



MAGAZINE

Winter 2016



**Mick Alton & Chrissie Clancy : Olaf Romijn : Tony Redmond : Ivan Lintin
Colin Buckley & Robbie Shorter : Craig Neve : Founds Brothers : Paul Phillips**

www.ttsupportersclub.com



Editor's Line

Sadly, I feel it imperative that I write about the downside of our sport. Several pages of our last issue – Summer 2016 – had to be rewritten after the final proof reading stage as the subject of one of lead articles, Billy Redmayne, tragically lost his life at the early season Scarborough meeting. A theme of that issue was 'the re-emergence of the MGP as a breeding ground for potential TT top-liners', Malachi Mitchell-Thomas, thus also assisting with an article. Malachi suffered a tragic accident at the NW200, as did Dwight Beare a few weeks later at the TT – Dwight had agreed to assist with an article for this issue. Paul Shoosmith and Ian Bell had also given freely of their time in the past to provide information on which I could write articles... twice in Ian's case, once after his TT victory of 2003 and then, on his return to the TT in 2014. My condolences go to the family and friends of these men who have given their lives to the sport which they loved, as they do to those of Andrew Soar and Dean Martin, also involved in tragic accidents during this year's TT Festival.

I think you'll agree that we've got a fair variety in this issue... the rise and rise of Team Founds, the antipodean sidecar invasion at this year's meeting, a European newcomer, a 2016 winner, another successful 'mover' from the MGP, a Q&A section with a principal organiser and 'Team Tony', the latter a fine illustration of the camaraderie at the TT... enjoy.

John Newton will soon be despatching National Raffle tickets to all members – as ever, we know you'll do your best to raise funds so that the Club continues its support of TT competitors.

Congratulations to Maria Costello on being awarded the Susan Jenness Trophy; we hope to include an article written in conjunction with Maria in the Summer 2017 issue, the copy date for which is Monday 13th March.

Graham Bean

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Cover: John McGuinness, courtesy Gert Meulman.

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

From **Freya Harvey** - Social Media Administrator

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

Facebook - TTsupportersclub
Twitter - @TTsupporters



Team Tony

Anthony Redmond, 41, completed his first TT in 2015 after running the number 1 plate at the MGP the previous year. Tony has been coming over to the IoM since he was a young lad visiting his uncle, Alan Young, an ex-solo racer and TT sidecar passenger. The love of racing on the Mountain Course first came from watching the TT in 1988 when Joey Dunlop won the Senior race after a magnificent battle with Steve Cull.

Tony went on to buy his first field bike (a Suzuki Love 50cc) later that year for £30.00 plus his BMX bicycle. This was ridden on the local field in Longsight, Manchester, where he made his own personal TT Course. This led onto an upgrade the following year to a Yamaha RD50 which had the handle bars turned upside down to replicate his TT heroes, the lap times of the field TT course soon came down.

At 16, Tony bought his first road bike, a Honda MT5 with a top speed of 36mph. By 17, he realised he could make money for riding bikes being a motorcycle courier around Manchester, through which, he met

Lee Coulson, a colleague who raced bikes. Lee invited Tony along to watch him race at Three Sisters in Wigan and like most racers, Tony watched and thought he could ride faster and wanted to have a go.

He carried this thought while visiting the TT in 1997, when he took his dad two up on a Kawasaki KR1S 250, to watch the racing. This thought carried on for the next three years, but the reality of becoming a TT racer was limited by finances. This all changed in 2000 when Tony was spectating with his friend, Snaz at Cronk y Voddy crossroads and a car parked without it's hand break on, rolled into a chain of parked bikes, including Tony's 1990 CBR 600. The bike was written off as a road bike and the pay out from the Insurance company was enough to convert it into a basic race bike which would start Tony's next 15 years of racing.

The first race meeting was at Mallory Park in March 2001 with New Era Superclub; Tony battled to achieve a 10th place finish on the 11-year-old Honda CBR 600 which had covered over 62,000 miles at this point – the

racing bug had been well and truly planted.

Tony went on to race at a few more short circuits that year before crashing heavily during testing at Three Sisters leaving him with 26 screws and only 70% movement in his right arm. The doctors advised him to stay away from motorcycles as he had sustained life changing injuries. Tony did stay away from motorcycles... for two whole months! He returned to racing at Cadwell Park, his determination and need to become a TT racer only growing stronger.

May 2007 saw him compete for the first time on the IoM at the Jurby airfield where he managed to win a 400cc race on his Yamaha FZR; later that year he competed at the Jurby Road Race on his FZR and a CBR 600 FX owned by Uncle Al. This was Tony's first ever real road race and the turning point which made him certain, real road racing was what he wanted to do.

Tony competed in his first MGP in August 2007 on his FZR 400 in the Newcomers C race and after a fantastic practice week running a standard engine, the decision was made to fit a super tuned engine for the race. Unfortunately, this blew up after 6 miles and so did the once in a lifetime opportunity to impress as a newcomer on the Mountain circuit! Tony still had the CBR 600 FX entered in the Friday Senior race to look forward to. Unfortunately, the race was cancelled due to the weather conditions so Tony left without having completed a race... he had to come back!

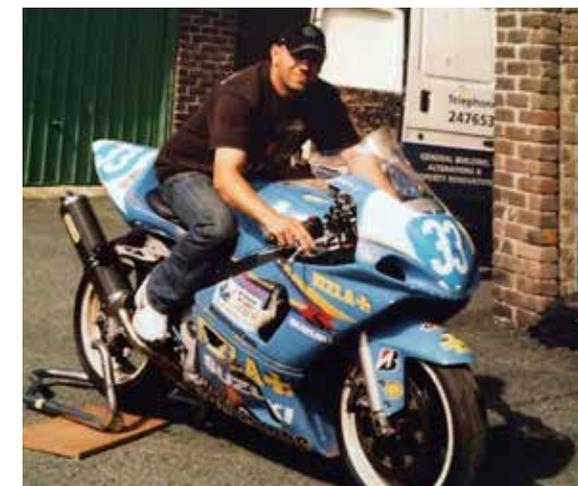
He successfully competed in 2008, 2009 on Uncle Al's newly acquired CBR 600 RR and a Kawasaki ER 650 owned by Steve Jackson, improving on the lap times each year. Unfortunately, in July 2010 the CBR 600 RR suffered engine damage whilst competing at the Southern 100, leaving Tony without a bike for the MGP the following month. After many phone calls and text messages trying

to arrange a bike, a message was received on the Monday of practice week from Irish Ago. He confirmed that he had a Suzuki GSXR 600 in his garage, belonging to Peter Astell-Burt, that had been sat for two years; if Tony could get it running in time, he could use it.

The boat was booked and Tony travelled through the night, arriving at Irish Ago's on Tuesday morning to collect the bike. After an hour of working on the bike it was running and Tony rode it to Uncle Al's in Peel, where they spent the day getting it ready for that evening's practice.

Tony rode the bike up to the paddock followed by Uncle Al in his estate car carrying a socket set, a rear paddock stand and a borrowed jerry can from the local church. Tony had to sign on, complete the riders' briefing, scrutineer his leathers and the bike and then went out for two laps of practice that evening. With lots of help from family, friends and fellow racers, he ended the week with a 24th position in the Junior, which was replicated again in 2011 on the CBR 600 RR.

In 2012, Tony was racing the Lightweight and CBR 600 RR. During practice on the 600, the gear lever came off just after the 11th Milestone forcing him to pull over until the roads opened. Once opened, Tony set off back to the paddock riding the TT Course in the opposite direction in second gear. Upon



Tony and the Suzuki GSXR 600 at Uncle Al's Garage in Peel, IoM



Tony, Uncle Al and Tony's Dad, Matthew Redmond with the Honda CBR 600 RR

rience and one he would never forget.

Tony had managed to secure a ride with Green Ant Racing for that season; he was provided with a 2007 Yamaha R6 along with C&C Limited arranging a backup bike owned by Mark Parrot for the MGP. After a busy week of practice and two destroyed engines, a standard engine was fitted to the Green Ant R6 the night before the Junior Race and tested down Bray Hill in the race. Tony finished 15th in the Junior MGP and 11th in the Senior which after all the events during practice, he was happy with.

A chance meeting at Handleys during the MGP saw Tony meet one of the Marshals, Debbie Wright. This was the start of a friendship which would eventually lead to the creation of "Team Tony".

For the 2015 season, Green Ant Racing provided Tony with full support with a Suzuki GSXR1000. Tony made the decision to move on to the TT, running with the Suzuki and his Uncle Al's Kawasaki 650cc. He set himself the goal of finishing all races and achieving a 120mph lap. All his races were completed and he obtained 45th place in the Superbike, 27th place in the Lightweight and 42nd in the Senior, but just missed hitting the magical 120 mph lap, hitting a fractionally close 119.7 mph.

Furthermore, Tony had gained a fan



TT 2015 on Uncle Al's Kawasaki 650; courtesy Andrea Hawley Photography

reaching Ballacraine, the frustration of riding in second gear at 20 mph was too much so he decided to reach down and pull the gear selector to put it into third gear. Unfortunately, his glove was caught between the front sprocket and chain dragging his hand in, fortunately, only the fingers of the glove were removed.

Tony ended up achieving an incredible 9th place in the Lightweight on a bike bought by his dad and 12th place in the Junior. Improvements again in 2013 when he achieved 7th place in the Lightweight and 10th in the Junior.

In 2014, Tony was privileged to be asked by Ann Kinvig and Caroline Etherington if he would like to race with the number 1 plate in the Junior and Senior MGPs. After watching his TT and MGP heroes riding at number 1 from the hedges in previous years to actually riding the Mountain Course with the number 1 plate himself, was such an incredible expe-

base! Debbie, who Tony had met at the MGP the previous year rallied up some friends and family and nicknamed themselves the "Team Tony" fan club. Initially consisting of eight members from the IoM and Scotland, these fans had ditched their support for the typical top riders and were now all about their man, Tony Redmond.

Green Ant Racing provided Tony with support for the 2016 race season, upgrading their bike to a 2013 BMW S1000 RR. Uncle Al once again provided the Kawasaki 650. In addition, a Triumph 675 was provided for the Supersport races by KPC Racing. Unfortunately, due to the commitments with the other two bikes, Tony and his team didn't have time to prepare the bike properly to suit him for the races and decided it was best to park it up rather than risk damage to it.

During the run up to TT, Debbie worked to build "Team Tony" in order to get Tony further support and if possible, sponsorship. Very quickly, individuals and small businesses around the Island and even Guernsey were in contact by Debbie and it was apparent that Team Tony was no longer 8 friends cheering on from the hedges.

Tony received so much support from well-wishers around the IoM that a Team Tony TT launch party was organised at Nobles Park café; TT 2016 had become more than racing.

Throughout the fortnight, Tony had support all around the Course and the team received regular care packages and visits from their new supporters. The Team Tony Facebook page was launched through practice week and by race week Tony had over 500 page followers, all hoping for that magical 120mph lap.

Tony came 42nd in the Superbike race on the Green Ant Racing BMW S1000 RR and an amazing 19th place in the Lightweight. Throughout practice and race week Tony



TT 2016 – Tony on the 2013 BMW S1000 RR and Jochem van den Hoek; courtesy Ed Radcliffe, for ManxLiz Photographic Designs



TT 2016 – Tony on the 2013 BMW S1000 RR; courtesy Steve Babb Photography



TT 2016 – Tony on the 2013 BMW S1000 RR; courtesy Steve Babb Photography



Chairman & Secretary Report

As they say, time and tide wait for no man. As we move into 110 years of the TT it could not be truer. For 2017, the Isle of Man Government has tried to put into place a new promoter to run and enhance the two main events, the TT and the Festival of Sport (Manx TT Classic), in a bid to take it to the next level of worldwide media coverage. Fortunately, or unfortunately depending on your point of view. after many months of deliberation the contracts were put on hold to be reviewed for a possible later take over date. 2018, maybe who knows. So for 2017 the Isle of Man Government, through its departments, will as in the past be the promoters of the TT and the ACU, governing body of Motorsport UK, will run the event as TT organisers. All the main officials have already been appointed, from the Clerk of the Course to Paddock Manager. As the event grows ever bigger and the amount of competitors wishing to take part increases, I can on behalf of the TTSC wish them all the best in their endeavours. The TTSC, as in the past, will be looking at ways to assist all the TT competitors who are members of the TTSC 2017. There is a possibility that this year may be the final year that the TTSC operates in this fashion, as many other things in life, time has moved on. The Club started in 1974 with its membership at £1 with the main aim and objectives of securing financial assistance for riders and to assist in any practical way for the continuation of the TT Motorcycle Races on the Isle of Man TT Mountain Course.

