

IMPACT



January 2015

Welcome to MMXV or, if you prefer 2015 and a Happy and successful New Year to you all!

It promises to be a big year with a lot to follow on from the successful 2014 and let's make this a year of Lincoln **Motor Cycle AND Car** Club!

I know this is a bit late but the year's first trial is this Sunday, the 11th at Manton quarry, 10.30 start, with the year's first 12 Car the following Wednesday, the 14th starting at Scampton view-point. Stuart Alford or Allen Faulkner would be most grateful for your entries or equally happy to receive your offer to observe or marshal at either event. Whereby 12 car events aren't the most spectator friendly events you would all be welcome at Manton to watch the trials lads n lasses in action - and I've mostly got a little something about my person to help warm you up on a cold Sunday morning!

I was hoping to have received some pre-event Bruce Robinson info but I'm sure Alan Jackson (07758 851051) or metromug@msn.com will be delighted to receive your offer to marshal on the night of 7th Feb. You know you always wanted to spend the night reversed into a dark, secluded gateway somewhere in the Wolds two or three times between the hours of midnight and seven am with (if you're unlucky) just owls and foxes for company. Go on, give it a go!

The Club's first big social event of the year is of course, the Dinner on Jan 23rd so hurry up and ring Aggie on 01522 789321 or 07796 143500 for your tickets, I'd hate for them all to be sold and you to miss out! The do is 7.00pm for a 7.30 start at the usual venue of the Assembly Rooms on Bailgate and the cost is a meagre £25 - so get your phone and your money out!

I must also urge you all to sign this Government approved e-petition <http://epetitions.direct.gov.uk/petitions/72458> to protect motorsport venues. Basically it is to prevent people moving close to an established motorsport venue and then trying to have it's planning permission revoked, as is the case at Mallory Park and numerous other venues. **DO IT NOW** as it can affect all of our sporting disciplines.

Also, do the impossible and make Allen Faulkner smile - fill in the membership renewal form on the back page and give it to him with a few quid, cheer the old bloke up!

David

Rambblings

A Happy New Year to one and all.

I must start the year with an apology, it was remiss of me to miss an anniversary last year, of one of the UK's best known names with cars as well know as Romulus and Remus, I speak of course of ERA the bastion of British Pre War Motorsport and still the car to beat at many historic events, 2014 was their 80th birthday.

The "Pres" and I both took advantage of the BTRDA free day at the last Blyton Rallycross of last year, sadly so did an absolute five star prat, who not appreciating the fact that



dogs were allowed in took it upon himself to let his off the lead, thankfully the dog was spotted and a marshals word in the ear soon had dog back on lead, everyone else with a pooch was doing the correct thing.



Thankfully the prompt action prevented injury to dog or anyone else, in all honesty he deserved to be escorted to the gate and out of event. Whilst the entry list was a bit low, hardly surprising so late in season, the racing was good.

The Superlight Buggies gave a good display, as did the Suzuki Swifts, perhaps the best racing came in the Production Class with Citroens and Peugeots having some right old ding dongs, the very tidily driven Citroen Xzara of Gareth Softley had the edge on the wilde antics of those behind.

Walking round the paddock Allan Tapscott's Super Modified Corsa with Honda Power and RWD was an example of how to prepare a car, Allan has been involved in Rally X for a more than a few years and the car is a credit to him. The family "Bellerby" was having a day out with dad Dave giving tlc to his Lotus Exuge, leaving daughter Paige to do the driving, family honour was further upheld with young Drew entered in the Junior Suzuki Swift Class . It

has been a year or two since I was last at Blyton and I have to say the "facelift" has made it into a nice little venue, it would lend itself well to some vintage/classic bike racing, especially for sidecars, Bill Tuer would be in his element with his Morgan 3 wheeler.



