

# Online IMPACT

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*Newsletter of Lincoln MC&CC Ltd*

**OCTOBER 2011**

## Star Girl Emma

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Finishing, by her standards, in a disappointing fourth place in Italy on Friday the 16<sup>th</sup> of September was good enough to add to her two previous runner-up spots and secure Emma Bristow second place in the 2011 Women's World Championship.

Emma made the switch to the Spanish Ossa machine at the beginning of 2011 and has not looked back since making this by far the best season of her career with a win in the Scottish Six Day Trial Women's class, second position in the European, British and the World Team Championships, the Trial des Nations all added to her World success.



Emma said: "I am so happy to have become number 2 in the world for both myself and everyone who has supported and helped me get there. I feel so comfortable riding an Ossa, it has given me a big lift in confidence to actually get the results I have been struggling to achieve in previous years."

Hopefully these achievements will result in a full factory contract next year.

In the mean time her next aim is to win the Women's class in the Scott Trial, the November time and

observation event being one of the World's toughest one-day trials.

We all wish you the best of luck and we're all very proud of you!

David Chapman

## Dan's Day Out @ Cadwell / Ashby Motoparc / Earl Shilton

With some minor persuasion from Mr Swaby I thought that I'd share some more recent two-wheeled activities with the Impact readers.

Well finally I managed it.... not quite sure how... but squeezed in a circuit training day with the Hopp Rider team at the splendid Cadwell Park, an enduro practice session at Ashby Motoparc, and trials practice at Earl Shilton. All three bikes put to good use in one month!

First was to be a mid-week session with Hopp Rider team. This was just a few weeks after attending the Lincoln Road Safety Partnership day, but the Hopp Rider afternoon taster session had wetted my appetite, and with the expenditure approved myself and compadre Paul Watson both signed up for the full circuit training day.



I was hoping to build on some of the foundations that were put in place from the afternoon taster session from a machine handling point of view, and work on my confidence onboard the 955i Speed Triple in the safe confines of the circuit.

Both Paul and I had some indecision about which training group to register for, but after some deliberation we decided upon dicing in the intermediate group having already completed the afternoon session previously ~ thinking we must be quicker than the novice group?

Once it came round to the morning of the training day I was

certainly feeling less anxious than last time although this was possibly replaced by excitement, difficult to tell which is which sometimes! I rode over to Branston to meet Paul, and we duly made our way to the circuit.

With the usual formalities of noise test, sign-on, briefing out the way, we watched the advanced group make their way out of the assembly area onto the circuit which was then our cue to enter.

Upon entering the assembly area I was quizzed by one of the Hopp crew as to if I knew the circuit well. I explained that I'd only been on the afternoon taster session a few weeks previously and apart from that a number of visits in spectator form, and with that he put me across into mini-group number one.

After getting off the bike I turned round to see Paul, and we both exchanged a look to say 'what are we doing in mini-group number one!!'. To explain our worried looks the mini-groups are numbered one thro five, this allows for the group to be sub-divided into pace, one being the fastest and five being the slowest.

We were not alone though as some other members of the group also had reservations about the group they were in, one chap who'd been to Cadwell previously managed to high side coming round Barn on his GSXR750 during his last visit, and a young Essex chappette (named Candice!) was also little nervous since it was her first visit to Cadwell. The remainder of the group was made up of a father of one of the Hopp instructors on a VFR, and quite a confident rider in his late 40-something's on a R1.

Our instructor soon joined us, explaining the format of the morning. Which was to be more 'ducks & drakes' followed by each of us having a stint out in front of the instructor.



Once the last of Group A had made their way off the circuit, Group B, mini-group one was

given the all clear to join, and I followed the instructor out on circuit.....

It was great to be back out on the circuit, winding our way into hairpins bends once more to start our first couple of warm up laps. The pace was slowly cranked up and we began to alternate our position behind the instructor to ensure we were picking out the correct lines.

