



MAGAZINE

Summer 2016



Lee Johnston : Jade's story - the Ramsdens : Chris Neve : Ivan Lintin : Paul Phillips : Malachi Mitchell-Thomas : Life in 1939 on the Isle of Man : ... and a special 50th Anniversary

Editor's Line

'Welcome' to the Summer 2016 edition of the TT Supporters' Club magazine – I hope you get as much enjoyment out of reading it as I did compiling it. As usual, I've had a wealth of quality support for both visual and written components and, of course from Les Eanor, whose computer expertise is reflected in the layout of the magazine. I would like to highlight the increasing contribution made by Sally Bly who circulates racing paddocks in search of 'victims', interviews them, then uses her lap top to very good effect...

... unfortunately, this brings me to the downside of our sport... the original draft of this column revolved around the latest influx of Manx Grand Prix competitors to the TT, confirming that event as a breeding ground for would-be road racing stars. Sally interviewed and wrote articles about the two young men who took last year's Manx by storm, both tasting victory with record breaking speeds to their credit – Malachi Mitchell-Thomas and Billy Redmayne.

Tragically, Billy lost his life racing at the Oliver's Mount circuit in April. Sadly, I had to make last minute changes to this issue with the dramatic on-roads battle between Billy and Malachi as captured on camera by Robin Hynes, originally scheduled for the front cover now appearing in the article, rewritten by Sally so as to commemorate Billy's short, but nevertheless brilliant road racing career. I know I reflect the thoughts of all members of the TTSC in sending sincere condolences to Billy's partner, Hannah and to all his family. Returning to the point in my original column... I firmly believe there are three high class road racing events run on the Mountain Course, the likes of Billy Redmayne have ensured this – the MGP is a true breeding ground for the TT.

I was a Boy Scout, wearing short trousers and 'working' the clocks on the south scoreboard in August 1966, little did I realise then, that I was witnessing the beginning of an era... just out of short pants himself, was Roy Hanks making his TT debut. I am sure all TTSC members join me in congratulating Roy in his achievement of racing continuously at the TT since then – 50 years... a Golden Anniversary.

Since then, particularly in the last 10 years, the TT has made giant strides in returning itself to the high profile status it occupied in the British sporting calendar of the inter-war and immediate post-war years. There are many reasons for this, but the IoM seemingly, is not resting on its laurels... Tynwald voted by a majority of 27 to 3 to confirm the appointment of Vision Nine as promoters of the event on a 10 year contract. Vision Nine has targets that would see spectator numbers for the TT and Classic TT grow significantly by 2026 while generating double the economic benefit for the Isle of Man and a Department of Economic Development saving of £23 million. For more information about the company visit www.visionninedhq.com.

I am pleased the TTSC is maintaining its level of commitment to competitors - £50 to all those who are members of the Club and, in conjunction with the TTRA, energy products to all.

Please feel free to make contact with me if you'd like to be involved in the 'creation' of the Winter 2016 issue, the copy date for which is Monday 10th October.

Graham Bean

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Cover: TT stalwart Davy Morgan in flight as he leaves Crosby. Photo courtesy Robin Hynes.

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)

'General Lee' leans into Parliament Square; courtesy Stuart Watson.



Lee Johnston, surely a TT winner in the making

Despite being one of the most sought after road racers for this season, Lee Johnston has decided 'it's as you were', remaining with the Phil Reed enterprises at East Cost Construction to ride new BMW and Triumph machinery with BMW [UK] also lending a technical hand.

Surely a TT winner in the making, perhaps even this year, as the man from Fermanagh, Northern Ireland builds on the successes of last season... 'man of the meeting' at the Ulster in winning three races

and recording a lap in excess of 132mph, a 'what if scenario' at the NW200 when the first Superstock race, for which victory beckoned, was stopped three times before being cancelled and a third place, with only Ian Hutchinson and Michael Dunlop in front of him in the Superstock class at the TT.

Lee shot to stardom, originally on the short circuit scene when dominating the inaugural National Superstock 600 Championship of 2008... he explains, "I competed in selected meetings in 2007, then made a seri-

ous attempt at the Championship the following year riding a Yamaha R6; I won, getting ten podiums in the twelve rounds... it was great fun dicing with the likes of main rivals, Luke Jones and Robby Brown."

Over the years, several British top short circuit racers enter the NW200, believing it to be the stepping stone between the branch of our sport about which they were already familiar and 'true' road racing... a taster, perhaps for potential 'battles between the hedges'. This, indeed, was Lee's chosen route... did he get the taste? Daft question, "I loved the North West. Decision made... I was to be a road racer and so then entered the Isle of Man TT because it's the biggest and best road race in the world."

2012 was 'General Lee's' first encounter with the Mountain Course, his initiation illustrating how professional the TT has become since the current management team took office... "massive help from Milky Quayle made learning the course a lot easier; help from all the TT staff, especially

Paul Phillips made the experience really quite relaxed and most enjoyable. Another really enjoyable experience was riding a bigger capacity bike at racing speeds for the first time."

Unfortunately, two DNFs were the result of that first campaign, not so the following year – six starts, five finishes including a 9th in the Lightweight, followed by an 11th a few hours later in the Senior, with a race average of 123.5mph... not bad for a competitor only in his second year of TT racing.

So much progress in fact that our Irish friend was allocated a seeded number – his favourite, 13 – for the 2014 meeting. He did not disappoint with two top ten finishes – 8th in Supersport 1, but a fantastic 5th on his Honda CBR1000RR in the Superstock class with an average speed of 125.24mph. The best, however, was to follow a couple of months later aboard an MV Agusta in the 350cc Classic TT... "the race started badly as the carbs were blocked on the bike; after



Stuart Watson captures Lee Johnston enjoying his TT experience.



Lee in a studious mood, admiring Bruce Anstey's Mugen machine; courtesy Mike Hammonds.

on my supersport bike as I love riding the Triumph, it's so powerful and suits my size." Disappointed? Surely not with 4th and 6th positions to his credit, but let's return to the Superstock race – just look who he left in arrears in a race which saw few retirements... ten seeded riders, including Hillier, McGuinness, Martin, Anstey, Cummins, Rutter... all vastly more experienced TT competitors.

Vibes are strong for continued success over the coming months, not just on the Island, but 'back home' in Northern Ireland and at his 'local circuit', Oliver's Mount, where amongst other achievements in 2015, he set a lap record. Lee, now living mainly near Hull in East Yorkshire, has committed much of the winter to fitness and body building... weights and cycling, fortunately which he enjoys, have been high on the agenda as he prepares for the challenges of the ever powerful BMW superbike, perhaps a little trickier for him to handle than other racers due to his weight and size.

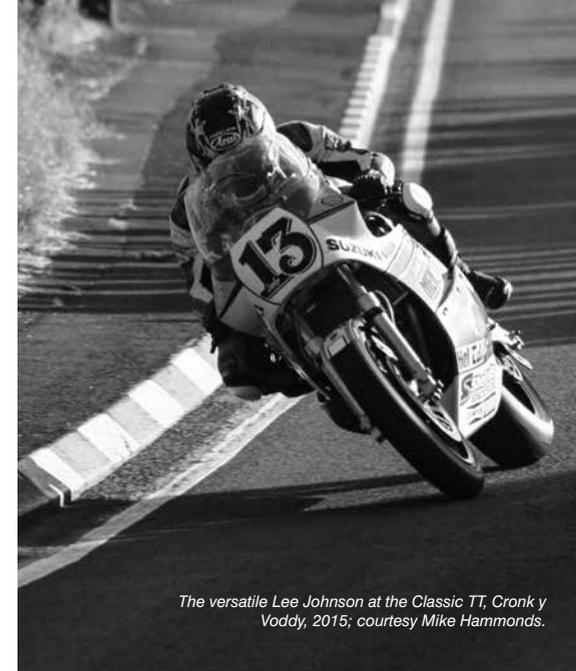
It won't be too long now before Lee is checking that his helmet is tight, his gloves

one lap they cleared and we managed to break the lap record to take the win". That win was by a substantial margin with over 45 seconds in hand over runner-up, Honda mounted Alan Oversby.

Is this the highlight of Lee's Isle of Man experiences to date? "Yes and no really, as I was also delighted to take a podium in last year's Superstock on the East Coast BMW... on the downside however, I was a bit disappointed not to secure similar results

are comfortable and he has a firm grip of the handlebars before heading down Bray Hill crouched behind the screen going as fast as he can for four or six laps depending on which race it is. Well, that's actually not entirely true as he will also be taking part in the single lap, Zero TT Race, in an attempt to at least emulate or preferably improve upon his third position of last year. Lee and Bradford's Dean Harrison have teamed up to ride for the iconic Sarolea Racing Team from Belgium. Quoted in the Manx press Lee said, "I'm buzzing to be on board with Sarolea. I raced last year for a different team and podiumed third and this year the plan is to podium again, but faster."

Lee has been working for Phil Reed at East Coast Construction, but now less so, as spring has arrived he concentrates more on his riding... the season is set up, the rider who fits compactly behind the fairing is fit and strong, bikes have been successfully tested in Spain, his mechanic, Jamie Ferguson, meticulous in everything he does, is ready to make any final tweaking, major



The versatile Lee Johnson at the Classic TT, Cronk y Voddy, 2015; courtesy Mike Hammonds.

revamp or whatever is required... Lee Johnson, after his usual pre-race banter with Radio TT commentator, Chris Kinley, will set off down Glencrutchery Road to pit his skills against the Mountain Course, hopefully, on his way to a well-deserved first TT victory.

Graham Bean



Zero TT action at QB; courtesy Mike Hammonds.



Mike Hammonds captures on camera a shot which many riders could well see this summer as Lee hopefully heads for his first TT win.



Chairman & Secretary Report



The 2016 TT is already upon us with race entries having closed at the end of February. Boat bookings are at a premium along with paddock space for the increasing number of competitors.

The TT Supporters' Club, as it did for 2015, will be assisting all competitors who are members of the Club by giving them a sum of money - £50 - to offset some of their out of pocket expenses.

Hopefully, this year it is planned to do this when competitors are having their race clothing, helmets, boots etc, checked in at the scrutineering bay prior to signing on. This arrangement will be confirmed nearer the time. It would be useful and less time consuming if competitors who are currently members of the Club could complete their membership form (enclosed with this magazine) before they arrive at the scrutineering bay.

Also, in conjunction with TT Riders' Association, the Club is providing energy products for all competitors.

