

Online IMPACT

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Newsletter of Lincoln MC&CC Ltd

SEPTEMBER 2011

The Peter Carter Trial



Manton quarry provided the excellent venue for the Peter Carter trial and Graham, Mike, Ken, Richard and yours truly produced eight excellent sections.

More by accident than design we abandoned the one- third easy, one-third middling and one-third hard section format and just produced eight beltors – six of which were on virgin ground and one longer running than Coronation Street! Five laps of these resulted in a good, tough trial very Metherringhamesque and enjoyed by all – 39 entries and 39 finishers!

Section one was long and, using rocks and cambers by the gate, it took marks from all, Tom Ablewhite being the best on the hard route with just a single dab – on the opening lap.

Section two featured a tricky jumble of rocks before a long, steep, loose climb, the top of which many failed to reach on

the first lap. Matt Jones reached the summit on this occasion with a single penalty, his only one on this hazard and young Chris Alford flew through the ends cards having dropped two on the rocks. The large, awkward rocks of the third again took marks from all with Matt once more coming out on top dropping just a single, on lap three. Phil Marris was the only other rider to clean this section and almost equalled Matt but dropped his front wheel in a hole between rocks on the final lap and needed a lot of footing to recover.

The adjacent fourth again used large rocks and steps and probably looked the most daunting hazard but was the first not to take marks from all, Matt Jones remaining clean throughout. Only one other rider cleaned, Tom Ablewhite on lap four and surprisingly only one rider fived, Rob McElnea parting company with his Montesa on the second circuit.

The twisty bank of section five was yet another to penalise all, Matt Jones being the only rider to clean, once on the opening lap and once more on the penultimate tour. Both Phil Marris and Tom Ablewhite came close as both managed single dab rides but both also failed twice.

Section six was unique, not only for being the only hazard to involve all five course plotters or for being the only section where two riders remained clean but also for being the scene of big Rob Mac's only clean of the day! In fact it was the only section where all nine hard route riders managed at least one clean, Matt and Phil being the two to clean throughout.

Section seven was another to include a steep, loose climb but this one had an awkward little step at the bottom thus offering no run-up and negligible grip. Matt Jones failed on the first lap but cleaned on all subsequent attempts, Phil Marris cleaned

three times and managed to reach the top on both other occasions albeit with three dabs each and Chris Alford's tally of seven included two cleans.

Cleans were not common place on the long, long number eight as it climbed and descended the bank beside the weigh bridge and wheel-wash. Initially the climb was loose, deep billiard ball sized stone changing to sand above concrete steps towards the end. Phil Marris was best here with a score card of 3, 1, 1, 0, 1 and Matt being the only other to finish in single figures, his total of nine including the day's only other two cleans. Four riders managed to reach the ends cards on just one occasion but Adam Frith failed on all five attempts.



The green-route was a similar story with winning scores almost identical and cleans being as few and far between. Andres Cook took the win with a loss of twenty-four, just less than half that of runner-up Mark Wray and current over-forty series leader Russ Casey. Graham Swaby could have been well in contention with the top three but for a nightmare on section one where he stalled three times and took a marker out in his total of twenty-one.

The climb of section two proved less problematic on this route as all but Tim Hawcock and Ross Mason achieved at least one clean and Andres and Russ remaining clean throughout. Ross Mason made amends on the rocks of the third as he and Graham Swaby dropped just five apiece, one more than best performer Andres Cook, in contrast Russ Casey lost his chance of victory as he amassed fourteen.

Sections four and five created few problems and eased them gently into the tough sixth where the steadily turning loose climb tightened and steepened into a vertical step before turning 180° left and then making a loose, rocky descent. No one mastered this section except Andres who incurred just a single dab. He repeated this on the climb of the seventh where few reached the top on the first lap, Andres' one being bettered only by Russ Casey and Graham Swaby who both went clean on lap one. Those three were joined by Caz Alford in being the only ones to remain in single figures here.

And then came section eight, just a single clean, Graham Swaby, and just two ones, one each for Bo Kyrnyckyj and Tom Coy. All ended up well into double figures with Andres best on fourteen.

The white route was a complete contrast as Kev Witting completed the forty sections without loss to take victory.

