tour de France'. Yorkshire laid claim to the very best stages, the largest crowds

with everyone enjoying the renowned Yorkshire hospitality. With Leeds on the doorstep with its huge range of accommodation from 5 star hotels to good value pubs etc, there are bars galore and many top class restaurants. Bradford famed for its world class curry houses also as a huge range of accommodation available and is only a few miles away. You definitely won't be short of somewhere to sleep, eat and drink when you finally manage to tear yourself away from the World Class Trials Action.

Trials god Toni Bou will be on our shores again, he'll be looking to put things right after his shock defeat at Sheffield at round one of the World Indoor X-Trial Championship back in January. Adam Raga looks to have taken to the TRS like a duck to water and looks good each way bet for The Championship, as does Jeroni Fajardo on the Vertigo. The old warhorse Sherco-mounted Albert Cabestany will no doubt be right up there with the leaders yet again. Albert completes

the quartet of Spaniards that have dominated World Trials for the last few years.

Then we have the chasing pack, not quite snapping at the heels of the top dogs! Local lad and reigning British Champion, Leeds-born James Dabill will be expected to pull out the stops at this round of the championship; he will never have more support, this event is literally in his back yard. The young up and coming Spaniards in the shape of Jamie Busto and Jorge Casales are pushing their way up the championship table, as is Frenchman Alexandre Ferrer, another up and coming rider who's making his mark on the world scene. My favorite Mr Personality – Takahisa Fujinami – will hopefully be with us again: an in-form Fuji can still teach these youngsters a thing or two.

Twice women's World Champion and top Brit, Sherco-mounted Emma Bristow will be looking to complete the treble in this year's championship. Emma cruised to victory





in last year's FIM Women's Trial World Championship, winning the series with a round to spare – that really is the mark of a true World Champion. Emma will be leading out the ladies in Yorkshire in July. Joining her to make up the world's top three will be fellow Brits Rebekah Cook and Donna Fox (are you taking note here, lads? we have the top three lady riders in the world). The three musketeers of ladies trials kept their powder dry and went on to win the Trials des Nations by 20 clear marks – that's three years on the bounce that our ladies have won Trials Des Nations. Ina Wild and Theresa Baeuml from

Germany and Mireia Conde from Spain make up the top six ladies.

This is going to be a great opportunity to showcase our sport to the masses. The venue is surrounded by big towns with millions of residents; and the transport links are superb with the M62 junction 27 and M1 junction 42 being literally a few minutes away. It's all very well holding events in the middle of nowhere for non-spectator type trials, but for a double World Championship event with a potentially large spectator presence the transport links, parking, accommodation, quality places to eat and drink are critical.

Organisers John Kerwin and Ex British Trials Champion turned Extreme Enduro Champion Graham Jarvis have successfully run hundreds of different off-road events over the last ten years, including six World Trials Championship rounds at Penrith. They aim to do Yorkshire and the UK proud and look forward to seeing you all at Tong Valley, Leeds/Bradford, BD4 ORR, 16–17 July.

Tickets are now on sale www.worldtrial.co.uk

5 PAIRS OF TICKETS UP FOR GRABS

If you would like the chance to win a pair of tickets to this prestige's event, just answer this easy question: What bike does Emma Bristow ride?

Answers by email only to mick@thearkdesign.co.uk – please remember to supply your name, address and contact number. The closing date for entries is 23 May.



Nitro Circus Live announces 2016 UK return

Global action sports phenomenon brings spectacular new show to 11 outdoor stadiums across the UK



via www.nitrocircus.live.

Fans from across the UK will be given the opportunity to see the most explosive event in extreme sports and witness death-defying stunts, amazing tricks and unbelievable world firsts that have yet to be seen (even in competition).

Michael Porra, Nitro Circus CEO and creative director, said, "We are so excited to bring the biggest, most daring action sports production ever staged to the UK. Our insane group of athletes perform stunts that you literally cannot see anywhere else on the planet. We're constantly pushing each other to break records and do things that people previously thought was physically impossible. We had an epic time in the UK this year, and we were pumped on just how many people came out to see us. Now we're ready to show a whole bunch of new cities and towns what we're all about. This is our first series of UK outdoor shows and we're performing at some awesome outdoor locations."

Nitro's cast of daredevils, the greatest action sports stars on the planet, will perform the most incredible choreographed riding routines ever in freestyle motocross (FMX), BMX, skate and much more. Highlights include the explosive "Nitro Bomb" featuring all riders flipping simultaneously. Plus, during FMX trains, riders will slice through the air wheel-to-wheel, mere inches apart. Nitro Circus athletes will also brave the (in)famous 40-foot Giganta ramp, which will launch a host of ridiculous contraptions like trikes, a penny farthing, a lounge chair, a bathtub and much more. All of this mayhem in one show, requiring more than 15 trucks and 50 crew members to transport and set up, adds up to a theatrical spectacular area fans have never experienced before. This will be one of the biggest, if not the most massive, entertainment production ever



