

Online IMPACT

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Newsletter of Lincoln MC&CC Ltd

APRIL 2011

Welcome to the April edition of Impact or should I say the Swaby and Elliott almanac!

Following the Bruce and the AGM, where several positive points were made, our next major event is the TR Entreprises Ladies Trial – round 3 of the ACU Women's



and Girl's British Trials Championships. Pictured are the Club's representatives from the first round – Catherine Alford, Emma Bristow and Louise Alford. Emma and Catherine began the series in style as they both finished runners-up in their respective classes. For Catherine the month continued in the same vein with a fine performance in her first National road-trial, beating her dad in the Bemrose and then passing her driving test at the first attempt, just twelve weeks after her 17th birthday!

I'm sure you all join me in wishing the trio the best of luck in the TR Entreprises Trial but why not come along to Manton quarry on the 15th May and give the girls your support in person, or better still – offer your help! We always need observers or card punchers.

You never know, you may even enjoy it! First rider away at 11.00am.

Ramblings

I spent a very enjoyable day at Race Retro as the Historic Motor-sports Show is now titled.

This year I had company in the form of the esteemed chairman. We had just got out of the car when a voice from the adjoining vehicle said to Phil, "I know you, I used to drink in the Viking Coffee bar with you some years ago". Incidents like that make you realise just how small the world is, what are the odds on the likely-hood of two vehicles parking next to each other with that sort of outcome.

The show just keeps getting better and better, being Friday no outdoor demos were taking place but this had not deterred the punters, to say the halls were busy was an understatement.

Historic motor-sport, be it two, three or four wheels, is the growth area, whilst not cheap it is less expensive than many modern categories. Looking round the cafeteria there were many present who clearly were "well heeled" and listening to some of the conversations were not unduly affected by the current economic climate.

Himself was on the look-out for some HANS (head and neck support) devices, anyone who watches F1 will have seen the drivers removing them.

Belgian events are run to FIA rules and will require the use of said item(s), having looked at the various options and enquired about the price I thought that I was going to have to call the medical staff to give oxygen after the response of "between £500 and £700 sir, subject to material used", salt was rubbed into the wound with the follow up comment, "if you can get people to combine into a single order we can give 25% discount!". A con or what? After my comment in the last Ramble about the FIA wanting to kill motor-sport with component dating. I am even more convinced that anything beyond F1/WRC or WTCC are of no consequence.

I subscribe to a couple of two wheeled publication from the Morton's empire and the thoughts on modern trials bikes brought nod's of agreement from me.

The article focussed on the ability of modern trials irons and how weather changes can bring about the need for 11th hour changes to section to "stop" the bikes.

It went on to reflect on the decline in entries across Europe, the never ending escalation of costs for the manufacturers in their attempts to produce the best bike.

Environmental restrictions on land use and water courses in particular are hitting mainland Europe, but how long before we start to suffer the same problems.

The solution suggested (and one that I wholeheartedly support) is to restrict tyres (whilst discussed in the past it appears the FIM are deaf to the suggestion, which has little support in certain European countries).

Speedway & road racing have a control tyre so why not trials?

A simple "trail type tyre" even better if 4ply would reduce the need for "killer sections" and open up new areas of land that currently are considered too easy.

There would be cost benefits, reduce the "danger" element and bring more interest (particularly parental support).

With the EEC intent on introducing more stringent control of M/C technology and the mandatory fitment of ABS on all bikes above 125cc that are road legal then perhaps the time is right for manufacturers to “grasp the nettle” as one of the limitations that could hit us is that changes of things like tyres will be prohibited.

Having at last got into the 19th century and gone on-line at home I spent a while wandering through a few motor-sport site's. On one I found some very interesting stat's about Brands Hatch whilst still a grass-track circuit.

1948 saw Murray Walker and Bernie Ecclestone amongst the entries, both riding 250 Velo's, other illustrious names were Sammy Miller, Jack Surtees (father of John) and Tom Arter. Tom went on to become one of the top engine tuners and entrant in the 60's particularly with AJS and Matchless machine

Other “names” who appeared during that period included Pip Harris and Eric Oliver, (*pictured right*) both went on to national and international stardom on three wheel's. At one point Eric held both the solo and side-car lap records getting round the one mile course at close to 60 mph average. Not bad for the machinery of the day.