When his Bultaco wouldn't start John Hamblin borrowed Dave Glover's Tiger Cub and finished as runner-up, top over-fifty rider Colin Charles joining him with a loss of four but lost out on the most cleans tie-breaker.

The most intense battle though was that of 'Team Alford' where a delighted Louise beat father Stuart 5 points to eleven. A beaming Louise reported to us at section 3 that dad had fived the first section and she was still clean, we got updates each and every lap and each and every lap the beam got bigger and bigger as Lou kept her lead. Stuart's forfeit was to walk home if Louise beat him – Stu's not been seen since, I trust he's still walking!



David Chapman.

RAMBLINGS

I must open with belated congratulations to the Chairman, not only did he leave the bank rodents of Belgium unmolested he won his class on the Ypres Historic Rally, Similarly congrats to Gary Johnson on his TT win and putting Lincolnshire on a TT trophy once again, sadly the Manx fairies were not waving their wands for Guy Martin and the top step eluded him again, his day will come. With all Guy's popularity perhaps Gary has been a little bit overshadowed but when it mattered he did the business.

Sadly, hot on the heels of the demise of Nth Lanarkshire Motor Club another long established club (actually founded in 1908), SUNBAC (Sutton Coldfield & Nth Birmingham Automobile Club) has called time, for as long as I can remember they had a close link with Silverstone and their race meetings held there. Again, like the Nth Lanarks club reducing numbers and an ageing organising team have taken their toll.

Whenever you think there is nothing else that will surprise you something comes along and does. Most campers and caravans that are fully equipped have a toilet with some form of removable cassette, normally accessed from outside, some sharp minded individual has marketed a ventilation system for said location. And folks are buying them, surely it's not a big problem to fit a vent in the door or floor and not shell out silly money on a fan and some ducting! Talk about more money than sense. There is even a company selling a few bits of wood lathe screwed together to make a folding dog-guard, again at eye watering prices. Are we really that gullible? Sadly it would appear that yes is the answer.

Volvo are in the throes of developing a bit more technology and looking to adapt the pedestrian avoidance system so as to reduce the level of animal impact, injuries and fatalities, I am interested in the sensitivity of the system or are we going to have the situation where every time a suicidal pigeon or pheasant flies in front of the car the throttle will be closed and the brakes applied? I am sure the techno kid in the following car reading their texts or whatever will soon be making contact, I am sure they wont have seen the offending creature let alone be aware of the vehicle ahead, likely to keep the insurance industry busy? Or am I just an old cynic.

The good old EEC have been at it again, apparently 1.8% of heart attacks in high income states in Europe are attributable to traffic noise above 60 dB, current car limits are 74 and the plan is to reduce it to 70 with a similar reduction for commercial vehicles. For those of us involved in motorsport the future must be bleak, we are exposed to levels that should kill us on the spot!

I wonder how many people die from Bee and Wasp stings? Should we be lobbying Brussels to limit their numbers?

Talking of our friends across the channel the French voted with their wheels on the 18th June and a 100,000 took to the roads in protest to the proposed bike legislation and the hi-viz jacket law in particular, worryingly Ireland is now making similar rumblings, without a shred of statistical evidence.

I fear for the future of our chosen interests be they 2, 3 or 4 wheeled, taking into account the above comments and the following happenings; France wants to ban pre 2004 bikes and pre 1997 cars from city centres on pollution grounds. An American state has refused the registration of a "hardtail" custom bike on the grounds that it is dangerous and in NZ police are issuing "demerit" notices to riders who aren't wearing hi-viz clothing (despite there being no legislation that requires riders to do so), ultimately the accrual of 120 demerit points automatically results in the loss of licence for six months.

Better news nearer to home with our gov't instigating a new "THINK" campaign to improve the bike awareness of other road users in an attempt to reduce the disproportionate number of two wheeled casualties. Some 78% of accidents involve another vehicle with 67% of those happening at junctions. Whilst applauding the gov'ts initiative it is worrying that all the campaigns so far have had little success, particularly when one person I know will argue black is white that all the THINK BIKE and similar roadside signs are aimed at bikers and not car drivers, good to see the gov't has a challenge.

And one bit of good news from Europe, the "Brussels Sprouts" have finally acknowledged that there is no correlation between power and motorcycle accidents, but the pessimist in me thinks they will soon come up with another hair brained idea.

