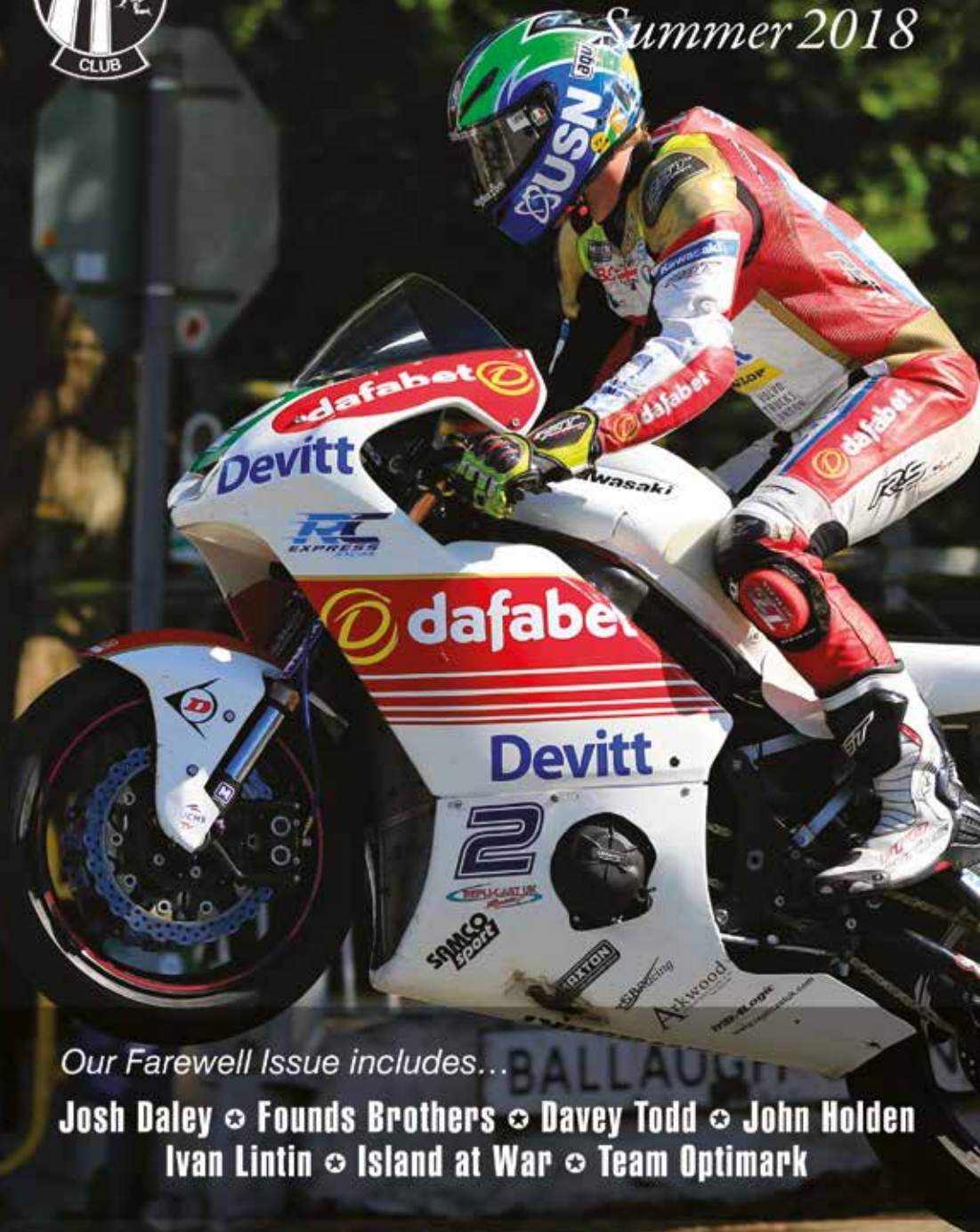




MAGAZINE

Summer 2018



Our Farewell Issue includes...

**Josh Daley • Founds Brothers • Davey Todd • John Holden
Ivan Lintin • Island at War • Team Optimark**

Editor's Line

This is the last TT Supporters' Club Magazine, the decision to cease production of our twice yearly publication having been made due to the Club's financial situation.

A few years ago, the Club stopped running its shop in the market area at the rear of the Grandstand during the TT period, its annual source of income thus being cut back considerably. The costs of printing and posting the magazines are, as you can imagine, substantial, particularly as many members live outside the UK. The Club will continue to operate, in so doing fulfilling its prime aim of assisting those men and women who wish to pit their skills against the Isle of Man Mountain Course.

As editor, I have permitted myself the indulgence of writing a separate article about the magazine... this can be found on page 12.

I wish all competitors racing in the Isle of Man this year the very best of luck. Normally at this point in the Editor's Line I give the copy date for the next issue, not so this time as... *That's All Folks*

Graham Bean



Another busy year ahead for the Joey Dunlop Foundation

An extremely busy time lies ahead for the Joey Dunlop Foundation with a substantial number of bookings already taken at Braddan Bridge House for this year's holiday season. Gilly Keown (Bookings Manager) is available to take enquiries for accommodation on (01624) 677741 or email info@joeydunlopfoundation.com

On the administration front, Barry Steels has taken on a role as Trustee for the charity after many years as UK representative, during which time he covered many shows and events in the UK, Ireland as well as the IoM. Barry also now controls most of the charity's merchandise and supporters can see a whole new range of products for 2018 on the foundation's website... www.joeydunlopfoundation.com

By the time you read this 'our stall' will have been to the Scottish Motorcycle Show and, then in mid-May we will be returning to the North West 200, an event we had to miss last year due to funds being allocated to the building works at Braddan Bridge House.

During this year's TT & Festival of Motorcycling, the Joey Dunlop Foundation will be setting up its fund-raising stall at Murray's Museum, Santon; the committee wish to thank Peter Murray for his kind hospitality. For those of you who are unsure, the museum is located on the New Castletown Road midway between Douglas and Castletown, about half a mile before the Fairy Bridge as you travel from Douglas

The Foundation is continuing with improvements to Braddan Bridge House and is also looking to improve its website in 2018. One, albeit small improvement for example made during the winter, was the replacement of wooden ramps with smoother concrete slopes in the doorways at the house, making it easier for wheelchair bound guests to move around independently.

Please keep supporting the Joey Dunlop Foundation... ensure you get your Tombola tickets to win the Joey Dunlop Replica Yamaha R6 resplendent in Rea Racing colours!

Bruce Baker

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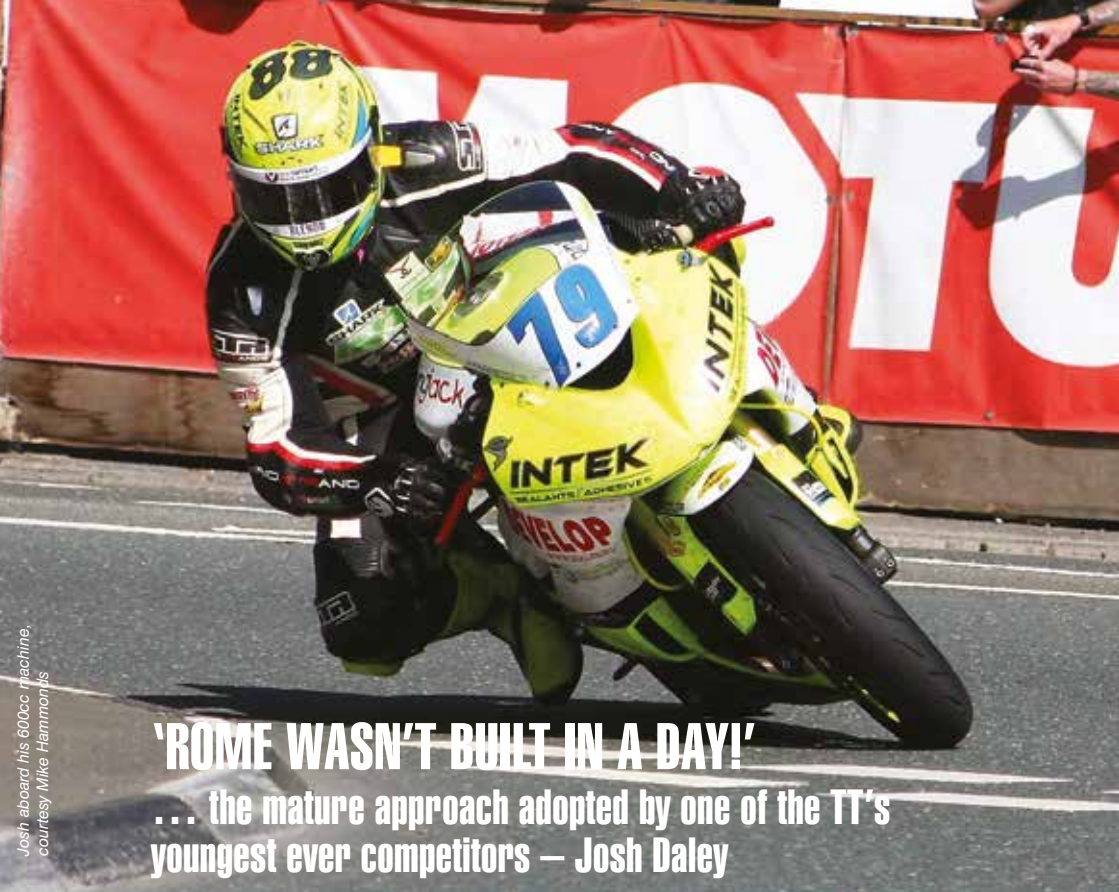
Cover: Ivan Lintin at Ballaugh Bridge on his twin cylinder Kawasaki, TT 2017 courtesy Gert Meulman.

The views expressed in this magazine are those of contributors and not necessarily those of the TT Supporter's Club.

From **Freya Harvey** - Social Media Administrator

TT Supporters' Club social media pages have updates regarding racing events. Anyone wanting to send us information can contact us on these pages for us to share with followers.

Facebook - [Ttsupportersclub](https://www.facebook.com/Ttsupportersclub)
Twitter - [@TTsupporters](https://twitter.com/TTsupporters)



'ROME WASN'T BUILT IN A DAY!'

... the mature approach adopted by one of the TT's youngest ever competitors – Josh Daley

“When I was racing minmotos at the age of eight, everyone else wanted to be the next Valentino Rossi, I wasn't interested in that... I wanted to be the next Joey Dunlop.” This was the reply when Josh Daley was asked, 'at what point did he decide to race in the Isle of Man TT'... he continues... “I went over to the Isle of Man with my dad to watch the 2000 TT and was so impressed by Joey Dunlop and David Jefferies... I then spent my childhood watching old videos of them and likes of Steve Hislop racing around the Mountain Course... they were all a huge influence on my choice of racing career”

These days, generally speaking, entries to the solo classes at the TT are oversub-

scribed, so a newcomer to the event must have special qualities and a desire to commit to several years of participation. Allocated start number 88 for the Superstock races at TT 2016 was 19 year-old Josh, an air conditioning engineer from Wigan, who, despite his tender years, had quite an extensive racing CV... the man himself takes up the story. “TT 2016 was to be my first ever road race, before then I had grown up through minimotos and metrakits, onto Aprilia Superteens in 2009, continuing into the following year. I raced a 400 in 2011 and 2012 being quite successful on that at Thundersport GB, setting 9 lap records in the 2012 season.”

Josh actually won the F400 series that

year and claimed second overall in the Open 500 and Open 650 classes. He then progressed up to the British Superbike meetings, competing on a superstock 600 in 2013 and then a supersport machine in 2014, a class in which he remained, that is until this coming season which will see him move into the superstock 1000 class.

With no previous pure road racing experience, descending Bray Hill on an evening in late May 2016 aboard a Kawasaki ZX-6R, is somewhat a leap into the unknown. Gone are the days when a TT hopeful turns up, sits on the start line waiting for the tap on the shoulder then shoots off down Glen-crutchery Road hoping to learn the course 'as he goes'. Josh typified the modern day debutant... “I first went over to the Isle of Man in the July of the previous year, 2015, doing laps around the course in a hire car. Overall, I did nine weekends, completing about 85 laps, three of which were with Milky Quayle, one was even on his birthday,

and one circuit with Johnny Barton. Trevor Stokes and Carl Rennie also came on weekends to the Island with me; I can't thank everybody enough for all their time they put into helping me learn the TT circuit, most of all my dad, Andy, because for the first few weekends, I hadn't even passed my driving test, so he was driving me round.”

Josh also watched hour after hour of onboard videos, as he had been doing since the age of ten, when, as he recalls, “was the occasion I said to my dad that, one day, I would like to do the TT... his words were 'forget it' - ha ha!”, so here was Josh only a handful of years later, making preparations for his debut in what many consider to be the world's most dangerous motor sport event.

How did Josh perform at his first TT? Well, to get a lasting impression, go to the www.joshdaley.racing website where, by courtesy of an on-board camera, you are able to journey with him as he circulated



Exiting QB, courtesy Mike Hammonds.

on his 600cc machine during the Monday practice session. You'll be impressed with how one so young tackled the intricacies of the course so early in his pure road racing career. Anyway, just how satisfied was the man himself with his performance at TT 2016? "Absolutely over the moon, achieved everything I was aiming to, finishing both races and coming away with two medals to prove it. It's a huge learning curve for me, treating it with the same mentality as 'Rome wasn't built in a day'. Everything was slowly start to click, I was gaining more confidence every time I got to each corner, around which I just focused on being smooth." Two fine results on the ZX-6R – 46th and 52nd with an average speed of 112.19mph in the second race.

Moving onto last year's event with that age-old Isle of Man problem, the weather, rearing its head, with one race, the second supersport being cancelled... Josh's thoughts, "I was gutted as I only had a supersport bike there, so spent a few days in the beer tent instead and got to watch some racing as well.

What of the race in which he did actually start, qualifying 53rd on the grid? "Conditions were a bit iffy on the first lap, but things went well, catching up Dave Hewson by the time I got to Laurel Bank. The pair

of us, along with Mark Goodings had quite a good race together, staying in touch with each other for the majority of the time. Pulling gaps, gaining them back, was really enjoyable, but not only that, they're more experienced than me, so it was good to learn off them, particularly following them round the sections in which they were faster."

Obviously lap speeds increased – an average of 114.97pmh on his four year old machine in finishing 35th out of the 53 riders completing the distance, securing a bronze replica in the process – was he pleased? "Yes, but it's not the main focus, as personally, for the first few years on the roads, I just want to gain experience and gradually get more comfortable. Speed will come with comfort." For the record, he headed home both his on-the-road combatants.

Josh has ridden around the course many times now, so has he his favourite sections? "I have always liked Bishopscourt and Alpine, mainly for the speed and throwing the bike left to right flat out in 6th gear, and being enclosed with trees, there's a great sense of speed. I also really like the bumpy section from Kerrowmoar to Milntown as it's quite physically demanding and I love it up on the Mountain. Yeah, I have my favourite section – all 37.73 miles!"