1949 saw one Alf Hagon on the entry list, Alf went on to be one of the all-time grass track greats, usually riding with number 350 which was the address of his shop on Leytonstone Rd. He later went on to sprinting and broke numerous records on his mighty 1000cc Hagon JAP, today Hagon are best known for their motorcycle suspension products and son Martin who now runs the business followed in dad's footsteps and if memory serves me right once became European Grass Track Champion and also had some success at sidecar moto-x.

Whilst packing I uncovered some long forgotten publications, amongst which were the MCN 10,21 and 25 year special editions. And a special edition published in 1992 by the Echo looking back at Cadwell's illustrious history. When perused I am sure there will be some “good rambling”

It will be interesting to see how the proposed Blyton developments go, certainly the report recently in MN suggests a bright future with Rally X, Sprinting, Auto-Tests and Auto-Solo on the agenda and looking at the layout a twisty sprint for two and three wheels would be feasible.

Mr Chairman, a good venue for inter-club Auto-Tests/Solo's??

All upgrades to facilities will be welcomed. Whilst light years away from when I first visited some serious tlc will help develop its popularity.

Mitch

Trials & Tribulations ~ Vol 44 ~ Mar 2011

“The Diary of Team Swaby/Evans”

Hi Everyone

First up in March was actually the annual overhaul of the trials bike in readiness for the Bemrose and consisted of new rear tyre, wheel bearings, brake pads, plug, oil and filter, plus a complete strip, clean and re-greasing of the rear suspension linkage system.

To make sure nothing was about to fall off miles away from the paddock, next up was an entry in the Grantham Pegasus Club's Directors Shield Trial at Castle Bytham on 13th March. Team Swaby/Evans consisted of me on the mid-route and Nephew Mike returning to the hard route (Whilst his shoulder was still playing up, I think the pain from this was preferable to the potential discomfort of another beating at the hands of uncle Graham!!).

The last couple of Pegasus events have been a little on the easy side, resulting in some odd finishing orders and riding the trial on tenterhooks trying to avoid mistakes, However, this one was absolutely spot-on and included a few more testing sections to get your teeth into.

The mid route became a battle of the Beta Evo 4 Strokes with Nigel Wilson pipping me by just 1 mark, 13 versus 14, with Paul Smart and a returning to form Pete Ablewhite next up on 20 and 23 marks apiece.

Two particular sections on the earlier laps had the most significant impact on the mid-route results, the first being the slippery grass climbs of section 2, which took marks off a lot of others but seemed suited to the throttle control of the smoother (older!) riders and no-doubt the 4 stroke power characteristics, and the second being the short but very steep climb of section 7, which was made particularly difficult by the very loose gravel turn immediately preceding it. Many riders failed to make it to the top of the climb until the steeper top portion dug away on the later laps. After watching a few struggle to get going on the gravel, I took the approach of holding the 4T throttle wide open in bottom gear which somehow dug through the loose stuff and somehow propelled me to the top, much to my surprise.

What screwed my chances of a win though was actually the next section, manned by the Awcocks, as there was what appeared to be a simple cambered turn just before the end, but it took dabs off me on every lap bar one. On the second to last lap I finally managed to hop the front around the turn and up the bank a little for a clean, but when I went to repeat this on the last lap my front wheel hit a boulder rolled down seconds before by Nephew Mike causing me to throw away a two, which finally sealed my fate. (And he wasn't even competing against me on this occasion no respect for his elders!!) Having said that it was a brilliant trial and a good result/confidence booster for the Bemrose.

Mike didn't have quite as successful a day, partly because of his shoulder and partly because he was not riding as steadily/smoothly as knew he needed to. This was

particularly evident on section 2 where he was spinning out part way up the slippery climb after already getting reasonable momentum at the bottom. The Sherco probably also needs a new rear tyre, which did not help.

Section 7 on the hard route was horrible, and made me pleased to be on the mid-route, as Mike et al had to ride across a bank and then turn up the climb from halfway up what we were struggling to scale from the bottom. Attempting to hoist the bike around this one also played havoc with Mike's shoulder so it was no surprise that he never got through this section, although no-one did particularly well, with the best being eventual winner Glen Daniels on 14. Second on the hard route was the ever improving Tom Ablewhite on 39 marks, against Glen's 36, so the way Tom and Pete are improving it shouldn't be long before Team Ablewhite take both routes at a local trial.

