

# IMPACT



March 2015

Well February's over and time Marches on and whilst Mitch fondly, and quite rightly, remembers times past the trials events moved a step further into the 21st century! At the Mick Ingamells trial, where we had another enormous entry, we had our first full-sized electric powered bike in Chris Pearson's Splat supported Electric Motion machine. We've had junior sized Oset bikes in the past but this was amazing. On his first attempt at my section it appeared not to have enough punch for the jump from log to log whilst carrying the front wheel but that must have been rider-error as he breezed through it on all subsequent visits - and in complete silence! I saw Phil Marris trying it out after the event with an ear-to-ear smile on his face but needing to learn a new riding style i.e. when you roll the throttle off - it stops, you don't need to use the clutch and there are no gears to change! Very impressive but noise and smell are essential for me!

Unfortunately I didn't make it to the Bruce this year, the first time for many years, in fact since the infamous occasion when I set my control up at completely the wrong location but I understand it went ahead without incident.

Although the entry was lacking in numbers, a disappointing 25, it was made up for in its quality. Starting and finishing at Langworth and after the 140 mile route, top of the 22 finishers, for the second consecutive year, was car no 1 Carl Hawkins and Ian Tullie. Only one Lincoln Club member competed, Ian Faulkner navigating in car no 16 finishing 10th overall and first Semi-expert crew.

The Bruce again this year was also raising funds for the Lincs and Notts Air Ambulance and to date has collected £369.30 with contributions from competitors, marshals and landowners.

Thanks once more to Mick Raw for his sponsorship, Clerk of the Course Chris Faulkner and all other officials and marshals.

Next up it's the AGM on Wednesday the 18th so do come along and have your say, it's YOUR club, the Board are running it for YOUR benefit, let them know what they're doing right (or wrong)!

See you all on the 18th at The Green Room Club, Tentercroft St, Lincoln 9.00pm start. As you may know Tentercroft is undergoing major road works but the car park is open and tickets are available from the Green Room at £1 for the evening.

David.

# **RALLY ROUND UP**

## **THE BRUCE ROBINSON ROAD RALLY 7/8 FEBRUARY 2015**

Our main rally of the year, The Bruce, once again in the capable hands of Clerk of the Course Chris Faulkner supported by the regular back up team attracted a somewhat disappointing entry of 25 crews to the start at the George at Langworth, albeit a quality entry and were led away by last years winners Carl Hawkins / Iain Tullie in a Mitsubishi Colt followed by previous mutiple winners, Guy Robinson / Charles Wheeldon and at 3 another previous winning crew of Adrian Green and Ian Gibbins. They were straight into the first special test on Wickenby airfield where an early code board was missed by a number of crews and others had penalties for failing to stop astride the line at the finish. A number of whites in the Market Rasen area saw the odd minute being dropped here mostly at STC7 and STC8 as the route headed on to the Grimsby map before heading back to a snowy, slippery Ludford for another special test and then back on to 113 before a final white of the first half after 90 miles to the petrol halt in Louth.

The much shorter second half started in the Cadwell area and used classic Bruce roads but with easy navigation saw most crews clean on the road as they headed back to the still snowy and icy Ludford for another special test and then on to Wickenby for the final test of the event after 140 miles on an extremely cold and in places icy night with the snow to catch the unwary.

Results were quickly finalised at the George while the crews and marshals tucked into a welcome hearty breakfast and awards soon presented. Congratulations to the overall winners for the second consecutive year, Carl Hawkins/Iain Tullie, followed by 2<sup>nd</sup> overall and first expert Adrian Green/Ian Gibbins with 3<sup>rd</sup> Phil Burton/Paul Taylor while first Semi Expert award went to Richard Oxley/Ian Faulkner in 10<sup>th</sup> overall and 1<sup>ST</sup> Novice to Reg Walker/Sam Housley in 18<sup>th</sup>.

Many thanks to all who supported the event and especially the marshals on a very cold night. The event was also raising funds for the Lincs and Notts Ambucopter appeal and although not yet finalised could be in the region of £400.