Direct from sell-out shows across the globe, the world's greatest action sports show – Travis Pastrana's Nitro Circus Live – will return to the UK this summer for its first ever UK outdoor stadium tour. The world's biggest live action sports show will

visit 11 first-time markets including Worcester, Livingston, Hull, Belfast, Llanelli, Sheffield, Yeovil, Gateshead, Ipswich, Peterborough and West Sussex making it the most extensive tour that Nitro Circus has ever undertaken in the UK. Tickets for the tour are now on sale

UK TOUR DATES

- Fri 3 June** Worcester Sixways Stadium
- Sat 4 June** Livingston Tony Macaroni Arena
- Sun 5 June** Hull KC Stadium
- Fri 10 June** Belfast Windsor Park
- Fri 17 June** Llanelli Parc y Scarlets
- Sat 18 June** Sheffield Bramall Lane
- Sun 19 June** Yeovil Huish Park
- Fri 24 June** Newcastle Gateshead International Stadium
- Sat 25 June** Ipswich Foxhall Stadium
- Sat 2 July** Peterborough Peterborough Arena
- Sun 3 July** West Sussex South of England Showground



to come to venues across the UK.

Nitro Circus Live has sold out legendary arenas such as the O2 in London, Accor Hotels Arena (formerly Bercy Arena) in Paris and Madison Square Garden in New York. More than 35,000 people packed Johannesburg's FNB Stadium, site of the 2010 soccer World Cup final, for a massive 2014 show; 45,000 filled Melbourne's Rod Laver Arena, the second highest attendance of any touring act at that venue. Now, fans from across the UK

do not want to miss their chance to see Nitro Circus Live.

Fans looking for the ultimate Nitro Circus experience will want to check out the Nitro Club Experience. These exclusive passes include the best seats in the house as well as a chance to get up close and personal with the stars of Nitro Circus during an exclusive Q & A session where they will talk about life on the road and answer an array of very personal questions that fans would not normally hear at a show or

in the media. Nitro Club pass holders will also receive a souvenir lanyard and electronically signed Nitro poster, as well as a chance to win cool Nitro swag.

For Nitro Circus news, tour updates, full rider lineup, exclusive behind-the-scenes content, and more, go to <http://www.nitrocircus.com>. Follow Nitro Circus on Twitter: @nitrocircus and Facebook: www.facebook.com/NitroCircus. Athletes subject to change.



WIN WIN WIN
Ten pairs of tickets up for grabs for the show of your preference
We have three goody bags of official Nitro Circus Merchandise along with 10 pairs of tickets for our lucky winners
COMPETITION QUESTION
Who is Nitro Circus founder and best action sport athlete of all time?
 Answers by email only to mick@thearkdesign.co.uk – please remember to supply your name, address and contact number. The closing date for entries is 23 May. Please select the date and venue you wish to attend when entering this competition.



MCA Competition



MCA have been providing service and knowledge that is second to none since 1950. During those 66 years there have seen some big changes and the MCA of today is a very

focused store providing the very best brands such as Dainese, Arai, Shoei, Alpinestars, AGV, Daytona, Sidi, Knox, X-Lite and many, many more.

Located in Leicester city centre, it's very easy to pop in and make the most of the MCA team's in-depth product knowledge. With all the staff being riders or racers, there's no shortage of experience.

As well as one-piece suits, MCA also stock a massive selection of

helmets, gloves, boots, body armour and accessories aimed at not just racers but track day riders, tourers, general riders and commuters. As well as their 'Aladdin's Cave' of a shop MCA also feature most of their product on www.mcaleicester.co.uk and offer fast delivery, great returns policy and a 0% finance option.

UK racers have been using MCA for their gear since the 1950s and we regularly have two to three generations within the same family coming back year on year for trusted service, advice and technical help. We appreciate that racers demand the highest level of protection and support, and from time to time speedy repairs and replacements are needed.

Our Leicester location positions us perfectly between Donington Park, Cadwell, Silverstone, Darley Moor and Rockingham so we have a lot of racers





regularly dropping in. As a Dainese premium retailer we get full support from the factory, allowing us to bring you the very latest in technology across their range of leathers, boots, gloves, under suits and body armour as well as access to some of their supported UK riders such as our local James Ellison, Leon Haslam, Tom Sykes and many more.

When getting fitted for a one-piece suit it is essential that you receive the knowledge and expertise as often this is a costly purchase – the guys are all trained to make sure that no matter what shape or size you are, you end up

in the right suit for you.

Dainese have been supporting racing since the days of Sheene with notable riders such as Rossi, Fogarty, Martin, Agostini, Simoncelli, Hayden, Sykes, Haslam and Ellison. With new DAir air bag technology Dainese are the frontrunners in rider safety both on and off track, allowing racers to push that bit harder with the confidence that they are supported by world leaders. We are an approved DAir stockist as well as Custom Suit specialist allowing riders to create unique one-off suits tailored specifically to them along with original colour schemes and sponsor logos.



WIN £500 TO SPEND IN-STORE

Simply visit www.mcaleicester.co.uk and enter the competition to stand a chance of winning.

