



# MAGAZINE

*Winter 2012*



**Antonio Maeso : Debbie Barron : Eric Wilson : Ivan Lintin : Ian Mackman  
Chris Founds : Clerk of the Course - Gary Thompson : Yoshinari Matsushita**

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## Editor's Line

Hopefully there will be something for everyone in this, the latest issue of the TT Supporters' Club Magazine...sidecars, both past and present, with welcome contributions from Nan Burton, Helen Barron and Chris Founds...Yoshi Matushita and Antonio Maeso provide an international flavour... Gary Thompson talks frankly about his first TT experience as Clerk of the Course ...'soloists', Ian Mackman and Eric Wilson review their 2012 exploits around the Mountain Course and regular 'columnist', Ivan Lintin, tells us whether or not he achieved the goals he set himself this year...there might even be some points of controversy, so read carefully.

Paul Phillips, TT & Motorsport Development Manager, has agreed to continue with his normal slot in the up-and-coming summer issue – so, feel free to e-mail any questions you'd like me to put to him [see page 3 for contact details]

We welcome Gert Meulman 'on board' as our new Rep for the Netherlands; it is great to see the Club so active on the continent. Gert's contact details can be found on age 51 as can those for Myles Lally, from the Republic of Ireland, who has changed his address. The Club is seriously on the lookout for more Regional Reps in the UK – if you have some time to spare and would be prepared to assist, please contact any member of the Executive Committee – again see page 3.

Enjoy the Magazine; copy date for the Summer 2013 issue is 10th March 2013.

**Graham Bean**



Gary Johnson. Photo courtesy Glynne Lewis.

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## Contents

2. Editor's Line.
4. Antonio Maeso: the Spanish son shines in the IoM.
8. The Clerk of the Course... Gary Thompson BEM MBE.
13. Chairman and Secretary Report. Registrars' Report.
15. Susan Jenness Trophy.
16. Team Oscar Racing has a motto: Live the dream, whatever your dream may be...
21. Italians at TT2012.
22. The Frame man - Ken Sprayson.
23. A French Newcomer on the Starting Grid.
24. No Hollywood Ending for Eric Wilson.
28. Lowry Burton Remembered.
29. What can you remember about TT 2012?
30. Tales from the Original Sidecar Paddock. Chapter 2.
35. News from the Netherlands.
36. TT Digest.
38. Three silvers and top ten finishes at 120mph... Ivan Lintin's 2012 TT.
41. The Joey Dunlop Lodge.
42. Yoshinari Matsushita.
46. Ian Mackman.
51. Regional Representatives.

Cover: Dramatic action with Ian Lougher.  
Photo courtesy Glynne Lewis.

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



# Antonio Maeso

## ...the Spanish son shines in the IoM

Apparently, early in the 1970 GP season, Santiago Herrero said to Phil Read “you can win the 250 World Championship, but I’m going to win the TT”. Sadly, as we all know, Herrero succumbed to his injuries after an incident at the 13th Milestone during that very race, the upshot being that Spanish racers have been actively discouraged, if not forbidden by their national motorcycling body, to race in the TT. That is, of course, until the centenary event when Antonio Maeso made his debut, becoming one of the most popular riders in the Glenrutchery Road paddock, gradually increasing his speeds year on year.

Antonio is quite realistic about events...“as time passed since Santiago’s death fewer and fewer Spaniards knew of the TT, with youngsters of the early 2000s knowing nothing at all, but thanks to my involvement, people in Spain are becom-

ing more aware of real road racing, the TT in particular.”

Taking part in the TT probably wasn’t on Antonio’s racing agenda, but the thought of doing so was lurking somewhere in his head ...“one day I, along with Steve Plater, was instructing at a Jerez racing clinic when I saw a few bikes with IoM registration plates, so I decided to ask the riders about the TT.

There were three Manxmen, one of whom was the great David Madsen-Mygdal. I told them about my dream to race there one day and they reacted by offering their help for me to make a go of it. I ended up that year racing my first ever TT – the Centenary.”

The days of holiday or casual racers at the TT are long gone, so the Organisers have to be sure that any competitor from outside the UK who they know little about has the right pedigree and

experience. A problem...? No, as Antonio, now 33, had 22 years of short circuit racing behind him, having twice won the Yamaha R1 Cup and seven times being a regional champion – in Andalucía, Murcia and Castilla la Mancha in 50, 80, 125ccs, Superstock and SBK. He raced in the 250 European Championship and the GSXR750 Cup as well.

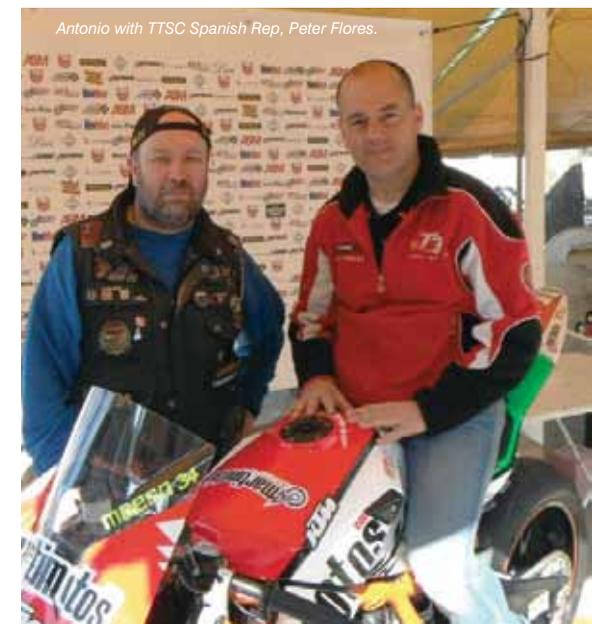
Antonio had also ridden small bikes in a few street races, but did that help? No, but more of that later...firstly, permission had to be obtained from the Spanish motorcycle authorities to take part in the TT. According to Antonio, “it was impossible, but thanks to Jim Parker, the Spanish authorities let me apply for an ACU licence, which I have raced under ever since.”

So, how did he prepare – did he visit the island before the TT, watch videos, etc? “I tried them all, but none of them worked. Everything looked so different to me first time down Bray Hill. I went for the Press Presentation in January, did a few laps in a van, and then watched videos as much as I could. I kept myself saying ‘I can go faster than them, they don’t slide whatsoever so they don’t seem to go fast, I’ll succeed there’. I was obviously wrong, but at that time, I didn’t know what it takes to be fast on the roads, which is something really different to a short circuit approach.

An average race speed in excess of 108mph, two finishes – both 55th, did our Spanish friend consider his first TT successful? “Not at all. I managed to qualify and race, but my best ‘results’ were just finishing. I thought that it was going to be easier, but it was hard...mentally hard. The speeds were the difference. I didn’t know anything about riding at those speeds or setting the bike up for the roads. Despite feeling like a duck in the desert, I did my best to finish and learn the course.”

Antonio returned from the Centenary meeting to his busy life in Spain to consider his TT future; as well as being chief engineer for the dynamometer company he founded himself after finishing his degree some 12 years ago, he’s a test rider for motorcycle mags, fuel mappings tuner, special alloys welder, and, after completing his second university degree, has just become a primary school teacher. “I always knew that it was going to be very difficult to make a living from racing, so I have prepared myself for the future.”

Despite being fully occupied, he wasn’t giving up on the TT, returning every year since, except for 2011 “when financial restrictions meant I couldn’t afford the machinery I felt I needed after I’d completed my ‘Mountain Course apprenticeship’ during the years since my debut. I feel my approach to the TT has improved massively; I’ve been learning the course and improving year by year.” This is certainly the case as the result sheets of 2010 testify – five finishes, the best, 20th in the Senior with lap speeds now well into the 120mphs, although the highlight of his TT career has to be the 17th in the Senior of



Antonio with TTSC Spanish Rep, Peter Flores.



Photo courtesy Mike Hammonds.

2009.

It was possible that the Spanish financial situation might have precluded Antonio from competing in this year's TT... "actually, I wasn't at all optimistic as big companies seemed unwilling to support me, until I started a community project in which I sent my details all over Spain requesting small amounts of sponsorship in return for the inscription of the company / individual name on the Spanish flag on my fairing." This is one of the reasons why Antonio keeps racing short circuits – to give his sponsors exposure. However, "racing in my homeland and winning championships doesn't motivate me as much as setting off down Bray Hill."

It wasn't just about coming back to the TT this year, Antonio entered all solo classes..."I started the preparations by buying an ER6 which I tuned in-house with all the bits and pieces on my shelves; then I worked hard to get a 1000 which came, eventually, from KTM Austria. The manufacturer aimed to get its first ever TT finish; I was happy with that, but another spon-

sor appeared offering a stock BMW, which was really the bike I wanted. I accepted the offer, entering it for the Superbike and Senior, leaving the KTM for the Superstock. Then, someone else let me use his R6 for the Supersport races, and that's how I managed to race in all the solo classes, as I had previously signed with the Tork India Team for the TT Zero."

So, an extremely busy fortnight for our friend from Almeria; practice week times consistently improved as sessions progressed with start positions of 32, 39 and 40 being achieved. No Senior due to inclement conditions, six starts and five chequered flags, the only blemish being the T003X which failed to complete the Zero TT lap.

What of the detail? "I started with a 23rd in the Superbike on the Beemer but as the rear Pirelli tyre was destroyed – literally, it was not too bad, considering my best result ever had been 17th. Then, the Supersport races were steady enough if you consider the standard nature of the bike, finishing 36th and 33rd with race

averages in excess of 116mph. I was pleased to get the KTM racing ride, so finishing 39th in a TT race, the first ever finish for the manufacturer, was a bonus. Finally, there was the Lightweight race in which I finished last [41st] with the slowest bike by far out there."

Presumably, Antonio was happy with four bronzes, good finishing positions, particularly 23rd in the Superbike, at an average of 117.99mph? "Well, yes, but unfortunately, none of the bikes were good enough to improve my R1's performances of previous years, which is the main reason why I would return to the TT in the future... to improve on my earlier performances. I'm pleased to return to Spain with four bronze replicas, and, of course, I've learnt the course a little bit more."

Like all others who compete around the world's most demanding road circuit, Antonio has specific ambitions, "I have always ended up winning races in every class I tried in Spain. Improving until the end is the only way I know how to race and, despite my enormous difficulties, I'll keep fighting that way. For sure next year I'll be back, but with just one bike or maximum two, so I can focus on finding all those little tuning details that make you feel happy on the bike which you can then push to the limit."

Negativity towards the TT in Spain has decreased, in fact there are much more positive and inquisitive vibes coming out of the country about the event, due in no small part to Antonio, whose name now appears in many TV reports, magazine articles, motorcycle websites with respect to his road racing exploits; naturally the rider, himself works hard at PR in order to secure sponsorship – all this, along with TV coverage 'exported' worldwide has helped raise the event to its highest ever profile in



Photo courtesy Gert Meulman.

the Iberian peninsula. However, Antonio is quick to point out, "persuading riders to compete is another question; young people don't really know about the history of the TT and don't understand why risks need to be taken, and older riders just don't have the fitness and pace to race at international level. Also, nowadays, racing abroad is very expensive."

Antonio is so appreciative of his sponsors:- Martimotos, Salami, KTM, Rodamoto, CNN Santander, ST Racing-Fiber, ASM, Dynamic Line, Schuberg Helmets, Intefer, Circuito de Cartagena, BigMat, LaRoux, NonStopSneakers, Taller Escaso, Motos Pastrana, MotoDesign, PZ Racing and RK Chain.

Thanks to Antonio for assisting with this article...his final thoughts about the TT: "Like all other competitors, I thoroughly enjoy the event. You are riding in the longest, most difficult and fascinating circuit in the world, so if you like motorbikes, speed and racing, there is nothing better and higher challenge on this planet."

## The Clerk of the Course... Gary Thompson BEM MBE

It is said to be the hardest job at the TT, one where you are damned if you do and damned if you don't, that role is: 'the Clerk of the Course'. Gary Thompson was appointed to the role in June 2011. Gary, who had been twice honoured for his military service, has been General Secretary of the ACU since 2003. His TT involvement started in 2008, firstly as Secretary of the Meeting and latterly as Deputy CoC to Eddie Nelson.

Brought up in Lincolnshire, he had a love of motorcycle racing from an early age with many visits to Cadwell and Mallory and is a self confessed TT fan. He has carried out many road race CoC positions at all levels; the TT, however, is something very different...

### ☛ How did you prepare for TT2012?

I was appointed CoC in June 2011, so I spent a couple of weeks at the MGP, marshalling at as many places as possible to build relationships and get first hand experience of what it is like to be a marshal on the Course. After this I spent hour after hour doing lap after lap with those on board Bike DVDs. Mike Stewart, one of the Course Car Drivers, sent me an excellent Course Car Roads Open Lap which was invaluable.

### ☛ What were your main goals?

My main goal for TT 2012 was to improve the communication between Race Control and the competitors, marshals and the public in an attempt to keep everyone informed as to what was going on.

### ☛ How successful do you think you were in achieving these goals?

I think we achieved what we set out to do. For example, when we had a delay in the race programme because of weather, instead of closing the roads, we kept them open as long as possible to minimise the disruption to the public. We also kept riders and marshals informed as much as possible so that no-one sat around unnecessarily waiting for something to happen.

### ☛ With hindsight what would you have done differently?

With it being my first year, I was working off the Race Schedules from the previous year and I think, in certain places, the timings can be tweaked slightly to make the race programme flow a bit better. I think other than that I was relatively happy with TT 2012 and look forward, if nothing else to better weather for TT 2013

### ☛ The incidents at Sarah's Cottage / Lambfell must have caused you a headache. You introduced a new system of just red flagging part of the course; was this a pre-conceived idea or a decision taken after the first incident?

It was a decision taken after the first incident. I was very conscious of the fact that we needed to get the practice session going again as quickly as possible once the incident had been cleared, so we decided to display red flags from the Start Line to Sarah's Cottage, which meant riders who had passed the incident could continue around the Course and back to Parc Ferme. Within minutes of the incident being cleared we got the session underway again.

### ☛ Previously the 'white flag' has been used to inform the riders that a vehicle is on the road. Why was this option not used rather than a red flag?

This is really all to do with the increasing speeds of motorcycles as opposed to relatively slow moving vehicles which would effectively present themselves as moving chicanes. It is a safety measure more than anything else. The white flag has been phased out.



### ☛ What measures need to be taken to allow helicopter access within this area?

Discussions are ongoing at the moment with the Department for Economic Development and the Air Authorities about the positioning of an alternative helicopter landing site at Sarah's which will hopefully reduce the need to use red flags to put an ambulance on the Course to transfer the injured party to the helicopter. It is hoped to have this new HLS in place for TT 2013.

