

# Online IMPACT

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*Newsletter of Lincoln MC&CC Ltd*

**JUNE 2011**

## TR Enterprises Ladies Trial

What a fantastic weekend the 14<sup>th</sup> and 15<sup>th</sup> of May was and a very special thank you to all that made it possible, especially Steve Hall of TR Enterprises for his generous sponsorship, making the event viable. Thanks also to Graham Swaby, Ann Woodcock, Richard Marris, Mike Evans, Stuart Alford, Lorraine Chapman and to all the observers – your help was amazing and very much appreciated.

And an extra special thank you to Ken Russell, what a wonderful sight it was to see him returning with his little wooden mallet and marking out sections, a sight we hope to see again soon.

Unfortunately the trial entry was depleted a little as three riders suffered injuries at the previous day's Scarborough round, sadly one of these was Louise Alford and a fourth, Danielle Whitham, was called up into the England under 19 Ladies football squad!

But the Alford family's disappointment of Louise missing





out was more than compensated by Caz recording her first National victory – winning the Women’s Intermediate class.

Emma Bristow just failed to repeat her previous day’s victory as she finished three points behind multi British Champion Becky Cook.

Caz lead her class from as early as section two. Both she and Harriet Shore took a three on the awkward camber of the opening hazard but Caz’s two-dab ride of the loose climb and twisting descent of the second, gave her a three point advantage – an advantage that increased on the very next section as Caz cleaned and Harriet took another maximum.

Caz finished the opening lap with a total of twenty-four, a margin of five, thanks to another fine clean – on the rocks of section seven. Harriet clawed three points back on the second tour with scores of sixteen to nineteen but as honours were even on the last lap victory belonged to Caz with a margin of two – and a day without a single fail!

On the hard route Emma and Becky were head and shoulders ahead of the rest as they both circulated around the opening lap of twelve sections for a loss of just one apiece – Emma on the easy third and Becky on the giant steps of the sixth, a dab that was almost on “off.” Becky started the second lap with a dab on each of the first two sections but Emma’s lead was halved as she footed once more on number three. The status-quo was restored when Emma needed a steadying foot on the steep bank of the fifth and her lead disappeared after another single on the big steps of the sixth. A two-point ride after getting off-line on number eleven increased her deficit but Becky dropped a single on the twelfth to give her a lead of two. Emma’s last lap of just one, section five, wasn’t enough to maintain her recent winning form as Becky completed the event without further loss.



*Photos: -*

*Front page – Caz Alford, section 4.*

*Page 2 – Emma Bristow, section 6.*

*Left – Becky Cook, section 7.*

*Below*

*A windswept Chapman and a tidy as usual although rapidly greying Swaby, C of C & Deputy!*

*Louise Alford, arm in sling!*

*Caz receiving her award from Aggie Foster*

*Photos by David Chapman and Stuart Alford*





## Quick dabs from the Ladies! Quick dabs from the Ladies!

**Ride of the Day** - Emma Bristow on section 8.

At the bottom of the final stepped climb she got off-line and managed to balance, hop the front wheel from rock to rock, balance again and then lift the rear wheel inch by inch to position the bike perfectly to continue up the steps clean. Brilliant!

**Voice of the Day** – James Fry, issuing firm and exact instructions and encouragement to Emma for “Ride of the Day”

**Louise Cannom** returned to Women’s & Girls Nationals for the first time since breaking her arm at Metheringham quarry in 2008, she finished third in her class!

**Three riders** achieved clean laps, Becky Cook, Nikita Smith, winner of the Girls “B” class and Beth Waite, winner of the Girls “C” class.

**1363 points** were dropped in total. Section 2 took the most (220) with section 11 (173) second. Section 10 took the least (31).

# Nettleton Hill Climb

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Looking through some old papers recently I came across a couple of interesting (ell I thought so) mentions of the above. The first one was regarding the third Nettleton meeting held on Sunday 5<sup>th</sup> April 1964 so I would imagine the first two were held in 1963 can any body help? I can remember helping to sweep the hill, I presume in 1963, on the Saturday prior and watching the cars on the Sunday as at that time I had not got a car suitable to compete in. Back to the third hill climb there were 41 cars and 10 motor cycles entered, the course was 660yds long and rose 300ft on concrete, this according to Autosport.

