



Newsletter of Lincoln MC&CC Ltd

That's about it then, 2011 is as good as over – just the Sills Trophy Twelve Car and the Christmas Social to go. Both these events would benefit greatly from YOUR presence!



Our chairman is again organizing the Christmas social – at The Green Room Club, Tentercroft St at 8.00pm and incorporating the Christmas themed Pernod Quiz. He organised an excellent John Sanders Quiz last month but let's hope this time he remembers to bring the answers, we still don't know who won the 'Mastermind' Bowl!

Staying on matters social, don't forget the Annual Dinner and Awards Presentation (see advert on page 23) I know times are hard but this is a really good twenty-five quids worth – excellent food and film-shows combined with light hearted chat and hearty applause for the trophy winners more than makes up for listening to me and Phil embarrassing ourselves with our speeches. Book your tickets NOW!

That'll do me for this year, just a big big thank you to all those that have contributed to Impact and to all the Club's events throughout 2011, I hope you all continue in 2012 and are joined by many more, remember that events don't just happen, they need people to organise them – TRY IT NEXT YEAR!

Merry Christmas and a successful New Year – Don't drink and drive over Christmas we need you next year!

David Chapman

The Lincoln Trophy Trial

Ken, Graham, Mike and myself set out on a bright, windy and warm (for December) Saturday morning at Claxby Hillside with the weather forecast firmly in our minds but, oh dear, we got it wrong again – albeit aided by those untrustworthy weathermen. When will we learn?

The majority of the sections proved much more difficult than either planned or intended, due wholly to the lack of grip on the steep hillside, wet from the unforecasted rain. But two riders found grip where others were left floundering, Roman Kyrnyckyj and Tom Ablewhite put on a fantastic display, particularly on the steep, slippery climbs of sections four and six, to end the day losing just twenty-six and twenty-nine marks respectively. Young Chris Alford matched, or probably bettered, Roman and Tom for grip on the exit to number four as he wheeled out on each occasion but sadly the rocky middle area created problems for him.

Over-forty riders Chris Traves and Bo Kyrnyckyj were the only riders to record scores in double figures on the green-route, graham Swaby almost being the third but a last lap tally of twenty-seven raised his total to 101. The ‘Swaby-plotted’ section six created enormous problems for all as only three riders managed to reach the ‘ends’ cards – one apiece for Chris Traves, Bo Kyrnyckyj and Stuart Alford! (On Saturday both Mike Evans and me tried to persuade Graham to stiffen it up a bit as we thought it to be too easy – Graham said “No, it’ll be fine.” 0 out of 10 for all three of us!)

If section six caused problems on the green-route it was a nightmare on the white-route as no-one reached the end – no-one at all! That wasn’t the only problem though as best performer Andy Jackson dropped a massive one hundred and twenty two marks with John Hamblin, on his recently acquired Sprite, and Over-fifty champion Steve Marwood, close behind.

As Clerk of the Course I apologise for the severity and promise it’ll be right next time – I won’t be there!

Bearing that last comment in mind we are in desperate need of someone to come forward and help with setting out trials, getting observers and acting as Clerk of the Course. We are also desperate for a new Trials Secretary, even on a part-time basis but with a view to take it on Full time.

Full instruction/help will be given – we won’t just drop you in the deep-end. Without new blood there may be **NO MORE LINCOLN TRIALS!**

David Chapman

Trials & Tribulations ~ Vol 51 ~ Oct & Nov 2011

“The Diary of Team Swaby/Evans”

Hi Everyone

There was no report last month as basically I was busy at work/home and visiting New York with Melanie to celebrate our 25th Wedding Anniversary. If anyone is thinking about a trip to the Big Apple, do it. I'd recommend five full days to make the most of all the sights, as we only had three and a half days which wasn't really enough to do everything justice, although it was enough to 'see' all the main attractions.

Whilst I obviously expected to see the Statue of Liberty on Liberty Island, I didn't expect to see a motorbike, but there in a glass case was the 'Liberty Bike' created by those famous Orange County Chopper boys who I sometimes watch on Sky telly. Whilst this type of bike is not at all my 'thing' I can appreciate the engineering and craftsmanship that has gone into it.



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The main news on the trials front is that Nephew Mike competed in his first ever National with Team Alford and Mark Eley on the Clubman Route in the Scarborough Club's Cliff Collinson Trial in Harwood Dale, this also being my first foray into nationals three years ago, again in the caring company of Team Alford.

Mike thoroughly enjoyed the thrash across the moors and the well used and slightly abused ex-Swaby and ex-Gary Sherco held together (More of which later), but Mike admitted to not riding at his best, finishing down in 25 place on 22 marks, compared to Chris who finished in fourth place on just 9 marks. To be honest, both of these would probably have been better suited to the intermediate route, whereas the scores suggest this route was spot on for Catherine who finished 40th on 32 marks finishing well ahead of Dad (Stu) in 48th on 42 marks and Mark in 61st place on 62 marks. Also noted in the results were messrs; Jubb,

Holcombe, Awcock, Kirwin and Marwood, so there was quite a lot of local interest in this event.