The 20 minute session was soon over and we retired for a quick debrief before waiting for the next session. The debrief for all was quite positive, just a gentle reminder for some people to make sure they were correctly positioned for what they suggest as optimum entry into the chicane, since most were too far over to the left making the flick-flack through the chicane much acuter than if positioned almost in the first 1/3 to 1/2 of the circuit.

For the next session we had another instructor who seemed to bring the pace right down to the point where mini-groups two & three passed us. This confused a couple of riders, and after the session during the debrief when questioned the instructor defensively stated that he was making sure the riders were riding the correct lines.

Fair enough comment, but I think it did unsettle a couple of the riders knocking their confidence.

The next session we were back with the original instructor who picked up where we left off from the very first session. It was in this session where we would take it in turns to go out in front of the instructor so that they could take a better view of your riding over the course of a single lap. The instructor added that you were free to ride at your own pace, but if a gap develops after a number of corners then to throttle back so the group may reform, then continue once again at your own pace.

The changeover point tended to be at just after the exit of Barn, so when it came to my turn as I was given the signal and progressed to in front of the instructor and continued to build up speed down towards Coppice.

A quick look down at the speedo and decide a little roll-off is a good idea and the bike tips in nicely, then hold the throttle steady to maintain the tip, but soon back on the throttle again as the speed scrubs off quickly up the hill and the bike picks up and then keep it pointed towards the far left of the crest.

The crest magically disappears as you arrive and a quick downshift ready to tip in towards Charlies 1 & 2.

Chin up, and looking out beyond the exit onto Park straight I make a quick glance in the mirror and see nothing but track, so I start to roll off and take a look over the shoulder for a second or two and then I see the instructors' headlights. I continue to slow and wait until the group catches further down the straight where I then roll back on the throttle as Park corner approaches.

There was no need to slow for Park corner as the group speed that high. So a nice gently tip in through Park back on the throttle and look immediately out to the turn in point for Chris's Curve. The bike is barely upright before tipping back in for this long corner. There was definitely some room for more speed here as I found myself hugging the inside all too easy.

Remembering to straighten out the last section of the curves to the far left ahead of the Gooseneck meant that some speed could be gathered and braking could be done in a straight line before tipping right into the Gooseneck, and holding it to get back across the circuit to be positioned far on the right ready for tipping left through the apex downhill and running back out to the right hand side of the circuit for Mansfield.

Another quick peek in the mirrors, and same story again for a second or two and then the instructor's headlights appeared followed closely by the remainder of the group. Dropping the pace down through Mansfield, chicane, and through up to and out of the Mountain the group was slowly closing in behind, out of the hairpin, round through Barn and back out on the straight. The lap was over all too soon...

I indicated right ready to take my position at the back of pack and everyone shuffled forwards to complete their own stint out front.

By the end of the session I was eagerly awaiting some feedback from the instructor, which to my surprise was 'I think maybe you should switch to the advanced group for this afternoon'. I was a little unsure about this (despite being a great confidence boost) so I agreed with the instructor that I would stay in the same group and get him to follow me, and me follow him during the free lapping sessions after lunch.

After getting stuck into some fine cuisine at restaurant, and going over the mornings riding & feedback with Paul, it was soon time for the afternoons free lapping sessions to begin.

We managed to grab the attention of the instructor we'd had earlier in the morning to ask if he could follow us round for a few laps, to which he was only too happy to oblige. As usual we started with a couple of warm up laps before the instructor gave the signal for the free lapping to begin, and off we went....

The rest of the afternoon was simply fantastic; it was a great learning experience for both of us. The instructor had some great tips to offer after completing a couple of sessions, the first of which relating to some issues I was having during slowing for Park corner.

With the heavy braking transferring the weight forwards as I downshifted the rear wheel would skip and unsettle the bike. The advice was simple here, complete the heavy braking first, then as coming off the brakes tap down the box, then tip into the corner.

The next tip was to help resolve me on every lap missing the apex at Barn, again more simple advice from the instructor ~ just push positively on those bars...