A new consultation document has recently been published under the banner of; "Roads That Cars Can Read", the result of combined efforts by Euro NCAP (European New Car Assessment Programme, and perhaps better known for their crash testing standards) and Euro RAP (European Roads Assessment Programme), it is aimed at improving both the quality and clarity of road signs and markings. Making signs easier to read benefits both drivers and the ever increasing on-board technology that can alert drivers of problems ahead, the consultation document suggests that up to 2000 fatalities per annum could be avoided by the improvements.

SHOCK, HORROR and total DISBELIEF, the government are coming clean!! New guidelines are being issued to Local Authorities and Police to provide transparency on cameras and prosecutions, for the LA's this will mean making public "before and after" data on camera's, eg accident levels, speeding numbers. The Police will have to publish the results of speeding case's eg prosecution or speed awareness workshops.

It looks like we are in for another hammering on motor vehicle insurance, the industry currently has a £2bn shortfall and they "aint appy" n want it back, they are going to introduce a forecasting "gem" that answers to the name of Predictive Analytics, look forward (not) to finding out what that does, sure to be expensive (FOR US).

Whilst on motoring matters the ever increasing number of vehicle manufacturers offering "cabbage cars" (read green with stop/start) in their attempts to reduce CO2 levels has already got many in the auto-electrical repair industry rubbing their greasy little hands with glee, there appears to be early indication that the poor old starter motors will have a much shorter life with all this extra work and are going to be in need much more attention.

Also the dear old gov't,s proposal to tinker with the MoT date s has got many “experts” hot under the collar!. The latest idea is to go to 4 years before test is due, then either yearly after that or after first test go another two years, then yearly thereafter. With the ever reducing numbers of Constables out there I am sure there will be lots of cars on slicks and with defective lights for even longer periods, must say this is an “anti” lobby that gets my vote. Also seems a classic case of “if it aint broke don't fix it”.

Something else in the pipeline that will get those in the auto-electrical industry that sell car radio's etc is the pending digital age , its due to hit us in 2015 and it is reported that there are 25 million cars with analogue radios. Now will it be a plug in gizmo (as tv digi box's?), a technical upgrade or a new sound system, whatever it is there is going to be a lot of business to be had. It will be interesting to see what 2015 brings as Auntie Beeb is ploughing relentlessly on with digital yet last year a major commercial radio group dropped plans for going digital, only time will tell, but one thing is for sure, the quality of transmission is going to have to take a major leap forwards as there appears to be an awfull lot of poor or nil reception area's.

AND FINALLY

A few snippets of information to leave you with that may be of no use whatsoever!

- *In ancient Greece tossing an apple to a girl was a traditional proposal of marriage. Catching it meant she accepted.
- *The tooth is the only part of the human body that cannot heal itself.
- *The University of Alaska spans four time zones.
- *Nine out of ten living things on earth live in the ocean.
- *Peanut oil is used for cooking in submarines as it does not smoke until it has reached 450 deg C.
- *Zero is the only number that cannot be represented by Roman numerals.

Mitch

HOT OFF THE PRESS (If you ride a bike)

September 25 is the designated day for mass protests against the proposed anti-tampering and Hi-Viz clothing legislation, keep an eye on the Motor Cycle Action Group website, the proposals will hit ALL new bikes after 2013 (even trials bikes if road legal) in a nutshell nothing can be changed from manufacturer specification, over 125cc will be fitted with ABS that cannot be switched off and all riders (and passengers) will have to wear hi-viz jackets (with sleeves) at all times when on the public highway.

RIB TICKLERS

James (age 4) was listening to a bible story read by his father, it went; “A man named Lot was warned to take his wife and flee, but his wife looked back and was turned to salt.”

Concerned, James asked; “what happened to the flea?”

A sign on the lawn at the drug re-hab center said; “keep off the grass!”

I saw one of my mates the other day, he's only got one arm bless him. I shouted “Where are you off to?”

“To change a light bulb” he replies “That’s going to be awkward isn't it?”

“Not really,” He replied “I still have the receipt!”.

I was at work yesterday when a female colleague asked me what my ring tone was. I said, “*Light* brown, like everybody else's”.

Women are certainly more *forwards* nowadays.

A Crash Helmet for you Lady Navigators!



