

Online IMPACT

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Newsletter of Lincoln MC&CC Ltd

FEBRUARY 2011

Dinner
SPECIAL

Well what a fantastic night the Dinner was, congratulations to Aggie, Ann and all concerned, including the Assembly Rooms staff. I trust everyone there enjoyed the evening as much as I did.

Not everything ran according to plan though as I made an enormous cock-up! I missed Chris Alford from the award winners list and therefore failed to present his award (it remained under the table throughout). My apologies go to Chris and his family and I hope this is some consolation: -

Best Youth B - Boilermakers, Hinman and Francis trials – **Chris Alford**

For those not there the main award winners were: –

The Roy S Clayton Memorial Trophy
(For outstanding services to the Club)

Steve Hall

The Jack Timms Memorial Cup
(The member contributing most to the sport)

Allen Faulkner

The F K Sharpe Trophy (Most meritorious performance by motor cycle member)

Michael Smalley

During the night my counting also came in for criticism as I announced that Phil Marris had won the Stan Hamilton Trials Championship for the last eight years, it is

in fact ten years! My counting is fine, it's my eyesight, especially after a few pints of Guinness!



I think the chairman had been on the sauce as well – as you can see from his “dad dancing” exhibition at the end of the night!

CHARITY DONATIONS

The Chris Smith Memorial 12 car raised £60 for **ST BARNABAS HOSPICE**

The Dinner charity raffle raised £126.38 for **Help for Heroes**

Next on the non-competitive calendar will be the AGM. There are places available on the Board so why not volunteer and have a say in how your club is run?

Also many of us are getting on a bit and

could soon be retiring so.....!

You can't beat a photo of Woody.

Next page: - Caz & Chris Alford.

Stew Dickinson & Phil

*John Sanders Quiz winners Team 4
+ 2*





Boilermakers Special Report

Any cob-webs left over from the seasons festivities were well and truly blown away as a strong, cold wind swept across Manton quarry for the Boilermakers trial. But the conditions only affected the hardy bunch of observers and in no way detracted from a superb and well received event.

Phil Marris started his campaign in fine style, claiming victory with a loss of just sixteen points around the five

laps of eight varied sections. He was pushed hard all the way by Emma Bristow although her task became more difficult after a second lap maximum on the rocks of section one. Phil returned the favour though, failing on his father's section five but hung on to finish with winning a margin of five.

Allan Milligan made a welcome return to Lincolnshire and claimed victory on the Green Route with a loss of just five marks, a nervous two on the climb of section three being his



greatest loss. Top Over-Forty rider Rob McElnea took the runner-up berth despite a second lap failure on the rocks of section one. Fellow over-forty Russ Casey could have relegated Rob to the bottom podium step but for a nightmare on the climbs of the third. Top novice, Tom Collett distributed his nineteen point loss fairly evenly

throughout the eight sections finishing just two points behind Russ.



John Hamblin dabbed just once, section seven, to take the white route win from Steve Marwood, who added a single penalty on the eighth to his one on the seventh. Father and son double-act Kevin and Adam Witting incurred four penalties apiece but father denied son the bragging rights on the most cleans tie-breaker.

Montesa 4RT Test Day

Pidcock Montesa are running a free of Charge demo day on our Honda Montesa 4RT at Mick Extance Off Road Trials School based in Leek .

The event will take place on Saturday 26th February and will be split into two half's so people get some good time on the bikes .

We will have time slots in the day, we would like to invite you to come along and take part. This will be limited to the number of people that we can get on the bike through the day so we ask that if you do want to take part that you could email your contact details to hondamontesa@pidcock.com book your place and if you want an am or pm slot .

If you need any gear please let me know as this can be sorted out if needed. Lunch is available if enough people request it but may have a small charge more details once we know numbers.

The running of the day will be taken charge by Stuart Day our Instructor and he has a few sections for us to get used to the bikes and then a bit of a break followed by a one lap trial through a number of sections. Which we will sort out a score card with a prize at the end, just a little gift to make it a bit of fun to the winner

So if you would like a few Hours out to Ride a Montesa Honda F.O.C then just send an email or give us a ring on 0115 946955 or hondamontesa@pidcock.com please don't delay as if we don't have all the places filled by 9th February then we will place an advert in TMX etc to fill the places.

STOLEN BIKES

Emma & Joe Bristow have had their Gas Gas trials bikes stolen.