For our members who are not competitors - the life blood of the Club - the old fashioned way by post to our Membership Registrars' Viv & Pete Oulton [contact details on page 3] still applies. Again plans are being put into place that, on certain days during the TT fortnight, facilities will be made available for members to renew their membership at a location behind the Grandstand. Announcements to this effect will be made over Radio TT; naturally, we welcome new members so that they, too, can assist those men and women fulfil their dreams of competing on the TT Mountain Course

Membership 'facilities' will also be available courtesy of the FoTTfinders Exhibition at Laxey Woollen Mills where Bill Snelling will be able to renew memberships and sign up newbies; this does not apply to competitors.

On a personal note, I would like to thank Gerti Eppert, who has retired from her position as Representative for Germany, for all her help over the years; thanks, as always, also goes to all our members for their continued support along with all the volunteers who give up time and work so hard for the Club.

Roy & Rose

Registrars' Report

As always we would like to start by thanking all of those members who have renewed their membership so far this year; the response has been excellent - thank you

Once again you will have noticed the inclusion of a membership form in with the magazine; only fill in this form if you did not use the one included in the winter magazine. If you are not sure as to whether you have already joined for 2016, please send an email to the address below and we will check then let you know whether or not you have. If you don't need the form, please pass it on to a friend as every new member will be both welcomed and appreciated.

If anyone has a change of address, could you please let us know as soon as possible so that you receive future magazines and raffle tickets; you can contact us with this information or with any enquires at the following email address:

ttsupportersclub@hotmail.co.uk.

The TTSC Website...We are in the process of working on the website to make it viewable on tablets and smart phones so that you can keep up with any TTSC news both at home and whilst you're on the move. The transition should be completed in the next few weeks and the address will remain the same: www.ttsupportersclub.com.

Should you have any enquiries with regards to our social media sites on Twitter @TTsupporters and Facebook TTsupportersclub could you please send them direct to the relevant sites - see page 3 for contact details... thank you.

We hope the sun shines and that you all have a safe and enjoyable TT 2016, both competitors and spectators alike.

Viv and Pete Oulton
Membership Registrars



Only 19 and already a race winner around the Mountain Course...

... Malachi Mitchell-Thomas moves from the MGP to the TT

2015 saw a sensational Senior Manx Grand Prix with fans incredibly witnessing a 19 year old race winner as Malachi Mitchell-Thomas took the victory with a new lap record of 122.22mph; he also raced at a record winning speed, a record which had stood since 2005. Victory came after the lead swapped hands many times between himself and Billy Redmayne as the pair excited the crowds, once again having begun their close race battles in the Newcomers A race in 2014. As well as setting this fantastic lap record, Malachi and Billy became the first riders at the MGP to lap at over 120mph since Si Fulton in 2010. With Billy eventually sidelined, Malachi received a pit board signal showing that he was in first place, holding an unasailable lead – he duly secured the win

this time, having lost out twice to Billy in the Newcomers A race in 2014 and the Junior race in 2015 by just 1.8 seconds on each occasion!

The now 20 year old from Horwich in Bolton, Lancashire and bright young road racing talent follows Jamie Hamilton into the 2016 John Burrows' Cookstown backed Burrows' Engineering team and will focus on road racing this season, despite successes during the past two seasons on the British short circuits. Malachi is looking forward to having the recovering Jamie around for all the races and tests they do as a team, feeling it will be great to have that level of experience into which to tap. With John being a vastly experienced ex-racer too, Malachi hopes the team gels quickly and works in the same direction, ensur-

ing a good first season together.

Malachi's first interest in motorcycles came as he grew up in a motocross environment, with his father buying him his first quad bike when he was around three years old. So the love started and grew from there and as he says, "once you get the bug you never look back!" Malachi recalls, "dad didn't do much riding, but looking back it was clear to see he had big plans for me and I don't think he could've done it any better with the training and opportunities he and granddad gave me". Malachi's first race was around his 6th birthday, about 14 years ago, it being a motocross event at a track called Bleak Hall... the only thing Malachi can recall about this early debut is that he didn't finish last!

Malachi's father has worked really hard for all the time he has been racing, doing all the driving, also being the mechanic during the early years. Malachi continues, "granddad started coming to watch me race which resulted in him and dad making an agreement that granddad would look after the money as much as he could and dad would do the work". The idea behind this being that, by the time Malachi reached the age of 16, hopefully, he would be good enough to be a rider a team wanted. The plan was obviously a success!

Another amazing fact is that Malachi has only been racing road bikes for two years and has already risen very quickly to the top of the tree at the MGP. He has two really memorable but very different moments from the roads so far... "at the very first corner of my

very first road race at the Southern 100 in 2014, there was a crash that flipped me off the bike which stayed upright, dragging me down the road because I couldn't reach the brake lever... but Ryan Kneen rode alongside me and pulled on the brake; the film of this on Facebook and Youtube has had over a million views!"

Malachi's other "best memory" is obviously winning the Senior MGP, describing this as just immense, changing his life as a rider... "it's cool to be good at something that's just so extreme! I don't think I'll ever forget the feeling of winning the Senior MGP. I'd tried so hard in the other three races and I'd been really close to winning but three times I had failed, so the Senior race proved to me that I could win something big. I loved being part of the event – it was the right amount of stress, the right amount of speed, the right amount of friendliness. Myself, Billy and Peter and all the other riders were part of the story; some riders will choose to go straight to the TT, but the great experience of first competing in the Manx will change the lives in the future of some other riders besides me".

His favourite short circuit memory is probably getting pole position at a Metzeler British Junior Superstock round when he was racing at BSB meetings. It was his first year on a road bike – he was learning the tracks and how to set a bike up, so a pole position was certainly no mean feat at that stage in his career. However, he has no plans to appear at BSB this year... "to go to the next level in racing I had to make a decision – roads or short circuits" Why?



Malachi explains, "it's not because BSB is more expensive, I do love short circuit racing and being in the BSB paddock, but to do either seriously, is simply more than the budget we have got so far. I could do a bit of both and be alright at both, or go for one, so I've gone with John Burrows and the real road races".

This comes after two successful seasons in the British Superstock 600 Championship including selected Supersport Evo rides towards the end of 2015 with best finishes of 4th at Oulton Park, twice, and 5th at both Donington Park and Brands Hatch, culminating in very respectable final championship positions considering his little track knowledge and lack of road riding experience.

So how did Malachi become interested in racing on the roads? "I'm being honest: I first got interested in road racing after the first lap of practice at the Southern 100 in 2014. I had no

idea if I was going to enjoy it, or if I was going to want to do it. It just seemed right to find out by doing it rather than thinking about it, but the minute I set off I knew it was a special thing to do." This meeting saw Malachi finish second in the second Supersport race to Connor Cummins.

For the 2016 TT Malachi will be entered for the Super Twin, Supersport, Superstock, and Superbike classes, particularly looking forward to the longer races and the amount of laps he will get. He will also race at the NW200, Southern 100 and the Ulster Grand Prix with selected other Irish meetings. There is the possibility of a 125cc ride for the Irish roads as well, should he want some extra track time.

When asked about his hopes and expectations for the season Malachi replied quite frankly, "it's hard to answer because if you believe in yourself, you look cocky; I've got a massive amount

to learn, new bikes, new tracks and new team, I'll be living a lot in a caravan on my own, but I believe that with the people I've now got around me and the equipment that's being prepared, I'll be in a fantastic place and we'll all get to find out if I'm good enough to run with the big names."

Malachi does not class himself as a newcomer at this year's TT, as he feels doing the Manx rightly means that he's raced the circuit, so his hopes are about race position, not being the best debutant. He has a degree of expectation as to where he hopes to be in the final reckoning... "based on my form from the Manx, I'd hope for top 15 in the Supersport class and within the top 30 in the big bike categories. If I achieve this, I believe I could consider my first TT as being successful."

Malachi loves the Manx atmosphere and wants to be part of the TT story, he will be going as fast as he can go and will want to win as much as anyone else. Now listing the Mountain

Course as his favourite road course, Malachi feels that there isn't anywhere else like it and it's so good to race there. Naturally then, he would also love to do the Classic TT in the future, "I think John's got a 250 two stroke smoker and another sponsor, Clarissa Beadman has a Kawasaki 750 that might be available and so, if I have a good TT, you never know what might happen."

For their help for this season Malachi would like to thank: Burrows Engineering, Aspull Electrical, Substance Europe, Shark, Hagan Homes, MNT Shipping, Scott Leathers, Name Plate Services, A + J Motors, Daytona, Louize Bates, Knoxx, CS Ceramic Design, Ocean Ford, Sulby Glen Hotel, Warpaint, Freestyle Xtreme, Spinners Arms, Hill Contracts, Spiral GFX, Wemoto, MJ Ellis and Son, Motul, Hel, Baylon McCaughey, his family and everyone else along the way who has helped him reach this exciting point in his racing career.

Sally Bly

Malachi Mitchell-Thomas at the top of Barregarrow on his way to victory in the Senior MGR, 2015; courtesy Robin Hynes





Robin Hynes captures Rob Handcock in action on his Baker Honda at last year's TT ... consistent high speed riding was rewarded with two ninth places. It was actually Rob's passenger who was the subject of a question in the "What can you remember about TT 2015?" in the last issue of the magazine... Who was the highest placed non-British Isles finisher in the sidecar races? It was, of course, Aki Aalto from Finland who was making his Mountain Course debut.

Now 32 years of age, Aki a vehicle paint sprayed from Kouvola had various international and UK successes to his credit before 'taking to the roads'... 8th in the 2008 FIM Superside World Championships as well as being acclaimed European and British Champion as ballast to Roger Lovelock. He has also been passenger to multi-world champion and fellow compatriot, Pekka Paivarinta.

For TT 2016, Aki moves chairs to that of rising star, Alan Founds, surely to occupy a podium position in the not too distant future, having already secured 5th last year with Tom Peters as his passenger at an average of 111.42mph for the three laps; only Birchall, Holden, Harrison and Bell finishing in front of Founds.

Rob Handcock has competed at the TT every year since his debut in 2007, where, accompanied by Matthew Buckley he had two steady finishes – 36th and 37th – with average lap speeds in the upper nineties on his 600 Yamaha. As one would expect from a dedicated, ambitious sidecar driver, lap speeds increased with a high point, as far as finishing positions concerned being the 5th in Race 1 of 2012, ably assisted by Ken Edwards and with a three lap average of 107.36mph; Rob was now mixing it with the best as only Molyneux, Birchall, Harrison and Bryan completed the distance in less time.

Although now having gone their separate ways, the future looks bright for both Rob Handcock and Aki Aalto, both having been aboard an outfit which averaged a fraction under 110mph for a three lap race at last year's TT.