Whilst wandering round the NEC at the bike show I learnt

about two events that seem to typify the French approach to life. The first being the "Grand Prix de Tours (www.grandprixdetours.com) a closed road event in the city of Tours, closed roads is a loose term as the "circuits navigates its way past cafe's resturants etc, through the city square all whilst drinkers and diners occupy pavement tables, open to bikes and cars it sounds like an event for the chairman to air the Anglia and Steve H must have a TR lurking in the shadows that would enjoy some Gallic fun, any one with a 50,s 60, 70,s bike would be also welcome to enjoy the event,by all accounts its an event the Brits have not yet discovered. The second was the Dark Dog Moto Tour based in the town of Saverne in Alsace, very akin to tarmac stage rallying the event consists of road sections and "special stages" as in the car equivelant. Event is over 7 days, covers 3000km and means something like 85 in the saddle, apparently it it just one of a number of like events in France. Dark Dog is an energy drink and for any interested masochists www.moto-tour.com is the place to learn all about the events Usual disclaimers apply to the next bit, a new product came to my attention recently with a good CV by the name of Bone Dry (www.bonedryuk.com) of New Zealand origin and organic it is claimed to waterproof leather, have put it on my santa list to try out on bike gloves,boots and jacket, it may well be of interest to the trials riders who still wear leather as opposed to synthetic materials.

We often see production milestones in the automotive manufacturing industry but Honda's celebration towards the end of last year is truly eye watering, 300,000,000 yep you read the naughts correct, three hundred million motorcycles have rolled off the production lines since Soichiro Honda started post WW2 with motorised cycles. May be a time before that figure is surpassed but I will put a dollar on it being one of the Chinese producers where the internal market demand for small bikes is massive and a couple of them now produce more bikes annually than Honda do globally.

RIP the Highways Agency, now that it has retired to the gov't "fold" it has been rebranded, Highways England is the new word, clearly with all the devolution talk that is one of the pre election vote catchers it should not come as a surprise. Knowing what local rebranding costs this at national level will not be cheap and seems a damned waste of money to me. If you are driving in Greenwich, Milton Keynes, Coventry or Bristol next year and you are overtaken by a driverless car you have not been on the happy juice, these are the four locations selected for driverless car trials. If you are unfortunate to be involved on an accident with one, who do you exchange details with?



I am sure I can say this on behalf of the club when I give congratulations to Cadwell Parks Lynne Kendal on being given the 2014 FIA Marshals Award, the third Brit in four years to receive the award, good for not only herself and Cadwell but UK motorsport marshals in general

and supports the long held view that "our" marshals set a benchmark for others to aspire to.

Twenty fifteen has the potential for county superbike riders to make it a special year, TYCO Suzuki RIP, hail TYCO BMW with Guy Martin and team mate Robert Dunlop focussing on road events and Tommy Bridewell and Moto GP returnee Michael Laverty getting the BSB rides. Michael Dunlop has lost his "works" Beemer ride and at the time I write this appears to have his options open for 2015. Lincoln's Lee Jackson has got the second Buildbase BMW ride as team mate to Ryuichi Kiyonari, Gary Johnson has what is effectively a "works" Kawasaki under him and Pete Hickman and Ben Wilson yet to confirm their plans. BSB fans will have less time to wait for next years Cadwell round, it has been brought forwards a week to 21-23 Aug in a one off deal with Circuit of Wales who run their event August Bank Holiday weekend at Donington Park due to the fact that their own circuit is not yet built! If the rumour mill is correct it may not be held in Wales in 2016 either!

Mitch

RALLY ROUND UP

Firstly well done to David Dimbleby and Chris Faulkner entered under Lincoln MC&CC who finished 2nd semi-expert crew on the Preston road rally held on 6/7 December in the Fiesta. Chris is now pressing on with organising the Bruce Robinson.

THE SILLS TROPHY 12 CAR 10th DECEMBER 2014

The first event of the 2015 Club Championship saw a bit of a downturn with 7 crews entering and for various reasons only 4 crews making the start. However the event went ahead organised by Alan Jackson and starting from the premises of Vauxcare. Well done to the winners Alison and Trevor Faulkner who were the only crew fail free. The results sheet should be in this bulletin.

THE CHRIS SMITH MEMORIAL CHARITY EVENT 14TH JANUARY 2015

As in previous years all proceeds from this 12 car event will be donated to St BARNABAS HOSPICE in memory of Chris.

This year it is being organised Ian and Allen Faulkner
Event details will be available shortly.

