

# Online IMPACT

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*Newsletter of Lincoln MC&CC Ltd*

**AUGUST 2009**

Following the success of last year's event the Francis Cup trial returned to the Marris home of Cockthorn Farm, Scotton but this year we had the added attraction of Club resident chef John Woodcock!



**FRANCIS  
CUP  
SPECIAL**  
Report & photos from July's BBQ trial

And Woody's perfectly prepared BBQ fed the ravenous riders, observers and their entourage.

The trial was a customary easy affair comprising four laps of eight sections set around the farm. The first three featured tree trunks laid on the banks of the reservoir and caused few problems although Mike Evans did manage to stall the Gasser on both two and three on the opening lap! Number four proved to be the toughest of the day on the hard route as the tight, twisting circuit through the fallen trees took marks from all but three – Phil Marris, Darren Cox and Adam Frith, no doubt aided by the first of the logs having rolled out of position.

In contrast numbers five and six, set in the dried-up pond, proved easier than expected, as both remained dry underfoot throughout despite the previous week's heavy rain. Also the giant concrete step, although appearing daunting to the lesser rider, created few problems.

The final two hazards were set in the other dried-up pond and took the majority of marks on the green-route. All riders on this route lost marks on the seventh with Catherine Alford performing best on the slippery rocks with just a single point penalty.



Section eight was the scene of Philip Marris's only loss, a dab on lap two although he feared it may have been a maximum five! Had that been the case overall victory would have gone to Paul Marwood, the only rider to remain clean on the hard variation of this section, an achievement equalled by Kev Witting on the green-route.

Many many thanks to the Marris family for their hospitality and for the preparation of the sections, to Woody for the BBQ and to everyone that contributed to an excellent evening.

David Chapman

*Photos are: - top Mark Francis (Mark's father Norman gave name to the event) and bottom Mike Evans.*

Pos	Name	No	Class	Bike	1	2	3	4	5	6	7	8	TOTAL	clns
1	Philip Marris	9	Expert	Gas Gas	0	0	0	0	0	0	0	1	<b>1</b>	
2	Paul Marwood	12	Expert	Gas Gas	0	0	0	1	0	0	1	0	<b>2</b>	
3	Tim Johnson	8	Inter	AVI Beta	0	2	0	1	0	0	1	3	<b>7</b>	
4	Darren Cox	10	Expert	Gas Gas	0	3	1	0	3	0	0	1	<b>8</b>	
5	Rob Pickard	7	Yth B	Beta	2	1	2	4	0	1	0	2	<b>12</b>	
6	Adam Frith	13	Inter	Gas Gas	0	2	0	0	1	0	1	9	<b>13</b>	F/C
7	Chris Alford	22	Yth B	Gas Gas	0	3	0	3	0	1	0	6	<b>13</b>	
8	Chris Pickard	6	Novice	Beta	5	3	0	3	0	1	0	2	<b>14</b>	
9	Ian Pickard	5	O/40	Beta	0	1	1	6	2	0	1	5	<b>16</b>	
10	Jonathan Sanderson	11	Expert	Beta	7	1	0	8	0	6	0	3	<b>25</b>	
11	Graham Swaby	14	O/40	Sherco	0	1	0	8	5	0	7	8	<b>29</b>	[20]
12	Mike Evans	18	Yth B	Gas Gas	0	7	5	6	2	1	2	6	<b>29</b>	[17]
13	Mark Rogers	1	Novice	Beta	0	7	4	10	2	3	3	8	<b>37</b>	
14	Steve Wood	23	O/40	Beta	11	5	3	9	2	5	1	7	<b>43</b>	
15	Stewart Dickinson	2	Novice	Montesa	2	2	3	14	1	2	9	11	<b>44</b>	
16	Neil Holcombe	3	O/40	Beta	3	9	0	10	9	6	6	10	<b>53</b>	
	Colin Charles	4	O/40	Beta	R	E	T	I	R	E	D			

