

# Online IMPACT

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*Newsletter of Lincoln MC&CC Ltd*

**JUNE 2009**

Well what a mixed bag May was, starting out with absolutely horrendous weather for the Scottish Six Day Trial, making the World's biggest and best trial even tougher as horizontal rain lashed the Highlands throughout.

Emma Bristow was this year's sole Lincoln entrant and performed fantastically. John Shirt, the UK Gas Gas importer and head of Team JST Gas Gas UK said after the event: -

"Emma Bristow was the best Gas Gas Girl, finishing in 115th place and who rode the whole week with a permanent smile.....good on ya!"

Stuart Alford went spectating and got soaked to the underpants each day!

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There were three Ladies British Championship trials during May and Emma Bristow and the Alford sisters Caz and Louise contested all three. Emma finished with one second place, at Mansfield Maun, just one point behind Becky Cook and two third places. Caz gained two fourth and one fifth places but star of the month was Louise with three runner-up trophies. Well don all three!

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The middle of the month saw Lorraine and me on International duty, observing at what is now called the SPEA FIM Trial World Championship Grand Prix of Great Britain (what a gob full) in a wet and windy Cumbria.

Unable to field our usual Lincoln team, due to the

Woodys being at a wedding and Adam at Everton's last home game of the season,



we had to put up with two sets of real Cumberland sausages, one set of locals on Saturday and another on Sunday! We really missed our regular teammates, not only for their expertise but also for the après-trial of BBQ, beer, wine and whisky! Things will be back to normal next year as 'Team Lincoln' have our sections booked at the Ben Nevis venue.

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In complete contrast to the beginning, May ended in a heat wave and glorious sunshine but little else to celebrate. I managed to acquire tickets to Wembley for the FA Cup Final and went delirious when "King Louis" (Saha) put Everton into the lead after just 25 seconds but eventually lost 2 – 1 to Chelsea, the better team on the day. Disaster also struck the following day at Claxby during the Peter Carter trial – section six on the opening lap as Graham Swaby parted company with the Sherco in a horrendous looking fall (see Trials and Tribulations) but this could have been much worse as the Sherco only narrowly missed the prostrate Swabs. Let's hope you're back in the saddle soon Graham.

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## Oh Those Clever Germans!

It's only recently, since we've arrived at the worst season of the year as regards car cleaning, that I've realised just how clever those Germans are.



You may recall I reported some months ago that I did the unthinkable and bought a foreign car AND a diesel! Well, whilst cleaning it recently I noticed how few flies there were and just how easy they washed off. This started me thinking and brought me to the conclusion it is because those clever Germans have managed to build a car that only attracts the insects that fly at around 70 to 80 mph, it somehow manages to avoid the little buggers that fly in excess of 120mph, unlike the MG, which attracted the bloody lot.

Vorsprung durch technik indeed!

On the down-side though I noticed that their Czecho cousins at Skoda must have had some input into the design as there were a couple of dead flies on the boot lid!



I wonder if Graham Swaby finds the same with Mel's Kraut Tonka-Toy, is it less fly-splattered than his Scooby, or are the Nips as clever?

David Chapman



With the Hinman trial having fallen foul of February's weather, the Peter Carter trial included the Club's round of the East Midland Centre Youth Championships. And what a contrast the conditions were as Claxby hillside was bathed in glorious sunshine.

Right from the off Luke Walker stamped his authority on the event and was easily the best performer on all ten sections, despite incurring a maximum five on his final attempt of the muddy number nine; - for missing a red marker. That brought his total score for the five lap event to just eleven and not only earned him the Hinman Trophy for the best youth but with it the Centre "A" class title. His nearest rival on the main route was best adult and Peter Carter trophy winner Tim Johnson, with a tally of sixty-seven, with Roman "Korky" Kyrnyckyj next up on seventy-nine.

"B" class rider Tom Dexter was just as impressive on the mid-route as he dropped just six marks and was joined only by over-forty rider Chris Traves in scoring less than a hundred! Topping these triple-figure scores was top novice Stewart Dickinson who now leads the Club's novice championship. Mike Evans took the "B" class runner-up spot with a loss of one hundred and thirty one.

Michael Smalley almost achieved the perfect day on the white route but just missed out with a slack dab on the relatively easy number five. Jordan Kent became the third youth to gain an emphatic victory as the "C" class rider recorded just ten penalties, a massive forty better than runner-up Danny Catlin.