Cars included A40's, a Mini, a Triumph Herald, several Cooper S's, two Ford Anglia's, one a GT. Gerry Maine's (who can remember when he dropped his mini-sprint in the dyke on Kews during a Haigh Rally with no damage?) an Alfa Romeo, Lotus Cortina



(our late vice President Wing Co. Hood) 3.4 Jag + 2.4, a Marcos, Tornado Typhoon. The heavy stuff included a works replica Austin Healey 3000, Jaguar E type, a Lotus 15 (George Dixon) and a TR4.

F.T.D. was 31secs. This was achieved by the E type of John Atkinson and equalled by M.R.Andersons 500cc J.A.P. motor cycle, Gordon Gray was 0.2 secs. behind in the Healey, yes electronic timing in those days! (also used on the Dunholme Autotests!)

The regs. also came to light for the 5<sup>th</sup> Nettleton Top Hill Climb held the following April though I have no report or facts other than a picture showing lots of dust so the weather must have been as good as the previous year. The clerk of the course was again Barry Curtis, Peter Howson chief marshal, Harold Sills time keeper with Harold Taylor and G. Marshall as club stewards, all addressed as Esq. as it should be! Is the Players Trophy still around? as it was awarded to "Fastest M/Cycle" the car trophy's are still being presented i.e. P G Howson & Roy S Clayton. The clubs co-promoting the event were Scampton, Skegness, Grimsby, Mablethorpe and

Lincolnshire Automobile Club of which only two now appear as RAC clubs. The entry fee for the event was the princely sum of 17/6d good value even in those days.



Having recently walked the hill it seemed a lot steeper than I remember and can vouch for the 300ft.rise. I think it was last used as a selective on rallies, I know of two that I competed on.

Further to the Bruce Robinson in 1981 only 10secs separated the winner Pete

Doughty in the Chevette from Geoff Steel in his RS1700. Four stages had to be cancelled leaving 14 stages, this was due to the weather conditions. Also noted was a class win for Garry Dixon and Adrian Wildsmith in a Mini Clubman and third overall was the TR7V8 of Roger Bennington. Autosport March 5<sup>th</sup> 1981.

Brian Moore

*Ed, The Player Trophy is still around and is now awarded to the Over Forty Trials Champion, it is currently in the hands of Graham Swaby, although he'll need to improve if he's to hold on to it for a sixth year!*

# BREAKING NEWS

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**Caz Alford** followed up her TR Enterprises win with another class win in round 4 in South Shropshire – this time under the guidance of Mike Evans!

xx

Due to lack of use Club nights will now only be held at the **Green Room Club** on the **FIRST & SECOND** Wednesdays of each month. Functions, such as the **New Moon Treasure Hunt**, will not be affected and may be held on any Wednesday – see adverts for each event.

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# RAMBLINGS

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I was saddened to read that one of Scotland's best known and oldest motor club's has held its last AGM after 70 years of existence. It reinforces the importance of the discussions at our recent AGM as to "our" future. With the dramatic demise in county motor clubs it is crucial for motor-sport in Lincolnshire that we remain a functioning club for both two and four wheeled activities.

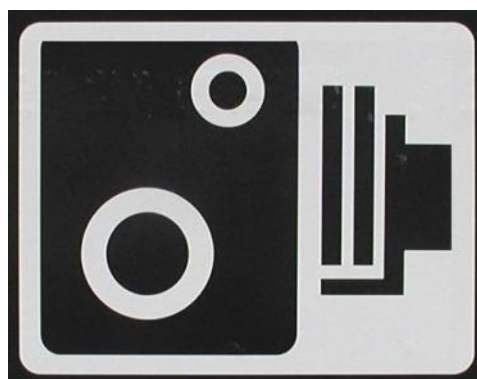
The County has a long and proud motor-sport heritage and the club has been involved in much of it from the post war meetings at Dunholme, running its own meetings at Cadwell, involvement with hill climbs, autocross, rally-cross, rallying, trials, moto x and many more events from club to national level. That sort of heritage MUST be preserved and we must look at other clubs that have floundered and see if there is any common thread that we can learn from.