### ☛ The weather played its part in delaying the start time of the races. How did you decide to either a) delay the road closures or b) close the roads and then delay the start?

Rider safety is always paramount and the first consideration to take into account. I was in constant contact with the Weatherman at Ronaldsway airport – in fact during TT fortnight, he qualified to be added to my 'Friends and Family' on my mobile! He let me know what the weather patterns were likely to be so I could make an informed decision whether to cancel the days activities early on or just announce a delay of a few hours. I tried, where possible, to make a decision as early as I could so that there was minimum disruption to the public and riders / marshals were not hanging around wondering what was happening.

### ☛ How disappointed were you that the Senior TT was cancelled?

The final race day was difficult. The Friday had to be cancelled because of the atrocious weather conditions and the Saturday morning didn't start much better. We had rain with low cloud and mist. As the day progressed the rain stopped and the roads began to dry but with substantial wet patches going through the Glen Helen section and around Kerrowmoar and Glenramman. The worst affected area though was the Mountain section, particularly from the end of the Mountain Mile to the 32nd. Because the low cloud and mist hung around so long, the roads didn't dry and the circuit between these two points was wet with puddles on the racing line in some places. The decision to cancel the Senior was a big one but not necessarily a difficult one given the conditions. Obviously like everyone else I was very disappointed, but at the end of the day rider safety comes first and this year they

all came home ready to race another day.

❖ **What is your opinion on racing on wet or damp roads at the TT?**

I'm not a fan at all. Again it all comes down to rider safety and what is considered safe. The IoM has its own micro-climate, as was experienced prior to the Senior Race in 2011, we had glorious sunshine in Douglas, yet it was raining heavily in Ramsey! This year once I had taken the decision to cancel the Senior, we left it another hour or so and then following a Riders' Briefing to let them know where the wet and damp patches were, we set the Lightweight class off – slower bikes on treaded tyres, the conditions being totally unsuitable for 200bhp Superbikes. It is an issue, but as technology makes bikes go quicker, it is something we will have to engage with in more depth.

❖ **The new Lightweight class was really successful, what further class / programme developments would you like to see in the future?**

I thought the Lightweight class was excellent, considering TT 2012 was the first outing of the class, it went really well and we don't see any amendments to the technical regulations or format of the race being made for TT 2013. As for other developments, the Race Schedule is now quite tight so there isn't much room to fit anything else in. I think we now have the right mix, Superbikes, Superstocks, Supersports, Lightweights, Electric Bikes and of course the Sidecars which are always good to watch. No – I think the TT has it spot on.

❖ **What feedback did you receive from the riders, race teams, marshals and fans about the way you ran the races?**

Generally speaking the feedback was very good. I think everyone appreciated the improvements in communication and everyone was pleased that they knew what was going on. I read some of the comments on the various forums and everyone seemed pleased with the way TT 2012 went.

❖ **What lessons have you learnt and what changes will you make next year?**

This year was a huge learning curve really. Although I've been involved before as the Deputy CoC and the Race Secretary, to be CoC is indeed a privileged honour. I was learning all the time. After some feedback from the riders and teams, we'll be introducing an extra practice lap for the Electric Bikes as this year, because of the weather, they only got in one lap. Other than that I think the Schedule is fine apart from some fine tuning to the timings.

❖ **The TT is a commercial concern, what are your views of the various parades? How could they be organised as to not interfere with the racing?**

There is no doubt about it, the TT has experienced a massive facelift during the past eight years or so, mainly thanks to the efforts of Paul Phillips, the Motorsport Development Manager. This facelift is bound to raise the profile which was obviously the intention in the first place – raise the profile, big sponsors will want to get involved, which in turn will help finance the event. The consequence of this of course is that those sponsors will want something back in return, so amongst other things we have parade laps sponsored by Monster, Arai and others – which also brings in some great riders – Rossi, Lorenzo, Hayden, Crutchlow, Agostini, etc. The scheduling of the parades within the Race Programme comes down to me and after having TT 2012 under my belt, I am in a better position now to adjust times as necessary for next year.

❖ **You stopped the Subaru lap at Ramsey, why did you make that decision? How did the sponsor react to this?**

The first Subaru demonstration lap was held on Monday race day, but we had a three hour delay because of a road traffic accident at Greeba Castle shortly before the roads

closed. The Subaru were always going out before the start of the Supersport race even if roads had been closed on time. However, unfortunately for the Subaru they were taking too long in getting around the course; there was some filming meaning the lap was strung out, taking too long. I was mindful that another weather front was moving in later that afternoon and therefore conscious about getting the two races in (Supersport and Superstock) and therefore decided to red flag the Subaru lap at Ramsey so we could start the Supersport race at its new time. I had a conversation with the Subaru Coordinator as to the reasons the Subaru Demo lap was taken off at Ramsey and he appeared to be fine. I had no other repercussions or comments made about it.

❖ **The TT must keep up with the times as well as keeping its sense of tradition. The difference to a Moto GP round or BSB event is in stark contrast to the TT. In this age of professionalism how can the TT maintain the correct balance?**

A few years ago the TT raised its profile which I think at the time it had to as the event was heading in the wrong direction – it looked tired. I have to be careful how I say this, but the quality of the field is getting stronger and stronger which in turn attracts more sponsors, more spectators, and of course the TV coverage provided by North One for ITV 4 is superb. We now have a truly world class event. The 3D movie 'Closer to the Edge' had a major role in promoting the event to a wider field, which swelled the spectating figures and viewing figures this year. The TT had to move with the times to survive, but having said that the tradition of the event will always be there as the TT is so unique.

❖ **Improved communication was clearly part of your agenda; how can this be improved further?**

Again to further enhance the improvements of this year I would like to introduce a texting service to update riders and marshals by sending out text messages letting them know of developments as they come about. I've also got a Twitter account which I plan to put to better use during TT 2013 – anything that helps get the updates and information out there.

❖ **Safety is key at the TT, what further improvements would you like to see?**

We are constantly assessing and improving course protection all the time. Subject to funding, I would like to replace the straw bales just before Glen Helen, at Glentramman and at the 27th. We have recently had discussions to have some bespoke recticel components made to fit gateposts, etc so we can replace straw bales around these. I shall also be carrying out a full review of the Prohibited and Restricted Areas, there are one or two I think we can remove, but there is one area in particular which I believe needs to be slightly extended.

❖ **You have marshalled on the Course, what is your view of the standard of marshalling? What improve-**

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ments would you like to see?

I did the TTMA Incident Management Course this year prior to the TT and have to say how impressed I was with its content. Everything you need to know to be a marshal was covered. I marshalled at MGPs 2011/12, going to a different location each day; the only one I've done twice is Graham's Memorial. The standard of marshalling has been excellent – very professional and, having met so many people and hearing and knowing how long they have been marshalling and how experienced they are, gives me a great deal of confidence as I know that any incident will be dealt with properly. Bearing in mind I can only physically see about five hundred metres of the circuit from Race Control, I am totally reliant on the marshals as they are very much my eyes and ears around the Course. They are a fine bunch of people who have my utmost respect.

❖ **What are your thoughts about the role the TTSC plays in the TT races? How could the Club become more effective?**

It goes without saying that the TTSC and the role it plays in support of the TT and the riders, mechanics, etc is synonymous with the event. My partner Jennifer came across for race week and became very much involved with the TTSC helping Rose Hanks in the Club Shop. Run by volunteers the TTSC epitomises what the TT and indeed motorcycle sport is all about – the love of the event and of the sport. I think just keep doing what you're doing, it is very much appreciated by a lot of people and is an established part of the TT Paddock.

Gary agreed to answer some questions for the Magazine when he was helping Roy and I to empty the TTSC shop at the end of the TT. I have marshalled on the Mountain Course since 1971 and been involved with the TTSC for many years; I cannot recall a CoC who has made such a positive impact in his first year. Congratulations Gary for a tremendous 2012 TT, good luck for TT 2013 and thank you for your time in answering my questions.

**Mike Hammonds**



Dave Molyneux and Patrick Farrance. Photo courtesy Glynne Lewis.

## Chairman & Secretary Report

Dark nights are upon us and it's hard to get over-keen about 2013 TT, but this is the right time to make all your arrangements as I'm sure it will be bigger and better than 2012, which was, in itself, an improvement on 2011.

The grading of the top 20 solo and 10 sidecar starting numbers worked well with the rest of the competitors slotting in order of the qualification time; I personally believe this made for safer racing. The new Clerk of the Course, Gary Thompson (The Golden Boy) managed to not run the Senior race, but appears to be the toast of the paddock mainly due to his continuous 'bing-bong' announcements keeping everybody up to speed; at the end of one he was heard to say "thank you, have a nice day"... it was pouring with rain at the time! I'm sure his heart was in the right place.

The Club, working from the sale outlet at the rear of the Grandstand was once again very successful. Most of the competitors were aware where it was, well all the sidecar teams knew. What is it with you solo lads and lasses, all you need to do is pop in and you will be better off for it.

The heavy down pours sometimes caused flooding problems within the sales outlet, but as always, the girls coped well, mainly by diverting the river into next door's tent. Rose and Vera had two new helpers this year which is encouraging. Amy, Vera's granddaughter keeping her eye on the way things were being done and slowly changing a few of them to make life a bit easier and then there was Jennifer – what can I say without her interrupting me...down to earth, stands no messing, advises men what not to buy their other halves if they didn't want to upset them and what would go down well... a real good laugh. I thank all four of them.

The TT 2011 TTSC sales outlet team included a newcomer to the TT, Sandra who had planned her return for the TT 2012 but very sadly took ill prior to the event, passing away while we were in the Island. Sadly, Marcia Boulton, long standing Club member and Area Rep, also recently passed away. Our thoughts have been with both families – both will be sadly missed.

What new ideas are in the pipeline for 2013, I'm not sure, but hopefully paddock facilities will continue to be improved... maybe another new class, or even a Dyno in the warm up area that Sidecars could use... anyway, have a good Christmas and New Year.

**Roy & Rose**

## Registrars' Report

We would like to take this opportunity to congratulate all of the competitors at this year's TT who picked up awards and to those who finished in their respective races.

We would also like to thank members who renewed from last year and would like to welcome all new members who have joined both at the TT and via the website throughout the year. We would like to take this opportunity to thank the individuals, both Life and Annual Members, who have made donations to the Club.

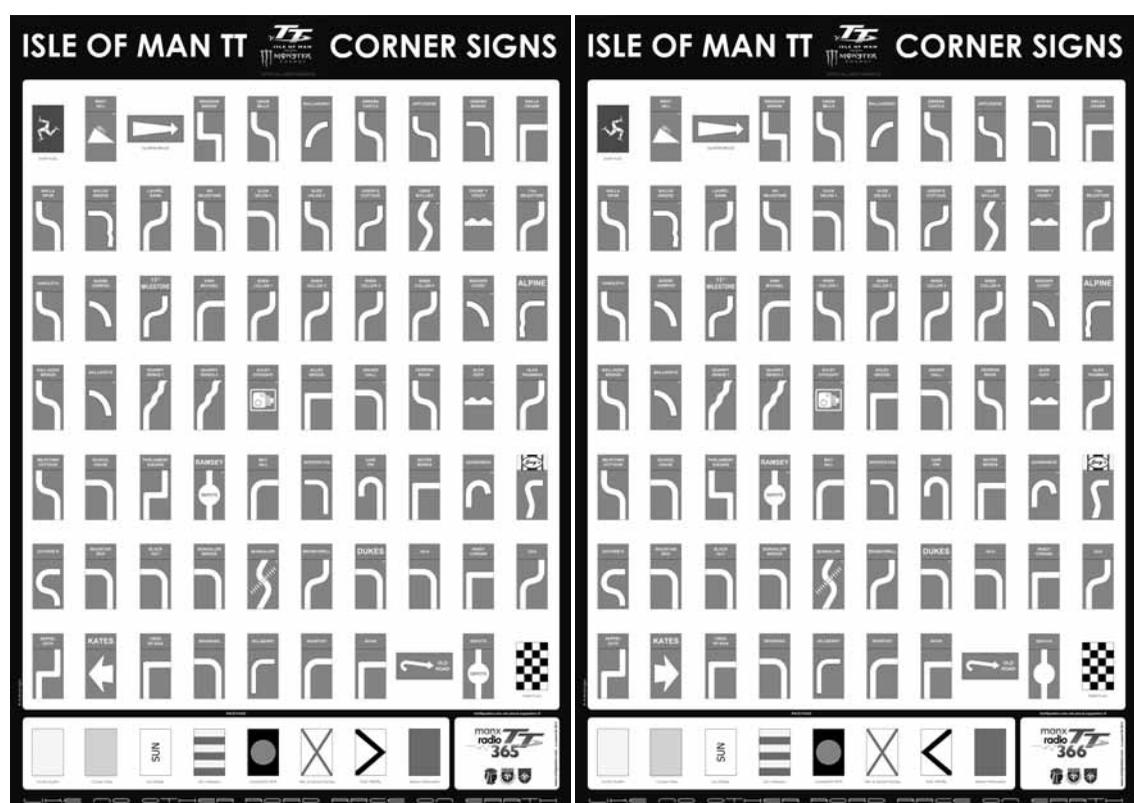
You will find a membership form included in this magazine for you to use, should you have the need for extra forms you can download these direct from the TTSC website at: [www.ttsupportersclub.com](http://www.ttsupportersclub.com).

You can contact us with membership queries at the following email address: [ttsupportersclub@hotmail.co.uk](mailto:ttsupportersclub@hotmail.co.uk).

As we keep saying, we still need more members to ensure the future of the TTSC and so maintain the Club's high standards and service to both riders and members, so if you can introduce a friend to the TTSC, please do so.

Thank you for your support; have a good Christmas and New Year.

**Viv and Pete Oulton**



Just for fun

Can you spot the differences between the two posters on the previous page – there are eight; the correct poster is on the left hand side.

Answers on page 50 >>

## NATIONAL RAFFLE

As we enter the New Year, John Newton will be folding letters, counting out books of tickets and sealing envelopes as he prepares for another National Raffle.

Your tickets should arrive in January – please do your best to sell as many as you can so that your club can assist the TT competitors in their quest to fulfil their dreams of racing on the Isle of Man Mountain Course.

Prizes up for grabs are:

**£350, £250, £150 and £50**

## Susan Jenness Trophy

Congratulations to Debbie Barron recently named as the winner of the Susan Jenness Trophy for 2012.

The trophy is awarded annually to the female competitor who, in the eyes of the Executive Committee of the TT Supporters' Club, made the most meritorious performance during the TT meeting.