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My only outing, the first one in two months, was the excellent 'Last Minute Trial' run by the very nice Grantham Pegasus Club at a sunny but very windy Castle Bytham on 27th November. With Brother-in-law Gary working and youngest Nephew Luke footballing, Team Swaby/Evans consisted of just Me on the mid-route and Mike on the hard-route, bolstered on the mid-route by old riding partner and now Stamford resident Stewart Dickinson out on the Montesa 4RT, complete with working horn to ensure any marks dropped by those riding with him were noticed by the both observer and all those sat waiting in the queue!

Stew's horn came into full effect for me on the penultimate section of the whole trial, having dropped only 5 marks all day up to that point and being on for the route win. This section was a straight forward climb followed by a very steep and cambered twisting descent on hard, dusty and therefore slippery going between trees. I'd cleaned this all day up to the last lap, where-as many had struggled sliding into the trees, however, on the last lap I got hooked up with one of those trees and despite trying to shift the bike sideways without dabbing the foot finally had to go down to set me free. As it turned out this was not enough to cost me the trial, but cursing this loss rather than concentrating on where I was going next was, as rather than pivoting through a gap in the trees up the final little climb I ran straight into one of the trees which obviously stopped me dead for a five and knocked me down to 4th place what a walter! I was not impressed Then came the 'beep' 'beep' of the Dickinson horn to add to my already significant embarrassment..... thanks Stew, I have missed you!

As you can probably guess, considering the time passed since my last ride, despite that final hiccup I was really pleased with my performance. We arrived nice and early to get plenty of practice in and I felt really good right from the off. I dropped a couple of dabs on the very tight turn of Section 2 when my feeble attempts at hopping failed, I dropped a single dab on Mr Bones Section 4 when choosing the wrong line on the first lap which caused the back wheel to slide off a small rock and catch me by surprise and I dropped two more single dabs, one of each of the very tricky cambers of section 7 'manned' by the Awcocks and Friths.

So, despite my little disaster I had a really good day finishing one mark and one position behind old rival 'super steady' Pete Ablewhite and on the same score but one position ahead of other O'40 rival Paul Smart on most cleans, plus it was really good to have a catch-up with Stew as our paths cross less often these days, although I hope to get to some more Peterborough Trials next year, where he is now part of the marking out team, and ride one or two nationals in his company.

Whilst on the subject of Stew, down-hills, particularly on the top heavy and engine-braked four stroke, are not his strong point and this showed in his results on the same section that caught me out on the last lap, where Stew dropped 16 of his 41 total. He also struggled, understandably, on the very tight turn on section 2 as his hopping is on a par with mine and the Montesa 4RT has a far worse steering lock than the Beta 4T which goes to almost 90 degrees, plus he shed a few more dabs on the cambers of section 7 than I did.

Hence, whilst a little bit further away on points than I think he would have liked or expected to be, Stew still finished a very creditable 8th place and seemed to also enjoy the day. I also think he has mellowed under the mentorship of the Peterborough brigade as despite beeping his horn following my final lap disaster he actually sympathized, rather than just continuing to take the p*ss, something which would never have happened when under the influence of Chappers!

Oh, nearly forgot to mention Mike You know I mentioned he and the Sherco had survived the Scarborough National well, I can say this was only just, as his rear brake packed in with a lap to go at Castle Bytham spilling brake fluid everywhere. Upon further inspection there was no pad material left and the backing plate had worn down so much it resembled a shim, so I assume the leakage was because the pistons had passed the point where the seals could actually do their job, i.e. seal! Inspection and maintenance, especially before a big event, is the lesson to be learnt.

Other than that, Mike trotted around with some of the other hard-route boys, so I can't report much about his performance, other than he commented on one or two good rides, but generally thought he was riding poorly. He certainly wasn't a happy bunny when we ran into him two or three times in the queues, not that he got much sympathy.



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Other news is the 'wheeling and dealing' going on in Siemens, my work place. My mate Dan has been thinking of changing his van for a while for a bigger one, and our other work pal Paul had been threatening to get a trials bike and van for ages having had a few goes on Dan's bike.

Following a flippant comment by me, Dan bit the bullet having got fed up of waiting for Paul to act and persuaded him to buy his van and 2006 250cc Beta Rev 3 as a package deal, and within a week has sorted himself a VW T4 Transporter and Steve Marwood's 2010 250cc GasGas (pictured). So, if anyone out there needs a personal shopper, Dan is your man.