Membership now and for some time has been £15, but unfortunately with the cost of producing such a super magazine and with ever increasing cost of postage along with slowly diminishing membership, the Club will produce a 2017 summer magazine and then a final winter magazine, all this is yet to be confirmed. An update will be given as we go. It has been an interesting 43 years with many ups and downs, but Rose and I wouldn't have changed any of it.

Roy & Rose

Registrars' Report

We would like to take this opportunity of congratulating all podium finishers, the rest of the competitors who picked up awards, as well as all the finishers in their respective races at TT2016.

As we all know it's a sport that can bite you hard at times; unfortunately, the racing paddock lost four much loved riders... Dwight Beare, Andrew Soar, Ian Bell and Paul Shoesmith who will be sadly missed by fellow racers, friends and families; may they all rest in peace.

We would like to thank members who renewed from last year and welcome all new ones who have joined both at the TT and via the website throughout the year. Also, sincere thanks to those individuals, both Life and Annual Members who have made donations to the Club.

You will find a membership form included with this Magazine for you to use; should you have the need for extra ones you can download

these direct from the TTSC website at: www.tt-supportersclub.com

We have recently launched a new TTSC 'high quality polo shirt' as advertised in this magazine. These can be purchased via the Club Shop on our website or by contacting us at this email address only tscshop@gmail.com. For any other enquiries including membership queries please use ttsupportersclub@hotmail.co.uk

As we keep saying, we still need more members to ensure the future of the TTSC and maintain the Club's high standards and service to the competitors and members; so, if you could renew your current membership and if possible introduce a friend to the TTSC please do so as we need your support.

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

Viv and Pete Oulton
Membership Registrars



TT 2016 – Team Tony Launch Party; courtesy Stuart Boakes of Sb's Photography

came fractionally close to hitting his 120mph lap.

Tony set off in the Superstock race, his supporters cheering, just waiting for his lap time results to come through. This race was to be the one which Tony, his team and his supporters would never forget. Not only did Tony hit the team's target of 120mph lap, he did it from a standing start! Incredibly, he went on to do it again and hit a 120.668mph lap on the final lap in finishing 36th. This TT was to be Tony's best, securing one finisher's medal and two Bronze replicas.

Tony went on to race the Green Ant Racing BMW S1000 RR later in the year at one of his favourite events, the Southern 100. The team was pleased to make its fastest lap 4 seconds faster than the previous year, Tony finishing with incredible 5th and 10th places.

As well as racing the modern bikes, Tony also enjoys racing in the Classic TT and selected short circuits. Green Ant Racing

have offered Tony and James Ford the opportunity to race one of their sidecars at the Stars of Darley meeting in October 2016.

Tony is currently trying to secure the funds for 1000cc and 600cc machines to race throughout 2017 alongside Uncle Al's 650. If anyone is interested in getting involved in a fantastic race team and providing sponsorship, please contact Tony at anthonymredmond@aol.com or Debbie, via the Team Tony Facebook Page <https://m.facebook.com/teamtonyttmgp/> Contact Number 07624 321564.

Tony would like to thank John Newton and the TTSC for providing him with the opportunity to share his story. He would also like to take this opportunity to thank all of his friends and the Team Tony family for all of their support. He has stated that "without his dedicated friends Borris, Petey, Snaz, Nige and Lee, he would not have been able to achieve what he has to date and feels they should all take pride of what has been achieved as a team".

And finally, he would like to give a very special thank you to his very understanding and supportive wife and children, his mum and dad and to Uncle Al, Green Ant Racing, Rick of Quinlan Autos, Steve Jackson, C&C Limited and KPC Construction who have all provided race machines.

Tony and his team of friends Petey, Borris and Snaz at TT 2016





The rise and rise of Team Found's Racing ...



Another season past, TT 2016 a fading memory, but at least there's only 230 or so days until we do it all again! I recall that used to be a favourite line of Big Phil's each year after we left the TT with my Dad and the rest of Team Found's. Big Phil is one those TT stalwarts and part of the soul of the TT paddock. He's a real character and was one of Dad's mechanics, still seen around the Paddock with Jim Hodson – I'm sure he said it again this year. We would usually be looking forward to my Dad trying for a finish the following year, having normally blown another engine, or crashed, or had passenger problems – that was just a typical TT for Dad; we grew-up as kids thinking that was normal.

Well thankfully the modern Team Found's Racing has an impeccable and almost 100% reliability record at the TT, with both Pete and Alan securing amazing

results at TT2016 – truly spectacular and something we are all immensely proud of – setting another TT first and one for the record books as it was the first time two brothers finished on different steps of the same podium as sidecar drivers... unless someone knows differently?

So, where do we start? Well probably back in my Dad's era growing up when the TT was our annual family holiday, experiencing the highs and lows between TT81 through to TT00. It was really normal for us and I can recall friends at school thinking we were mad to go to the IoM - they still do. Moving on... to when Pete and me made our TT debut on the Mountain Course, we then competed for a few years until the glitz of European and World Championships enticed us away. I recall one of our biggest supporters, mechanic and mentor, our cousin Ronnie, or Bim as he's known, once saying that we could have won a TT if we had stuck to it for more than the 2 years we did – but hey, you move on and who knows.

So, then to Pete and his 'rent a

passenger years' – Helmuth Lunemann, his 110mph+ lap with Alan Schofield and just missing that podium, and then Alan passengering Bruce Moore on a Team Found's Ireson. I am sure there were others and you all know who you are! Then Alan makes his TT debut in 2014 with Tom Peters and exceeds our wildest expectations finishing top 10, newcomer's award, etc; then Pete in 2015 following in little brother's footsteps (I'm sadly resigned a spectator now!). 2015 saw both Alan and Pete achieve amazing results, working towards their 5 year plan that we set back in 2014, which was to win a TT – some 35 years after Dad first started to race there.

After Alan clinched the 2015 FSRA F2 British Championship, we were set for an exciting year in 2016 with Pete and Alan going head to head in the British. Alan had other ideas and gallantly decided a new bike was order of the day and focused on developing the new LCR, concentrating on his TT campaign. Pete meanwhile, was making-up for 2015 and set his goals on both TT and British success. An amazing start for Pete with an unbeaten run of pole positions and race wins, whilst Alan was still building his new bike, being

relieved not to be on the same track as Pete, with the form he was in! It's great now to stand on the side line – albeit, of course I'm jealous – and see their brotherly love disappear as they both try to be first into the corner.

So, onto TT2016 and we have the current British Champion, Alan, with new passenger Finland's Aki Aalto, and he's also current leader of the British Championship and Pete, with newcomer passenger Jevan Walmsley, sharing the same tent. We weren't disappointed. Alan, seeded No 7 and Pete qualifying to start at No 11 on the road with some amazing +110mph laps in practice, both with 'bog-standard' engines, brilliantly prepared by Steve Hammond at Motrac, the boys making up time with raw talent and determination.

The Team Found's Racing camp seemed bigger than ever this year, even surpassing Dad's days with over 30 of us. Now almost a 3-week holiday, with Race 2 now being on Senior day, we had 12 tents, 4 motorhomes, 3 race vans, 2 pit bikes and a 'pod', Jevan's upmarket timber camping accommodation. The first weekend, the Team Found's cooks (well done, ladies!) had over 30 people sat down in the Pad-



Alan and Aki; courtesy Dave Worrall



The Winners' Enclosure, courtesy Dave Worrall

dock for Sunday lunch – that's what the TT is all about, one big family. The girls did some fantastic food for the duration, including cocktail parties and the now famous Team Founders Hairy Biker curry. This year Team Founders moved upmarket and we had a pool in the middle of the camp – yep, a real swimming pool (not just these posh hot-tubs, Rammy!) and it was heavily used by the Team Founders juniors during the day and the adults after practice. Great fun and given the amazing weather this year, what a great addition to paddock life.

Oh!...the racing, I nearly forgot about that! With high expectations, I suppose the pressure was on a little, but the boys just took it all in their stride. Monday night practice was the first sign of that pressure though, with Pete having an excursion at Tower Bends, hitting the wall, ripping off his rear brake pedal and bending the forks. All said, he still came back across the Mountain thinking it was a close one, posting a 105mph standing start lap. Dad got out his trusted fibreglass kit, a new set of front forks acquired and normal service for Team Founders was resumed. Then Alan's turn; on Tuesday night he decided to test the bank at Kate's Cottage and stuffed the chair wheel, Aki and the whole of the passenger section into the Manx hedgerow; two bikes with major damage and some

very busy mechanics and late nights. The rest of practice week went better, by Friday the boys had posted 110mph and 111mph laps respectively.

After a brief scare at Scrutineering pre-Race 1... Alan had the fuel tested and when the scrutineers opened the tank, the pump fuel we had put in had gone white and emulsified (when it becomes cloudy after mixing with water) so very quickly we had to go back to the workshop and offload ten gallons of fuel, take the tank off and wash it out, then get ready for the race all over again. We found the problem later was a breather bottle connected to both fuel and water systems and those dreaded non-return valves that just don't work. No issue for Pete meanwhile.

Race 1 after its tragedy and subsequent re-start, was an amazing roller-coaster of emotions. Alan's bike wasn't running well before the re-start (still water in the fuel) and you just don't know who was looking down on him that day to give him the opportunity to put things right for the re-start. Alan said afterwards he dedicated his podium to 'The Bear'. So finally, we get to see the on-track battle between Pete and Alan, but who would have thought it would have been between the hedges at the TT. Some amazing close racing with the boys following each other

around the course on lap 3 – I am sure if you were out on the course that afternoon, it was an amazing spectacle to see both Team Founders bikes in flying formation and what a result! Pete and Jevan second, Alan and Aki third... I never dreamt I would have seen that; to see that look on my Dad's face afterwards was priceless. We were all so proud and a nice bonus to share the podium with some of the sport's greats – Messrs Holden and Winkle. Yes, Dad, we've been waiting a long time for another TT podium since 1989 when Dad finished on the podium on his 350 Windle Yamaha with Gary Irlam; guess who was on the podium with him that day? Yep, it was that man John Holden again.

Race two was a different story and seemed to take an age to come around and not the results we had hoped to finish the TT with – but hey. Alan finished a very credible 7th on a bike that would only pull 5 of 6 gears and was 10mph down on everyone else. Pete made a great start and was pushing Tim Reeves for 4th when a cylinder went down, so it was a DNF and of course we all sadly said goodbye to Belly, a real stalwart of the TT and sidecar racing. Team Founders shared the overall Sidecar TT honours with 2nd and 5th places – a very respectable and enjoyable journey for everyone involved... family, friends, sponsors and supporters.



Pete and Jevan, courtesy Dave Worrall

Post-TT, it was back to domestic duties with Alan testing at both BSB F2 Cup rounds and some speed testing at Elvington (yes, with that man Tom Peters back in the chair – watch this space) and Pete and Jevan clinching the 2016 British Championship; at least the trophy only has to travel across the workshop. So, it got me thinking, should I dust-off the old leathers? Not sure about that, but a nice classic outfit sounds appealing!... tbc

So, an amazing year for the boys and expectations already building and plans afoot for TT2017. As always, sidecar crews can't do this without the immense support and sponsor help, so we'd like to extend our sincere thanks to everyone who has been part of Team Founders Racing, both past and present.

Chris Founders

www.teamfoundersracing.co.uk

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Pete and Jevan, courtesy Gert Meulman

What can you remember about TT 2016?