**Our next 12 car The P G HOWSON CUP – 11<sup>TH</sup> MARCH 2015**  
**C of C Trevor and Alison Faulkner**

Allen Faulkner

# THE M G RAW MOTOR GROUP BRUCE ROBINSON RALLY

7/8 FEBRUARY 2015

A round of the 2015 EMAMC, ANEMMC, ANCC and HRCR Premier Road Rally Championships

## OVERALL RESULTS

<u>Pos</u>	<u>Car</u>	<u>Class</u>	<u>Crew</u>	<u>Total Penalty</u>
1	1	1 o/a	Carl Hawkins / Iain Tullie	5.53
2	3	1E	Adrian Green / Ian Gibbins	6.41
3	7	2E	Phil Burton / Paul Taylor	8.38
4	2	3E	Guy Robinson / Charles Wheeldon	12.56
5	12	4E	Mark Banham / David Smalley	15.24
6	6	5E	Craig Burgess / John Pickavance	17.42
7	4	6E	Martin Betts / Richard Hage	18.05
8	9	7E	Tim Tordoff / Ian Frazer	22.43
9	5	8E	Dave Quinney / Gary Evans	23.22
10	16	1SE	Richard Oxley / Ian Faulkner	28.36
11	10	9E	Richard Hemingway / Mike Ogram	37.17
12	18	2SE	Pete Jagger / Henry Carr	38.26
13	19	3SE	Karl Ruijsenaars/Herman Ruijsenaars	38.27
14	15	4SE	James Vincent / Kelvin Phipps	39.42
15	14	5SE	John Peterson / Ian Graham	41.26
16	11	10E	Derek Newbould / James Newbould	42.56
17	20	6SE	Stuart Hazelhurst / Richard Johnson	45.08
18	22	1N	Reg Walker / Sam Housley	48.57
19	21	7SE	Bob Ward / Karl Ellis	52.19
20	25	8SE	Richard Whetstone / Tracy Wood	59.56
21	24	2N	Matthew Carr / Mathew Smalley	59.56
22	17	9SE	Steve Mitchell / Ian Mitchell	1.09.49

25 Starters

22 Finishers

### Retirements

8	Stan Featherstone / Sam Spencer
13	Mark Standen / Steve Frost
23	Mark Smith / Paul Fletcher

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## AWARD WINNERS

Congratulations to all the award winners as shown in the list below.

### **1<sup>ST</sup> OVERALL**

Car No 1 5mins 53

### **THE BRUCE ROBINSON TROPHY**

Carl Hawkins / Iain Tullie

### **1<sup>ST</sup> EXPERT**

Car No 3 6mins 41

### **THE BOMBER COUNTY TROPHY**

Adrian Green / Ian Gibbins

### **2<sup>ND</sup> EXPERT**

Car No 7 8mins 38

Phil Burton / Paul Taylor

### **1<sup>ST</sup> SEMI-EXPERT**

Car No 16 28mins 36

### **THE BELMONT TROPHY**

Richard Oxley / Ian Faulkner

### **2<sup>ND</sup> SEMI-EXPERT**

Car No 18 38mins 26

Pete Jagger / Henry Carr

### **1<sup>ST</sup> NOVICE**

Car No 22 48mins 57

### **THE SPOTTED LODGE TROPHY**

Reg Walker / Simon Housley

### **2<sup>ND</sup> NOVICE**

Car No 24 59mins 56

Matthew Carr / Mathew Smalley

### **1<sup>ST</sup> LINCOLN MC & CC**

Car No 16 28mins 36

### **THE HINDLE TROPHY**

Ian Faulkner

25 Starters

22 Finishers

Thank you to everyone who supported this event, our sponsor The M G Raw Motor Group and especially the marshals on a cold February night and thank you to all entries, marshals and landowners who contributed our Lincs & Notts Air Ambulance charity appeal which to date has raised £369.30

Colnbrook, Thursday 19 February 2015

**An open letter from the MSA Chief Executive regarding spectator safety on UK stage rallies**

This weekend marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

As a result the Scottish Government, following an emergency debate in the Scottish Parliament, commissioned a major review of safety on stage rallies. This Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has since gone on record confirming its commitment to the implementation of the report's recommendations, not only in Scotland but throughout the UK.

Clearly, there is going to be a period of transition while everyone concerned works as hard as possible to introduce the recommended changes. In the interim, I need to remind all spectators of the fact that they are ultimately responsible for their own personal safety.

I say this because despite these well-publicised tragedies, and despite the sport being well aware of the changes being brought about by the Scottish Review, I am astonished and dismayed that an irresponsible minority – and I stress minority – of spectators continue to display a wanton disregard for their own personal well-being.

This was brought home to me when viewing YouTube clips of last weekend's Wydean Forest Rally, and also from the truly shocking photograph from the same rally in yesterday's *Motorsport News* (18 February, page 34) of a 'spectator' lying flat on the ground on the edge of the forest track, apparently taking a photograph extremely close to a competing vehicle.