If the proposed changes to legislation ever come to reality and motor-sport is allowed on closed public roads we will have real opportunity to become involved in not only tarmac rallying but perhaps easier events to organise in the form of hill-climbs for both bikes and cars. Take a look at the Hillclimb & Sprint Association (cars) and the National Hillclimb Association (bikes), both offer classes from street to full blown competition, and there is no reason why there could not be kart and rally classes thrown in for good measure.

Who knows there may be a raft of potential new club members out there ! here's hoping that the bill to amend the Road Traffic Act gets the support it deserves, properly implemented ,local business's would feel the benefit without too much inconvenience to the public.

On a totally different issue, what's happened to the British Cheese industry? Why is it impossible to find a decent piece of Cheddar? (No Wallace and Grommet quips Mr Pres), keep buying thees supposedly, extra strong/extra mature examples and most of em turn out to be akin to soap, a good ole fashioned piece of "mousetrap", hard and cracked with a strength that took your breath away is all I want. Has the EEC outlawed it? Probably so, they seem to have buggered up everything else that they cast their gaze upon.

Talking of the EEC our neighbours across the channel have had their thinking caps on !!! The French are proposing the following for bikers: -



Compulsory hi-vis jackets.

Mandatory re-training every 5years.

Automatic jail sentence if caught more than 30 above prevailing speed limit.

More cameras.

Confiscation of GPS systems with camera locations on them.

The real worry is that this “disease” will spread; French and Belgian bike clubs/groups plan a demo ride on June 18<sup>th</sup>. Here's power to their elbow. Now what was I doing on the 18<sup>th</sup>??

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They say that you're never too old to learn, well a weekend recently in Cheshire at the NABD bike rally (there with Youthbike). Friday was warm and a good crowd had booked in, it was refreshing to see that there was a significant number of under 30's present, while one Swallow doesn't make a summer it at least gives hope that there may be a younger generation learning about what they are missing.

Whilst Friday night tends to be the drinking night, the antics started early with a young couple, having gone round with a bucket and gathered together a tidy sum of money for NABD promptly disrobed and did a naked reverse bungy ride, much to the amusement of the watching crowd.

The warmth of Friday gave way to cool and rain on the Saturday, early evening saw a group of lads “step out” in matching lime green mankini's, foolishly they started their evenings drinking in the “adult” tent (there being three tents, real ale, family and adult, I say tents they were marquees), before long they appeared “clutching their tackle, straps of the mankinis trailing in the mud behind them clearly the victim of a sharp object.

Well the girls upheld female honour, three appeared in the trade area scantily dressed, one of which only sported footwear and a basque and nowt else other than a black cross on each chesticle in a vain attempt at covering up, this was six thirty and she was still dressed the same at eleven pm (but minus the crosses!) by which time it was raining hard and definitely chilly, I can only assume she was doing it for charity !!!!

The following weekend was spent at P/boro showground at the BMF Show, again with the Youthbike stand.

Much more restrained than the previous weekend, highlights of the weekend when not manning the stand were the vintage speedway guys who were a similar age to many of the bikes they were riding and the sidecar speedway, (must find a way of blagging a ride in the chair, it looks damned good fun).

As a closing note it looks like father time has caught up with me and the end of June will see an end to my working life, all hints and tips from those who have already got there readily accepted.

Mitch

*(ED: I thought your working life ended years ago but I've heard others say it never even started)*

## Trials & Tribulations ~ Vol 46 ~ May 2011

“The Diary of Team Swaby/Evans”

Hi Everyone

Well, April may have passed without any showers, but it was looking a bit dodgy in the run up to our Ladies National Trial in May, with some heavy showers during marking-out on the Saturday. Luckily the rain stayed away and a jolly good day was had by all on the Sunday. There were a couple of minor moans this year, but generally most people seemed happy with the event come the end of the day, and I was certainly proud of what we all achieved.

Whilst I was ‘Deputy Clerk’, I also shared observing a section with my mate Dan, so he could have a bit of practise on his Beta and watch some of the other sections for a while, as it was the first Ladies National he had visited. He also provided our little team of observers a bit of entertainment as it took him quite a lot of attempts to clean the easy route that many of the littlest girls were sailing through!!!

