

The Phil King

Permit No: ACU 206658

Officials of the Meeting

ACU Steward: TBA

EC Steward: Alan Penny

Club Steward: Steve Tye

Clerk of the Course: Guy Stanley

Machine Examiner: Neil Kemp

Environmental: Guy Stanley

Observers: Steve Tye

Route Master 1: Les Johnston

Route Master 2: Ray Parfitt

Secretary of the Meeting

Richard Norman

07421 704255

rnglfarm@gmail.com

Start/Finish Area

New Wood, Pebmarsh

Nr Halstead, CO9 2NR

Grid Ref: TL860332

///kickbacks.debater.plotted

2.8 miles north of the A1124

0.6 miles from the Kings Head,
Pebmarsh

Food and Drink will be available

Refuelling

Riders will pass through the Start/Finish area after the 5th group of sections.

BE AWARE OF 2-WAY TRAFFIC

WARNING

Motorsport can be dangerous.

Organisers take all reasonable precautions, but unavoidable accidents can happen. Please comply with all instructions of the marshals and notices.

Remain in the permitted areas only.

IN CASE OF ACCIDENTS

The nearest A&E is at Colchester General Hospital, about 9 miles away.

Return to the A1124 and proceed eastbound towards Colchester.

At the A1124/A12 interchange bear left onto the A12 Eastbound.

Exit the A12 at Junction 28 and follow the signs to A&E.



The Phil King

East Anglian National

Sunday 1st February 2026

1st Round of the Normandale Trials Championship



2025 Pre 65 winner Paul Whitehead.

NORMANDALE
REFINISHING

PHIL KING EAST ANGLIAN NATIONAL 2026

A National Reliability Trial for solo motorcycles.

Held under The National Sporting Code & Standing Regulations
and the ACU Traditional Trials Championship Regulations.

Riders and Observers Final Instructions

A message from

Guy Stanley



Clerk of the Course

Welcome to the 1st round of the 2026 Normandale series.

The Castle Colchester club is now 90 years old, in vibrant health with a good membership covering adult trials, green-laning and adventure-riding plus a strong, emerging youth trial group with dedicated events.

At the other end of the scale, it is especially nice to see the new Normandale format encouraging older people to keep riding.

One problem we see is that the new route 3 will include Class 4 Over 60 riders, some of whom can keep up with the Class 2 Over 50 riders. We will therefore have to put some harder sections in route 3 to cater for them - which may not go down well with Classes 5 to 9!

Perhaps class 4 should be moved to route 2? Perhaps we should have a 65-year-old class? It goes on....

We would welcome lots of feedback to help improve the series and make it achieve the near impossible aim of everyone having a great day out.

I hope you all do and thank you for supporting us.

IMPORTANT NOTICE:

Riders at the front of the field MUST WAIT for the CoC's permission to proceed into the sections. Any rider ignoring this instruction will be excluded from the event. This rule has been introduced to give sufficient time to get observers in place for the later sections.

Routes:

There will be three routes through most of the sections.

The main route will be marked with Red and Blue cards and there will be deviations for the harder route (Yellow cards) and the eased route (White cards).

Class 4/Over 60 ride mainly White deviations but ride Red/Blue on some sections.

Route 1 (Hard)	Yellow deviations	Classes 1 & 9
Route 2 (Main)	Red/Blue	Classes 2 & 3
Route 3a (50/50)	White + Red/Blue	Class 4
Route 3b (Eased)	White deviations	Classes 5, 6, 7 & 8

Riders must follow the section marking according to their Class (as listed below).

Championship Classes:

Route 1 Hard	Class 1 (Route1)	Riders over 40.
Route 2 Main	Class 2 (Route 2)	Riders over 50.
Route 3a 50/50	Class 3 (Route 2)	Early water cooled.
Route 3b Eased	Class 4 (Route 3a)	Riders over 60.
	Class 5 (Route 3b)	Air cooled monoshock.
	Class 6 (Route 3b)	Twin shock.
	Class 7 (Route 3b)	Pre 65.
	Class 8 (Route 3b)	Riders over 70.

Non-Championship Class:

Class 9 (Route 1 or 3b) Hard or Eased route.

Awards:

The Phil King Trophy (plus replica) for the best performance by an Eastern Centre rider in a Championship Class. Ties will be decided as defined in TSR23.

Start Time:

Championship riders start at 1-minute intervals with non-Championship at 30 second intervals as per the rider list. The onus is on the rider to present himself/herself to the starter in a fit state to start the trial and at a suitable time. Late starters will be penalised 1 mark per minute to a maximum of 20 minutes and will be excluded thereafter as per TSR16. The organisers reserve the right to issue further instructions that will have the force of these regulations.