Machine trouble forces an unscheduled stop at Quarter Bridge, but provides a good vantage point to watch others go by; courtesy Mike Hammonds



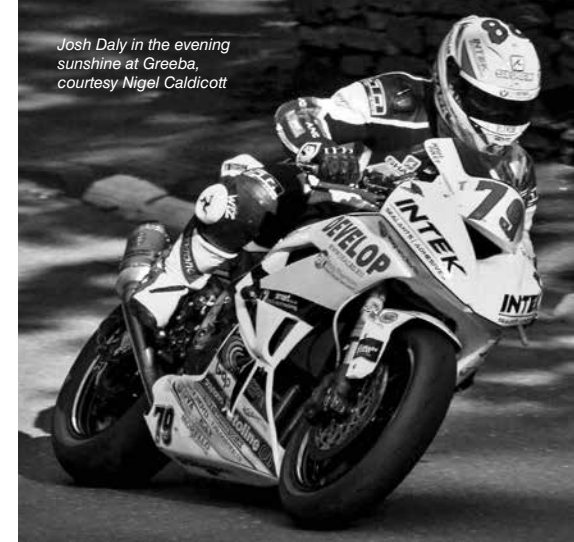
Josh was so keen to race at the Classic TT last year that he submitted an entry before he'd even sorted out a bike! He was not to be disappointed as, in July, he was approached by Dale Fordham [DRF Services] who was part of a team comprising Sam Morton (team owner of Primus Racing), John Duggan (Duggan Building and Carpentry Services) and himself.

Josh takes up the story... "it was too good of an opportunity to say 'no' to riding for Primus Racing. The whole team was great. The race, the Superbike Classic, went like clockwork, with the bike, a 1992 Kawasaki ZXR 750, getting faster and faster every lap". Forty-six riders finished the four lap race, with Josh coming home in 23rd position overall, but what was probably most impressive was that he was fifth best in the privateer category. His average speed was 112.029mph, enabling him to complete the race in a time of 1 hour 20 minutes 49.029 seconds... and another replica, this time, silver.

Prior to his Classic TT exploits, Josh celebrated his 21st birthday, not as many would with some sort of cake-laden party, but by racing around the world's fastest pure roads circuit – the Ulster Grand Prix, an experience he intends repeating this year. TT, Classic TT, UGP, so what about the North West 200? "I would love to do it as well, but it's just too close to the TT – we struggle with time off work, well actually, my dad does; luckily I work for one of my sponsors – Environment & Power Technology Ltd – who support me 100% with my racing and we are really good mates, Richard being a top bloke with a heart of gold!"

Dad, Andy, got a mention there – Josh Daley Racing is very much a family concern as Josh explains whilst highlighting this

Josh Daley in the evening sunshine at Greeba, courtesy Nigel Caldicott



year's plans... "I will be competing in the Superbike, Senior, Superstock and Super-sport TT races on a Kawasaki ZX6R and a Kawasaki ZX10RR. Luckily my dad signed me for 'Josh Daley Racing' for the 15th year running now...we're not doing bad for a 'Dad and Lad' team. My mum, Kerri, and little sister, Sophie, love me racing the TT, but hate it at the same time, if that makes sense. I can't thank them enough as they do without a lot so I can go racing, the TT now being our annual holiday... we haven't had a 'proper' holiday since I started racing."

Returning to Rome... Josh's approach to riding at speed around the Mountain Course is to be commended as he takes on five starts, embracing the biggest capacity classes for the first time; have targets been set? "The only target I have is to get in as many laps as possible and to finish every race I start... it's a big learning curve racing at the TT and I don't want to start pushing for positions too early, especially with it being my first year on a 1000." Five finishes at this year's TT are well within his capability, as is securing a batch of silver replicas... a long, successful TT career beckons for Josh Daley; we wish him well.

Sidecars 2018

Fans, both local and those travelling to the Isle of Man alike, look forward to the sight of sidecars negotiating the twists and turns of the Mountain Course, often in awe of the skill and bravery of the passengers in keeping the third wheel on the ground. There are, however, positive and not so positive points to consider about this year's event and, indeed, about the future of three-wheelers...

It could be said that the entry appears to be polarising in that there is increasing talent at the front end of the field with newcomers of recent years joining the established stars, but a drop off in the number of crews entering. In 2017, 49 entries were accepted with 38 and 39 crews making the starting grid in Races 1 and 2 respectively, suggesting that some competitors met qualification criteria in post-Race 1 practising sessions, with others possibly dropping out of the event due to machine mishaps during that first race. Using the second race as an example... basically 80% of the entry started, with 25 crews completing the three lap race distance, a finishing rate of 64%. This year's entry is believed to be 43 in number, so loosely applying the percentages of last year to this, then there would be 34 starters with 22 finishers.

This downward trend in participating numbers is a concern. Perhaps the recently introduced age limitation of 40 for newcomers to the course is an issue; three-wheeler competitors tend to become involved in the sport

later than their solo counterparts in that they may well require greater accrued savings to purchase an expensive purpose built racing machine on which to commence their career. It is not a cheap sport, we all know that, but surely a would-be solo rider has more opportunities of securing appropriate machinery at a younger age? Trust has to be placed in the TT organisers that potential sidecar newcomers of quality are not rejected on the basis of age; the word 'discretion' is used in the regulations, so let's hope it's suitably applied... Gary Gibson, a newcomer last year achieved a lap speed of 105mph, but he was in his 50s – would he have been granted an entry this year? Has the move to the second race being held on the second Friday of the fortnight become a problem? Perhaps, interest in sidecar racing nationally is, quite simply, decreasing?

On a much more positive vein, there is greater competition for a seeded race number with only 1-10 being granted exemption from a starting position secured in relation to their qualification speed. Will the Birchalls raise their current lap record of 117.119mph? They are more than capable of doing so as was pointed out in our last issue, their record circuit was not their perfect lap as best sector times during that particular race when added together would have had them 0.377 seconds quicker! Challenge on.

History will classify the Molyneux / Sayle

combination as legendary – they are together again, now with a futuristic outfit as displayed at the promotions evening held at the Villa Marina in March. Reeves, Holden, Harrison... all winners, capable of repeating their ultimate achievement, the top step of the podium. John Holden is joined in the Silicone Engineering team by Lewis Blackstock and Patrick Rosney, at 26 and 23 respectively, possibly the youngest combination in the event. Having made their debut in 2016, the pair immediately impressed, finishing 14th place in both races, earning themselves two bronze replicas. Their best lap of 107.137mph was easily surpassed last year, firstly with 109+mph in Race 1, then their fastest so far, 110.599mph in the second race in recording their best finish, 4th, after briefly occupying third place half way through the race. Their potential is immense, certainly podium contenders this year.

Talking of podium contenders... don't bet against either or both of the Founds brothers – Peter and Alan, who have lapped in excess of 114mph and 115mph respectively and have both partaken of champagne on the Glen-crutchery Road rostrum. Another family concern, spotted easily as they approach by their multi-coloured outfit are the Ramsdens, dad Steve and son, Matty. Steve, a veteran, having started his TT career in 1995, was joined by Matty in 2015; so far, their best return is a 4th in 2016 at an average over 110mph.

Two drivers allocated seeded start numbers last year, Karl Bennett and Gary Knight will be doing their utmost to upset the pre-



race favourites, as will a brace of returning Garys. The Bryan variety opted out last year, but there is no reason why he shouldn't improve on his best race average, that of 111.429mph when coming home 6th in the first race of 2015; he has Phil Hyde as his passenger. Speaking of race averages, Gary Horspole's best is 109.34mph when securing a 3rd position, way back in 2002. Still in tip-top trim he returns for the first time since the centenary meeting of 2007. As ever, the entry will include such diehards as Tony Baker, with his daughter Fiona, and Greg Lambert, ably assisted by Julie Canipa; expect increased lap speeds from those other ladies, Estelle Leblond and Melanie Fanier. The Manx pairing of Michael Jackson and Harry Payne have much potential... newcomer's award a distinct possibility, then for 2019 all our friends hereby mentioned, should be joined in the entry list by Ryan and Callum Crowe... sidecar racing moves on – let's hope it does so on the Mountain Course for many years to come.



The returning Gary Bryan will add quality to the entry, courtesy Mike Hammonds

QUIZ

The final quiz, so something a little more challenging for you – answers on page 50.

- 1 Bob McIntyre's 1957 record breaking 100mph lap was obviously on a 500cc machine, but which rider broke the magic ton on a 350cc machine?
- 2 Races for 50cc machines took place from 1962 to 1968, yielding seven different winners, but can you name them... the mnemonic STAG BID might help you, or there again, I might just have confused you.
- 3 He made his TT debut in 1993, won two races the following year, repeating the feat twelve months later... who is he?
- 4 Two overseas riders were the two fastest solo newcomers of 2013 – name them
- 5 What is significant of the Tarquino Provini's lap speed of 80.82mph on his 250cc MV Agusta in 1959?
- 6 An old favourite... name the first rider to be airlifted to hospital by rescue helicopter. Can you also name the year, race and his machine?
- 7 Dave Molyneux has achieved the most podium positions for a sidecar driver with 30, but who is second in this list with 20?
- 8 Name the year in which several 'safety measures' were introduced... Formula 2 specification for all sidecars, the pit lane stop box and competitors were set off singly rather than in pairs.
- 9 What significant change resulted from Archie Birkin's fatal accident of 1927?
- 10 Tony Rogers was victorious in a 250cc Production TT – the first win for which manufacturer?
- 11 Five men have finished in 70 or more TT races; Joey Dunlop is one, but can you name the other four, all of whom are still racing around the Mountain Course?
- 12 What did a team of riders from New Zealand win at the 1994 TT?
- 13 Who won the 1962 Sidecar TT after some of the top overseas competitors dropped out? Can you also name the German driver who, in finishing 2nd secured his best TT finish?
- 14 The highest placed finish by a female in a solo TT is 4th – can you name the competitor, the race, year and the machine... bet you can't get all those correct?
- 15 In which year was the Jubilee TT held and how many laps was it over?
- 16 Kawasaki's first official involvement at the TT was in 1969... which rider achieved two 4th positions in the lightweight classes?
- 17 Name the driver, his passenger and the year in which they achieved the first official 100mph sidecar lap.
- 18 Name the three Honda riders to don traditional black leathers for the Senior TT of 1981 in protest at Graeme Crosby being declared winner of the 1000cc Classic event after starting at the back of the field.
- 19 In 2008 and 2009 TT Races for the lightweight classes were run on the Billown circuit... the four races [in total across the two years] were won by two individuals. Name them
- 20 ...and we'll finish where we started, with Bob McIntyre, who won both Junior and Senior TTs of 1957. Name his works Gilera teammate who finish third in both races, seen here at Ballaugh Bridge.



Courtesy of Bill Snelling at FoTTofinders

Chairman & Secretary Report



The club has arrived at a crossroad in its journey. The aim and objectives of the club were and still are to secure financial assistance for the competitors and to help in any practical way for the continuance of the TT Motorcycle Races on the Isle of Man TT Mountain Course. I believe that the club has fulfilled this objective and more, hopefully continuing to do so.

The main difference from now on will be that this will be the final TTSC Magazine as sourcing the cost for production and postage is now not achievable as the club now no longer has a shop at the Grandstand; currently, the cost is about £7500 per year. At TT 2018, as in past years, we will be giving all competitors at the event an amount of money regardless if they are a TTSC members or not; hopefully, this will assist them with some out of pocket expenses. With an estimated competitor entry of 200 plus, this will cost the club around £6000. After much debate by committee members, the club has decided to make it into a TTSC badge and card club only. We believe that if we reduce the membership fee to £12 to cover the cost of the date bar plus postage and packing, the club should be able to continue in the same vein of assisting competitors for years to come.

Both Rose and I will be attending the TT and will be around the paddock somewhere and will always be available for a chat and also to renew memberships if needed, although in this modern world, it all seems to be done on the internet and Paypal. At the time of writing this report for the Magazine deadline, I am led to believe that the entries are good with the top runners competing in most events; along with an influx of newcomers, things look promising... now it's all down to the weather!.

Best wishes

Roy & Rose

Registrars' Report

As always, we would like to start by thanking those of you who have renewed your membership and welcome all of the new members who joined via PayPal or by traditional membership forms.

Sadly, as you will have already read, this will be our last magazine; as stated in the Chairman's report, due to cost we need to make major changes in order to continue our aim of raising money in support of the competitors. With our new membership format – you will receive a membership card, date-bar and sticker for a cost £12 plus post and packaging – all of the money will go to the competitor's support fund for TT2019. This fund will be supplemented with money raised from the sale of items we propose to introduce during the summer in our club shop.

When renewing your membership or joining the club, we would prefer you to make payments using PayPal, which is quicker for us to process and return everything back to you in padded envelopes with printed mailing labels. All you need to do is go to our website, choose the PayPal membership link which will allow you to renew or join the club; this is available for both U.K. and overseas memberships.

Should you wish to continue using the membership form method, go to our website, download a form but please do not send an envelope as we will return everything to you in a padded envelope; there will be a charge of £1 for post and packaging. This system should prevent date-bars going missing; replacing these is an added cost.

You will find our website with information concerning membership, Club news and updates at www.ttsupporters.com. We will also keep you updated via twitter @ttswebsite

With our new membership format, along with the items to be sold in the club shop, we will be able to raise a significant amount of money in support of the competitors at TT2019. We thank you for your continued help and support.

We would like to wish all of the competitors at TT2018 a safe ride.

Viv and Pete Oulton | Membership Registrars



My Heartfelt Thanks

I was diagnosed with Multiple Sclerosis in the late summer of 1990, the consultant neurologist informing me that my hockey and badminton playing days were over, it being vitally important that I find something more sedentary to occupy my leisure time. My involvement with the TT Supporters' Club, until that date had been with the Cheshire branch at its popular monthly meetings, as such attending the club's executive club meetings held thrice yearly in Birmingham. The club did not have an editor/co-ordinator for its newsletter, sent to members twice a year... I volunteered, got the job and so began a 'labour of love' which has lasted until now.

I was not alone in this new venture, nor have I been since, as my compatriots from the Cheshire branch, Liz Marin and Les Eanor have been of constant support. Liz has been

an excellent 'sounding board', keeping me on the straight and narrow, as well as writing articles, even doing some of my typing before I learnt how to use a computer. Without Les I would not be writing this now as he has performed the computer-laying tasks for each and every issue; if he'd stopped, I would have stopped... my, how I must have tested his patience. My sincere thanks to Liz and Les who have enabled me to carry on doing something I love for such a long time.

Our first Issue was Winter 1991, 'rebranding' it as a magazine the following summer, increasing the number of pages to the current 52 in the summer of 1996, colour appearing on the inside pages the following year.

Mike Hammonds, an old friend of my youth on the Isle of Man, soon joined me in the cause, adopting the grandiose title of

Assistant Editor. He has been responsible for persuading, cajoling, whatever it took to get competitors, officials and the like to give of their time to be involved in articles; writing articles became a forte for him, as did pointing his camera in the right direction to produce excellent action shots... and then there is his wit, but that's another story.

