



MAGAZINE

Winter 2017



inside. **French Sidecar Connection : Dominic Herbertson
Tim Glover : Daley Mathison : Paul Phillips : Ivan Lintin**



Editor's Line

I hope you enjoy this, the Winter 2017 issue of the TT Supporters' Club magazine. Thanks go, as ever, to the many contributors – both written and pictorial – if you would like to be involved in the next issue, then the copy date is Monday 5th March 2018.

I would like to applaud the contribution made to the races by the commentary team at Radio TT. Anchor man, Tim Glover is featured within the covers of this issue. Special mention goes to Chris Kinley regarding his in-depth start line interviews, often under difficult conditions, with competitors from all levels and to Dave Christian at Glen Helen who is at pains to give coverage to the 'lesser lights' who are making their way through the field.

Talking of 'didn't he do well', Clerk of the Course, Gary Thompson's contribution was immense in 2017; I am confident much thought is being given to further contingencies within the practice period.

Paul Phillips, in his Q&A article, makes an interesting point in that the organisers don't search out potential newcomers, instead choose from a list of applicants, the result being that only those few who are felt can get 'quickly up to pace' are admitted, the others being guided to the MGP. This strengthens both events, a plus in that the MGP is still very much regarded as a breeding ground for top TT riders... just look how many riders broke through the 120mph last August.

Graham Bean

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Cover: Mark Goodings waits for the tap on the shoulder, 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

Superbike action, courtesy Gert Meulman.



DALEY MATHISON

One of the next generation of top racers

Some riders grow into the road version of our sport as a progression from racing around short circuits, not so Daley Mathison, whose principle aim was always to compete in the TT Races. What was the best way to prepare for this challenge? ... move to Northern Ireland and race 'between the hedges'. This he did as a 19 year old in 2010, achieving a fair amount of success, being judged to have produced the 'Best non-Irish Performance in the Irish Series' of 2010 by the Two Stroke Supporters' Club.

Relocating back to his county Durham home in 2012, he set about running his own team with a brace of Hondas, a CBR1000RR and a RS125, supplemented by a Suzuki GSX-R600 the following year provided by Hol-Taj Exports. In fact, it was on this machine he made his IoM debut, not at the TT as planned – he was recovering from injury – but at the 2013 MGP. He had been travelling to and from the island for several years riding around the circuit, as well as

watching on-board footage, so it was not surprising that he achieved a creditable 5th in the Newcomers' event at average speed in excess of 110mph.

Onwards and upwards, with dramatically increased lap speeds at TT 2014, the 120mph barrier being left in his wake. Two non-finishes in the big bike classes, but 35th and 41st on his supersport machine, was an excellent return for his first TT experience. Aberdare Park in July saw him proudly become Welsh Open Champion, but one of his career highlights was just around the corner, when, aboard is Logan Racing 125RS Honda, he took the chequered flag in the Ultra-lightweight race at the UGP. Showing his versatility, he came home 6th in the Supersport and 7th in the Superbike on his Hol-Taj Exports GSX R-1000 Suzuki, even beating Ian Hutchinson... all-in-all, a brilliant season with five wins and twenty-one podiums.

In 2015 there were eleven victories, an

excellent 9th in the Superbike race at the super-fast UGP, but a 'no fault of his own' accident at the NW200 side-lined him for the TT. However, 'versatility', a word already used, came to the fore again as the young man from Stockton became European MotoE Champion, a title he successfully defended the following year.

If pushed to give the stand-out moment in his career, Daley would probably hone in on his 3rd position and consequent place on the TT Podium in the Zero race of 2016. Always interested in the electronic side of machine mechanics, he was more than happy for his name to be put forward when he heard the University of Nottingham required a rider for their electric TT bike. In his mind, other than not having a gear box and being a good deal heavier, the bike handles and reacts very similar to his other racing machines... surely a class of the future, hopefully progressing into other

international events.

