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Newsletter of Lincoln...

FEBRUARY 2012

Dinner
SPECIAL

Another outstanding Dinner and Awards Presentation evening, congratulations to all concerned. Once more the food was excellent, the company brilliant, the trophies outstanding and the wine and Guinness free-flowing.

I received so many thanks and so much praise (not that it was any of my doing) that it must have been one of the best Dinners for some years and I must pass those comments on to those responsible for such a night. It also begs the question – Why, when the wine bottle is empty, does the chairman look so miserable?



Believe me, it's not miserable – it's concentration! He too did a marvellous job. As did "Her that must be obeyed" taking to the microphone for the first time – announcing Phil as 'Club Stage Rally Champion'. Congratulations to all the Club champions and to the "special" award winners: - The FK Sharpe Trophy (Most meritorious performance by motor cycle member) - Emma Bristow. The Jack Timms (member who has contributed most to the sport)



David & John Dimbleby and the Roy S Clayton Memorial (outstanding services to the Club) Ann Woodcock. All were presented by the Rt Hon Karl McCartney, MP for Lincoln.



(Mike Evans, keen to collect the Les Buckthorpe Clubman of the year award)



(David Dimbleby)

(Happy Aggie Foster & Trev Faulkner, joint Champ Navigators)



*Youth "A" Trials Champion
Chris Alford
All photos by Stuart Alford*



WHATSON IN 2012

11/12 FEBRUARY - THE BRUCE ROBINSON ROAD RALLY

**SUPPORTED BY THE MG RAW MOTOR GROUP
ANCC EMAMC & ANEMMC Championships event**

150 approx mile road rally

Clerk of the Course – Aggie Foster

Entries Secretary – Chris Faulkner

Secretary of the Meeting – Phil Foster

Chief Marshal – Alan Jackson

Maps 113, 121 & 122

22 FEBRUARY

THE COMMITTEE CUP 12 CAR RALLY

Clerk of the Course – David Dimpleby

Map 121 only

Start from the Viewpoint

Car 1 Starts 19.31

26 FEBRUARY

THE MICK INGAMELLS TRIAL

Venue – Manton Quarry 10.30 a.m.

14 MARCH

THE P G HOWSON 12 CAR RALLY

**Clerk of the Course – Trevor & Alison
Faulkner**

Details t.b.a.

21 MARCH

THE ANNUAL GENERAL MEETING

RESULTS - THE CHRIS SMITH MEMORIAL TROPHY NAVIGATIONAL 12 CAR - 11 JANUARY 2012

NO	DRIVER / NAVIGATOR	STC	STC	STC	STC	STC	STC	STC	STC	TOTAL	P/C's	TOTAL	POS
		1	2	3	4	5	6	7	8				
1	GARY DIXON / ALAN JACKSON							5		5		5	2
2	TONY & SAM BROWNE	6	11	13		2	F			1F 32	8F	9F 32	8
3	SIMON TAYLOR / CAROLINE ORMSBY	3	1	8		2	F			1F 14	8F	9F 14	7
4	GEORGE COWLING/RHIANNON WILKINSON			2						2		2	1ST
5	IAN & NICKY FAULKNER	8	7	14	F		9	F		2F 38	4F	6F 38	6
6	FRANK ASH / JOHN BARBER		6	7	3		4	4		24		24	5
7	ALISON & TREVOR FAULKNER	10	1	5		2		1		19		19	4
8	EMMA CHAPMAN / DAVID DIMBLEBY		4				4			8		8	3

AWARDS - FIRST OVERALL CREW
THE CHRIS SMITH MEMORIAL TROPHY
Car No 4 GEORGE COWLING / RHIANNON WILKINSON

Marshals award - £5 included in the donation

RESULTS DECLARED FINAL 23.13hrs 11/01/2012

CLERK OF THE COURSE -

CLIFF DOE

THIS EVENT RAISED £70 TO BE DONATED TO ST BARNABAS HOSPICE

Emma Bristow signs for Ossa Factory for 2012

Current World number 2, Emma Bristow, has extended her relationship with the Ossa factory by signing a one year contract for the 2012 season.

After moving to the Ossa machine in 2011 Emma's riding has continued to improve thanks to the guidance and support of Nigel Birkett at Ossa UK and this was reflected in the best year of her career to date.

Emma is excited about this next step, with a new contract that will give her the full backing of the Ossa Racing Team, support that will allow her to seriously challenge for the Women's World Championship title.