Emma's is a red 2008 250 frame number: VTRGG250J1070188
with Team GASGAS UK frame stickers

Joe's is a blue 2006 250 frame number: VTRGG250G1150373

Any news would be much appreciated thanks

Phone 01507 450789

RESULTS - THE CHRIS SMITH MEMORIAL TROPHY NAVIGATIONAL 12 CAR - 12 JANUARY 2011

		STC	STC	STC	STC	IRTC	RTC	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				
1	FRANK ASH / NICKY FAULKNER	2	12	5	13	53s	4		F	F	F		3F 36m53	13	16F 36m53s	6
2	IAN EMERSOM / MATT WOOD	12	12	2		1m56		1				2	30m56s	2	2F 30m56s	3
3	GARY DIXON / CAZ CONNELL	6	F	F		2m53	5	13	F	F	F		5F 26m53s	10	15F 26m53s	5
4	SIMON TAYLOR / IAN FAULKNER	1		4		2m08		3			2		12m08s	3+1	4F 12m08s	4
5	DAVID WOOD / ALAN JACKSON					33s							33s	1	1F 0m33s	2
6	DAVID DIMBLEBY / TREVOR FAULKNER			1		35s	1	6					8m35s		8m 35s	1

RESULTS DECLARED FINAL 23.13hrs 12/01/2011

CLERK OF THE COURSE - *Aggie Foster / Steve Hall*

RAMBLINGS

Well the festive season has been and gone and we are into the second decade of the new century.

Before Christmas I had a damned good night out at Sheffield City Hall to listen to a band that is, I believe, etched in every good Scots DNA, can madam sec corroborate that? RUNRIG are entering their 39th year as a band and have a BIG gig planned for 2012 to celebrate 40 yrs in the music business, a mixture of Celtic folk/rock thru to Gaelic heavy rock gives a unique sound and style. Any band that can get close to 20,000 attending an outdoor concert in horrendous weather, as happened to one of their gigs in 2007 is well worth a listen.

What a surprise “not” that the top of Motorsport News best competition car of all time was the Mk 2 Escort, what can be said that hasn’t already been uttered. Quite simply it’s still the backbone of UK rallying and looks like going on for some time yet. It still makes me smile when I read results where a well pedalled Escort has humbled much more modern and powerful machinery, and the noise of a BDA or BDG on full song is spine tingling and equal to the other two musical masters, namely a 6R4 or a Quattro Sport.

The remainder of the MN top six were all from another era, perhaps indicating the readership age or hopefully reflecting the halcyon years spanning the mid 60’s through to the mid 80’s when wonderful machinery handled by iconic drivers on “proper” events were the norm and that younger MN readers recognise this and what they missed.

Our “friends across the pond” are keeping their claims culture alive and kicking, the high bio-ethanol content in their petrol (particularly in California) is playing havoc with non-metal fuel tanks and melting them, Ducati in-particular suffering their wrath, no-doubt we will have this to look forwards to if bio percentages increase !!

Read an interesting article over Christmas about composite street furniture and for those of us who ride on the road, manhole covers in particular will be of interest. The ones being reviewed are being sold under the “Get a Grip” title and are claimed to offer the same grip levels as road surfaces and resist wear and low friction when wet. We just need similar technology for thermoplastic white lines!! I am sure all of us who ride have had a “heart stopping moment” or worse on traditional metal covers/grates and white lines.

Two new national lobby groups have been formed, the first of them Lightmare.org is formed from motorcycle, and car groups and lobbying on the following issues;
Daytime Running Lights-Too bright
Xenon headlights-Blindingly bright
Misuse of brake lights-Keeping foot on brake pedal when stationary. This is in contradiction to the modern technique where drivers are taught to keep clutch pedal depressed, footbrake on and handbrake applied when stationary in traffic.
Misuse of front and rear fog lights

High intensity advertising hoarding lighting
AH well, just goes to show that you can't please em all!!

The second group, acting under the "Silent but Dangerous" banner and claimed to represent the "vulnerable road user, namely pedestrians, cyclists, horse riders and motorcyclists are campaigning for;

Minimum noise limits and (vibrating sensors to help the deaf) for all hybrid and electric vehicles.

Well this opens the flood gates!