Anyway, returning to the track, with Daley standing alongside Bruce Anstey and William Dunlop having recorded a lap time of 22 minutes 39.86 seconds, with, some might say, a 'Geoff Duke' moment – 99.884mph. We would have to wait another twelve months for the UoN 02 machine to break the magic barrier, and then some...!

Back to the petrol-driven two wheeled vehicles of 2016... a retirement in the Senior was preceded by three fine finishes – 33rd on his larger capacity Suzuki in the Superbike Race with an average of 120.42mph along with 21st and 22nd on the GSX R600 in the Supersport events.

A busy schedule loomed for 2017, a deal struck with Eddie Stobart and a change to BMW for the largest capacity class led to optimism in the Mathison household. He was not to be disappointed, securing remarkably consistent results at the NW200,

An air-born Suzuki at Ballaugh, courtesy Gert meulman.





despite some awful weather conditions and machine problems during qualifying, particularly with the BMW, with data revealing that it had both top speed and stability issues.

First up on race day was the Super-sport, a 12th position giving Daley his best ever finish around the triangular circuit. The first of two races for superbike machines followed, with a start from the middle of the second row of the second wave; he hit the front of this wave by the end of lap two, caught up several tailenders from the front wave, securing an impressive 13th finishing position. Superstock machines were out next – 12th again, then the grand final on his superbike with another excellent start from the second wave. Despite still struggling with lack of top-end speed, he fought his way to 11th, another personal NW200 best.

The next international event on the calendar was, of course, the TT... a DNF with a tyre problem in the Superbike race, but a fair degree of satisfaction with a personal best lap over 125mph. No practice on his superstock machine meant this race was treated with trepidation, but after a long, hard fought ride, battling high winds and a

soft set-up he worked his way to a bronze replica finish of 23rd.

Starting 31st on the grid for what turned out to be the only Supersport race, he rode tremendously well to be in 20th position by the end of the first circuit, then taking even more scalps to finish 16th on his GSXR at an average speed in excess of 119mph, but with his fastest ever lap on a 600 at 122.5 mph... a silver replica to accompany his best ever result at the TT.

The Zero TT – would Daley repeat his performance of the previous year? Confident with his Wurth Electronic Nottingham University bike, he set off as fourth starter, ten seconds behind Dean Harrison's Sarolea. Although he caught and passed Dean on the fast, low-lying section, he was soon retaken on the mountain climb, but once the course levelled out again, a short battle on the road resulted in Daley pulling away to secure 3rd position and a lap of 109.209mph.

Daley was unhappy with his machine during the Senior, but the unfortunate incident involving Ian Hutchinson enabled him to sort out the suspension gremlins prior to the re-run... attacking from the off,

he was soon mixing it with earlier starters reaching 20th place by the end of lap one. He continued to gain on the opposition, then a slick pit stop, followed by confident passing manoeuvres gave him 13th position at 124+mph, a personal best lap of 127.228mph and another silver replica – brilliant.

A weekend of podiums followed at the Cock o' the North meeting before a return to Mona's Isle and a Southern 100 debut with a well-publicised entry on the electric bike. Sadly, this didn't materialise as the machine was stuck in customs following its trip to the Pikes Peak event in the USA, but Daley basically used his BMW to learn the intricacies of the course, preparing for a full onslaught next year. The German machine did, however, take him to victory in the Open Class at the Oliver's Mount meeting a few days later.

Despite a tumble during practice for the Ulster, Daley, now 26 years old, was fit to race, doing so to great acclaim, achieving a fastest lap speed of 130.4mph in the first of Saturday's Superbike races, coming home 10th, a position replicating that of Superstock event. The last clash for superbikes, sadly, proved to be an anti-climax when a small oil leak and pressure loss in the engine discovered after the warm-up lap led to him pushing his machine off the starting grid.

