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Newsletter of Lincoln MC&CC Ltd

JANUARY 2012

Hope you all had a good Christmas and New Year and didn't over indulge. That means you should be ready for the 12 Car on 11th Jan and the Boilermakers trial on the 15th – if you don't intend competing in either you would be most welcome to marshal or observe!

In fact why not make 2012 a year to get more involved? Instead of asking "what does the Club offer me" why not ask "what can I offer the Club?" There is always the opportunity to help organise or marshal/observe at rallies and trials but 2012 offers additional opportunities, the position of Awards Officer will be available from the AGM, the position of Secretary of the Meeting at trials is also available (on a job-share basis if you prefer), additional trials Clerks of the Course are always welcome and a licensing seminar is to be held on Tuesday 7th February – contact me or Graham Swaby if interested. Aggie Foster will also be grateful of any help you can offer at the Bruce Robinson Rally – you don't know you've lived 'til you've spent the night parked in a gateway or two somewhere on the Wolds and not got home before daybreak!

The social side of the Club also needs your support, start with ordering your Dinner tickets – come and collect your trophy or celebrate with the club champions and those that are presented with theirs! It's always a good night.

If you don't fancy organising a competitive event why not try organising a social event – a trip out, a BBQ, a treasure hunt, a quiz, a pub crawl or And don't miss the car/bike bash of the year in July – Watch This Space!

David Chapman

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Impact

David Chapman
As Above

Trials & Tribulations ~ Vol 52 ~ Dec 2011

“The Diary of Team Swaby/Evans”

Hi Everyone

Another year has come to a close with two trials bike outings during December, firstly our own Trial at Claxby which President Dave fully reported upon in the last issue, followed by a very rare practice session just before Xmas, but more of that later.

As reported by Dave we were really screwed by the weather forecasters at Claxby as they all suggested it would not rain until about 2pm, and we had no reason to disbelieve this as it was still dry when we checked the sections first thing Sunday (Sods law stepped in to hold the rain off until this exercise was over and we were heading back to the start area, at which point we assumed this was just a shower, due to the forecast!)

The Swaby Trailer was full this time out with both Mike and youngest Nephew Luke taking part, whilst Mum and Dad (Gary and Hayley) were down south partying with the Classic Motorcycle Racing Club brigade at their year-end bash.

My mate Dan was also out for the first time on his ex-Steve Marwood 2010 250cc GasGas, hence I rode round with him whilst Mike looked after Luke, which may not have been such a good idea as the brothers didn't seem to be talking much to each other at the end of the day!

I can't comment in any great detail on the performances of Luke or Mike as they cleared off into the distance whilst I waited for a slightly hesitant Dan, hence we only had the odd encounter/conversation during the day. What I can report is that, understandably, the going proved too much for the very inexperienced Luke who ended up retiring and simply following Mike round to get a bit more bike-time under his belt. Mike also really struggled with the conditions, which showed up his biggest weakness, i.e. his ability to find grip where little exists, but despite threatening to sell his bike and never ride again half way through the trial, which failed to generate any sympathy from Uncle Graham, he did persevere and finish the trial which was an achievement in itself.

I, on the other hand, was in my element. I love a good old fashioned slippery trial plus both my smooth but assertive riding style and the four stroke power/grip of the 300 Evo 4T are really suited to these conditions. However, what really let me down was my lack of outings this year and therefore my level of bike fitness. With just over one lap to go I was leading the mid-route charge but went completely to pot after that as I had nothing left in my arms/wrists which was a real disappointment, and once again lead to a defeat by old git mate Chris Traves (What do I have to do to beat him?)

Like most people I really struggled on both section 1 and Steph Marris' section 6, which I marked out and never reached the end of (Although it would have been even harder had I listened to the advice of Chappers and Mike who wanted a tighter turn at the bottom of the hill!). However, I generally rode the other sections well, particularly enjoying the graded hill (Section 5) which Nephew Mike had marked-out the previous day and I had been very critical of, believing it would be far too difficult. Hence Mike was proved the better judge, although he may have doubted this during his failure on every lap to reach the top!

All the sections were a challenge, and many were obviously harder than intended, but they were the same for everyone and with a bit of skill and a lot of determination marks could be saved to secure a good result. Having a good old thrash in the mud was also bloody good fun Or is that just my strange personal take on this odd sport of ours?