## RESULTS

Peter Carter Trophy	Tim Johnson (Beta) 67
1 <sup>st</sup> Class	Roman Kyrnyckyj (Gas Gas) 79
2 <sup>nd</sup> Class	Darren Cox (Gas Gas) 95
Hinman Trophy	Luke Walker (MRS Sherco) 11
Over 40	Chris Traves (Gas Gas) 41
Novice	Stewart Dickinson (Montesa) 109
Youth B	Tom Dexter (Gas Gas) 6
Over 50	Michael Smalley (Beta) 1
Twin Shock	Matthew Mison (Matchless) 6
Air Cooled mono	Kevin Witting (Yamaha) 8
Youth C	Jordan Kent (Beta) 10

## Ramblings

The memory has been playing tricks on me, in a past ramble I made reference to Brian Maxted winning the British Grass Track Championship in 1968, it was in fact 1969, and was the first of four titles, the others coming in 71, 73 and 76. Chris Vincent won his sidecar title in 58, before moving on to the "blackstuff", our own Brian Rust won the title twice in 62 and 64 before he too went road racing with equal success. Cranwells Ted Tucker won the chair title in 82 then some lean years before Colin Blackburn won the sidecar title in 2007, sadly we have never had a successor of Brian Maxted's calibre in the solo classes.

Not very often do I read and take heed of the words of "fleet street" but a couple of articles recently in the Daily Telegraph caught my interest, penned by Christopher Booker they brought a refreshing view on all the Climate Change rhetoric voiced by "the informed" and politicians alike, for anybody interested have a peruse of the old web and look at a) Professor Richard Lintzen & b) The Heartland Institute. Working in the environment that I do then "Global Warming" is a key political issue. Last year I was at a conference in Whitehall where the keynote speaker was a well known local MP and has had ministerial responsibilities, he went on at length about the developed nations of the west leading by example on energy use and emissions, sat next to me was a Whitehall Gnome who said quietly under his breath, "politicians won't recognise that this island and planet is overpopulated and reaching a critical point, but then that is not a vote winning statement", personally I can see no sense in the UK being so stringent with various pieces of legislation that results in business closure for that manufacturing to move to the emerging industrial nations and the resulting products being transported halfway round this planet of ours. Always intrigues me why all the "Climate Change" conferences are held in exotic places that necessitate lots of air travel, to my knowledge not one has employed "tele or video conferencing" that we are all being harangued into doing to reduce travel!

By the time you read this the F1 season will be under way, the talk will have stopped and the new cars will have had their first confrontation, must say my vote goes to the proposal that puts more emphasis on winning, god knows why folk want to pay an arm and a leg to watch a high speed convoy. Having said that it probably represents better value for money than top-flight football and the gate prices for watching over paid kindergarten brats chase a bag of wind for 90 minutes!!

Whilst on four wheels I wonder what thoughts Petter Solberg has had when he found out that Marcus Gronholm was dusting his helmet off for an appearance in of all things a Prodrive Subaru, allegedly a on – off but time will tell, well done to the Portuguese Tourist Board for the funding for his entry in Rally Portugal, what's the odds on that happening over here?

Have to say an editorial article on Motorsport News recently had my head nodding in agreement with the views expressed regarding the proposals to introduce a 50mph speed limit on single carriageway roads, a classic case of it being easier to legislate down rather than address the problem of the appalling driving standards we suffer, dare say it will make the "safety???" camera coffers even more profitable! A couple of years ago I attended a conference where representatives of the Commercial Vehicle Trade Press were publicly pilloried for supporting a proposal to increase the speed limit for HGV's from 40 to 50 mph on single carriageway roads, this is one

speed limit where most members of the public I talk to are relieved when not in a 40mph convoy, I am sure there is opportunity to consider such an increase on trunk roads and primary routes, another speaker was the founder of Brake and I have to say it was the most patronising presentation I have ever had to suffer in my working life , I am sure if she had her way we would return to men with red flags walking in front of vehicles. Should it come about perhaps the Chairman could enlighten us with an article on the likely impact for road rallies. Perhaps its time we emulated the French and be prepared to stand up and be counted, talking of the French I read that Renault are considering stopping assembly of cars in their Baltic region factories and transferring it back to their domestic production facilities! So much for European harmony!! Sadly we cannot follow suit, I am not aware of Morgan having any non – UK assembly plants!