#### Green Route

1	Kev Witting	41	A/C	Yamaha	1	0	0	1	0	0	2	0	<b>4</b>	
2	Michael Smalley	50	O/50	Beta	0	0	0	0	0	2	3	1	<b>6</b>	F/C
3	Catherine Alford	51	Yth B	Gas Gas	0	0	0	0	2	2	1	1	<b>6</b>	
4	John Hamblin	46	T/S	Bultaco	1	0	0	1	3	0	2	2	<b>9</b>	
5	Stuart Witting	42	O/50	Yamaha	6	0	0	0	1	0	4	12	<b>23</b>	
6	Mark Francis	48	T/S	James	1	5	0	4	2	0	7	5	<b>24</b>	
7	Richard Harris	47	T/S	Triumph	0	0	0	2	5	0	4	16	<b>27</b>	
8	Danny Catlin	44	Yth C	Gas Gas	3	1	5	1	4	0	4	10	<b>28</b>	
9	Brian Johnson	82	O/50	Beta	1	0	4	2	5	0	13	8	<b>33</b>	20
10	Rob Pegden	43	Novice	Gas Gas	0	2	0	10	11	1	4	5	<b>33</b>	15
11	Bruce Catlin	45	O/40	Gas Gas	0	1	0	6	9	1	9	12	<b>38</b>	
12	Louise Alford	52	Yth C	Beta	0	0	0	9	11	1	10	15	<b>46</b>	
13	Mike Sanderson	49	O/40	Montesa	8	0	3	9	11	2	10	14	<b>57</b>	

#### White Route

1	Mark Cork	84	Novice	Gas Gas	0	1	0	7	3	0	6	0	<b>17</b>	
2	Chris McGown	80	Yth B	Gas Gas	2	0	0	8	3	6	12	8	<b>39</b>	
3	Ian McGown	81	T/S	Yamaha	6	3	9	14	8	12	14	11	<b>77</b>	

#### Special Route

1	Joe Knowles	83	Yth C	Beta	8	4	5	14	14	0	20	20	<b>85</b>	
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# BIKERS DAY AT STATION 19

Lincolnshire Fire & Rescue Services are holding a  
**“BIKERS ENTHUSIASTS DAY”**  
at North Lincoln Fire Station, Nettleham Road, on  
**Sunday 6<sup>th</sup> September from 12.30 to 5.00pm**

The aim is to celebrate Lincolnshire’s variety of motorbike  
enthusiasts, their fabulous bikes and to promote  
**SAFER RIDING!**

## Trials & Tribulations ~ Vol 26 ~ July 09

“The Diary of Team Swaby/Evans”

Hi Everyone

Well, this is going to be a very short column again

After landing flat on my back at our own Peter Carter Trial @ Claxby at the end of May and going the whole of June without a Trial, I did finally manage one in July, but it was only the one, due to a combination of there not being much on over the start of the traditional holiday period, me generally being busy at home filling and sanding the dining room walls ready for painting, and the fact that despite the back not being an issue at all during the one and only trial, it was very uncomfortable for the week or so following it, suggesting it was not ready for a full blown return to competition just yet.

Anyway, the key piece of news for the month is that despite a very rocky start to our Francis Cup Nov & O’40 Trial at the Marris’ Cockthorne Farm, due to a combination of being very rusty and very nervous, I avoided defeat by Nephew Mike, by a whopping zero marks! ...That’s right; I beat him on most cleans, much to my amusement and his consternation!

At first I thought Dave Chapman and Mike were winding me up when they popped out of the barn to declare they thought it was a dead heat. Once I accepted it was not a wind-up I sent them back for a re-count, as I, very unjustly, questioned Mike’s maths. I then told them not to figure out the result on most cleans, as it would only result in one of us sulking all the way home, but the temptation for Mike was too great. However, the result was not the one Mike was hoping for, and whilst I attempted to demonstrate how to win with dignity, I failed miserably as I could not contain my amusement or relief ..... Sorry Mike.