Dan really impressed on his previous competitive rides as he has developed a really steady and precise style for someone still relatively new to this sport. However, at this event he needed to adopt a faster and more assertive approach which was outside his comfort zone and resulted in him struggling more than we expected, contributed to by him also adapting to the 2010 Gasser. He did improve as the day went on and it also gave him an insight into what he needs to practice to move on to the next step.

So Lincoln ended its year with a tough one, which hopefully, like me, plenty of people still enjoyed and those that didn't will at least forgive us for as it is the season of good will.

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A conversation at work shortly before Xmas resulted in Me, Dan and his mate plus relative newby Ant having a day out at Earl Shilton's excellent practice venue, the Yennards, on Friday 23rd Dec, as Dan and Ant are already key-holders and I was their very grateful guest. The day/venue was very wet and slippery but very good fun.

It was also good to have a quick catch-up with wonder-boy Luke Walker and his dad Andy who we don't see much in local events these days as they are off chasing national and international glory. Luke was out testing bikes/set-up and getting back up to full fitness after having operations to relieve arm pump in both forearms. Despite the conditions he showed no sign of having lost any of his skill or determination to succeed.

Ant, Dan and I had a great day with some serious practice mixed with good fun in the mud, helping us all improve our skills and confidence, although my credibility as a mud-master after my performance at Claxby took a bit of a dent as I got a bit blasé about a couple of climbs, failing to reach the top and having to manhandle the bike a very long way back down to terra firma. The day was also particularly good for my bike fitness, hence with the Bemrose looming again in March I can see a couple lengthier practice sessions looming to build up my stamina.

Whilst Dan has no issues with his stamina, riding either his Trials or Enduro bike virtually every week, he spent much of the day consciously practicing riding with a bit more assertiveness and we did a bit of work to help him improve his technique riding up steps as this is one of the hardest things to get the timing right on and will be encountered more as he progresses up the routes. Dan also became a lot more accustomed to the 2010 Gasser which is a very different bike to his previous 06 Beta.

As we have nothing similar to offer locally, although we are still looking if anyone has any suggestions, I can highly recommend this The Yennards as the ideal place to hone your trials skills or even simply to learn to ride off road. It is only about 4 acres

but has some fantastic climbs, lots of tree/root lined banks, a stream which is great fun to splash through and clean the bike at the end of the day, plus plenty of imported rocks of all sizes to suit everyone.

Anyway, all that remains for Dec is to wish you all a happy New Year.

Cheers for now

Graham

Sills Trophy

Having been resurrected from the dead yet again you will have to read a report on the above 12 car event. A phone call from Ian confirmed a willingness to drive on the event so it was off to Vauxcare for the start (did I see their van towing a Fiat Punto on Triton Rd. so it's not just Vauxhalls).

The first handout was a mixture of grid lines spot heights and map refs taking us out past the Greetwell quarry then left up to the Reepham Rd and the first TC, dropped 1 min, it was then out through Reepham, Barlings and on to Langworth and the next TC (David & Co.) a code board was picked up at the grass triangle before Reasby. By now we were following spot heights and 24 confused several crews as there were two of them quite close, these took out through Snelland down to Fulnetby and back up to Wickenby airfield and Alan.

The hand out here too confused many crews, including us, stating you were in 89 the eastings and westings added together (In hindsight I believe Allan used this on a table top?). The one clue we had was PC at grass triangle so we tried every grass triangle in the area as is sods law it was the last one we tried, so we dropped 12 mins at Ernie just north of Snarford .

The route directed us past Cold Hanworth to a TC on Sprid cliff. We then had a long section using the eastern Ingham triangle then to Fillingham, Willingham-by-Stow, Stow and back up towards Ingham and the TC.

We were then given a herringbone as the next instruction, this used the western Ingham triangle, the lay-bye before Cammeringham, up the hill then down into Brattleby before heading out towards Thorpe -le -Fallows then looping back up the A1500 to the finish on Dunholme airfield.

Altogether a very enjoyable event and it felt good to be our again, a big thank you to all the marshals who stood out on a very cold night. Allan will doubtless have the results elsewhere.

Brian Moore

RAMBLINGS

Well that's another year over and we are into 2012, a belated Happy Xmas and New Year to one and all. Here's hoping the financial climate eases its hold on society and we have less events falling by the wayside this year due to low entries.