Despite a fair bit of discomfort Mike stuck at it and finished on a creditable 91 marks, having had some much better rides later in the trial to brighten his day, and I finished very satisfied with my days efforts, full of praise for the event and itching to get on with the Bemrose the following week.

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Next up then was the highlight of my trials year, the 40 section, 40 mile Bemrose Trial, high in the Peak district just south of Buxton. Our team this year, pictured below at the start, consisted of Me, Mark Eley, Stuart Alford and Caz Alford, in her first ever road trial still carrying 'L' Plates and her provisional license. Unlike last year Stu relented and assisted with the load carrying, he actually ferried around the camera, to ensure we had a pictorial record to entertain you with, and the Jelly Babies, whilst poor Caz was loaded down with spanners, tyre levers, tubes etc (There is obviously no molly-coddling in the Alford household, or Stu was simply stacking the odds in his favour which didn't work!!)



The trial itself started for us at 9.30am at Haslin Farm near High Edge Raceway high above Buxton, followed by a drop down onto the A6 and Kidtor Dale for the first 4 sections which disappointingly did not include the massive graded hill of previous years, as I was convinced the big 300 4T could get me to the top for the first time ever. I was really happy to get an excellent 1 on the opener, verses plenty of dabs from my travelling companions, only to find out it got recorded

as a 3 some-how bugger!

Next up came the huge disused Staden Quarry, where Mark is pictured tackling the final shale climb. I cleaned the lot at this group by riding them quickly but smoothly, a lesson learnt from previous years, so all was going well so far. The only real drama at this group was a shaky three on the first section by Caz as she, like me on my two previous attempts, was struggling to switch between road and section riding.

We all cleaned the opener back on the white limestone at Wright's (i.e Haslin Farm) but then came the confusion over routes, as the final instructions suggested there was only two routes, hence although Caz entered as a 'clubman' and we entered the Normandale Championship as 'O'40 riders on modern bikes', we all expected to be on the same route. However, innocuous little bits of paper on the next sections started to suggest the class that Stu, Mark and I were riding should be doing the hard route, i.e. our class was actually running on a 50/50 basis.



Several riders missed or ignored these instructions and ultimately a protest was put in and no championship points were awarded for the classes riding the mixed route, which was a real shame for an otherwise excellent event.

Anyway, back to the trial itself, and I well and truly sumped on a big rock in the middle of the next section, which caused me to topple, lose my footing and take my first 5 of the day which was a real downer. The next section was a more straight forward one, but Stu managed to lose grip on this one for a five. The final one at this group was another 'hard route' one, but was more up my street with a grassy cambered turn which I cleaned with a well picked line and some good throttle control. Mark and Stu were both less fortunate and fived the final climb. Although she did the easy route on all four at this group, Caz was the star, getting into her stride and dropping only a single dab across the whole group.

Back at the start/paddock area Stu and Mark decided to drop to the Clubman Route, but I decided to crack on with the route we entered on.

Topped up with food, drink and petrol we headed down to Etchings (Chrome Hill) where on the hard route opener, manned by centre steward Terry Crabtree, I hit a tree root strewn climb too slowly and toppled back down. Whilst it was a silly mistake and did not result in any injury, the bike would not start which got me a little rattled and fatigued, causing an almost identical error on the very next section which was also a 'hard route' one for me. The next couple of sections both consisted of grassy and limestone step climbs which caused few issues for any of us.

Doubling back, the next group was at Booth Farm/Edge where my run of mishaps on the hard-route sections continued. The opener here was a tricky little number

despite it being an easy route one for me, but after Mark dropped a single, Stu and Me spotted a slightly better line and the remainder of our team all cleaned it.

On the next couple of hard ones, I firstly wedged the bike between a couple of solid boulders, but unfortunately my feet were also trapped on the pegs, so I could do nothing about it, then I held my breath and rode a very awkwardly angled rock with plenty of aggression, but must have stopped momentarily the other side to pull the front wheel back on the intended line, as I was awarded with a 5 (This being a no-stop event). With five 5's on the last six 'hard route' sections any chance of a good result was now down the pan.