As it was one of our own events, as usual, I'll leave the formal reporting to our hard working president/editor and simply cover my own experience, and in my opinion it was an excellent event in every respect, so a huge thank-you to all involved. The weather was kind to us, the venue was in superb form, thanks to the extra logs that had been put in place by the Marris clan, the sections proved to be spot on and everyone seemed to enjoy both the trial and the BBQ afterwards, which was catered in their normal efficient and dry/jovial way by the Woody's.

As already mentioned I was far more nervous than usual, as I'd not ridden the bike at all since the accident and going over each log/rock was a bit of a voyage of discovery as to how the back would respond. I therefore dropped a few marks early on, as I was a little too tentative in my riding. That and the lack of practise also led to stall on Mr Cox's section 4 over the logs on the edge of the woods, a five on Aggie's section in the bog where I simply span the bike around on some mud and mowed down the markers on the way and a stall/tumble on section 8 in the pond/front garden.

That final five was entirely down to my misjudgement and not believing Tim Johnson, as I was convinced a tricky drop off a rock into section 8 was the only way to clean it, but Tim told me it was possible to take the easier/twisty route down and still make the turn before the next climb without the need to hop. Therefore on the first lap, as I obviously knew best, I dropped in, the front tucked, I stalled and toppled off. On the second lap, I tried Tim's route and cleaned it! out ..... pillock of the day award for Swaby!

Nephew Mike, who travelled with me as Dad Gary managed to secure a weekend's work, also had a shaky start, and went off in a huff, never to be seen again by Stew and I. We obviously both upped our games as the day progressed, and it was a pity he did not stay with us as it would have been fun to see how/where we each made gains.

Stew started well and it was looking promising for him early on, and I was starting to get a sweat on, but as I upped my game his performance started to tail off a bit and we both started to realise the result had swung in my favour, so I became a little more comfortable and Stew became a little disappointed. Whilst we both struggled all day on section 7 set in the jumble of rocks in the 'pond', Stew also continued to struggle on Mr Cox's logs, which I finally got the hang of. Other than that, we appeared pretty close, but the results suggested Stew was dropping more odd dabs than me.

So, in the end, whilst none of us ended up in the overall position we would have liked, I was happy to have avoided defeat in my 'vulnerable' state by both Stew and Mike, we all had a very enjoyable trial and nice bite to eat/chat afterwards, so what more could one ask for!

My stint at the Lincoln Check-point of the ACU National Rally, at Nocton Café, also came and went and was very enjoyable due to the string of bikers and the company of quite a few club members (Brian, Steve, Aggie, plus the Woodys, Russells and Chapmans).

Stew (Dickinson) appeared towards the end of my stint on his old Norton Commando and looked surprisingly fresh considering he had covered more miles at that point than any other rider I'd 'processed'. He reported some very heavy rain at one point, but was really enjoying himself and went on to claim a platinum award, so well done Stew. Before going home for a snack and rest he again mentioned the possibility of me joining him next year on the TL1000, but I'm still not sure I can see the pleasure in that sort of mileage on a dark, cold and potentially wet summer night.

We had one bloke topple off his brand new Harley entering the car park, which must have been embarrassing, but we all held our nerve and didn't laugh/snigger whilst helping him up. However, it was only his dignity and chrome that suffered damage, so we all had a little laugh at his expense following his departure. He had not been riding long and made the classic mistake of grabbing a handful of front brake on a loose surface, locking it up and sliding off. (Funnily enough, I witnessed a helmetless young lass do exactly the same down the cycle track behind Boultham park on the way home from work the other day. She ditched it into the bushes right in front of me, and after helping her up and making sure she was ok, I found all her little posy of mates further down the track. Turns out they were all having an afternoon drink of cider followed by runs up the track of one of the older lads mopeds. Luckily for the young lady, there were no little kids just in front of me, as they would probably have been seriously injured or killed by the errant ped!)

