

Online IMPACT

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Newsletter of Lincoln MC&CC Ltd

MARCH 2011

**NO TAYLOR/FAULKNER
NO ICE, RAIN OR SNOW
AND NO GOODY BAG!**

Another enjoyable night on the Bruce – Lorraine and I just did the one control again this year and we spent a couple of hours backed into a gateway at Stainfield wood, from 1.00am to 3.00am. And what a good

gateway it was – it was tarmaced, so our boots stayed reasonably clean for once. I say ‘our boots’ as Lorraine actually got out of the car this year, the weather being so warm – it was 3°.

I don’t know whether it was our location but, apart from the first few prima-donnas, the cars seemed quieter this year, although the majority still stood on their brakes with both feet as they arrived at the control and then set off again with tyres squealing and gravel flying – hardly necessary when they sit in the control for two minutes waiting for their time! Mitch must have been mortified though as few of the cars seemed to have back seats – at his age and size, I don’t know why he wants a back seat, he hardly seems nimble enough!

It was pleasing to see that most of the crews were much more polite than in the past and actually thanked us for marshalling, although the passenger in last year’s winning car and one other passenger kept up the spirit of the event by snarling and demanding their route card. When two crews want to leave on the same time I find it physically impossible to give both hand outs out simultaneously, so I use the ‘first come, first served’ principle – pity that delays the second car by all of THREE SECONDS! Probably the passenger ought to get out and fetch it – I’ll try that next year!

But we went home happy – albeit a little peckish and somewhat thirsty!

See you all at the AGM - David Chapman

Trials & Tribulations ~ Vol 43 ~ Feb 2011

“The Diary of Team Swaby/Evans”

Hi Everyone

February consisted of two trials and both were our own Lincoln events, hence the results will be covered elsewhere by President Chapman

The first was the Hinman Trial at Claxby, and as marking-out was carried out by just myself and President Chapman, accompanied as usual by my two Spingers, the biggest challenge was carting the 4 very heavy bags of markers around the venue, hence the length of the sections nearest the gate to shed some weight early on. The second biggest challenge was judging the conditions, as it was very wet on the Saturday and Claxby can be very unforgiving, as proven by a couple of the previous events we have got a little wrong at this venue! As a result we spent an awful long time attempting to ensure a sensible trial and, judging by the scores and positive comments, we managed just that, which was a big relief.

However, before we get too big-headed, there was a healthy dose of luck involved as the going developed the opposite to what previous experience and our own judgement suggested. The wind on the Sunday appeared to dry the clay parts very quickly and as a result the sections we set-out on the easy side, i.e. sections 1, 2, 6, 7 and 8, expecting them to be the most slippery turned out to be lower scoring than expected, where-as the three on the sandy side of the hill, that we marked out a bit tougher expecting them to be grippy(er), i.e. sections 3, 4 and 5, turned out to be harder than expected. As a result, it was these three sections that decided the finishing order on all three routes.

On the mid-route, my losses were limited to just two sections, as Woody's section 4 with a really steep/slippery climb that caused quite a few problems for others, proved no match for my plan of using the maximum possible speed and virtually no consideration to line, which proved very effective albeit a little scary.

My score on Michael Smalley's very tricky camber of section 5, which I marked out and was really pleased with, was very much the same as all the better riders i.e. a 3 on most laps, although I did try and go for a clean on the last lap, and ended up fiving it! I cleaned all the way passed the bit where most were losing it, but then had to make a tighter turn near the end, where I lost the back end and stalled it bugger.

However, it was on Richard Marris' section 3 where I did irreparable damage to my chances of finishing higher than my final third placing. On the first lap I cleaned the two sandstone steps only to lose the front wheel crossing the final grassy ledge, Two laps later I got a little off line and hesitated just before the second step and failed to get up it, and on the final lap my attempt was brought to a abrupt halt by two boulders that had fallen onto the plateau between the two steps. As a result I picked up 3 fives which there was no real chance of recovering elsewhere.

At this particular trial there was no Team Evans as the in-laws were all at a 50th Birthday party in London, presumably eating eels and drinking lager, hence my only riding companion was colleague Dan (Howard) who was riding the Easy Route and had a very good day, finishing just behind the regular top boys, demonstrating his continued improvement.

Despite a couple of random dabs, his only problem was Woody's section 4 where he dropped 8 of his 10 marks as he struggled to make the final cambered grassy turn. Early-on, he was taking too straight a line through the preceding part of the section which resulted in attacking the final bank at too acute an angle, causing a loss of grip. A change of line, i.e. dipping downhill a little making more of a turn on the approach, resulted in a better angle of attack at the slippery rise and improved results, showing that Dan is thinking about his riding and learning from his mistakes..... At this rate I don't think it will be long before he has a go at the mid-route at maybe Banovallum or Grantham.

On the 'local' front it was great to see Team Alford back out at a Lincoln Trial again, and Chris put in an outstanding performance to finish second on the hard route..... well done mate. Catherine and Stu who were competing with me on the Mid-Route, but were not having such a good day, both dropping a few more than expected on the 3 'hard' sections, with Catherine having a particularly hard time on these, leading to a convincing defeat by Dad on his very tasty Respol 4RT, although I'm sure Caz will argue that Dad's brand new rear tyre gave him an unfair advantage!