Now all we need to do is get Dan, Paul and other pal Ant to ride some more actual trials, rather than just playing practicing at Earl Shilton's 'The Yennards' venue!

Cheers for now

Graham

From The London Times: A Well-Planned Retirement

A perfect example of government mismanagement.



Outside England's Bristol Zoo there is a parking lot for 150 cars and 8 buses. For 25 years, it's parking fees were managed by a very pleasant attendant. The fees were for cars (£1.40), for buses (about £7).

Then, one day, after 25 solid years of never missing a day off work, he just didn't show up; so the Zoo Management called the City Council and asked it to send them another parking agent.

The Council did some research and replied that the parking lot was the Zoo's own responsibility.

The Zoo advised the Council that the attendant was a City employee.


The City Council responded that the lot attendant had never been on the City payroll.

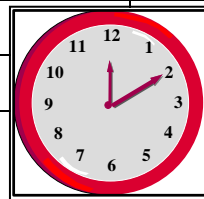
Meanwhile, sitting in his villa somewhere on the coast of Spain or France or Italy ... is a man who'd apparently had a ticket machine installed completely on his own, and then, had simply begun to show up every day, to collect and keep the parking fees, estimated at about £560 per day -- for 25 years.

Assuming 7 days a week, this amounts to just over 7 million pounds ... and no one even knows his name.

I think this is my favorite E-Mail ever!!

12 CAR - CLUB CHAMPIONSHIP - 2011

	<u>Sills</u> 10/12/10	<u>Smith</u> 12/01/11	<u>Committee</u> 23/02/11	<u>Howson</u> 16/03/11	<u>Chairman</u> 13/04/11	<u>Haigh</u> 12/10/11	<u>County</u> 09/11/11		
Clerk of Course	Jackson & Wood	A Foster & S Hall	Cliff Doe	T & A Faulkner	David Dimbleby	David Dimbleby	I & A Faulkner	PTS	POS 2011
DRIVER	T TOP				T TOP	T TOP			
David Dimbleby		7	7	7			6	27	1st
Steve Hall		7	6	6			4	23	2
Alison Faulkner	N		5	7			5	17	3
Frank Ash		3	2	4			3	12	4
Simon Taylor		5	3	2			1	11	5
Alan Jackson			4	5				9	6
George Cowling			1	1			7	9	7
Ian Emerson	N	6						6	8
Gary Dixon		4					2	6	9
Ian Faulkner				3				3	10
	1st				1st	1st			
	Aggie				Trevor &	Rhiannon			
	Foster				Alison	& Dave			
					Faulkner	Wilkinson			
NAVIGATOR									
Aggie Foster		7	7	7			5	26	1st=
Trevor Faulkner		7	6	7			6	26	1st=
Ian Faulkner		4	5				7	16	3
Nicky Faulkner		2	4	5				11	4
John Barber				6			4	10	5
Alan Jackson		6					3	9	6
R'non Wilkinson							7	7	7
C'line Ormsby	N			4			2	6	8
Matt Wood		5						5	9
Caz Connell		3						3	10



RAMBLINGS

What a sad end to the motor sport year with fatalities on consecutive weekends, I know the Hon Pres passed comment last month but I must add my sentiments to those so widely expressed for Marco Simoncelli, after a season where his 100% riding style has ruffled a few feathers it is ironic that he lost his life in such a bizarre accident. The other sad thing is that the last Moto GP fatality was with the same team Daijiro Kato succumbed to injuries at his home Japanese GP back in 2003, who says lightning never strikes twice!

I sincerely hoped that the motorsport year would close without any further fatalities but that hope was shattered at Mallory Parks Sidecar Festival, when on the Saturday Dave Wells, who has for some considerable time been passenger to Roy Hanks, died as a result of an accident at the Bus Stop. Roy and brother Norman were top sidecar drivers four decades ago, Norman hung up his leathers some time ago but Roy carried on. Dave started his racing career in 1979 as a driver and moved to passengering in 1987, he joined Roy in 2000. In their time together Roy and Dave achieved many successes especially at the TT and despite the advancing years were still at the top of their game. Roy escaped relatively unscathed but sadly Dave succumbed to his injuries. I was there on the Sunday with friends from the sidecar world and spent most of the day in the paddock chatting to racers of today and yesteryear but all had a sad heart as the news from the previous day spread.

At the lunch break one of the activities was a parade by competitors in memory of those who have succumbed whilst sidecar racing and it seemed most fitting that despite the happenings of the previous day Dave Wells daughter was on the platform of the first outfit round the circuit, there was many a damp eye and lumpy throat and without doubt sums up the sidecar community. At the time of writing the cause of the accident was not established but believed to be technical.