The only other bike related day of the month was a trip to Cadwell to watch the Vintage Racing. It was a lovely day weather-wise and there was some good racing. However, I was a bit disappointed as it took place on the 'Club' circuit, which takes in Charlie's, Park Straight, The Gooseneck and Mansfield, using the hairpin just before the Mountain. Therefore it does not include my favourite Woodland section, where you get really close to the action. It also does not include the new chicane on the approach to the mountain, which is also normally good viewing. The day also began with a really good run for the Scooby, taking the back-roads to Bardney, then across to Baumber and through Hemmingby to Cadwell. The old girl was running really sweet and the speed/handling were a revelation after several weeks carting the dogs around in the ML Merc. The brakes seem to smell a lot more than the Merc though!

I also mentioned last month that one of our 1 year old twin Springer Spaniels (Alfie) could now clear the back gate when the incentive of 'welcoming' the window cleaner or ransacking the kitchen is presented, so making a taller gate was high on the agenda for July. The end result was a carefully crafted, and even though I say it myself, rather attractive 6'-6" wooden gate. However, due to the school holidays, Mel was at home last time the Window cleaner came round, and sure enough Alf again ended up on the opposite side of the gate to where he started, albeit leaving remnants of dog hair and 'belly skin' on the top of the gate. It looks like an electric sheep fence may be on the agenda for August, or leg shackles!!!

Hopefully I'll have a bit more bike news next month.

Cheers for now  
Graham

## Ramblings

Forgot to say in last article how good the day was at Woodside Falconry Centre, a long held ambition was satisfied, the chance to handle and fly a range of birds only increased my fascination with birds of prey. I can recommend a visit for those who have not already been, the centre now has zoo status with a number of interesting and rare species.

The Lincoln Bike Fest has been and gone for this year, and what a great day it was, the weather gods smiled all day, the bands excelled themselves. Throughout the day there was at any one time around a 1000 bikes parked up, we believe that the walk through for the day was in the region of 7000. Sadly to date we have not managed to get local dealers enthusiastic about attending, its got nothing to do with current economic climate, they have never attended, I tell a lie, our local friendly! Honda dealer attended on one occasion! It would be nice to think that this years success might generate some enthusiasm to attend in future years.

What a cracking TT, have to say ITV 4 did the event proud, and the pairing of Steve Parish and Jamie Witham on "mic duty" provided for some entertainment, and didn't Lincolnshire do well!! With Steve Plater, Gary Johnston and Guy Martin well to the fore in all races entered, sadly mechanical gremlins intervened on occasions. Have to say it was refreshing to see Ago and Rossi out with the spectators watching the action, hope it wasn't too staged for the TV cameras. Sadly the last race of the event claimed a life, he had, prior to the accident, put in a 116 mph lap and was in, from memory, 43<sup>rd</sup> place, just shows how quick the "slow" men are. Whilst on such matters it would seem that the accident that stopped the second sidecar race may well have ended the racing career of the crew concerned, here's hoping they make a good and speedy recovery. Many of us involved in motorsport will have on occasions been tinged with sadness at the loss or serious injury of friends or close ones to the sport that meant so much to them (and us), it never gets any easier or less painful.

Its funny how things remind us of the past, every time I travel through Brant Broughton and past the old garage I think of grass track bygones, whilst I have mentioned Brian in previous rambles his younger brother Pete was a more than capable rider and was for many years involved in running a single seater race car team, Fortec springs to mind but might be wrong, Mr Maxted senior was just that, knew him for years but he was always addressed as Mr Maxted, how times change, and whilst talking of change I will hop on to my soap box briefly to comment on the proposal that the ENGLISH language is constantly evolving and such things as i before e , except after c should be dropped , surely we have a leaking boat somewhere that these "educated!" beings can be ushered in to and then be cast adrift.