So, despite our initial concerns, it proved to be a brilliant trial with plenty of complements again being received, which really does make all the hard work worthwhile.

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Next up was Manton on 27th Feb and I think we can say it was again another great success for the Lincoln Team! The weather held, there was a good variety of sections that were really fun yet challenging to ride, the spread of scores appeared spot-on and we again received plenty of praise and, as far as I'm aware, no complaints That's three trials in a row this year and I'm not sure how much longer our luck can hold!!

This time round the Saturday marking-out team was bolstered by the return of Nephew Mike and the very welcome addition of Phil and Richard Marris, who contrary to my expectations marked out two of the easier sections (6 and 7), although I think luck was on our side as the banks did dry out more than we all expected! One bit that did not dry out was section 8, and for the benefit of those who wondered who to blame, I must take full credit for the lengthy water/mud crossing, which I thought was fantastic. It was like being a kid again splashing through the water and getting wet and dirty every lap, although I was a little disappointed that it didn't dig out a little more..... I'll have to see what we can come up with next time out at Richard's place!

The start of the trial was a bit surreal for me personally, as I could not quite understand if I was riding really well or Nephew Mike and Tim Hawcock had

completely lost the plot, as on the first few sections they seemed to be throwing marks away all over the place, yet I was coasting through the sections without any real issues. It actually turned out to be a bit of both, as I did start to cast points away later and both Mike and Tim got their heads into gear eventually.

On the mid-route Dave Traves and Russ Casey were well ahead of the 'also-rans', which consisted of Chris Traves, Tom Coy, Me and Mark Butler, in that order, each separated by a single point. Nephew Mike, who joined us on the mid-route, following a rugby injury, was next up but not quite in the same league as the top mid-route lads!!!! (Sorry Mike only joking although you were thrashed by Uncle Graham!). Mike actually had a very up and down day, as despite his shaky start he was the only rider to clean Dave Chapman's section all day, but also threw too many marks away as he continued to struggle with the rocks of section 1, where he eventually used the wider line I had spotted to give a better approach to both the rock step and the following slippery bank, and he also struggled in the water of section 8 as slippery going has never been his forte.

Other than a few stray dabs during the day, my two big issues were managing to confuse myself on Steph Marris' section 6 on lap one, throwing away a five by going the wrong way, which cheered Nephew Mike up no-end after his disastrous start, and the small pile of rocks at the bottom of section 5, which I marked out and was the only section I could not clean (why do I keep doing that?). The rocks on this section were preceded by a steep, loose descent and a tight-ish left turn, and I simply could not get both wheels through the rocks without one of them ricocheting off a rock, causing me to dab. I also had one scare on Chapper's section where I was losing the front all the way down the initial steep slope and had no choice but to just let the brakes off and let it run into the turn at the bottom, at the last minute I just cracked the throttle open and the bike somehow wound itself round the turn and up the next hill, much to my shock and amusement, as I was expecting it to either go straight into the stinky water at the bottom or loop out on the hill luck was obviously on my side on that occasion.

On the easy route, youngest Nephew Luke made it to the finish this time at Manton and took a couple of scalps in the process which was brilliant. With the guidance and encouragement of Dad Gary and Nephew Mike he had a couple of excellent rides to make it through both the scary descent and climb of Chappers' section 4 and the deep water of Lorraine's section 8, and with the same combination in his corner he also managed a clean on Steph's long climb, so he had a belting ride which should really boost his confidence for next time out.

Having less of a good day was my work colleague/friend Dan (Howard). After an ok start, where he threw away a few dabs over the first two laps, his front sprocket came off and jammed under his swing-arm, which resulted in a very tiring push back to the pits and a retirement, as there was no spare circlip available to hold the sprocket in place and he did not want to repeat the wheel lock-up that luckily happen on a very flat and slippery part of the quarry.

So, apart from Dan's retirement at Manton, it's been a really good month on the trials front for Lincoln, hence a huge thank-you to all those that have helped mark-out, take entries, observe and compile results (Thanks Everyone).

On a slightly different tack, several people have said that the reports in IMPACT are so much better when they include photo's and we all couldn't agree more, but to make this viable we need more riders to drag an observer along, so President Chapman can remain free of an observers board and prompt lots of us to fall off in front of his lens! We were very close to pulling up a couple of sections with only 15 minutes to go before the start on Sunday and no-one wants to do a six section trial, as just imagine how long the queues would be.

This also prompts a mention of our next event, which is the prestigious Ladies National which hopefully lots of you will offer to assist at. (There were several ideas already floating around for new sections whilst we were marking out for the Mick Ingamells Trial so hopefully we'll manage to repeat our success of the past few years.)

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Anyway, that'll do for now. Hopefully these couple of good rides in February have helped set me up nicely for similar performances in March, which includes the Bemrose National on March 20th, my annual road/national trial outing, and for 2011 includes first time entries for Catherine Alford and Adam Witting, which should give me plenty to write about next month.