The Ossa factory is delighted to have Emma as a part of the official 2012 team alongside Dani Oliveras at World level and Marc Prat for the Spanish competition. They feel that the 21 year old has great potential as a rider and is good for the image of the Ossa brand. She fully intends to take advantage of the opportunity to train in Spain with her new teammates and was in Spain again at the end of January to begin training and testing and unfortunately missed our Dinner.

Emma will compete in the FIM Women's Trial World Championship, UEM Women's European Trial Championship, Women's British Championship, Spanish Championship and selected British Championship and national Trials.



Ed. – You'd think she'd look a bit happier!

Trials & Tribulations ~ Vol 53 ~ Dec 2012

“The Diary of Team Swaby/Evans”

Hi Everyone Happy New Year!

A new year and a new determination to get out on the bike a bit more regularly has worked so far with a 'play' at the Alford's training ground at the start of 2012, our own Boilermakers Trial at Manton and finally an outing at the wonderful Castle Bytham to close a great month.

With Cameras present I'm hoping the Alford's have been a bit slack and failed to get round to writing an article otherwise there could be quite a few pics of me on my arse, as that is where I spent quite a bit of my day. It was not as slippery as expected, but I was persuaded to tackle the hard route and therefore put myself up against Chris (Alford) and Nephew Mike who were both much more capable than me at tackling the assembled steep drops and hops over big logs/pipes (I'm a not flexible or brave enough these days!). That said, it was fantastic fun and a really good workout despite dropping loads more marks than the young hotshots.



We also had the pleasurable company of Caz, Louise and Danny Catlin on the mid-route and youngest Nephew Luke on the easy route, and obviously Stu at the helm.

It was a lovely day and was finished off with a strange 'race' that I had no warning about but has apparently become a bit of a custom recently. A five lap 'enduro' course had been marked out by Chris and we were all set off in a handicap system with me set free ahead of only Mike and Chris. The younger members were dispatched fairly quickly but I needed to rely on the speed of the 4T and a rather gun-hoo attitude down bumpier side of the slippery straight to get passed Caz. Mike failed to pass old Uncle Graham and crashed trying which will teach him to take the p*ss when I was trying to back-out saying I was too old to be racing. Unfortunately young Chris slipped passed with a lap to go as my stamina was fading rapidly. He snuck passed on the outside in one of the very twisty technical sections and I was (momentarily) tempted to push him wide forcing him to crash, but I then had quick reality check This was only supposed to be a bit of fun and injuring the host's son to secure the win would not be the done thing. So I settled for a very satisfying second and the regaining of some credibility after being slaughtered in the trial.

Thanks to Stu and the Alford's for an excellent day, and I look forward to next year before which I'll have to get some speed training in with my mate Dan! Whilst he wasn't actually there, due to the limb repair, I sure Captain Long John Chapman will have fully reported elsewhere on our own Boilermakers Trial at Manton, hence I'll stick to a personal perspective.

As usual Nephew Mike was on the hard route, me on the mid-route and with no Gary or Luke on the easy route due to both their bikes being in a state of rebuild our easy route entry consisted of my mate Dan and his mate Ant in his first ever event (At a slippery Manton!!!)



I'll start at the end, with praise for Ant who has probably had no more than 12 to 15 days ever riding a bike, yet had a great attitude and performed amazingly well tackling all the sections and managing to finish in amongst some that have already done quite a few trials. Whilst many folk were complaining at the severity of a couple of the sections on the easy route Ant just got stuck in a delivered. He did finally take a five on Ann's section 7 as the conditions made the first descent too hazardous for him come the later laps, but it was still a sterling performance all round Well done Ant.

As it turned out our two most commendable performances were both on the easy route, with Dan having a real return to form after a wobbly ride at Claxby. Dan showed some real consistency cleaning section 1 all day. In

fact he rode virtually the whole trial well and would have finished near the top of the easy route had it not been for Richard Marris' section 3 marked out by son Phil, where Dan went the wrong way on lap one and generally struggled with this loose rocky number to all day. However, apart from that Dan performed really well, again praised the sections and thoroughly enjoyed himself.

Now for the more experience members of the Team Firstly Mike, whose day wasn't much better than mine. I witnessed him having some fantastic rides including a couple of brilliant recoveries when all appeared to be going wrong on his Dad's section and Woody's section 6, but the consistency was not there, and to be honest the bike seemed to be struggling to pull his 15/16 stone and was not running right at all (It subsequently turned out to be a blocked pilot jet)

Section 2 was one of his problem sections, despite marking it out (!), with him struggling to get over the rocks cleanly at the bottom and therefore be in a good

position to tackle the very tricky exit climb, made worse by his bike not picking up cleanly. A five on the next section (Richard's number 3) due to a derailed chain, which subsequently took the Swaby circlip pliers and removal of the front sprocket to resolve, did not help matters, but Mike, like me, took too long to get the hang of this one.