Anyway, back to where I was, Brian only ever used a mini pick – up for transport, wherever the meeting was, the other thing was his woolly hat (akin to a tea cosy), bet that's no longer in the ENGLISH language either now! It seemed to be permanently attached to his head, other then when helmet on.

Another fond memory is provoked whenever I pass a sign to Nth Luffenham in Leic's. That is where I attended my first ever grass track meeting and was

immediately smitten, “local” star of the time was Arthur Stuffins, a rider with a classic style, he achieved a fair amount of national success, the other wonderful memory now lost is that of a 500 JAP bellowing away on an open pipe, allied to the aroma of Castrol R, methanol and grass (god if only that smell could be bottled and used in incense burners).

For the first time ever I managed to get to this years bike night at East Kirkby at the Lincolnshire Aviation Heritage Centre, was a first also for my passenger, much quieter than when Marie and I did the Hastings Run, leaving Lincoln about 5.30 the weather was warm, by 8pm it was definitely on the cool side, a huge turnout of bikes saw every available piece of hard standing and grass occupied by a bike or trike, The sound of a Rolls Royce Merlin engine never fails to get the neck hairs twitching, be it one in a Spitfire or as in this case four in a Lancaster, I never fail to be moved by the sound , also stirs the thoughts with memories of a late uncle who piloted one of the things and survived, don't know if he was fearless before WW2 , or if flying one and surviving made him feel immortal .

The ride back towards Horncastle created an impressive sight, as far as the eye could see ahead and behind was a snake of bikes and lights.

I am always amused by the level of security at airports, on a recent trip, had to empty pockets, remove watch, belt, shoes etc key ring inspected for “sharp” objects, only for the in flight catering to include normal metal cutlery!!! , Two knives, a fork and two spoons!! , It was the same on the return trip, ah well I suppose there is a logic to it somewhere. When we passed through customs on return to the UK two families fresh off a flight from India were getting the works, suitcases, bags, clothes spread all over and being minutely inspected and scanned. One piece of “hand luggage” appeared to be a set of lamp shades, if not that they must have been traditional Chinese coolies hats except that they were in a really bright shiny gold coloured material, god knows how long they would have been there, I could only surmise that the “driver” waiting at the exit point was in for a long wait.

For any of you who suffer from insomnia try reading the Dept of Transport's Consultation Document on making Britain's Roads The Safest In The World, I guarantee that it will induce deep and long lasting sleep! One of the main proposals relating to rural roads is to reduce speed limit to 50mph, but at the discretion of local authorities, this is currently being challenged by the Council for the Preservation of Rural England on the grounds of visual impact resulting from tens of thousands speed limit signs being erected, also there is concern of varying standards nationally (as there is with the de- trucking programme for primary road network), the counter argument is that a blanket 50 limit would lead to significantly less signing requirements, allied to this the lorry industry is suggesting that if introduced the LGV limit should be raised from 40 to 50 mph to rationalise road speeds, watch this space.

Any way that's it for this month, next ramblings should I hope be after trip to Ireland to the new Armoyn Road Race meeting, ferry is booked must get accommodation sorted, preferably where Bushmills and Guinness available.

Greybiker

## **HELP**

The owners of the former Dunholme Lodge airfield have recently contacted me, as they are keen to gain information/photos etc of motor / motorcycle racing on the airfield.

If any members can assist with info or copies of circuit maps, programmes, pictures, newspaper reports etc could you please contact me on 01526 323338 or [chapman.david@lineone.net](mailto:chapman.david@lineone.net)

As a club we rely entirely on the help and co-operation of the public in putting on trials and rallies, therefore your reciprocal help would be very much appreciated.

Thanks in anticipation – David Chapman

# ***The New Moon Walking Treasure Hunt***

**Wednesday**

**16th Sept**

**7.30pm**

**The Green Room**

**Tentercroft St, Lincoln**

**£5** per team (max 4 people) inc **BBQ**