In our sport, we have to take the 'rough with the smooth', this certainly being the case at Scarborough's Gold Cup meeting when, show casing the 280kg electric superbike, the machine suffered brake failure. Daley managed to avoid fellow competitors before jumping off at 50/60mph; unfortunately, the bike hit the fence at Drury's



Mike Hammonds captures Daley at QB.



Receiving his well-deserved replica from Ryan Farquhar, courtesy Gert Meulman.

then some spectators in the field beyond. Without doubt, this is the worst thing Daley has had to come to terms with in his career, traumatised, he was extremely concerned for the well-being of the fans affected. A difficult end to what was an exceptionally good season for Daley, who will spend the winter working as a self-employed builder before returning the track next season.



At speed between the hedges – Daley Mathison, TT 2017, courtesy Gert Meulman



Chairman & Secretary Report

The year has all but ended, or maybe already has by the time you get your TTSC Winter 2017 Magazine. Once again, the weather played its part in frustrating competitors, marshals and officials alike with nearly three days of practice lost and that is despite the efforts of the organisers trying to cater for all competitors with mixed class and/or slightly shorter sessions.

Surely the time has come where the Manx Government, through its departments, realises that the amount of practice time needed is very, if not the most important part of the event required to run the races with some degree of safety.

Many years ago there were morning and evening sessions along with an afternoon/evening practice. Now it is evening only and if the weather behaves itself, this is just about enough to satisfy most competitors. However, the weather over the last two years has played its part in disrupting the time schedule, even causing some sessions to be abandoned. The time has come, where if evening practices are lost, arrangements should be in place to allow afternoon practice in order to help catch up lost time ie Tuesday and/or Thursday, extending into the evening, if necessary.

Club affairs continue to develop, but membership subscription remains at £15, as it has done for ten or more years now; date bars and membership cards will be sent to you on renewal of your membership. We look forward to the 2018 Summer Magazine with its TT updates, stories, club information as well as our continued support of the IoM TT Races.

Roy & Rose

Registrars' Report

Congratulations to all of the competitors who picked up replicas and to those who finished in their respective races at this year's TT.

We would also like to thank members who renewed from last year, at the same time welcoming all our new members. Once again, you will find a membership form included in this magazine for you to use.

You can now join or renew your membership using PayPal. This applies for both UK and overseas members and is a lot quicker for us to process; just visit our website at www.ttsupportersclub.com and click on the PayPal membership link to make use of this service.

Have a merry Christmas and a happy new year.

Viv and Pete Oulton
Membership Registrars

Congratulations to the winners The Annual Riders' Draw

	★ ★ ★ ★ ★		
£350	Alan 'Bud' Jackson	£250	Lee Cain
£100	Michael Sweeney	£100	Tom Birchall
£100	Eric Wilson	£100	David Sellars
	★ ★ ★ ★ ★		