RACE PROGRAMME TT 2016

SATURDAY 28TH MAY

| | |
|-------|--|
| 18.20 | Solo Newcomers' Speed Controlled lap |
| 18.25 | Sidecar Newcomers' Speed Controlled lap |
| 18.40 | Lightweight & Supersport + Newcomers [all classes] |

MONDAY 30TH MAY

| | |
|---------------|--|
| 18.20 - 19.50 | Superbike/ Superstock/ Supersport + Newcomers [except Lightweight] |
| 19.55 - 20.50 | Sidecars |

TUESDAY 31ST MAY

| | |
|---------------|--|
| 18.20 – 19.25 | Superbike/ Superstock/ Supersport + Newcomers [except Lightweight] |
| 19.25 – 19.55 | Lightweight & Supersport + Newcomers [all classes] |
| 20.00 – 20.50 | Sidecars |

WEDNESDAY 1ST JUNE

| | |
|---------------|--|
| 18.20 – 19.50 | Superbike/ Superstock/ Supersport + Newcomers [except Lightweight] |
| 19.55 – 20.50 | Sidecars |

THURSDAY 2ND JUNE

| | |
|---------------|--|
| 18.20 – 19.25 | Superbike/Superstock/Supersport + Newcomers [except Lightweight] |
| 19.25 – 19.55 | Lightweight & Supersport + Newcomers [all solo classes] |
| 20.00 – 20.50 | Sidecars |

FRIDAY 3RD JUNE

| | |
|---------------|--|
| 18.20 – 19.45 | Superbike/Superstock/Supersport + Newcomers [except Lightweight] |
| 19.50 – 20.35 | Sidecars |
| 20.35 – 20.50 | TT Zero Qualifying [1 lap] |

SATURDAY 4TH JUNE

| | |
|---------------|---|
| 11.00 | RST Superbike TT Race [6 laps] |
| 14.00 | Sure Sidecar TT Race 1 [3 laps] |
| 15.30 – 16.30 | Superstock/Supersport/ Lightweight Qualifying |

MONDAY 6TH JUNE

| | |
|-------|--|
| 10.45 | Monster Energy Supersport TT Race 1 [4 laps] |
| 12.25 | Sidecar qualifying [2 laps] |
| 14.15 | RL360 Superstock TT Race [4 laps] |
| 16.05 | Lightweight Qualifying [1 lap] |
| 16.25 | TT Zero Challenge Qualifying |

WEDNESDAY 8TH JUNE

| | |
|-------|--|
| 10.45 | Monster Energy Supersport TT Race 2 [4 laps] |
| 12.25 | Sidecar Qualifying [1 lap] |
| 14.00 | Bennett's Lightweight TT Race [4 laps] |
| 15.45 | Senior TT Qualifying [1 lap] |
| 16.20 | TT Zero Race [1 lap] |

FRIDAY 10TH JUNE

| | |
|-------|------------------------------------|
| 10.15 | Sure Sidecar TT Race 2 [3 laps] |
| 12.30 | PokerStars Senior TT Race [6 laps] |



Paul Phillips of the Motorsport Team at the IoM Department of Economic Development replies to our questions...

- ❋ **There have been some technical changes to both Supersport and Sidecar classes – why has this been felt necessary? Perhaps you could briefly explain these changes.**

The Supersport class has followed the changes being made at both world and national level with regards to electronics and engine internals. As a standalone event, which isn't part of any championship, it is essential for the solo classes to represent what is happening elsewhere so bikes being used at other events can be used at the TT. We have seen it in the past where people had to prepare bikes that could only be used at the TT, which quite frankly was a ridiculous situation and one of the biggest complaints by the teams.

With the sidecar rule changes, we wanted to update what could be done in the areas of chassis and streamlining. There has been very little change to the rules for

F2 Sidecar over the years, which does not promote development. Sidecars could slip into something akin to Forgotten Era racing if we are not careful, and as hosts of the world's premier event for sidecars we see it as our responsibility to drive progress and development in the class to keep it relevant and fresh. It will be interesting to see what direction the teams go with this; hopefully the manufacturers in the class will bring forward some exciting new ideas for the future.

- ❋ **The furnishings and fabrics in and around the Grandstand area have, over the years, been improved. What changes, if any, have been made over the winter months?**

The Grandstand and Paddock is an area we would like to see significant improvements being made, but there are a number of hurdles to overcome including, but not limited to, land ownership and of course, budget. There is some work going

on in the background to address this and we will have to wait and see what the outcomes of that are in due course.

In the short term a number of smaller schemes in that area will be delivered in time for this year's TT, all of which are aimed at improving the experience for those people staying in the paddocks and for the visitors coming in to enjoy what is on show there.

Personally, I think the area and the experience has improved greatly, a view backed up by the sheer number of people visiting it on a daily basis during the events. But there is a whole lot more than could be done if we had the flexibility in terms of land use and the financial commitment.

- ❋ **Year on year, the TT appears to be attracting more sponsorship. It seems, though, that this extra money is not being put into the prize fund... perhaps you could comment on this, in so doing explain how sponsorship money is used.**

Sponsorship is one of several income streams coming into the TT, which go towards offsetting the cost of delivering the event. One of the key objectives of my appointment in 2006 was to build and manage a commercial strategy for the TT, something that was lacking at the time. Income has risen enormously in that period, but so have the operating costs. It is fair to say that in the current financial climate, without the increases in income, it is difficult to see how the TT would be taking place at all as the cost of delivering it would have become a much more significant burden on the IoM Taxpayer. Probably around £2m more than it is at present.

There haven't been any increases in the prize fund in recent years, but don't forget that it remains the largest prize fund in road racing by some considerable distance. We have invested more in many other areas however, and in terms of the earnings of the competitors at the front of the TT, the opportunity that has been created for them based on increased media exposure has risen sharply and I am pleased to see so many full time professionals earning a living from their sport, based primarily around their notoriety at the TT.



- ❋ **Sponsorship is obviously crucial for the running of the TT... how do the Organisers go about securing the commitment of high profile companies to what is, after all, a dangerous event.**

We have an agency that manages our sponsorship portfolio on our behalf. They take the lead on all negotiations and contract management; we oversee what they do and work closely with them on a day-to-day basis.

For sure, there have been and always will be some brands that are turned off to the idea of sponsoring the TT Races because of the dangers. However, as is clear to see there are those who see the TT as offering a positive impact to their brand and we work hard to try and over deliver on the return in investment our sponsors get back from their involvement.

We punch well above our weight when it comes to our media output, specifically on TV, in print and in digital media, and that is the currency in which a company ordinarily measures the value of a sponsorship relationship. That, plus a proactive and professional approach to marketing and comms and in particular, crisis comms means that the TT is becoming an increasingly more valuable sponsorship property.

- ❋ **The Zero TT still holds its place in the race programme despite attracting very few entrants, in fact only nine machines started the 2015 race. Why do the Organisers still consider**

this race to be viable and essential to the TT, particularly as many fans seem to consider a victory is somewhat hollow in comparison to those in other classes?

The TT is funded 100% by the Department of Economic Development as one part of its wide reaching remit to grow the Manx Economy. One area that has shown potential for the Island's economy is clean technology and the TT Zero Race exists to showcase the Island as a clean tech centre of excellence and is used to leverage business and media interest in that sector.

Clearly it is lacking from a sporting perspective compared to the other races on the programme, however nobody can fail to be impressed by the technical excellence on display from some of the teams. It literally is on a level not seen anywhere else in the world. We would all like to see it develop quickly from a sporting perspective, and there are a few interesting things going on in the background, that should speed up that process. Some of them in time for this year, and some more longer term.

☛ **The Lightweight class continues to develop – how easy was it to come to the decision to increase it to 4 laps, move it to the Wednesday with Sidecar Race 2 moving in the opposite direction? Isn't it strange, however, that points are not awarded with respect to the Solo and Privateers' Championship in this class?**

It was a very easy decision to make to move the race and increase the number of laps. The programme works better in every

way now, and I am really pleased to see the final Sidecar Race take its place alongside the Senior Race on the final day. Senior Race Day has become a truly world class sporting occasion and the Sidecar guys have not previously been able to experience and enjoy what has become an amazing atmosphere on the final day.

The three lap Lightweight Race didn't work well with riders stopping for fuel on different laps and it will be a much stronger piece of entertainment over four laps, with everyone in the same place on corrected time over the full duration of the race.

It would be ideal to include the race in the Championships, however a number of the leading riders currently don't take part in it. Some are prevented from doing so by manufacturer relationships, and until that resolves itself, which really would mean there being Honda and Yamaha machines for the class, it wouldn't be right to include it.

☛ **Some months ago the IoM Government advertised for an organisation to assist in the running of the TT, perhaps even in time for the 2016 meeting. What progress has been made with respect to this?**

The Department of Economic Development has continued with its plans to identify a commercial promoter to take over the organising and promotion of the TT and Classic TT, a process which is currently due to conclude in early April of this year. If an appointment is made, which will be a political decision made by the Island's

Parliament, the successful bidder will take over the running of the events in time for the 2017 editions.

☛ **Will there be demonstration car laps at this year's TT, giving VIPs the much sought after experience of a lap of the Mountain Course on closed roads?**

We have a VIP Hospitality experience that includes a lap on closed roads in one of the official cars and that continues into 2016. It is not something that is added to the schedule taking additional time up as some critics have claimed as the cars take to the course during times where inspections by official vehicles are in operation.

It's basically making the most of an opportunity to generate much needed income at a time when costs, especially those relating to health and safety and risk management continue to rise sharply.

☛ **Have the Grandstands placed around the course at the instigation of the Organisers been a successful addition to the infrastructure?**

Yes. Again, they generate some income that comes back into the event whilst also offering those who want it, guaranteed seating with some extra amenities such as WiFi, catering and toilets.

The number of ticketed seats on the Course remains very low. The percentage of those watching the races in a ticketed seat is very small and despite some conspiracy

theorists when they were introduced, claiming that it was the start of a plan to move everyone into paid for seating, this of course hasn't happened.

The market will determine whether or not the number of ticketed grandstands increases around the course. If it is something that people want, then we will respond by increasing the number of seats that exist if locations are available and without removing the free spaces that exist all around the course.

Thanks go to Paul for taking time out to answer our questions. He has been at the helm now for 10 years, without doubt, reinvigorating the event, returning it to the international limelight

His role in a group of five in the Motorsport Team at Economic Development is exclusively TT and Classic TT orientated, having no remit over any other motorsport events. He is responsible for two of the other staff, Sophie Lowney and Bruce Baker, who, as he says "are my right and left arms, doing an amazing job and I am sure everyone who comes into contact with them would agree with me on that. We are responsible for sponsorship, licensing, ticketing, hospitality, trade sites, TV, digital, radio, PR, marketing and the racing, the racers and the teams; we aren't, however, involved with the infrastructure or the risk management connected to the events."