(Does anyone out there know how many miles an EVO 4T will do on a tank full?)

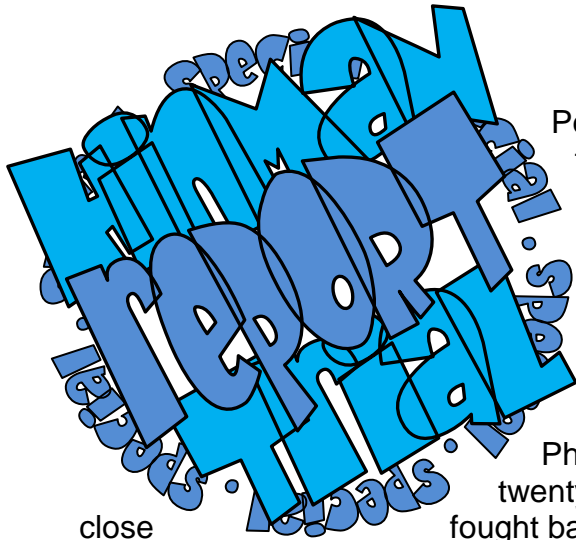
Cheers for now

Graham



As there are no photos from this event, this is the only other time Phil Marris rode a Montesa: -

The Francis Cup 2008



Persistent rain leading up to the Hinman trial threatened to create havoc to the Claxby Hillside sections but a strong wind throughout rapidly dried the majority. The climbs of numbers three, four and five though, set on the eastern slopes of the Wolds did remain slippery and took the lion's share of the marks.

close
fought battle and Phil was pushed hard all the way by young Chris Alford, Emma Bristow and Tim Johnson, these three being separated by just three marks. "A" Class youth Chris impressed most, finishing just six points behind Phil with a loss of thirty-three, Emma and Tim a further one apiece in arrears on thirty-four and thirty-five.

Over-forties took the top four places on the green-route and the outcome could have been even tighter had David Traves and Graham Swaby matched Russell Casey's consistency. Each of the three dropped seventeen on the slippery cambers of the fifth but Russell added only four more on the remaining seven hazards whereas David struggled on the slippery descent of the fourth adding a further seven and Graham met his match, incurring two maximums, on the double sandstone steps and subsequent climb of the third, David ending the day on twenty-eight and Graham thirty-one.

The pressures were on on the white route as Mark Francis battled with the Witting family and John Hamblin, to quote John he was "out of the running due to a silly five" on section four. Mark, however, kept his nerve and a clean sheet whereas the Witting brothers Stuart and Kevin dropped one each, again both on the fourth, and Kevin's son Adam recorded three on the fifth.

RESULTS

Hinman Trophy	Phil Marris (Gas Gas) 27
	Chris Alford (Feet Up Gas Gas) 33
	Emma Bristow (Ossa UK) 34
Best Inter	Tim Johnson (Beta Evo) 35
Best Over 40	Russell Casey (Beta) 21
	David Traves (Gas Gas) 28
	Graham Swaby (Beta) 31
Best Novice	Marc Clayton (Sherco) 46
Best Twin Shock	Mark Francis (James) 0
	John Hamblin (Bultaco) 8
Best Over 50	Stuart Witting (Yamaha) 1
	Steve Marwood (Gas Gas) 17
Best A/C mono	Kev Witting (Yamaha) 1
	Roger Sanderson (Yamaha) 38

David Chapman

RESULTS - THE COMMITTEE CUP NAVIGATIONAL 12 CAR - 23 FEBRUARY 2011

		STC	STC	IRTC	RTC	STC	STC	STC	TOTAL	P'C's	TOTAL	POSITION
NO	DRIVER / NAVIGATOR	1	2	3	4	5	6	7				
1	FRANK ASH / NICKY FAULKNER	4	4	0.26	4	12			24.26M	2F	2F 24.26M	6
2	SIMON TAYLOR / IAN FAULKNER	3	4	4.05	4	12			27.05M	1F	1F 27.05M	5
3	ALAN JACKSON	4	2	1.18	1	18			26.18M	1F	1F 26.18M	4
4	ALISON & TREVOR FAULKNER	4	3	2.32	3	8			20.32M		20.32M	3
5	STEVE HALL / AGGIE FOSTER	2		1.24	1	7			11.24M		11.24M	2
6	G COWLING/RHIANNON WILKINSON	4	5	1		6			16M	3F	3F 16M	7
7	DAVE DIMBLEBY/DAVE WILKINSON		3	1.05	1	4			9.05M		9.05M	1ST

FIRST OVERALL CAR 7 - DAVID DIMBLEBY/DAVE WILKINSON
FIRST LINCOLN CREW THE COMMITTEE CUP - CAR 5
STEVE HALL / AGGIE FOSTER