I was not able to attend TT 1991, so arranged for members, when paying their subs at the club shop behind the Grandstand, to be handed a letter requesting help with the then newsletter... how many replies did I receive? One... and that's when I came into contact with, resident of Port Erin, Derek Clague, known primarily for his involvement in the Manx music scene of the '60s, soon to be converted into the IoM Correspondent of the TT Supporters' Club Magazine. Derek has contributed tens of thousands of words from that time until this, the final issue, giving in particular, great insight into the racing and life on the island in days gone by.

Out of the blue some years ago arrived a letter, along with an article about the racing scene of the 1950s, from Dorothy Greenwood of Onchan... could I use the article, if not, please return?! The next time she saw it was in print; so began a series of historical based articles, giving balance to the magazine. Dorothy receives added credit for providing much information for the TT Digest. Another 'balance', so to speak, has been achieved by John Newton, the font of all knowledge, sidecars... John can still be seen on race days loitering behind a hedge, signal board in hand, preparing to give John Holden his current position.

So many people have been so giving of their time, I feel that space is insufficient here to mention anyone else in detail, save for a name check to my late father, Ken Bean, who,



The rescue helicopter trying to keep up with John McGuinness, courtesy Glynne Lewis

for the bulk of my 'editorship', carried out proof reading duties... and boy, did he keep me on my toes.

After much thought, I decided to take the plunge and give everyone who has helped in any way since our simple beginnings in 1991 a mention, in that way thanking them for their input, involvement, etc. It is certain that I will have missed some people – my apologies. I've prepared two lists, the first being those who have given of their time to be victims of articles. If their name is mentioned, they assisted directly, usually responding to questions via the computer, sometimes with me nagging them for their answers. In the early days, I went to them, equipped with tape



Stuart Graham on a parade lap, courtesy Don Morley

recorder... first up was Carl Fogarty, who had forgotten about our arrangement, meaning a return trip to Blackburn. I remember a great day out for the Bean family... Warrington in the morning to interview Tommy Robb, then a drive too Chester for an afternoon meet-up with Charlie Williams.

If I had to nominate a favourite meet-up, it would have to be the trip Liz and myself made to Norman Wisdom's bungalow in 1993. He was a club vice-president that year; I wrote to him well in advance of the TT in the hope he'd allow us to visit him. Some days later the phone rang..."could I speak to Graham, it's Norman Wisdom here?" Amazingly, I was able to arrange a twenty minute meeting at his home – by the time we left, we'd probably



TTSC President, Charlie Williams, 1974

spent an hour and a half in his company... a wonderful experience with a most genial, funny man.

All interviews have been by questionnaire or tape...well, not quite so, as there were three telephone interviews – Michael Rutter, Chris Palmer and Maria Costello being those who tested my hand writing skills.

My worst moment was undoubtedly when the Summer 1998 issue arrived from the printers... lead article was written in conjunction with rising star, John McGuinness... first paragraph should have read "John McGuinness is now one of Britain's top short circuit racers"... but, it didn't, it read "John McGuinness is not one of Britain's top short circuit racers". My heart sank, one letter making so much difference. I read on – the John Barton article was entitled, "John Barton – Aim for the Top of the Podium"... "aim" instead of "aiming" suggested I wasn't happy with his previous performances and he could do better. No more apologies to make, well that was until I came to a great photo of a rider descending Bray Hill at speed, giving credit to Eric Burness for his fine work. You've probably guessed it by now, Eric was actually christened John. My Editor's Line in the next issue began, "Dear John..."

I'd like to mention four other competitors at this point – Marc Ramsbottom, Vick de Cooremeter, Dwight Beare and Jochem van den Hoek – all of whom had agreed to assist with an article for the magazine. Alas, they were not able to do so... our sport is, as we know too well, extremely dangerous – all four lost their lives in racing accidents. In this light, I must mention the Summer 2016 issue, scheduled to carry excellent articles written by Sally Bly about Billy Redmayne and Malachi Mitchell-Thomas... days before going to press, Billy lost his life at Oliver's Mount

– changes were hastily made with Billy's article being rewritten in tribute form, then, shortly after printing, but before distribution, Malachi suffered his tragic accident at the NW200; it was indeed a sad time.

The second list is an acknowledgment to those who have submitted articles, photographs, etc – no-one has expected financial reimbursement for their contribution. Although some individuals should technically appear in both lists, they don't... basically, if they should, they've just been given a mention in the first list.

... to everyone who has assisted in any way with the production of the TT Supporters' Club Magazine, my heartfelt thanks – you've enabled me to thoroughly enjoy what has turned out to be, for many years, my principle hobby... I'll now have to find something else to occupy my time!

★★★

Eric Alexander • Brian Alflatt • Mick Alton & Chrissie Clancy • Shaun Anderson • Adrian Archibald • Keith Armor • Craig Atkinson • Fiona Baker-Holden • Jane & Dean Banks • Rob Barber • Sandra Barnett • Debbie Barron • Chris Barton • Johnny Barton • Francois Beauchamp • Ian Bell • Ben & Tom Birchall • Nigel Bish • William Boldman • Stefano Bonetti • Alan Bonner • Wade Boyd • Gary Bryan • Colin Buckley & Robbie Shorter • Mark Buckley • Martin Bullock • Roger Burnett • John Burrows • Anita Buxton • John Caffrey • Nuno Caetano • Mark Castle • Doug Chandlerv • Mick Chatterton • Dan Clarke • Richard Coates • Alan Connor • Harold Cosgrove • Derek Costello • Maria Costello • James Cowton • Gwen Crellin • Simon Crellin • Brandon Cretu • Nick Crowe • James Crumpton • Mark Cubbon • Carole Cummins • Josh Daley • Wendy Davis • Robin & Annette Daykin • Mark Daynes • Paul Dedman • Blair Degerholm • Xavier Denis • Cameron Donald • Phil Dongworth • William Dunlop • Alan Dugdale • Phil Edge • Ken Edwards • Karl Ellison • Melanie Farnier • Jerome Faveyrial • Carl Fenwick • Martin Finnegan • Carl Fogarty • Alan, Chris, Des & Pete Founds • Simon Fulton • Dicky Gale • Steve Gibbons • Francesca Giordano • Tim Glover • Mark Goodings • Chris Graham • Stuart Graham • Marc Granie • Jason Griffiths • Rose Hanks • Roy Hanks • Julie Hanks-Elliott • Len Harfield • Shaun Harris • Conrad Harrison • Dean Harrison • Kenny Har-



Ollie Linsdell speeds over the Mountain, courtesy Gert Meulman



Ian and Carl Bell, courtesy Equip Ajax

rison • Phil Harvey • Peter Heijmans • Dominic
 Herbertson • Dave Hewson • Peter Hickman •
 Mark Higgins • James Hillier • Steve Hislop •
 Michael Hofman • John Holden • Kenny Howles
 • Paul Hunt • Steve Ives • Nick Jefferies • Roy
 Jeffreys • Gary Johnson • Lee Johnstone • Noel
 Johnston • Mirko Kaisek • Alan & Mike Kelly •
 Eddie Kiff • Chris Kinley • Klaus Klaffenbock •
 Peter Kneale • Dan Knight • Geoff Knight • Ray
 Knight • Thierry Laforte • Charlie Lambert • Greg
 Lambert • Alan Langton • Con Law • Chris Law-

rence • Eddie Laycock • Estelle Leblond • Sylie & Francois Leblond • Margaret Lingen • Olie Linsdell
 • Ivan Lintin • Ian Lougher • Guy Martin • Keith Martin • Franco Martinel • John McBride • Kevin
 McCrea • John McGuinness • Stephen McIlvenna • Ian Mackman • David Madsen-Mygdal • Antonio
 Maeso • Daley Mathison • Yoshinari Matsushita • Nigel Mayers • Steve Mercer • Fabienne Migout •
 Fabrice Miguet • Dwight Mitchell • Malachi Mitchell-Thomas • Dave Molyneux • Timothee Monot •
 Jimmy Moore • Davy Morgan • Alison & Dave Morris • Laurent Naire • Trevor Nation • Simon Nearsy
 • Philip Neil • Craig Neve • Mike Niblett • Mats Nilsson • Steve Norbury • Nigel Nottingham • Serge
 Nuque • Paul Owen • Chris Palmer • Jim Parker • Steve Parrish • Gary Partridge • P'tite Ann • Tom
 Peters • Milky Quayle • Peter Quayle • Gary Radcliffe • Steve & Matty Ramsden • Toni Rechberger •
 Billy Redmayne • Tony Redmond • Matthew Rees • Carl Rennie • Eric Richard • Tommy Robb • Olaf
 Romijn • Michael Rutter • Mark & Lee Saunders • Mark Sayers • Allan Schofield • Nicholas Servigne
 • Les Shand • John Shipley • Paul Shoesmith • Didier & Helene Siro • Nigel Smith • George Spence
 • Frank Spenner • Ken Sprayson • Branko Srdanov • Adam Standring • Dan Stewart • Keith Stewart
 • Jimmy Storrar • Roy Tansley • Tony Thirkell • Gary Thompson • Jenny Tinmouth • Davey Todd
 • Alex Torres-Mori • Tommaso Totti • Jeremy Toye • Kevin Turner • Dave Tyson • Donny Vance •
 Jimmy Vanderhaar • Sally & Dave Wallis • Allan Warner • Jo Warriner • Bill Watson • Ian Watson •
 Jane Wheatcroft • Jamie Whitham • Charlie Williams • Eric Wilson • Jamie Winn • Norman Wisdom
 • Barry Wood • Davy Wood • Jack Wood • Ben Wylie

Steve Babb • Bruce Baker • Mike Ball • Phil Barron • Ken Bean • Sally Bly • Marcia Boulton •
 Sue Bowman • Paul Bradford • Glen Bradley • Kevin Brown • Tony Brown • Peter Burch • John Bur-
 ness • Robert Burrows • Nan Burton • Nigel Caldecott • Geoff Cannell • Bill Carden • Kate Clague
 • Kevin Clague • Monica Clark • Eddie Coard • Heidi Cockerton • Vernon Cooper • Alan Corkhill •
 Jack Corry • David Cretney • Edwin Dalton • Dave Davies • Stephen Davison • Dave Denver • Derek
 Donsworth • Vera Dollery • Les Eanor • Adrian Earnshaw • Steve English • Gerti Eppert • Peter Far-
 agher • Pat Farrant • Peter Flores • Peter Fordeman • Alan Franklyn • Kath Garner & Derek Grimes •
 Dorothy Greenwood • Peggy & Ray Griffin • Peter Hall • Mike & Sandra Hammonds • Clive Hanham •
 Stuart Harris • Simon Harrison • Michelle & Freya Harvey • Dave Hawkins • Andrea Hawley • Gordon
 Hetherington • Peter Hignett • George Holland • Terry Hollingsworth • Alan Horner • Elaine Hunter •
 Ian Huntly • Mose Hutchinson • Robin Hynes • Mick Jenness • Andrew Jessop • Kathy Jolly • Gary
 Jones • Les Judkins • Tim Keeton • Trevor Keig • Terry Kelly • Jim Kennedy • Sandra Kibble • Yuki
 Kobayashi • Myles Lally • Valerie & Neville Leach • Ian Leacy • Rose Lemaire • Glynne Lewis • Albert
 Lowe • Conor McCaughey • Marianne McCourt • Liz Marin • Gert Meulman • Sandra Miller • Ian
 Mills • Don Morley • Ian Murphy • Richard Mushet • John Newton • Nick Nicholls • Eric Olliver • Pier
 Ortalda • Pete & Viv Oulton • Ian Parnell • Wayne Paul • Paul Phillips • Tony Phillips • Chris Preston
 • Jean-Michel Prudon • Freda Potter • Bob Quayle • Kevin Quirk • Ed Radcliffe • Jade Ramsden
 • Stevie Rial • Allan Robinson • George & Ann Scott • John Shand • Bill Snelling • Sheila & Barry
 Sommerville • David Stevens • Sue Stevenson • Yvonne Stokes • Philip Thomson • Brian Trustrum
 • John Turton • Philippe Venet • Phil Wain • Stuart Watson • Peter Wilcock • Phil Windrum • Paul
 Woodcock • David Wright • Debbie Wright • Geoff Wynberg

Thank you,

Graham

The TT Supporters' Club at TT 2018



During the TT fortnight, in a ceremony broadcast live on Radio TT, French sidecar duo,
 Estelle Leblond and Melanie Farnier will be presented with the Susan Jenness Trophy. Club
 chairman, Roy Hanks, and hopefully, Susan's husband, Mick, will 'do the honours'; Roy will
 no doubt speak highly about the pair, who have won the award jointly, for their outstanding
 performances at last year's TT.

The Susan Jenness Trophy is presented annually in memory of TT Supporters' Club
 member, Susan who lost her life, some years ago, whilst marshalling at an UK off-road motor-
 cycling event, to the female competitor making the most meritorious performance at the TT.
 Whilst the trophy is retained by the club, the winner, or in this case, winners, receive a replica.

Now the fastest all female crew around the Mountain Course, Estelle and Melanie came
 home in 11th position in Race 1 at an average speed of 107.61mph, securing a much deserved
 bronze replica. Their fastest lap in this race was 108.407mph, but more was to come later in the
 week when they broke the 109mph barrier in Race 2... 109.394mph to be precise, a lap speed
 which put them in a marvelous 6th position before a fuel pump issue put paid to their progress
 over the Mountain on their final circuit.

Plans are in place for TT 2018 with Estelle and Melanie set to return with a brand new SGR
 [Sam Gache Racing] outfit. Interestingly, Estelle's dad, Francois, has inherited their old one. It's
 anticipated that they will face stern competition in their attempt to retain this prestigious award.

Of course, there are two trophies sponsored by the TT Supporters' Club 'up for grabs' at
 each TT meeting... the appropriately named, TT Supporters' Club Trophy being presented
 to the rider achieving the best aggregate time across the two races for supersport machines.
 We're not able to comment on last year's recipient as there wasn't one!! Beset by weather
 problems during practice week, there was a knock-on effect into the second week of the festival
 in that one race had to be cancelled, the second supersport race being the casualty. As to who
 will receive the trophy this year is anyone's
 guess... let's start with Hickman, Hillier, Har-
 rison, Kneen, Hutchinson, Johnston, Dunlop
 – and there's two of them!

Competitors will receive a cash 'gift'
 to assist them with their ever-increasing
 expenses; this will be passed onto them
 when 'signing on' at the commencement of
 the meeting. Competitors' names will also be
 placed in the hat for the Riders' Draw in which
 four cash prizes will be up for grabs. The
 TTSC was set up in the early 1970s to assist
 competitors in their desire to compete around
 the world's most demanding road racing cir-
 cuit – the Isle of Man Mountain Course; we
 believe your club is still fulfilling this objective.



2017 Susan Jenness Trophy joint winners... Estelle Leblond & Melanie Farnier, courtesy Robin Hynes



Island at War - Part 3

...resuming in November 1941...