Dog owners must clean up after their pooches yet horses can dump anywhere and the resulting mess can be damned dangerous if you are on two wheels, surprised the canine league haven't got on their soap box over this one.

Applying the same logic as the lobby group should pedestrians, cyclists and oss riders be subject to a minimum noise requirement and we won't even go down the vibrating route !!!!

I was interested to read Graham Swaby's comments in the last issue about The Lady Jane Franklin School and Nik's endeavours with the pupils. The school is a regular entrant at National Youthbike, last year they won a number of class's. For anyone interested this years event is Sat 25th June @ The William Robertson School, Welbourne.

In the current economic climate Youth Services nationally are taking a bit of a beating and to combat this we are looking at ways to broaden the activity of Youthbike to ensure its future and continue to offer non- fixed curriculum learning.

SILLY SEASON

Two guys were discussing family value's;

"I didn't sleep with my wife before we were married, did you?" said one of them.

"I'm not sure" said the other. "What was her maiden name?"

Boy say's to father; "Dad, Dad, I have got a part in the school play, I am playing a man who has been married for twenty years".

"Never mind, son" say's his father, "next time you may get a speaking part!"

A blonde calls Delta Airlines and asks, "Can you tell me how long it will take to fly from San Francisco to New York City?"

The agent replies, "just a minute"

"Thank you" says the blonde , and hangs up.

Mitch

MEMBERSHIP RENEWAL FOR 2011

To the 2010 year members who have not yet renewed you should find a membership renewal form for your 2011 membership in this news bulletin. Please note that your 2010 membership expired on 31 December 2010.

Please complete and return the form to the Hon Treasurer to ensure your continuity of membership into 2011.

Any new member who has joined since 1 October 2010 has membership for the following year to 31 December 2011.

The 2011 membership cards are now available and have been distributed to all members who have renewed to date.

THE 2011 BRUCE ROBINSON ROAD RALLY **MARSHALS REQUIRED**

The 2011 Bruce Robinson Rally is scheduled for February 12th/13th.

We are delighted to advise that a full entry has already been received.

However marshals are still required so if you are available please contact the Chief Marshal JOHN DIMBLEBY on 01673 834949

For information the event starts at Louth and finishes at Langworth and uses Maps 121, 122 and 113.

NAVIGATIONAL 12 CARS 2011

THE CHRIS SMITH MEMORIAL CHARITY RALLY was held on 12 January organised by Aggie Foster and Steve Hall with 7 entries and 6 starters and 6 finishers on a wet and foggy night with the winners being David Dimbleby / Trevor Faulkner, full results should be in this bulletin.

Due to the generosity of members involved with this event the sum of £60 was raised for Donation to The ST BARNABAS HOSPICE TRUST in memory of Chris.

THE NEXT EVENT

THE COMMITTEE CUP on the 23 February is the next navigational 12 car. Please contact Clerk of the Course Cliff Doe on 01673 860334 for event information and to enter or marshal.

Allen Faulkner – Hon Treasurer

WHATSON IN 2011

6 FEBRUARY

THE HINMAN TRIAL

Claxby Hillside 10.30 a.m.

12/13 FEBRUARY

THE BRUCE ROBINSON ROAD RALLY

Sponsored by M.G. RAW MOTOR GROUP

150 miles Championship event

Clerk of the Course - David Dimbleby

Assistant C of C - John Dimbleby

Chief Marshal - John Dimbleby

Event Secretary - Phil Foster

Entries Secretary - Chris Faulkner

Maps 113, 121 & 122

Start Louth – Finish Langworth

More info on - www.brucerobinsonrally.co.uk

23 FEBRUARY

THE COMMITTEE CUP 12 CAR RALLY

Clerk of the Course – Cliff Doe

Maps 121 & 122

Start Northside Layby A158

121/080779

East of Langworth Car 1 19.31

To enter or marshal contact

Cliff on 01673 860334

27 FEBRUARY

THE MICK INGAMELLS TRIAL

Manton Quarry 10.30 a.m.

16 MARCH

THE P G HOWSON 12 CAR RALLY

Clerk of the Course – t.b.a.