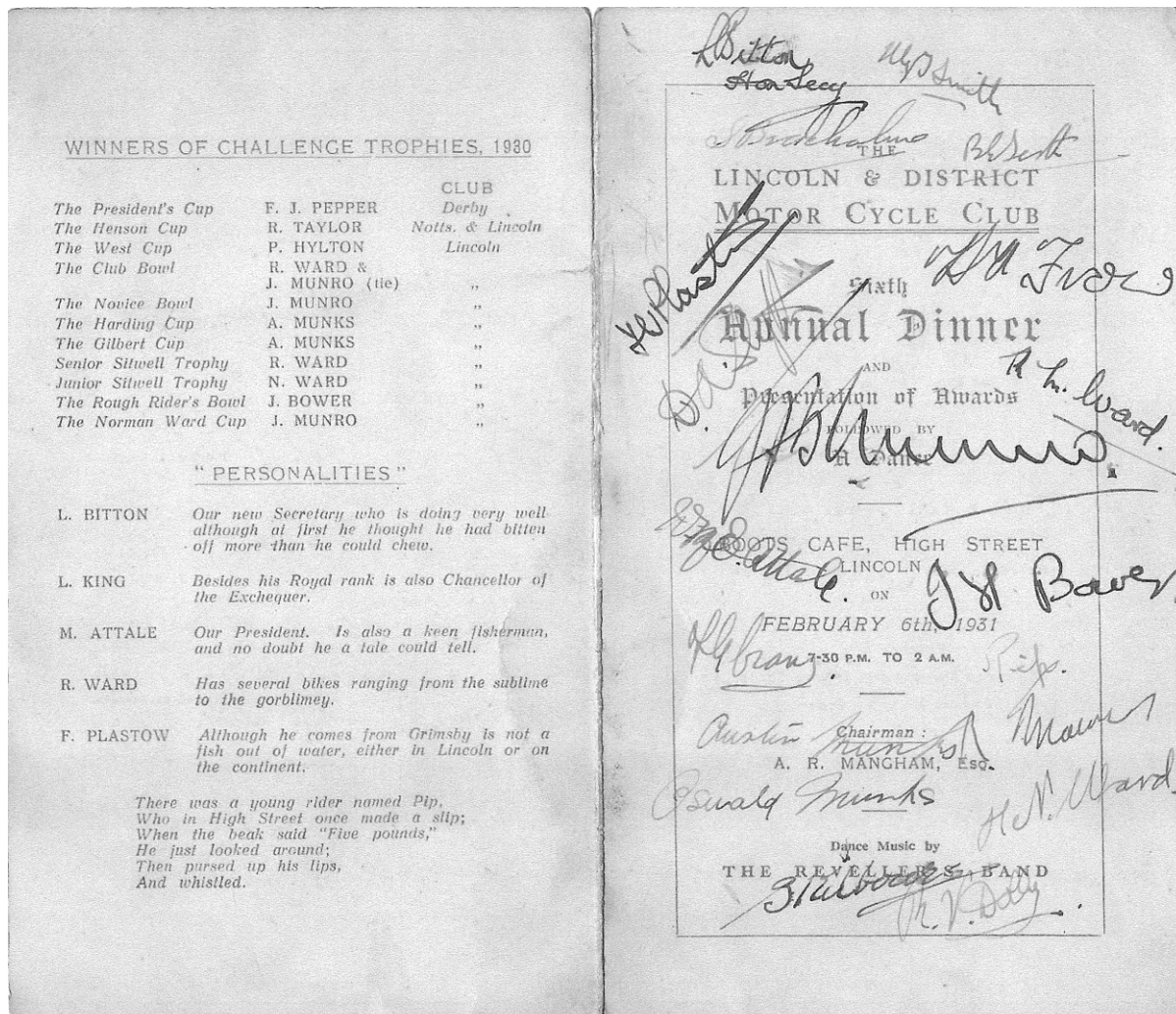
RESULTS DECLARED FINAL 23.13hrs 23/02/2011

CLERK OF THE COURSE -

CLIFF DOE

Annual Dinner

Following the success of the 2011 Dinner, I thought I'd publish this: -



(Supplied by Ken Russell)

The autographed front and pack of the menu of the 6th Annual Dinner and Presentation of Awards of the **Lincoln and District Motor Cycle Club**, at Woods Cafe, High St. Lincoln. **6th February 1931**.

Check the times: - 7.30pm to 2.00am, I hope Woods Cafe was licensed as that's a hell of a long time to be drinking tea.

If it was licensed no doubt the beer 80 years ago would have been much better, all draught being 'real ale' with no cream-flow kelter and none of that ice-cold-chemically-concocted-Euro-fizz or Digger-fizz crap, but sadly no draught Guinness either.

Also check the names, many on trophies still awarded today.

Any other thoughts, memories or information would be very welcome.

David Chapman.

RAMBLINGS

What a Bank Holiday we have to look forwards to in August, not only the BEST round of the British Superbikes at Cadwell, we have the European Grass Track finals hosted by the Wainfleet Club at Thorpe St Peter, I have to say that all the work over the years that Reg Blackburn and his team have put in justifies event coming to Lincolnshire. It is in my opinion now the best Grass Track meeting in the UK by some margin, quiet fitting considering Lincolnshire's "grassing" heritage.

In 30 odd years it is only the third time that the event has been hosted this side of the Channel. Here's hoping that both events enjoy good weather, a good spectator attendance and some cracking racing.