... with good news for Sgt Harry Crane, previously mentioned in despatches in this article, who was married to Phylis Cannell at Onchan Church. Harry had been both competitor and travelling marshal at the TT and MGP; his best man was former MGP colleague, TH Carter, but this news was soon overshadowed by the announcement of the death of Wal Handley, killed in a plane crash. Known to many fans as 'the man who would not be frightened', this popular rider was commemorated by the naming of a tight S-bend in his honour – Handley's Corner.

In support of 'our gallant allies', Russia, a dance was held at the Villa Marina just prior to Christmas, which was celebrated by many in the island with reasonably priced food in comparison to England. This, however, didn't detract from the continuing tragedies – pilot Sgt John Orton, who had only been married three months earlier to Dorothy Milroy, was killed, along with three others in a flying accident and, then on Christmas Eve Aircraftsman 1st Class John W Corlett of Ramsey was killed in action while with a bomb disposal team.

As the War moved into January 1942 several local men were reported as missing, including Signalmen Douglas Clague of Onchan and Fred Turner from Douglas; Squadron Leader Walter Kiddy, a young Canadian, and husband of Murial Radcliffe, daughter of the editor of the IoM Examiner newspaper, lost his life while in charge of a Wellington Bomber during a mission over Germany.

February saw unusually heavy snowfalls, but this was nothing in comparison to the problems besetting farming... with more and more men being called up for the armed forces, the Women's Land Army was formed with recruits receiving six weeks training at Knockaloe Experimental Farm in the west of the island and in February a 'two meatless days a week' order was issued, but on the positive side, in October, the Agricultural Wages board recommended a £3 minimum wage for farm labourers.

Air raid warnings increased, largely due to lone high-flying Ju88s sent to reconnoitre the

Irish Sea for convoy movements in and out of Liverpool, but on the morning 11th March children attending Tynwald Street School had a frightening experience when an aircraft from Jurby on a training mission accidentally dropped an 11lb smoke bomb when flying over Douglas.

Staff at Clucas' Laundry at Tromode were doing their bit for the war effort by cleaning bedding and blankets for the military stationed on the island. Internees were coming and going during the year, with, after vetting, many being released to work in munitions factories in the UK and new additions largely from countries who had joined the Axis side... Finland, Romania, Hungary. Ninety Japanese arrived, largely smartly dressed bankers or press correspondents from London.

RAF Andreas opened in 1942, with aircraft patrolling shipping in the Irish Sea. For a time, the Australian squadron 452 was based there before moving on to Algiers in preparation for the North African landings. Sadly, several air accidents were reported, one when a Whitley bomber was taken up for a non-military flight by Wing Commander Knowles who was accompanied by a lady friend and six others, mainly corporals to act as ballast at the rear of the aircraft. The plane failed to gain sufficient height, crashing into the Bride hills, killing Knowles, his female companion and three others.

1943 saw the compulsory purchase by the Admiralty of Ronaldsway estate with 850 acres of farmland being commandeered, the result being runway extensions, twelve new hangars and a three-storey control tower. The site became a Royal Navy Air Station where air crew were trained to fly Barracudas.

Interesting news from the world of agriculture: as a result of the first use of artificial insemination on the Island, a pedigree Friesian cow, owned by Mr RG Shimmin of Sulby Farm, Onchan, gave birth to a bull calf. The insemination was carried out by the Government Veterinary Officer, Mr Douglas Kermode. Farmers were now being paid £2 an acre for bringing new land into cultivation; subsidies were being given - £4 an acre for growing wheat, £10 for a similar area of potatoes. Douglas Corporation was even forced to give up seven acres of its prized golf course for cultivation.

Unofficial statistics revealed that the population had soared to 93,205, even though the number of internees had dropped to a little over 2,000... 40,000 service personnel were now based on the Island. Home Secretary, Herbert Morrison paid a visit to the Island in August, largely to inspect the internee camps for which the Home Office was responsible. During a speech in the grounds of the Villa Marina he said that the Island's war effort was second to none with the number of Manxmen registered for military service being higher than anywhere else in Britain. In fact, over 5,000 of the Island's fit men up to the age of 40 were serving in the HM Forces. Tragically, 43 of these men lost their lives during this year, plus another ten in the Merchant Navy.

Sadly, there was a tragic event on the



Franck Barbier & Goulven Crochemore at TT 2017,
courtesy Ian Mills



Austria's Julian Trummer at TT 2107, courtesy
Robin Hynes



Greg Lambert & Julie Canipa breathing down the necks of Darren Hope & Shaun Parker, courtesy Nigel Caldicott

island in which six cadets from the 166 OCTU were killed during a night exercise at Kionslieu Dam, Foxdale on 2nd November. The cadets were attempting to cross the dam by dinghy under the cover of fire, live ammunition being used. The enquiry concluded that a parachute flare landed in the dinghy detonating a box of Mills bombs.

The misery of the war continued into 1944 as there was much sympathy for Mr and Mrs T Hogg of Onchan whose son, Flight Lieutenant Leslie Hogg DFC was killed the day after he returned to action after a week's leave home to visit his parents... one can only imagine the pain parents, wives and children suffered at this time.

Despite the suffering, life still went on in the IoM with world snooker champion, Joe Davis visiting to give two exhibitions at the Villa Marina, the proceeds from which went to Nobles Hospital. Joe had, by this time in the war, raised over £75,000 for charities. In May there were strong calls in the Manx Government for the Steam Packet to be nationalised, a feeling which still raises its head from time to time today. The 'exorbitant carriage charges' were the target of many complaints with locals suggesting they were instrumental in the closure of businesses. The leaders of the 'uprising' appear to have been the Manx Labour Party.

There did, however, appear to be a light at the end of the tunnel... although fighting continued in Europe and the Far East, changes were afoot on the Island as, on Sunday 17th September, blackout restrictions were lifted with street lighting being turned, then on 3rd December, there was a grand 'stand down' parade at the Villa Marina for the Home Guard with over 1000 men attending.

The war was not over for some, however, as the first batch of 320 German prisoners of war arrived at the end of November. They were watched by crowds of curious locals as they arrived at Douglas docks, looking sullen and very young; they were the first of 5,000 PoWs and were housed at the Metropole and Onchan internment camps which were adapted as prison cages. One enterprising alien, an Italian, was fined £10 for building a secret still at his detention camp in Douglas. He distilled 44% proof spirit from fermented potatoes, beetroot, fruit and sugar.

1945 was the year everyone had been waiting for... the end of the war; VE Day, when Germany capitulated was 5th May, but sadly, prior to that the island had been beset by tragedy: 14th April, a Boeing B17 Flying Fortress on a flight to Northern Ireland crashed in fog on the slopes of Cronk ny Arree near Port St Mary, none of the ten survived, but worse was to follow on 23rd April when a Flying Fortress, also on its way to Northern Ireland with 31 on board crashed into cloud-covered North Barrule at 500 feet. A violent explosion killed all passengers, making it the worst air disaster on Manx soil.

There was a brewery merry-go-round with Castletown Brewery buying Clinch's Brewery of Douglas, then Okell's was taken over by Heron and Brearley Ltd at a cost of 250,000. On 26th June, the coal heavers went on unofficial strike in Douglas regarding working practices, but this was resolved after a week when the Lieutenant Governor ordered German PoWs to take over the men's work. Shortly after this occurred one of the highlights of the year when, on 4th June, the King and Queen arrived for a three day visit... then on 14th August, the war was over when the Japanese surrendered.

Racing around the Mountain Course returned with the MGP of 1946, being made possible by the Manx Government overcoming petrol rationing by making low-octane 'pool' petrol available.

Derek Clague

RACE PROGRAMME TT 2018

SATURDAY 2ND JUNE

12:00	RST Superbike TT Race	6 laps
15:00	Sidecar TT Race 1	3 laps
16:35	Superstock/Supersport/Lightweight Qualifying	
17:10	TT Zero Qualifying	1 lap

MONDAY 4TH JUNE

10:45	Monster Energy Supersport TT Race 1	4 laps
12:25 - 13:05	Sidecar Qualifying	2 laps
14:15	RL360 Quantum Superstock Race	4 laps
15:55	TT Lightweight Qualifying	1 lap
16:15	TT Zero Qualifying	1 lap

WEDNESDAY 6TH JUNE

10:45	Monster Energy Supersport TT Race 2	4 laps
12:45	SES TT Zero Race	1 lap
14:10	Bennett's Lightweight TT Race	4 laps
15:55	Sidecar TT Qualifying	1 lap
16:10	Senior TT Qualifying	1 lap

FRIDAY 8TH JUNE

10:15	Sidecar TT Race 2	3 laps
12:45	PokerStars' Senior TT Race	6 laps

TTSC TRADE MEMBERS

Douglas:	ALBERT HOTEL	673632
	M B SEED	670073
	SAPHIRE RESAURANT & BISTRO	617093
	TINY TREASURES KEEPSAKES HANDICRAFT JEWELLERY	619713
Peel:	MANNIN COLLECTIONS	843897
	MARINE HOTEL	842237
Laxey:	FOTTOFINDERS	862238
Baldrine:	SIMON BELL PLUMBING & HEATING	619888
Sulby:	THE SULBY GLEN HOTEL	897240
Birmingham:	FRED HANKS M/CYCLES LTD	0121 373 1035
Bury:	AA TRANSPORT	07909 690 600
Grimsby, Lincs:	CENTRAL WINDOWS UNIT 3	01472 240011
Happisburgh Norfolk:	PARKFARM WINDOWS	07920 141395
Litchfield	SPECTRUM FINANCIAL SOLUTIONS LTD	01543 624488
	www.spectrumadvice.co.uk	
Pit Me, Durham:	MERLIN SIDECARS / COACHWORK	01913 866777
RoadRacingNews.co.uk:	STEVIE@ROADRACINGNEWS.CO.UK7	
	(IOM Area Code: 01624)	

If you would like your business to become a Trade Member of the TTSC and so assist those who wish to pit their skills against the IOM Mountain Course then contact our Membership Registrar, Pete Oulton. (See Page 3) Your support will be greatly appreciated.

Information correct at time of going to press. Please check your programme on the Island.

Team Optimark

France's Top Road Racing Outfit

Jean Marc Rummmler, a road race and TT fanatic, returned from the 2012 meeting with the idea of setting up a team for 2013. On the ferry back to England, Jean Marc, who runs a visual communication's company, met Timothée Monot who had impressed him with 41st and 43rd positions in the supersport races. It had been Timothée's first TT, although he had made his IoM debut in the MGP of 2009, finishing 16th in the Newcomers, 33rd Junior and 58th Senior.

Team Optimark was born with the two uniting their efforts for the following year with an MV Agusta F3 the chosen machine. In retrospect, it was probably not a wise decision as few racing parts were available, race preparation for this model unknown and as they soon realised, questionable reliability. However, Timothee did finish 42nd in the second supersport race after retiring in the first; he also came home 27th on a McInstry Kawasaki ER6 in the Lightweight.

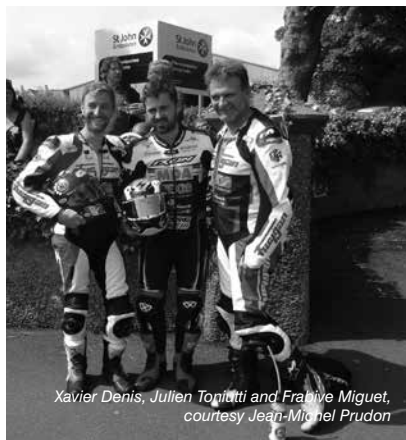
A Honda CBR 600 was acquired for TT 2014, but, following mixed results – a retirement followed by 50th position – there was a parting of the ways in the Rummmler-Monot relationship. Xavier Denis became the pilot for the team for 2015, but with an extended stable of machinery – Kawasaki 1000 and ER6 supplementing the CBR Honda. Fabrice Miguet was also integrated into the team, although using his own Kawasaki 1000, he benefitted from the Optimark structure. Good results for Xavier in his second TT – 42nd and 40th on the Supersport, 45th, Superstock, 42nd, Senior and 21st in the Lightweight. Fabrice, not quite so successful, with two retirements along with 49th in the Senior.

For 2016, Xavier was joined by Julien Toniutti and Morgan Govignon with sidecar crew Claude Montagnier and Maxime Vasseur also under the ORRT colours. The team was growing... Xavier continued his progress with 36th and 41st in the Supersport races, 37th, Superstock, 42nd, Senior along with two retirements. Debutant, Julien Toniutti, using his own Yamaha R1 and R6 under the Optimark banner, was 34th and 39th on his Supersport machine, 41st and 48th in the Superbike, Superstock races respectively, but had a dnf in the Senior. Morgan on the team's 600 Honda ended up 42nd and 48th, with the ever consistent Claude / Maxime combination 23rd and 31st.

The 2017 Optimark squad consisted of Xavier, Julien and Claude, who now had Olivier Chabloz as his passenger, the machines being the same; Fabrice was again wearing the team's colours. Unfortunately, troublesome knees prevented Claude making the start line. Xavier also had a problem in that the new Honda 1000 was not ready, meaning he had to revert to his own Kawasaki ZX10R which brought him home 26th in the Superbike race and 31st in the Senior. These results plus a 32nd on his superport and a superb 13th in the Lightweight meant an excellent TT. Sound results also for Fabrice and Julien meant that Jean Marc returned to France a happy man. The team was now truly international having competed in France, Belgium, NI, IoM and for the first time, Macau where Xavier tackled the unforgiving street circuit.

Naturally, Team Optimark will be on the IoM this year with entries in all solo TT races – Fabrice on the big bikes and Xavier in all classes, including TT Zero. Claude will be joined in the sidecar set-up by those talented ladies, Estelle Leblond and Mélanie Farnier, who will wear the team colours for the first time. Frédéric Besnard will represent the team at the MGP. A busy year ahead for Jean Marc and his team, let's hope it's a safe and successful one.

Jean-Michel Prudon



Xavier Denis, Julien Toniutti and Fabrice Miguet, courtesy Jean-Michel Prudon

Qualifying 2018

SATURDAY 26TH MAY

18:20 – 18:45 Solo Newcomers' speed controlled lap
 18:35 – 19:00 Sidecar Newcomers' speed controlled lap
 18:45 – 20:50 Lightweight TT/Supersport/Newcomers (all solo classes)

MONDAY 28TH MAY

18:20 – 19:50 Superbike/Superstock/Supersport/Newcomers (except Lightweight)
 19:55 – 20:50 Sidecars

TUESDAY 29TH MAY

18:20 – 19:25 Superbike/Superstock/Supersport/Newcomers (except Lightweight)
 19:25 – 19:55 Supersport/Lightweight/Newcomers (all solo classes)
 20:00 – 20:50 Sidecars

WEDNESDAY 30TH MAY

18:20 – 19:40 Superbike/Superstock/Supersport/Newcomers (except Lightweight)
 19:45 – 20:35 Sidecars
 20:35 – 20:50 TT Zero

THURSDAY 31ST MAY

18:20 – 19:15 Superbike/Superstock/Supersport/Newcomers (except Lightweight)
 19:25 – 19:45 Supersport/Lightweight/Newcomers (all solo classes)
 19:50 – 20:35 Sidecars
 20:35 – 20:50 TT Zero

FRIDAY 1ST JUNE

18:20 – 19:35 Superbike/Superstock/Supersport/Newcomers (except Lightweight)
 19:35 – 19:45 TT Zero
 19:55 – 20:50 Sidecars

After the debacle of last year when practising did not effectively begin until the Tuesday evening, a contingency plan has been developed for this year... if the initial session on Saturday 26th May is cancelled or badly curtailed, then there will be a session between 1.30-4.30pm on the Sunday with the Pre-TT Classic event being moved to Monday 28th. If necessary, an extra session can be held on Friday 1st June between 1.30-4.00pm in addition to the planned evening one.