Whilst on matters three wheeled a good friend of mine who has a growing collection of outfits has acquired something from the sixties that I have never even heard of before, it was built by one of the UK's best ever sidecar racers and was (still is) radical to say the least. Originally powered by a BMW Rennsport engine, (500cc OHC used in the factory racers) with a Hewland car gearbox and running mini wheels. The engine sat out front and drove the front wheels thru the Hewland, the rear was suspended on a mini trailing arm. The driver sat (laid?) in a reclining position very much akin to the F1 Lotus's of the period, with his head near the rear wheel and to the offside within the bodywork, controls were car like with steering wheel etc. The passenger was located to the nearside and laid headfirst on a tray outside of the bodywork.

It only appeared in public once at a Mallory test day, hopefully it will be on track next year if suitable engine and gearbox can be located as they went walkabout some years ago. Once it's arrived at its new home all will be revealed as to its origins.

Yet again the road user is taking a hammering, nationally we have for the first time broken through the £1500 barrier for the average cost of car insurance, not surprising that the motor insurance industry is coming under close political scrutiny.

On the other hand the gov't is having its pound of flesh from fuel duty, we are faced with a rise of 3.02ppl in Jan and another in Aug of 3.41ppl, both plus VAT, that gives an annual price hike of 11%. On top of this the pound has dropped against the dollar and may well result in a third hike.

When is a law not a law? It would seem when 12 penalty points are accrued, currently 43% of those with 12 points escape the ban. Some 13,441 are currently disqualified for exceeding the limit yet 10,072 are still driving, amongst which are five with 30 points, a similar number with 27 points and three with 26 points. We all make the occasional error and on occasions they result in ink on our licences but to have the proportions outlined above it is very very worrying. Yes on occasions there will be equipment malfunction but TEN THOUSAND times, I think not. All too often the social hardship that may result from a driving ban is cited as a reason for not getting one, but surely it's not a valid one, quiet simply if the penalty is not acceptable then don't go out and invite its arrival through the letter box.

I was intrigued to read that the British Medical Association want a ban on smoking in all privately owned vehicles, whilst applauding their concern over the impact on children I am not sure how it will be enforced. I will watch this one with interest.

So it is suggested that Kimi Raikkonen is returning to FI with Lotus, only time will tell if this is the start of the silly season for driver roulette. His move to the WRC has not, on paper been the success that perhaps he {and others} hoped. All too regularly he developed an all- conquering attraction to the scenery, one thing is for certain I am pleased I am not paying the bodyshop bill as it won't have been small, and on many occasions a new shell was probably the only solution. A certain late, great Mr McRae reshaped more then the odd body panel but he had the success to justify it.

It would seem that another piece of this "Green and Pleasant Land" may be heading into foreign ownership. What with the French involvement in our Utility Companies and the Russians appearing to be the major investor in football we now have a Qatar based business group reportedly bidding for a deal that would give them 150 years of control of Silverstone. By any stroke of the imagination that is an eye watering contract length and begs the question why, when there are so many factors that could affect the contract term and outcome. One thing is for sure, assuming it gets the go-ahead, none of us will ever know if it worked out, as planned or otherwise. The most worrying aspect for me is that a certain bespectacled and vertically challenged person is in support of the bid, when he shows that much enthusiasm one tends to think that perhaps a deal has been

done and all that the BRDC can do is make futile noises but ultimately find themselves over the metaphoric barrel and said person passes them a freshly inked quill to sign it all off, or am I just a pessimist?

2011 will go down as another “Seb” year with Vettel cantering to the F1 title, it has to be said that whilst the “Prancing Horse” (no pun after the above comment) and McLaren have closed the gap he still is able on most occasions to up the ante and lead the field home. And yet again it is Loeb on the WRC trophy, after Hirvonen's departure from the “Tour of Wales” it all became academic despite the World Champions bizarre exit from the event. Whilst going to Wales and pay exorbitant amounts of dosh to stand in a forest no longer appeals I listened to the live radio and stage split timing reports on WRC.com and on the last day was willing Kris Meeke to find the few seconds to overtake Solberg H for third place, sadly it was not to be, but a damned fine drive with a bit of luck thrown in but as the saying goes “to finish first, first you have to finish”.

I spent a noisy Saturday night at Newark Showground at the inaugural “Rollerburn”, a combination of bikes, roller blading and music, in addition there was a good display of custom bikes, most of which have been featured in various magazines over the last twelve months. The Shorttrack demo did not happen as a shakedown prior to the event apparently left too much rubber on the floor of the exhibition centre. I must be getting old as when the music kicked off I had to put a lid on my coffee to keep it in the cup such was the noise waves being created and my eardrums were searching for refuge.

Whilst I was there I perused the “Magazine Man's” stall and succumbed to buying issue one of Classic Trial magazine, launched off the back of Trial Magazine. Apparently the French have enjoyed their version of Classic Trial for some three years, I have only had a quick flick through so far but it looks a good read and focuses on the 1965-85 era, as they say more anon.