THE BRUCE ROBINSON ROAD RALLY 7/8 FEBRUARY

This is the main car event of the year and a round of three Association Championships. Planning has been going on for a number of months and PR work is currently ongoing. Event officials are :-

Clerk of the Course – Chris Faulkner
Assistant Clerk of the Course – Aggie Foster
Event Secretary – Phil Foster
Entries Secretary – Alison Faulkner
Chief Marshall – Alan Jackson

Many marshals are required so please contact Alan as soon as possible to help out. All event details and regulations should be out soon on the Bruce Robinson website.

THE COMMITTEE CUP 12 CAR – 11TH FEBRUARY 2015 **organiser required**

THE P G HOWSON CUP CAR – 11TH MARCH 2015 **C of C Trevor and Alison Faulkner**

THE CHAIRMAN'S CUP – 8TH APRIL 2015 – TABLE TOP EVENT **organiser required**

Trials & (Enduro) Tribulations ~ Vol 86 ~ Nov/Dec 2014

“The Diary of Team Swaby/Evans”

Hi Everyone and a Happy New Year to you.

After breaking my collarbone at Lea Bridge three months ago, there was nothing at all to report in Nov, hence sorry for my absence from the last Impact.

Whilst my 12 week ‘ban’ from riding (crashing) finally came to an end near the end of December, the weather did its best to delay my comeback. ‘Hit the Dirt’, down in Swaffam kept its gates firmly shut over the Xmas break due to a waterlogged track. However, whilst Ashby Moto Park cancelled the first weekend we hoped to get out, it opened the following, and off we headed, but more of that later.

Once the collarbone allowed a reasonable degree of movement, my attention switched from watching telly to getting the KTM 300 EXC fettled ready for its return to action. Firstly, as it had clocked up 60 hours use, a new piston was fitted. Despite the bike being water-cooled, and needing the electric starter and exhaust port power valve disconnecting, all this progressed with relative ease. What was an absolute bitch, was fitting the little end gudgeon pin clips. On a KTM these are plain rings rather than the normal circlip, and fitting these is one of the hardest and most annoying tasks I’ve ever tackled on a bike. If anyone else is contemplating this, practise for as long as it takes to master the technique using the old piston and clips, as you will scratch the new piston or lose the new ring if you rush into attempting it on your shiny new bits!

Second up came replacing the front exhaust pipe flattened in the ‘collarbone crash’. In an attempt to increase the bottom-end power, and therefore hopefully smooth the transition between the bottom end and top end power as the power valve opens, plus reduce the risk of future exhaust damage, I fitted an FMF ‘Gnarly’ pipe, with increased volume and wall thickness. The only downside is that with 3 months separating rides with the old and new pipe fitted, realistically it would be impossible to tell the difference properly.

The only other apparent damage in the crash was a torn seat, but this will have to wait whilst I decide whether to repair the current ‘low seat’ or purchase a standard height seat to increase the comfort towards the end of a 3 hour race. I initially went for the low seat to aid this short-arse to man-handle the bike in tricky conditions, but this is less of an issue now I’m more used to riding it, but now the lack of padding really gives the back and bum a hard time (literally) over a long/rough race.

And so the day finally came to get bike on the bike. As Dan and I headed down to Ashby Moto Park right beside the M42, freezing fog gave concern over whether the practise day would be cancelled, but the new wood-chip surface the owners had invested in paid dividends and it was all systems go upon arrival.

The new surface did rut up as the day progressed and needed the tractor out half way through the day to improve the situation, but it was far more enjoyable and manageable than what the previous mud/household waste mix would have provided in similar conditions. The other bonus was that, whilst the bikes were muddy at the end of the day, there was nothing like the thick build-up of claggy mud witnessed previously. Hence Ashby is now a highly recommended all-weather practise venue.

The new surface did result in the bikes 'wondering around' on the straights more than normal, which took a little getting used to but simply needed one to hang off the back of the bike a little more than normal and keep it driving.

I had no intention of really 'going for broke' this time out as the new piston needed running in and I was obviously very rusty after 13 plus weeks off the bike, but I was still pleasantly surprised with how quickly I settled back into riding again, maintaining a pretty quick pace without pushing my luck or the rebuilt engine too hard. My comfort on the bike and fitness also proved to be better than I expected, hence I was really rather pleased with how things were going. I was also really enjoying just being back on a bike having a thrash happy days.