As Dan was taking the initial stint, I followed the trial round the first lap, before taking over on the first of the three big rock sections that we all expected to be the mark-takers for the hard route. I was a bit worried to start with as the first rider I watched tackle the mid-route of section 2, on the gravel bank near the wheel wash, nose-dived down the long descent as she locked her front wheel on the loose stuff. I marked this one out but let President Chappers persuade me it was too easy and needed altering. However, by time the remainder of the entry had walked it several times, sliding down on their bums, the loose stuff had all been cleared away and it rode much better ..... those cheeky girls. I also witnessed similar behaviour on one of the later sections where every-time the observer, Steph Marris, turned her back a couple of loose rocks were kicked away. I even saw one brazen little lass pick a great big boulder up and walk out the section with it..... grinning all the way!

The section Dan and I shared, marked out by me, was a absolute cracker, taking its share of marks on every route, yet being cleanable by the best. As usual, for me, the best attempts were by Donna Fox (now riding in Fox gear!) who completed her ride in no-stop dynamic fashion. She also did exactly the same on Aggie/Steve’s section, which was equally tricky. Both Emma and Becky were fantastic as ever, clearly in a league of their own. On both mine and Aggie/Steve’s section, Emma got into real trouble balancing for an incredibly long time at a real critical point, only to perform a brilliant rescue. She really looked to have stepped it up this year, so fingers crossed for the remaining rounds.

It was really disappointing not to have little Lou Alford riding, but big sis Caz made up for it, after a shaky start, by taking the class win ..... well done you! ..... At this rate Lincolnshire could have two lady champions by the end of the year, although Caz will have to overcome the handicap of Nephew Mike minding for her at the next round of the Ladies National as Dad Stu and Brother Chris are deserting her to go playing on their own bikes somewhere in Scotland, assuming Caz and Mike, in the little red Mini with a trailer/bike attached, can find their way!

Luckily Stew Dickinson responded to a text and saved me from being a Billy-no-mates during my only outing of May at the dry, dusty and very windy Pegasus MC &

LCC's Arden Trophy Trial, held over 5 laps of 9 sections, at Harston one of my favourite venues, set in a beautiful grassy/tree lined steep valley near Belvior Castle.

Mike hitched a lift to Scarborough with the Alford Clan, to get into the swing of minding for Caz and to allow him to sample the delights of Harwood Dale, Dan selected to go practising on the Saturday so his friend, and complete beginner, Ant could get used to his new Beta, and youngest Nephew Luke just wasn't in the mood come Sunday.

However, I was the winner in all this, as it was yet another brilliant trial from the Grantham Team, really good fun, yet a definite challenge. I also thought the variety of sections was really spot-on, although I still lament the decision to forgo the bog they once used right down the far end, which was a proper 4<sup>th</sup> gear flat out job, where the back wheel is doing about 30mph yet the bike is hardly moving forward.

As I only seem to be riding once a month at the moment, I had the expected 'wobbly' first lap, casting away quite a few slack dabs, plus what I thought was a three on the awkward right handed slippery camber out of the stream. After that I rode really well, cleaning everything bar what I thought was 2 more dabs on that same right handed camber, plus another couple on the tricky downhill grass and rock section manned by the Awcocks. When I finally opened the emailed results though, I was gobsmacked to find I'd supposedly dropped 15 marks on that nasty camber, not the total of five I expected. Maybe that initial attempt was a 5, but I cannot see how the other two dabs could have been construed as fives, unless I'd missed a marker buried in the mud. It is also possible that the wrong score got copied across, but I suppose I'll never know and will just have to accept it.....although I do reserve the right to sulk a bit.

On a much more positive note, I was particularly proud of cleaning the two very dusty/slippy sections on the steep tree lined banks near the car-park, which proved very difficult to stop on, with many riders losing one or both ends of their bikes for a five. I tackled the downhill parts by letting the bike slide and run, letting the brakes off at the critical points, so the wheels would grip and roll to miss the markers/trees. Stew's fortunes on these two sections alternated, as he initially struggled on the first of them, finally cleaning it on the last lap, just before fiving the second one, which he'd ridden really well all day.