Of the easy route team, Caz, pictured below, was the star at this group again dropping just a single across all four sections, plus getting a good jump on Dad, as Stu dropped a five on one of the climbs.



Next up was the drop down the very steep and rough track to Washgates, the beautiful stream section Stu can be seen cleaning below, where the only 'victim' was Caz, taken for a 1. This is one of the many wonderful places that riding a trial like this take you to, and will be somewhere I'll revisit for a walk with the dogs over the coming months.

We got a bit lost between the track up from Washgates and the next section at Hollinsclough, but eventually back-tracked to pick up the right route, and managed this single section without any real issues, with Mark being the only one to dab, even though we rode it in the traditional manner without an inspection, despite one being allowed this year!

Next on the agenda was the seemingly endless run south to my favourite group Churnet, adjacent to the Mermaid Pub, which consists of a fantastic rocky stream deep in a gully. Whilst the weather was generally better than both the last two years we did suffer some heavy drizzle and a sudden drop in temperatures on the run down to this group, which cooled me down considerably, particularly as I'd just ditched my waterproof top as it was turning out to be such a nice day..... it can be a bit changeable up there!!! We did get to see some fantastic rainbows though.



It was at this petrol stop that Mark realised that whilst he'd remembered to put his petrol can in the trailer to be ferried down to the group, he had actually forgotten to fill it with petrol luckily Caz came to the rescue with some spare Alford two stroke juice.

I rode this group really well and dropped just a single 1 over the six sections, whereas the rest of the gang threw away a series of 3's and 5's largely on the first section failing to clean the steep double climb out of the gully, and on the fifth section which had a very tricky exit, which Caz is approaching in the following photo, and needed a very smooth sweep up the opposite bank to get the line and momentum to clear the mud/steps to the end flags.



A jump across the A53 near the Roaches lead us to the four sections at Manor Steps and it's strange orange (iron oxide stained) water, where I dropped a 1 as I struggled to get onto the pegs properly at the cramped start to the first section. I also dropped another one on the next section, but luckily Stu took the following photo just before my foot left the peg. This venue signalled the change from limestone to grit-stone rock and

the onset of increased grip.

The first couple of sections at this group also took a selection of marks of the remainder of the team including a five on the opener for Catherine.

A very demanding ride north up the stream, following a short road ride, preceded the two sections at Robinson's Rocks which caused no real issues, followed by the big, but grippy, grit-stone boulders of Hawks Nest, which Mark and I rode with relative ease, but on which Stu and Caz struggled. Again, there was a little disappointment at this group as the acknowledged Hawks Nest section up the side of the wall was not included on our route.



We were all pretty tired by now and the run around to the final major group at Danebower is a long and rough one, consisting of both open moors and very rough tracks. The terrain at this group consists mainly of the waste from the former grit-stone quarry, pictured below, which I cleaned with Caz and Mark were just behind with 1 apiece, whereas Stu had a wobble with three on the opener followed by a one on the middle of the 5 sections at this penultimate group, where we also clocked off after just over 6 hours.



A quick loop back towards the A53 and we dropped into the gully of Cheeks for the final section of the trial where only Mark had a single dab, but his score of 30 was still best of our easy route brigade with Caz next on 42, and 'Dad' Stu on 47, hence the ploy of 'handicapping' Caz with the weight of all the tools failed.

The following shots, at Cheeks, just after the final section of the trial, hopefully

show how much we all enjoyed ourselves, but hide the fatigue very well..... I can't remember the last time the heated seat in the Merc, or subsequently my bed, felt so good.

I finished the 50/50 D Class Route on 31 marks, which put me in the lower half of this class, but also proved to me that if I can keep my head together I can do even better, so it was a brilliant day, with superb sections, a fantastic setting and brilliant companyroll on next year.





And on a final note, congratulations to Kev and Adam Witting on completing the Bemrose (Adam's first), but I'm not sure Kev's campaign to bring the one-piece trials suits back into fashion will be as successful!

Cheers for now

Graham

*(There's nothing wrong with the suit – it's the filling!
Ed)*

RAMBLINGS 2

Life changing news caught my eye recently, apparently Subway have overtaken McDonalds and are the largest chain in the world with 33,749 outlets compared to the 32,737 of the big M. However McD's turnover is £14.8 billion compared to the measly £9.4 billion of Subway, they have outlets in 95 countries compared to 117 for McD.