QUIZ

**A mixture of questions for you...
Answers on page 50**

- 1 The nearest milestone to the half way point around the course is the 19th, but which is the nearest pub to this milestone?
- 2 Celebrations took place at the Classic TT to commemorate the 60th Anniversary of the first 100mph lap. Bob McIntyre on his Gilera was the first to break this barrier, but what was his race number for that 1957 Senior TT ride?
- 3 Staying on a theme... Dick Greasley was the first sidecar driver to lap at a 100mph average, but can you name his passenger when he broke the barrier in 1977?
- 4 At which milestone did Ian Hutchinson come to grief in the 2017 Senior?
- 5 In the all-time list of fastest TT solo riders, who is the highest placed man not to have entered TT 2017?
- 6 The sidecar lap record for the Clypse course, set in 1958, stands in the names of Walter Schneider/Hans Strauss on their BMW – to the nearest mph, can you guess their average speed?
- 7 In which year were the TT Races cancelled due to the Foot and Mouth epidemic?
- 8 Disregarding the Zero TT who was the highest placed finisher at this year's TT from a non-English speaking country?
- 9 2012 saw the re-introduced Lightweight race, now for Supertwin-specification machines. Who won?
- 10 The Isle of Man's oldest pub is situated on the TT course. What is its name?
- 11 "It's a great ride – just like a 250 and it has got great corner speed". Who made this comment and to which machine was he referring during TT 2017?
- 12 Who tops the list of overseas sidecar driver winners?
- 13 Presented on Senior race day, for what is the Harry Butterworth Trophy awarded?
- 14 Dan Sayle holds the record for the most podium finishes for a sidecar passenger with 15, one in front of Wolfgang Kalauch, but who is next on the list with 12 between 2006 and 2016 inclusive?
- 15 In 2007, newcomer Steve Plater lapped at a speed of 125.808mph – an incredible achievement, but, not far in arrears was which fellow British newcomer at 124.856mph?
- 16 In 2015, Dave Molyneux broke the sidecar lap record – 116.785mph – but can you name his passenger?
- 17 "I thought I'd better not mess this one up or I'd ride straight on into the harbour" was a comment made by which competitor during TT2017?
- 18 The solo riders recording the most TT podium finishes are John McGuinness [46], Joey Dunlop [40], Bruce Anstey [37] then who, with 29 podiums between 1989 and 2009?
- 19 Of the 20 seeded riders in this year's Senior TT, only one was entered on Yamaha machinery – he finished 10th. Name him
- 20 Stuart Watson has captured a shot of which rider, having broken down at which point on the course in 2017?



Courtesy Stuart Watson.



Behind the Mic with Tim Glover

Commentary anchor man, Tim Glover.

Peter Kneale, Geoff Cannell, Charlie Lambert... hard acts to follow, but Tim Glover sits at ease in the commentator's seat high up in the Grandstand above the Glencrutchery Road, setting the scene as another TT race is about to start, his comments evoking that unique atmosphere to those listening around the course or in their living rooms in far away places.

The eyes for thousands of road racing fans, Tim doesn't just climb the stairs to his lofty position, turn on the mic and chatter away, preparation begins months in advance, even impacting on life at home as the man himself explains, "I have many files which I continually update, keeping in touch with the racing scene in general. From January the work begins for the coming road race season in earnest – in the weeks leading up to the TT the dining room is swamped with files, but my wife, Jane is brilliant about it and is a great at helping me update the rider profiles and records I keep."

Fans have been receiving the benefit of Tim's acquired knowledge for five racing seasons now as the man born and bred on the Isle of Man explains... "I took over the anchor role at the Grandstand in 2013 from good friend and much respected broadcaster, Charlie Lambert after a decision by Manx Radio management to cut some costs in putting Manx Radio TT on air. When first doing the role, I thought of three things I didn't want to happen when on air – the timing system to fail, a major incident and losing my voice... two occurred in the first year! Minutes after the start of the Senior TT, Jonathan Howarth crashed on Bray Hill, fortunately without injury, but fragments of his Kawasaki hit spectators as it broke up on impacting a wall. Red flags were immediately displayed with several people being taken to Nobles Hospital, fortunately with non-life-threatening conditions. It was a difficult time in the commentary box as information gradually filtered through. Then, during a MGP race



Tim chats with Clerk of the Course, Gary Thompson.

the timing system went down – that was a tight situation too, but our timekeepers did a great job and we unofficially called a split-second finish the right way – great teamwork!”

Tim has actually been working at Manx Radio for over twenty years now, having been Sports Editor, the position he currently holds, for the vast majority of that time, so, as he says, “I’ve been involved in coverage of the races for some time. At first it was more in the background, getting feature interviews and liaising with Manx Radio on incidents; I did the post-race press conferences for a number of years before being moved upstairs.”

Obviously, the role of Sports Editor embraces more than motorcycle road racing and so, as such, Tim is responsible for all sports output on Manx Radio, presenting the Friday and Saturday sports programmes throughout the year, plus news gathering and presenting current affairs morning flag-ship programme, Mandate, now and again.