Cleaning the very tricky stream section manned by Mr Tuley on all bar the first lap, where I missed the rear brake pedal and cost myself a dab, was also quite an achievement, as the initial steep drop into and immediate climb back out of the stream cost many people dearly. I again took a very direct approach, simply letting the bike roll in un-braked, to avoid the front sliding on the angled approach, and then really nailing it to jump out with the single focus being speed, as there was plenty of time/room to sort things out once on top of the bank, whereas many were too hesitant, paying the price of insufficient momentum to get up the other side, a category that Stew acknowledged he fell into.

Stew also had some really bad luck, as just after I'd managed my first clean on the Awcocks section, the big rock I'd just ridden over rolled as Stew dragged his back brake over it, causing him to fall and hurt his wrist. This was particularly bad luck as

he'd just spent quite a few seconds recovering from a huge gust of wind that knocked him off balance and resulted in his handlebars pointing the wrong way. But he kept his feet up whilst he battled the wind, got it pointing back the right way, set off again, and then, bang, the rock rolled and he was on his ear.....shit happens, as they say!

In the end, on the middle route Youth B/C hot-shot Ashley McWeeney took the win dropping just 2 marks followed by the three top Over 40 riders in the Cambs Trials Centre supported championship, Newark's Paul Smart on 7, followed by Andy Butt on 19 and then yours truly on 20, so my mystery 15 cost me one position in the O'40 Championship. Next up and taking maximum points in the Novice championship was Mark Awcock on 23 marks who seems to be coming on in leaps and bounds following his switch to a new Beta Evo. Next best Novice, but down in 13<sup>th</sup> place overall, was Stew on 57, sandwiching other 'locals' including Pete Ablewhite (33pts), Steve Marwood (36pts), Steve Wood (39pts) and young Danny Catlin (48pts).

On the hard route, Tom Ablewhite mastered the conditions aboard his Sherco to clinch the main award on a total of 26 marks, well ahead of runner-up Glen Daniels on 61. Youth A competitor Dan Tuley, whose mum and dad were both observing, was next best aboard his Gas Gas beating several regular top hard route riders.

Banovallum's Andy Frith proved that his finish in the recent Scottish 2 day Classic Trial was no fluke as he cleaned 8 of the 9 sections on his James to take the easy route win, but the highlight of the day on this route was the return to competition of the evergreen Michael Smalley following his hip replacement. We have all seen this ever enthusiastic gentleman out observing as soon as he was capable of doing so, but it was great to see him having fun back out on the bike ..... he is a real example to us all .....welcome back Michael.

In these days of H&S and risk assessments, I'm expecting Grantham to be issuing Hard Hats at their next Harston Trial, as the combination of old trees and strong winds resulted in Mr Cox narrowly missing injury as we witnessed a large branch fall, landing only a few feet away from where he was stood. Good job he was not having Stew's run of luck!