- 1 With respect to the TT Solo Championship, who was the highest placed person [with 41 points] in the final table not to have been on the podium?
- 2 "After getting a thumping" in Monday's Supersport race which motorcycle dealer offered Michael Dunlop another R6 motor, an offer gratefully accepted?
- 3 James Cowton miraculously escaped injury in a crash at the 11th Milestone during the Superstock race; the incident, shown on ITV 4's TT highlight programme, was caught on film by which rider following close behind?
- 4 Ian Hutchinson's victory in the Superstock was the first TT success for Hector and Philip Neill's Tyco team since who won the same race in 2008?
- 5 Whose wheel did Dean Harrison clip during the Superstock race? Where did the incident happen?
- 6 Overall, who was the highest placed newcomer at the 2016 TT?
- 7 What was significant about the crews of sidecar numbers 54, 55 and 56?
- 8 Consistent finishing – 4th and 6th for which crew in the sidecar races?
- 9 A light-hearted moment occurred during a race commentary when Tim Glover mispronounced which sidecar driver's name, believing him to be French?
- 10 Who has recorded the fastest solo lap in the history of the TT by a rider not competing at the 2016 meeting?
- 11 Ben and Tom Birchall received which trophy, named in honour of a former winner, for making the fastest lap in the sidecar event?
- 12 Although Ivan Lintin has won the last two Lightweight races, he does not hold the lap record for the class, so in whose name does the record stand?
- 13 The Birchall's had a 30 second lead in Race 1 until a con rod popped – where?
- 14 With respect to qualifying speeds, Dan Hegarty was quickest of the non-seeded riders for the biggest capacity bikes, but who held that honour for the Supersport class?
- 15 Stuart Watson captures the perfect action shot below – Michael Rutter chasing William Dunlop during the Superbike TT, but the question is, where?

Answers on page 50.



A Kiwi Returns...

In 2015 a fresh new team from New Zealand appeared at the TT; resplendent in stunning Carl Cox Motorsport sponsored livery, they made a big impact upon the sidecar events of both '15 and '16 with both their presence in the paddock and their impressive results on the timesheets... they are Colin Buckley and Robbie Shorter. However, how many fans realise that Colin initially made his TT debut as a driver in 1996, competing in 1997 and 1998 before returning after a long break in 2015?

We chat to Colin to find how his second TT career came about and to learn of the great performances he and Robbie have recorded in the last two TTs.

☛ **Colin, what was your first interest in sidecar racing?**

When I was 17, my father's friend got a bucket sidecar. A bucket sidecar at the time had either a 100cc 2 stroke or 125 4 stroke engine from a non-race bike, like a farm or

road bike. I was the passenger until work commitments sent my rider overseas and he offered me the outfit to ride. Since then I have been behind the bars.

☛ **Where and when was your first race individually / together?**

Individually, as above with Bruce Alley as the passenger in about 1990. I first rode with Robbie in January 2015 at a meeting in Timaru. Robbie and his rider, Barry, crashed in the first meeting of the series with Barry breaking his collarbone. Robbie called me to ask what I was doing the next weekend. After 12 years away from sidecar racing it was 'a see how things go approach'. Over the weekend we qualified 3rd, finished the first race 4th, 2nd race was a win, 3rd race another win along with the lap record! So, needless to say we gelled quickly and got the job done.

☛ **What successes have you had together in the New Zealand Championships?**





Colin and Robbie at Brandywell during practice, courtesy Mike Hammonds

We are the current 2015/16 champions winning 10 out of 12 races and hold all lap records in the South Island. We are also leading the Australian Championship with the final round in Perth in November.

❁ **How did your interest in the TT begin?**

After starting off with a bucket sidecar, we built a new unit with a YZ490 engine which we used at the street race series of Wanganui (Boxing Day) and Paeroa in February each year. Bruce and myself really enjoyed street racing and as our bikes got bigger and faster, we got talking to Chris and Richard Lawrance about the TT. We got together and joined up with Kiwi Peter Knight based in the UK and formed 3 x 3 Racing and, in 1996, competed with bikes all painted the same.

❁ **Colin, you made your TT debut in 1996, also competed with Bruce Alley again in the following two years having a best finish of 16th in the second race of 1998; after a long break you returned in 2015, so how did this successful return come about and did you race elsewhere during the break from the TT?**

As mentioned above, I competed with Robbie at Timaru; his team was looking to enter TT '15 as newcomers, but with Barry's collarbone not ready in time, I was offered the ride. I had continued to race after TT '98 in NZ with Bruce, winning the NZ title in '99.

Partnering up with Darren Abrahams, we won at Bathurst in Australia in 2000 and the NZ title again in 2001. After a mechanical failure in 2002 at Manfield, which saw a LCR outfit torn in half as a result of the subsequent crash, racing was parked for a while, until January 2015.

❁ **What steps did you take to relearn the circuit after your break and how did Robbie learn the course?**

I downloaded Dave Molyneux and Patrick Farrance's Race 2 of 2013 a couple of years before just for curiosity and ended up watching it many times! Robbie watched Andy Winkle's 2012 commentary on board lap with Tony and Fiona Baker practising.

❁ **What were the main differences you noticed upon your return to the Mountain Course?**

The main one was the opening up of Brandish and Keppel Gate. I watched the 100 Year TT in 2007 and the 100th TT in 2011, so saw subtle changes before the return in 2015.

❁ **Do you have any further plans to compete in the FIM World Sidecar Championship as you did selected races in 2015?**

We would love to, but have to see how things pan out. Living in NZ does make it expensive and time consuming!

❁ **There are incredibly complicated logistics in shipping everything you need over to the IoM,**

Colin and Robbie, courtesy Sally Bly

so how and when do these detailed plans have to begin?

So far we have been lucky and been able to store the bike in the UK at either Carl Cox's (our main sponsors) house or at Tony Baker's workshop. This year however, we are shipping the bike back to NZ for work to be done. If you are organised then it isn't too difficult, but it does all take time!

❁ **You have achieved very impressive results in the three races you have completed since your comeback with the second one of these giving you your best ever result and fastest ever lap; you must be delighted with your comeback, except the unlucky DNF in Race 1 this year.**

First race in 2015 was a 16th which was equal to my best place in 1998. The second race of 2015 was the best placing and highest speed. We were very pleased to finish so high up in 2015, especially Race 2 finishing in 11th position at an average speed of over 107mph and so close to the top 10.

In 2016 we were aiming for a top ten finish, but after a difficult week of practice during which we crashed at Kerrowmoar on Tuesday and side swiped the stone wall on the outside at Tower Bends on Thursday, we were just happy to start Race One. After Dwight Beare and Benjamin Binns crashed, a simple wiring join broke the tether wire killing the ignition in the restarted race, but we did make it back to the pits on the first lap where we retired. In the second race, we had an on-road battle with Gordon Shand and Phil Hyde which was really enjoyable; it started five miles out on the first lap and lasted until Kate's Cottage on the last lap. Unfortunately, we were 5 seconds off 10th place.

❁ **What are your future hopes for the TT, surely a top ten finish is possible given your two eleventh places in 2015 and 2016 and your**



increasing and impressive lap speeds?

Yes, top ten is the target... it was so frustrating to be so close this year

❁ **What about other events during 2016 / 2017?**

We hope to race at Perth for the final round of the Australian Championship and will be competing in the NZ Championships in the 2017 summer.

❁ **You obviously have a dedicated team who assist you with your racing, who would you like to thank for their help/sponsorship?**

We would like to thank Carl Cox who is an avid motorcycle fan and sponsor, Dave Annan, our mechanic and former passenger and rider along with Gavin Sokolch, Carl Cox Motorsport's Manager for all their help and encouragement.

❁ **Anything else you wish to add, Colin?**

When people find out you're a TT racer, they think you are mad or have a death wish. Yes, it is risky racing at the TT, but it makes you feel so alive, I guess people don't understand it.

Sally Bly



Kiwis flying on two wheels at Braddan Bridge, courtesy Mike Hammonds



Olaf Romijn, from the Netherlands tells of his addiction to road racing and his desire to take the ultimate test... racing around the Mountain Course

After several years doing track days and stupid things on the roads, I decided it was time to get my racing licence... 1997, my first race on a Supersport 400 - the start of a career?

Back in the nineties the only permanent track we had in Holland was Assen, the other seven were real road circuits. Staying in a green field carrying the bike through the mud towards the holding area was my introduction road racing. I came from riding the roads to racing them... road racing weekends together with wonderful people who, just like me were probably not quite right in the head!

Around 2000 the racing started to get more professional with German and Dutch championships on a SS 600, but the cost got a bit out of hand - tyres, entry fees, transportation; it was time to take a break. From 2002 I was 'on the track' as an instructor, enjoyable, but it was nothing compared to the buzz of racing when the stopwatch is running... so I returned to racing again in 2005.

The IRRC on real roads was perfect for me - the great thing is that you have a bunch of lads who don't moan about everything being 100% safe, a nice flowing natural track, good organisation and the best bit... racers like myself doing what they like to do with respect for each other as we all know that on Monday morning the boss is waiting for you to get on with the job.

Racing in Germany at the end of the 2008 season I tried too hard, too early in the morning and a 'fast off' left me in hospital for two weeks with 13 broken bones, 2 titanium plates, 72 stitches, both hands and arms broken and an Achilles heel in a cast... top job! After being at home for three months I thought I was done with racing, but after six months I was back on the bike again. In 2009 I only did one race... I wanted to quit racing, not in a hospital but in the parc ferme after a race.

After another two years being an instructor and also becoming a dad, I wanted to race

again. I just wanted to do one full season of the IRRC, which was five rounds with two races at each event on real roads here in Europe. The start of the 2012 season was terrible as my mate, helper, mechanic and, most of all, my best friend for 20 years chose to take his own life. I was devastated, it was an enormous loss. The fun I had with racing was because of him, sharing the hobby was sharing the fun. I had to do the 2012 IRRC racing season in his name - alone.

I went well on the superbike that year, had a couple of good battles and was running for 7th in the championship, until I ended up with a broken crankshaft at the final race weekend and no race finishes. I ended up in 13th position and not in the top 10, which was what I'd had in mind. Oh well, try again 2013...

Racing without my best friend just wasn't the same, I wasn't getting the fun out of it anymore... time to think things over. Back then a friend, who was racing the Manx GP, introduced me to a Manxman who lent me a 600 for racing overseas. Just try, he said, and enjoy yourself, so we did Scarborough together and also my first races on the IoM at the Southern 100 on a Superbike and a 600. That year I finished 7th in the IRRC, raced in seven different countries and didn't crash... couldn't wish for more.

After the 2013 season, I was thinking of quitting again... costs too much money and time and it's getting more risky due to the type of track I race at. The only thing was that I hadn't raced on the Mountain Course. Time to sell the superbike and build myself a supertwin. Build my own race bike, then race it on the Isle of Man and finish... it would be the greatest achievement of my career.

So, the 2014 season was purely to get myself ready for the MGP in August. Joining the newcomers' weekend, building the Supertwin and preparing a 600, but the most important thing was learning the track. In June that year I was competing at a road race in Germany to get finishes for the Mountain Course Licence when I was taken out by another rider. I ended up back in hospital with a few more broken bits and pieces and another two titanium plates to add to my collection, which is now four. The biggest disappointment was that I was not fit enough to do the Manx, all the work put into building a new supertwin... for nothing. The crash left me with



Olaf at QB, courtesy Mike Hammonds

no other choice than to cancel my entry for the Manx. I needed time to let the bones heal and for me to get back to full fitness again. I was disillusioned, all the hard work for nothing. I still managed to do a couple of races in 2014, but unfortunately no Mountain Course!

After our second child was born - another boy - in the winter of 2014, the next racing season started a bit busy, doing a Supertwin series in Belgium which was good racing. I'd built a good and very fast supertwin allowing me to enjoy a lot of podium finishes.

During the 2015 IOM TT, I was listening to Manx Radio TT and got a feeling in my stomach which I cannot describe. Hearing the commentators, bikes exiting pit lane and all the news coming through, I thought I need to go there, I need to do the TT. The Mountain Course, the only thing I haven't done and it would be the crown on my racing career. By the end of 2015 we'd been in touch with the TT organisation, trying to get in. Our first visit was in December, going around the track with the riders' liaison officer; it was a sort of meeting where they want to know who we are and if we are determined enough to learn the course and be fast and safe newcomers. This was the beginning of the biggest event of my life, riding the Mountain Course during the Isle of Man TT - the biggest, most dangerous road race in the world.