Debbie became the first local, Isle of Man female TT sidecar driver – indeed, one of the few women to have piloted a three-wheeler outfit around the Mountain Course. After failing to qualify for Sidecar A, Debbie and her passenger, fellow Manxie, Robert Lunt, managed to make the requisite speed by Wednesday's second race, again revealing the skill and determination shown in securing her Mountain Course licence during the previous few months. Although the crew came home in last – 33rd – position at a race average speed of 86.87mph, the Committee felt it a truly meritorious performance.

The Susan Jenness Trophy is presented in memory of Susan who lost her life some years ago whilst marshalling a UK off-road event. Arrangements will be made for Susan's husband, Mick, to present the trophy to Debbie

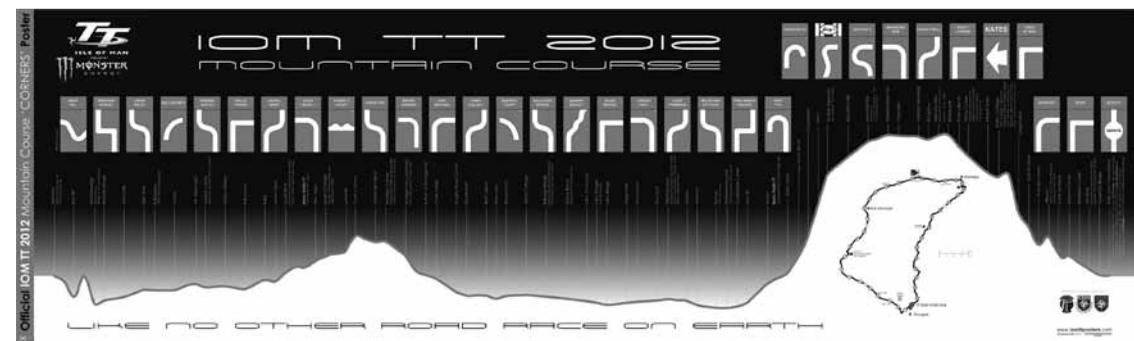
## iomttposters.com proudly presents... Isle of Man TT Corner Signs

A fantastic A1 poster dedicated entirely to the Corner Signs is now available – ideal for Christmas presents. Anyone who has ever ridden the Mountain Course will know these signs and names very well and a variety of emotions will be stirred as you look at the poster and relive your ride around the Course – 59cm wide x 84 cm high.

Charity – we are huge fans of the TT Races and continue to be impressed by the sense of community and “family” on the Island, so it is important for us to give something back...we are proud to make a donation from every poster sale to both the TT Supporters' Club and the TT Riders' Association [incorporating the Friends of the TTRA].

**Buy online at [www.iomttposters.com](http://www.iomttposters.com) - £9 plus £2 P&P**

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**Team Oscar Racing has a motto:  
Live the dream, whatever your dream may be...**

When the 2012 IoM Sidecar TT entry list was published, at number 50 we saw the names of Manx newcomer driver Debbie Barron with passenger Robert Lunt entered under the banner of Team Oscar Racing. With the stressful waiting and entry hurdle overcome, the base for the first layer of icing on the cake and another chapter in the story for this incredible lady had been written. Debbie, who has infectious enthusiasm and energy for our sport, has a remarkable story to tell about how she started racing and achieved her ambition of being the first Manx born woman driver to compete in a TT sidecar race, this after spending 22 years marshalling on the Course, including many years at the infamous Ballagarey.

So what would make Debbie decide to compete in the TT after so many years as an official? Debbie takes up the incredible story of how she had a life changing experience that took her from marshalling to a place in the TT history books as a competitor:

“Honestly... only six very close friends currently know the story. I guess now might be the time to let the world know, but it may just confirm how crazy I must be...

A very serious incident took place at Ballahutchin in practice for TT 2006 involving Seamus Greene and Jun Maeda [the latter sadly dying] in which myself and the marshals from Sector 2 were involved. Approximately five weeks later, I had a dream in which I was in a Japanese cemetery where two elderly people were looking at a stone plaque. A little Japanese boy approached me, speaking English he said ‘do not worry I am home and am safe. Do not be afraid, I am going to give you a gift; I am giving you my spirit, go and live your dream.’ From him came this green mist, entering me through my mouth, going black as it did so. At this point I awoke in a terrible state as you can imagine. I was shaken for several days. What did the dream mean? Then, by a strange coincidence in 2008 we were standing right alongside one of Seamus Greene’s very close friends watching the

Skerries Road Race when a horrendous incident took place involving spectators. We became close friends with so many of the people and families around us that day so it ended up that, on a dark winter January day, we left the IoM and went to a fund raiser for Seamus in Kells, meeting his family. That evening, being surrounded by racers both sidecar and solos, and seeing the generosity of people helping an injured rider I felt was the cross over from marshalling to getting the view from behind a racing visor. Then one day, sitting in the hyperbaric chamber having treatment after double surgery on shoulder and sternum clavicular stabilisation following an accident at work, I found myself opposite sidecar legend Nick Crowe. Seeing how determined he was to recover and get on with his life was like a bolt of lightning for me...stop talking about wanting to do things and go and do it. With people saying to me, ‘ah well that’s you now, you will never be able to drive a sidecar’. My thoughts were totally different and typical of me, I’ll prove you wrong and if I have a true heroes spirit with me ...I can do this. (Consequently this is why the Oscar is green and black and both Stig, my partner Stephen Cowin, and myself have the tattoo of a Samurai warrior with the inscription ‘with the heart of a Samurai warrior’ between our shoulder blades.)”

Debbie grew up on the island; her parents marshalling at Pinfold Cottage for many years. One of her first memories is as a small child riding her fully stickered-up push bike, no doubt with many a dream of it being a fast motorcycle, around the paddock area surrounded by her racing heroes. In 2012 that TT dream became reality as Debbie’s Team Oscar Racing set up its base in the paddock for TT fortnight.

Team Oscar Racing [www.teamoscarracing.co.uk](http://www.teamoscarracing.co.uk) has a very professional set up where fans of all ages, and there are many supporters who now follow the team, receive a warm and friendly welcome as Debbie and her team share their experiences with them. Their humorous attitude to the highs and lows experienced in racing, enthusiasm and boundless energy ensure that even more followers will watch out for the distinctive black and green 1999 Ireson Kawasaki ZX6R outfit resplendent with logos of the loveable Oscar from Sesame Street. Smiling young fans come to meet Oscar the sidecar and carry his furry replica around the paddock. Debbie reveals that the name Team Oscar Racing comes from her partner joking that she looked rather like Oscar as she awoke early one morning following her recovery from serious shoulder and chest surgery. In the ‘olden days’ sidecars sported dustbin fairings and the fact that Oscar lived in a dustbin also seemed a fitting tribute to this memorable part of sidecar history.

Setting up base camp at the end of May was the start of the reality coming true, as Debbie and the team pinched themselves earlier in the year when invited to the TT Newcomers’ evening; everywhere in the room were heroes and legends who have since become fellow competitors and friends, a feeling brought home again as they attended the TT prize presentation evening.

The detailed planning for TT2012 began months before with Oscar, in recent years more used to short circuit events and a debut outing in the S100 in 2011, having to be modified so that he could stand up to the rigours of the gruelling Mountain Course. Oscar was fitted with a new fairing, airbox, undertray amongst other things – hours of preparation. From the racers point of view Debbie and passenger Robert had to secure the necessary number of signatures on their race licences, obviously meaning a number of trips over to England to secure the all important Mountain Course licences

Team Oscar Racing set its aim to qualify for, start and finish a TT race, as a sporting professional herself, Debbie spoke from the heart as she had a burning desire to finish a TT race in the sight and presence of the Olympic torch which would be present on the island at the time. Team Oscar Racing thanks everyone who gave such overwhelming support during a massive fundraising period, the success of which allowed Debbie her very best shot of realising her dream. Whilst there have been many tributes to TT achieve-

ments by competitors over the years, possibly only Debbie has had a song written about her and the ode can be viewed on YouTube... one of Debbie's eight novice marshals involved in the Paul Dobbs and Guy Martin accidents at Ballagarey in 2010 contacted her to say that his father had written the song.

As Debbie and Robert prepared for the newcomers' sighting lap the reality of where they were came very true, next would be a massive team effort throughout practice week to qualify and get that so longed for race start on Saturday. On Monday evening Debbie became aware that Oscar's set-up required changing; however, before the adjustments could be made his throttle cable snapped at the 33rd Milestone. Much hard work saw them all set for Tuesday evening, but the session was lost as, unfortunately, Robin and Annette Daykin were involved in an incident at Sarah's Cottage curtailing proceedings. Better luck on Wednesday evening, surely? Unfortunately as the chairs lined up, thick Manx mist descended, the session being cancelled. As the week ticked by pressure was mounting; on Thursday, as Debbie and Robert arrived at Kirk Michael, they saw John Holden alerting them to an overturned outfit in the middle of the road – another unexpected event to deal with – but by the end of the evening two full laps had been completed, three including the sighting lap. Only Friday evening's session remained to achieve the qualification speed. The first lap felt good so Debbie and Rob carried on through for a second, but unfortunately a large nut worked loose resulting in a 'retirement'. After practice they eagerly waited to hear if their time from their completed lap would be sufficient, only to be disappointed... they were heartbroken to miss the target by 20 seconds. No race the following day, but all was not lost as there was another qualifying session on Monday afternoon of race week... thanks to John Holden for lending them the necessary nut to help them out in this session.

So, 20 seconds had to be found to make the dream come true...even more difficult when the session was cut to a single lap. As they progressed out of Ramsey Hairpin they saw waved yellow flags and the aftermath of the very unfortunate John Holden and Andy Winkle accident – this naturally slowed them as they made their way safely through the incident. Further on, over the Mountain section a couple of birds hit Oscar's fair-

ing and bounced over Rob's head... not the smooth lap the pair had hoped for as they returned to parc ferme. Would they make the grid two days later? Yes!...comfortably with 30 seconds to spare... leading to utter relief and joy.

Inevitably nervous on race day, the unpredictable weather, schedule changes and rumours around the paddock about race time changes/ further delays, left decision making very difficult for tyre choice and also as to what time would be best for Debbie and Rob to personally refuel and hydrate with the essential glucose energy supplements. The decision was made to leave slicks on though there would be wet patches at the usual shady, wooded places. There was then the announcement that the race would be brought forward so the team made its final preparations in the holding area before moving onto Glencrutchery Road. There are memories of the road noise, lights, colours, other competitors' machines and the heat from tarmac, then they passed through the famous arch with just 3 laps to go to make history! After an unscheduled stop due to a black flag for another competitor, Debbie and Rob made their way round their momentous laps and recall that they could see the familiar faces of the fans shouting, waving, holding flags, teddies and beer cans with cameras flashing on each lap. They knew they had special fans at Laurel Bank, Ballaugh Bridge and Parliament Square willing them on and as Debbie saw the wall of fans over Mountain she recalled that this final stretch of the Course can be unforgiving. Thankfully, the Mountain was kind to them that day and they finally passed the finish line in a surreal moment. Even with all the euphoria, a planned joke moment ensued with Debbie picking up a carton of milk from a fan as she went up the return road, joyfully presenting it to Stig as his pre-race instructions were 'to go there and back and don't forget the milk!'

Sally caught up with Debbie as the TT dream came true and the historic memories and achievements gradually had sunk in...

*When was your first race, at which circuit and how did you fair?*

DB March 2010 at the Jurby GP circuit. Unfortunately I blew up the first engine, driving it like my Subaru car!

*Which UK circuits have you raced at?*

DB: Aintree, Mallory, Donington, Anglesey, both Coastal and International, and recently Cadwell Park, with Anglesey Coastal being my favourite because of its length.

*What are your long term racing hopes and ambitions?*

DB: We are hoping to race in Europe next year but I really want to race in New Zealand, doing the three month series. Ideally, I would love to find a sponsor who wants to employ myself and Stig to competitively race F2s full time.

*Has achieving your dream really sunk in yet?*

DB: While watching the athletes at the London Olympics biting their gold medals I did have a look at my TT finishers medal to see that my 'gold medal' was still where I kept it.

*Oscar stepped up to the mark very well; what changes did you have to do to make him ready for his ultimate challenge?*

DB: He had to spend the winter with his designer and make the great Trevor Ireson near Swindon for a complete inspection, replacing wheel bearings, head stock bearings, undertray, top platform, swinging arm and make brake lever length adjustments etc; he also underwent suspension changes. The biggest headache was building an airbox and lid into the seat unit and intake hoses to a 1999 shaped fairing.

*With hindsight, is there anything you would change about TT 2012?*

DB: Yes. We would have lock-wired the big nut that fell off and stopped us from qualifying for the first race.

*And your hopes / dreams for TT 2013 ?*

DB: I would like to get Oscar converted to fuel injection by the time the season



Photo courtesy Equipe Ajax.

starts... also, to make TT history with a 100mph lap, the first by a female driver. I'd like to race in Europe and get Stig in the chair for the S100.

*Team Oscar is well known; what can you tell us about its fan base?*

DB: USA, Japan, New Zealand, Australia – that is our Team Oscar Facebook Group, members now totalling 350. We have been told by friends and family that local people of all ages, some never having watched sidecar racing, went out to watch us make history

*Your enthusiasm for racing is so infectious, the tales of your adventures so honest and meaningful that your fan club will have increased in size. I am sure this has made the hard work, sacrifice, expense and effort put into TT2012 so worthwhile?*

DB: I just wanted sponsors and fans to experience the whole journey of a team... trials, tribulations and victories and know what money was spent on. We thank fans for waving to us and marshals who stood at their posts for hours – we really appreciate their dedication.

*With recent talk of the Olympics inspiring a generation, hopefully your achievements will inspire others, particularly ladies / girls to have a go at racing. How much interest have your achievements generated?*

DB: You know our motto is to 'live your dream, whatever your dream may be' meaning you may never be number one or very good but at least give it a go, whatever it may be. Every time I heard it mentioned at the Olympics 'inspire a generation' I thought maybe this little Irish sea wave started here in the IoM in June 2012. We have been asked to appear with Oscar at a school in the future when he is ready for June 2013. I guess the most important thing is that F2 Sidecar racing continues here at the IoM TT with entries going upwards.

