

Online IMPACT

www.lincolnmotorsport.co.uk

Newsletter of Lincoln MC&CC Ltd

AUGUST 2011

Once more we are indebted to the Marris family for their hospitality in hosting the Francis Cup trial, although, as you can see, Steph did sleep most of the day!

And an enormous thank-you to John Woodcock, pictured below, who stood for most of the afternoon and evening 'red-eyed' over the barbeque, once more producing perfectly cooked and extremely tasty food for the riders, observers and us happy campers. It really is a brilliant event – a relatively laid-back trial, a BBQ and then sitting talking and drinking into the small hours in good company, pity it's just once a year!



Trials & Tribulations ~ Vol 48 ~ July 2011

“The Diary of Team Swaby/Evans”

Hi Everyone

I need to start this month's edition with a belated apology to the Grantham Pegasus crew. A couple of issues ago I wrote that I'd been docked 15 marks on one particular section at Harston, when I was convinced the most I'd dropped was 5. After writing the article I mentioned this to Keith Awcock and he immediately reviewed the results sheets, realized he had simply transposed the wrong score across and corrected the error straight away. This prompt action and the fact that it was not an observing error went unmentioned in the following article, i.e. last month, which was an oversight on my part, hence apologies and thanks to Keith and the Pegasus crew for sorting the issue and running such excellent and enjoyable events..... Hopefully I'm now back in good books!

.....

On the trials front, the only outing this month was at our own Novice and O'40 BBQ trial at Cockthorn Farm, which needs thanks passing on not only for the normal organizing and observing, which were both greatly appreciated, but also to the Marris' for the work put in leading up to the event - altering the terrain and therefore allowing us to vary the sections, to all those involved in providing the excellent food/hospitality (in particular Woody for the cooking), and to Tim Hawcock for providing the evenings entertainment (He really should take up 'Stand-up Comedy' if he ever finds himself at a loose end work wise!).

Anyway, back to the trial The Evans' were away in Belgium with the Brother-in-law's Classic Racing Sidecar Team, hence luckily Stew Dickinson made a now too rare appearance at Lincoln to keep me from being a 'Billy-no-mates' again.

It all started really well for me as I cleaned all bar Steph Marris' section on the first lap, despite several of the sections being trickier/tighter than we expected, and much to my surprise, I kept up this performance for the next lap or so, despite the conditions worsening as the weather deteriorated.

At this point I thought all was looking good for my first ever Nov & O'40 win, after finishing second on several occasions. However, over the last couple of laps the wheels came off my trolley with a couple of 5's and several flailing dabs needed to keep me upright. One was simply a painful stall on Ann Woodcock's section, but the main culprits were the slippery logs of Alan Hunts section, which I really struggled on after the main central log moved spoiling my chosen line, and Steph's combination of tight turns followed by slippery logs where my inability to hop to the right proved very costly. Much as I hate to admit it, in the end I was beaten fairly and squarely by my favorite old nemesis Chris Traves, who started off worse than me but obviously didn't follow me into melt-down. However, the whole event was still great fun and a really enjoyable challenge so well done to the whole marking out team, plus I was actually really pleased with how I'd ridden considering my lack of trials over recent months.

Whilst I seemed to be on form right from the off, Stew was just having one of those days, which we all sometimes have, where nothing seemed to be going right. He was really struggling with the tight turn and climb of section 1 but on all the other sections he did not appear to be doing much wrong, but seemed to end up dabbing or fiving all over the shop, for an end result that seemed far worse than he appeared to be riding. However, it was good circulating with him and having a catch-up, plus his performance didn't seem to spoil his enjoyment of the trial or the beer and food afterwards.

An excellent day all round and a credit to all involved roll-on next year!

.....

I mentioned last month that as a lover of the big twins, a Ducati only track day at Cadwell on Saturday 23rd July, may be worth a quick nosey and it certainly was.



There was a lovely collection of bikes mainly from the 916 to current 1198 era, with lots of limited edition SP and R models thrown in, including 1098r Baylis Reps and a 1198s Corsa model. There was also a particularly immaculate Pier Francesco Chili PSG Corsa replica 916 racer (pictured below), which brought back memories of his dices with Foggy during a classic WSB era. It was well worth the trip.