As expected, Mike was fine on Rose's climb, but did struggle on the final short climb of section 5 despite doing the earlier bit really well, again with the slow pick-up of the bike hindering him. As mentioned before he showed some real style on section 6 but struggled on sections 7 and 8, where he got frustrated that whatever he attempted seem to fail to give the desired results, hence he performed far better than I could ever manage on the hard route, but simply didn't have the consistency on the day to challenge the leaders.

And finally onto me What can I say I rode section 1 and 2 well all day. I took too long to get the hang of Richard's section 3 cleaning it on the last 3 laps but footing all over the place before then. Rose's section 4, resulted in a five on my first trip up the big climb when I simply got miles off line, after which I had no trouble. Section 5 observed by Russ Casey was the real disaster for me, as again I marked the section out yet only got through it once all day, for a whole raft of reasons ranging from complete incompetence to the 4T having a 'cough'.

The cambers of Woody's Section 6 should have been right up my street but again took me for wobbly dabs on the early laps and on Ann Woodcock's section 7 I never once looked like getting anything other than a 3 all day as I simple didn't have either the 'gonads' or the skill to tackle it properly. One little silver lining in my day was that I actually rode Lorraine's section 8 really well even though it did need some hopping to get round the end turn which nearly always leads to disaster for me, however my luck couldn't hold for the whole event and another five was lost due to a stall on one visit Bugger.

As you can probably guess I finished below where I would have liked but, having said that, I did actually really enjoy the day, circulating with Mike, Dan and Ant. The sections were a good spread of difficulties and presented a fun challenge, it simply wasn't my day!

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Next up was a chilly Castle Bytham on Sunday 29th in the company of Dan, attempting his first ever Grantham mid-route, and my old mate and former club stalwart Stew Dickinson. First up was the annual trophy presentation where I collected my award for 3rd in the 2011 O'40 Championship, having missed several rounds mid year due to the house, and Mike's award for 2nd in the Inter Championship (Mike was absent as he was presumably still recovering from the annual dinner!)

Anyway, a huge 80 plus entry was treated to an excellent 10 sections that gave an ideal spread of severity and variety of terrain. With it being Dan's first go at the mid-route we were all a bit shocked to find a great big rock in the middle of section 1 approached over some smaller but very slippery rockery and to be honest neither me nor Stew gave Dan much confidence as we both doubted we could manage it.

However, it was tricky but proved a little easier than we thought, with me cleaning it on three of my attempts, although I did five it on the second lap through being too hesitant, which resulted in Stew beating me on this one with his three all day. Dan did very well to bash his way through this one limiting his score to 12.

Sections two, three and four were no issue for me or Stew, whereas Dan had a mare on section 2, running over just about every marker at some point. He got through every bit of the section but just didn't have the control to keep the wheels to the chosen route losing a total of 15, and this was the only section where his performance didn't match or exceed what I thought he was capable of. Next came section 5, what appeared to be a formidable and very slippery climb right out from the bottom of the quarry immediately preceded by a descent and very tricky cambered turn preventing any particular momentum being built up. I actually thought I had no chance having watched a few attempts but when I got there I realized there was just enough grip if you didn't panic and really 'felt' for the drive, and as result I managed to limit my loss to just 1 all day. Both Stew and Dan struggled to get the drive from bottom, although both improved as the day progressed with Stew getting to the top on the last two

visits and Dan getting much nearer!!!



Then came two rather scary sections on the sand hills, the first a very tight 180 degree turn on loose sand where one approached across the hill in one direction dropped and turned to come back in the opposite direction before dropping down to the ends cards, and all quite high up. Bloody hell it felt like you were going clean over the bars. On two occasions I managed to control the bike to the point it was facing downwards and then just jinked the bike in roughly

the right direction and got through the ends cards by the skin of my teeth. One of my other attempts was like Stew's where we both just managed to stop level with the bottom flags and then heave the bike round the final 90 degrees. On my final attempt I replicated Dan's style of sailing straight out the bottom on every lap as he simply couldn't stop and turn the bike on the very steep and loose sand which was the same as a huge portion of the entry.