Cadwell have a busy season ahead covering just about every aspect of motorsport and in addition to the Euro event in August, Wainfleet host a qualifying round of the British Grass Track Championships on May 1st.

Some while ago I mentioned the likelihood of "Road Trains", whereby a number of vehicles travel in convoy on motorways with a "lead" vehicle in control. Well reality beckons, having had successful trials in Sweden by the EEC funded SARTRE (Safe Road Trains for the Environment) team, "Platooning" as it has become known is likely to become a reality in the next ten years.

Suitably equipped vehicles will run in convoy a few meters apart at normal road speeds. It is claimed that there may be up to 80% reduction in accidents, up to 25% reduction in fuel consumption, reduce congestion and allow drivers to undertake other activities whilst driving, all vehicles will be free to join, leave the "Platoon" at any time.

Am I missing something? It does not say if convoys will be mixed or of a specific type eg cars or lorries, if mixed and a car was between two lorries and wanted to leave the convoy what will the communication be with lead driver as in theory the individual driver will have no control of their vehicle and potentially be positioned in such a way as to not be able to see in mirrors if adjoining lane free to move into.

Well the "Bruce" has been and gone for another year, from my perspective it was a "good un". Clearly the event documentation must have been read and digested as virtually all were well under the noise limit. There was much muttering at halfway and at the finish from some navigators (mostly the top seeds) about the difficulty of the detail provided, but it is a navigational event, there are other forms of rallying and motorsport if competitors want a "good thrash".

Does a road event really need chase cars? One particular vehicle was present at scrutineering, petrol and seen on several occasions through the night. Perhaps something to be in the "NO" column of next year's reg's?

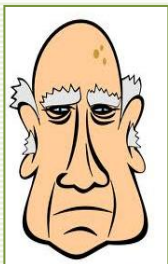
Whatever next year brings we should be saying a heartfelt thank you and well done to David and John Dimpleby for a "crackin" event.

So, rallying has a new supremo in the form of Michelle Mouton, a true "fast lady" and a legend in her own driving career and so unlucky not to have become World Rally Champion in the 80's.

An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted with a set of hearing aids that allowed the gentleman to hear 100%

The elderly gentleman went back in a month to the doctor and the doctor said "Your hearing is perfect, your family must be really pleased that you can hear again."

The gentleman replied, "Oh, I haven't told my family yet. I just sit around and listen to their conversations. I've changed my will three times!"



She could match the best when at the wheel of the fearsome Audi Quattro Sport.

This appointment follows close behind her becoming the head of Women in Motorsport, now the combined talents, guile and female intuition of Michelle and Madame Sec must send shivers down the spine of the "men" of the motorsport world!!

Are the FIA looking to kill off club motorsport? We had some time ago the dating of helmets, my argument at the time was one of use, a single stage rally will result in more usage than a whole season of sprinting or hillclimbing. Now we have proposals to "life" belts and seats, for those disciplines where standard seats can be retained, how will this proposal apply, are the FIA going to say that Mr Ford or Vauxhall's seats have to be changed after a given period of time. I also understand that seat mountings may also be on the agenda, surely the same argument would apply.

What's next, banning bolt-in cages, putting a life limit on suits, gloves and footwear? Mitch

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Impact

David Chapman
As Above

WHATSON IN 2011

- 16 MARCH** **THE P G HOWSON 12 CAR RALLY**
Clerk of the Course –
Trevor & Alison Faulkner
Car 1 starts 19.31
For start details and maps phone
Trevor on 01673 818718
- 23 MARCH** **ANNUAL GENERAL MEETING**
THE GREEN ROOM
TENTERCROFT STREET
LINCOLN – 9.15pm
- 13 APRIL** **CHAIRMAN'S CUP**
TABLE TOP RALLY
Venue – The Green Room
ORGANISER REQUIRED
- 15 MAY** **TR ENTERPRISES LADIES TRIAL**
Ladies British Championship Trial
Venue - Manton Quarry – 11.00am
(Observers wanted)
- 16 JULY** **FRANCIS CUP TRIAL**
Followed by FREE BBQ
All welcome – bring a tent!
Venue - Cockthorn Farm, Scotton
4.00pm

The Bruce and the Memories.

With the 2011 Bruce now over, another well received, (by most entrants) and well organised event, it is now ready to be put to bed for another year. It is satisfying to have helped in some small way to the event being such a success, the hours that David and John must have put into the event does not bear thinking about, Sue and I spent a short time at Wickenby and Ludford helping but hardly scratched the surface. It was a shame that one or two navigators were loath to admit their own inadequacy and voiced their opinions in no uncertain terms, at the halfway and finish, one having failed to read the route instructions, missed STC31 and had to go back for it and that was an expert, but not before complaining to the clerk of the course who told her to read the route card, I presume with great glee. One or two, I believe moaned about the route instructions on RC20 saying they were ambiguous, some people will try anything when they drop a clanger instead of accepting their mistake (this is probably a bit like the kettle calling the pot black as I might have tried it in the past!) but to drop 11mins on a 4min section when there are NO boards out ½ a mile up the wrong route takes some doing even when you are guessing! Not being sexist but two of the most vocal voices were female I am told, both experts. The results came very quickly and were produced on the screen so everybody could see without having a scrum round a sheet of paper, very good. With the results declared final David and John were going out to pick up code boards etc. more hours to put in plus having to clear the private land later in the week.