CAR AWARD WINNERS FOR THE YEAR ENDED **30 NOVEMBER 2010**

PRESENTED AT THE ANNUAL DINNER & AWARDS PRESENTATION HELD ON
FRIDAY 21 JANUARY 2011

DECEMBER 2009	SILLS TROPHY	STEVE HALL / AGGIE FOSTER
JANUARY 2010	CHRIS SMITH MEMORIAL	GEORGE COWLING / RHIANNON WILKINSON
FEBRUARY	COMMITTEE CUP TABLE TOP	RHIANNON WILKINSON
MARCH	P G HOWSON CUP	TREVOR FAULKNER / DAVID DIMBLEBY
APRIL	CHAIRMAN'S CUP	IAN FAULKNER / NICKY FAULKNER
OCTOBER	HAIGH BOWL TABLE TOP	TREVOR FAULKNER / ALISON FAULKNER
NOVEMBER	COUNTY CUP	TREVOR FAULKNER / DAVID DIMBLEBY

CLERK OF THE COURSE 12 CAR AWARD - **BEARING TROPHY** - ALLEN FAULKNER

MARSHALLS AWARD –	THE G DIXON CUP –	JAMES & LINDA WOOD
THE JACK TIMMS MEMORIAL TROPHY -		ALLEN FAULKNER
THE LES BUCKTHORPE TROPHY –	CLUBMAN OF THE YEAR –	TREVOR FAULKNER
THE ROY S CLAYTON MEMORIAL TROPHY -		STEVE HALL

BRUCE ROBINSON RALLY 2010 – LINCOLN AWARDS WINNERS

1ST LINCOLN – THE HINDLE TROPHY – SIMON TAYLOR / IAN FAULKNER

CAR CHAMPIONSHIPS 2010

CLUB CHAMPIONSHIP

1 ST OVERALL DRIVER – NATIONAL BENZOLE TROPHY –	TREVOR FAULKNER
1 ST OVERALL NAVIGATOR – THE F E TIMMS CUP –	AGGIE FOSTER
1 ST LADY NAVIGATOR – THE EASTMEAD CUP –	AGGIE FOSTER
1 ST NOVICE DRIVER –	IAN FAULKNER
1 ST NOVICE NAVIGATOR –	NICKY FAULKNER

OPEN CHAMPIONSHIP

1 ST DRIVER – THE ROY S CLAYTON CUP –	CHRIS FAULKNER
1 ST NAVIGATOR – THE LINDUM SALVER –	DAVID DIMBLEBY

STAGE CHAMPIONSHIP

1 ST DRIVER – THE PRESIDENTS CUP –	STEVE HALL
1 ST NAVIGATOR – THE CLAYTON BUTCHER TROPHY	AGGIE FOSTER
2 ND NAVIGATOR -	ALAN JACKSON

Trials & Tribulations ~ Vol 42 ~ Jan 2011

“The Diary of Team Swaby/Evans”

Team Swaby/Evans first outing of 2011 was at the Grantham Pegasus Club's New New Year Trial at a cold Stainby Quarry near Colsterworth, where overnight frost made the ground increasingly slippery as the thaw came out of the ground. The team this weekend consisted of Eldest Nephew Mike tackling the hard route, yours truly contesting the O'40 class on the mid-route and youngest Nephew, 11 year old



Luke, attempting his first ever trial on the easy route, with Brother-in-law Gary running round as his minder.

My day started really well with a lap of 1, followed by a clean lap, so thought I'd be near the top if I could keep up that performance, but as the results reveal I dropped down to fifth out of twenty-eight towards the end of the trial on a score of 11 marks lost, a firstly as I was given a

'five' on section 6 for taking one of the 'Ends Cards' out with my back wheel, which I was not happy about as my front wheel had already passed between them and therefore concluded my ride of that section, and I had deliberately 'thrown' the bike towards the ends cards as I knew I was losing my balance but was confident I could get my front wheel out before my foot went down. Secondly, on the last section of the last lap, which had by now got very polished, I got very slightly off line, which was my own fault as I had got over-confident on this hazard, and literally had to fight to keep the bike within the markers along a cambered bank and out of the section for a very hard earned three, following which I knew I'd blown a promising ride.

Seeing Bob Gent take the mid-route win on zero was no big surprise as he is a master of slippery conditions and thrashed us all at this same trial last year on an old twin-shock 200 Fantic. It was however a surprise to see Steve Wood in 4th on only 6 marks as he is still getting used to the power of the ex-Paul Marwood GasGas, but if this is a sign of what Steve can do with the additional power we had better all watch out.