Then the preparation started. Building my own supersport and supertwin for the event from scratch was a lot of work. Thinking about what the bikes are going through in a lap around the IoM. The run for getting the maximum out of practice had already started in December. I had to look forward because losing a single bolt would mean losing a lap or evening practice. I prepared an extra engine for each bike, I didn't want to make the trip with the team and have to skip the event through lack of parts. As I do my own engine tuning, I decided to tune the engines for reliability so that I wouldn't have a major engine failure leaving me empty handed somewhere around the course. Being the fastest bike on the Sulby Straight doesn't help you much if the conrod comes flying through the engine for a breath of fresh air five miles later. Besides doing my bike related homework, I also had to know every corner of the Mountain Course by heart. I found a way being in the gym on a rowing device with a commented lap around the course on the headphones... keeping myself fit and learning track at the same time.

There we are arriving on the Isle of Man for the 2016 TT races, a big rental van with my team loaded with two bikes, engines, spares, awnings, tools, a caravan to sleep in.

Almost a year of hard work was coming to an end. A year in which I often thought about packing it in. Doing it all by myself with only my wife as a major sponsor and the help of my technical partner for suspension. The first laps around the course felt like being in a big arena. I had made it to the IoM TT races, I managed to set up the infrastructure with the help of a

few friends and would compete in both Supersport and Lightweight classes. We managed to qualify both bikes. Incredible, one moment you are drinking a bottle of water, a minute later you fly over St Ninian's crossroads at 160mph on the 600! Life in the fast lane the whole fortnight. Being my own mechanic was hard work with checking two bikes and preparing both helmets with tear-off's every day, but I didn't care as long I was confident with the bike.

During the fortnight we had beautiful weather, no technical issues and getting the maximum laps in every session; happy we achieved our first goal of qualifying for all three races. During the pit stops we had an experienced local fuel man, they were perfect and within a minute I was on the pipe again with a big smile on my face.

The last race day for me - I did 8 laps in total with 300 miles under my belt that day, entering the pit lane on the Supertwin after a day of racing, it was clear for me that it was the end... I had reached my goal by finishing all my races; it was a big relief. Time to quit racing, walk away from it now while I still can, I don't want to be in hospital bed making that decision. The hard way is to quit at your highest reachable level and that was, for me, the IoM TT2016. It was the best experience of my life, yes even better than... There is nothing you can compare with riding the Mountain Course, the things that happen during a lap are simply indescribable. The whole fortnight was a rush and it was over before I knew it - after weeks thinking about nothing but the TT, road racing, my history in racing. All the work I'd done to achieve this. It was worth it.

When I look back at my racing career it makes me happy thinking of what I've done, all the people I have met around Europe during this time. We've also lost a lot of friends but that is also sadly, a part of the sport.

Thanks to Olaf for telling us about his life as a road racer. For the record – three excellent finishes... 47th and 54th on his supersport and 29th in the Lightweight.

**Congratulations to the winners
The Annual Riders' Draw**

☆☆☆☆

£350	Colin Buckley	£250	Terry O'Reilly
£100	Kenny Cole	£100	Kevin Jones
£100	Anthony Redmond	£100	Mick Alton

☆☆☆☆



Gert Muelman captures his compatriot, Olaf Romijn in action during TT2016



Susan Jenness Trophy

The TT Supporters' Club is delighted to announce that Maria Costello is the recipient of the Susan Jenness Trophy for 2016.

Maria receives the award in recognition of her achievements at this year's TT when she finished 12th in the four lap Lightweight race aboard her 650 Kawasaki – her highest ever finishing position at the event. Her fastest lap of 113.128mph, set on lap 2, and a race time 1hour 21minutes 12.595 seconds at an average of 111.504mph saw her head home well over half of the race finishers as well as securing a bronze replica.... a fine reward for her determination and thorough preparation, particularly during practising when she completed twelve laps, the greatest number by any individual for her class

In a Mountain Course career which began in 1996, Maria has over forty finishes to her name including three 3rd places, the 2005 MGP Ultra-lightweight, the Classic 250 MGP of 2011 and then, of course the most recent Senior Classic TT when, aboard her Beugger Racing Paton she followed home John McGuinness and Dean Harrison at an average speed of 106.799mph, but leaving in her wake Messrs Coward, Oversby, Herbertson, Webb, Swallow, Linsdell.

Maria had to fight off stiff opposition to win the Susan Jenness Trophy, in particular from Chrissie Clancy, who as passenger to Mick Alton became the fastest ever sidecar female newcomer at a speed in excess of 108mph and Fiona Baker-Milligan, still the fastest female passenger, but now at 110+mph.

The Susan Jenness Trophy is presented to, in the eyes of the TTSC Executive Committee, the female competitor considered to have made the most meritorious performance at that year's TT. The trophy commemorates Club member, Susan Jenness who lost her life some years ago whilst marshalling an off-road event in the UK

Congratulations to Maria who will be formally presented with the Susan Jenness Trophy in a ceremony at the TT Grandstand during the TT Festival in 2017.



Thierry Laforte...

the only French sidecar newcomer at TT 2016...

... although he was ably assisted by passenger Frankie Fouet who had previously partnered Patrick Geffray [2012] and Claude Montagnier [2013].

Thierry's first race was the 2004 Rallye du Beaujolais [Burgundy] in which he finished an excellent second, the first of three podiums in the national rallye championships during a three year period. Unfortunately, a major accident at the Rallye de l'Ain, 2006, put a temporary halt to his racing career until he returned with passenger, Pascal Moreau to finish fourth in the 2009 French Rallye Championships, followed by second the next year. Success continued in 2012 with a new ballast, Gérard Beigne with two podiums and a great result, second, in the Dark Dog Moto Tour.

Times moved on with, in 2013, Thierry purchasing an F2 outfit built by Rod Bellas with a Yamaha engine so that he could race on the track. Despite a crash in a 2013 hill climb event as a result of which passenger, George Beigne received quite serious injuries, he was not put off, finishing ninth, along with current passenger, Franckie Fouet in the French F2 Championships. Pure road racing beckoned, with, after racing at Chimay, a decision made to enter the TT, an event at which he speculated in 2012.

Entries were despatched for this year's event, but in order to be accepted, he had to visit the IoM for an induction programme, which he duly did, taking some time off work in April; Thierry is grateful to Karl Bennett for his assistance during this trip.

A team of eleven – mechanics, wives, a cook

from Burgundy – arrived along with the old Bellis, especially prepared and fitted for the TT, and three stock Honda engines. In fact, only one of these was used, with the speed achieved along Sulby Straight surprising everyone. The shock absorbers are so important for the TT... the team was impressed with those supplied by French manufacturer, Shock Factory (Mike Capon) which were perfect for the bumpy circuit.

Thierry was determined to learn the circuit as best he could, so as well as seeking advice from experienced competitors, he got up at 4am each morning, lapped it several times, often repeating the sections he found more difficult. Qualification was duly secured, with consistent driving ensuring two fine finishes – 28th and 30th with increasing speeds, culminating with an average of 97.37mph in Race 2.

Next year's calendar shows only French Sidecar Championship and Chimay, but the Laforte team hope to return to the IoM in 2018, finance permitting - the cost of the TT 2017 was 7.000 euros... but, Thierry certainly enjoyed his 2016 TT adventure.

Jean-Michel Prudon



Photo courtesy Jean-Michel Prudon



Ivan Lintin Retains His TT Title

"It's very strange not to have something there that you've been used to for the last 32 years" were Ivan's thoughts when asked about his accident at the July Oliver's Mount meeting. He lost a finger, but it could have been so much worse... "a red flag came out at the end of the back straight, which isn't too straight as you can't see the final marshal post until you're on your brakes and going into Café Corner. Dean, Dan Hegerty and myself were in a train. I was setting up Dan for an overtake so was getting a run on him when Dean saw the red flag, stuck his leg out, so Dan rolled off; I had nowhere to go, glanced off him and crashed, never having seen red flag. That's all I remember until lying in a ball 200 yards up the road. I honestly thought I had messed up and just hit Dan, but it was a racing accident."

The legacy is an aching hand which doesn't have the strength it used to, but hopefully this will return with time. In the very short term there was the main downside to Ivan's season, which record books indicate was his best yet at the international road meetings, as... "I had to miss

the Ulster, so disappointing as we were having a fantastic year up until then with solid results on the big bikes and unbeaten at international level on the super twin. With DNFs in both '15 and '16, I hope to return to the Ulster next year – I know I'm capable of a strong result."

Yes, that super twin... it is rather special. "It's never missed a beat all season, winning every race it's started – incredible. It's of course owned by RC Express but was built from scratch at the beginning of this season by IoM based, Adam Nowell. It wasn't super expensive to build but has got the right kit on. There's a new model coming out though, so we might be having another new bike for 2017."

So, moving onto the NW, two victories, the first for Ivan and the team, Devitt RC Express Racing, but "sadly, in neither race did I see the chequered flag because of those unfortunate circumstances. The first was more of a gift because I'd honestly thought James would have taken the victory on count back following Ryan and Dan's crash, but the organisers worked it another way. In the second I wanted a more

genuine win, so got my head down and didn't see anyone until the red flag again for Malachi. A tragic end to the racing that day; it's always sad to see that happen."

Ivan and his team then travelled to the IoM to benefit from the fantastic weather... "practice was brilliant, I've never had so many laps around the place and was happy to go racing by Thursday. I was running the superstock in all the big bike races and wanted to keep it on treaded tyres, but for the very last session, the Wednesday evening after the racing, we tried it on slicks as a bit of a test for the Senior as Metzeler had run out of the tyres we wanted. It was a transformation, so looking back and knowing what we know now, I should've started on slicks, but you live and learn."

One of Ivan's aims for TT2016 was to increase his lap speeds, so...? "I think my fastest is now 127.9mph, not a massive increase. but I can do these speeds consistently; the last lap of the Senior would have been by far my fastest, but there were yellow flags from the 33rd to Kate's Cottage. We didn't go quicker on the twin, though if I needed to break the lap record, I could've done."

The fact that Ivan still rides the stocker in the all big bike classes says a lot about the way he approaches the TT. A reasoned explanation... "I'm no expert on 1000cc bikes and to get the last 5% out of a superbike, which is all the difference from the stocker, if even that much, everything has to be cock on right. I'm not at that stage in my development yet and personally I go better on a superstock machine, which is that bit more forgiving over the full-blown superbike."

First up was the

Superbike TT, steady throughout, happy enough with a 14th position, but with some concerns about the tyres... "yes, the movement from them half way around lap two was massive, but we had a good basis on which to build for the other big bike races".

Mixed fortunes in the Supersport races with the motor going sick at Ballacraigne on lap 2 in the first, causing a drop in speed with a resultant retirement at the pits. The second was more fruitful, if not a solitary affair... "I got caught by Jamie Coward, tried to stick with him for couple of laps but he was flying so eventually pulled away; the only other person I came across was Martin Jessop who we caught. Although I would have liked to have finished further up than 13th, it was a good result considering we had to prepare the blown motor after Monday's race."

The superstock was probably Ivan's best chance of a good big bike result. First pit board signal indicated 12th, rising to 9th prior to the first stop for fuel. Great job completed, even a change of rear wheel, but then... "I unfortunately got done for speeding on the pit lane exit, a great shame as I got involved on the road with Steve Mercer for last two laps. We sort of worked together to get the best from the lap. Steve's Honda was better through the twistier sections, Ballacraigne to Ramsey Hairpin for example, but my Kawasaki was faster on the quick stuff. On lap 3 at Ramsey Steve let me through and drafted me all over the Mountain; as he was still



"When I saw P1 + 8s I could breathe a bit, although I did make a few mistakes, running wide in a couple of places, so I had to knuckle down and get a hold of myself", courtesy Dave Denver

with me at Ballacraigne on lap 4 I let him by, so he dragged me through the twistier bits again, then let me lead over the Mountain for the last time. It was a mega fun race.”