So next session out and I got straight into putting the top tips into practice. Zipping down Park Straight a quick look down and the speedo is showing 125mph which feels quite bracing onboard the naked Triumph. The braking board markers soon appear, after passing the 1<sup>st</sup>, the 2<sup>nd</sup> whips past and then the throttle is quickly rolled off and the brake lever is being squeezed firmer and firmer. With the braking all done and as the front of the bike starts to regain its attitude a quick tap down a couple gears, and into Park corner. This really made a massive difference, the bike was much more settled, and braking could be done much heavier and was left much later. This technique worked really well for coming into Mansfield too.

Next up was pushing on those bars!! Not much to say here really, but as I approached Barn I mentally prepared to push on the right hand side of the bars which seemed a strange concept. All the time on the circuit so far the cornering of the bike had seemed natural and now I was to knowingly force it. I'd picked up earlier that getting off the seat and moving my body position toward the inside corner really seemed to help but could see now that this body positioning was actually also positively pushing the bars. Anyway I found that I could now get myself across to the apex at Barn every lap!

Well I think that summarises most of the day, and I am thoroughly looking forwards to the next circuit outing...

Next to write up was a weekday evening practice session on the enduro bike at Ashby Motorparc. This was to be my 2<sup>nd</sup> visit to Ashby and 1<sup>st</sup> time since my very first outing back with Ady Smith in late April where I managed to sprain the Plantaris muscle in my left knee and tear the connecting calf muscle.

A handful of visits to the local physio in Newark over several months had more or less got things back to normal, and gave me chance to pick up the large abundance of kit that was required, and address a couple of items on the KTM which cropped up when Ady Smith got his fine toothed comb out as we reviewed my new steed back in April.

I was feeling quite apprehensive as I arrived at Ashby, not knowing quite exactly how things were going run, and also for being a complete noobie. Fortunately I'd convinced my friend Ant to lend me a hand in getting the enduro machine in/out of the van so I wasn't completely on my own.



After making a couple of enquiries I was pointed in the direction of the signing on hut where I completed the necessary paperwork, paid monies, and received my wrist band. So I walked back to the van and got myself ready for my first session. I watched and waited for signs of the other riders making their way to the assembly area, and when the last of them went I followed (wobbled) my way down through the taped run to be at the back of the queue.

Once all the kiddies had left the course the adults were signalled by the marshals to enter the course. I was desperately trying to stay calm/relaxed but having just seen the speed which some of the guys had joined the course my anxiety levels soared! But I figured I just needed try and forget about the other riders and get out there so I pootled out onto the course up on the pegs...

The main central part of the course is 8-10" deep mulch (wood chip & shredded household waste) covered motocross track layout, with flat turns, berms, whoops, and connecting up and down hill sections.

Halfway through the motocross section some tape forced you to turn off through some woods which took you on a long loop through the woods before re-joining the 2<sup>nd</sup> half of the motocross course.

The woodland course comprised of a couple of straights but for the main some tight twisty and heavily rutted corners, no sign of any mulch in the woods just dry-ish mud with the odd soggy rut. Or if you preferred you could take a very brief rat run to instantly rejoin and begin the 2<sup>nd</sup> half of the motocross course.

Once on the circuit I was immediately aware that I was processing the deep mulch way too much in my head so I tried to just look for the lines which were hopefully slightly more packed. I slowly made my way round the first few corners re-familiarising myself with both the course and the bike.

The bike felt great, responding instantly to my inputs. I managed a couple of times to inadvertently knock the gear lever into neutral when coming down the box, which typically is just before you tip the bike into the corner. Unsurprisingly the bike tips in excellently i.e. straight onto the floor! when there is no drive to the back wheel.

Electing to take the full woodland loop I started to relax a little since most riders were pursuing the motocross track, thus giving me a little breathing space. Good job too as I needed all the breath I could muster as the going seemed exceptionally tough through the tight rutted turns, plus on the odd occasion I'd be thrown off the bike. This usually resulted in the bike stalling which left me having to re-familiarise myself with the right amount throttle required to kick start the bike back into life.