Whilst on trials matters apparently 2011 is something of a celebration year, it is 100 years since BSA produced their first motorcycle and 150 years since the industrial empire was founded at Armoury Rd, Small Heath.

Staying with trials I was reading an article recently about the controversy at a Sammy Miller round in Wales where a difficult section had a tree branch as a marker to prevent riders using a bank top, few of the front runners got through without dropping points then the branch “moved” about two feet so as to allow more of the bank to be ridden, apparently the observer failed to notice the said tree branches “walkabout” until a number of riders had cleaned the section, the branch was returned to its original position and understandably those waiting for their attempt were not too happy, it does not say if the section was scrubbed from the results.

Correct me if I am wrong Mr Pres but my understanding of the ACU rule book suggests that the lateral limits of a section may be defined by artificial boundaries such as markers or tapes that should be firmly placed or positioned (apparently the branch had no peg or similar attached to it and by its ease of movement

clearly was not firmly positioned). There is I believe a move to have an amendment to the trials regs that is intended to stop riders "looping" between marker pegs and so gain an advantage by the addition of the words "riders must not pass outside of an imaginary line between two markers". This would it seem have stopped the problem in Wales and to my mind seems sensible. Comments from all the "feet up" readers welcome. Looking to the same readers to fill me in the the origins of Moto Gori, not a name I am familiar with, I understand they were (are?) Italian and held in high regard in some quarters for their trials and enduro bikes, have to say they "looked the business" for their era.

A very pleasant time was spent on a bright but windy Sunday in the Vale of Belvoir spectating at the Peterborough MC "Johnson" Sporting Trial, its a year or three since I last visited one and in those few years technology has moved on apace. Front suspension units now mirror bikes with remote reservoirs, Hewland transaxles with disc brakes at the rear, engines remain front located and gas conversion now used by some, I dare say that apart from the "green" benefits, a transaxle and a gas tank at the rear moves some beneficial weight to the rear wheels. Whilst Cannon have been around for decades many now use Sherpa, Kincraft and Crossle, circuit fans will recognise the last two, Kincraft were well known in the F5000 era and Crossle have a long history in sports cars. Two new names to me are CAP and MSR, and JEDI now offer a trials car, if as successful as the hillclimb and circuit single seaters it will be a "good un". Being a BTRDA and 750 MC round all the big names were there and one of the best Julian Fack was out in one of his own creations, I was not sure if it was a Facksimile or one of his later creations an X Factor, many years ago he relied on Imp power but I didnt get chance to see what he now uses, despite his car having the "old fashioned" live axle and traditional engine/gearbox location he was finding grip where more modern cars failed, the benefit of over 3 decades in the sport and many wins and championships under his belt.

The day made for previous plans when a day in the Nottinghamshire forests was pencilled in the diary, a late web check of the entry list indicated that due to lack of entries the Premier Stages had been cancelled, no doubt a sad reflection yet again of the current financial climate.

Ed, The imaginary line is purely in your imagination (and that of many riders) and there it will remain.

The problem regularly arises at Clerk of the Course training seminars that I run in the East Midland Centre and TSR22 - Failure f) (A machine does not stay within the intended limits of the section and within each marker) is the cause of the problem.

The popular thought is that there is an imaginary line between the markers indicating the intended section limit but my answer is the C of C should make his intentions clear by putting in more markers or tape.

Looping out between markers can be classed as a failure under paragraph i)

Travelling in a forward direction against the direction of the section, depending how far the rider loops out!

I trust you are all suitably confused.

Catherine Alford Women's Intermediate Champion 2011- Part 2

In Part 1 last Month we looked back to how it all started for Catherine. This month I will bring the story to the present day which saw Catherine crowned Women's Intermediate Champion. At the end of the 2008 season the time was right for



Catherine to move up off the faithful Beta 80 which had served her so well as it had also done Brother Chris before. Chris had had it new it 2005 direct from John Lampkin after attracting Beta UK attention when he won the British Championship in 2004. The same bike would go on to give Louise lots of fun the following year too. We got our money's worth out of that one!!

So Autumn 2008 brought Catherine her first shiny new bike, a Gas Gas 125 PRO with some sponsorship from Feet-Up Trialsport at Scarborough. As with any

change it takes quite some time to get to grips with a bigger, more powerful machine.

2009 Catherine again committed to a full British Championship season and had some fabulous rides finishing 4th in the British B' Class Girls Championship.

For 2010 Catherine moved up to the Women's Intermediate Class with this being the year of her GCSE's, the exams of course came first! So she missed the first couple of rounds. As the year went on Catherine recorded her first British Championship win at Scarborough with lots of other podiums throughout the year.