Well, what of that speeding offence? “We always set our pit lane limiters around 55kph, giving a 5kph margin. Metzler didn’t have the compound we’d been using to do that race with a wheel swop, so changed us to a different, but very similar compound. Anyway, although the size on side of tyre was the same, the tyre had a different rolling radius meaning, without us knowing, our pit limiter would be nearer the 60kph limit, add into this that the pit lane falls away to the end and it was the last sector we got caught at 60.012mph, I think. Something very small but rules are rules – we broke them so can’t complain.

The biggest race of Ivan’s week was obviously the Lightweight; could he repeat last year’s victory? Records now show he did... “even after a good practice week I was nervous, but knew what needed doing. I set off with the intention of getting my head down till I saw my first board at Sulby Bridge. It read p2 +1, so I was happy enough, we were in the mix.”

Two seconds down at the end of the

first circuit, but there was plenty of time as it was now a four lap affair – he’d actually taken the lead by time he saw his board at Sulby; he entered the pits with a one second lead over James Hillier. Ivan continues, “the boys did a mega pit stop, could not have asked for more as by time I next got to Sulby the lead was 8 seconds. I knew then I just had to string the last 2 laps together and it was job well done; the lead kept creeping up, 11 seconds at the start of the last lap, I knew I still couldn’t let off, but why couldn’t it still be 3 lapper?!” It was dream result, back to back wins at an average speed of 118.454mph, 12 seconds in front of James Hillier.

Ivan thoroughly enjoyed his final outing of the week, the Senior, coming home in 10th position at average of 125.323mph with no rider carrying a higher starting number finishing in front of him, indicative of the progress he is making and the esteem in which the organisers hold him.

Obviously no UGP, so it was back to the Island for his next major outing, the Classic TT, the outcome of which was probably somewhat disappointing... “yes, not to finish either race was a downer, but the Classic TT is all about the festival of

bikes and just getting to ride around what we do is fantastic. I didn’t actually start in the Senior as the bike, a Matchless 4 Valve, is an ongoing project being the only one of its kind in the world. We keep having little problems, I am certainly no classic racer but give as much feedback as possible, identifying a few handling issues this year. We kept trying different things, improvements were being made, but then on the last night of practice it seized a big end bearing and that was the end of that! Disappointed for the team as they put a whole year’s work into the bike but we will be back next year, hopefully a bit further on.”

A start, but no finish in the Classic Superbike being a last lap retirement... “I ran out of sparks two miles from the end; the battery went flat as we run a total loss ignition system on the bike. A shame but again that is racing, the warning light came on at Ramsey, I started to nurse it home, but she didn’t make it. If it had gone a little further I might have gone for the heroic push in, but not from Signpost.”

This race was tinged with controversy with engine measuring and disqualifications, so like all other competitors, Ivan has an opinion... “I think it was unfair to strip just the 750cc machines; there should not be one rule for one class and not for others, so hopefully, rules will be slightly re-written, then consistently enforced in whichever way the organisers chose to go. On the other hand though, the festival is about the showing of as many old bikes as possible, so if some of them need more modern bits on them but look the same as the original...”

Winning ways returned at the Scarborough Gold Cup meeting, now totalling 38 victories Ivan secured both the Lee Pullan and David Jefferies Trophies and finished runner-up to Dean Harrison in the main event itself. At the time of writing, Ivan is on his way to Macau, a meeting he found



Ivan just about to tackle the most awesome descent, Bray Hill, courtesy Robin Hynes

scary on his 2015 debut, until he knew precisely where he was going – he’s hoping to improve his lap times and finishing position of 18th.

As this dramatic season, in which he’s certainly experienced the highs and lows of our sport, draws to a close, Ivan is already planning for the next chapter in his road racing career, plans about which we will read in our next issue – the main aim for 2017 will surely be to win a third consecutive Lightweight TT.



Ivan on his favoured ‘stocker’, courtesy Stuart Watson



Mike Hammond’s photograph requires no explanation

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Alex Polita during practice, learning the course to good effect, courtesy Mike Hammonds



AN ITALIAN RENAISSANCE AT THE TT...

... with Alex Polita joining Stefano Bonetti and Marco Pagani in the entry list.

Lapping close to the 121mph, with a lap speed of 120.887mph, Alex Polita finished overall third fastest newcomer during TT 2016. Already looking forward to TT 2017, he said on his Facebook page: "Every fan of bikes should have the opportunity to live some beautiful emotions. Emotions that only this island has managed to send me. This island that now I love to call my Isle of Man. I'll see you next year, Isle of Man."

Alex, along with Michael Booth and Jochem Van Den Hoek were the newcomers to lap in excess of 120mph, a speed which culminated in three starts and three finishes for the Italian in the big bike classes... 47th in the Superbike, 40th, Superstock and then a brilliant 33rd in the Senior. All three Italians finished in the Superbike and Senior races, Bonetti completing the distance in the Superstock, not so, Pagani who was forced to retire

None of them entered the smaller capacity classes with the exception of Bonetti who, in the Lightweight, was a revelation during practice lapping faster than many of the seeded riders. Starting 21st, he brought his Paton home in an excellent 5th position at an average of 115.33mph. A great fortnight for Italy, men and machines, alike.



Robin Van Der Hoek, a fine TT debut, demonstrates his skills at St Ninian's crossroads, courtesy Robin Hynes

- ✦ An interesting thread on a website in July was one concerning the oldest living TT winner... after a fair amount of speculation, Nick Jefferies, a winner himself, came up with what is probably the definitive answer – the oldest being Ken Kavanagh (born 1923), second, Rod Coleman (1926), next, Cecil Sandford (1928) followed by Luigi Taveri (1929), three days older than Carlo Ubbiali. Further comments in the thread indicated that Jim Redman and John Surtees would probably be next in line.
- ✦ Year on year in the Digest, praise is given to the staff of the IoM Steam Packet Co vessels [and, indeed, its passengers] for the time and effort given to raising money for the Rob Vine Fund... this year is no exception as £14,913 was collected for this most worthy cause. More than £235,000 has been donated to the fund since the first annual collection by the company in the mid-1990s.

- ✦ TT, the busiest fortnight in the Island's year, saw 110 arrests (half as much as a decade ago) and a rise in the number of collisions on Manx roads. There were three fatal accidents, the same as last year; statistics revealed there were 99 road traffic collisions, compared with 86 in 2015. Of the incidents, 10 were considered as being serious, a reduction of seven. The police believe that, as the sun shone every day, bikers were out more on the roads, possibly accounting for the increase in collisions. One problem that seemingly will be looked at closely is the increasing number of drunken juveniles; apparently, locals feature significantly in those statistics
- ✦ You can't always believe what you read... apologies to sidecar driver, Tony Baker, who in an article in the last issue was credited with a 27th finish on a Honda in the 1972 Lightweight MGP, prior to making his three-wheel TT debut in 1985. This was not

'our' Tony, who, indeed has never raced a solo around the Mountain Course... so, where did this rogue information originate? The Isle of Man TT Official Website is the culprit... its data base records the 'other' Tony also indicate that he raced in the 1974 Lightweight MGP, but, alas, his Bartel machine failed to make the distance.

- ✦ The Milestone 2017 calendar was officially launched during the Festival of Motorcycling, with archive images provided by Mortons' immense treasure trove, being fused with surreal imagery created by Rachael Clegg that responds to the events in the images. The images show how much the TT has changed since its inception in 1907... the roads, machines, even the gear the riders wear, all of which are virtually unrecognisable to the eyes of the modern spectator.
- ✦ "We sacrificed a lot this year, we've done everything on our own. This means everything to me," commented an emotional TTSC Vice-chairman, Phil Harvey in a

post-race interview after finishing 3rd in the Lightweight Classic TT. With only multi-TT winners in front of him at the flag, Phil came home with ten seconds in hand over fourth finisher, his good friend, Paul Owen. A popular competitor, Phil deserved the many plaudits he received after his fine ride, in which he averaged 110.992mph and recorded the quickest speed through the trap on Sulby Straight. Congratulations, Phil

- ✦ Visitors contributed over £22 million to the Manx economy at this year's TT Festival. Results from the government's annual visitor survey showed around 42,000 fans travelled to the Island for the 2016 races, roughly the same amount as last year. Over a quarter of them were newcomers and about a fifth also returned for other events like the Festival of Motorcycling and Southern 100. The peak of this year's TT came on June 5 [Mad Sunday] when visitor numbers topped 26,000. Surveys showed that at least 40 nationalities were



Lewis Blackstock | Patrick Rosney, courtesy Stuart Watson

represented at the event.

- ❖ Not yet in the same league as the TT, but the Festival of Motorcycling is certainly on the up in terms of the number of people who sailed to the IoM. A 6.5% increase on 2016 meant that 29,241 made the crossing accompanied by 4,013 motorcycles; five years ago this last figure stood at 2,641.
- ❖ Dates confirmed for the 2017 Billown meetings... Pre-TT Classic is scheduled for Friday, Saturday and Monday 26th, 27th and 29th May, the Post-TT event for Saturday 10th June and the 'friendly races', the Southern 100, Monday 10th – Thursday 13th July, inclusive.
- ❖ Some interesting info [compiled by Stevie Rial] concerning the 2016 MGP... Jamie Hodson's race winning Super Twin time would have placed him 11th in this year's Lightweight TT; on a similar basis, Tom Weeden would have finished 18th in the opening Supersport TT aboard the 600cc machine on which he won the Senior MGP. Nine riders lapped in excess of 118mph in this race, with two, Weeden and Andy Dudgeon becoming members of the Tommy Club in that they lapped at an aver-

age speed of 120+mph... TT competitors in the making. In total 16 countries were represented at the 2016 MGP with Japan's Masayuki Yamanaka being the only competitor from Asia to have competed on the Mountain Course this year. Paul Van Der Heiden's Newcomers' B Race victory was the first by a competitor from Australia on the Course since Cameron Donald's 2008 Superstock TT success.

- ❖ Oliver's Mount meetings for 2017 are scheduled as:- 22nd & 23rd April - Bob Smith Spring Cup Road Races, 24th & 25th June - Cock o' the North Continental Road Races, 22nd & 23rd July - Barry Sheene Race Festival & Rally [22nd subject to council approval] and 23rd & 24th September - Steve Henshaw 67th International Gold Cup Road Races.
- ❖ ... and last, but by no mean least, we congratulate our Netherland's Representative, Gert Meulman and his wife, Linda, on the arrival of their third child, Mila, a sister for Joey-Jan and Dan. Gert is pictured here, obviously doing what comes naturally to him with Dan in attendance making sure all is ok.



What You Need to Know About TT 2016

A massive total of 474 practice laps, excluding those untimed, meant that an incredible 17,883.02 miles were ridden in preparation for the event – and that doesn't include laps which competitors failed to compete.

Leading the way was John McGuinness with 31 laps (13 Superbike, 4 Superstock, 12 Supersport, 2 Zero), Michael Dunlop and Dean Harrison followed with 30, then Hutchy on 29. All alone with 28 was Robert Wilson, interestingly all on his Supersport Yamaha; Messrs Cummins and Hillier followed with 27

Of the newcomers, Josh Daley managed 24 on his Supersport mount, four ahead of a trio of fine first timers, Olaf Rimijn, Mike Booth and Jochem Van den Hoek.

Some riders only raced once - Maria Costello and John Barton completed 12 circuits on their Lightweight machines, one more than both Barry Furber and Jack Hunter.

The Privateers' Cup Championship was won by Dan Hegarty, scooping £1,500; well, actually there was another £1,000 on top of this, kindly donated by Paul Bickers [and family] of Bickers Action. An excellent season for Dan as he also finished as quickest newcomer at the UGP - 127.794 mph.

The Manufacturers Solo Championship Award went to Kawasaki, with the Fred Hanks Trophy for the best aggregate time with relation to a sidecar chassis, going to LCR.