Congratulations to the winners of the TTSC 2018 NATIONAL RAFFLE

£350	Douglas Findlay	NEWPORT-ON-TAY
£250	M Oliver	HULL
£150	Ian Huntly	READING
£50	Gloria Spurr	BURSCOUGH

Many thanks to all who sold tickets to raise funds in support of the TT competitors at this year's meeting; thanks also go to those who sent donations along with their ticket sales.

John Newton

Ivan at Sulby Bridge aboard his 600cc mount last year, courtesy Glynne Lewis

Determined to top the Lightweight podium again Ivan Lintin

It's much of 'as you were' as far as the 2018 season goes for Ivan Lintin, but that doesn't mean complacency, far from it. In the employ of the Dafabet Devitt Racing team for the fourth year, our 33 year old from Bardney, in Lincolnshire will have completed his warm weather testing at Cartagena in Spain by the time you read this. The sport of motorcycle road racing has adopted a much more professional approach in recent years, as Ivan explains the idea behind his trip to the sun, "we go to Spain for three days, which is fantastic as there is no better feeling than 20 degrees of sun on your back, riding your bike round a track. It gives us the opportunity of taking a full stable of machinery with a superstock, 600 and twin. Testing the big bike on both Dunlop tyres, to be used on the 'roads', and Pirellis for the BSB superstock series is crucial for the season ahead."

Before considering the season ahead, it

would be remiss not to return to 2017 and the trip to the Far East with the now annual visit to the Macau GP. Ivan has always been quite frank when discussing his experiences racing at speed around the barrier lined street circuit. "On the previous two occasions I raced at Macau, I would not say I'd done so with confidence as I mainly 'rode' around rather than 'raced', as it's so scary. However, last year, towards the end of the British season, we'd established a really sound machine set-up, particularly regarding tyres, so we were hopeful that this would be transferred into our Macau experience."

With that in mind, how did qualifying go? "To start with it went well, improving my personal best lap speed after receiving a tow off Martin Jessopp in the second session. However, in the end I had a starting position, if I remember correctly, of eighteenth, with which I was a little disappointed, but, there again,

we didn't have any Dunlop qualifying tyres with us. We knew the Pirelli boys were finding two seconds a lap on their qualifying tyres, so come race day, my pace would be stronger than some of the people around me."

Race day brought tragedy, but Ivan made a promising start, settling into a group, running about 15th in what he calls, "pack racing, but this worries me around that circuit as it's so blind, corners looking all the same... I'm much happier once we get spread out a bit. On the second lap I actually hit a wall when tipping the bike in too soon through the back section; I just had to deal with it and keep digging in."

Digging in, he did as, he continues... "after that near miss, I settled down and was, more or less, picking off a rider a lap and by the fifth circuit I was up to 11th, overtaking Dan Kneen for 10th position on lap six. I was increasing in confidence, the first time the place was becoming a race track to me and was ready to take ninth place when the unfortunate crash occurred."

The fatal accident involving the talented, popular Dan Hegarty illustrates the

worst aspect of our sport... it is a difficult time for everyone, so how do the competitors cope, after all they were on the circuit when the incident occurred, some may have even witnessed it?

Ivan replies to this question in a full, frank and professional manner... "it is obviously extremely difficult but you have to just put it to the back of your mind, or else you would never participate in the sport of motorcycling on pure road circuits with its dangers and consequences, even for the slightest of errors, being massive. Many of us actually rode through the aftermath of Dan's accident to get back to the pits, but once there we put on new tyres in case there was a re-run, which there wasn't as it happened. Maybe all this sounds a bit harsh, but we are not dealing with a simple, easy sport here."

Onto 2018 and a slight change in tact, as one of the 'big three' road internationals may fall by the wayside for this season at least and with there being an increased presence 'on the track, as Ivan explains... "Yeah, we have a full roads programme apart from, probably the NW200; it's too near the TT and

Ivan at QB, TT 2017, courtesy Mike Hammonds

last year cost us so much money and work to turn up and race there for not a lot of benefit with engine blow ups and iffy weather ruining the whole experience. However, for the first time I will be taking in selected BSB rounds before the TT and then the two Brands Hatch GP meetings later in the season. I'm really looking forward to these events, getting quality track time and racing at British Championship level in the hope of developing my skills on the big bike."

What will be the same as last year are the machines on which Ivan will be lapping at such high speeds – the supersport, superstock and twin, the last two having been developed quite substantially over the winter, but as he says, "no superbike for me, the superstock bikes are that good now, they're faster than I am!" One change that has occurred in the Dafabet Devitt Racing team is that, almost certainly, Ivan will be its sole runner, with the now retired Steve Mercer not being replaced.

When Ivan Lintin first appeared in the paddock behind the Grandstand, his entourage was very much family and friends orientated – he was always so grateful for the time

and effort they put into him becoming a top line road racer...likewise, he is very appreciative of those supporting him today as he explains..."Roy and Ben Constable, the father and son pairing are the team owners / managers of the Dafabet Devitt Racing outfit, there is Danny, my crew chief and technician, who coordinates everything behind the scene and then we have Adam Nowell who builds and looks after my twin. At race weekends we have other mechanics who come for the meetings and do their thing, all in all at the larger meetings, we will have eight people working in the team. It's a well-oiled outfit of which I am so pleased and proud to be a part."

Ivan's been riding on the Mountain Course for several years now, so surely, he has a favourite section, perhaps where he is able to catch up and overtake on-the-road rivals? Likewise, perhaps there are areas where he feels less confident, even still learning? Naturally, there was a considered response to this pair of questions. "Yeah, I've been there for nine years now – Manx Grand Prix then the TT – and certainly know my lefts from my rights, but, and it's a big 'but', you never stop learning and as your pace increases the track constantly changes. Also jumping between different capacity bikes, especially during one practice session, causes the track to change. I still feel I could get over the Mountain quicker, with all those fast-flowing places where you have to be so accurate to get the quickest lap times. You've got to have the confidence to overtake during a TT race as, if you actually catch someone on the road, you just need to get past as fast as possible or else you just slow to their pace and that costs you time... so, wherever it is, just go for the pass, but obviously the bigger braking zones are easier for such manoeuvres."

Ivan has an excellent relationship and



understanding with the Constables and their team who don't set any targets for their rider at the TT as they know he'll give his all; those who have seen the team outfit in the paddock will appreciate that it's a friendly, professional awning. No specific goals from the bosses, but what of the rider, himself? "Personally, I want to take back my 'TT twin title'... I can't be getting beaten by Michael Rutter again and, as I've said for the last three years, I'd love to do 130mph on the big bike. I've done 129.6mph on perfect sector times, but have just got to string all these together to get past that magic average speed... it appears to be easier said than done!"

Rising high on the agenda for many top TT competitors is the rapidly developing Festival of Motorcycling, in particular the Classic TT. A busy schedule for Ivan last year with four entries... same gain this time around? "Yeah, I've all my classic bikes sorted for the season including the return to the Island in August. I'll be riding for John Chapman in the 500, 250 and superbike races. The 500 will be a MV triple which I'm really looking forward to riding, the 250 will be a Honda RS again but, hopefully will be more of a race bike this year instead of the standard parade bike of last year. For the superbike race I'm hoping to

race one of John's RC30s."

How do the modern competitors compare the two major road racing events around the Mountain Course? Do approaches differ, what are the expectations of the organisers, is one more hands-on...? Well, here's the thoughts of one man..."the two events are completely different, the TT obviously the largest event in the world, with that brings pressure and need to push for results; there are more demands from sponsors, and organisers but nothing that is over-the-top mentally, but there are things we have to fit in and do, that comes part and parcel with riding at the event at this level... corporate events, autograph sessions, promotional visits, etc. The Classic TT is the opposite, probably the most enjoyable race meeting of the year, no pressure but in the races we ride as hard as we can... it's really chilled out and mega fun, as the bikes you get to race are something else, the noise, the smell, the heritage... brilliant... and, of course, you get to race around the same awesome course just on different machines. At both events I'll get 'hands-on' if its required of me, but both teams will have a full crew with them – I'm always prepared to muck in and do my bit; I always enjoy working and being involved in such a friendly environ-



Ivan on his lightweight Classic TT machine enters
Braddan Bridge, courtesy Robin Hynes

ment.”

Ivan's final thoughts, “the mental approach when the helmet goes on is the same at both events though, as they are both round the same 37 ¾ mile course with the same dangers and need treating with the same respect, just at the Classic TT we do it all a little bit slower.”

I've always been a great reader of the Irish motorcycle press, for many years now subscribing to Road Racing Ireland and, sadly the now defunct, Irish Racer... about ten years ago, reading these journals, I became aware of a young Englishman, sporting bike number 45 in the lightweight support class, taking the road circuits of Ireland by storm. Who was this young man who was challenging, so effectively, his Irish counter parts in their own back yard? I contacted Eric Olliver, the then TT Supporters' Club Regional Representative for Northern Ireland to see if he had contact details for Ivan Lintin. He did. One phone call later, I'd established that it was Ivan's intention to race at the TT, doing so via the traditional route of the Manx Grand Prix...

... an idea was generated, how about following the progress of this obviously talented rider, who was 'not going to run before he could walk', in a series of articles, issue by issue, in the TT Supporters' Club Maga-

zine?... was Ivan interested? Well, you know the answer to that.

As you will by now realise, this issue of your Club magazine is the last... one of the most enjoyable aspects of the last few years of compiling / editing has been working with Ivan, who has been so willing to give of his time... I can only imagine the number of times he's seen my name in his e-mail inbox... "here we go again, another set of questions", or some other such comment!

As a native Manxman, I was brought up on a diet of two annual road races around the Mountain Course – the TT and the MGP and the link between them with those doing well in the latter progressing onto the former. Not everyone is a McGuinness, Rutter, Hillier, Harrison who hit the Mountain Course 'running' so to speak in going straight to the TT, some are like Ivan Lintin with a more circumspect approach, none the less determined, which enables them to reach the elite level by a different route – the 'Manx'.

It's been a pleasure and privilege to have written articles in conjunction with Ivan over the last nine years or so; this has put me in a great position to have followed the career of diligent, professional, always smiling TT winner... and now for that 130mph lap!

Graham Bean

Multiple Sclerosis, used postage stamps and the TT Supporters' Club

I take this opportunity of thanking all those members who, over a long period of time, have sent George and Ann Scott used postage stamps, which, when sorted, have raised considerable sums of money, duly donated to the Multiple Sclerosis Society. This money is being used specifically for research into finding a cure for the disease.

I cannot thank George and Ann enough for their efforts, the amount of time they have given to the cause is immense. Thank you both, your help is very much appreciated.

Information regarding used postage stamps can be found on page 51.

Thank you one and all.

Graham

The Mike Hailwood Foundation

The legendary Mike Hailwood lost his life as a result of a road accident in 1981. Within days, a fund raising committee was set up with a view to erecting a memorial commemorating Mike's life and achievements. Members of the committee included Geoff Duke, Mike Grant and journalist Ted Macauley. The Hailwood Centre at the Grandstand was constructed during 1983, then opened by Mike's widow, Pauline, the following year. As an on-going project, the committee of the Mike Hailwood Foundation raises money to support riders in their desire to race around the Mountain Course



Adrian Earnshaw, a founder member of Mike Hailwood Foundation, hands a cheque to Peter Maddocks, chairman of Manx Motorcycle Club Ltd.

More specifically, the Foundation funded visits to the Isle of Man for potential newcomers in the 1980s, this theme being developed in the 90s when the late Davy Wood and Gary Dynes used to conduct annual winter trips to the island for groups of would-be first timers. More recently, Davy Morgan has been coming over with some elite road racers from Ireland.

Who has benefitted from these Mike Hailwood Foundation visits? A sample of an extensive list will impress you... Adrian Archibald, Guy Martin, Stefano Bonetti, Andrew Neil, Nigel Moore, Richard Britton, Davy Morgan, James Cowton, Brad Vicars...

Each year the Foundation selects young, up-and-coming riders to whom they offer a financial scholarship. Have these competitors been successful? You bet...study this sample – Cameron Donald, Michael and William Dunlop, John McGuinness, James Cowton, Jamie Coward, Alan Founds, Mike Evans, Daryl Tweed, Mark Farmer, Andy Jackson and Jason Griffiths

This year the Foundation has selected more riders than usual – 14 across TT and MGP – to whom scholarships will be awarded... Adam McLean, Josh Daley, Joe Thompson, Sam West, Paul Jordan, Jonathan Perry, Mike Norbury Michael Evans, Brad Vicars, Jamie Williams, Stephen Parsons Daryl Tweed, Andrew Fisher and prospective Mountain Course debutant Adam Blackstock. These men will share £12,000

Dedicated committee members, with Adrian Earnshaw and Kevin Quirk at the helm, now also work directly with the Manx Motorcycle Club to financially assist the organisation of weekend visits for potential MGP newcomers, these trips becoming an official part of the formal training for such competitors.

Fans can quite easily assist in fund raising by visiting the Hailwood Centre at the Grandstand for a coffee, light snack, etc or by purchasing an item of road racing memorabilia. During the TT period the centre will open 12 hours each day.



A blast from the past... Adrian Earnshaw, Davy Morgan, Norman Gordon, Barry Davidson, Mark Castle and Nigel Moore



A Telegram to Mussolini and other snippets from the 1937 TT

Three races in the 1937 TT programme – Lightweight, Junior and Senior – only 28 entries in the latter, but all varieties of machines, bar one, had works support. Norton mounted riders occupied half the grid with other participants astride BMW, Guzzi, NSU, Velocette, Vincent HRD and Rudge, which was the only entirely non-supported works marque. Forty-two entered the Junior and thirty-three the smallest capacity class with the usual suspects in terms of machinery, plus a Terrot and a Sarolea in the 250 race.

A major innovation this year, one to affect locals possibly more so than competitors, was the introduction of evening practising. Held on one day only – the second Thursday – it proved to be extremely popular with a huge turnout of riders. Prior to that, sessions had been dominated by the weather, that of the inclement variety – rain and fog. Thursday's evening practice period was run in ideal conditions with hundreds of Manx folk lining the circuit to witness the fastest speeds of the week, in particular Jimmy Guthrie unofficially clipping thirteen seconds off Stanley Woods' Senior lap record. Seemingly an enjoyable time for all, but not so for the marshals the following morning who had to take up their normal positions, many at far flung places difficult to access due to the limitation of private transport, to 'supervise' only nineteen competitors plying their trade, the majority choosing to have a lie in, having 'done their stuff' the evening before. Practice concluded on the Saturday morning with a deterioration in weather conditions, so no high speeds were recorded.