The next was just as tricky, a steep climb followed by a descent half way back down the hill to then turn along the narrowest of ridges. I not only struggled to get on the

ridge in the first place as the front slipped away but then came so close to being toppled the long way down sideways on the first lap as my right peg dug into the bank that I never really gave it a serious attempt the rest of the day, hopping along the bank like a complete Novice. Dan basically copied my technical and equaled my performance, whereas Stew was much better having the skill and confidence to ride along the bank and throw the bike towards the end flags.

The last three sections were a nice change, being back in the parking area one over the loose rocks where everyone normally practices, one being on the very loose gravelly climbs over the edge from the car park and a newly cleared woodland one on a gravel and soil base. None caused me any issues, but had to be ridden well. The climbs up the banks caused Dan and Stew no issues. The first one over the loose rocky was a good one as the exit was over a large concrete slab, with the end being unsighted, and Stew had a go in every direction before getting the right line. He firstly landed about 2 foot to the left of the ends, dabbing to pull it back in just in time and the next lap landed about 2 foot to the right of the ends, again just pulling it back in. I was tempted to stand behind the boulder with my hand up to signal the line, like the professional minders, but to be honest I didn't have the confidence in my speed to get out of the way in time or Stew's riding ability to avoid me, but he got it right anyway on the third attempt! Dan was also a little bit 'loose' on this section as a boulder that had to be ridden over was perched at the top of a hill and it was a little daunting which lead to Dan dabbing before going over it, which actually made it much more difficult. This was just a confidence thing that will come in time.

The last section really worried me as it had an uphill right-handed turn which if it had to be pivoted is simply something I can never get right (don't know why!). However, there was just enough room to do it with both wheels on the ground and then it was just a matter of staying on the pegs and driving up the very loose climb hence was right up my street. Both Dan and Stew had a few too many wobbles on this as they both failed to get the line through the turn right, leading to a foot and therefore their weight coming off the pegs, putting the climb into a whole new league of difficulty, but they got up every lap with the odd dab or two.

So it was a fantastic day with fun yet challenging sections and excellent company. I finished 3rd out of 34 on the mid-route on 26 points, 3 behind the joint leaders which was much better than expected considering the number of points dropped on section 7, Stew was a very creditable 11th on 53 points considering his limited riding during 2011, and Dan rode fantastic to finish a relatively tough mid-route trial on 118 points, well off the bottom. Dan was no-doubt the star of the show, as 4 of the sections really were out of his league but he still had a real crack at them and rode all the others (bar section 2) much better than I thought he would. He also really enjoyed the challenge, so he may even be tempted into a Lincoln mid-route soon, although we'd better make it one when first aider Woody is around, just in case!

Cheers for now

Graham

(photos by Stu Alford from the Christmas practice day)

RAMBLINGS

Well it would seem that the egg timer of hope has finally run out of sand for SAAB, they have filed for bankruptcy in their native homeland. A sad end for a company with such a strong motor sport heritage, perhaps best remembered as being the car that brought Eric Carlsson to the public eye in the sixties. Per Eklund achieved some success in his rallying career as a SAAB driver and if memory serves me right, Will Gollop used a 99 early in his rally-cross career. The three cylinder, two-stroke of the original cars also found favour as a useful motor to fit in a sidecar outfit, a number achieved some success on the circuits.

If you drive a Honda, not only is it the power of dreams as claimed in their tv ad's, the brand, according to Potholes UK, is the most pothole damage resistant. They are kept company on the podium by Toyota and Hyundai, the remainder of the top ten is completed by; Nissan, Kia, Mitsubishi, Mini, Suzuki, Ford and Mazda. The bottom of the table is occupied by Chrysler, M/Benz and Land Rover. Apparently the average repair cost is £309 and the most expensive bill is a staggering £2420, thinking about it, a premium badge with the need for a couple of ultra low profile tyres and 18, 19 or 20 " alloy wheels then it may well stand up to scrutiny. Perhaps not surprisingly a number of the top ten regularly appear in the JD Power customer satisfaction survey.

After 44 years, motorcycles are, on Jan 23 being allowed to share the use of all Transport for London's bus lanes on a permanent basis. This will allow easier passage for the 50,000 bikes and scooters that use the London network daily. Despite a 12% drop in collisions the London Cycling Campaign still insist that allowing m/c's and scooters to use the bus lanes has brought about no safety benefits and are urging other cities not to follow London. I have to say that if I was on a cycle I would sooner be run over by a scooter than a double deck bus.