The University of Nottingham now holds the University Trophy thanks to their developmental expertise and the riding ability of Daley Mathison who finished 3rd at a speed of 99.88mph in TT Zero

Jevan Walmsley secured the Dave Wells Trophy as a reward for being the best newcomer passenger... 2nd with Pete Founds at an average speed of 112.56mph in Race 1. Aki Aalto's podium finish in the same race is



Robin Hynes captures Privateer's Champion, Dan Hegarty at Barregarrow



Up high with Peter Essaf and Jeff Gillard, courtesy Gert Meulman

Rosney.

In both the Superbike and Senior races, Derek Sheils finished leading Suzuki mounted rider, sealing 16th and 13th place finishes on Cookstown BE Racing's GSX-R 1000 Suzuki.

Martin Jessopp was the only solo first time podium finisher, third in the Lightweight... the Founds boys achieving this feat in the three-wheeler class. The only rider to finish on the podium in every race he competed in was Ian Hutchinson,

For the first time since 2011, the TT entry saw no factory Yamaha presence and, of the 53 finishers, in the Superstock TT, only one was competing on said machinery, Julien Toniutti who finished 41st.

Riders to lap for first time in excess of 125 mph were Michael Sweeney, David Sellers, Dominic Herbertson and Derek Sheils.

£225,350 was handed out in prize money to 40 solo competitors, alas, not in equal portions; the two men who dominated the podiums, Ian Hutchinson and Michael Dunlop received approximately £58,000 and £41,000 respectively with Messrs Harrison, McGuinness, Hillier and Lintin completing the list of top six earners in terms of prize money.

There were only seven starters for the TT Zero race, the lowest number for a TT Race, since the 1907 Twin Cylinder TT, won by Rem Fowler.

Thanks to Michael Hammonds, Stevie Rial and Bruce Baker for providing this information

the best result by a competitor from Finland at the TT Races

The best finish by a solo newcomer in any race receives the Vernon Cooper Trophy, so congratulations to Michael Booth... five starts, five finishes, culminating in 29th at 118.33mph in the Senior for which he takes home the much prized award.

The Joe Craig Trophy for the best performance by British rider on a British machine was gratefully received by Lee Johnson who guided his Triumph home to 6th in Supersport 2.

A successful meeting for John Holden / Andy Winkle – a clutch of trophies... those named after Bill Boddice, Freddie Dixon and Joe Craig [again] as well as the RAC Sidecar Championship Trophy along with £13,000 in prize money, £2,000 of which was for being the overall sidecar supremoes.

Lewis Blackstock received the Peter Chapman Trophy as best newcomer sidecar driver... two 14th positions less than two seconds apart in finishing times at an average of 106+ mph. Lewis was ably assisted by Patrick



A first podium for Martin Jessopp, courtesy Robin Hynes

THE ALAN SHEPHERD EXPERIENCE by Marsden Cross

For readers of a certain vintage this book is a nostalgic look at the career of Alan Shepherd, for younger readers it is an interesting insight into the life of a road racer in the 1950s and '60s.

The book chronicals Alan's career from his first race at Esholt Park until his near fatal crash at Suzuka in October 1964 whilst testing the ill-handling four cylinder 350cc works Honda.

His world championship career spanned six seasons, during which he achieved 20 podiums, including two wins. There is a fantastic tale of how he went to East Germany to pick up a 250cc MZ plus spares, avoiding armed border guards in making his exit, eventually arriving at Daytona to win his second world championship race. He was also runner up in the 1962 and 1963 500cc World Championships, both times to the incomparable Mike Hailwood.

Alan followed the traditional road racing route of the MGP, winning the 1958 Junior, giving him an entry into the following year's TT. He started 16 TT races, including the 1956 Clubman's, retiring in ten and with a best result of second on a 250cc MZ in 1964.

The book is illustrated with an abundance of photographs, many of which have not been published before, supplied by Alan's partner, Shirley Dixon and Bill Snelling from his extensive Fottofinder's archive.

Marsden paints a picture of the trials and tribulations of the life of a motorcycle racer riding an East German bike during the 'cold war' era, the people and friends he met on the way, including Bob McIntyre and Walter Kaarden, and his struggle to regain fitness after his crash... an ideal Christmas gift. Purchase the book from Marsden Cross, 01768 863200 after 6.30pm. £15.00 plus £3.00p&p.

Mike Hammonds



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

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PAUL PHILLIPS OF THE MOTORSPORT TEAM AT THE IOM DEPARTMENT OF ECONOMIC DEVELOPMENT ANSWERS OUR QUESTIONS...

- ❖ **The major change in the race programme for TT 2016 was the moving of the second sidecar race to the Friday of race week and the Lightweight to the Wednesday... to what extent was this considered to be a success? In the final reckoning was the sidecar fraternity happy with the arrangement?**

Personally speaking, I think the schedule change was a success for three main reasons. Firstly, it improved the narrative of the Lightweight Race, with all the riders having to stop for fuel on the same lap, which meant that the race was easier to follow for the fans. Secondly, it removed three solo laps of the course from Friday's schedule before the Senior TT, reducing the potential for rider fatigue. And thirdly, it gave the sidecar crews a chance to race the circuit on the day when there is the biggest trackside audience, and for them to be part of what is a very significant and traditional sporting day in the Island's annual calendar.

The feedback that we received from the sidecar teams was very positive, and it was especially pleasing to hear people like Dave Molyneux and John Holden, guys who have been racing at the TT for decades, say how special it was for them to be racing in front of such large crowds for the first time on the TT Course.

- ❖ **Many considered the official programme [at £15] to be somewhat expensive, especially when all that was really required by many was the race guide; were programme sales comparable with previous years? The programme concentrates very much on the 'top riders' with little mention of those in the middle/end of the field... could this be addressed, perhaps with biographies of those 'less famous'?**

The Official IoM TT Programme is, in my view, an exceptionally well put-together product that stands up in terms of quality and value for money against any other major event programme I have come across. It is an important source of income for the TT and the price increase this year was the first time it had gone up for 5 years. In terms of the content, there is a balance to be struck, but ultimately, as with all sports, the leading competitors will get the majority of the coverage as that is where the main interest from those wishing to buy the programme lies.

- ❖ **The Solo TT Championship is named after Joey Dunlop, what are your thoughts about naming the Sidecar Championship after a past great, eg Jock Taylor?**

It isn't something that has been discussed to date. The Joey Dunlop Trophy was in place before the championship concept was developed and appropriately that name remained in place when the trophy was reassigned. It may be that the Sidecar Championship trophy can be named in someone's honour in the future.

- ❖ **The total prize fund has not increased for a few years, it is still small in comparison to other British classic sporting events, are there any plans to increase it?**

The prize fund is already significantly greater than that on offer at any of the other major motorcycle events in the UK, and indeed probably worldwide. Whilst there hasn't been an increase in the prize fund in recent years, the investment in the entry in other ways has increased significantly, as has the earning and sponsorship potential for all of the participants, as they can leverage the dramatically increased event media profile.

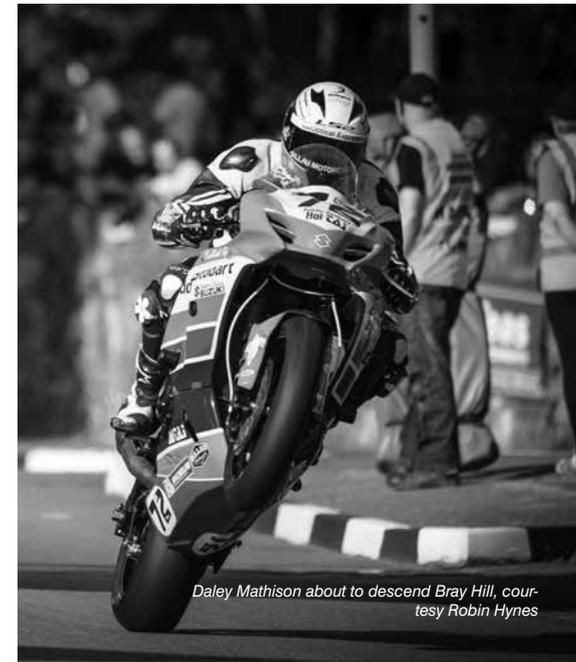
The TT is fairly unique in so much as it is publicly funded. The Government's overall budgets have been significantly reduced by hundreds of millions of pounds recently, so any budget increases for the meeting have to be self-funded, as it is highly unlikely additional investment will be made from the public purse while spending cuts are being carried out in areas such as health and education.

- ❖ **The number of starters for the Electric Bike Race was nothing short of embarrassing. The concept of developing new technology is commendable but it is having limited manufactures appeal, what plans do you have to develop this class so that there is a meaningful grid?**

The TT Zero was created partly because of the desire by the IoM Government to promote the Island's development and innovation credentials. Clean tech business is a growing area of opportunity for the IoM Government, and using the Island's biggest brand to promote that opportunity is fundamentally what TT Zero is about. More than any other TT race, it is about the challenge of completing a lap of the Mountain Course rather than the competitive depth of field and sporting dialogue that you have with the other races.

That said, of course we would all like to see the racing spectacle improve and improve quickly. To that end there are some meetings with those involved in the TT Zero events taking place later this year, where we hope we will be able to work collectively to see some of the desired improvements.

- ❖ **Corners on the course have been named after 'living legends' – McGuinness and Molyneux – but, strangely there is now nothing on the course to commemorate Bob McIntyre, the first man to lap in excess of 100mph. Would it be**



Daley Mathison about to descend Bray Hill, courtesy Robin Hynes

appropriate to address this for 2017, which is the 60th anniversary of his achievement?

The corner naming events that took place for John McGuinness and Dave Molyneux were easy to justify given that they sit numbers 2 and 3 on the all time Isle of Man TT winners list. Lots of people have suggested other riders to receive this honour, but it is a very subjective area, and whilst someone like Bob McIntyre as a case in point, is a legendary rider in TT history, there are riders who have superior TT records who also do not have a part of the circuit named after them.

With regards to Bob McIntyre and the 60th anniversary of the 100mph lap being achieved for the first time in 1957, we do have some plans for a major celebration of this achievement to take place on the Island in 2017, working with his family. We will be announcing details of what we are planning at Motorcycle Live in November.

❖ **The Frank Cope Trophy [most meritorious performance with respect to a competitor's age] was not awarded this year. Why?**

The Frank Cope Trophy was not awarded because it was felt that the award rationale was not in any way objective, and was open to several different interpretations in terms of how it should or could be awarded. Any award has to be both credible and clearly defined, rather than being open to debate, which we cannot have, so we took the decision to withdraw it for now. This approach will be reviewed and it may return at some stage in the future with a different award criteria, if it can be more clearly defined.

❖ **A thought about newcomers... Victor Cox entered this year's TT with a bit of a media splash; why didn't he turn up? Robin Harmms performed with credit in 2015, but, disappointingly, did not return this year... is he likely to compete on the IoM again?**

Victor Cox had unforeseen issues with his race programme before the TT, which meant he was unable to take part. We hope that Victor will be able to make his debut in the future, in 2017 or at some stage further down the line, as he is a very talented motorcycle rider. His recent one off ride at the Bol d'Or 24 Hour World Championship Race proved that.

Robin Harmms has recently started a family and is taking a break from motorcycle racing. Whether or not he returns in the future remains to be seen. Robin had some bad luck on his TT debut, but as he has shown throughout his career, particularly in the World Supersport Championship, he is a very talented rider, who we would like to see back on the Island.

❖ **What is the latest position regarding Vision Nine?**

I am not personally involved in the project to award the organisational and promotion rights of the TT and Classic TT, through a Government tender, to Vision 9. Therefore, I am not suitably placed to comment other than to repeat the information that is already in the public domain. The Council of Ministers approved their appointment in April of this year and the Department of Economic Development has been working since then with Vision 9 and the other Government Departments that have key roles in the delivery of the TT to finalise what is likely to be a very complex agreement. The DED will continue to deliver the TT and Classic TT in 2017, with the intention that Vision 9 will be fully responsible for the 2018 event.

❖ **...Many scoffed at Vision Nine's visitor and income projections given the lack of transport capacity and**

accommodation on the Island. What plans might there be to increase the capacity and accommodation to rekindle the project?