One thing I can say is that if anyone has any doubt over the speed / handling of the smaller 848 they need to watch some of the race boys, as there were 2 or 3 present, presumably as a precursor to the challenge rounds being held as part of the BSB circus, as they were absolutely

flying, especially from the top of the mountain to the hairpin.

The other entertaining thing was the number of riders of the bigger 1098/1198's nearly being caught out by the abrupt power delivering opening the throttle after the initial mountain crest, as several were getting slapped in the face by the clocks/fairing screens, which was both funny and scary to watch. It also reminded me of when I first got my TL1000 many years ago.

Woody was also on hand with the remainder of the medical crew had it all gone wrong, however when I saw them they were drinking tea in the comfort of the canteen, although they did claim to be fully primed and ready for action, should their radio's summon them!!

And finally, we've still not been flooded with volunteers to take over from Dave, Lorraine and me as we take a bit of a step back from organising events next year, so please feel free to contact us for more details on what is needed.

Cheers for now
Graham



Graham Swaby's next helmet design!

**SITUATIONS
VACANT**

TRIALS SECRETARY and

TRIALS ORGANISERS

As from Jan 2012 the post of Trials Secretary will become vacant as Lorraine is retiring after 22 years in the position. We are also keen to encourage new trials organisers, section setters, chief marshals etc.

None of us are getting any younger and I am looking to do less in the not-too-distant future. Having spent the last twenty odd years arranging my life around Lincoln trials I'd rather take a back seat (or if the new blood would prefer – no seat at all) so would welcome any volunteers.

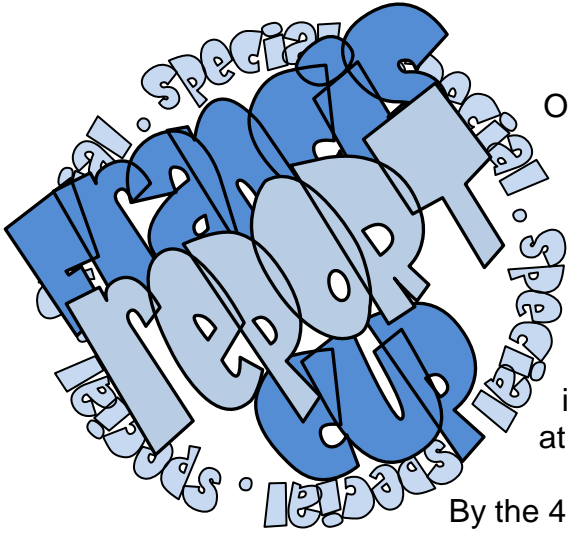
With four trials remaining in 2011 full training can be given to any prospective applicants along with any help and paperwork/computer programmes next year.

Phone David or Lorraine on 01526 323338 for full job descriptions.

oo00000oo

AWARDS OFFICER Again as from Jan 2012 the position of Awards Officer will become vacant as Ann Woodcock is retiring. Anyone wishing to take up this post can gain an insight by assisting Ann with this year's task.

More details from Ann on 01673 860259



Once more the Francis Cup trial took place at the Marris' Cockthorn Farm where this year Richard, Phil and Andy had put in a lot of work modifying and extending the areas for the sections. Richard and Phil joined Graham and me to form the section setting team and despite constant drizzle throughout, we managed to plot eight sections – although it took great self-control for us not to include all the nice extra bits as this event is aimed at the Novice and Over Forty riders!

By the 4.00pm start time the rain had stopped and been replaced by warm summer sunshine therefore most riders and spectators discarded their waterproofs before setting off. Not the wisest of moves as within half an hour or so the heavens opened and most, including me, were soaked. All the observers kept their waterproofs on and took umbrellas, proving once more that they are far superior beings to the riders!

The battle for the Francis Cup looked likely to be between top over-forties Graham Swaby and Chris Traves or novices Mark Butler and Mark Awcock although Mark Awcock didn't help his cause with a maximum on the very first section, a position he failed to recover from.