Prior to a TT race the Grandstand is a hive of activity, much toing and froing, nervous tension in the air, so what about the run-up for the anchor commentator? “I like to arrive in the commentary box between one and two hours ahead of being on air with hopefully, the start lists for the day being available so I can announce changes from the programme – machines, riders, numbers – and confirm the list of

non-starters as soon as possible. However, I never work on my opening words until I am at the Grandstand and have a feel for the mood and atmosphere; also, I like to walk around the paddock and pick up a few stories. Then it’s time to head up the tower.”

They’re off... one by one, ten seconds apart, with Tim clearly describing the drama of each departure until... “Eunice Cubbon, our highly knowledgeable and vastly experienced producer, who runs a clock on the leaders, tells me, through the headphones, ‘10 seconds to Glen Helen’. After that, it’s high pressure for the duration of the race with teamwork coming to the fore... as well as Eunice, there is timekeeper Norman Quayle, sound producer Catherine Nicoll, engineer Ed Rixon, live stats and press conference man Chris Boyd and programme producer, Alex Brindley. A great team in the tower is complimented by the commentators, timekeepers and engineers at Glen Helen and Ramsey Hairpin and pit-lane guru, Chris Kinley, timekeeper Tim O’Hanlon and social media expert, Marc Tyley.”

Obviously, the Manx Radio team cannot work in isolation – commentators can describe what they see, interpret the speeds and times as they appear on computers, but there has got to be a tight link up with Race Control... Tim develops this... “We are in contact with Race Control through Eunice and the press-officer, Simon Crellin. If we notice a rider is overdue at a certain point, Eunice will ring Simon who will then contact Race Control and get back to us. Race Control also allow us to have the rolling retirements screen in the commentary box as well as the tracker screen, which we use in an agreed way with race organizers. Clerk of the Course, Gary Thompson will always pop in to the box at the start of a race day to share his thoughts; he will return if there has been an incident or a weather delay to let everyone know as soon as possible about the likely

Tim’s views from the Radio TT commentary box...right, left and centre.

length of delay and prospects for racing.”

So, there is a strong link between Race Control and the commentary team, but a live broadcast surely has its problems? “Yes, I hear all the off-air comments from our producer and commentators in my headphones when on air, which really means up to six different voices, so I have to listen while on air as well as talk, ignoring what isn’t relevant, but pick up on things that are.” Technically demanding then, but what about red flag situations, which have, potentially tragic repercussions? “I may hear of a red flag at one of the commentary points first, which will prompt me to watch for one at the Grandstand – Eunice will check it out with Race Control, too. In these circumstances it is vital to remain calm on air. We will try and stay on air until we get some kind of announcement on what the situation is from Race Control – you just have to fill in for a while.”

Like his predecessors behind the TT mic, Tim handles such situations with superb professionalism aided by the fact that getting information from Race Control is much improved these days as once they have dealt with the immediate situation, race controllers are good to get in contact with a basic description of what has happened... Tim expands... “it’s important to get that information out as soon as possible as everyone is concerned and wants some idea of what’s happened. There have been times we know or have a good idea which competitor is involved, but that is info we can’t share on air unless instructed by Race Control. The commentary box is



no different than anywhere else during a red flag stoppage – you can feel the concern and tension.”

Tim is obviously a great motorcycle road race fan, so must have a view as to how the TT has developed in recent times; has it a strong future? “I think the TT is in good health, the quality of the riders at the moment being exceptionally high with fans coming over in droves. The Manx Government puts a great deal of resources into the event and I think they will continue to look at ways to allow that to continue, in so doing, also increasing revenue; the Isle of Man is no different to elsewhere and money is tight in the current climate.”

The TT Races have world-wide exposure with thousands relying on the information broadcast by a highly competent, vibrant team fronted by the ‘man behind the mic’, Tim Glover. Congratulations to the Manx Radio commentary team on delivering the TT live to so many homes; many thanks to Tim Glover for giving us such an interesting insight into life in the commentary box.