This behaviour not only shows a complete disregard for personal safety but in addition places other spectators, officials and competing crews in danger. It also undermines the considerable efforts of the dedicated rally organisers, officials and marshals, who do all they can to ensure that events run as safely as possible.

The MSA is currently working on a daily basis with all other stakeholders in rallying, particularly the Forestry Commission, and I can confirm from discussions within the last few days that unless these few idiotic spectators concerned change their attitude immediately and behave responsibly, there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now. Even in the meantime, this sort of behaviour will mean that stages are cancelled and rallies disrupted or even stopped.

Please, for the sake of rallying in the UK, can all spectators take full responsibility not only for ensuring their own personal safety but also the future of the sport we all love.

Yours in motor sport,



Rob Jones  
**CHIEF EXECUTIVE**

# The Mick Ingamells Trial

Eighty-three riders descended on Cockthorn Farm for the Mick Ingamells Trial which offered them a lengthy ride around the four laps of ten, Marris' farm sections.

Richard Timperley ran out a clear winner completing the day dropping just a single point, on section three, a hazard where only Phil Marris mastered it's bog and slippery logs on each occasion.

Chris Pearson provided the majority of entertainment and gave the club a first with his Splat Electric Motion mount which he took to an impressive, although close, runner-up berth. He finished the day with a loss of thirteen, eleven of which he incurred crossing the pile of recently felled and slippery trees. However he needed the most cleans tie-breaker to gain his runner-up spot, beating reigning club champion Chris Alford by a single clean. Chris Alford's demise coming on the final lap as he slid backwards on the log to log jump of section four, his only fail giving him an 'unlucky thirteen' total!

Section three took marks from all competitors on the 'Green Route' including four of the five marks lost by winner David Traves, the Over Forty competitor's other coming on the relatively easy reservoir banks of section one. Seven of top Novice Tony Heath's eleven point total also came on the third but he maintained a three point margin over runner-up Louise Alford.

Steve Marwood continued his dominance of the Over Fifty class as he completed the day dropping just a single mark on the 'white route,' where Tim Johnson took the Twinshock win thanks mainly to a pointless performance in the ditch of section six.

## Results

Mick Ingamells Trophy	Richard Timperley (JST Gas Gas) 1 Chris Pearson (Splat Electric Motion) 13 (35 cl) Chris Alford (Gas Gas) 13 (34 cl)
Novice	Tony Heath (Sherco) 11 Louise Alford (Gas Gas) 14 Simone Wallis (Gas Gas) 27
Over 40	David Traves (Sherco) 5 Paul Spivey (Gas Gas) 13 Tim Hawcock (Beta) 22
Youth B	Ben Butler (Gas Gas) 42
Over 50	Steve Marwood (Gas Gas) 1 Jon Cropper (Gas Gas) 14 Stuart Witting (Yamaha) 15
T/shock	Tim Johnson (Montesa) 9 John Hamblin (James) 11 Dave Glover (Triumph) 21
A/C Mono	Phil Luhr (Yamaha) 83

Full results on the Club website

David Chapman

# Rapblings

My, the club is in good company this year as far as celebrations go, May 8th marks 70 years since VE day, two hundred years past on 18 June "we" were victorious at Waterloo, I say we as HM gov't seems remarkably reticent to unfurl the bunting to celebrate this particular event, the loud hailers are similarly muted about celebrating VE Day. The 15 June is 800 years since quill met parchment and the Magna Carta was signed, add to these Motorcycle News and Motorsports News 60th as mentioned last month we have good cause for some proper partying.

Sadly one of grasstrack's greatest exponents Lew Coffin has passed away at the grand old age of 93, a legend in more ways than one, not only was he one of the best of any generation his support and guidance of others both whilst he was riding and the years after he left competition were legend. Well into his 80's he still found the drive to give support to Weymouth speedways youngsters and regularly travelled to Europe to mentor younger riders competing at grass and long-track events. Beyond all that he was an absolute gentleman and very approachable, I feel very fortunate to have enjoyed his company on a number of occasions at Pre 75 events and will forever treasure the memories, RIP Lew.

Cadwell's historic weekend is official, The Cadwell International Classic will be held over the weekend of 25/26 July, bike stars confirmed to date include;

Giacomo Agostini, Phil Read, Jim Redman, John Cooper, Derek Chatterton, Mick Grant, Roger Marshall, John Reynolds, Roger Burnett, Stuart Graham and Steve Plater. Trade/club stands, live music and air displays are included in the weekends activities.