Graham Swaby took an early advantage on the slippery logs of section three as he cleaned and all other contenders threed. (This section was the cause of some discussion during setting out as Graham queried a route I included over a log and then either side of a tree, Phil Marris explained the difference in the options available and suggested the correct approach – a suggestion he obviously failed to listen to himself as he went over the handle-bars on the opening lap!)

Graham extended his lead on section four as he again cleaned with Chris taking two dabs and both Marks needing three. By the fifth section it became a two-horse-race as both Marks failed, Chris cleaning and Graham incurring his first penalties with a couple.

Graham always struggles with the section at the far end of the reservoir that was this year's number six and this year was no exception, his score card reading 2, 3, 5, 3 and that, coupled with a last lap maximum on his own plotted section seven ruined his chance of victory. Despite his third lap five on the final section, his only maximum, Chris remained consistent throughout to regain the trophy he last won in 2008.

Steve Marwood topped the Green Route with a loss of 40 from Kev Witting, 44 and Michael Smalley, 52, Michael making a welcome Lincoln return following knee replacement. Mark Francis, whose father the event is in honour of, topped the white route on his James with a loss of thirty-six.

Roman Kyrnyckyj elected to ride as an expert, foregoing his over-forty status and posted the day's best score of four – a one and a two on section five and one on the sixth. Phil Marris added just one other dab, section six, to the previously mentioned five to take second with Darren Cox third on nine.

David Chapman

RAMBLINGS

What's in a number? Quiet a lot when it's a registration number, those reading who are like a good wine will immediately recognise GOV 132, perhaps the most famous registration number that has ever adorned a bike.

It was the reg no of one of the most well known trials bikes that has ever existed, Sammy Millers Ariel HT5. 187 BLF should be equally well known but it isn't, this was the reg no of Gordon Jacksons 350 AJS trials bike which he rode in the 1961 Scottish, the event (and bike) is much better known for the infamous picture of Gordon making his only error of the week with a "dab" which lost him his clean sheet but was the only point on his card at the end of the event. A quiet amazing achievement that given today's "bike stopping " sections unlikely to be repeated.



History will show that the British bike industry went from almost world domination to virtual oblivion in little over a decade. The history books will also show that the Chinese M/C industry went from just under 45,000 units in 1980 to THIRTY MILLION in 2010 from its 91

manufacturers. To put this into perspective the current annual UK market is 50,000 units.

A while back "Her who must be obeyed" came home from a WI meeting and mentioned that a fellow member had a number of bike magazines that an aunt wanted to get rid of and knowing my interests would I be interested in them? Well is the Pope Catholic? A damned fool question.

Expecting a couple of carrier bags I was surprised when three plastic crates full were delivered, and what a delivery, not only many editions of a variety of mags (some now defunct) but a huge collection of race programmes. Amongst them are Cadwell from the 50's thru to the 80's, Olivers Mount in the 50's, Trans Atlantic Trophy, Silverstone bike GP, Mallory and Donington from 60's to the 80's.

Also, MCN special editions, Castrol, Shell and BP achievements and two Silverstone programmes from 61 and 63 car events and a couple of "our" programmes from Belchford MX meetings. To say I was made up was an understatement, more like a butchers dog given a box of bones, I didn't know where to be first. And best of all, virtually all of em are mint condition.

Had an interesting voice on the end of the phone at work recently, "Have you got anywhere to charge an electric car?" one Mr Jeremy Clarkson, apparently I found out later they were doing a programme on where you can "hook up", they were later seen outside the Echo building and the following day were doing the same thing in Grimsby.

The following weekend at the BMF show we had Steve Berry on the Youthbike stand, (from memory he used to be on the radio then fronted a Sky channel bike programme) he was at Peterborough for the Moped Mayhem but wants to come to the Y/B finals weekend to do some filming for a new TV series he is involved with, time will tell.