And despite the outcry last time it was on the agenda don't be too surprised if the famous Vauxhall Griffin disappears as GM Europe look at all ways of cost cutting and Europe wide their products are badged Opel! Whilst on four wheeled matters I read recently that "our friends in Brussels " are busying themselves preparing legislation relating to the next generation of tyres and their "green" credentials regarding life and rolling resistance so as to reduce fuel consumption, don't suppose they will work any better then what we have already got when they are under inflated as is the norm with so many vehicles today!!

Despite what the bio fuels industry say to the contrary I had an interesting discussion with an engineer from one of Europe's major van manufacturers about running their product with more than a 5% bio /diesel blend, they will underwrite up to a 30% bio blend, providing the proposed bio diesel is submitted to them for testing and approval and once agreed no other bio diesel is used then 30% blend can be used, this is due to the wide variation in bio fuel quality. Otherwise it's a case of staying with the regular 5% blend available at the pump. The political enthusiasm appears to have waned somewhat for bio-fuels, the ethical argument over growing crops for food or fuel and the southern hemisphere deforestation have been very effective dampeners. And in certain circumstances the claimed tailpipe benefits are not always achieved. Large commercial vehicle manufacturers are very guarded when asked about using 5%+ bio blends in the latest generation of engines, most of which use "ad blue" additive to achieve the current levels of emission reduction, they usually claim that tests have not been carried out and meeting legislation within known parameters is a big enough challenge, the sceptic in me also thinks that they all have strong financial ties to their lubricant and fuel suppliers?

Was chatting to a friend of mine recently and the conversation strayed on to bikes and a special he had built in the early 70,s, it consisted of a Douglas Dragonfly frame with top frame tube "tweaked" to clear engine, Honda front forks and wheel, modified swinging arm to accept chain drive, Manx Norton tank and Dominator seat and a pre-unit Triumph 500 engine and gear box, apparently the Douglas frame was chosen as being the nearest to the traditionally used Manx frame for a Triumph engined special of the era.

Greybiker

## Trials & Tribulations ~ Vol 24 ~ May 09

“The Diary of Team Swaby/Evans”

Hi Everyone

A bumper four trials to report on this month, to make up for previous weedy efforts  
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### Scunthorpe Trial @ Walcot ~ Sunday 3<sup>rd</sup> May

With the new X11 rear tyre and brake pads in place I headed towards the banks of the river Trent in the very north of our county for the Scunthorpe Trial at former rider and now Morgan Dealer Phil Ledgerwood's Walcot Hillside, between Alkborough and Burton-upon-Stather.

Team Swaby/Evans was limited to just Nephew Mike and Myself, although Gary was in attendance running round with his camera, and as this trial featured a round of the East Midland Centre Youth Championship the Alford's, Walkers et al were all in attendance.

A new rear was a condition of me doing this trial due to some nightmare previous visits to this venue, the first of which about 30 years ago resulted in me being stuck right at the bottom of the bank unable to get back up to where the sections were without removing my front mudguard and getting a lot of assistance from Dad, and the last of which was about 10 years ago when I luckily gave Adam Chapman a lift to an evening trial, as he had to help re-load the bike onto the trailer and unload it again at home following my first ever 'serious' wrist injury.

However, times certainly change and I must confess to now having developed a real affection for this place, post the addition of the 'stream' and the proper pathways between sections. If you have not been here before, or for a long while, give it a go, you won't be disappointed.

The weather caught out the very hard working Kev and Adam Witting a little as the first 5 sections proved easier than expected as the conditions were a lot drier than forecast.

Considering neither me nor Mike had ridden much we both rode pretty well. Mike had a few more slack dabs than me, and also had a slightly bigger wobble near the end. His main failing being section one where the very dusty and therefore slippery initial climb caught him out several times, as he failed to build up enough revs or momentum through the opening turn.

However, Mike was much more impressive on section 2, where, whilst our results were the same, he was hoping the bike round to get lined up for the third slippery log with ease, whereas I was steering it round and only having inches to spare to make it over. Had the log been bigger or the turn fractionally tighter I would have been stuffed by the trick riding nephew.