Looking back the first Bruce that really springs to mind is the one organised by the Frow brothers, Wynn & Lloyd, in the mid sixties which we had publicised on our travels doing rallies in Wales, Yorkshire, Lancashire and of course locally, the result being 120 entries at the start at the transport café at Caenby Corner, now The White Heather. To the best of knowledge the only road rally to have achieved the maximum entry in Lincolnshire. Amongst the entries were David Sutton (a winner of the event) Bruce Hodgson and John Brackenbury plus yours truly, these I remember as we all had accidents at some stage during the event. Eric calling out junction left 50yds 90 right as per the map it was a T junction! result a distinct lack of lights Suttly went straight on at an unmarked 90 left on a white to the east of Blyton, Bruce hit a tree while in the lead near the finish, John hit club member Roger Tustin nearly head on going to the finish, I think I have still got Rogers engine. The route included stages in Scunthorpe steelworks, one off Dawes Lane the other in the old Frodingham works (now a housing estate) long before the RAC decided to go there.

The next involvement were the stage events which started with the single venue events at Hemswell late 70's early 80's with the multi venue events sponsored by Esso, Newark Rd Garage, Fossitt and Thorne and Club member M.G. Raw then of Drake St. Keith Wilkinson was Clerk of the Course, myself Secretary, Sue entries Sec. all ably helped by Bob Stubbs, Derek Morley, Mike Raw and their partners. With laps being allowed, some stages were 20 plus miles long on Hemswell. I remember Brian Simpson the 1982 winner saying how proud to have his name on the trophy previously won by David Sutton. After each event there was always a putting to bed social night out at a local hostelry a good idea!

The final involvement began when Dave Campbell asked me to help with the results one year, having agreed, Dave announced later that he was otherwise busy and I was on my own. I can remember working them out on the frozen roof of the car at the final control once, also using Alan's kitchen table much more pleasant. Goodie bags and being a steward followed then the last few years it included putting code boards and no boards out plus the odd arrow here and there, I hope in the right place. What next I might ask? Looking back, the first rally I ever did was in 1959 when we had to be pulled out of a snow drift at Great Tows, before I knocked on the door of the farm to ask for help I heard them listing what food supplies they had left. Most of the other competitors retired stuck in the snow in Biscathorpe the general comment after the event was that's the last we shall see of them, 52 years later I am still here.

Brian Moore

ACTUAL AUSTRALIAN COURT DOCKET 12659 ---

A lady about 8 months pregnant got on a bus.
She noticed the man opposite her was smiling at her.
She immediately moved to another seat.
This time the smile turned into a grin, so she moved again.
The man seemed more amused.
When on the fourth move, the man burst out laughing,
She complained to the driver and he had the man arrested.

The case came up in court.

The judge asked the man (about 20 years old)
What he had to say for himself.

The man replied,
'Well your Honour, it was like this:
When the lady got on the bus,
I couldn't help but notice her condition.
She sat down under a sign that said,
'The Double Mint Twins are coming' and I grinned.
Then she moved and sat under a sign that said,
'Logan's Liniment will reduce the swelling,' and I had to smile.
Then she placed herself under a deodorant sign that said,
'William's Big Stick Did the Trick,' and I could hardly contain myself.
But, Your Honour, when she moved the fourth time
And sat under a sign that said,
'Goodyear Rubber could have prevented this Accident!'
... I just lost it.'