2010 was a very busy year for Catherine as she did very well for her GCSE's and was accepted by Rolls Royce as an engineering apprentice at Derby. Catherine started her apprenticeship in September catching





the 06:05 train from Newark and returning at 18:12 after changing at Nottingham daily. That's quite impressive for a 16 year old!! 2011 has turned out to be a mega year for Catherine, she turned 17 in January and it wasn't long before her L plates come off her beautiful Mini Cooper. With that most days she would drive herself to Derby some 55 miles each way! Even with this busy schedule Catherine is still loving her Trials and finds it a great way to

unwind at the weekend after a busy week! So a full championship season was planned. 7 rounds with best 6 rounds to count was the format.

The year started off well at Cheadle in March taking 2nd place behind winner Harriet Shore. It would be two months before the second round at Scarborough where Catherine again finished 2nd to



Harriet. The Third round was held the following day at Manton, our home round hosted by Lincoln MC&CC. This is where Catherine got into her stride and recorded her first win of the year. It should also be noted that it was the trial that Mike Evans was Catherine's Minder. A very successful partnership it would turn out to be. Two weeks later; at the end of May, Catherine and Mike with trailer on the Mini and two Tents travelled to Shropshire for Round 4. The rest of Team Alford missed this one as Dad and Chris were in Scotland competing in the fabulous Loch

Lomond 2 day trial. Catherine was awesome again (Mike Words!) and won convincingly.

Round 5 took place the following week at the infamous Bracken Rocks hosted by Mansfield Maun MC and in charge was Lynda Crabtree. Hard to believe only a month later Lynda would be gone forever after a brave fight against Cancer.



Catherine again was in fine form taking her third win of the year.

Round 6 at Dob Park near Otley at the beginning of July and this one had some pressure for Catherine. Dad along with Chris and Louise were competing in Scarborough at their very enjoyable sporting weekend on the Old Bikes! Mike again accompanied Catherine and this is where the Championship could be won...

The Maths were simple, if Catherine won she was British Champion, if Harriet won it would go down to the final round at Richmond. This turned out to be the most difficult event of the year. Catherine dropping 85 to record the win and the Championship! ☺ By the time all this was

going on the rest of us was well on the way home waiting for the phone call... We arrived home before Catherine and Mike and we had quite a party on their return. Catherine has also competed in three other National events; the Bemrose trial in Derbyshire, the mega Reeth 3 day trial in the Yorkshire Dales, the Cliff Collinson and is now Scarborough club Champion too!

Away from trials she is doing extremely well at Rolls Royce and has passed both her Car and Motorcycle test. Not bad for a 17 year old!!



Jo, Chris, Lou and I are extremely proud of her! I can't close without thanking Mike Evans for his help this year; you have been a star Mike!!

Stuart! ☺

Dan's day out – more practice!

In amongst the regular trips to the Earl Shilton Trials Club Yennards practice grounds with riding buddy Ant over the past couple of months I have managed several further solo enduro practice sessions...

The first of these was at Ashby de la Zouch Motoparc, while the latter two visits have been closer to home at a new location created by a business from Bourne called EnduroUK which I stumbled across thanks to enduronews.com.

From what I understand several previous events have been hosted near Colsterworth, but this new location at Witham-on-the-Hill (just behind Stanton Pit) was publicised as not having been ridden before.

Turning up to the event revealed that someone had been very busy shifting a lot of earth on what would be a very flat grassy field. The grassy field had been turned into a series of berms, flat turns, tabletops of differing sizes, single jumps, doubles, and a set of very tightly packed whoops.

The course also had adjoining to it a short winding loop through some woods accessed by negotiating some drainage ditches, and another large open field which consisted of two open straights before tightening up into a series of flat turns.

With the brief formalities out of the way I got myself prepared and bike all set I wobbled my way out onto the course, trying to make sure I did not look a complete fool by not even making it up the face of the 100ft tabletop!

I took my time making my way round, getting used to riding on the hard dry ground after having spent most of 7.5hrs riding on deep mulch at Ashby. All of the jumps were easy enough to simply ride over at a slower speed so didn't cause a problem, felt weird riding the berms as it had been so many years since I was a regular at BMX tracks.

The loop through the woods proved to be interesting as the soil here was very sandy and there was much to avoid in front of you as well as from above in the form of hanging branches.

The open field was again something new, as I'd never really had the opportunity to use anything more than 4th gear previously, whereas getting toward the top end of 6th was not an issue along the 2 straights. Also entering a faster flat corner on the grass was an interesting experience!

The whole day proved to help build my confidence, and began to start taking-off on some of the jumps, and toward the end of the day was managing to just clear

just a few of the tabletops. It really was a sensational experience having never really done any jumps previously on a motorbike, and one that I'd long forgotten from the previously mentioned BMX tracks I used to ride.