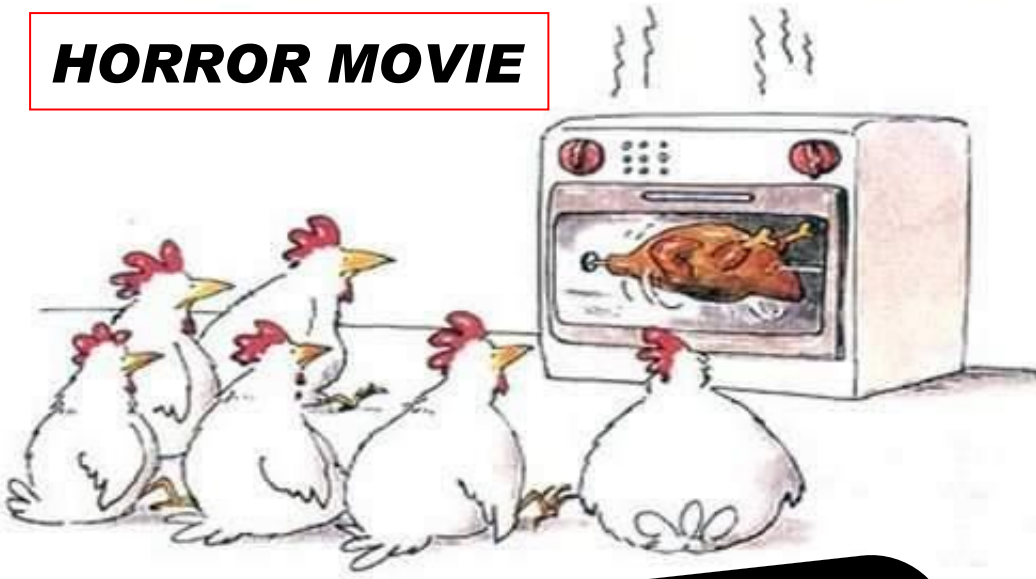
Finally, I popped into the new home of one of my favourite motorcycle shops, Chesterfield Motorcycle Centre, on the way back from a day in the Peaks with the Dogs. They used to be at a former petrol station in Calow, but are now at Clay Cross in the former home of Clay Cross Powersports, nee Clay Cross Kawasaki, and they now have much more space to carry a much bigger stock of bikes/gear, plus more room to display things like their ex-David Jeffries TT R1, their customised new R1 Yamahas, a few classic bikes and a string of Monkey Bikes!. It's well worth a visit if you are passing, plus they also now have a proper cafe on site, rather than just an outside burger van.

Anyway, that's it for this month.

Cheers for now

Graham

**HORROR MOVIE**



**The New Moon  
Treasure  
Hunt**

**Wednesday**

**20th July 7.30pm**

**The Green  
Room Club**

**Tentercroft St, Lincoln**

**£5 per team (max 4 people) inc BBQ**

**£2 per team (max 4 people) inc BBQ**

**Tentercroft St, Lincoln**

**Room Club**

# Dan's Day Out @ Cadwell

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Lincolnshire Road Safety Partnership Performance Plus 2011  
Cadwell Park, May 17<sup>th</sup> 2011

With having waited for months (or what seemed like months) for my dream day out with Ady Smith and his KTM off-road school (see last months G.Swaby Trials & Tribulations for details) I only had to wait just a few weeks for my next day of two-wheeled tuition, although this time with considerable apprehension...

With thanks to my recently acquainted like minded work colleague Paul Watson, we were tipped off by his partner Heather regarding a subsidised training day at the renowned Cadwell Park circuit ran by the Lincolnshire Road Safety Partnership.

After some deliberation (and a quick funds check with the chief accountant!) I figured this was a sure way of making some headway in improving my lack of road riding confidence on the Speed Triple after passing my test last autumn. Hence I got my application form and cheque in the post ASAP due to the course having being over subscribed in previous years.

With less than a week to go till the event, the course details spilled through the letterbox. Instructions were simple, arrive by 0745, tank of fuel, group sticker visible, queue for noise testing, then register at the Paddock Office.

There were two things I'd not fully prepared for as the date drew closer. The first was the banter emanating messrs Swaby & Watson who took great delight in my building apprehension. Especially as Mr Watson had sneakily kept his uncertainties to himself prior to the Ady Smith KTM day, while Mr Swaby regaled where all the unscheduled-offs usually took place witnessed upon his many visits on his trips into the Wolds. The other was the clothing requirement to have zipped together leather/textiles.

Fortunately I was able resolve the clothing by borrowing some rather retro red coloured pro-sport leather and ill-fitting but matching red Alpinestars boots from my brother in law. The office banter I just had to endure....

The Speed Triple was in fine fettle after having some new Michelin Pilot Power tyres being fitted by Bruce at RWH Motorcycles', replacing the previous owners rather strange combination of the a very worn looking original 7 year old front Bridgestone BT010 and almost new twin compound Bridgestone BT021 rear. Which I was later to find out were to be the building blocks of improving my confidence on the bike.

The night the before the big day the usual riding checks were made, and fuse box was opened to make sure the head lights could be cut for when on the circuit, this was due to a mandate stating only the instructors were permitted to run with lights for identification purposes.

With a quick check of the tyre pressures in the morning, I left home giving plenty of time for a top up of fuel in Horncastle, and arrived ahead of schedule at Cadwell Park. After quickly sorting out my



headlights I joined the short queue for noise testing by the scrutineering, which didn't pose a problem with only a conservative 95db exiting from the Triumph carbon end can against the 105db limit.