Paul Davies of the new Cambridge Trials Centre was also ahead of me on one of the new Ossa bikes and very smart it looked too. He did offer me a test, but I don't normally ride any other bikes until I'm ready for a change, as it's too easy to convince yourself, rather falsely, that you would be so much better on a new mount. I also think the Ossa will benefit from a year to iron out all the bugs that a small company cannot possibly mitigate prior to production release.

Other news from the mid-route is that Paul Smart from Newark has finally given up on his Beta Evo 4T, switching to the new white framed Sherco 250 two-stroke. Paul

was losing faith with his 4T last time I saw him at Grantham as he was having more issues than most in relation to it stalling and also finds the Sherco much more to his liking with its mega light front end, although others have found this to negatively affect the steering.

Onto the hard route now, which the Pegasus club got spot-on as it was not overly tight but got increasingly slippery as the day went on. This route was dominated by John Lee Motorcycles supported rider Glen Daniels on a superb score of only 12 marks, just ahead on Jonathan Lee, his sponsors son.

The big shock however was the return of a now very tall and slim Tom Ablewhite, riding for the first time in 3 years, who looked very confident and impressive on his brand new Sherco taking third place on only 14 marks. Where Tom really shone was on his straightforward approach to some of the slippery bits, where he simply rode them quickly but smoothly, whereas others failed through too much messing about, i.e. hopping and then trying to set off again. (Tom's Dad Pete, an old riding pal of mine, was also on a surveillance visit in advance of a return to riding along with his brother Tony and Alan Jones from Newark, all planning to make a return, so it will be like old times very soon. Also watching was Pete's old riding buddy and workmate Gary Johnson, who has not ridden for over 18 years. Unfortunately, I could not persuade him also to make a return!)

Mike started badly with a five on section 3 as his throttle stuck open, as the cable outer trapped on the throttle body. Other than that he actually rode quite well, considering the conditions which are not his forte, but was too inconsistent to finish higher up the results than his 13th place on 83 marks lost, just behind Dan Tuley and Paul Wareing who one would normally expect to see much higher up the results at Grantham. Mike particularly struggled on the exit of section 7 which was a very tricky angled/cambered climb up a slippery bank, where he simply could not maintain the grip/momentum that some of the others managed.

Other local interest on the hard route came in the form of Paul Marwood, Adam Frith and Darren Cox who packed out the mid order in 7th, 8th and 9th place respectively, on 22, 26 and 31 marks respectively, hence it is these guys that Mike probably needs to focus on learning from and eventually competing with.

Luke was a little star, considering his only time on the bike had been a single day at Stu Alfords the previous week, and actually got through most of the sections under Gary's guidance, taking a maximum on only two of the sections, one of which he chose not to ride as it was a little too daunting for him, so very well done to both Luke and minder Gary.

Next up was our very own Boilermakers Trial as a very mucky Manton Quarry near Kirton, which no doubt President/Editor Chapman will have covered in more detail elsewhere, so I'll stick to my normal personal perspective. And firstly I bow to the superior judgment of my marking-out colleagues, Stew Dickinson, President Chapman and Nephew Mike as they put in quite a few bits that I thought were going to be too hard, but proved perfect well done guys, hope you prove just as good at Claxby next time out That'll be the real test !!!!

For this event the Team was swelled by honorary member Stew Dickinson joining me on the mid-route for a four-stroke battle royal. Although neither of us had a particularly brilliant ride, or result, we had a great time thrashing around the quarry and seemingly alternating between who was performing best. I started best, but then had a stupid five on Dave Chapman's section on lap one where my normal first lap nerve induced rush lead to me shooting off at a complete tangent to the intended climb what a pillock! I also maintained one of my other less desirable habits by marking out the only section I never managed to clean all day, this being section 5 manned by Richard Marris. It was not that hard, just tricky, and really annoyingly Stew cleaned it three times, and just to rub salt into my wounds I actually went over the bars entering the section on one lap, as my front wheel dropped into a diddy little crack between a couple of rocks and stopped dead, for just long enough for my own momentum to ensure I got a very close look at the front mudguard! By now Stew was in high spirits and I was getting worried. However, as the trial progressed the tide turned, as Stew made a couple of big mistakes and was dropping too many odd dabs where I was not, for example on the big climb manned by the ever enthusiast Michael Smalley and on the angled rocks of section 1. In the end I took the honors on 36 points compared to Stew's 52, but we were well down in 7th and 11th respectively which was disappointing but not a surprise. What was also disappointing but not a big surprise was how long it took to get the bike clean, and my two spaniels the previous day that Manton mud is something special !!!!