However it was to be the berms that would end my day out! This particularly berm was fairly low in height and very loosely packed, and something I worked on throughout the day, trying to hit it a little faster each time and letting the bike slide up and into the loose packed soil, finally digging in and then getting back on to the gas.

For what was to be the final attempt I found myself a little high up the berm where for a split second I diverted my vision from the exit of the corner, to that of over the top of the berm, and that was all it took, just a quick glance..... I then found myself

and bike breaking through the crest of the berm still tipped over careering towards a large intimidating wooden post!

What happened next I can't honestly say, although I can surmise that the bike stopped pretty quickly as it remained at the bottom of the outside of the berm while I continued to go forwards. The end result was fairly lucky as it happens, and as I came to rest and sat upright I knew that I'd given my right hand/wrist a real tweak suggesting my elbow had tucked under the bar before losing my grip, so carefully I began to move fingers and roll my wrist and I realised that nothing appeared to be broken. Thankfully it appeared that my protective gear had done everything it was supposed to elsewhere.

After a couple of minutes of taking in what had happened I was up and collected the bike, and made my way to the nearest marshalling post for a quick exit from the course, and returned to the van. Fortunately a colleague from work who lived locally had brought his young son along to have a look at the bikes and was on hand to assist in squeezing the enduro bike back into the confines of the little Transit Connect, and I made my way home.

A few weeks passed and the next date for Witham-on-the-Hill drew nearer. I had set about completing the first 10 hour service on the enduro bike, and the wrist felt much improved (but still not 100%) so I returned for another practice session in November.

This time I had brought along some parental support to assist with the loading/unloading, making things much easier at the end of the day.

After signing-on and getting ready for entering the track I was advised that there had been some changes to the circuit. This was due to some issues with local residents and it was no longer possible to use either the small wooded section or the adjacent field; therefore the course had been extended in length by adding to the inside of the circuit.

The hard dry ground I had gotten used to previously had been replaced by in parts with hard wet grass/mud, and in other parts soft wet grass/mud. In summary it was slippery, but proved to be very enjoyable and challenging. A few laps in and I pretty much picked up where I had left off previously which gave me plenty of time to build up some more confidence.

Being in the wet it really allowed me to note the differences in grip levels experimenting with body position/weighting and bike positioning that I had been reading about.



The extra time on the bike was also helping with tackling some of the jumps, and I was now making sufficient speed to clear some of the tabletops I had not managed previously, and starting to push/pull on the bars to control the bikes attitude ready for landing.

Some of the changes that had been made to the track proved to be both interesting and challenging, such as a couple of small single jumps which upset

my momentum sufficiently to prevent tackling one of the tabletops I had managed previously, to many of the flat turns on the grass/mud which brought a great big smile to my face as to how daring I could be shifting my seating position forwards to the front outside corner of the seat and upper body over the bars then tipping in, tucking the bike into the corner while also weighting up the outside peg, and then to start rolling the throttle on as soon possible to help steer the back round before really opening up the throttle and shifting my seating position further back for traction ;-)

Sometimes this worked well, while other times it didn't, but enjoyable regardless! And I never did manage to build up the courage to tackle any of the doubles or whoops.

The wrist seemed to hold well, although on some of the singles jumps, and some of the tabletops which were accidentally overshot a couple of times I found were quite jarring, giving a similar sensation to when you knock your elbow.

This finally proved to be the reason to finish for the day as it started to become somewhat fatigued which left me struggling to achieve the throttle control I needed on the fizzy KTM 200 2-stroke, although I was happy having clocked up a total of 3hrs taking me to 12.5hrs total riding!

Both of these two practice days have really helped boost my confidence, and the people I parked next to in the car park were all very friendly. There was a wide range of people riding, of differing abilities, on all sorts of bikes (and dare I say the odd quad!) and there was never a time when I felt intimidated.

So if you are thinking of treating yourself to an old air-cooled trailie or the latest KTM 4-popper whether you are a complete novice or a veteran then I'm sure Witham-on-the-Hill has something to offer. <http://www.endurouk.co.uk/>

I shall also be keeping an eye on how things develop at the old Gonerby Moor MX track, now that it has been taken over Chris "the Stalker" Walker as it looks to be receiving a bit of a facelift, and would be by far the closest place for me to practice. <http://www.stalkermx.com/>

John Sanders Memorial Quiz - 30th Nov 2011

Quizmaster Phil Foster

Team Name	Round 1 General Knowledge	Round 2 Numbers	Round 3 Music	Round 4 Food and Drink	Round 5 Film	Total
F and S with A and S	22	11	25	30	23	111
3 Pixies and The Elves	33.5	13	22	26.5	14	109
FaulkMoores	34	11	16	28	18	107
DimFaulks	34	11	23	18	20	106

The winners of the John Sanders Bowl 2011 - are F and S with A and S
aka Frank & Sue Ash, Aggie Foster , Stephen Hall

WHATSON IN 2011

14 DECEMBER

THE SILLS TROPHY 12 CAR RALLY

C of C Alan Jackson

Start from the premises of VAUXCARE

Allenby Industrial Estate, Lincoln

MR 121/00057165

Map 121 only - car 1 starts 19.31

To enter or marshal contact ALAN on 07758 851051

21 DECEMBER

CHRISTMAS SOCIAL

AND PERNOD TROPHY QUIZ

Venue – The Green Room 8.00 p.m.