I really found this a very tough session and as became the theme for the evening I was to be the last in at the end of every session collected by marshal course clearer!!

Getting back to the van, Ant was no where to be seen, which meant no access to refreshments in the back of the van. Luckily my other trials mentor Ian McBride had popped by to see how I was getting on and offered some of his bottled water.

The 2<sup>nd</sup> session ran much smoother as I got through it without stalling or toppling off ~ hooray! I then re-focused on my riding by going back to what body positioning I could remember, and then some of the turns started to feel like they began to flow. I also got a little more used to the bike floating around in the turns and modulating the throttle to exit out from the apex, which felt brilliant. I was still slow compared to the other riders but it felt much better.

Back out for the final session of the evening and it was more of the same, or that was until I went to downshift approaching the woods and my foot struggled to locate the gear lever. There was a good reason for this, and that was... it wasn't there!

I slipped the clutch in 3<sup>rd</sup> gear and made it round into the woods and parked up, trying to retrace my steps. I soon realised I had little chance of finding it in the deep mulch. One of the marshals stopped by to check on me, and after explaining the lost gear lever he said he would keep his eye out on his next lap, but it wasn't meant to be!

Luckily while the bike was still warm I managed to somehow get it started while still in 3<sup>rd</sup> gear and made my way through the rat run to re-join the course and bumble back to the van.

It was now that I was glad for Ant being around, as trying to get the bike back in the van was exceptionally hard work, and I don't think I could have managed without him. (note to wife - must get bigger van!)

So despite being cut short in the final session, I thoroughly enjoyed my first proper practice session at Ashby. All my recently acquired kit proved to be both comfortable and compatible, and the bike behaved impeccably (gear lever loss aside) so all in all a most pleasing evening. I must confess it did take a good 4-5 days to physically recover, as the muscles had a real good work out!

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So to the final instalment, a trials practice session at Earl Shilton! Conscious of having rambled on plenty already I shall keep it brief...

Having collected Ant and his bike early one Saturday morning we made it to a rather wet, grim, and empty looking Earl Shilton. This proved to be the theme for the day as no else arrived all day which was fantastic having the place all to ourselves and the rain never really stopped.

This however didn't stop us having some fun, and for Ant having only ridden a handful of days out with his new found hobby a chance to experience riding in some mud. It also offered me the opportunity to build up a little courage and tackle some of those routes only recently accomplished in the dry. Needless to say it was all very entertaining, but also physically tiring due to requiring multiple rescue attempts from failed/aborted attempts on sloping ground where we had no chance of even standing up!

Ant has certainly started to appreciate the importance of having good tyres fitted, along with body position, and control smoothness needed to find good traction to attempt those climbs, make those turns, and tackle those descents....

More two-wheel news to follow soon!

Dan Howard

# A Couple of Aussies

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Shane and Phil were a couple of drinking buddies who worked as aircraft engineers in Melbourne, Australia.

One day the airport was fogged in and they were stuck in the hangar with nothing to do. Phil said, 'Mate, I wish we had something to drink!'

Shane says, 'me too. Y'know, I've heard you can drink jet fuel and get a real buzz. You wanna try it?'

So they pour themselves a couple of glasses of high octane booze and get completely smashed.

The next morning Phil wakes up and is surprised at how good he feels. In fact he feels GREAT! NO hangover! NO bad side effects. Nothing!



Then the phone rings. It's Shane. Shane says, 'G'day mate, how do you feel this morning?'

Phil says, 'I feel great, how about you?'

Shane says, 'I feel great, too. You don't have a hangover?'

Phil says, 'No that jet fuel is great stuff -- no hangover, nothing. We ought to do this more often....'

'Yeah, well there's just one thing.'

'What's that?'

'Have you farted yet?'

'No.'