I didn't see an awful lot of Mike as he was circulating with the brave hard route boys, and girls (Well done Emma, Phil had better watch out!). I did see Mike struggle on a few of the sections, but also saw him have a couple of really good rides to prove he can do it but needs more accuracy/consistency which can only come from more practice/experience of the hard stuff. I also noticed he has still not managed to shake off one of the bad habits he has picked up from me, as he marked out the double step on section 1 and simply could not do it, bar his insistence the day before that it was 'easy' when I raised reservations. Luckily in this instance I stood my ground as he actually wanted to make the mid-route go up it Having an optimistic outlook on life is not always a good thing.

Mike was obviously a little disappointed at the end of the trial, but it is a big jump up to the hard route and at least he is having a good go at what many people refuse to try. Well done also to Mark Butler for taking the step up to the hard route and giving Mike someone to have a battle with.

On the easy route many of the riders initially struggled to circulate the quarry and arrive at the sections with their tyres/wheels running freely enough to have a valid attempt, as they simply did not have the experience, skill or confidence to thrash between the sections at high speed using every puddle and rocky bit to keep the mud at bay. And Nephew Luke was a victim of this, failing to finish despite a valiant attempt. Unfortunately his performance was also hindered as his little Beta 80 appeared to be bogging down at the bottom of the rev range which we all thought was the pilot jet blocked, but it still seemed to be doing this after a clean in Gary's garage post the trial.

Anyway, despite having nightmares about the conditions and the section severity, I really enjoyed the day and think we got it about right. We certainly received a lot of

praise for what we achieved in such bad conditions, including some very nice compliments from Tim Hawcock (Thanks Tim), which makes all the hard work worthwhile..... roll-on Caxby

.....

Five'ing the first section of the first lap is not the way to start what turned out to be an over-easy trial, but that is exactly what I did when we next ventured out, to the Grantham Pegasus Trial at the Old Sand Quarry, Castle Bytham, south of Grantham. As expected I got no sympathy from the remainder of Team Swaby/Evans which on this occasion consisted of Nephew Mike, again tackling the hard route, and my friend/colleague Dan Howard deputising for youngest Nephew Luke as our easy route entrant.

Anyway, at that point I was not totally demoralised as I assumed the mid-route sections would get harder as the lap/trial progressed, but to be honest the sections turned out to be relatively straight forward hence there was no real chance of recovering from a 'fail', and the leaders were those that avoided the maximums, notably including young Danny Catlin Well done Danny, but hopefully it won't happen again for a year or two!!

My cock-up on section 1 was simply to ride over a rock a little too quickly, touch the front brake, and the subsequent momentary lock-up resulted in the front wheel slipping the wrong side of a flag, a typical first lap nerves / insufficient warm-up mistake, but very damaging. My other losses were 2 dabs on section 3, where most people lost marks as it included three tricky downhill turns all of which got a little slippery, and 1 on section 7 which was just a stupid lack of concentration on a section I was cleaning without any trouble plonker.

Anyway, being on 8 marks knocked me right down to 12th place out of 54 riders on the mid-route, just behind Bob Gent, a regular front runner who appeared to have suffered a similar fate to me, and Banovallum's Tim Hawcock, who will no doubt remind me that this is the second time in two trials that he has whipped my ass!. In the end it was Paul Smart who held his nerve best to take the win finishing on just 1 mark and behind him were Steve Wood, again having a great ride on the ex-Marwood Gasser, and Jez Bray, who both tied on 3 marks and 37 cleans, with Steve getting the nod on furthest cleans. Nevertheless, Jez was still the top twin shock rider on his old 156 Fantic, so I was again got beaten by what was my second ever pukka trials iron back in 1981'ish.

The main award on the hard route went the way of Adam Brown who powered his GasGas around the 4 laps of 10 sections, dropping only 4 marks, just ahead of Steve Bird and Steve Swanson. Nephew Mike finished 16th out of 19 riders, on 51 marks lost, which was a creditable result as it really was a quality entry. He struggled most on Rosie Hawcock's section 4 which had a very, very tight turn high up a steep sandy bank, which needed some really steady hopping to negotiate. Mike was capable of the hopping needed, but is not yet stable enough when doing this. He also dropped 11 marks on section 9 which consisted of some very tight turns followed by short but very steep climbs, which he took a while to master. He got much better as the trial progressed when he gained the confidence to take his time

and ensure he kept to his chosen line and did not over-jump the climbs and subsequently loose traction.