WHATSON IN 2012

11 JANUARY

THE CHRIS SMITH MEMORIAL 12 CAR RALLY

C of C – CLIFF DOE

Charity event in aid of ST BARNABAS HOSPICE

15 JANUARY

THE BOILERMAKERS TRIAL

Venue – Manton Quarry 10.30 a.m.

27 JANUARY

ANNUAL DINNER & AWARDS PRESENTATION

THE ASSEMBLY ROOMS

BAILGATE, LINCOLN



Motor Cycle Champions 2011

Stan Hamilton Club Champion	Phil Marris
Intermediate	Tim Johnson
Novice	Mark Butler
Over 40	Russell Casey
Over 50	Steve Marwood
Air Cooled Mono	Kev Witting
Twin Shock	John Hamblin
Youth A	Chris Alford
Youth B	Tom Coy
Youth C	Ben Butler
Youth Nov	Louise Alford

Trials Central Website

I read TC regularly and am constantly amazed at the spelling, the standard of English and the lack of punctuation used by members of the forum, printed here is an exact out-take of a recent example: -

“hi all my bultaco as been sat for a wile since restoring it the petrol as been in the tank for roughly 6 0r 7 months she starts up ok normaly takes a few gose when shes not been run for a wile i had her runing today started up 3thd kick ticking over no probs had a ride round the garden shes dosent seem to be pulling as she did know ive not done anything to her would it be possibel that the petrol as gone stale? hence loss of power”

Did trials riders ever go to skool or is this typical of other forums?

RESULTS - 12 CAR NAVIGATIONAL EVENT FOR THE COUNTY CUP 9 NOVEMBER 2011

		STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	TOTAL	P'C's	TOTAL	POS
NO	DRIVER / NAVIGATOR	1	2	3	4	5	6	7	8	9	10	11	12	TIME	FAILS	PENALTIES		
1	ALISON & TREVOR FAULKNER			10	10						3	2	5	30	1F	1F 30	3	
2	SIMON TAYLOR / CAROLINE ORMSBY		14	F			16	F			10	1		2F 41	6F	8F 41	7	
3	FRANK ASH / JOHN BARBER		2	8			3				6	1		20	4F	4F 20	5	
4	STEVE HALL / AGGIE FOSTER		F		14		3				5	1		1F 23	2F	3F 23	4	
5	GEORGE COWLING/RHIANNON WILKINSON		5	5										10		10 m	1st	
6	GARY DIXON / ALAN JACKSON		7	F	F						1	1		2F 9	3F	5F 9	6	
7	DAVID DIMBLEBY		7	4								1		12		12 m	2	

AWARDS - FIRST OVERALL CREW - THE COUNTY CUP

CAR NO 5 - GEORGE COWLING / RHIANNON WILKINSON

**RESULTS DECLARED FINAL 22.53
9/11/2011**

CLERK OF THE COURSE -

Ian & Allen Faulkner

NEXT EVENT 14 DECEMBER 2011

THE SILLS TROPHY

C of C Alan Jackson



Men who lack supervision2



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Friday
27th January '12

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or Lorraine on 01526 323338

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2012

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SIGNATURE

NAME(S) _____

ADDRESS _____

POST CODE _____ TEL NO _____

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Please tick box to indicate your interests

CAR EVENTS >>

MOTORCYCLE EVENTS >>

SINGLE - FULL MEMBERSHIP	£	12.00
JOINT - HUSBAND & WIFE etc	£	15.00
JUNIOR (up to age 16)	£	5.00

TOTAL FOR WHICH YOUR REMITTANCE IS ENCLOSED

£	<input type="text"/>
----------	----------------------

**CHEQUES SHOULD BE MADE PAYABLE TO :-
LINCOLN MOTOR CYCLE & CAR CLUB TD**

The completed form, duly signed and with the your PAYMENT should be forwarded to the Hon Treasurer :-
MR A FAULKNER, 33 MERLESWEN, DUNHOLME, LINCOLN LN2 3SN

PLEASE NOTE YOUR CURRENT YEAR MEMBERSHIP EXPIRES ON 31ST DECEMBER 2011