What a great start to this years World Superbike Championship with Brit's filling the podium in both races and the top four places in the championship, I dare say the success will pass under the radar of terrestrial tv's sports desks. or is that the pessimist in me?

Some good news on the bike front, 2014 sales were up 10% over the previous years, not so good news on the car side if you live in Scotland, proposed new LEZ laws could well outlaw diesel cars more than two years old and some commercials half that age from entering the proposed zones, "darn sarf" Boris has imposed a Sept 2015 deadline for all commercial vehicles entering the big city to comply with new cyclist/pedestrian friendly side guard/under-run protection.

It is interesting to read that of "track racings" ie speedway, long/grasstrack suppliers of FIM approved silencers three are British and one Polish, what has incited unrest is the new sub clause that requires the fitting of a heat shield to the silencer, whilst it states that the shield must extend the length of the silencer body it makes no reference to diametric coverage or material so in theory it could be one inch wide and made of cardboard! Seems ill thought out legislation and with the parlous state of spectator attendance figures surely there are more pressing matters to deal with.

A recent FIM Press Release caught my eye, it was announcing the new 250cc "stock" 4 stroke championship with six rounds, described as a feeder series for Moto3 the rounds are to be held in Hungary (x2), Italy, Croatia, Slovakia and the Czech Republic !!!!! Whilst on matters FIM I am convinced that they have been apprenticed to the EU, many of their statements are as bland and non-informative as those out of Brussels towers.

I have to say I thoroughly enjoyed this years "Bruce" whilst there was a mishap in the first half for one crew all that I spoke to seemed to be enjoying the event, as last year the advent of current machinery has made the noise test a relatively routine matter, most cars were well under the 2m limit with just a couple getting over the 95 mark but still under the limit, drive by checks on the event did not cause any concerns, the first "90 left" on the Heath Rd after the restart was a little slippery and the cars were hitting high revs as they lost traction but none were of concern with regards to dynamic noise levels.

The "terrible trio" had their annual outing to Race retro, the chairman with buying plans in mind had obtained a VIP car park pass which as it turned out was all of a 50 yd (if that) walk to the main entrance of the building, so close in fact that coats were left in the car, a few changes to the layout had given the show the facelift it needed, having arrived for the 9.30 opening it was nigh on 3pm when we left, only about half an hour was taken for lunch the rest was lookin, droolin and in the chairmans case buyin. It was a double Lincolnshire assault as a raiding party from Grimsby MC also on the prowl led by the "owd codger himself George C, an entertaining moment was had when Phil and Mike were "seat testing" to find pew's that would fit in the Anglia and also fit their butt's! All in all a damn'd good day, roll on next year

Going back to the Bruce I was nattering to Brian and Sue M at petrol, must have been about 2.30 ish and four local "lads" pulled on to the forecourt in a neglected looking Corsa and after visiting shop/loo or whatever went and started washing the car with the jet wash, clearly the social scene in Louth is wanting if all that can be found to pass time is cleaning car at that time of morning, in my day when we went to Louth it was pub (Golden Fleece), chinese (now sadly gone, pub and "coffee" at a welcoming house up near the old malt kilns and eventually home, certainly not car washing at that time of the morning!

How the world changes, in 2014 worldwide camera sales were 1.8 billion, 95% of which were mobile phones with the remaining 5% being stand alone cameras, still a lot if cameras but mind boggling phone sales.

Mitch

## **Trials & (Enduro) Tribulations ~ Vol 88 ~ Feb 2015**

“The Diary of Team Swaby/Evans”

Hi Everyone.

After an absolutely rubbish build-up to the new season with 13 weeks off the bike recovering from the broken collarbone, and then only managing a single practise session in Dec/Jan due to the weather and then the leaky fork-seal, February just had to get better ..... didn't it?

As Dan was away visiting South Africa, with a tour of Dubai thrown in on the way, I headed back down to Ashby Moto Park on my lonesome to sample the ever increasing expanse of woodchip. The track is still not back up to its former length, but the owner had been working hard and covered a lot more of the site. They had also changed the layout adding a couple of extra bends and an extra straight near the track entrance, which worked really well, and took out the scary kink at the end of the former 'pit straight' where high speed front wheel wash-outs were all too common.

As it did last time, the new surface did rut up as the day progressed but it was again so much better than the previous mud/household waste mix.