After signing on it was down to the Club house for 0830 for introductions & the main briefing for all those present.

The groups then split into A & B, group A for the

experienced/confident riders and group B suiting the lesser experienced/confident riders. Myself, Paul, and his partner Heather all being in group B.

Format of the day was group A to be out on circuit with the strong contingent of instructors from the Martin 'Hopp Rider Training' school while Group B gathered round the two informative gents from the LRSP team for a morning of briefing material then after lunch the groups would switch.

Much of the morning was spent engaging in two way conversation/debate with the LRSP team regarding various road scenarios be it patrol car captured video, or stills captured during post accident police investigation. The discussions varied from observation/awareness, attitude toward other motorists, reading the vanishing point, and the reasoning behind the defensive approach to riding.

The subject of braking was heavily discussed since statistically it is proven to be biggest cause of motorcycle related accidents, and often coupled with no other parties involved.

We even learnt to why you should ride in the middle of the lane as it may well dry first after it's been raining, allowing you to keep out of the wet ruts of where cars/lorries etc usually track but it puts you bang in the middle of where all the grease/diesel is deposited by those cars/lorries etc. The theory being the grease/diesel rapidly displaces any rain to either side of the lane allowing it to dry much quicker.

Accident statistics over recent years were also shown for Lincolnshire as they, along with the LRSP team efforts, were the very reason that this government subsidised event was able to be hosted.

Lunchtime soon arrived and passed, hence it was time to ride round to the assembly area for what was advised to be an hour and a half of exhausting brake exercises out on the circuit. The group was broken down further into mini groups of approximately 6 riders that would be looked after by 2 instructors. Each group rode out to different sections of the circuit.

First impressions of the circuit was that it appeared far wider than it looked from any of the viewing spots, and silly as it sounds the aggregate used in the tarmac looked very different grade to that used on the road, something I'd never noticed on the car track days I'd been to before.

Apparently race track tarmac offers much more grip than a public road, with a wet Cadwell Park reportedly offering as much grip in the wet as a public road in the dry.

The instruction kicked off by conducting some slow riding practice, technique being adopted was to use rear brake while controlling clutch/rpm ~ no problems here.

Next up was to feel the bikes reaction during a rear wheel lock-up with a guide speed of around 30mph, again no problems here although I got a telling-off from the instructor for leaving a rather long dark line on the circuit, suggesting (jokingly) the nearby Marshall shouted for me to clear up the mess!

We then stopped to discuss different uses of the front and rear brakes; apparently there are at least 8 great uses of the rear brake, and only 2 uses of the front brake. This in case you're interested is either a) scrubbing off a large amount of speed quickly, or b) falling off your bike!

We then moved timely onto front braking exercises. The first of which was to experience the effect of snatching the front brake rather than progressively squeezing. This was to demonstrate the lack of braking available if weight is not correctly transferred over the front end of the bike, and in theory should cause the front wheel to lock up. Guide speed was up at 30mph again, and my first attempt was unfortunately a little uneventful probably partially due to my initial reluctance in snatching the front brake but also due to engine braking, and therefore was told to pull the clutch in on second attempt. This time around the front immediately locked,

but did however skid as anticipated, and instead sent the rear end of the bike up a reported 2 ½ foot in the air. This didn't seem too alarming, but perhaps more annoying that I can't do the same on the trials bike ;-)

The next technique was to try and drive through an ever increasing front brake application in an attempt to force the front wheel to skid, and provide the rider with the ensuing sensations. No issues here either.

The final exercise was the emergency stop, and the brief was to try and build on the speed and efficiency of the braking on each run. The instructors explained that statistically a riders braking effort in an emergency situation is typically around 50% and they were looking to see this up to around the 90% mark. This was a more involving exercise, and luckily we were able to practice around 20 or so stops.



Aside from a couple of more stoppies which seemed to be regulated by simply keeping my view more focused further away up the track rather than just ahead of the front wheel I was regularly making good emergency stops from about 70mph. A quick debrief from the instructors on the braking exercises completed focused around the importance of maintaining/practicing these skills.