Congratulations to the winners of the 2016 NATIONAL RAFFLE

£350
£250
£150
£50

A Lewis
S Smith
R Peers
P Wickham

Kidwelly
York
Knutsford
Cams

Many thanks to all those who supported the raffle by buying tickets and/or making donations... all monies raised go directly to the competitors who will be pitting their skills against the Isle of Man Mountain Course this summer.

John Newton



Howard Baker and Mike Killingsworth chase Colin Buckley and Robbie Shorter through Ginger Hall; courtesy Stuart Watson at TT 2015.



A Special 50th Anniversary... ROY HANKS

The Isle of Man TT is a place where records are made... none more so than this year when Roy Hanks celebrates 50 years of competition on the Mountain Course, the first racer to do so.

Yes, he did start young – shortly after his 18th birthday in the year of the Seamen's Strike, 1966. Prior to this he'd taken part in moto-cross and grass track events, culminating in winning the AMCA Grass Track title, at the age of 15, on an outfit he'd built himself which comprised a damaged Manx Norton frame and a BSA 650 A10 engine.

As a member of the Hanks dynasty of sidecar road racers – father Fred and older brothers, Norman and Peter all being exponents of the 3-wheeled sport – Roy was first seen on the track at the age of 16 as passenger to Peter. However, he soon took a hold of the controls, finishing 18th on a BSA twin in his first TT with Fred Holden acting as bal-

last. Another partnership soon ensued, that of marriage to Rose, who, had become the first female to stand on the TT rostrum, doing so with Norman when finishing 2nd in 1968... as Roy said in a quote taken from "Sidecar Champions Since 1923" by Mick Walker, 'this was a passenger made in heaven, looked good in black leather, cooked great sausage sandwiches, a welder by trade and good looking; this was the girl for me'.

Roy averaged 72.92mph in his first TT increasing that for a three lap race to 109.321mph when finishing 4th in Race A of 2006 with Dave Wells in the chair. Roy is always quick to praise his passengers, of whom there have been many, including Rose, brother-in-law Gerald Daniel, nephew Tom, daughter Julie, Donny Williams, Jim Mann and several members of the Biggs family – Vince, Phil and Robert and most recently Kevin Perry... but, Roy will long be associated with Dave Wells,

Roy at Parliament Square in his debut year of 1966. Courtesy FoTtofinders.



who, as a team when they claimed the 2004 ACU/SFRA Super F2 Championship, were referred to as the 'flying grandads' by fellow competitors. Motorcycle racing is dangerous – a fact brought home to all in the sport when, in what surely must have the lowest part of Roy's career, he and Dave were involved in an incident, caused by mechanical failure, at Mallory Park in October 2011, in which Dave lost his life.

As Dave would surely have wished, Roy continued in the sport, now being ably assisted by Kevin Perry who will be alongside him when, this year, he celebrates his 50 years of racing at the TT, a meeting at which has secured 28 top six finishes and over 40 replicas. It is, however, Race A of 1997, when after over 30 years of competing, Roy won a TT race which will be the stand out item on his CV. With Phil Biggs in the chair he headed home the Vince / Graham Biggs combination by 2.2secs; others trailing in his wake were nephew Tom, by then a top driver in his own right, John Holden, Kenny Howles, Alan Schofield, Mick Horspole, Geoff Bell and Steve Norbury... a well-deserved victory, welcomed by all in the sidecar fraternity.

It is not only on the track where Roy has

made an impact... he has worked tirelessly for the sport, in particular as a member of the ACU Road Race Committee, a director of that organisation and, of course, as Chairman and formerly the Secretary of the TTSC, a body in which he has been involved since its inception in the early 1970s when it was created to help offset the decline in the TT with the withdrawal of GP competitors and subsequent loss of World Championship status... a decline now very much reversed.

Roy Hanks, some years ago, received the Manx Sword of State in honour of his services to the Isle of Man TT Races; this year will see him having the honour of being the first person to celebrate 50 years of racing on the Mountain Course... a marvellous achievement.

Graham Bean



Roy wearing his TT Supporters' Club hat 'on air' with Radio TT's Chris Kinley. Courtesy Mike Hammonds.



The French Invasion Continues

Another French pilot prepares to make his TT debut ... **Julien Toniutti**, born in Lyon, 1981 is taking the step up from the Manx Grand Prix. Like many young boys in France, his first experience of motorised two wheels was a moped bike; obtaining his road license at 16, he then borrowed his father's bike with addiction to motorcycling as a sport soon following.

Choosing an occupation was easy – he trained as a motorcycle mechanic at a college in Le Mans, subsequently opening a shop in his home town. Julien made his racing debut in 2001 participating in two rounds of the French Promosport Championship on his Yamaha R6.

2007 saw him enter his first rally – the ever popular Beaujolais, staged not too far from his shop. His best result that year was 3rd in the Singles category of the Dourdou Rally. He competed in the full championship the following year, finishing 3rd overall; a highlight of that season was his participation in what is probably France's most high profile rally, the Dark Dog Moto Tour... excellent result, finishing second in the Singles category. Concentrating on his business in 2009, he returned to competition the following year, a year affected by injuries but with a great finale in that he finished 7th overall in the Dark Dog Moto Tour, winning his class. 2012 saw Julien win his first French Championship on board a KTM, also finishing second at



steve : BABB
@babbphotography

the Moto Tour... both results were repeated the following year, leading to a 2014 contract with Yamaha France, an arrangement which ensured a third national title and also 2nd in the Tunisian Motorcycle Tour.

The Isle of Man beckoned... a sensible approach, with sound results in his 2014 MGP debut - 10th in Newcomers' A and 42nd in the Junior. Last year, with course knowledge improving he achieved 25th and 13th places in the Junior and Senior respectively with an average speed of 113.72mph in the latter on his Yamaha R6. He now feels the time is right to "experience the great adventure of the TT", and so, as a member of the **Optimark Road Racing Team** he has entries in the Supersport , Superstock, Superbike and Senior classes.

The Optimark Road Racing Team was formed in 2012 following a meeting between owner, Jean Marc Rummier and pilot Timothée Monot on the Steam Packet ferry after the TT. Rummier, a director of a stickers' factory who owns several bikes, first visited the IoM in 1982. The team's first appearance on the track was in 2013 with Monot aboard a MV Agusta 675 in the Supersport class at leading road races; same pilot the following year, but a change to Honda machinery.

A change for 2015 with the arrival of a new pilot, Xavier Denis who raced in all six classes at the TT. Joining him at Optimark on the larger capacity machines was Fabrice Miguet along with Claude Montagnier and Maxime Vasseur for the sidecar races. An even bigger Optimark squad this year... Xavier Denis [all classes], Julien Toniutti [all classes except the 'Twins'], Morgan Govignon [Supersport] along with Claude Montagnier/Maxime Vasseur; the team will also contest the NW200, UGP along with French and Belgium events.

The French Tricolor continues to flutter strongly in the TT Paddock.

Jean-Michel Prudon



Julien Toniutti's first IoM start, the 2014 Newcomers'; courtesy Jean-Michel Prudon



The fastest ever female passenger, Fiona Baker-Milligan along with Dad, Tony at last year's TT. Courtesy Stuart Watson.

Susan Jenness Trophy

This is a chance to reiterate our congratulations to Fiona Baker-Milligan on regaining the Susan Jenness Trophy at last year's TT.

As partner to her dad, Tony, she took home two Bronze Replicas for finishing 11th and 10th in Sidecar Races 1 and 2 respectively, but more to the point, lap two in the former, was completed at a speed of 109.321mph, the fastest ever by a female sidecar passenger. Taking this honour from Sally Wilson, she was a worthy winner of the trophy presented annually in memory of Susan Jenness who tragically lost her life some years ago whilst marshalling an off-road motorcycle event in the UK. Coincidentally, Fiona was 11th in both races when she last held the trophy in 2011, which she also won in 2005.

It is hoped that Susan's husband, Mick will be on hand to present Fiona with the trophy, in a presentation which will be covered live on Radio TT.

Biking Dates 2016

| | |
|--|------------------------|
| North West 200 | 10th - 14th May |
| Pre-TT Classic | 27th, 28th & 30th May |
| TT Festival | 28th May - 10th June |
| Post TT Meeting | 11th June |
| Cock o' the North Continental Road Races | 18th - 19th June |
| Southern 100 | 11th - 14th July |
| Barry Sheene Road Races | 23rd - 24th July |
| UGP Bike Week | 8th - 13th August |
| IoM Festival of Motorcycling | 20th August - 2nd Sept |
| Steve Henshaw International Gold Cup | 24th - 25th September |

THE ISLAND AT WAR

I was born right at the end of World War 2, and it has long been in my mind as to the effects on the Island of those dreadful years. By then the TT was well established and the loss of life of many a true Manxman has been well documented, so this article is just an attempt to explore 'life' in the Island during that time and its effect on the TT.

... I thought you'd appreciate the information in the form of snippets...

Friday 16th June 1939...there were only 47 starters in the Senior TT representing eight different countries – GB, Ireland, IoM, Germany, Italy, Finland, Australia and South Africa with the Swastika eventually flying high on the victor's podium.

At the 11th hour, the BBC had cancelled its contract with Mr G.J.A. Brown, Editor of the IoM Times Newspaper with respect to commentary on the Lightweight and Senior TTs after an article by Brown in 'The Times' commenting on German and Italian entries, which

the BBC felt was taking the TT on to a 'political' front and away from the racing itself. The article had upset German visitors to the TT who strongly disagreed with its content.

The War Office, in keeping with its policy of staying abreast of motorcycle design, was represented on the Island during TT by Major F.W. Day who, in his capacity as a member of the Royal Army Ordinance Corps was checking out the entrants' machines.

A quote from the IoM Examiner Editorial of 16th June..."Anyone who has had the opportunity of meeting the Germans who are here for the Races, cannot fail to have been impressed by their friendliness. They in turn speak of the kindness they have received and of the sporting qualities of the people of the Isle of Man".

The first wreath to be laid upon the Mountainside Cairn dedicated to Jimmy Guthrie was that of the 'German Party'. The wreath, laid by Baron von Falkenhayn and Herr E. Kraus, had



Kamil Holan from Prague in the Czech Republic demonstrates his skills on the approach to Ramsey; courtesy Robin Hynes.

attached to it a red ribbon with the Swastika emblem. After giving the Nazi salute, Baron von Frankenhayn said that "this was 'German Sportsmen's tribute to Jimmy Guthrie, the finest motorcycle rider in the world". Another wreath was laid on behalf of the Manx Motorcycle Club by Club President Rev E.H. Stenning MA, the Chairman of the 'Jimmy Guthrie Memorial Fund', who paid tribute and said that "£1,500 had been contributed to the fund, and that as well as paying for the Memorial itself it had provided a bed at Nobles Hospital, another at the rider's home town of Hawick and a 'National Prestige Trophy' which would be offered later".