My only real disaster was a spurious 5 on section 8, where Mike suggests a marker did need replacing following my ride, but I was no-where near it, so can only assume that a rock was dislodged that resulted in it toppling over. (I can't understand why all clubs don't adopt the markers used by ourselves and Peterborough, that have proper spikes to secure them into the ground and then a certain flex in the 'stick' to allow for the odd nudge from pegs, feet etc)

This five cost me dearly, knocking me down from 6<sup>th</sup> to 9<sup>th</sup> place on 13 marks, but I would still have been well and truly beaten by that pesky little Alford Junior in second on 2 marks, and the equally pesky, small and skillful Aaron Marklew who won the mid route on just a single mark. Luckily Mike still finished one place behind me on 16 points, so the five was not as costly as I at first feared when I saw my score..... Whew!

Whilst Matt Jones cleaned the hard route, the closest battle was between Adam Frith and Paul Marwood with both finishing on 51 points, with Paul taking the lead on most cleans.

I also can't finish the report on this event without a comment on Stu Alford hogging the glory and taking the win on the easy route .... 'Pot Hunter' ... get yourself back on the mid-route!



*Running over Mrs Witting's box of spare markers must constitute a five for Nephew Mike*

Humberside Hawks Trial @ Wilson's Farm ~ Sunday 10<sup>th</sup> May.

Rain was forecast, but it was a lovely day, and the enthusiastic Humbersiders Neil and Colin got the section severity at Wilson's Farm near Barton-upon-Humber spot on, with all sections cleanable but capable of taking a five if not treated with respect..... well done lads.

Many years ago, this venue had a stubble field for a car park, and required a very determined charge to get a two wheel drive car and trailer back up the exit hill at the end of a wet day (Chapman will also remember this as his old Leyland van required a similar approach). It is now all grassed over and a lovely place to hold a trial. (It is also available for paid practice).

Team Swaby/Evans again consisted of just me and Nephew Mike, and as we arrived early it was nice to catch up with Tim Hawcock and Drew Smith, particularly as Mike got a free jacket off Tim, who was presumably having a garage clear-out as he also gave one a Rose's old trials jackets away to another thankful youngster. I did ask if I could have the old Fantic 200 he has kicking around in his garage, but was told to 'go away'.

Mike really had me panicking right up to the last lap as he was riding well and was stunning on section 4 a very tight and very steep up, down and back up a rock-strewn bank, the decent of which, with a very tight turn at the top, was plain scary. Mike's hopping really came into it's own on all bar the last lap, when I finally cleaned it but Mike over hopped it and got in a right mess up the final climb. His first four attempts though were all much better than mine, and this was the section that I thought could finally swing a result his way..... oh heck!

To level things up and reduce my panic a bit Mike was kind enough to have a five on our first visit to the very tricky section 8. A slender young lad attempted to halt Mike's fall into the prickly bushes, but grossly underestimated the bulk of my 14 year old Nephew and ended up buried deep in the undergrowth himself. He did however provide a comfy landing for the Mike.

Mike also fived the shale climb on number 3 on lap one, and section 7 on the final visit to increase my confidence further, and seeing this final five I got all tactical and went for a safe dab on my final visit, after cleaning it the previous lap, to cement his defeat!

Overall, I came in second on the mid-route on 28 points, just two points behind 'silky smooth' Drew Smith and two points ahead of John Hamblin.

Mike finally came in at position 6 on 48 points, mid way up the table, a result he was understandably a little disappointed with as it could have been so much better had he hung onto his early form. However, it was an excellent and enjoyable day with the Humberside Club, and one we intend to repeat again later in the year.

### Grantham Pegasus Trial @ Harston ~ Sunday 24<sup>th</sup> May

Gutted ..... A change to section 2 on the second lap of the grassy banks of Harston Valley prevented me from beating former centre champion Pete Oakley!

I knew the section had been changed, and as far as I was concerned I cleaned it, passing through the yellow markers that had been moved, but failed to realise we were still expected to pick up the original red and blue markers immediately afterwards.

As I only dropped one mark on the first lap, I saw no reason to make the change, but I should have spent more time double checking the revised route.

Other than that I had a top ride, finishing in second place on the mid-route on just 18 marks, and it was an absolutely superb event conducted in glorious sunshine with long sections of absolutely spot on severity in the rocky stream and on the surrounding tree lined banks.

As Nephew Mike and Brother-in-Law Gary were holidaying at Bridlington, the unexpected company and competition of Stew Dickinson were most welcome, although Stew was disappointed with his performance, finishing mid-table in 13<sup>th</sup> place on 65 points. However, considering he has done little riding due to his lengthy break in Australia, a drop in performance is not unexpected.