*You have a wonderful support team around you; would you like to thank people for helping you achieve your place in history?*

DB: ...Stig for becoming a sidecar passenger after being a chief pusher for three race meetings; he jumped onboard until I could find a permanent passenger, thus helping me get the required signatures for the TT and thanks also for becoming a sponsor. Rob Lunt for becoming a superb road race passenger, helping us achieve S100 and TT

finishes. Julie Canipa, Tony Corlett, and Janet Jones for being there from day one at nearly every meeting. Tim Andrews, new to the team, but invaluable at the TT and S100. Sponsors and people who have made the difference include Swift Motors, Castle Cutz, IoM Steam Packet, Kaneen's Filling Station, Kevin Ashworth Timber, The Queens Laxey, Miss Emily, Dale & Colvin, Mugs 4u.com, Paul Tipler, Manx Pirates, IoM Wooden Spoons Charity, Ian & Murial Harrison, Marshals in Sector 2 and Ballagarey, Anthea Matthewman, Ken Williams, Ann Redner, Paul Wilson, Roy Lyons, Aiden and Glen Forbes, Helen, Dikken, David and Heather Paisley, Arthur Barron, Beryl and Davey, Brian Holland BJH Sprockets, also Denise Hill and family, Cal Brown and family, Angel Katz and family, Derek C.Dodsworth of dcd images, David Mahon for the food parcels, and last but not least my father, Stuart Angus.

I guess you know most of it now... and the next chapter awaits Oscar.

Debbie and Robert received the TT Marshals' Association Best Sidecar Newcomers' Award for TT 2012, also being presented with this honour at the S100. To catch up with Debbie's very entertaining and informative race reports and team news visit [www.teamoscarracing.co.uk](http://www.teamoscarracing.co.uk).

**Sally Bly**

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It was forty years ago... yes, forty years since the 1972 TT which saw the last official appearance of Italian star Giacomo Agostini and the marvellous MV Agusta. Just minutes after winning the Senior - his tenth TT victory – Ago announced his intention not to ride in the event again, as one of his closest friends, Gilberto Parlotti, lost his life during that morning's 125cc race after coming off at the Verandah. This year, the IoM remembered the great Italian pilot by organizing a ceremony, in which Parlotti's family participated, whereby a commemorative plaque was unveiled on the TT Memorial Wall.

Coming back to TT 2012, as I indicated in the last issue of this magazine, the pilots who represented our flag at the TT were Stefano Bonetti and Alessio Corradi. Both, really talented riders, achieved fantastic results finishing all classes in which they took part. Stefano, with his own team, Speed Motor entered his Kawasaki ZX10R in the Superbike, Superstock and Blue Riband Senior TTs, whilst in the Supersport he was aboard his Honda CBR600RR. Alessio entered a BMW S1000RR in the three larger capacity classes under the colours of 2R Team owned by former TT competitor, Roberto Antonellini.

It was bronze replicas for both in the Superbike race – 17th for Stefano, 20th for Alessio. Another bronze for Stefano thanks to his 15th place in the Junior Supersport, which was really pleasing as his Honda is very close to being a standard machine. In the Royal London 360 Superstock our pilots both gained prestigious silver replicas with a 12th place for Bonetti and 17th for Corradi with his BMW being one of the fastest machines in the race.

Another bronze for Stefano in the second Supersport race when finishing 20th on the CBR...four races, four replicas – brilliant, well done, Stefano. Congratulations also to Alessio for his results – two replicas in two races and that was after missing the two previous TT meetings.

We hope to see more Italian pilots at future TTs, but, in the meantime the young, talented Tommaso Totti continues his Mountain Course apprenticeship with brilliant results in the MGP - maybe he is ready to enter TT 2013.

This year, Davide Ansaldi started his road racing career taking in many meetings from the Southern 100 to Killalane, achieving several good results with his Kawasaki ZXR 400; this experience will be useful as he attempts to obtain his Mountain Course licence required for entry into the 2013 MGP.



Photo courtesy Mike Hammonds.



### The Frame Man by Ken Sprayson

A few years ago we carried serialised articles in the TTSC Magazine by “the Frame Man”, Ken Sprayson about his career in the TT Paddock; they received rave reviews, particularly from our older members, who were thrilled to be taken back to the ‘golden era’ of the ‘50s and ‘60s when the Paddock was blessed with true characters...Duke, Hailwood, Hartle et al and the evocative machines of the era. Ken, in conjunction with Panther Publishing, has produced a book – 229 pages, with fine photographs, the majority personal, so not previously see by the public eye – to supplement those already on the bookshelf of the motorcycle aficionado.

The text, along with its 170+ photos, is a real nostalgic journey from the beginning of Ken’s involvement with the British motorcycle industry – he was completely self-taught, epitomising how things used to be – to his retirement in 2008 after 50 years in the front line of design, fabrication and repair of motorcycle frames. Whilst the TT forms a major part of the book, Ken’s involvement in other aspects of engineering are covered – top British ‘scrambler’, Jeff Smith, relied on Sprayson frames, as did Thrust 2, the British World Land Speed Record breaking car...oh, and, Ken even designed steel yacht masts and flag poles for tall buildings.

This is a compelling autobiography, not just for TT fans of a certain age, but for all who have an interest in motorcycle racing and engineering; it illustrates just how the motorcycle has evolved in the last decades and the importance played by engineers such as Ken who for such a great span of time, ‘resided’ in the TT Paddock every June assisting hundreds of competitors fulfil their dreams of racing on reliable machinery around the Isle of Man Mountain Course.

“The Frame Man” by Ken Sprayson comes highly recommended.

£14.95, including UK p&p when ordered from Panther Publishing. Contact [www.panther-publishing.com](http://www.panther-publishing.com) ISBN 9780956497567

### A French Newcomer on the Starting Grid

Steve Cervellin, 32, a technician from Grenoble, like several others from overseas, made his MGP debut in 2012. Motorcycling is in his blood, his father owning a pre-war Norton Sidecar in which Steve, as a youngster, often travelled to race meetings.

He rode bikes from the age of five, then, aged 14, along with his brother, Lucas, began competing in moped endurance races; since then he has raced a variety of machinery ranging from 50c to a Norton Commando, Honda 600, KTM, etc. He has competed in his national Hill Climb and Supermono Championships; he has been runner-up in the latter and has also taken part in European Supermono and Endurance Championships, before taking to the ‘roads’. His love of windy, hilly circuits such as Spa encouraged him to enter the Post-TT Races of 2010 on his Honda 125RS finishing 3rd, sharing the podium with William Dunlop and Chris Palmer. He was a spectator at the TT that year, taking notes, learning the circuit as best he could...and so to the 2012 MGP for which he arrived ten days early to continue his learning curve...culminating in excellent results – 10th the in Newcomers and 29th in the Senior.

To race at the MGP was a big effort for him, the cost of which was near his Supermono Championship budget. Next year he will race in the French Supermono Championship as the European equivalent is too expensive; he has no real sponsors. His dream is to race in the TT, but he doesn’t know when he will return to the IOM because of financial constraints and the amount of time required to do so.

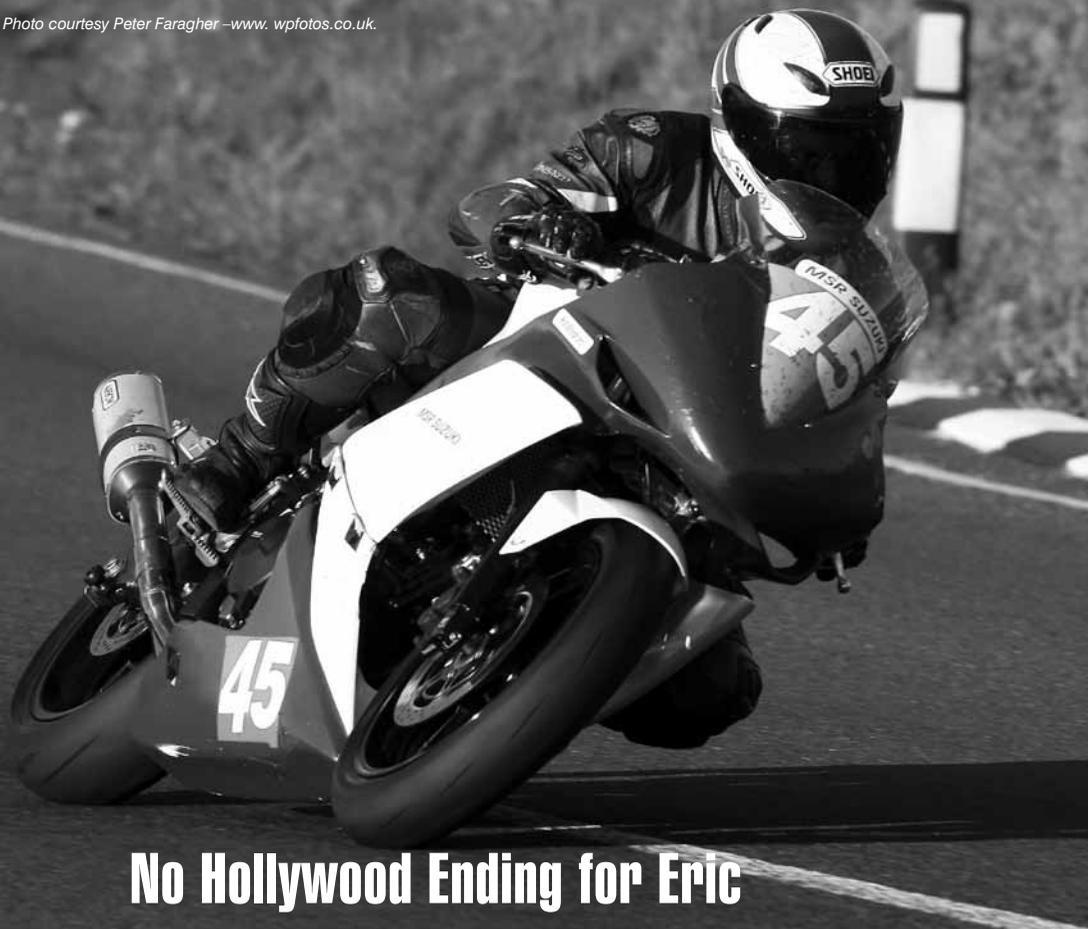
**Jean-Michel Prudon**  
TTSC Representative, France



Photo courtesy Steve Babb.

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



## No Hollywood Ending for Eric

Eric Wilson is a TT nut. He lives with his family in the wilds of County Fermanagh in a house called Barregarrow. Between 2002 and this year he had competed at the MGP twice and the TT on four occasions, the last time being in 2009. But the course of true love never did run smooth. In 2008 Eric's big bike blew an engine at the NW200 just a week before TT practice forcing him to miss the Superbike and Superstock races before repairs could be made. He qualified for the Senior on the Wednesday of race week and was straight into the race with a minimum of set-up time. The next year he entered the pits at the end of the second lap of the Superbike TT to find that his crew had packed up and gone back to the van, having been incorrectly told by officials that Eric had

retired! This resulted in his first ever "DNF." His bad luck continued in the Superstock race which ended after seven miles due to an oil leak. In the Senior Eric was among the higher numbered riders who were red flagged at the end of lap five due to John Crellin's incident and deteriorating conditions, so he missed out on another opportunity for a flying lap. In the Senior he did manage a lap of over 119 mph, just missing out on the "120" by nine seconds, but it's fair to say that this left him with a nagging sense of what might have been.

For the next three years a 120 mph TT lap became Eric's focus. For financial reasons he was unable to participate in 2010 and 2011, but to get to the start line at TT2012 he reckons that he had parted with

about £18,000, selling his car, road bike and previous race bike! As his friend and fellow competitor, Rob Barber put it: "If commitment was a race decider, then Eric would be blitzing everyone."

Although he didn't realise it at the time, Eric's TT dream began to unravel with the purchase of a 2008 R1 Yamaha in March 2011. The bike was the one on which James McBride had won the 2010 TT Privateers' Championship having been almost totally rebuilt in January 2009 after James' crash during practice at Gorse Lea in 2008. In effect it had been raced for two seasons since only the engine, swingarm, fuel tank, airbox, wiring loom and a silencer remaining from the original machine.

The regulations for the 2012 TT, released in the January, stated that bikes entered for the Superbike, Superstock and Supersport races must be on the FIM Homologation list, although the list was apparently not yet available. The Homologation scheme is a programme whereby manufacturers submit bikes for approval and testing to set FIM standards. Originally it was proposed and introduced as a safety measure, but many have come to view it as a means by which the industry can increase the sale of new bikes. Sometimes it has also been referred to as the "five year rule" but as we shall see, this is misleading. The Sidecar and Lightweight classes had a different set of regulations as no FIM homologation existed in these classes (Lightweight bikes back to 2005 could be used). Interestingly, the regulations for the Senior race stated that TT Superbike and Superstock machines were eligible, but that "other machines at the discretion of the Organisers" could be permitted. This, for example, was how the Norton machine was suitable for the Senior race but not the others.

The FIM updated homologation list was made available with the regulations for the 2012 NW200. Only Yamaha R1 & Suzuki GSXR1000 machines from 2009 onwards were included. This seemed unusual since

the list permitted the use of 2008 machines from the other major manufacturers: Ducati, Honda, Kawasaki. This put a number of riders in a difficult position with only a few weeks remaining before TT entries closed.

At this stage Eric had an offer of a 2009 Crossplane Yamaha R1 which would have been eligible. However, on 23rd March he received an e-mail from the TT Organisers stating that: "in the light of current economic conditions and the impact of the release of new machinery by manufacturers, for all Superbike and Senior competitors in 2012, you will be permitted to fit later bodywork from corresponding models (i.e. fairing/screen/seat unit) to earlier homologated machines" before going on to detail how to "further alleviate cost implications" in relation to the Lightweight class. This was interpreted by several riders that they could simply update their 2008 machines with later bodywork and they would be fine. Some spent a considerable amount of money doing this.

On May 6th, after returning from the Tandragee races, Eric logged in to iomtt.com to find a thread relating to Jim Hodson's TT entry. It became clear that the 2008 Yamaha R1 model would remain ineligible and it was explained that the e-mail in question had meant that later bodywork could only be fitted to machines already on the current homologation list. That doesn't make sense. Why would anyone spend thousands to update a bike that was already eligible to "alleviate cost implications"? It was at this stage that a number of riders withdrew from TT 2012, having spent a significant amount of time, money and effort to get there.

Eric was realistic that this was to be his last shot at the Mountain Course and was determined to leave no stone unturned in his efforts. He had already set up a website that expressed his aim for the year: "120 in 2012." He invited friends and supporters to donate money to the cause and in return a number of prizes were on offer, including a chance to spend a week with Eric and



his crew in the TT paddock! With the 2009 Yamaha unfortunately no longer available, some friends continued the search for a suitable machine and Eric attempted to sell the offending R1 on eBay, but to no avail. He set out for the Island with his 600 and twin, packing the R1 in his van just in case, but without the opportunity to race it, achieving his ambition seemed unlikely.