Time Allowance:

An individual time allowance of five and a half hours is allocated to each rider, irrespective of class, and shall commence when the rider leaves the start control. The time control will be at the last section of the trial **which will close at 4.30pm**

General:

All competitors must ensure their machines are examined **before** signing on. Observers must ensure that they have signed on and marked the Score Card with their name and address.

Riders **MUST** observe all notices posted on the route with special care being applied, and courtesy being given, when encountering walkers and horse riders. A 'back marker' will follow the last rider and close the sections at the end of the trial.



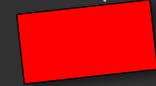
Route Identification

There will be a coloured marker, on the front of the motorcycle, to help observers and spectators alike.

Route 1 (Hard)



Route 2 (Main)



Route 3a (50/50)



Route 3b (Eased)



Results

Will be emailed to competitors and will go up on our socials
castlecolchestermcc.co.uk
[fb.com/castlecolchestermcc](https://www.facebook.com/castlecolchestermcc)

Without the kind permission of our landowners this event could not take place.

Many thanks to our *Land owners*

S Crayston – C Chamley
 B Twinn – A Cromack
 B Hadley – A Fairs – N Percival
 P Hogsbjerg – J Crayston
 P Fairs – K Hunter-Gordon
 B Rhodes



The Marking System Explained

The Marking System:

The competitor is deemed to be in the section when the front wheel spindle passes between the 'Section Begins' markers and is deemed to have completed the section when the front wheel spindle passes between the 'Section Ends' markers.

0-mark penalty

A penalty free ride through the section.

1-mark penalty

Footing/touching/leaning only once with **any** part of the body.

2-mark penalty

Footing/touching/leaning twice with **any** part of the body.

3-mark penalty

Footing/touching/leaning three or more times with **any** part of the body and continuing forward motion.

5-mark penalty

Failure to complete the section.

Dismounting, breaking or crossing tapes or markers defining a section, receiving outside assistance. A stop is deemed to have occurred when the front wheel spindle has ceased moving in a forward motion to the direction of the section. Discretion should of course be applied to momentary stops, but 'rolling backwards' will be penalised. A rider may request the observer to record a failure rather than attempt the section.

10-mark penalty

For missing a section or failing to attempt a section when called upon to do so by an official (in addition to marks subsequently lost in that section).

Rules:

The Phil King Trial is run under the definitions of TSR22B rules (no stop) and in accordance with the regulations pertaining to the ACU Traditional Trials Series. Ties will be decided as per TSR23. The organisers reserve the right to issue further final instructions that will have the force of these regulations.



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5 LUXURY LODGES WITH HOT TUBS,
 EACH ACCOMMODATING 2 OR 4 GUESTS



JOIN US FOR A LUXURIOUS BREAK

Castle Cadets

Castle Cadets Success in 2025.



2025 was an extremely successful year for our Castle Cadets which saw growing numbers joining us for our youth only events as well as representing our club in trials far and wide.

Notably, four young club members took part in the 2025 ACU Youth GB nationals series with Oliver and Alba both coming second overall in their classes.

We have lots of exciting plans to look forward to in 2026 including a Cadets championship consisting of six rounds open to all youth riders from beginners to experts.

Nicola Norman.

Photo Credit

Can I say a massive thank-you to

NICOLA NORMAN

for providing all the photos that we've used in the programme.

Contact



Website:

castlecolchestermcc.co.uk

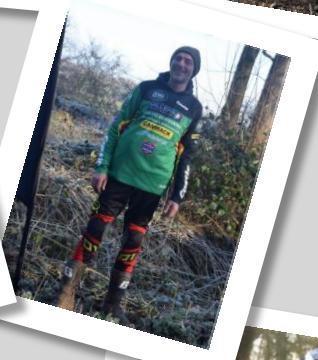
Email:

admin@castlecolchestermcc.co.uk

Facebook:

[fb.com/castlecolchestermcc](https://www.facebook.com/castlecolchestermcc)

PKT Picture Board



The Groups and Sections

Start/Finish Area:

New Wood, Pebmarsh,

Nr Halstead CO9 2NU

Grid Ref: TL860332

///kickbacks.debater.plotted

Turn off the road and drive along the concrete lane and into the woodland ahead.

Find yourself a parking place – and park nice 'n tight.

Sign on, get your riding bib.

Get yourself a cuppa and a burger.