'Well, DON'T - 'cause I'm in New Zealand'



# RAMBLINGS

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When is a pothole not a pothole? According to the Highways Agency it's not a pothole if it's less than 15cm wide and 4cm deep, all I can say is that I wouldn't want to hit too many of those on the bike, especially on a corner. Apparently these "non" potholes are not deemed urgent! What I ask myself is the inspection frequency for carriageways, I dare say that a "pothole" that is deemed a "non -pothole" may well soon become one with the passage of traffic and how long will it remain so??

Statistics, don't you just love em, according to a recent survey compared to 2 years ago car trips are down 4.3% and mileages down 1.8%, do we really need some calculator jockey to tell us this? I don't suppose two severe winters on the trot, fuel prices and economic decline have an influence? But then surely that is just plain old common sense which seems to prosper everywhere but Whitehall.

Good news, Road Rally organisers will soon have a much easier task, PRing will be a thing of the past! There will soon be a national network of recharge points so all those smelly and noisy petrol & diesel engines will be a thing of the past. Ecotricity "Green Energy" recharge points are being installed nationwide so the roads on a Saturday night will be full of Toyota Prius's and Civic Hybrids! Dare say the crews will have to go easy on the spotlights and map-lights so as not to shorten battery life. Rest easy, all Welcome Break motorway sites will be equipped with a charging point in the next 18months, would be one hell of a twelve car and map sales would flourish!

Talking of rallying, I was having a surfing night on you tube and came up with a couple of crackers, first one titled WRC Legend Colin McRae Tribute 2011 is a new posting and well worth a look, the second was titled Ford Archive Gems and covers the early years, cars and drivers.

I had been looking forwards to August Bank Holiday Sunday and the European Grass Track finals at Thorpe St Peter, have to say Reg Blackburn and his team had done a cracking job with the track and despite the heavy rain on the Saturday that halted practice the track was A1 on race day and even needed watering later in the day.

In anticipation of the "Hollimoon" I gathered together some reading matter, amongst them was a copy of MotorSport (MS), the Sept edition to be exact, I have been reading it on and off since my school days (and its two wheeled counterpart). It's some time since I last read a copy, the main reason for buying this edition was that it had both an obituary to Bill Boddy MBE, and his last contribution, submitted only days before his death.

He started penning letters to MS in 1924, and continued unbroken until the end, surely a record. Better known as WB he was editor for many years and along with DSJ (Denis Jenkinson or "Jenks") steered the magazine to what was (and in my opinion, still is) the benchmark for motoring publications.

WB was actively involved with the creation of the 750 Motorclub and the Brooklands Society to name just two organisations that will forever be in his debt. DSJ was

perhaps better known as initially sidecar passenger to Eric Oliver and later as co-driver/navigator to Stirling Moss in that immortal Mille Miglia win in the 1950's in the works Mercedes Benz.

Have to say it's still a damn good read and some of the For Sale ads had me dribbling in me beer!, Such gems as a Chevron B8-BMW, a 1965 Ford GT 40 that's was used as camera car for the track action shots of Grand Prix but now fully race ready and a Ferrari 250 LM from 1964 with a fully documented racing history

A ramble or two back I mentioned what is in a number, well one or two more have come to mind, L555BAT will always be connected with the late, great Colin McRae and Subaru. 77 RW and HDU 555N adorn the first and last E-type Jaguars, talking of Jaguars apparently they produced a car titled E2A which was the link between the immortal D type and the E type. And last but not least, 166RUR this was the very first works Lotus Cortina racer, driven in its early years by Jack Sears and later by Jim Clark and Dan Gurney, it still makes the odd appearance and is still using the original body shell.

Well the EU Hands off Biking protest ride has been and gone, initial estimates suggest that the website hits of 46,000 is close to the actual number out yesterday, on the Newark ride down to Grantham we must have had half a mile of bikes and on the run home the tail back was three quarters of the way to Newark, it was heartening that MP'S and MEP's joined in and the Police appeared to be "supportive" by their approach to the event and lack of presence nationally. The EU have postponed the vote and there are already attempts to dilute the draft legislation and one MEP has asked why cycles are excluded, now that would get politicians and the "sandals brigade" up in arms as it would go against everything Westminster has done to date in trying to extract folk from their "fug boxes" on commuting runs

## Rib Ticklers

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The butcher backed into the meat grinder and got a little behind with his work!