One bit of good news for me was to learn that the "Monte" is back in the WRC calendar, it always mystified me why such a unique event was the victim of politics. Hopefully the next thing will be the abandoning of "office hours" for stage times and longer events with greater emphasis on durability (both car and crew). For us "old fogey's" there was something special and almost magical about night stages, particularly in the forests. Even more so if some of the "white stuff" had fallen from above, before the advent of 4wd it placed even greater emphasis on throttle control and balance and sometimes saw "lesser lights" upset the form book when outright power was not the key requirement.

A cold, damp and miserable Saturday afternoon and having walked the dog I finally exorcised the Gremlins that had taken up tenancy in the video player, once the euphoria of success had subsided I dragged a few old video's off the shelf for a nostalgia trip. First in the slot was Autocross in the 60's and centred on the Players No6 years. It struck me how many Lincolnshire reg no's featured on road going cars, particularly Mini's. I am sure some of the footage may have been shot at Caenby Corner as one camera pan appeared to pick up the farm just north of the Caenby junction. It set me thinking that in moving forwards have we actually gone backwards, roll-cages appeared to be optional and standard seat belts were generally speaking the order of the day. Entries appeared to be healthy and the course layouts kept speeds relatively low, whilst I am a little rusty on the Blue Book are today's stringent requirements actually a deterrent for new blood coming into motorsport? I have said it before, could the same could be levelled at marshalling requirements, I still have concerns that what was (and still is below National Status), a sport, competitors are there out of choice. Marshals and organisers do so for the love of their chosen sport and in some instances do so due to lack of funding for competing themselves. Whilst not wanting to generate unnecessary risk the requirements to marshal today are onerous to say the least and they, like their competing brethren, suffer financial constraints, to have to shell out for all the required kit and then have fuel/food costs in addition is to say the least, a big obstacle. Rally marshalling can be undertaken with less kit so why not allow marshal's at lower status circuit event's to be similarly attired, likewise the requirements for car and driver at the same level of event, it may not attract new competitors or marshal's but it may prevent some leaving.

Next out the box was the Evolution of Rallying and really reinforced what a halcyon period the 70's and 80's where for rallying (and the same could be said for Rally-X) with a wide range of manufacturers/models involved and some events damned near as long as the whole of a current WRC season, not only where cars and crews tested to the limit, the same applied to service crews. I wonder what the reaction would be if the FIA took a leaf out of NASCAR's books and all cars had to have a "silhouette test" as part of scrutineering, along with preset ECU's (today's electronic gizmo's would allow for easy and remote checking of any on event "tweaking" of ECU's, no sequential gearbox's or active suspension, a 2.0 litre

300bhp limit, like F1 to have a less prescriptive noise limit, non-turbo and rear wheel drive only? They wouldn't be any more specialist than Group B was and today's car's are, spectacular they would be and may well have the added benefit of being less damaging to stage surface's especially if tyre requirement's were less wide ranging and specialist for surfaces. Ah well, wishful thinking.

Had to get a coin out and toss for which way to point the car, Claxby or Benniworth, its a while since I had visited a club trial so the tuppence was put back in me pocket and Claxby it was, the pre 65 trials boys (and girls) were put on hold till the next event. It was a bleak wet and windy hillside and Graham Swaby's comment that it was a bit slippy was a definite understatement, many seemed to be collecting five's on a regular basis and appeared happy with a three on the scorecard. I watched a few through the Presidents section and afterwards asked Dave who the rider in yellow was, Tom Ablewhite was the answer and his runner up spot in the results was no surprise as clearly the top two riders were having their own battle, from the sections I watched Tom ride he made them look like it was a dry day with plenty of grip, congratulations to Roman Kyrnyckyj for his win on a day that was wet and slippery to say the least. Have to say the dog enjoyed it and due to being vertically challenged managed to cover virtually the whole of her body in mud, and all she got for her efforts was being dumped in the bath on getting home.

The good old DVLA are looking to streamline! They have issued a consultation document on proposals to close all 39 regional centre's and consolidate their services at Swansea, included in the proposals are;

Electronic SORN registration.

“ V5 procedure.

LGV e-licencing.

Real time driver licence checking.

Multi year VED facility.

Remove the need for vehicles to display a physical tax disc.

On the latter it is I suppose not a surprise as it was proposed some time ago to remove the requirement for LGV's to display an Operators Licence, As for all vehicles not having to display a valid disc I ask myself what is going to be the enforcement/monitoring tool? Are all Police going to be given the means to check, the average constable on the beat is not going to know who is legal and who isn't. Seems like another opportunity for the less honest to escape payment and the rest of us will have to foot the shortfall bill,.they cannot seem to be able to link the DVLA, MoT and Motor Insurers database now so god knows what the proposed will do to Swansea's IT systems.