Whilst on media matters, what the hells happened to journalism, both printed and tv/radio, why oh why do we have to have overload on a particular subject, it's virtually impossible to pick up a paper or watch/listen a news programme without endless, meaningless chat, analysis and suggestions as to what if. We had it with the Royal Wedding, the Queens visit to Ireland and every other major event. As to all these supposed entertainer/sports personalities who keep trying to hide behind gagging orders, do we really have any interest in their lives? Is it really news to be told that someone who can't be named has instigated legal action to prevent their identity being made public, who cares? I certainly don't, bring on the news channel that reports NEWS not media tittle tattle but then NOT keep repeating the headline. As for the infamous "paparazzi" I would chuck them and their cameras in a very deep cess pit along with all those "media types" who buy their sneaky photo's to adorn their so called magazines.

Continuing with the media theme is it not time that the MSA and the ACU lobbied the BBC and ITV to increase the news reporting of motorsports, we get some mention of F1, a little of Moto GP and bugger all else unless there has been a mishap. Why aren't BSB, British Touring Cars (admittedly ITV4 give good coverage, I am on about sports news reporting), Speedway and Rallying etc given a mention? Mr President and Mr Chairman, an issue to take to the national bodies?

What joy those who are involved in transport can look forwards to (not), the good old EEC have published their latest Transport White Paper, here's a few taster's;

*By 2030 achieve CO2 free city centre deliveries.

*By 2050 have no petrol/diesel cars entering city centres.

*In the next 40 years transfer 50% of long distance road freight(>200miles) to rail or water. That will be interesting in the UK !!!

*Half road casualties by 2020.

*EU wide fuel duty rates. (Cannot see the Fagin's of Westminster readily relinquishing their current "Pot of Gold" they get from every litre).

*More "pay to use" initiatives. Will we lose the Road Fund Licence?

*Continual reduction of road, air and marine CO2 emissions. (No mention of rail!)

Mitch

Ed - Judging by this article Mr Elliott will be a right miserable old bugger by 2030, not to mention 2050+ and I don't intend being around then so I don't care!

RIB TICKLERS

When Cannibals ate a Missionary they got a taste for religion!

Don't join dangerous cults, practice safe sects.

Two silk worms had a race, they ended up in a tie.

A dog gave birth to puppies near the road and was cited for littering.

Two hats were hanging on a rack in the hallway, one said to the other
"You stay here, I will go on ahead".

For sale:

Perfect for that Classic Car Show or tour.

Wicker picnic set, virtually new, complete other than thermos flask, need the space, first to my door with £15 has got it.

Mitch, 01522-869407/07913-542435 or elliott.mitch@gmail.com



My next helmet design! It's worth buying a bike! D.C.

Letters to the Editor

Hello LMC & CC

I have just spotted in your September 2010 on-line Newsletter the name of my father, Pip Hylton. He died about 20 years ago in southern Spain where he had made his home. I don't have much in the way of memorabilia of his biking days, but I do have a copy of photo taken at Albi in Belgium on 14 July 1950 when motor cycles and the early F1 cars competed at the same meetings. Also in the photo (amongst others) are Fangio (who became a personal friend of my father and visited him in Spain) Gonzalez, Les Graham, and Raymond Sommer. I also have a small silver match case that was presented to my grandfather Henry Hylton who I believe was Secretary to Lincoln and District Motor Cycle Club in the 1920/30s. It is inscribed "H Hylton from L&DMCC in appreciation 1928-29".

With best wishes

Paul

Club Contacts: -

Cars -

Philip Foster 01427 718601
philfost@lineone.net

Allen Faulkner 01673 860712
allenfaulkner@hotmail.co.uk

Bikes

David Chapman 01526 323338
chapman.david@lineone.net

Graham Swaby 01522 682984
GrahamASwaby@aol.com

Secretary

Aggie Foster 07796 143500
aggiefoster@btinternet.com

Impact

David Chapman
As Above

Easton's 2nd Annual Classic & Custom Car, Motorcycle and Scooter Show

**Saturday 27th August, 2011
12 noon onwards**



The Blue Bell

Easton-on-the-Hill, near Stamford

All vehicles welcome – No entry fee

All Day mini Beer Festival + BBQ + Live Music

**To pre-book space or for further details
please call The Bluebell on 01780 763003**

***Raising funds for Cystic Fybrois Trust
and Northamptonshire and Warwickshire
Air Ambulance***