A chicken crossing the road is poultry in motion!

Time flies like an arrow. Fruit flies like a banana.

I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.

Mitch

# The Molly Johnson Trial

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Phil Marris returned to two-stroke power in the form of his old Gas Gas to clock up yet another Club win, this time on home ground at the family farm in the Molly Johnson Trial. He completed the five lap, eight section course for a loss of just nine marks, five of which were recorded on the Ken Russell designed section five when



*Danny Catlin – section 6*

he over-balanced and stalled – a problem that may not have occurred with the four-stroke Honda power!

Leicester's Sam Gent marked his Lincoln debut with a fine runner-up spot, his fourteen point total being made up of mainly single dabs, just a two on the logs of section four and a three on the fifth. Tom Ablewhite performed best on the awkward rocks and tree branches of the fifth with just a single penalty but struggling on the boggy third, dropping ten, and failing on section seven on the opening lap raised his tally to twenty-eight and third place. Tim Johnson was the only other finisher on the main route, now more accustomed to the speed event of Supermoto (where he is currently lying fourth in the British Open Clubman Championships) he still showed he's lost little of his feet-up skills.

Just five points separated the top five riders on the green route with young Tom Coy coming out on top with a loss of twenty, half of which were incurred on section five. This was the case for the majority as the initial left hand turn over the rock proved more than interesting, Graham Swaby being one of the many to part company with their mount!

Russ Casey, another victim of the fifth losing thirteen here, finished as top over-forty with a total of twenty-two, a score equalled by Adam West although he recorded one less clean. Top novice Mark Butler was next up dropping twenty-four with Graham Swaby left rueing his four maximums to finish one more point in arrears.

Louise Alford kept the family flag flying high as she topped the white-route losing just four marks, one on the opener on the banks of the reservoir and three on the tricky seventh, the only hazard to take marks from all, the thirteen year old leaving elder statesmen Colin Charles, Andy Jackson and Stuart Witting and co trailing in her wake. Colin being the closest with a loss of ten.

## **Trials & Tribulations ~ Vol 50 ~ Sept 2011**

“The Diary of Team Swaby/Evans”

Hi Everyone

Yet another month has passed with only a single trial having been ridden, but at least this month my mitigation of Dan having submitted a larger article to compensate for my measly effort is true (hopefully!). Last month, due entirely to my error, Dan's article missed the deadline and therefore the start of my piece will have confused the one or two folk that actually read it.

Anyway, back to this month and the one outing for Team Swaby/Evans was our very own Molly Johnson trial on 18th September at Cockthorn Farm, where we had a representative on each route with Brother-in-law Gary on the easy route, making a rare appearance on Mike's old 125 Gasser, Me on the mid route and Nephew Mike bashing his way around the hard route on the 250 Sherco, which in theory is still Gary's bike, although I doubt he's want it back after Mike's been using it for the past year!

Firstly a big thanks to the Marris family. Not only had they been busy introducing yet more obstacles to enhance the variety and challenge of Cockthorn, but as we needed to be away early on Saturday, due to Mike attending Chris Alfords 16th Birthday Party (Happy Birthday Chris!), they had already marked 4 of the 8 sections during a break in their busy farming schedule enabling Me, Mike, Richard and Ken to enjoy a more leisurely stroll to complete the remaining 4 sections ..... A big gold star to the Marris clan!

Secondly a big well done to all the team as the trial proved to be spot-on with fantastic weather, contrary to the forecast, an excellent range of scores and challenging yet very enjoyable sections.

Whilst I really enjoyed my ride I had a bit of an odd day, cleaning virtually every ride, but also throwing away four 'fives which put me down into fifth place, but still only 5 points behind winner, young Tom Coy, showing how close it was at the top.