Once settled in the paddock, he wrote a letter to the Clerk of the Course pleading his case in an attempt to be given special dispensation to race his R1 in the Senior. As an alternative he also mentioned the possibility of riding his Supersport machine in the Senior. While this had been allowed in previous years, it was not in the regulations for 2012, although Eric was appealing to their “discretion.” He was told “we will get back to you.” At this stage Eric was hopeful, but not confident that “common sense would prevail.” After all, discretion had been used for the greater good when riders had been allowed to compete without obtaining their Mountain Course Licence, and several TT Zero machines were permitted to start despite not having fulfilled the qualification criteria. It is also known that in previous years machines had, in fact, been allowed to start despite not being on the FIM homologation list. Some have proposed that the officials allow a “warning year” for riders to get machines sorted and this would seem fair. After all, the FIM list refers particularly to World Championship events rather than specifically to international road races.

In the meantime there was the small

matter of racing to be getting on with. Eric finished the first Supersport race one position outside the replicas in 38th, but in the second race the gremlins struck again when his exhaust silencer bracket broke on the third lap and he was forced to retire at Sulby Bridge. He would like to thank the terrific marshals who had the presence of mind to flag him down before it got too bad, then gave him a drink, some cable ties and a bungee rope to carry out running repairs and get back to the paddock. This allowed him to take part in the later practice session.

After several days without news, Eric approached the Race Officials and pleaded his case in person, detailing, that although he hadn't raced a 1000cc machine at the TT since 2009, he had put in considerable track time in 2011 and 2012 riding at the NW200, Kells, Tandragee, Dundrod 150 and UGP (with a 120mph lap there) as well as a number of short circuits. He was told that he wouldn't be permitted to use his R1 in the Senior Race as it was felt that having not practiced on a 1000cc machine so far in 2012, he would not be competent enough for the demands of the 6 lap Senior Race. He therefore requested to use the Supersport machine instead, based on his times so far with a fastest lap of over 116mph. Again he was told “we'll get back to you.” Eric was in a “Catch 22” situation: he couldn't get permission to race the R1 in the Senior without qualifying first. At this stage he took matters into his own hands somewhat. For the practice session after racing on the Wednesday afternoon of race week, he put the R1 through scrutineering (without any problem) and put in a “sighting lap” which was at qualifying speed. Although the session was then flagged after one lap due to earlier delays, he felt he had made a point. The next day he received the bad news, he couldn't ride the Supersport machine either and, despite the fact that he had qualified his 600 at a faster speed than some who made the grid on their Superbikes, the committee felt that it would be “too dangerous” for him to race

the smaller bike. Eric was devastated. In hindsight, he wishes had had raced the Yam at a few “car parks” in March last year as, ironically this would have been sufficient for him to be allowed to obtain his TT Course Licence and use the bike at the 2011 TT.

The Friday of race week dawned with clouds as dark as Eric's mood, forcing a postponement until Saturday. It took a few brisk walks and a lot of strong tea for Eric to try to get his head straight. As delays continued he had a further sense of injustice when he witnessed a Senior TT machine being passed technical inspection, even though it was to be ridden by a rider who was not on the start list and who had not done any 1000cc practice. It was eventually announced that the Senior would be cancelled and the Lightweight Supertwins race would start. You can imagine that, although he was disappointed for friends and other riders not being able to get on with the racing, the news was greeted in the Wilson tent with a wry smile & a some selfish relief: “It would have been very difficult to watch the Senior Race” he says.

Eric Wilson was at least able to end his racing career on the track rather than simply standing in a rainy paddock listening to an announcement over the tannoy. He rode the 3 week old road going SV 650 Suzuki hard, had a great time and finished 29th (the 5th Suzuki across the line),

again only one place outside the replicas. Although disappointed, it was nice to see the smile back on his face.

No less a person than John McGuinness has always been quick to pay tribute to the men who “make up the numbers” at the TT. While the Ian Hutchinsons and the Nortons of this world generate copy and exposure for the TT, they wouldn't be able to race without the Eric Wilsons either. Let's hope the Organisers remember this in future, and that all riders are treated with equal respect.

Proposals have already been made to withdraw the homologation rule from TT 2013 and allow machines up to seven years old to participate in all classes. This means that at TT 2012 a 2008 R1 couldn't be used, but next year a 2007 R1 will be eligible. In effect, Eric could have ridden the same bike at TT 2011 and 2013 but not 2012! While he welcomes the proposal it is of little comfort to him and others who suffered this year.

Although now an ex-racer you will still see Eric helping out with the spanners in future. He has already planned to be at TT 2013 to help out Rob Barber and the PRB racing team, though were he to have a big win on the lottery you just might see him parking his new transporter in the bottom paddock and wheeling all his works kit out onto the grass.

*Phil Windrum*





## Lowry Burton Remembered

The Celtic Nations are justifiably proud of their sporting heroes, never more so than in the world of sidecar racing. The IoM has Dave Molyneux and Nick Crowe, Scotland's Jock Taylor won 4 TTs and the 1980 World Championship, while Northern Ireland's Lowry Burton and Pat Cushnahan won two TTs – race one in 1986 and the second race a year later.

25 years have gone by since Lowry's second win and with no sidecar racing 'on the roads' north or south of the border these days, it is difficult to envisage Ireland producing another sidecar TT winner, and certainly not in the manner that Lowry Burton's sidecar racing career developed!

Lowry's wife, Nan, takes up the story. "We'd met ice-skating, Lowry played ice-hockey back then, and said to me one day he was thinking about buying a bike. I told him if he wanted one, to go ahead and do it! Before long he was racing on short circuits. He was 31."

Three years later he tried the roads, both enjoying it and doing rather well – he won the 750 class at the Temple 100 in 1974 as well as the Irish 750 Championship. Persuaded to 'have a go' on a sidecar outfit at Aghadowey a year later, he soon made a name for himself with passenger Marty Murphy winning at Fore in 1976 and Tandragee in 1978 as well as the Irish Championship that year. But what next? He visited the TT that year spectating and received an offer from a good friend for sponsorship

the following year. 1979 was to be the start of a new challenge. He and Marty did what many before and since have done – travel the course for hours and hours in a van – and like so many others have discovered come practice time, travelling some five feet nearer the ground at two to three times the speed is more than a little different. But the pair were delighted with 37th and 27th placings and were eager to return, but not before more wins in Ireland at Tandragee, Fore and Killinchy, which saw them retain their Irish title, along with making their Southern 100 debut where they finished second.

1980 saw them make their mark at the TT with a fifth place in race two and Nan recalls them congratulating the winner Jock Taylor to be told by Jock, "some day you'll be on this podium!" Jock won the World Championship that year and while he was away, Lowry and Marty won the Scottish Championship. A couple of lean years followed though they won the Southern 100 championship in '81 and '82.

Pairing up with Pat Cushnahan in 1983, Lowry secured a 6th place finish, then 5th and a 2nd in 1984, with another 2nd place with Alan Langton in the chair in 1985. And so to 1986: Pat Cushnahan was back in the chair and on the opening lap they were third, behind leader Dick Greasley and Dave Hallam. Greasley retired on lap two and Burton moved ahead of Hallam to take the win and realise a dream. He was 48. A year later in the second race, they had a battle

with Mick Boddice before going on to score their second TT win, with Lowry comfortably the oldest competitor to win a TT.

Just how did Burton acquire the skills necessary to win two TTs? He was renowned for his thorough preparation of the outfit and gained experience against his rivals with occasional visits to England, none more so than when he finished 15th in the British GP at Silverstone on his conventional outfit against all the world's best on their new-fangled 'worm' machines', the only 'old' outfit to qualify. Nan said it all came to him naturally, while Alan Langton claimed "Lowry was one of those people who, no matter what he turned his hand to, he was good at it". He returned to the TT in 1988, scoring two more podium placings and won the Southern 100 Championship race for a then record fifth time. His record there, of 13 race wins, stood for many years. Obviously

he was immensely proud of his TT victories, but also considered it an honour to twice win the Jock Taylor Trophy for the fastest lap – in his estimation Jock was the greatest ever at the TT. He was under no pressure to retire though now over 50 – Nan said "I never worried about him, he would always say he'd only go as fast as he had to", but following a crash at Brands Hatch at season's end in 1988, he decided to call it day. What then? He took up golf, never having played before and was soon down to a 12 handicap!

Lowry passed away in 2010 and the sidecar website forums were soon carrying tributes to him... 'a racer's racer', 'kind, helpful, modest', 'a true gent' and a 'thoroughly decent human being'. Lowry will long be remembered as Ireland's greatest ever sidecar competitor.

**John Newton**

## What can you remember about TT 2012?

Answers on Page 50.

- 1 Japanese machines dominated the results, but which man, riding a BMW, was the first to complete the distance aboard on non-Japanese bike in the Superbike TT? He was the only rider of such a machine to win a silver replica in the race
- 2 Who said, in the Winner's Enclosure, "contrary to certain suggestions, this is a bog-standard engine straight out of a road bike"?
- 3 Dave Madsen-Mygdal has competed in more races on the Mountain Course than any other man; who, also competing in this year's TT is second on this all-time starters' list?
- 4 A plaque commemorating the 'nearly 100mph lap' – 99.58mph – by Bob McIntyre in the 250 lightweight race of 1961, was unveiled where on the Course during this year's festival?
- 5 A rather 'cheeky' TT calendar, largely featuring a young lady called Rachael, was on sale at this year's TT – but who is Rachael's TT racing father whose best finish was 4th in the 1994 Ultra-lightweight?
- 6 Who did Dan Sayle replace as Tim Reeve's passenger?
- 7 This year, solo competitors bearing numbers 1 to 20 set off in numerical order, but thereafter, they departed in practice time order – who was 'best of the rest' in the Superbike TT, setting off ten seconds behind rider No 20, Davy Morgan?
- 8 Name the two competitors who 'sported' the MBE after their names in the entry list?
- 9 Which solo rider was quoted as saying "second place is not what I wanted" on being interviewed in the winner's enclosure?
- 10 Although the Birchalls had two podium finishes, they were not in the top three crews on the practice leader board...which driver had the third fastest time behind Molyneux and Reeves during practising?
- 11 Who won the TT 2012 Solo Privateers' Championship?
- 12 What was significant about the drivers who finished in positions 28th, 29th and 30th in Sidecar Race Two?
- 13 Local rider, Dan Kneen had to withdraw from the TT Zero due to injuries sustained in an accident at Governor's Bridge in a previous race...who replaced him in the MANTTX Racing team?
- 14 Coming home 21st in the Superbike and 28th in the Superstock races, which man was highest placed newcomer in both?
- 15 What connects Adrian Archibald and Steve Heneghan with respect to the Lightweight race?



## Tales from the Original Sidecar Paddock Chapter 2...

Hopefully you all enjoyed Chapter 1, getting a real feel for Paddock life at the TT, but change was afoot during the 80s and 90s with the dynamics of the TT paddock changing dramatically. The layout, the top paddock, new Grandstand and pit lane, and more solo works teams, bigger vans, motor homes, and race trucks. This of course was modern development and evolution, which has been great for the TT, creating new memories and stories that I hope each of us will pass onto future generations. For me the characters will always prevail, just in a different era, and of course the banter now has to be more PC!

Film crews were common place in the TT paddock as it grew in interest during the new media age, and one year my dad became the backdrop to an episode of that famous scouse soap, "Brookside" with actor Simon O'Brien filming around dad's camp. Dad also did a piece for Granada TV which wanted to know more about sidecar racing, so picked a Northwest crew, sponsored at the time by the Liverpool Echo. A short piece was filmed just before one of

the early morning practices, which as you can imagine the team couldn't resist taking part in. So Big Phil Bunter and mechanic, Beef decided they would do a John Cleese style walk across the shot. After the practice session, the film crew returned only to find dad had hit a gaggle of geese whilst flying through Bishop's Court – the film crew was amazed at the damage caused to the fairing and radiator, the same unfortunately couldn't be said for the poor geese!

Jack Muldoon was a character few could forget. A key part of the camp, Jack brought that Scottish humour, with tales of when he took Fiona one evening to show her the Clype Course only to return 3 hours later, and how he used to beat Jock Taylor at East Fortune. Well one year the tables were turned when, unfortunately Jack and passenger of the time, Billy Costello, crashed on the last lap going into Governors Bridge, demolishing the dry stone wall on the field side. That night we all went to see Jack recovering in Nobles Hospital and decided that we would take him a false repair bill 'from the local

farmer' for rebuilding the wall. Needless to say Jack went berserk and threatened to discharge himself with shouts of "we'll fight 'em in the fields, laddie" and "I'll get the wee sasenak" We didn't tell him for days afterwards!

That same evening we headed down to the promenade and saw Jack's van parked on the seafront. Thinking it had been driven down and parked-up by his mechanics, we decided to give it a 'make-over' covering it with seaweed, stickers and banners. Unfortunately Fiona, Jack's wife, had been out in the van to fetch some provisions. She was so embarrassed when she returned, that she walked straight past it and all the way back to the paddock, leaving it there for 2 days until Jack was discharged from hospital!

Dad developed a truly international following, none more so than Helmuth Krietermeir, and Peter Barendt from Minden in Germany. The relationship started when a group of fanatical Germans came round asking for any old parts or souvenirs; dad obliged giving them several bent valves, broken con-rods and holed pistons. They were made-up and this was the start of a long friendship. The following year they returned and throughout the year had got some sponsorship together through their local motor-club. This grew and grew over the years with more German fans coming across with them, branding Team Founds coats / t-shirts / caps, etc...great. When me and Pete then raced in the World Championships in later years, we had a true German Supporters Club, and went to stay with Helmuth and Peter between German rounds, a full village party being laid on for us.

You will recall in Part 1, Franco Martiniel, the affable Italian Stallion from Torino. Well, in the 90s he asked my dad to organise a passenger for him. Dad had a good list of 'used' passengers from Jimmy Craig, Paul Yarwood, Gary Irlam, Dave Halliwell, Paul Kneale, Dickie Gale, Norman Elcock

and me to name but a few. A good match for Franco was a certain local lad, Steve Knowles, from the Wirral, so we introduced Steve and Franco two weeks before the island at dad's house. Steve was a nervous character so, of course, that meant wind-ups! Being the new passenger, Steve was eager to please his new International driver, so he asked Franco what he used to clean his teeth. Franco replied, 'battery acid!'; "What real battery acid?" exclaimed Steve, "Si, would you like to try some, it's a good for whitening your teeth" said Franco. Franco always brought 'grappa', a clear grape schnapps from his vineyard, to go with the flagons of red wine. So, he went to the back of his motor home and brought out a small jam jar of clear liquid. At this point, with a sly wink, he asked dad to come over and asked if he would like to try some. Not wanting to spoil the wind-up, Des agreed, and once the jar was opened, it was clearly grappa so we then knew what Franco was up to. He passed the jar to Steve, who dipped his toothbrush in, put it in his mouth and started to brush. An ear splitting scream followed, with Steve running to the drinking water tap and washing his mouth out. We laughed and laughed; Steve still doesn't know it was grappa.