Anyway, how did I get on?..... Really well, for the first 15 minutes! ..... It was a cold morning, so I did a few stretches etc before going out on track, and was then just getting into my groove when my right leg got pulled backwards in a corner and twisted me round in my seat. It initially didn't seem to have any effect on me, until I tried to stand up on the pegs approaching the next bend! The transition between sitting and standing was rather uncomfortable, so I returned to the pits for a breather.

Once off the bike it became apparent that I'd tweaked something in my back. I popped some Ibuprofen and watched the other riders enjoying themselves for 20 minutes or so before I thought 'bugger it' and went back out. As the transition between sitting and standing was the really painful bit, I rode the rest of the day mainly standing up. I wasn't particularly fast, or comfortable, but I thought if nothing else it's giving me time on the bike and giving the arms and legs some much needed exercise. I didn't feel too bad driving home, but when I tried to get out of the van I realised it was a lot worse than I thought. The next couple of days were really uncomfortable, as anyone that has suffered a trapped nerve will testify!

Anyway, later in the week it started to feel a little better. It was still aching, but was no longer going into spasm. Hence, as Andy Jackson and a gang of the Banovallum enduro boys (Andy Mackinder, Matt Ryder et al) were going to Swaffam that weekend, and my back was obviously on the mend(!) I thought 'why not' and head down to 'Hit the Dirt'. As it was the first time it had opened in many weeks and there was an Eastern Centre Championship Enduro the following weekend it was packed and there were some proper quick guys around.



Having at least some common sense I decided it would not be wise to chase Jacko all day, so I kept my distance and tried to settle into a semi-sensible 7/10<sup>th</sup>s pace, which I was pleasantly surprised to find was still quick enough to keep with a large contingent of the folk circulating.

I did get punted off by one of the quick boys though, although I'll give him the benefit of the doubt and say it was a misunderstanding between the two of us. I heard a couple of the really fast guys coming just near the track exit, so moved nearer to the side of the track. When the second guy passed I started to move back in line with the approaching berm, only to have a third guy appear and punt me over the berm and onto the deck. I

suspect he assumed I was heading into the pits, whereas I was merely giving way for as long as practical before the next turn. Anyway, no damage was done to bike or body, so all was well and good fortune was obviously on my side, right? ..... Err; no!

After an hour or so of riding I was back in the pits sat on my bike having a natter with Jacko et al, but when I tried to swing my leg over my seat, my back went again. Unfortunately the leg had not yet cleared the seat, so both me and the bike simply toppled over, much to the amusement of the gathered throng ..... how embarrassing!

To be honest, I was more bothered about my back than the embarrassment, as the season was approaching fast, and I was 'back' at square one. I did try and ride again, but was in too much discomfort to really ride with any fluidity or pace.

Putting the back to one side, it was a really nice day having a catch up with all the Bano boys and spending time out on the track with them. With the obvious exemption of Adam Ransom, who is normally second only to Joe Chambers in centre enduros, Jacko (pictured) was in a league of his own. Even had I been fit, there is no way I could live with his pace at present, hence I'm a lot further behind him than I was at this time last year and can't currently see me getting anywhere near him for at least half a season.

He also has a 'secret weapon' which isn't much of a secret as he didn't stop talking about it all day! ..... It's a rekluse clutch, which basically adds a centrifugal clutch to a standard gearbox, hence at idle speeds the clutch is disengaged automatically, allowing the rider to brake right into turns without the risk of stalling. As the rider can effectively ignore the clutch both their brain and body gets an easier time, allowing them to go faster for longer. In hare and hounds, there is also a distinct advantage in the dead engine starts. Starting in gear is as easy as it is in neutral, due to the lack of drag, and as soon as it catches, simply open the throttle and you're off!! Mr Jackson should have been on commission for the amount of praise he reaped on this new device, and the number of people who were no-doubt checking out the recluse web-site and their piggy-banks on arrival at home (me included).

The week following Swaffam the back was painful and going into spasm on a relatively regular basis, hence I spent another week off the pushbike and doing little or no exercise in preparation for the new season. Two weeks to go, and I've been back on the pushbike this week and doing some very light weight training, but the back still seems very fragile. As I'm sat here writing this, two weeks before that first race, there is only one more weekend spare and I'm in two minds as to whether to rest the back and go into that first race with it having had as much recovery as possible, but being very rusty on the bike, or go practising next week but risk hurting the back again which would rule me out for at least one race.

To find out what I ended up doing, and whether I made that first race, tune in again next month.

Cheers for now  
Graham

### **A Couple more bits from the Dinner**