As riders lined up on Glencrutchery Road for the commencement of racing, there was a notable 'non-starter'...number thirteen had not been allocated. Riders of the day were a suspicious breed, so the Organisers agreed to their request. Modern day competitors seemingly suffer less from triskaidekaphobia – Adrian Archibald, Dan Stewart, to name two, but has anyone actually won a TT or MGP race sporting the number thirteen? Wasn't Chris Guy leading one with his machine carrying the dreaded number before the race was stopped due to bad weather? History tells us he failed to finish the re-run.

The "TT Special" in its practice summary felt there was no question that Norton machinery would head the field in the largest classes, not so the Lightweight where the speed list was topped by foreign marques.

As anticipated, the Junior race was a runaway victory for Jimmy Guthrie who lead throughout. Freddie Frith and JH "Crasher" White joined him in making it a 1-2-3 for the Bracebridge concern, which naturally took the Manufacturers' Team Prize. Guthrie had two and a half minutes in hand at the finish, but he and Frith actually shared the honour of making the fastest lap – 26 mins 35 secs at 85.18mph.

It was expected to be a German DKW – Italian Guzzi duel in the Lightweight with any possible British success lying in the hands of Ginger Wood and Tyrell Smith's Excelsiors. Stanley Woods [Guzzi] and Ewald Kluge [DKW] held first and second positions between them for the first three laps. Kluge then dropped out letting Omobono Tenni on his works Guzzi into second place some twenty-nine seconds in arrears of the Irishman on the fifth circuit, but Woods then, on the next lap, dropped back finally retiring at Sulby with less than twenty miles to go. Tenni maintained his pace to become the first overseas winner of a TT race, heading home Ginger Wood, Ernie Thomas [DKW] with the versatile Les Archer, proving that New Imperials were still a force to be reckoned with, in fourth. The lone Sarolea did manage the distance coming home in 23rd position in the capable hands of F. Faltner, his only TT race, at an average of 67.87mph – six minutes short of four hours in the saddle. The result of the race was cabled direct to Mussolini so he could share in the joys of Italy's first IoM success!

The early stages of the Senior witnessed a Guthrie – Woods duel with Jim leading Stanley by nineteen seconds on the fourth lap, only for his Norton to expire next time around. Freddie Frith then took up the Norton sword, dramatically catching up the Velocette of the toffee maker from Dublin, so much so, that at the end of the sixth lap they tied for the lead. Woods, riding at No 4, ten minutes ahead on the road of Frith's No 24 machine, must have been aware of the situation for his lap was the fastest of the race. The crowd on the Grandstand must have been astounded when Frith bettered that to record the first ever 90+mph lap – 90.27mph – to win by fifteen seconds to record yet another TT victory for Norton. "Crasher" White, Norton, finished third nearly nine minutes adrift with Velocette securing the Manufacturer's Team Award [Woods, Ted Mellors and Archer]. Although Frith broke the 90mph barrier he was not the fastest along Sulby Straight, that honour going to Stanley Woods who was timed at 122.49mph.

What happened to our winners of 1937? Sadly, Jimmy Guthrie was never to stand on a TT rostrum again, losing his life racing in Germany a few weeks later. He is, however, one of many competitors to be commemorated on the Mountain Course, in his case, by a stone cairn on the mountain climb between the 26th and 27th Milestones at the place where he retired during

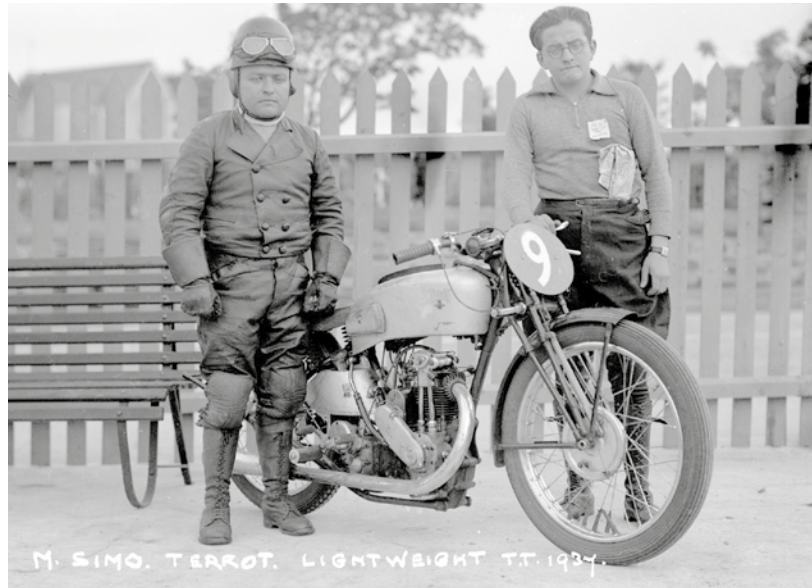


Omobono Tenni

that year's Senior. Guthrie secured six TT wins and was posthumous 350 European Champion.

Omobono Tenni, nicknamed the "Black Devil", the 250 European Champion of 1937, nearly had another TT victory to add to his CV but mechanical issues forced him back to ninth place in the 1948 Lightweight after leading and setting the fastest lap. Sadly, he, too, succumbed to injuries sustained whilst racing, an accident at the '48 Swiss GP at Bremgarten claiming his life. He had forty-seven victories on Moto Guzzis during his fifteen year career.

Freddie Frith's five TT wins spanned the war years with the highlight of his career probably being crowned 350 Champion in the inaugural world series of 1949; riding a Velocette he completely dominated the season taking the chequered flag at the Swiss, Dutch, Belgium and Ulster meetings as well as at the TT. Frith, a former stonemason then motor trader died in 1988.



The rather diminutive rider shown in the photograph is M Simo standing alongside the Terrot he rode in the 1937 Lightweight TT. Little is known about Monsieur Simo, presuming he's French as his mount was produced at the company's factory in Dijon. Simo was the only rider in TT history to race a Terrot, doing so five times between 1936 and 1939, securing his only finish in his debut year, coming home 12th out of the thirteen finishers in the Lightweight, at average speed of 64.55mph – 4 hours 05mins 32secs.

Charles Terrot, a personal friend of Gottlieb Daimler, made his fortune from knitting machines for which he filed a patent when he was 20 years of age. In 1887 he set up the Terrot factory at Dijon producing a variety of bikes, a 500cc model being used by the French army during the 1920s and then a sidecar in WW 2. In fact, Terrot was the largest motorcycle manufacturer in France for much of the first half of the twentieth century. By the 1950s production was concentrated on scooters, then in 1958 the company was taken over by Peugeot with production at Dijon ceasing three years later, the brand fading out.



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ACU Benevolent Fund Administration



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Badges, priced £3, can be purchased by contacting the ACU at Wood Street, Rugby, Warwickshire, CV21 2YX or by phoning Rose Hanks on 0121 686 3799 or writing to her at 50 Lyndhurst Road, Erdington, Birmingham, B24 8QS

Roy Hanks
Chairman ACU Benevolent Fund

THE OFFICIAL TT SUPPORTERS CLUB WEBSITE

Don't forget, you can receive information about the TT Supporters' Club via the web:

- * membership application forms for you and your friends
- * buy your TTSC clothing [jackets, caps, shirts, etc] and memorabilia
- * regional news – club nights, etc
- * race statistics

For further information contact Pete Oulton: ttsupportersclub@hotmail.co.uk

www.ttsupportersclub.com



TT Racing A Founds family affair

Anyone who knows our family, would guess that from an early age we didn't have much chance of doing any sports other than sidecar racing and to some degree I would agree, but we did. Eldest brother, Chris was a dab hand with a field hockey stick and a skilled trials rider, middle brother, Steve was a master marksman, a glider pilot and accomplished trials rider. Younger middle brother, Pete was the captain and leading goal scorer for his ice hockey team and even made the GB U19's squad. Sister, Hannah was a great dancer, a dreaded ice hockey player and also a top PW50 Crasher (Sorry Han), and I was an accomplished ice hockey player, representing the England Midlands team. My mum and dad, Linda and Des, despite having to manage this plethora of sports and activities, also found time for

their own leisure activities. Dad was a much loved coaching coordinator for the junior Ice hockey team and an amateur boat builder, working on a 36' yacht project; mum had an assortment of pets which were probably only bought for wanting children, a keen gardener and of course kept the house in fantastic order given that there were seven residents!

It's fair to say though that despite our busy childhood, none of my family would miss a race meeting given the choice. We all loved being there and those amazing experiences we had at circuits around the world usually doubled up as a family holidays, too, along with yearly trips to Ireland, Belgium and of course the TT to watch dad race. It was fairly common to see his sidecar heavily laden with us lot of feral 'Founds Kids' riding

back to the camp after a race. A tradition that me and Pete try to keep up even now and despite the bollockings from officials and Clerk of the Courses alike, it's a magical experience that kids never forget; hopefully in some cases this may even get them involved with sidecar racing in the future.

Our holidays then were quite often spent in paddocks and, in honesty, what a place to be brought up! The noise, the banter, the smells, the antics and the stories that you just couldn't make up. The camaraderie between teams was something special and it taught us all an invaluable lesson in life when it comes to 'love thy neighbour'. There wasn't anything that wouldn't be loaned or borrowed to your closest rival, that's just how it was. On most occasions there would be a forfeit for lending something and usually it was the Founds camp that initiated this forfeit. One particular forfeit I remember was singing to lend or mend an item and for anyone who knows how many things are loaned or repaired in the TT paddock will be well aware, that's a lot of singing. No one was exempt from this rule and I even recall some of the top riders would either sing to get what they wanted, or they would knowingly set up their crew by sending them to loan tools from our camp. Perhaps the funniest part of this ritual was that everyone was in on it, so the longer the person delayed, the more people turned up to witness the performance!

Dad in his own racing career achieved numerous wins in Ireland, the Southern 100 and in various Belgium road races, but he never claimed a win at the TT. Perhaps what held him back was the sidecars he ran were mainly hand made on the smallest of budgets, and his engines would all be predominantly 4-stroke production-based machines

in an era when the thoroughbred Yamaha TZs ruled the roads. It wasn't for the lack of trying however, dad was pretty fearless and a hard driver (rumour has it, earned a reputation of 'Disrespectful Des', for his amazing short circuit talent of making a 5ft wide sidecar fit through a 2ft gap between competitors!). Albeit, with accolades such as numerous top five finishes and a 3rd place in 1989, he put his heart and soul into racing sidecars, with the hope of one day winning the Isle of Man TT.

Myself and Pete, as the only Founds to be currently racing at the TT, share a similar outlook on the TT fortnight and one which is heavily influenced by our childhood. It's fair to say that we are both very committed to one day standing on the top step of the TT podium and for myself, getting to where my dad never did, knowing how hard he tried and the sacrifices he made is an amazing challenge. This year is my 5th year competing at the TT and it will be Pete's 3rd. Close in brotherly love as we are, we definitely want to beat each other on or off the track in most competitions and there is no love lost when we do! To date, I have two British Championship titles to my name (F2 Cup 2014 and Super F2 2015) and so does Pete (Super F2



Pete and Alan at ease in Pit Lane, courtesy Stevie Rial



Alan with Jake Lowther in the chair, courtesy Mike Hammonds

2016 and 2017): I have finished 3rd at the TT in 2016 and Pete finished 2nd in the same year. I have a fastest lap time of 115mph around the TT course, where Pete only has a fastest lap of 114mph! I hold the lap record for Oulton Park and Anglesey, Pete does so for Castle Combe and Donnington, the bragging rights just keep going on and this definitely helps fuel the aspirations to win. Rest assured though, despite the ruthlessness on track, we would no doubt bend over

backwards to help each other or share info if we thought it would benefit each other in any way.

I thought then, that I would ask Pete a few questions and maybe find out some secret weapons that he is hiding up his sleeve for the TT:

Me: You are older than me Pete, so I want to know what your earliest memories of our family holidays are when we went to the TT?

Pete: My Earliest recollection of the TT was dressed in my pink overalls around the TT paddock, they started off red, but like most of my clothes then, they were hand me downs from my older brothers! There was something magical about being woken up at some ungodly hour of the morning to don my overalls, throw some breakfast down my neck and head out to watch dad set off for early morning practice.

Me: I remember those overalls from the family photos, yeah. I had some green Kawasaki ones that passed down from Steve, I think! It's possible this is where our overall wearing obsession comes from nowadays?

Me: To the present day then, I have a 5-year plan for the TT which is to do as best as I can in that period, hopefully including winning it! As the bar keeps getting lifted every year, I can see this plan extending somewhat! Did you have a plan or aspirations for the TT and how long can you see yourself doing it knowing the commitment it takes and on our limited budgets!

Pete: Obviously for me the plan is to win a TT. We both know it's possible for one of us to win it, but all the cherries need to line up and as you say, on our limited budget our engines will need to be exemplary. If I won one, I feel like this would close the circle for me, but then I thought the same about winning a British Championship and here I am again, competing for a third title. In reality, I'm not sure! I guess it depends on how I'm feeling and what else is going on in my life at the time, after all it does take some commitment. I'll probably look at another sidecar challenge.

Me: How about a Team Founds trip to Pikes Peak then? It's a dream of mine and would take something as mental as that to challenge racing around the TT course!



Pete with Jevan Walmsley in the chair, courtesy Mike Hammonds

Pete: I'm up for that challenge yeah, if someone wants to fund us!

Me: I remember after completing my first TT, trying to think which section of the course was my favourite? Back then it was the flowing openness of the mountain section. However, after each year of competing, my favourite sections changed as the speeds increased. My favourite section after last year was from Ginger Hall to Ramsey, mainly due to the recklessness you feel holding the throttle pinned wide open whilst trying to regain control of your eyes in their sockets! Where is your favourite part of the TT course and for what reason?

Pete: Yeah, I'm with you on that one, Ginger Hall to Ramsey, as I've gone faster, the bumps seem to smooth out somewhat and zipping between the black and white kerb lines particularly at Conker Trees and Milntown is arousing. That said, I do like Laurel Bank to Glen Helen as well.

Both Pete and myself would like to thank every single one of our brilliant supporters and sponsors who, over the years have enabled us to continue racing at the Isle of Man. We are very lucky to have such a friendly following and because of their support, we are very grateful that we can continue to chase our dreams.