On the hard route youth rider Jono Blount, from Mansfield, took the overall win on 79 marks from Alford's own Paul Marwood on 92.

Stewart and I had considered attempting the hard route, but considering all the remainder of this route were on three figures we are really pleased we did not take this option.

The other 'local' interest came in the Youth category which had to be decided on most cleans with Ashley McWeeney getting the nod from Lincoln's Danny Catlin (Son of Bruce from RWH Motorcycles) by 31 cleans to 29.

#### Lincoln's Peter Carter Trial @ Claxby ~ Sunday 31<sup>st</sup> May

As usual, I won't cover our own Peter Carter Trial in any detail as firstly Dave will no-doubt cover it in his own inimitable style elsewhere, plus to be honest I didn't witness much of it!

Nephew Mike, Stew Dickinson and Myself had a very enjoyable Saturday marking-out, whilst my two Springer Spaniels had a great day playing in the Bog, so we were really looking forward to testing the fruits of our labour.

And for me it all started really well, with only one silly dab on Jean Witting's section and one on Dave Chapman's very tricky section 5, by which point I was comfortably ahead of Stew and Mike, and matching Chris Traves, who had dropped to the mid-route so as not to jeopardize his forthcoming trip to the States by risking injury.

Anyway, Lorraine Chapman's section 6 started badly with a couple of dabs to get to the top of the first climb as the bike 'gassed-up' and only just made it to the top in second gear. However, I then cleaned the very tricky decent in bottom gear before clicking it back up to second for the final shorter but very steep accent. Unfortunately, as I reached the top the bike jumped out of gear, and I had one of those horrendous 'oh-sh1t' moments, just before heading backwards and downwards exceedingly rapidly.

To be honest I can't remember anything between that and hitting the ground really hard with my back, hearing several cracking noises and thinking I may just have

suffered the big one and broken my back. The wind was also knocked clean out of me, so it must have been a while before I really knew how I felt and before I started to make any sense. (At this point I must apologize to Lorraine for the long string of expletives as I gradually regained my breath, and cursed the pain)

Once the initial shock passed and my breath returned, we did the normal 'can you feel your fingers and toes' bit and satisfied ourselves that I'd probably just taken a good beating, and it was a bloody good beating. I felt crap, and no matter whether I stood, sat, walked or laid down, it hurt. I hung around for a while, but Stew kindly escorted me back to the car and loaded up my bike, and thankfully the ML Merc is softly sprung and automatic, unlike my older Scooby which would have been a nightmare. Once home I had a very long bath and plenty of painkillers and any movement around the house was done at sub-snail pace.

Much to mine and Mel's surprise, I actually managed to get out of bed the following morning and made it into work, and as I write this on Monday evening, I still feel like I've been through several rounds with Mike Tyson punching me in the Back/Kidney's, but at least I've been excused Dog walking duties which has given me the time to finish this!

Anyway, hopefully the back will mend itself a lot more quickly than previous wrist and rib injuries; otherwise there won't be much to write about next month!

### And Finally!

Did anyone spot former local trials rider Pete Ablewhite and his wife Diane on "I own Britains best home", showing off their amazing 'new-build' presumably built by Brother Tony's development company. Tony was also a Trials rider, but not for the duration or of the ability of Pete, who was a very competent clubman and long time competitor of mine for many best Novice, then Inter, then O'40 awards over a good number of years.

Cheers for now

Graham

*(It was great to see Graham walking, albeit quite stiff, at the Board meeting. Get well soon. Ed)*



# Wolds Rally 2009

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# WANTED

**MARSHALS FOR THE CLUB'S CONTROL AT THE  
ACU/BMF NATIONAL RALLY SAT/SUN 4<sup>TH</sup>/5<sup>TH</sup> JULY**

**As last year, the control is the café on the A15  
at Nocton Heath.**

**The control opens at 2.00pm Saturday  
and closes at 7.00am Sunday.**

**To book your shift  
CONTACT JOHN WOODCOCK ON 01673 860259  
OR [johnwoodcock820@btinternet.com](mailto:johnwoodcock820@btinternet.com)**

**Also wanted: - [YOUR](#) articles for July edition!**

**If you've done a rally or trial recently or spectated at an event or  
been on holiday or just got drunk and fallen down the stairs why  
not write a few words for the entertainment of other members.**

**Send to [chapman.david@lineone.net](mailto:chapman.david@lineone.net)**