Practice 1939 - Germany's Karl Gall from Munich crashed on the first lap of Practice at Ballaugh Bridge. Herr Christian Fritz Trotsch, manager of the BMW team, who was staying at the 'Falcon Cliff Hotel' in Douglas, stated at the inquest that Gall had crashed at the previous TT, also in practice. Karl Gall died on the

Tuesday following the incident in Nobles Hospital after several operations on his head injuries. A plaque commemorating Karl can still be seen to this day, on the garden wall of a house by the Bridge.

Double fatality - just after the roads were reopened following the Senior TT a double fatality occurred when 30 year old, Ernest Windsor of Douglas was crossing the road at The Highlander Inn when he was struck by a motorcycle ridden by 20 year old Donald Cameron, another local man from Jurby. Windsor was killed almost instantaneously and Cameron died later in hospital. The machine involved in the incident had been being ridden by another local, Harry Craine in the Senior Race but had been retired on the 4th lap at Cronk y Voddy having run out of petrol. Cameron had been acting as Craine's pit attendant during the race. Together with the owner of the bike, Lewis Pike of Pike Bros Motorcycles Ltd of London, Cameron went to Cronk y Voddy to

pick up the machine. The accident occurred as he was riding it back to Douglas; verdicts of 'accidental death' were given on the men, who both died from skull fractures.

Air Fares - The cost of return flights to and from the Island at the time caught my eye: - IoM - Belfast £2.00, Blackpool £2.25 and Glasgow £3.25; seems odd that the flights to Scotland were, comparatively, so much dearer.

The BBC radio broadcast of the TT Presentations at the Villa Marina, was faded out before the minor awards were presented and the Governor had made his speech, seemingly causing much annoyance on the Island; however, the BBC blamed the Organisers for over-running on time.

TT Chief Constable's Report... no unfortunate incidents were reported during racing in the Chief Constable's Report on the 1939 TT. He thanked all of the voluntary Marshals for their support and dedication during morning and evening practice and the very busy race days, especially Senior Race Day which was apparently extremely busy.

Summer 1939... entertainment was still to be had in abundance on the Island, despite the storm clouds hanging over Europe. The Palace was holding nightly 'Ballroom Dancing to Joe Kirkham and his Band' and the Villa Marina was featuring 'Frank A Terry's, Pleasure on Parade', a revue featuring fun makers, dancers and singers with its nightly shows proving hugely popular with holiday makers and locals alike.

Jane Crookall Maternity Home, which was to prove the Island's 'first choice to have your baby', opened its doors to expectant mums on June 28th 1939, keeping mums and tots happy and cared for until it closed 1992. Still keeping the Jane Crookall name, the Island's maternity wing is now at Noble's Hospital on the outskirts of Douglas.

Punch-up... what was described in court

as 'a good fight' took place in Back Strand Street in the Island's capital in mid-summer '39. The two men involved went at it like prize fighters according to witnesses after a fall out over a vehicle right of way. Hugh Kennaugh in his baker's van and hackney carriage driver, William Osborne had a major fall out, with Osborne being described in court as 'The Little Hitler of Back Strand Street' and of being a very dangerous little man. He was ordered by the Court to pay £3.30 to Kennaugh, which was to cover the cost of Kennaugh's new teeth. Hitler's name appeared in the local press as it would many times over in the years to come.

Moving forward a couple of months to August and among other things, the build-up to the Manx Grand Prix... entries showed an increase of four on the previous year, with the breakdown as follows: - Senior, 43, Junior, 39 and Lightweight, 27.

However, it was around this time that the real effects of the tragic events to come started to reveal themselves on the Island with the 'Manx Territorials' being called up as a precautionary measure for advancing air defence. A 'grave and major crisis' was voiced in the local press, with the fate of Europe - war or peace, resting in the hands of Herr Hitler. The Manx men and boys of the 15th Isle of Man Light Anti-Aircraft Brigade of the Royal Artillery (TA) were among the early units to be assembled, leaving for Liverpool on the morning boat of August 25th. "If the present tension clears they will be back quickly. However, should the worst happen, they may be accounted upon to acquit themselves like true Manxmen. God grant that this may not be necessary"

I hope you found this interesting and don't consider any of the input offensive, as it is written with the greatest respect to all those who were hurt or died during those terrible years...

Derek Clague

Part 2 will follow in the Winter 2016 issue.



Much valued overseas competitors - Alexander Pickett & Xavier Dennis at the Gooseneck; courtesy Nigel Caldicott.

me to Tenerife to enjoy some sun whilst Mat joined Dad in the IoM.

On the Thursday of practice week we received a telephone call with the news that Dad with Paul Coward as his passenger, had crashed. They had been involved in an incident out at May Hill, Dad was ok but Paul had been taken to hospital by air ambulance with two broken legs.

As I reached my late teens and could be left at home I had a bit of a break from racing, finding night clubs a lot more interesting than race paddocks. After finishing my childcare course at college I decided to have an adventure of my own and work in a ski resort for the winter season. We had enjoyed many family holidays skiing, some may say the Ramsdens got a buzz from extreme sport. I left the family home in December 2011 to travel to the French Alps to work as a chalet host. Prior to me leaving home Mat had been knocked off his road bike and was in plaster with a badly broken leg. Mum and Dad decided to come to France to visit me in January, leaving Mat at home due to his injury. Mum arranged with the company I worked for to stay in my chalet, meaning a complete role reversal, it was my turn to look after my parents, we were also lucky that I had no other guests booked in so it was just the three of us. We had a great time over the next few days, enjoying some great days skiing. On day 5 during lunch Mum mentioned that she felt a little unwell; she was a nervous flier so we put it down

to her being a little anxious about her return flight. I had to be back at the chalet by 4pm so whilst Dad decided to continue and complete another run, Mum decided to return to the chalet with me. We bumped into some of my colleagues at the bottom of the lift and we all jumped on to the chair lift together. What we had put down to anxiety was in fact a serious heart disorder and by the time we reached the top of the mountain Mum had collapsed. She was air lifted to hospital but never regained consciousness. I returned to the Calder Valley with Dad and found work in a local pub/restaurant so I could be near family and friends.

In the run up to the TT in 2012 Dad decided he wanted to return to the IoM, racing his old faithful Jacobs. Although I had always taken Mum's side, I had no experience of the TT so decided it would be easier all round if I supported his decision and "rolled with it". There was a condition though... Dad had to pay for me to be there. This was my first time at the TT and over twenty friends came over to support Dad and his passenger, John McWhir.

Although Dad resumed racing for the rest of the season, I was unable to attend most meetings due to working in the hospitality business. Dad went back to the Island in 2013 with his original passenger Paul Coward, but I was unable to get the time off work.

By this time, Mat, who had been chomping at the bit to compete with Dad, was fit



Team Ramsden at TT 2015.

and raring to jump on board. His injury to his leg had taken a lot longer to heal than we first anticipated, but there was no stopping him now. He had been racing with Dad at some club meetings, but in 2014 he decided that this was what he wanted to do so he became, officially, the other half of the team. I had started to work in a local nursery so I was able to go to the races to watch. It's hard to describe how I feel when they are out on the circuit, excited, nervous but massively relieved when they pass the chequered flag. During the 2014 season Mat managed to persuade Dad to invest in a newer sidecar and retire his beloved Jacobs; he wants to be successful so is pushing Dad all the way. By the end of 2014 it occurred to me and our friends that they were getting really rather good. We decided to form a group to help fund Dad and

Mat's racing; any of you who know Dad will know that he will 'make do and mend rather than spend' - he likes to get as much use out of tyres, pads, etc when other teams would have chucked them out long ago. We set up 'Ramsden Racing' in The Robin Hood Pub, Cragg Vale and regularly run fund-raising events. One of our most successful ways of making money is "The Ramsden Racing 100 Club". We sell numbers at a cost of £5.00 and each month we draw a number out of the bag, the person with that number wins £100.00, lots of locals have joined the 100 Club and it has definitely raised local interest in the team.

I am always aware that the sport my family have chosen to be involved in, comes with extremely high risks, but I try to focus on the positive and not think about the alternative. I can sometimes get a little vocal and

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

have been told off for using colourful language; I can also take off like an Olympic sprinter with the rest of the team huffing and puffing behind me if the red flag goes out and I don't know where they are. During practice in 2015 TT Dad and Mat failed to get through the Glen Helen checkpoint in the time it should have taken, so it was horrendous and for a few minutes my thoughts were all over the place. Thankfully, it was a mechanical fault and Dad had pulled over into a garage and got it sorted, I was so happy when the Glen Helen light came on the timing screen and I knew they were back out on the circuit.

Like any brother and sister, Mat and I fall out regularly and quite often we have nothing nice to say to each other, Dad steps in taking either my side or Mat's, so while one gloats the other skulks off. Despite the fall outs we are a strong family unit and I will continue to support them in their racing. I often get asked what Mum would think about Mat getting on the chair with Dad. She would probably be ok

with the club races, but any mention of taking her son to race the TT and I think Dad would be sleeping in the caravan, not the sofa, possibly even having Mat as company. The one thing I am sure of though is even though she wouldn't be happy about it, she would be immensely proud of her boys!

We had a lot of help during 2015 and to finish I would like to say a big thank you to the 3 main sponsors... Alan Stansfield at Star Hire Ltd, Compass Fostering and Andy & Wendy Hayes but also a huge thank you to everyone who contributed in any way. There are too many people to name individually but myself, Dad and Mat appreciate all the effort and every single penny that goes towards keeping the Ramsdens Racing!

To keep up to date with how the Ramsdens are doing in this year's British F2 Championship and at the Oliver's Mount meetings log on to the Ramsden Racing pages on Facebook.



Onwards and upwards - Craig Neve moves to the TT

Craig will make his TT debut in 2016, having prepared for this with Manx GP appearances in 2014 and 2015. He has declared his main focus for the season will be the TT, having entered the Superbike Superstock and Senior events on a Kawasaki ZX10R and the two Supersport races on his Honda CBR600RR. However, the big news is that Craig will be in the WK Bikes CFMOTO factory team in the Lightweight race with Gary Johnson as his team mate. He aims to qualify and finish all of his races, which will give him a tremendous boost to his course knowledge after the disappointment of a silly mistake which cost him three or four all important learning laps at last year's Manx Grand Prix. He'll certainly be keeping his fingers crossed as he approaches Sarah's Cottage, not wishing a repetition of last August events which saw him keeping the marshals company on two occasions.