The only real issue I had was the heavily rutted turns, where my accuracy/timing just seemed off initially, generally preventing me getting an early and positive drive out, and resulting in legs flying all over the place on occasion. I got better as the day went on, and found that as the corner ruts got really bad, standing on the pegs all the way through the turn was the best approach for a smooth exit. Whilst not having my bum slammed down on the rear of the seat did affect how hard I could get on the throttle on the exit of the turn, the additional speed and control I could maintain through the turns whilst standing did seem to result in a quicker and more controlled lap overall.

Luckily there were no major falls during the day to test the collarbone, but it felt fine during all the jarring it sustained, as did the shoulder, suggesting no sign of internal damage, which had been a concern initially. At the end of proceedings and during the following day I did have a few aches and pains in other places, but nothing like as bad as I expected following such a long layoff, although my overall fitness is obviously a long way short of where I need it to be for the start of the 2015 race season.

I did have a couple of little tumbles when others fell immediately in front of me causing a rapid stop or change of line. I also caught a tree root at an awkward angle on one lap which led to the front wheel and then the whole bike going off at a tangent to the direction I was heading, resulting in me staggering forward on foot whilst said motorbike laid down awaiting the return of its inept owner, but none of these resulted in damage to either the body or the bike.

Dan also had a few 'non-damaging' tumbles, as he seemed to struggle a little more than me with the new surface, which negated his previous speed advantage over me at this venue Result !!!!!!!

So whilst my return to riding was delayed longer than expected/intended, when it finally came it was all I hoped it would be. No major physical issues, and my basic skill, speed and enjoyment of riding still all seem to be in tact I was one very satisfied and happy bunny come the close of play and can't wait to get out again, and see if I can push my pace to the next level!

And finally, congratulations to Darren Cox on winning the Sportsman class at the Timber-X event held in an indoor horse arena near Grantham late December. At this rate, Darren will soon be challenging his riding buddy and fellow ex-trials rider Adam Jones!

Cheers for now
Graham

Rally America

A few months ago I had a conversation with Subaru Rally Team America driver David Higgins about potentially travelling to the USA to compete in some rounds of Rally America; at the time there was no news of any seats available, however fast forward to early July and I get a facebook message from him suggesting I get in touch with former WRC-Academy driver Chris Duplessis. I did, and 4 days later I was on a flight to Boston, USA.

The New England Forest Rally, a round of the Rally America championship, took place in the fantastic forests of Maine and New Hampshire; covering around 130 stage miles of incredibly complex, rough, and testing logging roads, and 400 transit road miles.

The car for the event was a B-Spec (or production class) Ford Fiesta, prepared and run by the Kitty Smiles rally team, who were also running a Fiesta R1 and a Fiesta R2 on the event.

In the states the cars run a number assigned at the start of the season - similar to some race events in the UK, and we were running Chris's usual Car #70. In the large and comprehensive start list, Chris and I were seeded at car 9 in the little fiesta.

Following a one-pass recce on Thursday, modifying the supplied route notes, we all formed up for 'Parc Expose' on Friday morning, an opportunity for fans to speak to the drivers and see the cars.

Five tough stages followed, with us fighting for a top ten in the fiesta and practising some giant killing on much more powerful machinery. The car stopped in Stage 1 with an electrical fault which dropped us time; we fixed the problem on the next road section, and we bent a track control arm hitting a rock on Stage 4; we bent it back into shape on the next road section utilising some bushcraft mechanics, a ratchet strap, a jack, and a large rock.

Saturday started with another Parc Expose, followed by 8 more testing stages. The whole event was extremely rough, very hot, and dusty; it was one of the most physically demanding events I have done, I came home with all of my race wear a new shade of 'dust'. With 3 stages to go we severed a brake line, losing all brakes, nevertheless we pushed on - with me editing the notes on the fly to highlight big stops, and Chris utilising some 'unique' lines through the corners to scrub or carry speed where necessary. The final road section was a long one, and with no brakes required careful management; as it was the hardest part was stopping for the queue for the Podium!

And on the podium we were! winning our class by a large margin, and putting the little Fiesta into the top ten overall alongside the Subaru's and Mitsubishi's of Americas top rally teams, a very hard fought result!