I have to say my life felt much more complete after digesting (no pun intended) these vital statistics, the world must have been having a quiet day for such meaningless drivel to get a quarter page article.

The "Hon Chairman" has for some years been terrifying the ditch & bank residing wildlife of Belgium, such is his fame that he has become something of a "Pied Piper" in reverse with all the rodent wild life looking for pastures new when word spreads of his imminent arrival to Belgium's shores. I have found salvation for Belgian nature in the form of the "Niece et Glace", held in France in February, traditionally a "winter" tarmac rally, (read ice & snow), a cross between a retro regularity and historic tarmac rally it would spread the burden of his "ditch cleaning exploits" a little wider! For those with a an interest in less than for wheels try Googling "Circuit de Jehonville", have a look at the sidecar's races in particular on this "true road circuit" that will, if the H&S zealots get there way, be banned, why? One must ask as all the competitors are there of their own choice.

The chairman and I have had an on-going conversation about local motor-sport and Cadwell's past.

After much searching I have found two You-Tube sites that bring back memories, the first titled 60's Cadwell Racing gives footage of what appears to be a Formula Libre race, a Clubman's event with very early Mallock's evident. Finally a saloon race with Mini's & Anglia's doing battle with an A40 interloper.

The second is labelled Cadwell Park sixties with wonderful paddock footage of Hailwood, Read, Ivy etc.

A web search using Frazer Imps as the title revealed not only some interesting history, but pics from 60's saloon car racing as well as a wonderful shot of Peter Harper leaping out of the cutting at a Cadwell Rallycross meeting with a mini in hot pursuit.

Last time I was let loose with the keyboard I mentioned having found some "long forgotten treasures", readers patience permitting I am going to take a "stroll" through the February 1992 Lincolnshire Echo "Bygones" publication, Cadwell Focus. Whilst ignoring the four wheeled history of the circuit it provides an insight into the "past". The circuit opened in 1934 and the starter Alan Disney did every bike event from then until his retirement in 1973 and one can only imagine the wonderful memories and tragedies witnessed over all those years. Looking at photo's from 1936 the circuit is absolutely packed with spectators as it was in the early sixties when the current circuit opened.

The list of competitors who were/are legends is endless, some are; Alf Briggs, Jackie Beeton, his passenger Les Nutt (also from Louth) went on the be ballast for several of the best of "chairman" in the late 40's and 50's. Eric Oliver, Pip Harris, Grimsby's own Freddie Frith (who went on the 1949 350cc World Champion), Bill Lomas, (twice 350cc World Champion in the 50's). John Surtees, "local lad" George Catlin from Minting, it took a damned good rider to beat George around Cadwell. Another "local flyer" was Bernard Codd, the inimitable Mike Hailwood, Pete Chatterton (his younger brother Derek was nigh on unbeatable in the 70's. Pete Middleton, Dan Shorey, Jim Redman, Phil Read, Mick Boddice (he inherited dad Bill's skill on three wheels. Hugh Anderson, John "Mooneye's" Cooper, ("Coop" as he was known) humbled many a world star at Cadwell and Mallory and should have been snapped up by a top works team. Bill Ivy and Giacomo Agostini along with Max Deubel, Fritz Scheidegger and Florian Camathias also graced Lincolnshire. As did Rolf Biland, Wil Hartog and Barry Sheene. Local lad and British Champion Steve Machin always did the County proud, Kork Ballington, Paddy Driver, Neil Tuxworth (nowadays better known as "head honcho" for HRC Honda race team, Chris Vincent, Brian Rust, Steve Webster, Phil Haslam (and brother Ron), John Newbold, Mac Hobson, "local lad" Roger Marshall, Wayne Gardner, Jock Taylor, Pat Hennen (the American, on his one and only visit in 1977 broke the lap record!). Other "local lads" Roger Burnett and Mark "The Captain" Phillips upheld County Honour as did Rob McElnea (nowadays the man behind the Yamaha Super-bike team).

The list goes on and on and with the advent of the BSB Championship the best of the 90's and to-date grace the circuit on at least an annual basis. Moto X (nee Scrambling), Rally X, Rallying and car racing all brought national and international stars to Lincolnshire's "jewel" more of them anon.