We then returned back to the assembly area for a quick pit stop prior to heading back out onto the circuit for the final part of the day.

The circuit training was broken down into even smaller groups, giving each instructor 3 riders, which would rotate each lap to give the opportunity to follow the lines behind the instructor. I was told that

I would definitely need to be in the faster half of the split group, and a quick look across at the other groups saw that Paul had been also. He'd also swapped bikes, now riding his partner Heathers ZX6R instead of his trusty Hornet ~ very sneaky!

Four sessions were run, first being observation, second being tipping the bike in, third being throttle control, and finally an open session.

The circuit turned out to be no where near as intimidating as first thought, and there was no pressure at any point in maintaining a specific pace as people were fairly well grouped by the end of the day. Overtaking rules were simple, only pass on either of the two straights, and only when you'd been seen and the overtakee had signalled out the way to the inside of the circuit.

The open session really was the perfect finale to the end of the day, and exceptionally rewarding at every corner tipping in at the marked entry point, clipping the apex, and using the throttle to steer out a line back out ready for the next corner entry.

Apart from a few overtakes I saw very little traffic on the circuit and felt that for the most of the time I was only the only rider on the circuit.

However all good things have to come to an end and after 20mins or so the chequered flag was out, and the day was complete. A quick chat with Paul soon revealed that he'd enjoyed himself, as had his partner Heather.

I found the combination of the Performance Plus day and the new tyres have given me a good foundation to build on. In addition seeing where I sat in terms of ability compared to the broad selection of other riders on the day gave me a bit of a confidence boost too.

Regardless of what sort of rider you are, be it new, lacking a little confidence, or even an (dare I say it) old 'rusty rider' then the Performance Plus day ran by the LRSP has something to offer.

Dan Howard

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As Above

# Cadwell News

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Well it's been a good month for most of our local talent, talking to Louth based Peter Hickman [Tyco Honda] he is more than happy with his bike, and has had three top finishes in the last 2 rounds of the BSB and one podium.

Alex Lowes, one of the Lowes twins from Lincoln, walked out from his Louth based team [WFR] because the team boss wanted him to sign a long term contract that would have tied him up for several years but Alex, knowing his potential, would not sign. I spoke to Neil Mackenzie and Neil Hodgson on this, both agreeing he did the right thing by not signing. How lucky it turned out for him, faced with no bike to ride for the next round looming up in two weeks time at Thruxton and no spare places in any of the teams.

Fate happened, Stuart Easton's [MSS Colchester Kawasaki] down fall was Alex saviour, Stuart having big off in the North West 200 in North Ireland breaking his pelvis along with other fractures and internal injuries putting him out for the rest of this season. So the team was soon on the phone to sign Alex to ride the bike with full works backing. With very little testing time on the bike he managed to set pole position on the grid at Thruxton but in the race, in very wet conditions, and a poor start he only finished seventh in the first race and threw it down the road while lying second in the next race, however watch this space.

Woodhall Spa rider Steve Plater was at Cadwell last week I ask what happened the previous week when he parted company with his bike at Oulton Park in the BSB super stock round. He said he hit a patch of oil, then admitted he was trying too hard to catch up. He now has another problem - he broke his arm in the last round at Thruxton so will be out for some time. Ben Wilson from Boston is leading that championship with a double win at Oulton and podium finishes at Thruxton. Phil Crow, from Market Rasen, is almost fit again, it was thought he had only bruised his leg in a fall at a recent club meeting at Snetterton but it turned out to be fractured. This didn't stop him riding at Cadwell the following weekend and achieving a win and a second place on Saturday although he gave it a miss on Sunday to give his leg a rest. He is back now with six wins out of six races at the Thundersport club meeting this last bank holiday.

I was working at the MSV car meeting a few weeks ago, I'm not a car person but must admit it was a very enjoyable two days with full grids and good racing on the tight Cadwell circuit, not at all like boring formula one and Moto GP the cars were overtaking.

Woody

## I couldn't resist finishing with this Stuart Alford pic

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The happiest pair in Manton quarry?

Suggestions of what was so funny for the next issue please,  
don't be shy!