Work is on-going with a number of organisations to further grow the visitor numbers to our events, and with it the economic benefit they bring. Two key ways of doing that are to fully exploit the non-peak periods across the TT fortnight where travel and accommodation capacity exists and to continue to grow the attendance at the Festival of Motorcycling, where there is still a lot of capacity, even across the busier periods of the event.

If you consider that the TT currently attracts over 40,000 visitors whilst the Festival of Motorcycling attracts less than half that number to the same venue, there is clearly an opportunity, over time, to increase the total numbers.

❖ **...Have there been any concerns expressed from volunteer organisations eg the marshals, that they would be working for nothing to support an event where a third party (Vision Nine) would be taking money out in the way of profit? What are your thoughts on this moral dilemma?**

We remain very fortunate that the TT attracts such committed fans, who are prepared to give up their time. I have to say that no concerns have been expressed to me personally but that does not mean they do not exist. However, most major sporting events around the world are operated commercially whilst engaging a large number of individuals in the voluntary sector to assist in staging the events, so the scenario is not uncommon.

❖ **ITV4's coverage is highly commendable – have any viewing figures been released yet? Any plans for live coverage? One thought – programmes tend to concentrate on the top six, not revealing the magnitude and depth of the event to the uninitiated viewer by showing competitors down the field. Could this be addressed, perhaps by Jamie Whitham, Steve Parrish or Steve Plater walking down the grid and interviewing some of the privateers?**

Global viewing figures for the TT on TV will be available shortly, independently verified and assessed by one of the world's leading media evaluating organisations. It is likely that the total audience figure will be in the region of 30 million in 2017, which is fantastic news and is a good example of an area that the TT punches above its weight in the international sports property market.

As with the official programme, there is a limit to what content can be included. Whilst the shows do feature lots of different stories from throughout the paddock, across the event, and even items which showcase the IoM itself, ultimately it is a sports broadcast, and the sporting stories from the front of the races will always receive the most airtime, as is typical of televised sports broadcasts worldwide and is what the international broadcasters that receive our programmes expect.

Thanks to Paul for answering our questions so comprehensively.

Tim Reeves and Patrick Farrance, courtesy Robin Hynes



THE OFFICIAL TT SUPPORTERS CLUB WEBSITE

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

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

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

www.ttsupportersclub.com



A SUPERB SEASON FOR CRAIG NEVE, THE HIGHLIGHT BEING HIS TT DEBUT, WINNING SIX BRONZE REPLICAS...

Craig warmed up for the TT with his second appearance at the NW200 after making his debut in 2015. Retiring in the first Supersport race, he changed his engine, finishing 16th in the second. He also qualified in 26th place for the Superstock race which was postponed on Thursday evening and finally cancelled following the tragic accident involving Malachi Mitchell-Thomas.

So, off to the TT with father Andy, Glyn Hinsley and Rob Creese forming the team looking after Craig for the fortnight. Craig's bikes during both practice and race week did not miss a beat throughout with no breakdowns, an envy of some big names and much larger teams who did not have the same reliability record. The team also performed each and every pit stop in a very efficient, trouble free manner to ensure that each and every one of Craig's 28 racing laps were perfectly orchestrated; he also completed 20 practice laps without problems. The great weather over the fortnight ensured the many practice week laps being clocked up was a perfect scenario for a rider competing in his first TT.

As the week progressed Craig ticked off more and more practice laps on his three machines, his knowledge of the course coming on leaps and bounds as he built up valuable experience. With patience and calmness, he clocked up those 20 practice laps culminating a 121+mph lap by the end of the week.

Craig made the crowd, media and course commentators, particularly Dave Christian at Glen Helen, take notice of him as he moved up the leaderboards more and more as each race went by; his confidence, commitment and attitude were praised during what was also a difficult fortnight for everyone in the paddock. Craig and his team had much to be proud of as they reflected on their first TT experience... this has given them much confidence when thinking about plans for next year as they exceeded their expectations and recorded a TT to remember.



The record books also show, as we have already stated, that Craig finished six out of the six TT races he started, finishing in a Bronze Replica position in every one. His praiseworthy results read:

Superbike – start position 53, 37th in 1 hr 53.35.847, average speed 119.570mph

Supersport 1 – start position 51, 25th 1hr 17.23.566 average speed 117.003mph

Superstock – start position 48, 16th 1hr 14.00.941 average speed 122.342mph; first top 20 position

Supersport 2 – start position 51, 24th 1hr 16.40.485 average speed 118.099mph. Craig took a huge chunk out of his Race 1 time; incidentally, the race winner actually went slower than he had done in Race 1.

Lightweight – start position 32, 16th 1hr 21.45.090 average speed 110.765mph.

Senior – start position 53rd, 25th 1hr 52.46.357 average speed 120.440mph. Craig suffered a bird strike to his screen on lap one as he approached Ballaugh Bridge; this affected his visibility, but he successfully nursed the bike back for his scheduled pit stop for hasty repairs.

Craig felt that his best result had to be his 16th placing in the Superstock, recalling that it was an unbelievable feeling when he progressed to the stage of catching other riders, particularly on his final circuit, despite getting held up massively between the 13th Milestone and Ballaugh Bridge.

His overall reflections from his first TT experience are that the meeting is really



something else and this, his debut year, really encouraged his thought process to believe that one day he will win a TT race. The tremendous weather and the number of completed laps will certainly be of benefit to him, giving him the experience and knowledge to utilise in the future.

Craig says "I will be again running my own team and bikes for 2017. I am building a team around me that I trust and we are all working together well at the moment. I would like the same team from 2016, which includes my father Andy, Glyn Hinsley and Rob Creese along with a couple of additions. We all work well together, have our own little jobs to do which we perform to the best of our ability; it all seems to work well. I have also agreed to return for the WK Bikes team on their WK650i Zebra bike for the Lightweight race. I will be running Kawasaki ZX10s again in the Superbike and Superstock classes as well as a new 600 which will be either a Yamaha or a Kawasaki and be much more competitive than this year's bike"

Craig has also finished third in the GP1 Thundersport GB series in 2016 having missed two rounds, one being due to his TT commitments. He's had creditable finishes in the Cadwell Park and Donington Park Pirelli British Superstock 1000 races and the ONK Dutch Superbike race at Assen along with an eight win weekend at a No Limits race meeting, also at Cadwell Park.

Craig continues "I would like to give a special mention for Lee McKenzie, who after receiving the devastating news that he had three brain tumours, still took it upon himself to find help and sponsorship for me to make it to my first TT. Lee is a lifelong TT fan and has been going to the IoM for the last 30 years. Unfortunately, he couldn't make it to the Island this year because of his health problems, but hopefully we did him proud"

"I would also like to thank my main sponsors for their help during 2016:- Callmac Scaffolding, Flexi Hydraulic Services, Central Windows, Ferncroft Environmental, Robspeed Motorcycles, Grimsby, Silkolene Oils, RB Engineering, Woolich Racing, Lincs Electrical Wholesalers, Apache Paints, Drury Engineering, Beeson Plumbing and Heating, Ideal boilers, WK Bikes, Red Square Media, Fowlers Motorcycles, The Key Collection, Weise Leathers, Vanply Services, Lee McKenzie, Car Consultants GY,GD Bolts and Sheena Smith"

Sally Bly



Courtesy Sally Bly



Courtesy Mike Hammonds



Courtesy ForTtoinders

THE TT SUPPORTERS' CLUB COLUMN - 1976

Last autumn, to celebrate the 40th Anniversary of Barry Sheene's first World Championship, "Classic Racer Magazine" issued the copy of 31st July 1976 of "Motor Cycle". Snuggling discretely at the bottom of page 8 was the TT Supporters' Club Column... some snippets from which make interesting reading...

The 1976 TT was a great success for the Supporters' Club as we came away from the Island with more than £4,500 in the kitty for next year's TT. This, of course, was not all profit since part of it was raised from sales of articles which had to buy in the first place. We sold out of T-shirts and have replenished our stocks. We still have a few TT 76 headlamp covers for sale at 50p each plus stamped addressed envelope...

With so many people helping it would be wrong to say thanks to individuals, but it would also be wrong not to pay particular tribute to our General Secretary, Alex Barton who was in attendance all day, every day.

Our scheme for a rescue car service between races was unfortunately "grounded" by the last straw when the question of insurance came into play. We have great hopes it will be accepted next year. We feel very strongly that it would be a great service for the riders. The taxi firm, "Dial-a-Cab" had eve-

rything in readiness; we hope they'll be with us next year.

The BURNING question at the moment is the 1977 TT. There has been and still is so much discussion and manoeuvring going on, and now even politics are creeping in. The one gleam of hope is that the trend of thinking is coming round to what the TTSC said at its last meeting in April - that there's not much wrong with the format as it is now. We should guard against any drastic change.

The "HAPPENING" was successful, amounting to well over £1,000 of our total. Our Island liaison officer, Stuart Fairlie, has already made provisional arrangements with the Palace Lido for next year, taking it a step further and incorporating a farewell party night on the Friday of the main race week.

#The action shot from 1976 shows Hugh Evans (Honda), who shared the machine with Dennis Casement in the 10-lap Production race. The clutch on the Honda failed as it left the line, Hugh walked back to the pits from Bray Hill, got the tools and spares to fix it, his first lap taking 86 minutes. The pairing finished, completing 7 of the 10 laps, but as they were in the British Formula Racing club team, which was the only one to have three riders finish, they won the team prize!

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



News from the Joey Dunlop Foundation...

By the time you read this, the long awaited construction of additional apartments will have begun. With demand for our three apartments exceeding all expectations, the JDF team has been working extremely hard to ensure that there are sufficient funds available to start the construction.

Long term supporter, race sponsor and well known builder, Andy Faragher and his son, Joe were scheduled to start work on Thursday 6th October 2016 with an anticipated completion date next March. On Monday 10th October WSB champion Jon Rea, along with a mini-digger will be on site to start the ground-work.

JDF provides what have been described as the best level accessible apartments in the British Isles, and with five apartments being operational in 2017, we are looking forward to making people's dreams come true with a holiday in the Isle of Man. If you know anyone who

requires that bit of extra assistance on holiday, then please direct them to JDF via our website www.joeydunlopfoundation.com or call Kevin on 01624677741.

For many years, JDF has been in contact with Let's Do, a charity for injured ex-servicemen and we are pleased to have them as our special guests for TT 2017; this should be exciting with 10 amputees enjoying the world's greatest motorcycle races.

The charity will continue to fund raise in 2017; we will, however, be absent from the TT Grandstand due to ever increasing costs, but we welcome the offer to be based at Murray's Motorcycle Museum, plus various events in Ramsey, Peel and Port Erin.

Thanks to everyone who has supported Joey's charity, especially my small team of volunteers at the IoM Motorcycle Festivals.

Kevin Quirk
Trustee



MICK ALTON AND CHRISSIE CLANCY RELIVE THEIR FIRST TT EXPERIENCE

We catch up with Australian newcomer sidecar crew Mick Alton and Chrissie Clancy, finding out about their thoughts and reflections after competing in the TT for the first time and just how they logistically planned such an expedition from the far side of the world.

It was also an incredibly difficult year for the Australians at the TT, having to overcome the loss of close friend and paddock neighbour Dwight Beare. Mick and Chrissie showed incredible resilience and strength and scored some fantastic results, winning the best Newcomer's awards, a bronze replica in Race 1 with a superb 13th placing and then a 20th place in Race 2 despite Chrissie carrying painful injuries from hitting a rock at Greeba in Monday's race week practice session, an incident which destroyed a wheel and saw her airlifted to hospital as a precaution.

They certainly witnessed the incredible highs and lows of the TT first hand – how was their dream of making their TT debut realised?

☞ **What was your first interest in sidecar racing?**

Mick – too many years ago, I think when

I was about 12 or 13 when my brother started dirt track sidecar racing.

Chrissie – about 10 years ago when a passenger fell off and the rider, Terry Goldie, needed to finish 2 races to win that year's competition. He couldn't find anybody so I asked, despite never having been on a sidecar, to have a go; he rode very slowly, but it seemed fast at the time.