After making his debut at the NW200 last year, he will return there again in 2016 for the 86th year of the event and will be contesting the Superbike, Superstock and Supersport races around the Portrush - Port Stewart Course where he feels he can do much better in 2016 as he now has some racing experience around 'The Triangle'; his aim is to qualify inside the first wave of riders so he can leave the line with the very top stars of real road racing.

Craig is also hoping to compete in these same classes for his debut appearance at the world's fastest road race, the Ulster Grand Prix at Dundrod from the 8th to 13th

August. As he moves to the TT, Craig is not giving up on the Festival of Motorcycling for, if sponsorship and funds allow, he's hoping for an outing at the Classic TT.

In between his road racing outings, Craig will again contest the Thundersport GB short circuit championship, competing in the GP1 class, but his Kawasaki ZX10R has been upgraded to Superbike specification, giving him extra 'bite' for the challenge ahead... a challenge already in action as the series commenced on the Indy circuit at Brands Hatch at the beginning of March. Craig is confident and is hoping that he will end the season at the top of the title standings.

The team have retained a number of loyal sponsors including Callmac Scaffolding, Beeson Plumbing and Heating, Flexi Hydraulic Services Limited, Ferncroft Environmental [an IoM based asbestos training company] Global Career Hub, G.D Bolts Limited, CS Facilities, Vanply Services, Central Windows of Grimsby, Car Consultants (Grimsby) Limited, County Hotel, Immingham and WRS.

With a season's racing costs ever increasing though, Craig is looking for further sponsorship to help him achieve his goals... if you wish to become involved in his road racing and short circuit challenges please contact him:-

Website www.craigneveracing.com

Email : craigneve@hotmail.com

Mobile 07841 837813

Meanwhile, watch out for No 85 at this year's TT

Sally Bly





ITALIANS AT THE 2016 TT

The Italian contingent at the TT increases year by year, and as I write this at the beginning of March I've just heard that three of my compatriots will be on the Glencrutchery Road start line in June. Granted entries are the veteran Stefano Bonetti along with Marco Pagani and Alessandro Polita. Former European Hill Climb Champion, Francesco Curinga was also exceptionally keen to compete in the Supersport races on his Honda CB600, but had his entry turned down, so he will now direct his attention to the Manx Grand Prix.

Stefano Bonetti, who will again ride his fast Kawasaki ZX10 R in the Superbike, Superstock and Senior is also on the lookout for a competitive machine for the Supersport class. However, the high point of Stefano's TT may well be the Lightweight class in which he is to ride a Paton – an Italian aboard an Italian machine!

Marco Pagani will ride a brand new BMW S1000R in the big bike classes; Marco made his TT debut in 2015 after top ten finishes in his first MGP the year before. For both, we really hope they will have more luck than last year and achieve the deserved results.

Alessandro Polita, multi Italian Superbike and 2006 FIM CUP Superstock Champion will be this year's high profile overseas newcomer. After many years of short circuit racing at the top level, he's taken the decision to follow his dream and compete at the TT on a BMW S1000R, doing so in Team 2R run by former TT rider Roberto Antonellini. At the end of January Alessandro, who has also picked up points in rounds of the Superbike World Championship, paid his first visit to the IoM in order to have his inaugural coaching session in the more than capable hands of Milky Quayle. Humbled by the occasion, Alessandro was honored to be given the opportunity of learning the course under the guise of such a popular and experienced former competitor. As Alessandro commented in the Manx Press, "I'm committed to fully live this adventure without any ambitions or targets, but with only the need to find and experience again those feelings and emotions that only those who live in the motorcycling world can feel racing a motorcycle".

To our fellow countrymen, the riders, marshals, organisers and all people involved, I wish you a fantastic and safe TT.

Pier Ortalda

TAKE A PEEP AT THE PAST

... By visiting the Ninth Annual FoTTofinders' Exhibition

Laxey Woollen Mills, Glen Road, Laxey.

May 30th to June 11th, 9 am to 5 pm every day, including Mad Sunday.
Easy parking, cafe, free admission, but a contribution to the Manx Grand Prix Supporters Club is most welcome.

TT Supporters' Club Membership can be renewed whilst visiting the exhibition – naturally, new members will be made most welcome as well.
[Competitors will have to enrol at the Grandstand]

To whet your appetite... Are you able to name these TT competitors?
Well, you will by visiting the FoTTofinders' Exhibition!!



In addition, Rosie at the Sulby Glen Hotel will be showing last year's Fottofinders' Exhibition during race and practice periods...

The 1935 TT... the Correct Version

Always being willing to have the error of my ways pointed out, thanks go to Club Member, Brian Trustrum of Port Erin for directing me to a mistake, alas not deliberate, in the TT Digest of the last issue. In the section regarding the special sheet of stamps issued by the Isle of Man Post Office to commemorate the involvement of Norton machinery around the Mountain Course, I noted that both Stanley Woods and Jimmy Guthrie were mounted on the single cylinder machine in the Senior TT of 1935.

This was not the case... Guthrie, indeed, was on a Norton, but Irishman, Woods was aboard an Italian Moto Guzzi. Brian kindly sent me a photocopy of a report of the race taken from "Stanley Woods: The World's First Motorcycle Superstar", written by David Crawford and published by Lily Publications Ltd. Full of quirky facts... 1935 was the first year the Manx, as opposed to the Union Flag, was used to start races... the article told of how Woods, on the last morning of practice, was out on his race bike, not only bedding in the chain and brakes but trying out a six gallon petrol tank, pulled in after one lap just past the finishing straight at St Ninian's crossroads to be met by his mechanic with another machine all warmed up. A sheet was thrown over the race machine which was duly wheeled away, not to be seen again until race day.

Riders were dispatched at 30 second intervals – Guthrie at No 1, Woods, over 14 minutes later at 30. The Scotsman was in brilliant form, lead by 26 seconds going into the last of the seven laps. At this point, the Guzzi team was seen preparing Woods' pit for a fuel stop... it was a con, which worked as Norton Supremo, Joe Craig, phoned the team's station at Ramsey to give Guthrie 'the go easy signal'. Woods didn't stop and it now being too late for Craig to alter his instruction, the race was on. Unaware of the Guzzi threat, Guthrie followed his instructions, cruising to the finish, where he believed he was going to be declared the winner. Photographers assembled, but soon faces became worried ... Woods was narrowing the time difference every mile, eventually crossing the line with a 4 second advantage; his lap time of 26m 10s – a speed of 86.53mph – was the fastest yet.

Well content with their success, winning both, the Senior, and Lightweight [Omobono Tenni] Trophies, Moto Guzzi decided to curtail its racing activities outside Italy with Stanley Woods quickly signing a contract with Velocette. Interestingly, 1935 also saw the introduction of the Travelling Marshals.



SOCIAL MEDIA

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
Twitter: @TTsupporters



Here at Road Racing News we pride ourselves in supplying the best and latest news on Pure Road Racing, including Race Reports, Race Reviews, Interviews, Live Updates and giving every Road Racer, from Grass Root Racers/Sidecar Drivers & Passengers, to all the Top Solo Riders and Top Sidecar Racers a platform.

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If you would like your business to become a Trade Member of the TTSC and 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.



Tales from the Orient...

Ivan Lintin's first trip to Macau

Viewed many times on TV and social media was Guy Martin's accident at last year's Ulster Grand Prix, the ensuing injuries bringing a premature end to his racing season... one man's misfortunate, however opened a door for another. Once Guy confirmed he would be unable to fulfil his commitment to race at the Macau GP, Ivan Lintin was 'promoted' from the reserve list meaning his 2015 season would climax with a debut at the narrow, twisty Far Eastern circuit. Although preparations were last minute, all worked out well as his team, RC Express had experience of the event having previously competed there with Dean Harrison.

The racing machine presumably made the journey first? "Yes, it certainly did. I took the full superbike as I need as much track time as I can in preparation for the UK road circuits", commented Ivan, obviously with an

eye to the following season, his second with RC Express. He continues, "a stocker would have easily done the job, especially for it being my first year at Macau; I was, however, very pleased with the track time I got on the 'big gal'. Anyway, the machines, wheels, tyres, tools, spares and riding gear all went in two shipping crates which got dropped off at Heathrow about ten days before the event... we then met them outside our pit garage on a set day and time when we got there."

Of course, team members also had to make the exhaustive journey... "we flew out at separate times with myself and Georgina going first on Wednesday, Danny flew out Saturday, then Ben and Richard from Maxton on Monday. No racing or practice happens till Thursday, so Georgina and I had eight days to acclimatise to the place, particularly to the heat and humidity. The time

passed quick enough as there were plenty of press conferences, photo shoots and the like set up by the organisers."

As motorcycle racing enthusiasts, the majority of us have never witnessed the Ghia circuit first hand, but we will have formed an impression of the course – tight, twisty, metal barriers, wire fencing... dangerous! Were the Chinese equivalents of Milky Quayle and John Barton in evidence to point our newcomer in the right direction? We'll let him explain... "the first time you get to go round the circuit properly is the first lap of practice and what an eye opener it is. No run off at all. All looks the same through the back section, but I went with the attitude of learning it slowly and building up my speed gradually. I had followed on board laps with Horst Saiger for a good couple of month before, but they don't show the elevation changes the track goes through. A lot to learn – and quick; I haven't learnt a circuit for a long while and that itself isn't easy when the more experienced riders are 'on it' from the second lap of practice. For practice and Qualifying 1, I felt very much like a chicane for them to get round."

We are well aware that Ivan Lintin will 'not run before he can walk', being studious and professional in his approach to racing so he carefully went about doing his thing during practice as 'track time' cannot be taught. So, how did qualifying unfold? "Largely ok, I was pleased with my efforts and progress, the only thing that got to me was the heat and humidity. I don't mind the heat, but once you're in leathers, with helmet firmly on and the heat of your bike under you at 100 degrees... wow, at first, I could only manage six laps before having to come into the pits, feeling dizzy.

Were there any strategies to be adopted

to overcome this problem, which could obviously be a determining factor on both starting and finishing positions? "Well, I spoke to a few people about it who all said it's just something you had to deal with and get used to! I managed eight laps in Qualifying 2, then, ultimately completed the full race distance of twelve laps – but I was exhausted."