My first five was on Dave Chapman's section 5, which was the hardest section of the day and was marked out by that pesky Ken Russell who judged the entry perfectly. There was a very tight drop into the section, followed by a hop over a rock immediately after which there was a tight left to avoid catching ones front wheel on a tree stump. During marking out, I claimed it was too tight and went over the bars on lap one in an attempt to prove my point. However, on later laps I had to give best to Ken, who by this time was watching, as I managed to clean it ..... Well done Ken. (One of my other fives also came on this section later in the day, as I let the bike stall trying to negotiate that first rock / turn.)

The second hardest section of the Day was the Marris' section 7, twisting and turning through the rocks in the pond. I suffered a five on lap one, as the 4T decided to do a 'cough' and stall, but after that I was really pleased to clean it all day. Luckily for me, Tim Hawcock who was observing saw that I was heading for the wrong

(hard) route over the last rock on the second lap, and stood in the way to direct me to the proper mid-route ..... another 5 saved thanks to Tim. (Tim was taking a break from riding to give his shoulder time to recover, but was well enough to ride his road bike to the event, his Repsol Fireblade, and what a beautiful bike it is, and as you would expect from Tim it was just as clean and well prepped as his trials bike is before any trial.)

My final five was on Richard's mud section. Again, I cleaned it on every other attempt, but on the second run through the logs had moved and I should have walked it again, but I thought I'd make it up as I went along! Well that didn't go quite to plan ..... I got completely off line jumping across a log, landed with my front wheel too high up the opposite side of the ditch and simply toppled off ..... what a pillock ..... I had a proper look on the next lap.!

Anyway, that was my trial. It was really good fun in terms of both the competition and the social aspects, especially sharing some good banter riding round with Paul Markham, a riding mate from many years back. I also rode really well, except for those fives, hence my school report for this trial would probably say "shows good promise, but must try harder".

Many of you will know I've owned a beautiful 1999 Subaru Imprezza Turbo from new, which was used as my trials truck for many years and survived both this and some spirited driving without ever needing a paint repair of any type. Well, now in gentle retirement, one of the teachers at Mel's school reversed into it breaking the side light and damaging the front bumper. I was absolutely gutted, and to make it worse this was just before it was booked in for its MOT, which resulted in a rush of calls and a mad dash over to Grantham Subaru to pick up a replacement light.

Whilst typing this, the highlights of the World Superbikes are on telly and it's great to be able to report Britain has another World Champion in the form of Welshman Chaz Davies, who has finally secured the results and recognition his talents deserve. To keep us on the edge of our seats his Yam R6 decided to blow up and put him out of the previous round, but both man and machine did the deed this time round. Hopefully we'll be reporting the same news for Sam Lowes n World Supersport next year, as this year has not gone quite to plan. Plus, in the big class, hopefully 2012 will see more of the Brits at the leading edge as the expectations at the start of this year did not come to fruition.

Other news is that Bradley Smith has signed to ride for Tech 3 in Moto 2 again in 2012, with a guaranteed step up to Moto GP for 2013/14, which is great news as it gives him the chance to take the Moto 2 title and more chance to mature as a rider before coming up against the likes of Stoner and Pedrosa.