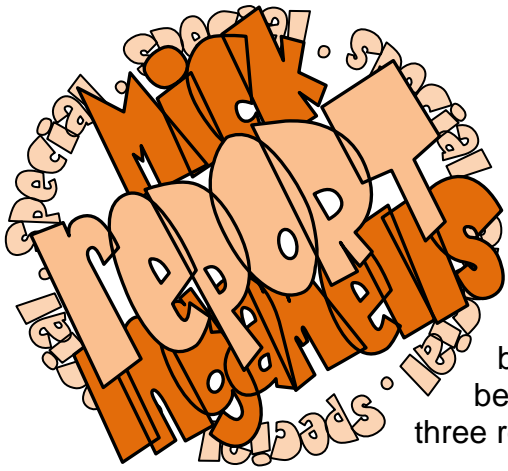


BRUCE ROBINSON RALLY

12/13 FEBRUARY 2011

Overall Results - Position Order

Po s	Car	Class	Driver	Navigator	Card 1	Card 2	Card 3	Total
1	5	1o/a	Ade Green	Ian Gibbins	01:46	03:12	06:41	0:11:39
2	8	1 E	Andrew Smith	Ali Procter	01:20	07:48	05:30	0:14:38
3	3	2 E	Martin Betts	Cath Woodman	01:07	03:04	11:42	0:15:53
4	19	3 E	David Wilkinson	Jonathan Stockdale	02:49	08:17	05:38	0:16:44
5	6	4 E	Nick Toplis	Sam Collis	01:27	08:07	08:23	0:17:57
6	2	5 E	Ian Ainsworth	Stewart Merry	01:46	05:21	10:53	0:18:00
7	17	6 E	Dave Quinney	Gary Evans	02:56	04:57	10:21	0:18:14
8	9	7 E	Simon Randall	Paul Davenport	02:08	09:40	08:52	0:20:40
9	25	1 S	Mick Smith	Rhiannon Wilkinson	03:13	09:42	08:19	0:21:14
10	16	8 E	Gavin Smith	Mike Petch	06:03	06:53	09:41	0:22:37
11	1	9 E	Guy Robinson	Charles Wheeldon	01:20	06:10	15:10	0:22:40
12	11	10 E	S Featherstone	Sasha Heriot	02:15	05:07	15:28	0:22:50
13	23	2 S	Dave Leadbetter	Kevin Ablitt	02:40	06:02	16:10	0:24:52
14	31	3 S	Colin Ladley	Bethan Blythe	06:03	07:52	13:21	0:27:16
15	12	11 E	James Tyson	Neil Harrison	03:10	13:24	12:17	0:28:51
16	28	4 S	Andy Smallwood	David Bell	03:36	11:45	15:07	0:30:28
17	15	12 E	Craig Burgess	John Pickavance	02:06	11:42	16:45	0:30:33
18	37	1 N	Gawaine Clark	Tom Dziadkiewicz	01:59	13:37	17:58	0:33:34
19	18	13 E	G Popperwell	Brian Jaggs	03:24	05:51	25:21	0:34:36
20	24	5 S	James Vincent	Ross O'Brien	02:44	18:21	18:06	0:39:11
21	32	6 S	Karl Ruijsenaars	Herman Ruijsenaars	04:13	29:04	26:33	0:59:50
22	30	7 S	Geoff Goodwin	Ian Graham	02:08	33:42	27:17	1:03:07
23	35	8 S	Dave Broadley	Sam Spencer	03:05	31:01	35:32	1:09:38
24	36	2 N	Chris Walker	Dave Hunt	07:06	46:41	17:28	1:11:15
25	10	14 E	Phil Burton	Mike Ogram	03:12	10:46	1F 04:17	1F 0:18:15
26	27	9 S	Andrew Stewart	Roger Stoneley	1F 04:35	16:52	19:43	1F 0:41:10
27	40	3 N	Alex Green	Andy Darlington	03:58	1F 51:03	26:26	1F 1:21:27
28	42	4 N	John Bellworthy	Joseph Woodward	20:47	1F 39:03	1F 42:15	2F 1:42:05
29	20	15 E	Craig Bellworthy	Paul Gould	03:44	29:27	5F 24:17	5F 1:57:28
30	29	10 S	Dhiren Solanki	Chris Thorley	04:50	28:09	6F 57:59	6F 2:30:58
31	39	5 N	Chris Marr	Sally Picksley	04:47	13F 02:00	5F 33:19	18 F 4:40:06
Retirements								
	4		Owen Turner	Bob Blows	Exhaust			
	7		Jonty Bloxham	Nick Bloxham				
	13		Andy Nixon	Paul Taylor				
	14		Ash Chapman	Dan Spittlehouse	None Start			
	22		Alex Kirk-willey	Craig Hardman				
	33		Simon Taylor	Ian Faulkner	Suspension			
	34		Bob Ward	Karl Ellis				
	38		Reg Walker	Sam Housley				
	41		James Taylor	Joe Taylor				



After many years riding 2 stroke, particularly Gas Gas, Philip Marris changed to 4 stroke and to Montesa, but the outcome was the same – he won the Mick Ingamells trial!

Manton quarry was the venue and following the previous days heavy rain, it was at its muddy worst but the section setting team were on their best behaviour and produced eight superb sections on all three routes, for which they received much acclaim.

With several regulars away at National events the hard route was contested by just four riders but that didn't detract from the competition, it probably intensified it as each was able to keep a nervous eye on the others progress. For that purpose mental arithmetic needed to be as keen as concentration as Philip Marris and Tom Ablewhite incurred losses on six of the eight sections and Tim Johnson and Darren Cox on all but one. Indeed concentration was the key element as all sections were tricky rather than spectacularly difficult, resulting in just four fives, three on the steep banks of number four and one on the slippery fifth.

Philip's winning margin was more comfortable than initially thought as he ended the day on sixteen, Tom on twenty-four, Tim thirty and Darren thirty-seven.

Losses on the mid-route were much more condensed, sections three, four, and five taking marks from all bar Mike Evans, who remained clean on the steep descent and slippery turn and climb of number four. Unfortunately Mike couldn't replicate this on the slippery climbs of the first and last hazards, resulting in a mid-table finish.

Three Over-forties topped the leader-board with Dave Traves coming out on top losing of just eight points, all incurred on the afore mentioned sections. Russell Casey added a couple on section eight to his tally on the on the middle three, which included an uncharacteristic five on the fourth, to finish on thirteen. Dave's brother Chris finished third despite failing twice on the slippery turn and climb of the fourth raising his total to twenty, one fewer than top Youth "B" Tom Coy.