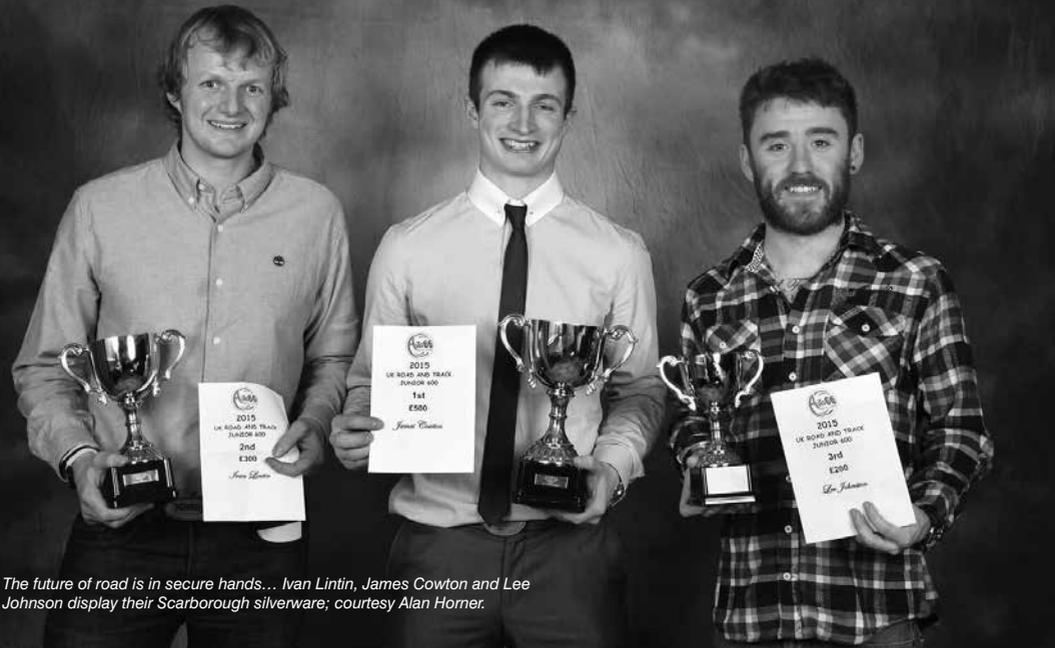
Practice went basically according to plan for our man, but not so for two other newcomers, both experienced road racers as Russ Mountford fell off in the first qualification session, then Tom Mchale in the second, both, unfortunately being hospitalised with serious injuries. Did these accidents have an effect on Ivan, particularly as they involved fellow first-timers to the circuit? A thoughtful reply, "yes they did a little... we're in a sport which isn't safe, but it hammered home to me that two equally experienced racers could be caught out so easily. I was determined more than ever to have a good safe run and come back next year a lot wiser

Starting position on the grid, 25th – happy? "No, not really, but I just couldn't push how I wanted until I knew exactly where I was going.

Good start? "Yes!! I got a fantastic start which was what I wanted... planning to get quickly off the line and then away with some faster guys. It worked well and I settled into a pace which was three seconds faster than qualifying. Over the race I maintained my



Ivan powers his way around QB; courtesy Mike Hammonds.



The future of road is in secure hands... Ivan Lintin, James Cowton and Lee Johnson display their Scarborough silverware; courtesy Alan Horner.

place for quite a while, but eventually lost a couple of positions near the end, finishing 18th in the final reckoning."

Happy conclusion to his first experience of Far Eastern racing? "Yes. I was more than happy to have finished in one piece and to have taken a few seconds off my qualifying time. Hopefully, if I go back this year, which I'd like to do, I can start at this pace, then progress."

Winter break over, so onto the 2016 season... a change in team name – Devitt RC Express Racing, but a similar schedule to that of last year, hopefully with the addition of an appearance at the North West 200. Ivan will be riding basically the same machines though the stocker will be the new 2016 model and the twin, a different spec bike to last year

The Lincolnshire lad is in his second season with Devitt RC Express Racing, so does that mean targets have been set by the management based, perhaps, on last season's results? A firm response, "no

targets have been set out by the team; as a racer I am hungry enough to go out and give it my all – they know that I want to progress further as both a racer and a person

In conclusion, what are Ivan's thoughts about the up and coming season? "Hopefully we will be returning to the NW200, which will be good in its own right, but it also assists set up prior to tackling the Mountain Course. My aims and targets are pretty much the same as every other year... go faster, finish higher. However, at the TT I want to progress further on big bikes and hopefully a 130mph lap, top 10s on the 600 and to be on the podium step on the twin – that would be a mega week. I've also got a new team mate, Alan Bonner. I'm looking forward to working with him, sharing the same mechanics and engineers... it certainly won't be like the Rossi and Lorenzo garage... we will work together to make the results better for the team."

We look forward to reviewing those results in the next issue... Good Luck to all at the Devitt RC Racing Team.

Ivan exiting Governor's Dip shortly to become the winner of the 2015 Lightweight TT; courtesy Nigel Caldwell.



EQUIPE AJAX

MOTOR SPORT ACTION PHOTOGRAPHERS



Barry and Sheila would like to wish "Good Luck" to all T.T. riders and visitors.

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How many TT races **Ian Huntly** has actually witnessed first-hand is anyone's guess, but 2016 sees the 90th anniversary of the first visit his dad made to what was to become Ian's 'second home'...

Mr Huntly Senior's programme and accompanying notes from 1926 have been carefully preserved, with one comment jumping out being 'almost everyone retired!' Well, that didn't apply to Italian, Pietro Ghersi as, in what the "The Motor-Cycle" Magazine described as the "Guzzi Incident", he was excluded from second place in the Lightweight for using a different sparking-plug in the engine of his Moto Guzzi; Paddy Johnston riding a Cotton won in 4 hours 23 mins 16 secs at an average speed of 60.24 mph for the 7 lap race.

There wasn't a sidecar race to entertain Ian's dad as the class had been scrapped after so few outfits had made the previous year's start line, but the Senior produced the first-ever 70 mph lap, set by Jimmy Simpson, AJS, but a victory for Stanley Woods on his Norton debut; speeds had increased as the Mountain section had been tarmacked during the previous winter.

Velocette produced a new Junior machine for Alec Bennett, the 350cc overhead-cam-shaft bike proved an instant winner, providing the popular Bennett with a record-breaking third TT win with new lap and race records.

One notable competitor was Graham Walker, father of Murray, who had a wonderful week finishing 2nd and 3rd on Rudge machinery in the Senior and Junior respectively. Some interesting machines appeared in the entry lists... Montgomery, Ivy, Calthorpe, Zenith to join the more traditional marques, Norton, Matchless, AJS, Cotton, New Imperial, New Gerrard, Douglas, Velocette, Royal Enfield, BSA and, of course, overseas manufacturers were creeping in – Moto Guzzi, Bianchi, Garelli.

Ian Huntly's Race Game... 'Time Trial'- a board game simulation of a TT race is available via e-bay or direct from Ian on 0118 9265748... attempt to beat John McGuinness's outright lap record!



Joey Dunlop Foundation... latest update

2015 was an exceptionally busy year with virtually a full house at Braddan Bridge from early May until late September.

After an enjoyable year selling JDF merchandise and tombola tickets at many events, my exhausted team of volunteers met in October to discuss the proposed extension at Braddan Bridge. With good intentions, we announced that we hoped to start construction work in January 2016 for completion early the following May. Little did we realise the time scale for obtaining planning approval, building control approval, etc.

So slow was progress by late January, we decided the building work should start in September 2016.

Demand for our accommodation continues to grow – we are satisfied that all apartments will be fully occupied in the summers of 2016 and 2017.

Like many charities, JDF has a small team of dedicated volunteers, which is fully stretched during the TT and IoM FoM Festivals; we continue to receive requests to attend various events during the TT Festival with Friday 3rd June being an official collection day for JDF. Acquiring a collection day status during the TT Festival was a signification bonus, so in order to maximise our income we are desperate for volunteers to assist. If you can offer a few hours to JDF, please email kevinquirk@hotmail.com.

Kevin Quirk
Trustee



Nuno Caetano ahead of newcomer Derek McGee as they motor towards Ramsey, TT 2016, courtesy Robin Hynes.



Billy Redmayne

“An MV Agusta for his first TT” was the title originally given to the article about Billy Redmayne; this in itself was indicative of the progress Billy had made in his short time as a road racer. Alas, sadly, this as we know will not be the case as Billy tragically lost his life in an accident whilst racing in the Spring Cup at Oliver’s Mount.

An immensely talented and probably the most exciting and promising Manx born motorcycle racer for several years, Billy was due to make his TT debut in 2016 having made a huge impact at the Manx Grand Prix during the last two years.

During the early spring this year, Billy answered our questions in preparation for an article which would be an integral part of a theme in this issue, that of the Manx Grand Prix being a breeding ground for TT talent possibly more so now, than since the days of Hislop, Lougher and Dunlop. Billy’s answers were meticulous in detail, factually interesting and full of anecdotes; it was one of the easiest and most enjoyable articles to write. Securing photographs was not a problem... all our normal contributors had action shots of Billy, not unsurprisingly at last year’s Manx where his battles with Malachi Mitchell-Thomas will be talked about for years to come.

Billy’s article was to have been five

pages in length in the colour section towards the rear of the magazine and was to include six photos – five action, the other shown here, with him in a contemplative mood after pulling in at the approach to Braddan Bridge during practice last August with a blown engine on one of his Classic machines.

Billy’s early experiences of racing revolved around moto cross, then, with the support of his family, he turned to the tarmac, combining racing with life in the armed forces. In 2008, Billy had joined the British Army Parachute Regiment completing 3 six month tours of Afghanistan in the last eight years; a Lance Corporal who won several prestigious awards, he felt this gave him a unique strength, both physically and mentally and valuable life experiences to help with the huge challenges that a rider can face in pure road racing

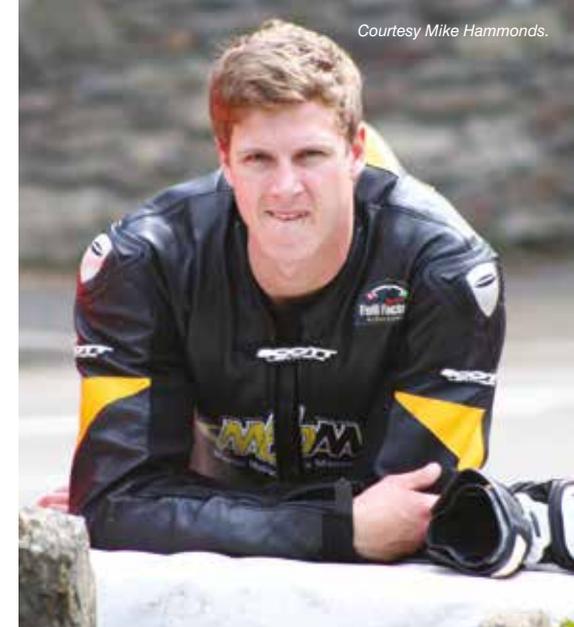
Billy sensationally won 2014 MGP Newcomers’ A on a bike bought and proudly built by himself and his father on a shoestring budget... and this having only just qualified for his national licence the year before; later that week he finished a close second to Andy Lawson in the Junior race.