☞ **Where and when was your first race individually / together?**



Chrissie Clancy and Mick Alton, courtesy Sally Bly



Mick – I first raced when I was about 15, lots of breaks, then really got back into it in 1999. Chrissie was driving her own F2 LCR sidecar and I mentored her for a few years. We teamed up in 2012 to compete in a couple of races for the Victorian State Championships, becoming a regular pairing, finally winning the championship after three years.

Chrissie – My first proper race was on our very own Post Classic outfit in 2006 at the Southern Classic in Victoria. In 2010 I won the Post Classic Australian Championships as a passenger as well as the F2 Cup with my husband driving. In 2011 I teamed up with Leanne March, racing our LCR F2, in everything from club meetings to Australian titles, finally racing with Mick in 2012, becoming his regular passenger in 2015

🌀 **How successful have you been in the national championships?**

Mick – We have been largely riding against each other until this year. I've been fortunate in securing several F2 titles, even coming second on an F1 LCR in the 2005 F1 Championship to Steve Abbott and Jamie Biggs when they raced in Australia.

Chrissie - When driving I've always been the bridesmaid to Mick, always 2nd or 3rd. However, I did win a round of the championship in Western Australia in 2014 – Mick didn't enter! In 2015, just before Mick and I teamed up, I out-smarted him in a non-championship

race, coming across the line in front of him.

🌀 **When was your first interest in competing in the TT, did you speak to any other competitors who had competed previously to help you make your decision?**

Mick – following his participation, Darryl Rayner had been at me for several years to compete there, but I honestly didn't think I was good enough. In 2015 my wife, Chris and I went over to help Darryl and Richie Lawrence and Dwight and Noel Beare (Noel and I had just won the Australian F2 Championship); and to see if the TT was for me and give us an idea of logistics involved. We returned to Australia determined to compete.

Chrissie – Never in a million years had I thought of entering, I always wanted to watch, but never compete. When Mick asked me, it was a very hard decision. It was an 80 year old man who influenced me, saying, “when you are 80, in a nursing home and your grandkids come to visit you, do you want to say to them you were the first Australian female to compete at the TT or that you wish you were the first Australian female to compete in the famous TT?” ...well, you know my decision!

🌀 **There are incredibly complicated logistics in shipping everything to the IoM...**

Mick – It was a nightmare living on the other side of the world; once I made the decision to compete in the 2016 TT, plan-

ning started on our return home in July 2015. Should we crate the bike and ship it? If so, then we'd need transport for it when we got there. In the end, after talking to fellow racer, David Millar of Paccon Logistics, we decided to pack everything into a trailer and put it in a container. Chrissie and her husband, John were hiring a motorhome, which would have a tow bar.

Then to time the shipment to arrive so John could pick it up from Tilbury, as it would take 45 days to get to England from Sydney, going home it was estimated it would take 65.

We tried to think of everything we would need. For the bike, we took all fluids, two already run-in spare engines, run-in stretched spare chains, bedded-in spare brake pads, spare electrics – you name it, we had it.

Then there was the domestic stuff to enable paddock living for several weeks – tables, microwave, slow cookers, chairs, coffee machine... you get the idea. To house all this John set to work on a purpose-built trailer, even having to check the size of the tow ball and wiring connectors used in the UK. We hired a marquee, after the weather of 2015, it needed a hard floor... I think it was the biggest in the paddock, with its workshop and living area! A Carnet was organised for the export/reimport of the bike, etc; we really appreciated that our local controlling body, Motorcycling NSW put up the bank guarantee to cover it.

The ship carrying the trailer left Australia

around the middle of March and went via Singapore, India, the Middle East and Malta to Tilbury Docks. As for the return trip, the bike arrived in Sydney in early August. As to the cost, Paccon looked after us within their costs, but the total charges related to freight were in excess of \$12,000.

🌀 **Which on-board laps helped you prepare?**

Mick - We started watching the videos in July 2015; I think we both got sick of hearing John Holden and Andy Winkle's voices... only joking boys!... but the lap they commentate on of Tony Baker / Fiona Baker- Milligan, which is the training video, was one of the best. I also watched a lot of Klaus, Moly, Karl, Birchalls, etc; some of the old ones are great as the later ones are too fast to pick up much detail as newcomers – Roy Hanks and Steve Norbury were good ones too, as were a couple of Mick Boddice. I think I watched about 2 or 3 laps a day for about 10 months. The passenger notes were very helpful even for me, Mike Aylott's were the best. Chrissie watched fewer, the main ones being Holden/Winkle, Hanks and Karl Bennet/Lee Cain

🌀 **When did you and Chrissie set off for the TT and how long did you actually spend on the island prior to the event?**

Mick – We had some issues with the ACU as they requested us to reschedule our plans for the newcomers' training, but it turned out for the best. We arrived on the Island on May 5th, completed our newcomer training, then



High up on the Mountain Road, courtesy Mike Hammonds

stayed driving over 3000 miles of laps going around and around the course. This definitely helped us, as well as the many times we stopped and walked the course.

❖ **You obviously arrived before your container, but things worked out getting set up in the paddock with the help of your friends?**

Mick – Prior to the tent setup and arrival of the trailer, we rented accommodation at Union Mills for myself, Chris and Chrissie. Chrissie’s husband, John and their children arrived with the trailer on May 19th, then it was all hands-on deck to unload and set up. Once all was setup, Chris and I moved to our homestay near Signpost Corner.

❖ **You very quickly recorded a qualifying ‘banker’ lap. Did it take you by surprise how quickly you got up to this lap speed?**

Mick – After the newcomer’s lap and a discussion with a few of the experienced riders, we refined the bike set-up. We were surprised and thrilled with our first practice lap. Honestly, it didn’t feel that fast, scary at first because the bike wasn’t handling due to some set up issues. However, the fast time did take the pressure off, knowing we had achieved the qualifying time.

❖ **Which are your favourite parts of the TT course?**

Mick – I would have to say through Bish-

op’s Court to Ballaugh Bridge; It’s unfortunate that this is where Dwight crashed. You are “flat knacker” through it, with blind corners, kerb to grass bank, and undulating. It’s a great section!

Chrissie – I couldn’t say I had a favourite, the whole part is scary, no favourite at all.

❖ **What were the happiest parts of your TT adventure?**

Mick – Our result in race one, 108.08mph lap, being fastest newcomer, 13th, and Chrissie being the first Australian female TT competitor. The renewal of old friendships and making of new ones, especially meeting people face to face for the first time

Chrissie – There are two... coming around the last corner on the newcomers’ lap and thinking to myself ‘we did it, yes we actually did it’. The second was at the finish line on Saturday’s race and being told our time and our placing, we were both ecstatic.

❖ **When you return are there any things you would do differently?**

Mick – Not a lot, a smaller tent maybe; I’d prefer to stay in the paddock rather than the homestay. I’d do all the same preparation, both personal and with the bike and spares. I’d try to learn the Mountain section better as I’m certain I was losing a lot of time there... I’m still watching on-board videos.



All that on-board video viewing proving useful, courtesy Gerry Murphy



Living the dream, courtesy Sally Bly

Chrissie – Take less, we took so much stuff, but in hindsight if we didn’t take it we would have needed it.

❖ **Which parts, if any, did you dislike?**

Mick – I loved the Course, but could have done without the blinding sun in evening practices and those BUMPS from Ginger Hall to Ramsey, and at May Hill, but it’s the same for everyone.

Chrissie – Well, where do I start... Bray Hill... I promised myself not to look – it’s scary, the bumps from Ginger Hall right though to May Hill - I hated that section every time; I’d say to myself only twice more, then only once more.

❖ **Obviously, the loss of Dwight and also Ian Bell was devastating to the sidecar paddock. You needed great strength to overcome this, so no doubt the closeness of the sidecar family helped you come through this to achieve your proud results?**

Mick – The sidecar community is very close, and was very supportive to us throughout the TT period. The sidecar family came together with the Beare family and friends in the paddock for a celebration of Dwight. The sidecar fraternity were also there with support and encouragement for Chrissie and I when we had our incident in practice.

Chrissie – That was extremely hard for

me. After the incident from which I was air lifted to hospital, it took all my mind, strength and determination to get back on that sidecar. Friday’s race was the hardest thing I’ve ever done; I was so appreciative of the support from my three-wheeler colleagues.

❖ **You made a great impact, deservedly winning the Newcomers Awards; did this exceed your expectations when you originally decide to enter?**

Mick – Our objectives were to qualify and finish both races. Privately, I was hoping to do a 105mph lap and thought I’d hit my ceiling in qualifying at 102.9 mph. Our results just blew us away, and winning the Newcomers awards were just “the icing on the cake”, and Chrissie narrowly missed out on the Susan Jenness Award.

Chrissie showed remarkable courage and resilience to compete in Race 2 with her still feeling the pain from her injuries...

Mick – Chrissie’s injury was significant, but she was determined to race. We decided to give her the best chance to recover by avoiding further practice. Enormous recovery efforts were put in by Chrissie, with help from Debbie Barron, including getting access to the Hyperbaric Clinic, and the extensive “RICE” work on Chrissie with the amazing Scott’s Physio girls, as well as encourage-

Regional Representatives

ment and support from many senior sidecar passengers. I would not have blamed her in the least if she called it quits. I consider Chrissie one of the most skilled, determined and dedicated "Traction Control Engineers" in Australia; I was blessed to have her as my passenger.

Chrissie – It was Debbie Barron at the hyperbaric chamber and the lovely people at Scott's Physios. I spent 4 hours each day there getting massaged and iced, taped and putting padding on the bruises so it would dull the pain.

Who would you like to thank for their help in achieving such a successful first TT in 2016?

Mick – Chrissie! My chief supporter and long suffering wife, Chris, John Clancy, MNSW, Mick DeWitt and all the other competitors and TT friends for all their help and assistance.

Chrissie – So many people... Mick for his driving skills and his ability to steer that bike around that course at those speeds for the first time is amazing; his wife, Chris for organizing the trip, tent, ferry, etc; my husband, John for being there picking up the pieces when I dropped my bundle; Mick DeWitt for a fantastic engine [we used one engine for the whole TT], and Paddy my son for running around doing all the odd jobs.

You'd obviously like to return to the TT; what can make this more easily achievable, just more sponsorship or...?

Mick – Our 2016 TT adventure was mainly self-financed by the Alton and Clancy team. We appreciate the newcomer's assistance, travel assistance and race support from the

IoM government. The TT-specific expenses we incurred, as you can imagine, include the freight of the bike, travel and accommodation costs for the team, insurances and TT consumables expenditure for the bike. The preparation of the bike is outside of that expenditure.

Financial help is always welcome. Sponsorship is hard for an Australian team at the TT as any who might help see little return for them supporting a sidecar team when there is limited TV coverage of the TT here in Australia and the TT coverage generally only gives the top 3 or 4 teams exposure. We did appreciate the Duke Video "Inside Track" presentation included in the TT 2016 Review DVD, in giving exposure to our TT week experiences.

What are your plans for the Australian season 2016/2017?

Mick – Chrissie and I plan to compete in the final round of the 2016 Australian Championship in November, at Perth in Western Australia. It will take me about 5 days to drive there with the bike. We are doing local club events in NSW and Victoria. In September, we won the NSW State titles on a very cold, wet track.

Final thoughts...

Mick – The TT experience was fantastic. The TT participants, volunteers and organisers were great, we made many great friends and would love to come back next year.

Chrissie – I would like to thank my daughter Laura for marshalling and all the volunteers who give up their time so we can race.

Sally Bly

What can you remember about TT 2016? - Answers

- 1 Conor Cummins
- 2 Robin Appleyard
- 3 Horst Saiger
- 4 Cameron Donald
- 5 Michael Rutter at Parliament Square
- 6 Jevan Walmsley, 2nd [with driver Pete Founds in Sidecar Race 1]
- 7 They all had a Chandler on board

- 8 The Ramsdens, Steve and Matty
- 9 Simon Gilbert
- 10 Guy Martin
- 11 Jock Taylor Trophy
- 12 James Hillier
- 13 Sulby Straight
- 14 Jamie Coward
- 15 Stella Maris

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USED POSTAGE STAMPS

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

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

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

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

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

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

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