The water of section eight took the majority of marks on the white-route although the steep, slippery descent of the fourth, where the cold, smelly, stagnant, little pond at the bottom looked very 'inviting', created the most problems, particularly when it became rutted - causing several riders to try a spot of fishing.

Once more the competition on this route was tight as the top five were separated by just four points. John Hamblin managed the five laps without loss to take the twin-shock honours, Kev Witting dropped one to win the air-cooled monos and Steve Marwood beating Stuart Witting on most-cleans to take the over-fifties with two marks lost.



David Chapman

classifieds

2006 Gas Gas 125 TXT Pro, Excellent condition £1450 ono tel 01754 830035

1958 Tiger Cub, excellent condition, road reg & original log book, MOT & tax £1850. tel 01754 830035

Gas Gas 280 Pro 2007, bought 2008, red Renthal fat bars, all bearings, chain & sprockets in good order, £1850 ono tel Phil Marris on 01724 763441

2007 Gas Gas 125TXT Pro, £1450 ono phone Gareth on 01522 720318

My trusty **Nikon D80 Digital SLR** camera – Body only. 3 Years old and in excellent condition, you've seen the results in Impact, TMX and on the big screen at the dinner.

Tech spec incl: - 10.2 mega pixels, 3 frames per second, ISO 100 – 3200. Auto, Man, Prog, AP, SP + 6 speciality modes. Auto & Man focus in various modes. Numerous TTL metering modes. Built in flash + hot shoe.

Complete with body cap, strap, screen protector, battery & charger, leads and software. Somehow I've managed to misplace the instruction manual but I have it in pdf form and can put on disc and could also print it.

All this and as much instruction as you want for just £275

I also have a **Nikon 18-70mm** f3.5/4.5 zoom lens, inc both end caps and hood – this works perfectly on manual focus but **A/F is FAULTY** £25 For more details phone David Chapman on 01526 323338

LINCOLN MOTOR CYCLE AND CAR CLUB LTD

ANNUAL GENERAL MEETING

Notice is hereby given that the annual general meeting of the Lincoln Motor Cycle and Car Club Ltd will be held on Wednesday 23rd March 2011 at the Green Room, Tentercroft Street, Lincoln.

Doors will open at 9.00pm, prompt. Admission to the meeting will not be permitted after 9.15pm.

PLEASE ATTEND. This is your club and the decisions made will affect you.

It would be appreciated if prior thought could be given to agenda item 10

REMEMBER TO BRING YOUR MEMBERSHIP CARD WITH YOU.

AGENDA

1. Chairman's opening remarks.
2. To approve the minutes of the 33rd A.G.M. of the Lincoln Motor Cycle and Car Club Ltd held on 17th March 2010.
3. To discuss any matters arising therefrom.
4. Secretary's report for the year ended 31 December 2010.
5. To receive and if felt fit, approve the accounts for the year ended 31 December 2010.
6. To elect the accountants for the company.
7. Election of Officers and Directors for 2011.
8. To elect a President
9. To elect a Vice President.
10. The Future – How do we encourage new members into the Club? Where is the next generation of members / competitors coming from? Discussion item.
11. To discuss any other business deemed admissible by the Chairman.

Signed Aggie Foster, Honorary Secretary.
2nd March 2011.

LINCOLN MOTOR CYCLE AND CAR CLUB LTD

ANNUAL GENERAL MEETING

LINCOLN MOTOR CYCLE AND CAR CLUB LTD NOMINATIONS FOR OFFICERS FOR 2011

OFFICE	NOMINEE	PROPOSER	SECONDER
CHAIRMAN	P FOSTER	G SWABY	T FAULKNER
VICE CHAIRMAN			
HON SECRETARY	A FOSTER	P FOSTER	G SWABY
HON TREASURER	A FAULKNER	A JACKSON	D CHAPMAN
COMPETITIONS SECRETARY MOTORCYCLES	G SWABY	T FAULKNER	D CHAPMAN
COMPETITIONS SECRETARY CARS	A JACKSON	A FAULKNER	A WOODCOCK
PUBLIC RELATIONS MOTORCYCLES	D CHAPMAN	A FAULKNER	A JACKSON
PUBLIC RELATIONS CARS			
SOCIAL SECRETARY			
AWARDS OFFICER	A WOODCOCK	P FOSTER	G SWABY
EQUIPMENT OFFICER	M ELLIOTT	A FAULKNER	A FOSTER
CHIEF MARSHAL MOTORCYCLES			
CHIEF MARSHAL CARS			
BOARD MEMBER	T FAULKNER	D CHAPMAN	A FAULKNER
BOARD MEMBER	M RAW	P FOSTER	A WOODCOCK
BOARD MEMBER	S HALL	D CHAPMAN	G SWABY
BOARD MEMBER			
BOARD MEMBER			
BOARD MEMBER			

Aggie Foster Honorary Secretary 2nd MARCH 2011