In 2015 he represented the Martin Bullcock Full Factory Winnerswear team at the MGP, Southern 100 and Post TT meetings; he

was also able to race in the Pre-TT Classic and Classic TT events on 750 and F2 Classic machinery provided by Team Collins and Russell.

At the MGP, despite a fall in practice Billy was able to renew his great duel with his sparring partner from 2014, Malachi Mitchell-Thomas. Pitting after his first lap in the Junior, he found that his practice crash was taking its toll on his performance though his shoulder and hand were ok, his painful cracked rib prevented him pushing on as hard as he would have liked; he had to back off, but not too much, being able to keep a slender lead in the end. He felt it was the most painful hour of his life, but was rewarded for his great efforts by being able to celebrate another victory over the Mountain Course! Billy retired in the Senior whilst in second place, but did set a lap of 121mph... from a standing start!

For this year’s TT he was due to ride his own, Billy Redmayne Racing Kawasaki ZX10R, backed by thepeoplesbike.com along with Jack Valentine’s Valmoto 675 MV Agusta backed by both ‘Support our Paras’, the Parachute Regiment’s charity, and Des and Dot Collins. His aims were top 20 finishes on the big bike, pushing past the



126mph mark in so doing and positions as close as possible to the top 10 on the Super-sport.

Our sport has lost a fine young man; who knows what he could have achieved – his fledgling career had shown so much promise? Our condolences go to his partner, Hannah, his family and all his many friends.

Sally Bly



Billy at the top of Barregarrow with his MGP sparring partner, Malachi Mitchell-Thomas; courtesy Robin Hynes.



- ✦ Entries for this year's meeting along with allocated numbers were based on data compiled from each rider's fastest lap speed per class set in racing conditions in either of the previous two years. When entering a class for the first time or after a gap of more than two years an estimated speed was allocated using data from other previous performances.
- ✦ Travelling Marshals have many important roles to fulfil, for one, a red bib has to be donned; at the end of every session – practice or race – a TM sporting such a bib will leave the Grandstand, followed shortly thereafter by the Roads Open Car. Any competitor, who has stopped for whatever reason, must not restart after this TM has passed.
- ✦ Maximum number of starters will be 72 for the three larger capacity solo classes and 78 for all others. As usual, more entries will be accepted than qualifiers, but all newcomers to the course will be allowed to

start provided-/ they meet the qualification criteria.

- ✦ The end-of-meeting Prize Presentation held at the Grandstand will see the TT Supporters' Club Trophy handed over to the rider who achieves the lowest aggregate time across the two Supersport events. The silver tray on its plinth is awarded for high class consistency, perhaps not even to a winner, although this was not the case last year as the statisticians were not called into action with Ian Hutchinson taking victory in both races. In recognition of his TT performances, the highly likeable Yorkshireman was awarded the Royal Automobile Club's coveted Torrens Trophy at the Pall Mall Clubhouse in January for his outstanding determination and courage in overcoming adversity.
- ✦ No application for a change of competitor will be accepted if an entry submitted by the substitute competitor has already been refused for TT 2016, but a change of both

competitor and machine may be permitted.

- ✦ Naturally, all competitors have to sign-on, doing so at pre-designated times at the Media Centre, bringing with them helmets, leathers, gloves, boots, transponders for each machine, identity tag for inspection and approval along with the necessary licences and contact details concerning mechanic/manager and next of kin, both on and off the island. Competitors should be able to renew their TTSC membership or join the Club, either way collecting their cash award from Rose Hanks whilst having their gear checked.
- ✦ Some competitors have spare machines, T-Bikes... these must be declared during the signing-on period with competitors ensuring that the bike qualifies according to the criteria in the regulations.
- ✦ Fuel regulations strictly prohibit 'Bluegas', power boosters, octane boosters and the like with no additions being allowed with the exception of water and standard lubricants sold to the public. It is the responsibility of competitors to provide their own fuel throughout the meeting as well as filling and draining fillers in the Pit Lane on race days. Solo machines are only permit-

ted one tank, but sidecars can have two which are interconnected.

- ✦ The use of titanium knee and toe sliders have the 'thumbs up', not so Kevlar suits which are prohibited. Race Direction reserves the right to inspect competitors' equipment at any time.
- ✦ A question of percentages... with the exception of the TT Zero class, in order to qualify, all solo riders must record a time within 112.5% of that of the third fastest qualifier; there is a 117.5% equivalent for the sidecars. The 'Zero' competitors have to complete a qualifying in under 45 minutes. Replicas – Silvers for finishers completing the distance within 105% of the winner's time, Bronze, 110%.
- ✦ The start of the race looms, the 45 minute siren blasts... at this point, tyres must be fitted to all machines in order for the 'rubber' to reach operable temperature prior to the 'off'; any competitor not doing this will not be allowed to start.
- ✦ A press release arrived in mid-January announcing what we had all hoped to eventually hear... Antonio Maeso is returning to the road racing arena. The Spanish racer is a true inspiration, as after months of rehabilitation, physiotherapy, even con-

Prize Presentations TT 2016

Monday 6th June – Villa Marina, Douglas. 8.30pm
Superbike, Sidecar 1 and Supersport 1 Races

★ ★ ★ ★ ★

Wednesday 8th June – Villa Marina, Douglas. 8.30pm
Superstock, Lightweight, Supersport 2 Races + TT Zero Race

★ ★ ★ ★ ★

Friday 10th June – TT Grandstand... at the conclusion of racing
Sidecar Race 2 and Senior Races, plus Special Awards, including Solo, Sidecar & Privateers' Champions



Nigel Caldicott captures sidecar action at TT2015 – Nicholas Dukes and William Moralee with Remy Guignard and Frederique Poux in their slipstream at the Gooseneck.

structing his own 'apparatus' [rack might be a more appropriate term] as seen in a Youtube video, his right leg is now sufficiently flexible and strong enough to cope with the rigours of riding super-powered machinery. At the time of writing, Antonio's intention is to enter this year's NW200, hopefully with a view to also returning to the Mountain Course, where he has unfinished business.

- ✦ For the Superbike and Senior races self-contained remote starters can be used provided permission has been sought and obtained from the Clerk of the Course at least 24 hours before the scheduled start of the race.
- ✦ You are now able to zoom in on the Isle of Man's history by visiting www.imuseum.im. Yes, there is a section on motorcycle racing with its detailed data base, but access to nearly 400,000 newspaper pages stretch-

ing from 1792 to 1960 also gives you a fantastic insight into Manx life... political, archaeological, cultural, historical, social, etc. Parish registers, census and the like will assist the would-be genealogist; there is an archive over 25,000 photographs of the Island's people, places and events through which to search. Of course, a visit to the museum itself – Kingswood Grove, a short stroll up Crellin's Hill from Douglas Prom – would be the ideal filler for a wet afternoon whilst on the island for the TT.

- ✦ A competitor crossing the finishing line without competing the designated laps but after the leading competitor has finished, will be allowed to proceed... although, this may not be the case if the Clerk of the Course feels that there is no chance of a cash award or replica being secured.
- ✦ Travel allowances for solo competitors vary according to the number of races entered



A promising TT future beckons for James Cowton seen here at Ramsey last year; courtesy Stuart Watson.

and the distance travelled – UK mainland or overseas; £150 for one race to £350 for five for UK residents with £200 to £400 being the equivalent for those coming from further afield. For sidecar drivers, it's £400 and £500 for UK and overseas respectively. Competitors do not qualify for travel allowances if, on application, they receive appearance money.

- ✦ Staying with a theme... £57,000 is the total prize fund for both Superbike and Senior TTs, £22,700 for the Superstock, £29,050 both Supersport, £30,050, both Sidecar

races and £17,400 for the Lightweight which is now four laps in length. The TT Solo Champion nets £10,000 – the Lightweight race still does not count towards this, nor, naturally, does the Zero TT. The Sidecar Champions receive £5,000 and £2,250 is allocated to the Privateers' Championship with £1,500 going to the winner, £500, third and £250, third.

- ✦ Always being willing to put my hand up to admit a mistake... as well as the error concerning the 1935 Senior TT in the last issue, an admission covered in detail else-



A star reignited – Ian Hutchinson was outstanding last year; courtesy Glynne Lewis.

Regional Representatives

where, Mike Hammonds was quick to point out, that in Ian Huntly's article, "The Seamen's Strike" on page 38, I had noted in the caption accompanying the photograph of Luigi Taveri that he was exiting Governor's Bridge. Of course, it was Quarter Bridge... well, Mike should know as he spends more time watching motorbikes there in the summer months than he does with his wife, Sandra.

- ❖ Congratulations to the staff of one of our sport's leading magazine... Road Racing Ireland has now been bringing us detailed, up-to-date information as well as reports of memorable races of the past for thirty years. Also taking pride in their top quality photographs, the team of Gillian, Wallace and Leslie is delighted to have achieved this milestone... long may their efforts continue
- ❖ There has been and always will be much political debate as to the value of the TT

to the Manx economy. Interestingly, a December issue of the IoM Courier gave a break down of the Government expenditure – £4,662,644 – for the 2015 event: race expenses £594,382, course expenses £596,190, Grandstand £334,976, administration £1.74m, festival events £137,641, prize and travel £1.16m, marketing £104,000 and minor capital works £98,700.

- ❖ Belfast News Letter columnist and BBC pundit, Liam Beckett will have a dual role at this year's TT... as well as spending time promoting his eagerly anticipated new book, which features his memoirs of the chequered life as Robert Dunlop's right-hand man and career as a giant of Irish League football, he will be acting as pit attendant for top solo female competitor, Maria Costello. Published by Blackstaff Press, the book is due to hit the shelves before the NW200.



James Cowton & Jamie Hamilton, TT2015; courtesy Nigel Caldicott.

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USED POSTAGE STAMPS

We continue to receive many packages of used postage stamps from Club members – your efforts in assisting us to raise money for research into a cure into multiple sclerosis have been amazing...many thanks to all of you; please accept our apologies for not sending individual replies.

... 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.

Mr and Mrs G W Scott: 40 Bateman Rd, Hellaby, Rotherham, United Kingdom, S66 8HA.

SPORTS, ACTION & COMMERCIAL PHOTOGRAPHY BY

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