Nowt to do with engines and wheels, I found some very interesting facts about "home", the village of Tealby, the source of the info was in the cafe part of the Caistor Heritage Centre, those with a penchant for tv may have seen its creation from an old church as part of a tv series earlier this year. The reason for being there was to kill an hour having arrived at the Hope Tavern at Holten le Moor for a blues gig that started at five pm, not four pm as advertised One of my maternal grandmothers brothers was the last blacksmith in the village and I also knew that there had once been a papermill as the from the cross roads near the church towards Bullyhill was known locally as Papermill Lane. What I was surprised to learn was that the village had once supported 13 tailors, 8 shoemakers, 6 blacksmiths and even a brick maker, the last tailor was still in business when I was a "little un". The river Rase hosted 15 mills for the grinding of corn and the aforesaid paper making,

the materials for which were imported from Europe. Another snippet of personal interest was that Alfred Lord Tennyson used to walk from his home in Somersby to Tealby, must be twenty miles or more, each way! His grandfather lived in the original Bayons Manor until 1833, it was then occupied by Charles Tennyson who changed his name to Tennyson d' Eyncourt, in pre WW2 days my mother worked for a descendant and an uncle was billeted in the Manor when it was under the control of the military during the war, after the war it fell into disrepair and I remember well the day in 1964 when the remains were blown up. Other "pearls" of information were gleaned about various localities in our fair county are currently in the pending file. The festive period has made this a short un, hooray I hear some say.

Mitch

We cater for everyone at our trials!



but east is that way →

WHATSON IN 2012

11 JANUARY - THE CHRIS SMITH MEMORIAL 12 CAR RALLY

Clerk of the Course – CLIFF DOE

**Charity event in aid of ST BARNABAS
HOSPICE**

Start ref 121|07657750sw

Car 1 starts 19.31

Maps 121 C2 & 122 C1 or C2

**To enter or marshal contact Cliff on
01673 860334 or 07973821771**

15 JANUARY - THE BOILERMAKERS TRIAL

Venue – Manton Quarry 10.30 a.m.

27 JANUARY - ANNUAL DINNER & AWARDS PRESENTATION

THE ASSEMBLY ROOMS, BAILGATE, LINCOLN

7.00 pm for 7.30 p.m. Start

Tickets from Aggie Foster or Lorraine Chapman

11/12 FEBRUARY - THE BRUCE ROBINSON ROAD RALLY SUPPORTED BY THE M G 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

22 FEBRUARY THE COMMITTEE CUP 12 CAR RALLY

Clerk of the Course – David Dimpleby

26 FEBRUARY THE MICK INGAMELLS TRIAL

Venue – Manton Quarry 10.30am

RESULTS - 12 CAR NAVIGATIONAL EVENT FOR THE SILLS TROPHY 14 DECEMBER 2011

		STC	NTC	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	TIME	FAILS	PENALTIES		
1	SIMON TAYLOR / CAROLINE ORMSBY	3		1		4		2	5	2	17	4F	4F 17m	6	
2	PHIL HALL / AGGIE FOSTER	3		1		7			1		12	2F	2F 12m	5	
3	FRANK ASH / JOHN BARBER	2		1	F	7			2	1	1F13		1F 13m	3	
4	BRIAN MOORE / IAN FAULKNER	1				12					13		13m	2	
5	ALISON & TREVOR FAULKNER	1			F	3			1		1F5	1F	2F 5m	4	
6	JOHN & DAVID DIMBELBY					6					6		6m	1st	

AWARDS - FIRST OVERALL CREW - THE SILLS TROPHY

CAR NO 6 - JOHN & DAVID DIMBLEBY

CLERK OF THE COURSE -

Alan Jackson

Dinner & Awards Presentation

Friday
27th January '12

Only £25
Under 12s £15
The Assembly Rooms

Bailgate, Lincoln

Book your tickets NOW
phone Aggie on 07796 143500
or Lorraine on 01526 323338

LMC&CC MEMBERSHIP RENEWAL JANUARY 2012

1945

67 years

2012

I / We wish to renew membership of the Lincoln Motor Cycle and Car Club Ltd for the year ending 31st December 2012 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)	£	6.00

TOTAL FOR WHICH YOUR REMITTANCE IS ENCLOSED

**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