It would seem that Harley Davidson are having to tighten their belts, 26% of the Milwaukee workforce are likely to become ex employee's in 2012 as HD attempt to save \$50 million, there is even suggestion that the icon of the USA even have some sort of manufacturing outside of the United States in the future, I dare say that will have the hardcore "rednecks" baying for Willie G's blood, equally the sale of Coors and JD may escalate as they drown their sorrows.

I am in a stats mood so here are some more of em: - in 2010 UK road traffic "only" clocked up 308.1 billion miles a 1.9% reduction on 2009 allied to a 1.8% reduction over 07/08 this is the first time that there has been a traffic reduction since records started being kept in 1949. The Department for Transport see this as only a temporary blip and that their projections for mileage growth are still as forecast, that is ; for cars 2003-2043 a 43% increase and for light vans over the same period a 103% increase. All I can say is that having twice, over the recent festive period experienced the car park that is the M25 then I am pleased that I may not be driving come 2043 assuming the grim reaper has not pulled my name from the raffle drum. On a much brighter note aint it good that Solberg P has got a works drive with Ford, if he can rekindle the form from his Subaru heyday I cannot see him being team

number two for long. I sincerely hope that the Blue Oval can get both car and driver to a much deserved World Championship, for too many years they have been the bridesmaid, it would also be just reward for Malcolm Wilson and his M-Sport outfit who have done so much for UK and World rallying.

Sadly this moment of euphoria was quickly countered by the news that Kris Meeke had lost his Mini drive, the logic of the decision making process, if as reported can only be described as scandalous. Here's hoping that another team, if they have the capacity or budget, actually see his worth and sign him up asap.

Whilst on rallying matters, what's with the new look championship, teams selecting the events they enter! To me that suggests that there are too many events, particularly in the current economic climate. Having a global presence is admirable but is the championship better for it? Time will tell but I hope it does not skew the end of year standings where talent has been stifled as a result of affordability.

The government seems focused on adopting the European MoT programme of 4-2-2, no its not been created by a train enthusiast, the plan is for the first test to be at 4yrs old and bi-annual thereafter. According to Whitehall, we as drivers would be approx £25 a year better off. A counter report has claimed that we would actually be in the region of £57 a year worse off, 40,000 jobs would be lost and the ultimate cost to the treasury would be £1.44 billion per year, clearly somebody has not used Duracell's in their calculator!

Despite what I have said recently it is good to see that the UK is, this year, going to enjoy a revived B.E.A.R.S series, run under the wing of British Historic Racing (the sporting arm of the Vintage Motorcycle Club) it will have two classes as follows:

Formula Two - 250 two strokes and 500 four strokes.

Formula One - 251 - 500 two strokes and 501 - unlimited four strokes.

So everything from a 250 MZ to a Laverda Jota will be eligible, they are due to visit Cadwell 19/20 May and 29/30 Sept.

Our "friends" across the channel seem intent on discouraging visitors, if you enter France on two wheels from 1 Jan 2013 you must have on your clothing Hi Viz material totalling 150 sq cm. This must be between waist and neck.(passengers also included), on the rear of jacket. It does not have to be a single item so two arm bands per person would comply, the aim is to make riders more visible to other road users, how this is going to help when you have been knocked off and laid in the road is open to conjecture. The stupid thing is that if bike below 125 cc then legislation does not apply!! Ireland due to follow suit in 2014.

On top of this ALL road users in France will be obliged to carry a breathalyzer in their vehicle, in addition to the bulbs, spare specs, hi viz waistcoat etc.

As a final comment on cross channel matters Euro tunnel are considering submitting a bid for the assets of Sea France who ceased trading last year, a classic case of having your cake and eating it?

A closing note is just to say congratulations to now retired and former World Superbike Champion James Toseland on the announcement of his engagement to singer Katy Melua.

Mitch



Trev Faulkner & Aggie Foster



Brian Moore



Mike Raw – all with Karl McCartney

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*Caz (British Ladies
Intermediate Trials Champion) Alford*

LINCOLN MOTOR CYCLE and CAR CLUB LTD

ANNUAL GENERAL MEETING

The AGM has been scheduled for Wednesday 21st March 2012.

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 7th March 2012.

LINCOLN MOTOR CYCLE AND CAR CLUB LTD NOMINATION FORM FOR OFFICERS FOR 2012

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				
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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 7th March 2012. 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 21st March 2012 is required to submit such items in writing to the Honorary Secretary by 9:00pm Wednesday 7th March 2012.

By order of the Board 1st February 2012. Aggie Foster, Honorary Secretary.