Alan Founds



Alan and Jake Lowther at Stella Maris, courtesy Stuart Watson



TT DIGEST

- ✦ The maximum number of starters for the Superbike, Superstock and Senior TTs is 68, with 72 being that for the other classes... sadly, this means that some competitors might achieve the qualification time but will not be able to start. Newcomers are guaranteed a start provided the qualification criteria is met. However, a change in regulations sees the introduction of a maximum age limit for those applying to race for the first time with 40 being the upper limit, although as the regulations state, "competitors aged over 40 may be accepted at the discretion of the Clerk of the Course."
- ✦ Entries and allocation of riding numbers are based upon data compiled from each competitor's fastest lap speed set in racing conditions in either of the past two years. Where a competitor has entered a class for the first time or the first time in more than two years, a speed will be estimated using data from other previous performances
- ✦ It is the responsibility of non-UK competitors to ensure they have sufficient private medical insurance to assist them on their return home for any on-going medical expenses incurred from injuries sustained whilst competing in the TT.
- ✦ Plans are afoot to change the Heron & Brearley beer tent at both major motorcycle meetings at the Grandstand this year with the location now being in Noble's Park. The intention is to have several shipping style units arranged to create a two level bar, a TV bank to show races and past events, with a separate unit hosting live bands. The venue will feature copies of famous TT landmark signs, an ideal photo opportunity for fans without having to stand in the road at their favourite spot on the course. There will also be a 'stunt show arena'. The previous site has been deemed too small and basic for a major sporting event, as during peak times, the premises have seen people violating the licence agreement by drinking outside the designate area, adjacent pathways being blocked causing safety issues.
- ✦ The IoM Department for Enterprise 2017 visitor survey for the Southern 100 revealed an increase of 50% in attendance to the event on the previous year to a total of 4,770. The survey showed that visitors stayed for an average of 4.3 nights and spent an estimated £434 on the trip, equating to an estimated total visitor spend of around £2.1 million, representing a contribution of just over £1.5 million to the

Island's economy.

- ✦ After pre-race technical examinations machines must be placed in the assembly area, tyre warmers may then be fitted. There will be no parc ferme conditions before the start of a race; it is the responsibility of the teams and competitors to provide whatever security they deem necessary whilst the machine is held in the assembly area prior to the start of qualifying and racing.
- ✦ Testing facilities for TT and pre-TT Classic competitors are available at Jurby Airfield on a pre-booked basis with a fee of £40 per rider being charged; sessions are weather dependent.
- ✦ Bushey's beer tent will be situated in the Villa Marina gardens this year... as an added attraction, the nearby Sayle Gallery will be hosting a display of Bushey's merchandise. The company, formed by brother and sister team, Martin and Nicky, in 1984 has, over the years, produced a variety of merchandise and is asking for anyone who has any items suitable for display to contact Martin on 07624 494393 / martin@bushey.com or the Sayle Gallery on 01624 674557. Particularly welcome would be 'behind the scenes photos' from former crew members who worked at the 'Bottleneck' or at the original Bushey's Bar in Victoria Street – all items loaned will be returned. Bushey's Brewery will be celebrating its 21st year of providing entertainment at the TT with the promise of a bigger stage, using specialist concert equipment.
- ✦ It is permitted to modify the standard manufacturer's tank or make a new tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 24 litres in the largest capacity classes and 22 litres for supersport machines. However, for the Lightweight class the capacity must be no greater than 20 litres, but the unleaded baffle in the tank may be removed and the filler replaced. The position of the tank mounting points on the frame must remain as standard; fuel tank materials may be changed.



Forest Dunn flat out approaching the Crosby Pub, courtesy Nigel Caldecott

- ✦ The 2018 Blackford's Pre-TT Classic Road Races take place on Friday evening 25th May, Saturday afternoon 26th May and Sunday 27th May. However, should 'force majeure' intervene and cause the opening practice session of the TT to be cancelled on the Saturday evening, the main race day will move from the Sunday to Bank Holiday Monday 28th May.
- ✦ A functioning red light must be fitted at the rear of all machines; this light must be turned on at all times with its lighting direction being parallel to the machine and be clearly visible from the rear at least 15 degrees to both left and right.
- ✦ Competitors' gloves must be made of leather with a full length double cuff; those worn by solo riders must contain knuckle protectors. Full length boots are obligatory, being a minimum of 100mm higher than the competitors' ankle.
- ✦ Earlier this year the annual Hoggies'



The ever popular, consistent performer Davy Morgan. Courtesy Glynne Lewis



Two TT multi-winners, Dave Molyneux and Dan Sayle, courtesy Ian Mills

Awards were held at the 'Talk of the Town' in Noble's Park near the TT Grandstand... the ceremony was a way of the Hogg Motorsport Association saying 'thank you' for the hard work of those who have supported the association, either by raising money or in some other way. On display outside the venue was the first of two new ambulances being bought by the organisation. This particular vehicle cost £76,450, the other being on order, but not yet paid for. As well as providing medical equipment to go in the rescue helicopter and at strategic points around the Mountain Course, the association provided volunteers to offer essential medical cover for 135 motorsport events last year.

- ⊕ Self-contained remote starters for the Superbike and Senior races will be permitted, provided applications are made to the Clerk of the Course and approval given at least 24 hours before the scheduled start of the race. All such remote starters must be intrinsically safe and must be stored within the pit box, of course they must not be turned on until all refuelling and servicing is completed
- ⊕ According to the IoM Today website in early March..."Major repairs are needed to the iconic TT scoreboard opposite the Grandstand. Remedial works are to be carried out to keep the scoreboard and timing huts going for the next three years, but no decision has yet been taken on their long-term future. The chequered flag could fall on them for the final time after the 2020 TT and Festival of Motorcycling races when planned roadworks on Glen-crutchery Road are expected to require the scoreboard and the timing huts being

taken down. An extensive consultation will take place over the intervening three years to fully consider a replacement structure." The indicator light box at Cronk ny Mona also requires a complete re-build.

- ⊕ As in previous years, testing of pit lane speed limiters for solo machines will be allowed at the culmination of solo practice sessions once the last sidecar has departed. Testing will cease when the first sidecar passes through Cronk ny Mona.
- ⊕ Traditionally, riders always used the Glen-crutchery Road side of their pits, not so now, unless of course, a problem occurs with their machine during the start, in which case the course-side of the pit can be used.
- ⊕ A real innovation for this year's MGP... two three lap races for small capacity machines will be run in conjunction with the four lap Lightweight races. This exploratory event will focus on Moto3 and Supersport 300 machines, but also permit entries from traditional 125cc two-strokes. The Manx Motor Cycle Club, in conjunction with the Department for Enterprise, view this as an opportunity to develop an introductory class for potential newcomers and showcase the skills and equipment for those who specialise in these machines. It is so pleasing to see these two organisations now working constructively together.
- ⊕ Concern has been raised during recent meetings about the inconsistencies in the response given by riders when yellow flags are displayed, particularly when waved. Of course, when there are 'waved yellows' during the TT Zero race riders must activate their horn.
- ⊕ A start to finish winner in both Superbike and Senior races will net £18,000 of the total prize fund of £57,400 with the fund going down as far as 20th finisher who will receive £300. A similar system will be in operation for the Sidecars - £9,000, £30,050 and £300. Supersport riders will be racing for a £29,050 prize fund each time they head off towards Bray Hill with the start to finish leader receiving £9,000, £100 going to 20th place. A slightly

lower overall fund for Superstock riders - £22,700, the leader throughout benefitting to the tune of £8,000, but in this case, the fund only goes down to the 15th finisher who receives £350. Moving to the Lightweight class, there is a fund of £17,400, with the other relevant figures being £5,000 and £200, the latter of which goes to the 15th rider home.

- ⊕ With respect to sidecars, the only permitted engines are:- 501-600cc four stroke, four cylinder machines along with 675cc three cylinder production based outfits. Rotary engines are not permitted, neither is over-boring; crankshaft stroke must be as homologated. The three wheels may be disposed as to give two or three tracks; if three tracks are used then the centres of the tracks of the motorcycle should not be more than 75mm apart. Regulations actually state that neither the driver nor passenger may be attached to the machine and that hinged sidecars and steerable sidecar wheels are forbidden. A little bit more technical, whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.
- ⊕ On submitting entries to the TT, competitors have to qualify for and obtain a Mountain Course Licence meaning they must have competed satisfactorily in at least six

road race days in the period of 30th March 2017 to 4th May 2018; a minimum of 2 of these days must be in the current season. Newcomer applicants must submit their completed Record of Mountain Course Training form with their application; training must have been completed by the 11th May 2018.

- ⊕ This year's race regulations contained some interesting statistics regarding the media and last year's event. In the UK, TV audiences peaked at over 1.4 million for the Senior TT, averaging over 800,000 for the other shows which formed the 14 episode run on ITV4, 13 million being the total for the series. Eleven 52 minute TT programmes were shown by major broadcasters in the USA, Germany, Italy, Japan, Latin America, Australia, sub-Saharan Africa, New Zealand, Norway, Pan-Asia as well as Eurosport. The official TT website boasted 2 million unique users with 4 million sessions and 10 million page views between July 1st 2016 to July 1st 2017. The official TT Facebook page had 800k+ likes, there were 95k+ official TT Twitter followers, over 25,000 Instagram subscribers as well as 133k+ subscribers to the official TT YouTube Channel. Of course, there were also the fans who travelled to the Island during the TT period - 45,000+. The Isle of Man TT Races are as popular as ever, if not more so.



Stuart Watson captures the TT at its best - Johnson, Anstey, Hillier, line astern



Astride his Suzuki with team boss, John Burrows

One thing you can be assured of these days is that any newcomer to the TT Races is of proven quality, high potential and willing to make a long-term commitment to the event. 22 year-old, Davey Todd, a former Thundersport GB Elite Stock 600 Championship winner, fitting this spec, will debut on the Mountain Course this May.

Obviously, it was circuits first for the young man from Saltburn, but even that doesn't go back very far as Davey explains, "the first time I ever even rode a racing bike was in February 2015, fortunately things clicked with the riding style change and somehow, that year I went on to win the [Thundersport GB Elite Stock] 600 Championship."

2016 saw him move to the BSB paddock with an entry in the National Superstock 600 class, winning two races... round two at Oulton Park and the final one at Brands Hatch. Despite a little bad luck along the

way, he managed to finish sixth overall in the championship. 2017 turned out to be somewhat of a watershed, Davey recounts his experience, "I finished on the podium at the opening BSB Superstock 600 race of the season, but was left without a ride at the next round. I got one off opportunities for round three in the Supersport class, then round four in Superstock1000, but unfortunately didn't have the funds to carry on."

Davey was wondering just what was going to happen next? The divide was about to be crossed... "fortunately, I got a call from Harry Corbett of Longshot Racing who I'd spoken to a while back about my interest in pure road racing. The timing could not have been better! I debuted at Skerries, the absolute buzz it gave me was like nothing else! That, combined with awesome organisation and such a great community in the paddock, meant that I'd found my destiny. The team

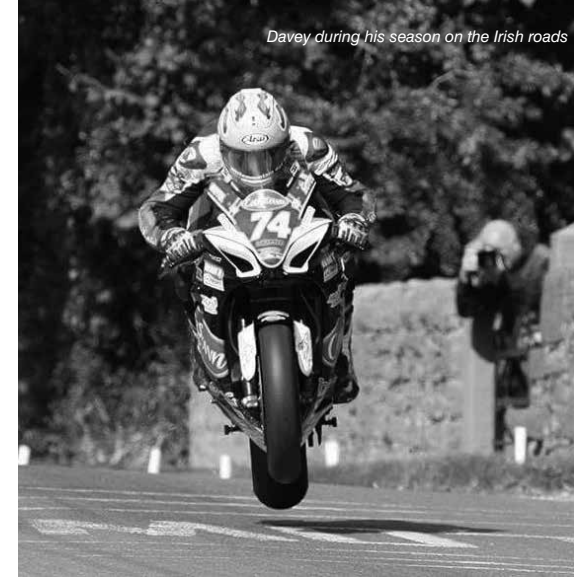
definitely didn't have a big budget, but they did everything they could to get me out there."

Hooked on the roads, success soon followed, commencing with several top five results at the aforementioned Skerries meeting, then going onto Armoy with a second place in one of the supersport races behind Irish champion, Derek McGee. Davey's greatest achievement so far... "well, one of them has to be at that Armoy meeting when I finished on the podium in the superbike race – I was so proud to stand there alongside Michael Dunlop and Derek McGee." Let's put that achievement into context, Davey was aboard his supersport machine and William Dunlop, interestingly one of his heroes, finished one place behind him, in fourth.

Another favourite personal achievement was being asked to judge the Miss Armoy competition, but let's move quickly on to the Ulster Grand Prix of last August and what a debut! Second in the Dundrod 150 National race only six seconds behind Joey Thompson and then, in the second event for supersport machines in the Prix itself, he was in line for a top six finish before mechanical trouble put him out, but that was not before he'd lapped at 125.503mph... some newcomer!

For 2018 then, it was petty obvious that the Isle of Man beckoned, but would it be the TT or the Manx Grand Prix. Davey explains his feelings, "I did consider doing the Manx first as for sure it would be good to go with the intention of winning, but then again, would it be more beneficial to just go straight to the TT? I got tons of advice, lots of people saying I should do the Manx first and lots saying go straight to the TT; to be honest, I always like the bigger challenge and progressing as far as I can as fast as possible. I'm not saying I don't feel pressure, but I ride as fast as I can no matter what the event, so as regards to

Davey during his season on the Irish roads



the pressure of the TT I don't think that really came into play. So, really, I was already swaying towards the TT, but what pretty much decided it for me was Paul Phillips messaging me, asking if I was interested in coming to the TT – that basically made my mind up for me."

With his intention of riding in the TT now out in the open, Davey was soon snapped up by one of the top privateer teams in the road racing paddock, Cookstown John Burrow Engineering Racing. The Burrows outfit actually gave him a one-off ride at the final round of the Irish Nationals last year, Davey continues, "I was given the Stock GSXR1000 and one of John's super twins to ride, but unfortunately the racing was stopped due to bad weather, but my experience of the team throughout the weekend was brilliant.

Obviously, being one of the top privateer teams, combined with John's knowledge of racing, having done it for years himself at such a high level, must have been a dream offer for Davey? "It certainly was, I knew that's who I wanted to ride for this year; somehow, it all came together very quickly and here we are! We'll have a couple of new Suzuki GSXR1000s... a stock spec and one with a little bit more trick to it, then we'll run the

Honda CBR600 supersport bike. We will also run the super twin machine but only at the Nationals as with me being a newcomer to the TT, we decided it would be best to focus on the 1000 and 600 machinery and not overdo things in my first year!"

These days, few newcomers are granted entries directly into the solo classes at the TT, the organisers being careful to allow in only those who are able 'to get up to speed quickly, yet safely'. As a consequence, such debutants are obviously expected 'to do their homework' ... "I am genuinely working super hard to learn the course. It's been made so much easier by the amazing support the TT organization team has given me with Paul and Sophie [IoM Motorsport Development Team] organizing trips for me to go over to the Island and do laps in the car with Rider Liaison Officers, Milky Quayle and Johnny Barton. This has been worth so much, those guys are incredible, they know the place inside out and it's such a massive help to have them teaching me. Maria Costello, another person who knows the Mountain Course inside out, has also been helping me a huge amount."

On top of circulating the course in a car, there's presumably a steady intake of video-watching? "You bet, I just try to watch as many onboard laps as possible... whenever I get a minute, another lap. You simply can't watch enough; I'm learning every time I watch or do a lap."