Franco became known for his fine food and wine, one year his sponsors gave him a pucker Italian espresso coffee machine. This soon became common knowledge so everyone wanted a shot, especially before early morning practice. Before race week Franco had to find the only Italian restaurant in Douglas and replenish his supplies! During the same year, one of Franco's friends from Torino came across to the Island with him. Little did we know that he was a fully trained Michelin star chef. We always took it in turns cooking for a number of crews, so when it came to Franco's turn he promised us special pasta. We were all intrigued, so about 20 of us sat down expecting pasta and sauce – how wrong we were, a five

star meal was served with 'paddock' baked pasta and glasses of red wine – a fantastic meal.

Dad's first foray on the Island with a two-stroke was during the late 80s, when his four stroke engines weren't ready. At the last minute he located a bike in a garage in Skelmersdale, kindly loaned by ex-Aintree Champion, Mick Crompton...but the bike had not turned a wheel for over 5 years. We worked on it furiously during the two weeks preceding the TT, with all manner of helpers turning-up at dad's house, fetching bearings, Yamaha parts, fibreglass, tyres, etc. When we got to the Island we hadn't managed to spray the fairings, so unbeknown to us Big Phil had brought two tins of red paint. This was no ordinary red paint though – it was more orange than red, so Big Phil, undisturbed, set the fairings on a couple of bins and hand painted them with the 'Rocket Red'; you certainly couldn't

miss Des, who went on to take two 5th places. The same year, passenger Gary Irlam took ill hours before the second race, so Dad started hunting for a replacement. There were passengers diving under vans and hiding in tents, until he got to Jim Norbury's coach (who was a non-starter in the second race) and spotted Norman Elcock, with beer in-hand. Des shouted "put that drink down we're out in an hour!" So poor Norman was roped in but got his first Silver Rep with a great 5th place.

During the 350 two-stroke era, when the late Dave Saville reigned supreme, Dad camped with Franco, Steve Judkins, Joe Heyes and Bruce Moore. Bruce's dad, Harry, would always film everything, paddock life, practice, races, on his camcorder. If it was raining, Harry would set-up a large screen at one end of dad's wendy-house garage tent, turning it into 'Harry's cinema'. Mitch Judkins would

provide a great spread of food and drinks, and sidecar crews would pack into the tent to see some footage. You can imagine the stick that any team got if they shut-off or 'rolled-it' on a known flat-out corner, where Harry had been filming. You can imagine the excuses that were made – everyone wanted to know where Harry would be filming!

Practical jokes and 'the craic' were central to TT Paddock life. A tradition was Big Phil's annual TT-joke; he would often be found near the washrooms with an audience, telling his TT joke. One year Bruce Moore decided he would make a life sized, fully painted cut-out of Big Phil, in his full bib and brace overalls and a large pint in his hand – this was no mean feat and took two sheets of 8'x4' ¾ plywood to make. It was propped-up outside the garage tent to the amusement of all who walked past. A group of Japanese tourists found it particularly funny and were busy taking photographs of it when Big Phil burst out of the tent identically dressed in his red bib and brace overalls, shouting "he's the flat one, I'm the fat one". Big Phil then burst into his famous 'mule-train' sketch with the nearest oil drip tray, playing a tune using his head as percussion, the Japanese really enjoying the spectacle.

Each year people brought larger and heavier tea trays for Big Phil's mule train song. For those that have never seen this, go to a well known video website and search for 'Mule Train sketch'. After damaging the tea tray, Big Phil would then sign it and have his picture taken with the owner. He even did this sketch in the Cunard Hotel, which was, and still is, a haunt for sidecar

crews; I'm sure the dented tray is still up on the wall somewhere.

Perhaps a low point in my memory of the TT was when Franco crashed at Appledene, his passenger, Marco Fattorelli, tragically losing his life. I recall the sadness in our close-knit camp and the disbelief that of all people, Franco had crashed. As you could imagine the Italian press were all over the story, dad doing his best to keep them away from a hospitalised Franco. What I do vividly remember was all the running around and arrangements dad made to receive Marco's and Franco's families onto the Island, dealing with the coroner, police and ACU; I have such respect for dad thinking back, how he dealt with all this whilst carrying such grief, still competing and finishing. What a man, if I can only emulate him in a small way, I'll be doing well. Franco was discharged after seven days in hospital; dad made a bed in the caravan so he could convalesce for the remainder of TT fortnight. After the 2nd Monday race we held a wake for Marco, with 40 people sitting at the make shift dinner table in Franco's awning. I vividly recall the night, Albert Hannah and John Clarke (Darkie) had crashed on the mountain and Darkie had his leg in-plaster. We made a special seat for Franco to join us and at the end of the meal Darkie sang a sad old Irish ballad – there wasn't a dry eye in the place – what an emotional evening – one I will never forget and very befitting for Marco. RIP.

On an upside, we had a number of weddings during our time at the TT, including Clive Price and then, one year, dad's passenger Dickie Gale, who announced that he was getting married to Monica on



Des Founds.

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the Saturday morning of race day. Dad thought he would never find a replacement at such short notice, but Dickie assured him that he wasn't going to let a wedding spoil his race day. The wedding was great, all going well until dad broke down during the race. By the time they got back to the paddock after roads open, they nearly missed the double decker bus Dickie had laid on to take sidecar crews from the paddock to the wedding reception... a great night!

Getting off the paddock was always difficult during practice week for mechanics, with the usual bike preparation and engine changes. During the 350 TZ years, Dad was remarkably very reliable, a complete contrast from his big four stroke days when he would regularly try his version of 'air-cooling' the crankcases using the con-rods. This particular year during practice week dad finished every session, so Big Phil and Bunter decided at the end of the week, enough was enough and they needed to get off the Paddock, so they fuelled the bike for a single lap, knowing that once the red mist (or is that mountain mist?) descended, Des would forget and keep going for two laps. The evening

session was basked in sunshine, the sun setting low over Peel, and sure enough Des went through for 2 laps. Well, Big Phil and Bunter had already got in the van with spare fuel and made their way to the top of Bray Hill. However, Des and long time passenger Dickie Gale had stopped in Kirk Michael and not perturbed by the lack of fuel, they went down the back entries of the houses in the village, emptying all the lawnmowers of their fuel tanks (two stroke pre-mixed), and emptied into the tank ready to get going again. However beaten by the roads open car, they had to ride back the opposite way, only to find the camp empty, Bunter and Big Phil having gone over the mountain, stopping at Ramsey for an evening ice cream and a few cold beers. Eventually they got back to the paddock half pissed with Des refusing to cook their tea, but at least the boys managed to see some of the island.

Editor...Des is currently writing a book about his racing career and the exploits of his racing family...watch this space for more in the future...

**Chris and Des Founds**  
**Aged 13 ½**

*As indicated in the Editor's Line, Gert Meulman has kindly volunteered to become the TT Supporters' Club Representative for the Netherlands...here's what he has to say as his first contribution to the Magazine...*

I'm from Holland, having grown up in the north of the country, about thirty miles from Assen. I have been to the circuit there many times, particularly in the 1970s and 1980s; my favourite rider from that era was "Jumping" Jack Middelburg. I have been a fan of road racing for many years, especially the races held around the Isle of Man Mountain Course.

My first visit to the TT Races was in 2002 and I have gone there every year since... and this year I went to the Manx Grand Prix for the first time as well. I like to take photos and have a website where road fans can view them [www.joey-jan.com](http://www.joey-jan.com). I also have photo diaries from the TT and MGP on the forum of [www.readroadracing.com](http://www.readroadracing.com)

I love the TT because it's the ultimate challenge for racing a bike on the roads. I like it as a photographer because you are able to get so close to the action, like nowhere else in the world. I love the atmosphere; the Island is such a beautiful place to be.

I would very much like to hear from fellow TTSC members in the Netherlands – give me a shout when you see me at race meetings and we can talk about the best and most famous road racing meeting in the world – the Isle of Man TT Races

Best wishes,

**Gert**

## 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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# TT DIGEST

- The Birchall Brothers – Ben and Tom – received the Poker Stars Spirit of the TT Award for their ‘recovery’ after that practice crash at Brandywell nearly put an end to their TT adventure of 2012. Securing a second and a third they achieved their best TT results. The award was judged by Rider Liaison Officers, Milky Quayle and John Barton together with representatives of the IoM Government; previous recipients were Paul Owen, 2010 and Conor Cummins, 2011. David Madsen-Mygdal won the Frank Cope Trophy – again – for the most meritorious performance by a competitor with respect to his age... four fine results - 24th, 35th, 39th & 43rd .
- Race commentator, Charlie Lambert’s unofficial award for ‘TT Personality of the Week’ went to Cameron Donald, who quoting from Charlie’s blog “finished in the silver medal position in three races and accepted all three results with sportsmanship, generosity to the winners and a humble attitude towards the event and its history.”
- ... however, Cameron’s wonderful consistent riding did see him receiving the TT

Supporters’ Club Trophy – a silver tray on its plinth – for the best overall performance across the two Supersport races, the likeable Aussie finishing second in both.

- IoM Steam Packet figures show, the 2007 centenary apart, TT 2012 was the busiest for a decade. 35,172 passengers travelled to the Island on ferries between May 23rd and June 8th, up 4.3% on 2011. There was a 3.4% increase in the number of motorcycles up to 11,237, also the highest for ten years, excluding 2007. A similar ‘trend’ regarding air travel with an increase of 4% on last year meaning over 41,000 passed through the airport, again lower than the centenary year. Fewer seats were actually available this year due to the withdrawal of the IoM – Southampton service; there were fewer craft movements, reflecting the greater use of larger planes. Of course, these figures also include local residents on ‘getaway’ trips.
- ...and a pat on the back to all TT fans who contributed to the collections made by the staff of the Ben-my-Cree and Mannanan on return journeys to the UK during TT fort-

night; over £13,000 was raised to be used by the Rob Vine Fund to purchase medical and rescue equipment.

- The TTSC is always grateful for any assistance it receives in fulfilling its aim of supporting those who wish to pit their skills against the Mountain Course and so thanks, once again, goes to Dorwingear Ltd, the door and window gear service specialists of Birmingham, for providing the Club with the van in which all our stock was taken over to the IoM for TT 2012.
- Working hard once again at the TT was Equipe Ajax, a team of freelance photographers specialising in motorsport events throughout the south of England and in the IoM. Each year, Sheila and Barry Somerville take action shots of those competitors we’ve decided to target as ‘victims’ for articles in the magazine; these photographs and many others, such as the 2011 Goodwood Festival of Speed, can be viewed on [www.equipeajax.co.uk](http://www.equipeajax.co.uk) – well worth a visit. Thanks to Sheila and Barry for their continued support, which certainly enhances the quality of our magazine.



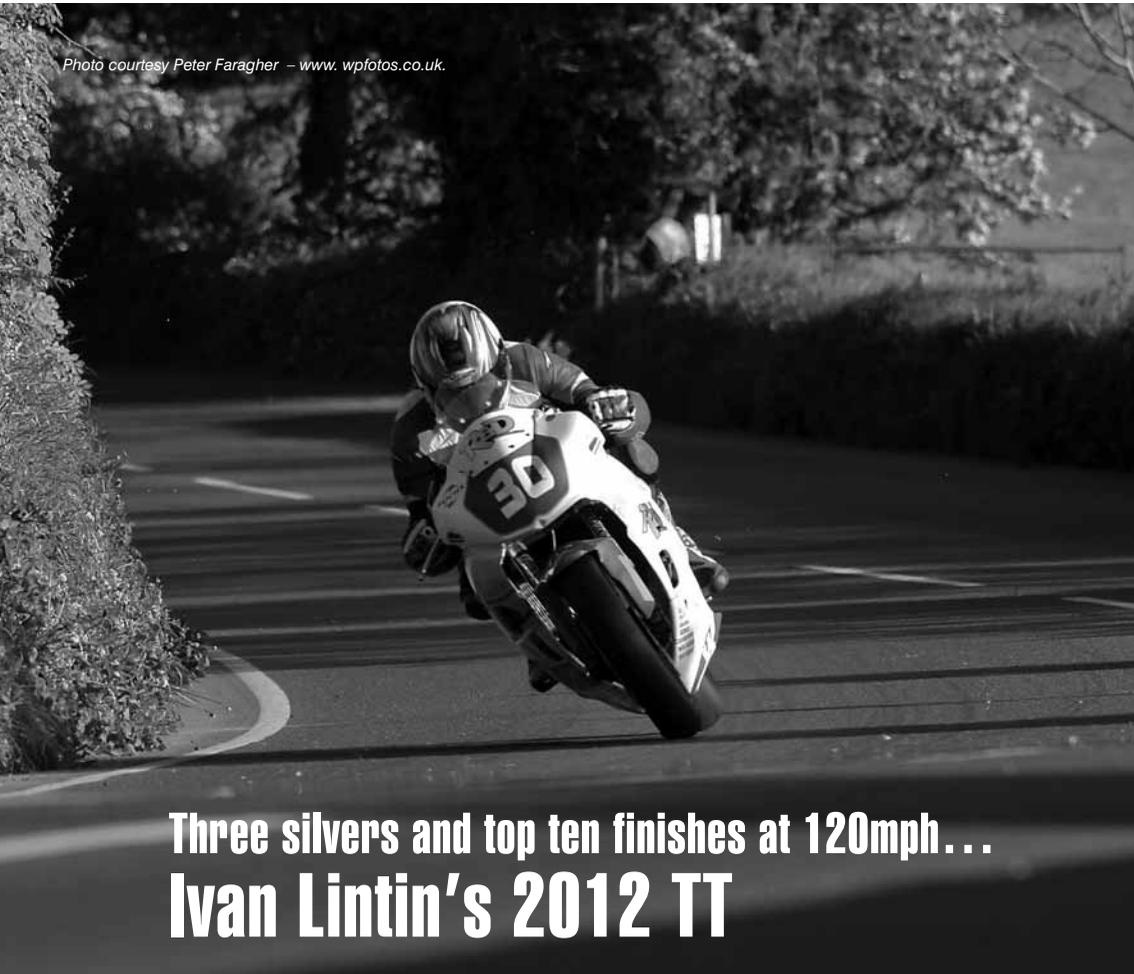
- Typical of Ian Huntly has been his involvement in the placing of a new plaque, commemorating Bob McIntyre, on the wall of the Sulby Glen Hotel. The inscription on the plaque says it all:- “To commemorate

Robert McGregor McIntyre and his lap of 99.58mph on a Honda 250cc-4 in 1961 only four years after exceeding 100mph for the first time on a Gilera 500cc-4. Bob retired at this very spot on the last lap of the 1961 250cc Race while in the lead.” The plaque shows a photo of Bob as he toured in to retire...taken by a young Ian Huntly. The accompanying photo, taken by Mike Hammonds, shows Ian along with Bruce Anstey who unveiled the plaque during practice week.