I have to say a massive thank you to Chris for an unbelievable drive, Kitty Smiles for their fantastic support, David Higgins and Craig Drew for their support and advice throughout the event, and to all the fantastic people I met throughout the rally.

I must also thank MCR Marketing who drummed up a fantastic level of media interest for me at a moments notice, providing their usual mix of social media updates and media integration - this time displaced by thousands of miles!

Top job as always!

Phil Hall

2015 CAR CALENDAR

- 14 JANUARY THE CHRIS SMITH MEMORIAL 12 CAR
CHARITY EVENT
SUPPORTING ST BARNABAS HOSPICE
- 23 JANUARY ANNUAL DINNER & AWARDS PRESENTATION
- 7/8 FEBRUARY THE BRUCE ROBINSON ROAD RALLY
140 MILE CHAMPIONSHIPS EVENT
- 11 FEBRUARY COMMITTEE CUP 12 CAR
- 11 MARCH P G HOWSON 12 CAR
- 18 MARCH ANNUAL GENERAL MEETING
- 8 APRIL CHAIRMAN'S CUP TABLE TOP
- APRIL TEN PIN BOWLING
- 20 MAY NEW MOON TREASURE HUNT
- 30/31 MAY GYMKHANA
- SEPTEMBER KARTING EVENING
- 14 OCTOBER HAIGH TROPHY 12 CAR
- 11 NOVEMBER COUNTY CUP 12 CAR
- 25 NOVEMBER THE JOHN SANDERS MEMORIAL QUIZ
- 9 DECEMBER SILLS TROPHY 12 CAR
- 16 DECEMBER CHRISTMAS SOCIAL

RESULTS - SILLS TROPHY NAVIGATIONAL 12 CAR - 10 DECEMBER 2014

NO	DRIVER / NAVIGATOR	STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	STC	TOTAL	PC's	TOTAL	POSITION	
		1	2	3	4	5	6	7	8	9								
1	Debbie Hoy / Anton Lagzdins	NON STARTER																N/S
2	Marcus Fuller / Kev Hutchinson	NON STARTER																N/S
3	Matt Wood / Ian Faulkner							2	1					3	1F	1F 3M	2	
4	Alison Faulkner / Trevor Faulkner				8	1	2			1				12		12M	1ST	
5	Frank Ash / John Barber				5		4	3		6				18	2F	2F 18M	4	
6	Steve Hall / Aggie Foster				11			7		2				20	1F	1F 20M	3	
7	Brian Morre / TBC	NON STARTER																N/S
8																		
9																		
10																		
11																		
12																		

**AWARDS - FIRST OVERALL CREW
THE SILLS TROPHY
ALISON & TREVOR FAULKNER**

**NEXT EVENT 14 JANUARY 2015
CHRIS SMITH MEMORIAL
Organiser
IAN & ALLEN FAULKNER**

RESULTS DECLARED FINAL 22.33 10-12-2014

Marshalls award - To be added to the Chris Smith event donation to ST BARNABAS HOSPICE

CLERK OF THE COURSE -

ALAN JACKSON

Lincoln MC&CC Membership Renewal JANUARY 2015

1945

70 YEARS

2015

I / We wish to renew membership of the Lincoln Motor Cycle and Car Club Ltd for the year ending 31st December 2015 and agree to be bound by the Articles of Association and Memorandum thereof. (Limit of Guarantee £1.00)

SIGNATURE

NAME(S) _____

ADDRESS

POST CODE _____ TEL NO _____

E-MAIL

Please tick box to indicate your interests

CAR EVENTS >>

MOTORCYCLE EVENTS >>

SINGLE - FULL MEMBERSHIP £ 12.00

JOINT - HUSBAND & WIFE etc £ 15.00

JUNIOR (up to age 16) £ 5.00

TOTAL FOR WHICH YOUR REMITTANCE IS ENCLOSED

£

**CHEQUES SHOULD BE MADE PAYABLE TO :-
LINCOLN MOTOR CYCLE & CAR CLUB TD**

The completed form, duly signed and with the your PAYMENT should be forwarded to the Hon Treasurer :-

MR A FAULKNER, 33 MERLESWEN, DUNHOLME, LINCOLN LN2 3SN

PLEASE NOTE YOUR CURRENT YEAR MEMBERSHIP EXPIRES ON 31ST DECEMBER 2014