Come the end of May, will Davey have any specific expectations or targets regarding his first exploitations on the Mountain Course? "I genuinely have no idea where I'll be in the results or what to expect, so I'm just trying to go there with both an open mind and with the idea of progressing as much as possible." He is doing as much learning as possible and training super hard so he'll be in the

best position, physically and in state of mind, as he can be when he takes that plunge down Bray Hill on the first evening of practice. He's got an excellent team behind him so... "all that's left for me to do is go out there and ride as fast as I can, I can't wait! In all honesty, I'm just super excited to get going!"

On the Todd schedule for 2018 are the other two big international road races – NW20 and UGP, as well as the full Irish National Road Race series, but there is more... "on top of all those, I've signed for HGR Supermoto Team again as I'm also trying to compete for the British Supermoto Championship. I've kept my hand in doing the odd event over the past few years, but fortunately there's only two rounds I'll miss this year so we're trying to have a really good go for that title."

A young man entering his first race around the infamous Mountain Course on high-powered 1000cc machinery... does he have the blessing of family and friends? On reflection, this was actually two questions in one as Davey explains in his answer. "For starters, my friends mostly think it's awesome, I mean come on... who doesn't think the TT is simply badass? Well, I've now got to answer my own question with respect to my family, who, in all fairness are coming around to it now, and of course they think the TT is badass, just not me doing it! I think it's always going to be hard for them but I can't fault them, they've supported me all my life and I wouldn't be where I am today without them. I'm sure they'll be over for the TT, they won't be able to stay away."

The future of the TT is being structured around the likes of Davey Todd – a young man who really does want to take up the challenge of pure road racing with all its inherent dangers. The organisers have seen his potential and desire, so are investing much time in him,



Davey trying hard in Ireland last year

knowing full well he will turn up this May fully prepared to make his debut, willing to listen, observe and learn as the fortnight progresses

and then give his best on the track, riding with respect to the demands of the course. We wish Davey well.



Davey taking to the air



Tom Weeden riding for the thepeoplesbike team, Parliament Square, TT 2017. Courtesy Stuart Watson

thepeoplesbike - a most worthwhile enterprise

Prominent in the TT paddock is thepeoplesbike team, this year supporting David Jackson, a Mountain Course newcomer and Rhys Hardisty, making the move from the MGP. When did the idea of such a team come about? One of the principle organisers, Manxman, Mark Cubbon explains, “a group of friends and myself were having a chat after TT 2008, an event which had, for one reason or another proved a disappointment for us, when I suggested starting our own team for TT 2009. The others thought I was joking, but when, around Christmas time I purchased a new Suzuki GSXR 1000, they realised I was serious and so we started planning for TT 2009.”

So, when did the idea of thepeoplesbike materialise? “The concept of allowing the public directly into the enterprise came about early in 2009. The team’s bikes are easily identified by the photographs on the fairings of the people who have donated to the cause.”

All such teams will have their aims... Mark expands, “our initial aim was to support newcomers at the TT. We always felt that what we could offer in terms of team infrastructure, technical support and finance made a bigger difference to those just starting their TT journey.” Well, that they have certainly done, take a look at those who have benefitted... Steve Mercer, James Ford, Stephen Thompson, Dan Hegarty, Alan Bonner, Seamus Elliott and last year, Tom Weeden.”

The TT has always been the team’s main focus, though Steve Mercer was very successful at the Ulster GP in 2009 and then, in 2017, their ‘rising star’ project was launched with Stephen Parsons competing under the banner at the MGP – he finished 3rd in the Newcomers’ race, a brilliant start to his Mountain Course career. Riders are selected on the basis of recommendations from friends and fans, sometimes Paul Phillips is asked for his input.

Returning to ‘aims’, what does the team expect of their riders? Mark’s response is one we’d expect... “as a team, we are not results driven, so anytime our rider completes a race and returns safely is a big ‘high’ for us. Of course, often with ‘highs’ come ‘lows’ – although they were not with the team at the time, we were all badly affected by the loss of both Alan Bonner and Dan Hegarty in racing accidents.”

Over a twelve month period, the team is run by Mark along with Janice Thompson, the team manager, but for the TT period, friends and family offering a variety of skills support the outfit, fulfilling all the roles required. Mark fully appreciates the help, whether it be practical or financial, from everyone involved with thepeoplesbike team; to find out more information about this most worthwhile enterprise, quite simply visit their website.



Over the bridge at Ballaugh, courtesy David Johnston Motorsport Photography

JOHN HOLDEN ON THE WORLD CHAMPIONSHIP TRAIL

John Holden’s first visit to the TT was back in the ‘60s, his parents were keen TT fans and one of the first races he witnessed was the Mike Hailwood – Giacomo Agostini titanic battle for Senior TT honours which, back then was also one of the world championship races. Little did he realise that many years later he would become not only a TT winner, but would also seek fame, if not fortune, in the world championships. After his first TT win in race 2 at the 2011 TT, he decided to add to his 600cc outfit by acquiring a 1000cc ‘long bike’.

Not too many of the leading sidecar racers make the transition from one class to the other easily, but ironically it was after a practice crash at the 2012 TT, that he concentrated on the bigger class and after his injuries healed, he entered the BSB events at Assen in Holland, Silverstone and Brands Hatch. With long-time passenger Andy Winkle in the chair, they made steady progress and for 2015 decided to concentrate just on the Superside world series along with the TT and Southern 100 road races. Three years on and those events remain the top priority but boy, what a rollercoaster of emotions they’ve endured in the meantime!

The 12th April 2015 saw John and Andy

at Donington for the Superside opener, their world championship debut. Steady practice saw them qualify 7th just ahead of the German, Uwe Gurck. They’d seen that Gurck’s outfit was tuned for speed, but also that he was a tad inconsistent in his cornering lines. He got ahead of John from the lights-out, but coming into Coppice Corner he spun through 180 degrees and was directly in John’s path. John got his outfit past Gurck’s but Andy, hanging over the back, received serious arm injuries and was soon on his way to Derby Hospital. The race was red-flagged, but obviously John was not on the grid for the restart. He also had the task of getting a replacement passenger, not just for the world rounds but also the TT. Dan Sayle was speedily booked for the TT, Ashley Hawes for Superside, but neither could do the next world round at Le Mans – John was booked on the following day’s ferry to France! Step forward, one Dean Kilkenny, keen, enthusiastic but relatively inexperienced, especially on a long bike.

I ventured to Le Mans, my first visit to this iconic venue, in time to see John and Dean qualify 6th. But it is considered a difficult circuit, and not too popular with competitors – and that included Dean. The race was



John and Andy start 2016 TT Race 1 – they won! Courtesy, Official TT issue

scheduled for lunchtime, an hour or so before the 24 hour solo race which attracts some 80-90,000 spectators. Our duo got away well in fourth place, but as the laps went by, Dean tired and John slowed, beginning the last of 18 laps in 8th spot, just behind the Swiss, Rutz. From the pit wall, you can see down the track to the exit from the last very tight corner. We saw John appear before Rutz and make it over the line some 30 yards ahead. Great! 7th place!.....but as they went past us, we were a little surprised that Dean wasn't punching the air in relief. He didn't because he wasn't there! Poor Dean had tumbled, out of our sight, on the last corner of the last lap. This was hard to take, especially for Dean, but sponsor Ian Barnes softened the blow by ensuring Dean had a few drinks that night!

The next big event was the TT and if you've had to replace your passenger, then Dan Sayle with 8 wins on his C.V. is the man to have. John reckoned he had the fastest bike, and so was disappointed to finish some half a minute down on the Birchalls. 'The bike's on form but the driver is not,' he commented to TT News' John Watterson. There was some good news in the camp though, as John's partner, Fiona, had become the fastest ever lady passenger, partnering her Dad, Tony Baker, to 11th spot. Same again in race two, as the Birchalls and the Molyneux-Binns pair-

ing both beating the old lap record in a thrilling battle for the win. The Birchalls did the double and John was pleased to record his fastest ever lap and yet another podium. Back on the Superside trail, John finally scored championship points with a 4th at Assen and 5th in Croatia, though the nil-points races meant only a final 13th place in the table. Finishing the year with the BSB rounds, John paired up with Stuart Ramsay, and they gelled immediately, with good finishes at Assen, Silverstone and Brands, John securing his first F1 podiums at the latter two circuits.

And so to 2016, John again sponsored by Silicone Engineering and Ian Barnes Racing. Stuart Ramsey was signed up for Superside with Andy Winkle back in the chair for the road races. Superside began with another trip to Le Mans. Surely the team would enjoy some good fortune this time! Well, in a way we did...going down the motorway near Rouen, we arrived at a 'decision point'. Do we filter off the motorway and rejoin it half a mile further on, or do we go down a slope and through the tunnel? Straight on, we decided, it'll be quicker. It was then we spotted the 3 metre height limit and also the 10 feet 6 inches marked on a sticker on John's cab dashboard. Hang on, 1 metre is 3 feet 3 inches, so 3 metres is....'John, STOP!!!!!!' We did, as did Ian Barnes travelling behind us and Tony Baker completing the convoy, along with

at least a dozen cars driven by extremely irate Frenchmen! Stuart and I walked back up the slope explaining they'd have to reverse back some 100 metres, stating 'excusez, notre chauffeur est fou!' They seemed to agree while adding to our knowledge of French insults. When we finally rejoined the motorway, we found out why not one gendarme had appeared on the scene. Stacks of old tyres had been set alight near the other side of the motorway, part of a union dispute, and every police car and fire appliance was otherwise occupied. Ah well...

Qualifying was fairly straight-forward, but for race day heavy rain was forecast for noon, our race scheduled for 12.15! And boy, did it rain! They started, Reeves leading but nobody had a clue who was second as the spray was some 15-20 feet high. 4 laps in and the red flags were shown. 15 minutes later a shortened race began, though no-one there could see the slightest improvement in track conditions. Again, Reeves led away followed by 24 other outfits. Well over two minutes later, Reeves returned followed by 23 others, but not John and Stuart. Half a minute later they went past us – John had spun off the track and had had to wait for everyone to go past before regaining the track. Conditions remained diabolical but our intrepid duo performed heroics to finish 12th and score 4 points. Two points scoring finishes in Croatia and a first ever Superside podium in Hungary improved matters before my next trip to Assen in early August.

By then, John and Andy had been doing the business on the roads. They led TT race one on the opening lap but it was red-flagged. The Birchalls hurtled off in the restart, breaking the lap record on lap two and establishing a lead over John and Andy of 25 seconds, before retiring at Sulby. John and Andy brought the 'little bike' home in one piece and so, a second TT win was achieved. Oh, Happy Days! Tony and Fiona had retired but not before they'd lapped at over 110mph. The Birchalls comfortably won race two, but John and Andy were second and were the overall

sidecar champions. A memorable TT, but sadly marred by the deaths of Dwight and Ian. On to the Southern 100, a track where John had not had the best of luck. A 4th in the opening race, a podium in the Championship race, but John and Andy had enjoyed a great moment on lap 6 when they followed Reeves and Birchall over the line, with the live-timing screen at the Triangle indicating all three crews had made history with the first ever 100mph sidecar laps recorded at Billown.

Back to Superside and the Gamma Racing Day at Assen. Gamma is Holland's answer to B&Q, and sponsor the whole meeting giving free admission to all spectators. Over 50,000 for qualifying on the Saturday, 92,000 on race day Sunday, and every form of motor sport featured on the programme along with parade laps by Mika Hakkinen and Dani Pedrosa. Fabulous weather and one of John's favourite tracks. Alas, they had to retire late in the race when in 6th. Two fifth places at Oschersleben and a fourth place in the sea-



John and Lee Cain, Southern 100 Championship winners, courtesy John Newton



son's finale at Donington, which meant a final championship position of 7th.

There was one further meeting for John before the year came to a close, he and Fiona married, which should ensure their home has one almighty large trophy cabinet!

Last year saw John take on the same programme as before, Superside and the roads. Mark Wilkes had deputised for Stu Ramsay in Germany the year before and he took over for 2017 while for the roads, Manxman Lee Cain came on board. As before, John was supported by the Silicone company along with Ian Barnes Racing, Ian being an ever-present and enjoying life 'with the chairs'! Le Mans was again first on the agenda, surely good fortune this time...well, 'no' in a word. In third and catching Paivarinta, he had to take to the gravel trap when the brakes decided to be inconsistent. The Birchalls cleared off, 2016 champion Paivarinta a clear second while

2015 champion Benny Streuer inherited third place. For the next five races, there was no change to the top four, except for John finishing ahead of Streuer in third place in all five. Still one point behind Streuer with two races in Croatia to go, John and Mark secured their best ever finish in race one, second behind the championship winners Ben and Tom Birchall. A repeat in race two secured third place in the championship, a good return after just

three years in the series. John and Lee had a good TT with two second places – eight consecutive podiums over the last four years but couldn't prevent the Birchalls from wins 5 and 6 at the TT. Meanwhile Mrs Holden was helping her father gain 8th and 6th places, their best ever TT together! In July at the Southern, John and Lee claimed a second place in the first race and went one better in the Championship race when Reeves and Birchall had another of their get-togethers! Of the 12 big races, John scored 11 podiums, just Le Mans once again the blemish.

2018 will see Lee full-time in the chair and by the TT they'll have visited Le Mans and a new circuit to all, the Slovakiaring near Bratislava. For John, the same hopes and with excellent sponsors totally behind them, the pair will be gunning for yet more success.

John Newton

Answers to the Quiz

1. Gary Hocking, MV Agusta 1962
2. Barry Smith, Luigi Taveri, Hugh Anderson, Stuart Graham, Ralph Bryans, Mitsui Itoh and Ernst Degner; mnemonic – first letters of their surname
3. Rob Fisher
4. Josh Brookes / Horst Saiger
5. Fastest ever lap recorded on the Clypse Course
6. Tony Godfrey – 1963 Lightweight TT, Yamaha
7. Mick Boddice
8. 1990
9. Roads were subsequently closed for practice sessions
10. Ducati
11. Dave Madsen-Mygdal, Ian Lougher, John McGuinness and Alan 'Bud' Jackson
12. Maudes Trophy
13. Chris Vincent / Otto Kollé
14. Jenny Tinmouth, 2010 TT Zero, Agni
15. 1977; four laps
16. Dave Simmonds
17. Dick Greasely, Mick Skeels, 1977
18. Ron Haslam, Joey Dunlop & Alex George
19. Ian Lougher and Chris Palmer
20. Bob Brown

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... would those sending packages for the first time, please include their names and addresses

...please leave a little bit of the envelope around the stamp thus ensuring that the perforated edge is not damaged

...there have been occasions when the Post Office has not delivered envelopes containing the stamps to us as insufficient postage has been paid; the charge now depends on size as well as weight – anything in excess of 5mm [3/16th"] needs to have a Large Letter 2nd class stamp [there is no need to use First Class Postage]. If the required amount is not paid by the sender, then we have to pay the postage due, PLUS £1...so, please check at the Post Office when sending your packages – thanks.

Once again, thanks ever so much for your help in supporting this worthwhile cause.

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