- Log on to our website [www.ttsupportersclub.com](http://www.ttsupportersclub.com) for the latest Club news. Our web weaver can be contacted on 01244 548584 or via his e-mail address of [ttsupportersclub@hotmail.co.uk](mailto:ttsupportersclub@hotmail.co.uk) if you have anything of interest you’d like us to include on the site.
- Former French F2 Champion, François Leblond is an experienced sidecar driver at the TT for many years with his wife, Sylvie, in the chair. Sylvie can no longer race due to a broken wrist, but remains team manager in what next year will see an increased involvement from the Leblond family as daughter, Estelle will be a TT newcomer with Thomas Quintre, her boy friend in the chair. Estelle, 21, is French F2 Champion – father, François, finished second in the championship.



*Estelle Leblond following in the footsteps of her parents.*



## Three silvers and top ten finishes at 120mph... Ivan Lintin's 2012 TT

Some years ago we identified a young Ivan Lintin as a potential high class 'road racer' after following his progress on 'the Irish roads'; it was quite unusual for an Englishman to mix it with the locals on their hedge-lined tracks...surely, the Isle of Man would beckon? Those of you who have followed the articles over the last few issues, will be aware that the roads of Ireland were followed by Oliver's Mount, the MGP and of course the TT in tandem with the NW 200 and Ulster. So, we are delighted to review Ivan's 2012 TT experiences...

To what extent has the retained fireman from Bardney in Lincolnshire fulfilled his Mountain Course ambitions? "Just to have competed at the TT is an ambition fulfilled in itself as it is the biggest and

best road race in the world, to be part of it is brilliant. Obviously each and every year you go back to the TT Course your goals change; this year I was hoping for a top 15 finish on the 600 with a 120mph lap thrown in. I achieved both so of course, next year I'll return with new goals and personal targets."

To be more specific, Ivan made the journey home with three silver replicas in his luggage, two top ten finishes and a fastest lap of 120.6mph, an increase of over 2mph on his previous best.

Ivan is obviously committed to the TT, so what are his plans for 2013? "You bet, I'm fully committed, it now being the centre of my season. However, everything is up in the air at the moment as regards bikes for

next year. I own my own 600 and twin so I will definitely be using them; over the winter myself and Jon King, my engine tuner, will be trying to find some more hidden HP out of the engines so we can have a even stronger campaign next season."

The recently initiated Privateers' Championship has really gained in credibility – Ivan finished in 7th position and that was with just his 600 machine as the Lightweight class wasn't considered and he didn't enter the larger capacity events, so is an increase in machinery on the cards?

Ivan runs his own self-financed team with support from R&D Sheet Metal, J K Tuning, The Nag's Head [Bardney], A Poucher & Sons, Alloy Polishing Service along with all the people who attend his fund raising events... but "running three bikes is nearly impossible. Not only the cost of buying a 1000 machine and then running it, but my van and awning aren't big enough for three machines. I would also need more personal helpers over on the Island just to keep the bike on top form. My current thinking is to do two classes well rather than do three not so well. However, something I'd very much like to do is to ride and finish a 6 lap Senior TT, but at the moment it's just not practical doing it all off my own back."

Seventh in this year's Privateers' Cup is some achievement, but many of Ivan's young rivals – Harrison, Mackman, Mercer, Wylie – went straight from the English short circuits to the TT, not so Ivan... does he have any regrets about the MGP route? "No regrets at all. I went to the Mountain Course with an open mind, wanting to serve my apprenticeship around it at the MGP before progressing to the TT. The Manx served me well and I believe that I wouldn't be any further up the leader board had I jumped straight into the TT. Learning race craft and what it takes to finish a race round the course was achieved at the Manx without the pressure of the big stage of the IoM TT Races."

Success during this year's TT week was preceded by more or less a trouble free practice week... "I had a slight problem with

my first engine in the twin but we changed it and never had another issue; the 600 was flying and did 119mph, my fastest ever lap, on my 3rd circuit so the change to Kawasaki power had worked. I built on that, trying to learn sections I struggled with."

All three races obviously went well despite not having any on-course signals to indicate positions – not enough people over on the Island to assist, but as Ivan says "the first 600 was a case of just going as fast as I could for four laps, seeing where I ended up. I didn't tire at the end of the races this year as my level of fitness was better, but I was nevertheless delighted when I came up the return road to meet Georgina, my fiancé, who had been following the race on the iPad; she told me I'd finished 10th and lapped at 120mph+. Result – targets achieved!! Later on, I realised I'd also won a silver replica, which I never thought I'd do in any race other than the Lightweight."

Similar strategy for the second Supersport race – go as fast as was appropriate, but there was more interest... "in the first race I caught and passed - not to be seen again - both Olie Linsdell and Dan Cooper, but this time was different, I never saw Dan as he had an awesome ride, I did catch Olie, but could do nothing with him. His bike was slightly faster than mine so he overtook me on the flat-out straights with me closing the gap over the twistier parts - a good race on the road for the last two laps... great fun."

The Lightweight was next up, held in indifferent conditions... Ivan expands, "at the race briefing we were warned about the conditions, but I didn't think they were too bad, a bit damp here and there, but nothing major. However, I was too slow out of the traps as Russ Mountford caught me after about 13 miles. I thought it best to tag him and get up to speed again, which I did. He was faster in some sections, myself in others, but basically we raced on the road for all three laps. I was told at the pits approximately where both I and Russ were in the race... I knew I wouldn't pull 10 seconds on him even if I overtook him as he would just sit in my wheel tracks, so I fol-



Photo courtesy Peter Faragher – www.wpfotos.co.uk.

lowed him round. He was going as quick as I would anyway and I didn't want to spoil his result as he had that all important 10 second gap."

The twins required a refuel during the three lap race – at the end of the first or second circuit? "As it was slightly damp and cloudy, there was always the possibility the race could be stopped, so I decided to do two laps as I could well be higher up the leader board as some would have come in after one."

Ivan presumably thinks that the introduction of the Lightweight class was successful? "Yes, bringing a much needed change to the programme, giving some lesser known up and coming riders, such

as myself, a better chance of a decent run around. I do feel, however, the rules should be more open, really where 'anything goes' – frames, engines, the lot as long as it's a 650 twin cylinder. Perhaps there could also be a mini-twin class similar to the one run in the UK, where the bikes are mostly stock with a BHP cap, meaning people who can only afford to spend £5k could buy a mini-twin and the people with large budgets, could race super twins. This would be more in-keeping with the classes which already exist, a special bike would not have to be built just for the TT."

Ivan's 2012 season has been outstanding – he is now considered a fine exponent of racing on the roads... as well

#### 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: peter.oultont@virgin.net

**www.ttsupportersclub.com**

as his excellent TT results he recorded 2nd at the Scarborough Spring Cup on the 600 and 3rd on the twin, won four of his races at the Barry Sheene Meeting, and an awesome Southern 100 saw him finishing 1st in his class, breaking the 600 lap record in the 1000 Solo Founder's Race. Consistent riding around the Billown circuit also saw him secure 4th, 5th, 6th and 7th places during the meeting plus 14th in 1000 race on the 600, coming 2nd in class.

It wasn't all plain sailing as Ivan explains, "the Cock o' the North was a nightmare with a crash and machine problems and then there were mixed fortunes at the Ulster... I was 6th in the Newcomers' Race lapping at 122.5mph – pleased with that. Unfortunately, I felt I was still carrying the bad luck from Oliver's Mount – I finished in the 20s in the 600 event, but then had a massive crash on the twin when I was forced off road; that was the last race of the meeting for me as I had been knocked

out." However, luck returned at the Gold Cup with some superb rides culminating in second position behind Dean Harrison in both legs of the Phil Mellor Trophy Super Twin race.

We await Ivan's final plans for the 2013 road racing season, but rest assured he'll be challenging at the front of the field. The final word goes to the ever appreciative man himself, "thanks again to all my sponsors for making it all happen... a massive thanks Dean at R&D Sheet Metal, I wouldn't have gone as well at the TT without his input, to John of JK Tuning for fast engines, to Glen and Carol of the Nag's Head, to Other Bike Shop and to Carl Martin for the ride on the Tigcraft ER6 Twin... unfortunately I can't list everyone else but thanks to you all who are part of Ivan Lintin Racing. Finally, thanks to my family, friends and most importantly my fiancé, Georgina for all their fantastic support."

## The Joey Dunlop Lodge



The Joey Dunlop Foundation goes from strength to strength... an extension to the Lodge – Braddan Bridge House – is now under consideration...

Open to all through the year except January and early February, this specially converted house provides 4-bed, 3-bed and 2-bed apartments, each with a level access wet room and a specialist adapted kitchen for wheelchair users. Beds are fully adjustable motorised units, and a lift to the first floor means the entire building is level access with no steps anywhere from the time you get out of your car in the front car park and enter the building less than 20ft away.

The building is now in full use with many guests enthusing on web sites such as Trip Advisor and our own website [www.joeydunlopfoundation.com](http://www.joeydunlopfoundation.com) just how good the facilities are. Braddan Bridge House has been called the best inclusive access holiday facility on the IoM – even receiving the island's Lt. Governor on a visit last year.

The Lodge provides accommodation for people of all ages with all forms of disabilities, with one notable 'resident' during TT 2012 being former TT winner and GP rider Eddie Laycock.

Keeping these facilities going is not cheap, and the demand is such that the JDF is considering developing the building further, so if you want to help the Joey Dunlop Foundation keep Joey's legacy alive and strong, operating well into the future, then you can do so by purchasing merchandise from [www.joeydunlopfoundation.com](http://www.joeydunlopfoundation.com). Alternatively, you could organise a fund raising event with donations being sent via the web site or by post to the JDF, Braddan Bridge House, Peel Road, Braddan, Isle of Man IM44NT.

Further information concerning Joey's charity can be obtained from [www.joeydunlopfoundation.com](http://www.joeydunlopfoundation.com) or by phoning Kevin Quirk on 01624 677741 (Mon to Fri 09.00 to 14.00).

**Kevin Quirk**  
Chairman JDF



**Yoshinari Matsushita**

Yoshinari Matsushita is currently the only regular Japanese TT competitor...TTSC Rep, Yuki Kobayashi caught up with him at Auto Boy J's Motorcycle Shop in November 2011.

☛ **You are a multifaceted person. First of all, what do you do outside of TT racing?**

I am a graphic designer, a writer, motorcycle journalist, racing rider, and an MC for motorcycle events.

☛ **How did you come to have such a strong interest in motorcycles?**

I was a junior high school student, browsing through motorcycle magazines in a bookshop. One magazine contained many racing scene pictures, it inspired me.

☛ **When did you get your motorcycle licence?**

My interest was baseball at school, so I did not try and get a licence until I left when I was 18, then I bought a 1988 Suzuki V Gamma; I had an accident, breaking many bones, spending time in hospital.

☛ **When, how and why did you start racing?**

In 1992 I bought a Honda RS125 by monthly payment. While racing on the Tsukuba Circuit, I fell off on the final high speed corner, suffering a compound fracture. In my race was former World Champion, Kazuto Sakata, who I thought I might emulate by braking at the same point; it didn't turn out that way! When I recovered from my injury, I started mini-bike racing. I bought a Honda NS50 with my friends as a share bike. Doing the Mini-bike at the same time as me were Yuichi Takeda, Chojun Kameya and Norick Abe; they were kids younger than me, but faster. I soon wanted to be a 'professional rider'.

☛ **What did you do at the time?**

For about two years I had a part time job working for the Ukiyoe Art gallery. I then worked for a fast food chain, a construction company and a laundry; I also worked as a truck driver and as a security officer. From that time on, I gradually started receiving offers of work related to the testing motorcycle parts, chambers and tyres.

☛ **When did you decide to enter the TT race?**

When Jun Maeda was killed in 2006, I was in the IoM to cover the TT for a Japanese Motorcycle magazine. At that time, I recalled the photos in the motorcycle magazine I had seen, when I was younger. There are the stone walls, a white helmeted rider...maybe Ron Haslam.

On that the day, Jun was killed... I did not understand English well, so I didn't understand when somebody in the press room said, that today is very sad. I felt the incident was a nightmare, not reality. I didn't know Jun well, but despite this tragedy I felt great excitement

about the TT. Thousands of riders come to the TT, everybody loves bikes, I thought the atmosphere was wonderful, no other place as magnificent as this.

Before I came to the IoM I thought I might try to enter the TT, but I was worried about my riding level. I went back to watch the Centenary TT, then believed 'I am sure to enter the TT', as I now had confidence in my ability.

☛ **Were you worried about the riding level when you decided to enter the TT?**

No, I was worried about whether or not I should attack the TT course. Will I be scared or not? Once I started riding there all my concerns were removed, it was enjoyable. Memorising the TT course was a problem, but every rider has done it, so I would learn it, too.

☛ **What preparation did you make for the TT?**

I researched how to enter the TT, finding out I needed an FIM licence, and that I had to get an International licence in Japan. I also had to get a Mountain Course licence, which required 6 race finishes per year, so I borrowed a racing bike from a bike shop, and did my qualification.

In October 2007, Ian Lougher came to Miyake Island (a volcanic island to the east of Tokyo) as a guest for a local motorcycle event. I did not mention to him that I wanted to enter the TT in case I was discouraged. In 2008, 'Milky' Quayle came to Miyake Island as well, but this time I ventured to explain my ambitions. They said; if you want to enter the TT, we will support you.

However, when I said my wife was pregnant, they were opposed to my plan. I was 38, my opportunities were becoming less as I got older. If I have a fatal accident, it's my destiny, but of course it won't happen I promise you. So, in January 2009, I heard from Ian, that his team would support me with a 2008 Yamaha R1; all I needed was money and a racing mechanic.

☛ **How did you get the money?**

I looked for sponsors, that's the professional way; if I spent all my money, that's amateur. However, I didn't really know how to attract potential sponsors, because I was not a professional racing rider. However, I emulated Toshiyuki Arakaki, the former GP rider, by writing up information about my project and distributing it to various organisations. Also, Jun Maeda established an honourable position throughout his 10 years at the TT, so I believe being admitted entry into the event would pose no problem.

☛ **In your debut year of 2009, you crashed, sustaining massive injuries. What happened?**

I throttled down and braked, thinking I could not turn on a high speed bend. I was very excited, and didn't have a sense of fear, so I made a mistake. I think that I had recorded a lap between 18 and 19 minutes as I had been following Guy Martin; also the suspension setting was not fit for me doing 18 minute laps.