SILLY SEASON

At the Old Folks Home they had a quiz the other day, my mum lost by one point. The question was, "Where do woman have the most curly hair?"

Apparently the correct answer was Africa!

My wife told me I was no longer a romantic, so I booked us a table for two on Valentine's Night.

Wouldn't you know it! She sucks at snooker & pool too!

Mitch

RALLY ROUNDUP

BRUCE ROBINSON RALLY 2010

We are pleased to announce that the 2010 Bruce Robinson Rally was voted best road rally of 2010 by the competitors in two area championships last year, the Association of Northern Car Clubs and the Association of North East Midlands Motor Clubs.

Alan Jackson, the Car Competitions Secretary, recently attended the ANEMMC awards presentation to pick up the trophy on behalf of the Club and the organising team. A worthy recognition of all the hard work put in by the team led by the Clerks of the Course David and John Dimbleby.

BRUCE ROBINSON RALLY 2011

The entry list for the 2011 Bruce was full weeks before the event and proved yet again to be highly successful in the hands of the joint Clerks of the Course David and John

Dimbleby. This was the fifth consecutive year they have been at the helm and stamped their style and popular format on the event. You may have subsequently read on the "Bruce site" that they have now decided to stand down having done a good stint and hoping to compete a bit more. Apparently an enduro event down in Frome early in April is first on the cards. So the Club thanks David and John for all the time and effort they have expended over the last five years and they have indicated that they are only taking a break and that "they will be back"

BRUCE ROBINSON RALLY 2012

Moving on to next year a date of February 11/12th 2012 has already been pencilled in and although we will have a new Clerk of the Course, many of the background and support team will remain on board.

12 CAR NAVIGATION EVENTS

The P G Howson Cup on the 30 March was the last on the road event for a while now that lighter nights are here, a well supported event with 10 entries, results should be in this month's newsletter.

So the CHAIRMAN'S CUP will be a TABLE TOP event on WEDNESDAY 20th APRIL to be held at the GREEN ROOM organised by David Dimbleby for an 8.30 start and using MAP 122.

Allen Faulkner

RESULTS - THE P G HOWSON CUP NAVIGATIONAL 12 CAR - 30 MARCH 2011

NO	DRIVER / NAVIGATOR	STC	STC	STC	STC	STC	STC	STC	STC	STC	PANIC ENV	P'C's	TOTAL	POSITION
		1	2	3	4	5	6	7	8	9				
1	G COWLING/RHIANNON WILKINSON	1	1		1		12		9		1F	3F	4F 24M	9
2	STEVE HALL / AGGIE FOSTER	7	5		5		1		7				30 M	2
3	FRANK ASH / JOHN BARBER		4		1			1	9			1F	1F 15M	5
4	ALAN JACKSON		10		1			3	F				1F 14M	4
5	DAVE WILKINSON / J STOCKDALE		7		4		1		6		1F		1F 18M	6
6	IAN & NICKY FAULKNER		2	1	6				10		2F		2F 19M	7
7	HERMAN / SALLY PICKSLEY		2		6				5			1F	1F 13M	3
8	SIMON TAYLOR / CAROLINE ORMSBY		1		3				F			2F	3F 4M	8
9	DAVID DIMBLEBY				3		8						11M	1 st
10	GARY DIXON / CAROLINE CONNELL							O	T	L				Otl

**FIRST OVERALL - THE P G HOWSON CUP
CAR NO 9 - DAVID DIMBLEBY**

**NEXT EVENT 20-3-2011
CHAIRMAN'S CUP TABLE
TOP
Organiser - DAVID
DIMBLEBY**

RESULTS DECLARED FINAL 23.23hrs 30/03/2011

CLERK OF THE COURSE - *TREVOR & ALISON FAULKNER*

CLASSIFIEDS

2004 Beta 250 Good condition £1000 ono phone Edward Groves on 07807 824054

Raleigh Silverblade, gents 21 speed mountain bike, excellent condition, c/w spare tyre & tube. £60 tel 01526 323338



Emma Bristow in action in the British Championships in Devon, preparing for the forthcoming opening round of the Women's European Championships in Italy.