Refuelling

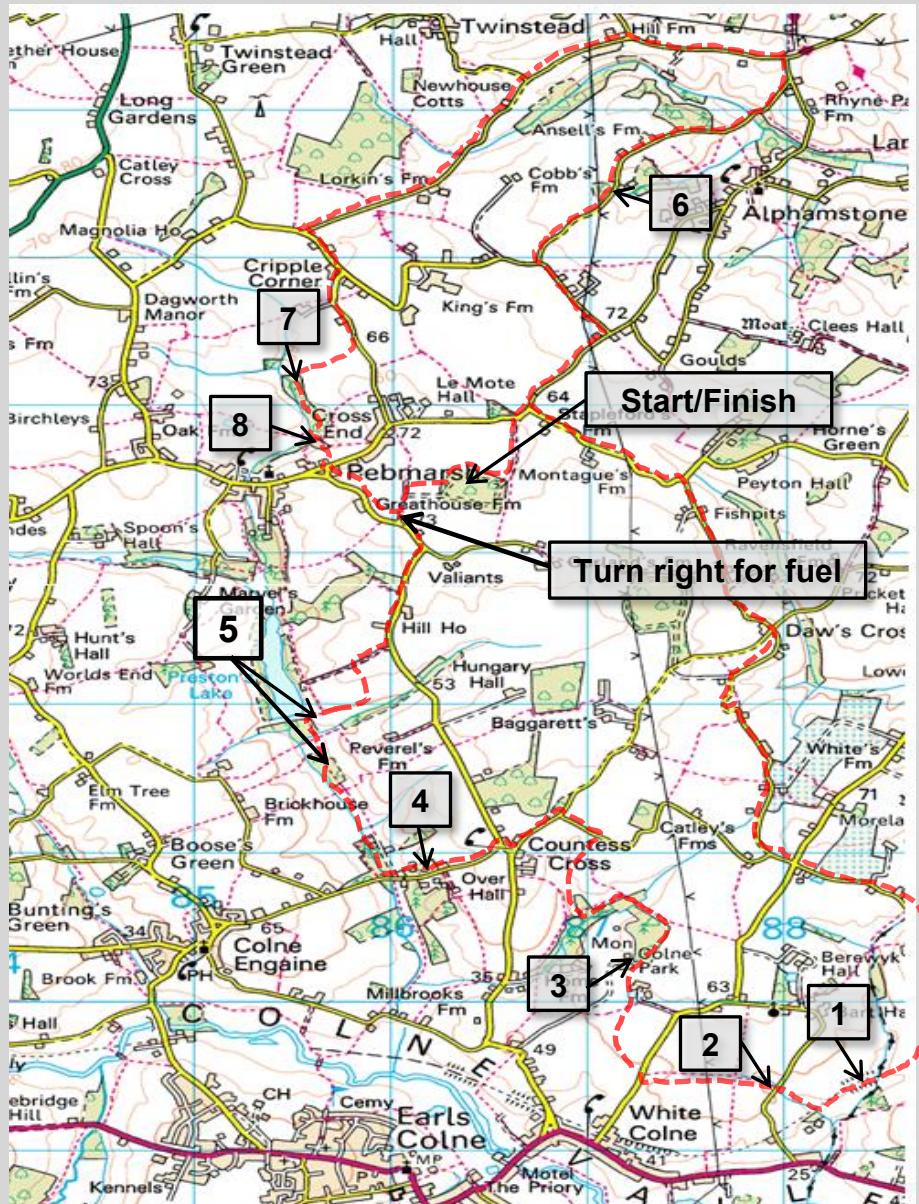
Riders can pass through the Start/Finish area after the 5th group of sections.

BE AWARE OF 2-WAY TRAFFIC IN THIS AREA.

Food and Drink

We are hoping to have the burger van in situ at the Start/Finish area at the beginning and end of the trial.

Also, the caterers will have a pop-up outlet at Alphamstone during the trial.



Group 1 The Old Railway Line.

About 5 sections on this disused railway embankment. Look out for some tricky going in the stream and on the slopes.

Group 2 Boley Road.

2 sections here on slippery banks, the stream and tree roots in a small gully. Suitable for spectators with limited parking available in the nearby lane.

Group 3 Colne Park – Sorry, no spectators here.

A mud-fest when it's really wet. 4 sections in a stream gully set in woodland.

Group 4 Over Hall.

Tree roots, steep climbs and cambers over 4 sections in a small disused quarry. Limited parking is available for spectators in the adjacent lane.

Group 5 Shoulder of Mutton: The Stream.

Sections near the fishing lake and 4 sections spread out along a stream.

Refuelling New Wood.

Back to the start area to refuel - both the bike and rider!

Group 6 Alphamstone Pit.

About 8 sections, here, at the biggest group of the trial. Featuring mud, sand, tree roots, climbs and cambers set in woodland. Easily the best choice for spectators with plenty of parking available.

Group 7 The Gallops – Sorry, no spectators here.

Tree roots and climbs in a small wood featuring 5 tricky sections.

Group 8 Cross End/Pebmarsh – Very limited parking here.

3 sections consisting of muddy banks, steep climbs and a small stream.