Two runners up will also receive a £25 MCA gift voucher.



DAINESE / ACU LICENCE HOLDER OFFER

MCA have been a premier Dainese stockist for over 30 years with a huge on site stock and access to pretty much any shape, size or colour required. With such heritage MCA and Dainese have teamed up to offer a very special promotion solely for ACU licence holders: we can now offer a 25% discount off Dainese. Due to the nature of the offer it is limited to certain racer-orientated products.

For full details call the store on 0116 262 4983 or email info@mcaleicester.co.uk



MXGP returns to Matterley Basin



The British Motocross Grand Prix returns to the award-winning circuit of Matterley Basin, set in the beautiful South Downs National Park. The track – loved by all for its panoramic viewing and great racing – has now seen a mighty Motocross of Nations, four British Motocross Grand Prixes and two MXGP Festivals.

This year the event will not take place on the May bank holiday, but a month later on 18–19 June (Father's Day in the UK). As ever we are delighted to offer great value for money and really give an amazing experience at a price affordable for the whole family. Come and watch the sport's Champions race just metres away as you cheer for your favourite rider!

Once again, we will be providing evening entertainment, along with spectacular funfair rides. With economy camping packages we're hoping that as many of you as possible decide to get the full British Motocross Grand Prix experience. For those wanting to go the extra mile, book yourself in for our exclusive VIP package or VIP Camping. With premier track viewing and a whole host of extras, the VIP package will really take your weekend to the next level. Our VIP Camping is located right by the track with a separate entrance from the public.

For the cost of a weekend ticket, you will you get to see not only the

premier MXGP and MX2 class, but the fiercely contested 4-stroke EMX250, EMX300 and Honda 150 class.

On Saturday, you will see the riders take part in practice and qualification races for of all the classes. Without a doubt, you'll see spectacular whips as the top riders enjoy showing off in front of an energetic crowd – something the English are famous for! On Sunday you will be thrilled by some incredible high octane action, with hard-fought battles taking place throughout the day – but who will emerge the victor?

Between races you will have time for some retail therapy in the trade

village. Here you will be able to grab GP exclusive deals, snap up some bargains and check out the latest bikes that the top manufacturers have to offer. And while you're at it, there will be a variety of food stands and bars to keep you fuelled throughout the weekend.

See your favourite riders, from newly crowned champions Romain Febvre and Tim Gajser, against seasoned heroes such as Cairoli and Herlings. The British fighters Tommy Searle, Shaun Simpson, Max Anstie and Jake Nicholls will also be out in full force for their county! At round 11, of 18, the British Motocross Grand Prix will fall at a definitive moment where all the riders are at their peak, and where every point matters.

For more information and to book your tickets, visit our website www.britmxgrandprix.com with online discounts when you book now.



TWO PAIRS OF TICKETS UP FOR GRABS

Just answer this easy question: What's the name of the National Park where the event takes place?

Answers by email only to mick@thearkdesign.co.uk – please remember to supply your name, address and contact number. The closing date for entries is 23 May.

MICHELIN, BACK IN MOTOGP™



**WE ARE ALL
RACERS**

**EVERY TIME MICHELIN TYRES
WIN ON THE RACE TRACK,
YOU'RE A WINNER TOO!**

*TECHNOLOGIES PROVEN IN MOTORSPORT FEED INTO MICHELIN ROAD TYRES.
MOTOGP™ IS SET TO ADOPT THE 17-INCH WHEEL SIZE, WHICH IS THE MARKET
STANDARD FOR SPORTS AND ROAD MOTORCYCLES.*

Covered in mud? I'm also covered for organised events as standard¹

YOUR OFF ROAD INSURANCE POLICY BENEFITS:

- ▶ DNA+ protection system worth £30²
- ▶ Up to £250 for the cost of repair or replacement of tools³
- ▶ Cover at home, an organised track or practice ground, even whilst in transit⁴
- ▶ A range of payments options making it flexible for you⁵



Carole Nash, a name you can trust

0800 280 0763

Six Wheel | Multi-Bike | Off Road | Custom | Future Classic | Modern Bike | Vintage

carolenash.com

[f /insidebikes.com](#) [@insidebikes](#)



CAROLE NASH

The care it deserves

96% reevoov of customers would recommend Carole Nash
Based on reviews from July 2015 - December 2015



Opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm, Sun 10am - 4pm.

¹ Cover for approved organisations - Amateur Motorcycle Association (AMCA), Auto-cycle Union, ACU, British Schoolboy Motorcycle Association (BSMA). ² Terms and conditions apply, carolenash.com/dna-terms-and-conditions. ³ Fire and theft policy only, your tools are only covered if your bike is stolen at the same time. ⁴ Fire and theft policy only. Cover for approved organisations - Amateur Motorcycle Association (AMCA), Auto-cycle Union, ACU, British Schoolboy Motorcycle Association (BSMA). ⁵ Additional fees and terms and conditions apply. Carole Nash act as a credit lender and broker, further details will be provided. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.