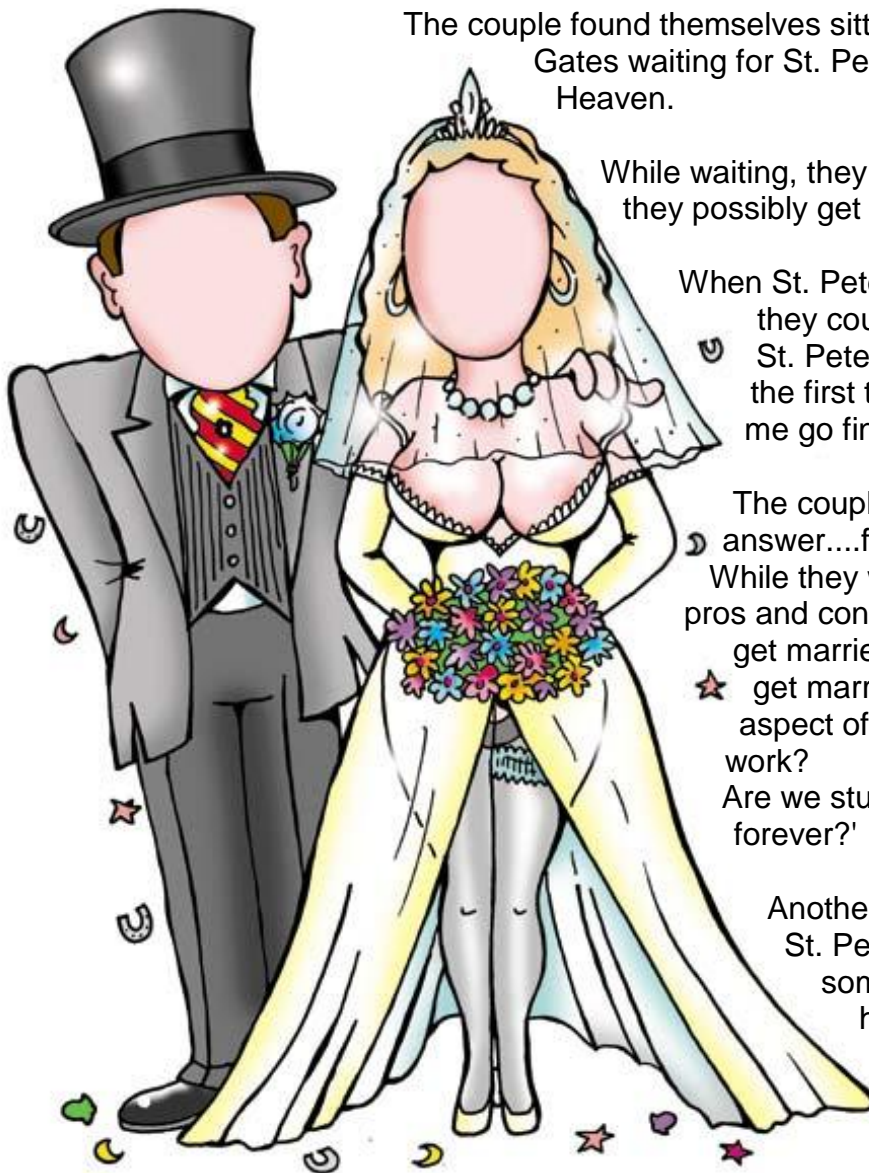
Cheers for now

Graham

# Heavenly Wedding

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On their way to get married, a young Catholic couple were involved in a fatal car accident.



The couple found themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven.

While waiting, they began to wonder: could they possibly get married in Heaven?

When St. Peter arrived, they asked him if they could get married in heaven.

St. Peter said, "I don't know. This is the first time anyone has asked. Let me go find out" and he left.

The couple sat and waited for an answer....for a couple of months. While they waited, they discussed the pros and cons. If they were allowed to get married in Heaven, should they get married, what with the eternal aspect of it all? What if it doesn't work?

Are we stuck in Heaven together forever?'

Another month passed.

St. Peter finally returned looking somewhat bedraggled. "Yes" he informed the couple, "you can get married in Heaven"

"Great!" said the couple

"but we were just wondering, what if things don't work out? Could we also get a divorce in Heaven?"

St. Peter, red-faced with anger, slammed his clipboard on the ground. "What's wrong?" asked the frightened couple..

"OH COME ON!!!" St. Peter shouted "It took me three months to find a priest up here! Do you have ANY idea how long it'll take to find a lawyer?"

## Two Young Lads!

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I was sorting through some stuff the other day and came across this, I wondered if anyone knew these two young lads.

Another next month!

## Trophies

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Could all holders of Club trophies please return them to Ann Woodcock or any board member as soon as possible, ready for engraving for the 2012 Dinner.

## Men Who Lack Supervision 1

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And on that bombshell.....