Or



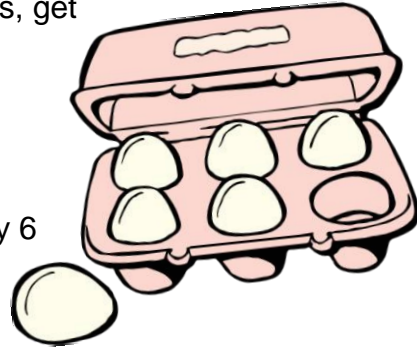
A wife asks her husband, "Could you please go shopping for me and buy a carton of milk, and if they have eggs, get 6."



A short time later the husband comes back with 6 cartons of milk.

The wife asks him, "Why did you buy 6 cartons of milk?"

He replied, "Cos they had eggs."



Trials & Tribulations ~ Vol 49 ~ Aug 2011

"The Diary of Team Swaby/Evans"

Hi Everyone

As somewhere else in this edition should be a lengthy report from my mate Dan, who has done far more than me on the bike front recently, I won't feel guilty about my offering being another short one. (As I write this my extension roof is now half tiled, so a couple of trials a month should become practical again soon)

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Anyway, whilst Mike has been out and about quite a bit due to being adopted by the Team Alford my only outing of Aug was at our own Peter Carter Trial on 14th Aug at Manton, the results and general reporting of which will no-doubt be covered elsewhere in much more depth by President Chapman.

Following marking out on Saturday by Ken Russell, Richard Marris, Chappers, Me and Nephew Mike, I thought we had produced a trial towards the tough end of the scale, and the results subsequently supported this, but what they cannot reflect, certainly in relation to the mid-route, is just how good an event it proved to be. Yes, a lot of the sections were a 'trial' but I enjoyed every single one of them. None of them were dangerous or too scary, and every one required a good ride to master it. There were also more 'climbs' than we normally manage and all of these were rideable, but also capable of being screwed-up if you got a little off line. The trick was to be spot-on with the line and fluid/continuous in the approach.

The best example of this for me was Richard Marris' section. I arrived at the time when Dave Chapman and Richard were having a mischievous giggle to themselves as only one person had mastered the section up until then. I therefore approached with some apprehension, pivoted the bike through the small pile a rocks approached at a right angle, opened the throttle and the bike pulled up the sweeping climb with no issues what-so-ever, much to their and my amazement. It just so happened that following the rocks, the bike was perfectly aligned with the climb and need no adjustments before setting off. In complete contrast the next attempt was approached just the same, but the front wheel landed a foot to the right, and resulted

in a correction and hesitation before setting off with me slightly off balance, and as soon as a foot went down the grip and any chance of reaching the top was lost bugger!

With so little riding it is of no surprise that my first lap was a little nervy and wobbly, but apart from that I actually rode quite well and would have finished quite well up had it not been for the curse put on me by Team Alford on section 1.

Following a one on the first lap my spirits were high for future cleans. That dab came just after the first big(ish) rock, following which there was a tight right handed turn, kindly put in by Nephew Mike, a cohort of the Alfords, who knows I can only turn left, so on lap two I took a slightly wider line over the rock to give the maximum room to negotiate the turn. The plan worked and I sailed through feet up, but the curse of the Alfords had worked its magic to make my back wheel slip off the side of the rock, taking a marker out to secure me a maximum. To avoid a repeat of this I changed line on later laps and again was confident of a clean on each attempt, until the curse of the Alfords quenched the fire inside the Beta 4T on every one of those following three laps Unbelievable!

Seriously though, I'm not sure what portion was me, as I was attempting to land the other side of the rock and turn immediately, hence landing and stopping instantly, and what portion was the bike and it's occasional tendency to do a 4T 'cough', but on the drive home I started to wonder whether my love of riding the four stroke was worth the pain!

The only other hiccup for me in the weekend, was despite me hassling the others within the marking out crew about the severity of the trial/sections, I must own up that the hardest section of the day was, as usual, set out by me (and Richard), and was not one I expected to be severe. Section 8 was up and down the loose banking just near the parking area, but what we didn't realize was just how slippery the shingle would become, and many riders failed to make the second climb or the cambered descent following it. The best I managed was a three, but I enjoyed every attempt and equally enjoyed watching the attempts of the others, especially the hard route who on the later laps were jumping the first big step in very spectacular fashion.