On the easy route, which appeared spot on in terms of severity, it was young Fred Devereux on his Beta who showed the adult riders the way home by dropping only a single mark on Michael Smalley's section 10. Dan finished in 7th out of 13th riders on 34 marks, just ahead of Boothby resident Colin Groves, who we did not see all day (I didn't even realise he was there until I saw the results The entry was huge, as were the queues!)

Dan got away with missing a marker on section 1 but did not achieve the same luck on section 3 where his error was spotted. Other than these obvious (silly) mistakes, he was having a few too many wobbles/dabs to threaten the leaders, but managed to clean every section at least once during the day. He was particularly pleased that he managed a clean on a right handed cambered turn that he had been struggling with all day and was the one section that looked like it might defeat him. It did however show him something else he needs to focus on when next practising.

In the end none of us had a brilliant result but we still have a very enjoyable day, with the bonus of bikes/kit that for once were not too dirty I bet we won't be saying that after Claxby, but more of that next month.

Cheers for now

Graham

Caz in the Driving Seat.



Catherine Alford hit the road on Friday 28th January with her dad Stuart and L plates, in her first drive on the road. Caz drove fifty miles to Rolls Royce in Derby, where she works as an engineering apprentice. Stu took the car home and collected her after work to drive the return trip.

She also got her 125 Gas Gas road registered with an aim to ride the Bemrose Trial on March 20th.

That means **two** driving tests.

LMC&CC MEMBERSHIP RENEWAL JANUARY 2011

1945

66 years

2011

I / We wish to renew membership of the Lincoln Motor Cycle and Car Club Ltd for the year ending 31st December 2011 and agree to be bound by the Articles of Association and Memorandum thereof. (Limit of Guarantee £1.00)

SIGNATURE

NAME(S) _____

ADDRESS _____

POST CODE _____ TEL NO _____

E-MAIL

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 £

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

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 2010

LINCOLN MOTOR CYCLE and CAR CLUB LTD

ANNUAL GENERAL MEETING

The AGM has been scheduled for Wednesday 23rd March 2011.

All directors retire from office and any member is entitled to stand as a board member or for a nominated position on the board - nominations are actively sought and encouraged. Should you wish to discuss any of the positions please contact any current board member.

A nomination form appears below, it should be completed as detailed and must be returned to the Honorary Secretary by Wednesday 2nd March 2011.

LINCOLN MOTOR CYCLE AND CAR CLUB LTD NOMINATION FORM FOR OFFICERS FOR 2011

OFFICE	NOMINEE NAME	NOMINEE SIGNATURE	PROPOSER'S NAME SIGNATURE	SECONDER'S NAME SIGNATURE
CHAIRMAN				
VICE CHAIRMAN				
HON SECRETARY				
HON TREASURER				
COMPETITIONS SECRETARY MOTORCYCLES				
COMPETITIONS SECRETARY CARS				
PUBLIC RELATIONS MOTORCYCLES				
PUBLIC RELATIONS CARS				
SOCIAL SECRETARY				
AWARDS OFFICER				
EQUIPMENT OFFICER				
CHIEF MARSHAL MOTORCYCLES				
CHIEF MARSHAL CARS				
BOARD MEMBER				
BOARD MEMBER				
BOARD MEMBER				
BOARD MEMBER				
BOARD MEMBER				
BOARD MEMBER				

Nominations for Officers must be made on this form and returned to the HONORARY SECRETARY, Aggie Foster, 8 Bakers Lane, Bassingham, Lincoln LN5 9HD, or Email to aggiefoster@btinternet.com to be received by 9:00pm on Wednesday 2nd March 2011.

The form must bear the name and signatures of the nominee, proposer and seconder.

AGENDA ITEMS

Any member wishing to have an item included on the AGENDA of the AGM to be held on Wednesday 23rd March 2011 is required to submit such items in writing to the Honorary Secretary by 9:00pm Wednesday 2nd March 2011.

By order of the Board 2nd February 2011. Aggie Foster, Honorary Secretary.