☛ **What did you think as you crashed?**

I remember hitting the soil bank. I fainted for several minutes. I was picked up by some marshals and carried to the marshal box at the Black Hut, where I regained consciousness.



Yoshi's place of work, Auto Boy J's Motorcycle Shop. Photo courtesy Yuki Kobayashi.



The experience was amazing, the marshals spoke to me in English, but I understood - "take off your boots, your helmet! Ready?" or something like that.

❖ **Why did you decide to enter your second TT?**

From my youth, I always wanted to achieve something. My goal was to complete the race this time as I let down my sponsors and Ian Lougher in 2009 by making a mistake. As long as I had recovered from my injuries, I'd enter again.

The doctor at the Nobles Hospital said "I didn't need an operation because my injuries would mend naturally." However, I phoned two of my motorcycle racing friends, Manabu Kamada and Naoki Matsudo who both advised me to return to Japan for medical treatment as soon as I could.

Back in Japan, the hospital doctor said I might not recover completely, so I had an operation, and was in rehab for months. I lost 10 months of riding.

When Kamada died on the Tsukuba circuit in May 2010, I realised how lucky I had been. After my mother died of an incurable disease in 2005, aged 65, I vowed to make my dream a reality. She said "if you have a dream, you should pursue it, because all men must die. Embrace life, take care" then she died. This inspired me.

All these things happened around the same time, they gave me the motivation to enter the TT once again. Then Shoya Tomizawa, who I had known since a child, died, so I thought that I must complete my dream.

When I told my wife about it, she boiled with anger. She didn't know anything about the IoM, but she obviously knew I'd been injured. Unbeknown to me, she had read articles in my magazines about deaths and injuries on the racing circuit. Eventually, however, she reluctantly gave me permission to enter the TT again.

❖ **What preparation did you make for your second TT?**

I spoke to my friends and fellow riders, someone said "how about BMW's new S1000?" I spoke to BMW Japan, and they introduced me to Rico Penzkofer.

After I made my decision to ride in the TT, there was big earthquake in Tohoku. I was not

sure what to do. However, my friends and supporters said "you have to continue at times like this".

❖ **What was your impression of your second TT?**

It felt great; actually, an old friend had died that year which I was sad about, but I said to my friends in heaven, I did it for you! When I was riding, I remembered my dead parents, so my lap time was not so fast, but at least, I broke my own record by 4 seconds. It is now 19 mins 30 secs, but I feel it was a half-hearted effort. I am not satisfied with my record. I think that this is the spirit of the TT racer.

❖ **What does the IoM TT mean to you?**

Every lap is not the same; it's like sea activity or mountaineering. It is not a race anymore. Your place does not matter in a TT race, because the TT is its own challenge. The TT race has its own unique place outside of motorcycle racing. The TT is an adventure.

❖ **What is your next goal?**

It is completely-undecided, but if I have chance to enter the TT again, I would like to. However I might have a rough time from wife.

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As you know, he has ridden in the TT this year, as well the Suzuka 8 Hours and Le Mans 24 Hours endurance races. Step by step he has lived his dream...so what's next for Yoshi Matsushita?

**Yuki Kobayashi**



Yoshi in action at TT2012. Photo courtesy Equipe Ajax.



## Ian Mackman

Whenever Ian Mackman's name was mentioned at this year's TT, discussion soon moved onto the rejuvenation of Norton as the previous year's Privateer Champion was entered to ride the iconic British marquee in the Senior. So, how did the partnership come about?... best ask the man himself. "After topping the TT privateers league table in 2011 I contacted several teams looking for a ride. Financially, I couldn't continue for much longer as a privateer. Norton had an article in MCN and mentioned they may be building a bike for the following season's Senior. I sent an email basically saying if they were going to run a bike then I'd be interested in riding for them. A few months later I had a call to say that plans were hatching regarding the Norton TT racer and would I still be interested if things were to go ahead? I had contacted them in the first place so obvi-

ously would stand by my intentions to ride for them. Not much happened again until I got a call from Stuart Garner himself advising that the bike was in the later stages of completion and he wanted me to ride. I jumped at the chance and we got testing a few weeks later."

TT fans were looking forward to the return of the top British motorcycle in terms of victories around the Mountain Course, website forms were buzzing with the prospect, although some were wondering whether or not the bike was truly British as it was to be powered by an Italian engine. What did the prospective rider feel about the issue? "Yes, the use of an Aprilia engine seems to have been a focus of a lot of discussion! In the current financial climate for Norton to invest heavily to develop and build its own engine is pretty much a no-brainer. Let's not forget that the bike would

only be, aside from MotoGP, eligible for one race per season. That said, Norton wanted to start developing the bike asap with a view to building its own motor in the future, so I guess the answer is watch this space. As for is the bike truly British when the engine's origin is Italian... was an Aprilia RS250 truly Italian with a Suzuki engine or an RSV Mille with a Rotax engine? In their infancy many bike manufacturers have had to use engines from other sources. It really boils down to the fact that without someone else's engine Norton would not have been at the TT at all this season. Every other item on the machine was designed and built at the factory, or for them, via other British companies, from electronics to throttle bodies... I think that's what makes it a British motorcycle."

Ian, then, was lined up for works machinery for the 2012 TT, but how did he get himself to be considered to be the most appropriate rider for such an evocative machine? He'd been competing in the National Superstock Championship, but, in 2006, in particular he'd been having a grim time, if he wasn't falling off, he was getting knocked off or suffering engine blow outs... Ian takes up the story, "I was pretty much ready to throw in the towel, but I work for Bill Smith Motors in Chester and Bill introduced me to the TT. I'd not considered the TT or road racing at all before, but once I got into the idea, I committed fully, getting up early every morning to learn the course via DVD.

I'd watch a 5 minute section, wind it back, watch the same section again, wind it back again, watch it again, etc, until I could talk my way through it. Then I'd watch the next 5 minutes and do the same thing again until I'd learned the whole course. I went over to drive around the course, once in the car and once on my road bike before my first event. From my first speed controlled lap I loved the place. The enormity of the

challenge was the attraction. I just enjoyed making the bike go fast, it was just me and my bike!"

Ian's first TT was the centenary meeting, arriving with an honest approach in that if he hated it, he'd simply 'park the bike and head home'.

Not so, by the end of the practice week he was fully into the swing of things, a 120mph lap being on the cards...four starts, four finishes with a best of 27th in the Senior at an average in excess of 118mph, but failing to pass that magical speed barrier of 120mph by a mere five seconds. Was Ian disappointed? "No, I was more than happy with how it had all gone... the only scary moment I had for the whole fortnight was a crossed up landing off Ballacry, with the bike in the air and handlebars at 45 degrees, I knew the landing wasn't going to go well. A 200 yard tank slapping moment later, I was pleased to still be onboard. I reckon it took me two years to get over Ballacry at a decent pace after that!"

Ian has rarely failed to make the chequered flag in subsequent TT races, lap times lowering consistently with thirteen top ten finishes prior to this year, but what, in his eyes, was the highlight of this period? "It would probably have to be finishing in the top ten on my Superstock bike - I've never ridden a Superbike - in the 2009 Senior and then again in the 2011 Superbike race. I finished 9th in the first Supersport race of 2011, which stands as my best finish to date, this was on a Triumph which I hadn't ridden prior to sitting at the top of Bray Hill on the first practice night." Ian quite possibly considers his low point to be that same Triumph throwing a rod through the crankcases on the Mountain Mile during the second Supersport race; looking at the final result it's quite possible he could've been on for a top six that day.

Ian's main event of the year is now, without question, the TT; he keeps sharp for

this by competing in the highly competitive, well organized, Thundersport GB Championship of which he is the current Superstock 1000cc Champion. For the record he has won the Anglesey Grand Final on three occasions as well as securing the 2004 MRO Supersport 400 championship.

The dust has now settled on the road racing season in the IoM, so how does Ian sum up his 2012 TT experience? "Not bad on the whole for me and my small team. The ZX10, which had been making great progress on the short circuits, was a huge handful on the bumps. During the first lap of practice I wished I'd got my Suzuki back. Slowly making very minor changes to weight at the front the bike was becoming more stable, but we really just ran out of time. Making changes to the bike and then going straight into a race is never a good situation to be in. Although my fastest lap speed only just failed to improve, my overall race pace was faster. I still have loads of things to try on the Kawasaki, longer wheel-

base, dropping forks through, lesser damping, etc... an excuse to return next year and chase the 125mph lap that I've been looking for and improve on my 16th position!"

Two finishes in the Supersport races – 27th and 47th – was the man who is Service Manager at Bill Smith Motors in Chester happy? "No, my Supersport TT was nowhere near as successful as I had expected. The bike was a great handling machine, but minor faults and a lack of engine performance left me with some poor results. I hope to continue my association with Team Hairy Snid who were great throughout. They have also, as was always the goal, raised some great awareness for the charity and presented a cheque to the Rob Vine Fund as fruits of their hard earned labour."

Back to the top of the article... the Norton. There was probably no expectation on Ian or the bike, the idea was to establish a good data base for the future. There were some not unexpected stability issues early



Photo courtesy Equipe Ajax.



Photo courtesy Equipe Ajax.

in practice week, so geometry changes during the limited number of laps - 6 in total – were the order of the day. Ian takes up the story... "The final, one lap practice on Wednesday's race day saw a eureka moment with the settings and the bike taking a massive step in the right direction. With the circuit damp through Glen Helen, Governors, etc the lap speed of 114.66mph really didn't give an accurate measure of the bike's capability. Even with another lap on the same setting a much better time would have been achieved. More changes in the same direction were carried out for Senior race day."

With the weather delaying the Senior from Friday to Saturday and then eventually it getting canned completely was a massive

blow for all the factory guys who had put so much effort into the project. Ian did however get the chance to run in the parade lap, Cal Crutchlow and John McGuinness being the only other bikes on the circuit. A great chance to give the bike a run, test the new settings and show it off to the folks who came to see some action. Ian continues, "again the bike was a big improvement, the most stable it had been but still maintaining the, almost too, quick steering which had always been a strong feature. I went for it early on in the lap on the dry bits to test the bike and tried my best to give a wave back to the crowds who were showing some real support. After stopping to do a burn out at Ballaugh I eventually caught up with Crutchlow and McGuinness at Parlia-

# Regional Representatives

ment Square just in time to do another burn out next to Crutchlow. The boss said I could entertain the spectators, so I stopped at the Gooseneck for another burnout as well."

Final thoughts about the annual trip to the IoM? "All in all a good solid TT, not a record breaker for me, but all of the bikes made huge progress for next season. At least I can go there and start from the settings I'm at now rather than reinvent the wheel for the first three nights of practice. On the downside, two Snap-on ratchets, a row of ten Snap-on sockets and various other tools were stolen from inside my awning during the fortnight. However, I'm very appreciative of the support I receive – most of my personal sponsors are product based... Kemtile Hygienic Flooring has supported me financially for the last two seasons and without them I wouldn't have been able to continue racing. Thanks to all who have assisted me in my racing career"

So, what of the future for the 33 year old family man, married to Joanne and with a near three year old son, Ted? "My ambition for the TT would have to be a top six finish,

my Norton involvement is set to continue and I'll be happy to compete for them for as long as they'll have me. Developing a new, bespoke, motorbike for a brand as famous as Norton is a task I'm honoured to be involved with. I would love to say that I'll be racing forever but my bank manager – I've remortgaged my house three times – isn't of the same opinion! My privateer efforts may have to finish after next year's TT. The TT is going through a golden era with Paul Phillips and his team doing a great job promoting and running the event, which I'm so pleased to be part of – perhaps they could run a pro-am type race like the old LC race series where the rider picks his keys out of a hat and races that bike... it would be the only true way to determine who can get the best from the machine which they are racing. Bit of a pipe-dream of mine I reckon!

We look forward to watching Ian and his British Norton in competitive action in 2013, showing as many of those foreign machines as possible the way around the Mountain Course.

## Answers to... What can you remember about TT 2012?

- |  |  |
|--|--|
| 1. Dean Harrison – 9th                 | 9. Michael Dunlop – after the Superstock TT                        |
| 2. Dave Molyneux                       | 10. Gary Bryan   |
| 3. Alan 'Bud' Jackson                  | 11. Dan Stewart  |
| 4. On the wall of the Sulby Glen Hotel | 12. They all had the same surname – Saunders [Wally, David & Mark] |
| 5. Noel Clegg                          | 13. Olie Linsdell  |
| 6. Dipash Chauhan                      | 14. Karl Harris  |
| 7. Steve Mercer                        | 15. Only two competitors to retire                                 |
| 8. Maria Costello & Adrian Cox         |  |

## The answers to the Spot the Difference puzzle are:

1. IOM 'Start' flag has been turned upside down
2. Rhencullen 1 Sign; the direction symbol has been reversed
3. Parliament Square; the direction symbol has been reversed
4. Kate's Cottage; the direction arrow has been reversed
5. Depots Sign altered; 'Depots' text removed
6. Finish Flag has been turned upside down
7. Poor Visibility Flag has been turned upside down
8. Radio TT logo changed from 365 to 366

## MIDLANDS (Shropshire, Staffs., & W Midlands):

Aston Social Club. First Thursday of the month, (Not June!). See Mrs Rose Hanks, 50 Lyndhurst Road, Birmingham, B24 6QS. Tel: 0121 6863799.

## N. WEST (Cumbria, Lancs):

See Dave Davies, 26 St. Marys Avenue, Walton-le-Dale, Preston, PR5 4UE. Tel: 01772 322241.

## SCOTLAND:

Leadburn Inn, A701, 12 miles South of Edinburgh. See Mose Hutchinson, 15 Castletlaw Court, Penicuik, Midlothian, EH26 8BS. Tel: 01968 678337.

## YORKSHIRE:

2nd Tuesday of each month at Rawscliffe Bridge Hotel, Rawscliffe Bridge, near Goole [10 mins from J36/M62]. See Michelle and Phil Harvey, 2 Oak Villas, Rawcliffe Bridge, Near Goole, East Yorkshire, DN14 8NU. Tel: 01405 831070. E-mail: pharvey@timloc.co.uk

## N. YORKSHIRE:

Stuart Watson, 4 Wood Hill Close, Marton-Cum-Grafton, Boroughbridge, York. YO51 9QP.

## ISLE OF MAN:

Brian Rostrom, Gulls Way, Croit-e-Quill Rd, Laxey. Tel: 01624 862011.

## BELGIUM:

Clive Burrow, Sint-Catharinastrass, 25 Bus 0002, Kortenberg, Belgium, 3070. Tel 0032 0 27594348. E-Mail: bikerclive@msn.com

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## USED POSTAGE STAMPS

Your efforts at sending us used postage stamps 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. A couple of pointers which would assist us further...

...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. 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.

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