Anyway, despite it being a tough trial and me having a nightmare on section 1, which knocked me well down the leader board, I loved every minute of it and hopefully everyone else felt the same roll on Cockthorn in September!

Cheers for now

Graham

(Unfortunately I didn't receive Dan's article in time, here's hoping for next month Ed.)



DARK MATERIALS

**Tattershall Castle Lincolnshire
Sat 24th September – Sun 30th October**

A new programme of art events, by today's artists, born from an unlikely alliance between art, history and biker culture. It's for (almost) everyone. Dark Materials offers a mix of the playful, and irreverent, casting a new light on this incredible late mediaeval castle, and the modern day knights passing by.

Formula Fashion at The National Centre for Craft & Design Sleaford

Sat 24th September – Sun 6th November 2011

Art, motorsport and leather collide in this exhibition 20 minutes ride from Tattershall Castle, in Sleaford. Designers includes Jo Copes and Kei Ito.

Sun 25 September 10am – 4pm

An exciting biker-friendly event for all the family at The National Centre for Craft & Design. See the exhibition, tuck-in to a hog roast, watch design demonstrations by leading motorbike bodywork artists and check out the bikes, parked up on the riverside.

The Darkness Goes On For The Family Nightriders

Tue 25th October 6:30pm

With the help of local experts, star gaze from the grounds of Tattershall Castle and follow the astronomical map of the night sky.

Prepared to be scared

Sun 30th October 11am – 5pm

Finish off your half term with pumpkin carving, a lantern parade and the unmissable Creepy Crawlies Show. Children in Halloween costume come in for free!

Go to www.nationaltrust.org.uk/tattershall or call 01526 342543 for more details, some events free, book early!

CADWELL NEWS

Well the season is half way through but there is still plenty of track days coming up if you fancy trying your hand at a car day or bike day, the prices do drop a little at this time of year. The BSB has just taken place and the local lads had mixed fortunes. Alex Lowes did not come up to expectations, on the Sunday we had an extra race brought over from Oulton Park where Alex only finished 13th. After a good qualifying and lining up on the fourth row for Mondays race one and as the lights changed he got a good start and was on the pace until he parted company with his machine at the chicane half way through the race. He was determined to make amends in race two and with a good lap posted in the first race he was moved up to fourth on the grid, he got away well and was up in sixth place by the end of lap one, unfortunately he was trying too hard and on the approach to Chris Curve he got his front wheel onto the grass and had a massive high side at 80 plus mph sending him into the tyre wall and the bike somersaulting over the tyre wall into the catch fence 50 yards down the road and he walk away from it.[lucky boy]. Peter Hickman from Louth had three good scoring races, with a 12th, 5th and 5th respectively and is now lying 6th in the championship.

Phil Crow from Rasen got a wild card ride in the super stock race, he rode quite well however I timed him for a couple of laps and his times were a lot slower than they were when he was at a club meeting the other week. I have not spoken to him since so I do not know the reason, hence he only finished mid field.

Lee [Bob] Jackson the fourteen year old from the Skellingthorpe area, is this year contesting the 125cc British championship and is currently lying in fifth position in the standings, he had a good ride and finished fourth in the race.

Boston's Ben Wilson, had two races over the weekend, and won both from arch rival Alastair Seeley and now leads the championship by 53 point with six races to go.

The weekend was marred by the death of fellow competitor Ben Gautrey the 18year old from Stockport who lost his life in the National Super Stock 600cc race in a horrific crash on the crest of the mountain, a very close friend of Ben Wilson and Lee Jackson, both were devastated by the incident . On behalf of the Lincoln MC and CC we would like to send our deepest sympathy to his family and friends .

We have just found out that Alex Lowes as just had his contract with MSS Colchester Kawasaki terminated, could it be because he keeps crashing the bikes and is costing them too much in repairs . However he has come up trumps because Rob McElnea, the manager of Motorpoint, Yamaha has just signed him up to ride for them as their other riders that started the season for his team were laid off for various reasons. So he will now line up with recently signed team mate Tommy Bridewell for the rest of the season. Rob who rides at our trials when he is not looking after his team, in the past has brought along members of his team to ride also. He has not had a lot of luck this year with the team in the BSB so I hope things get a little better for him for the rest of the season.

Woody