Susan Jenness Trophy awarded to the all-female crew



Courtesy Gert Meulman.

This year, the Susan Jenness Trophy, presented in recognition of the most meritorious performance by female competitors at the TT, has been awarded jointly to the French sidecar pairing of Estelle Leblond and Melanie Farnier.

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

Estelle made her TT debut in 2013 enlisting the help of the experienced Sebastien Lavorel as her passenger: they finished both races in 29th, lapped at over 101 mph, Estelle consequently emulating her mother, Sylvie in being awarded the Susan Jenness Trophy.

One of eight French entries in the sidecar

class of 2015 was that of Lionel Mansuy and Melanie Farnier; they finished both races and lapped at over 100mph in race two, as they were to do in 2016. However, back in France, Melanie was passengering for Estelle and with seven wins from ten races they became French champions...it was therefore natural for them to combine their talents for TT 2017.

Plans are already in place for TT 2018... Estelle and Melanie are to return with a brand new SGR [Sam Gache Racing] outfit, with Estelle's dad, Francois, inheriting their old one.

The Susan Jenness Trophy is presented annually in memory of TT Supporters' Club member, Susan who lost her life whilst marshalling at an UK off-road motorcycling event. TT 2017 saw some outstanding performances by female competitors...

Fiona Baker-Holden, accompanying dad, Tony, had a great TT gaining two bronze replicas for 8th and 6th places with average race speeds well in excess of 109mph. Chrissie Clancy as passenger to Mick Alton and in only her second TT, achieved her fastest ever lap in Race 2, 108.785mph; this resulted in an 11th place and a bronze replica, something she had already secured with 12th in the first outing for sidecars. A similar story for Julie Canipa, who, after acting as ballast for Doug Chandler at the TTs of '15 and '16, admirably assisted veteran driver, Greg Lambert to 8th and 14th positions, taking home two bronze replicas. Beset by various problems during the fortnight, local sidecar driver, Debbie Barron, regrouped, pulling all her resources together to complete the distance in the second of her events at an average of speed 94.406mph.

Maria Costello, recipient of the Susan Jenness Trophy in 2016 remains the only solo female competitor – again she did herself proud, securing a bronze for her 18th position at an average speed of 112.20mph in the four lap Lightweight event... sometime soon, we may well be commenting on Maria's success on three wheels at the TT.

Congratulations to Estelle and Melanie on their meritorious performances at the 2017 Isle of Man TT. They will receive their much deserved award, from Club Chairman, Roy Hanks in a ceremony at the TT Grandstand during next year's event.



Courtesy Gert Meulman.

Speed at the TT Races ... Faster and Faster by David Wright



I know how much time and research it takes to compile, write and edit an issue of this magazine, which indicates to me what a remarkable author David Wright is, as another of his high quality TT related books is published.

"Speed at the TT Races - Faster & Faster"... the title, of course, is a give away as average lap speeds have increased from 40mph to a fearsome £130+, lap times now below 17 minutes. David's comprehensive story of speed is an ideal read for the aficionado and the newcomer fan alike, as it looks at every aspect of how these figures have been achieved... the irresistible attraction of ever more powerful motorcycles - 10bhp in the early days to over 200bhp today, the riders who have mastered these increases and the development of the roads and race regulations.

Read the 200+ pages – you'll be amazed at what you've learnt about the TT Races as the author's research is immense... that comment comes from personal experience; the photographs, also in excess of 200, are superb – black & white, colour, solo and sidecar, on-course action, tension of the pit stop, celebrating in the paddock, technical drawings – the vast majority of which I've not seen before.

"Speed at the TT Races ... Faster and Faster"... without a shred of a doubt, you'll thoroughly enjoy this book - £25 well spent.

The Crowood Press, Ramsbury, Wiltshire, SN8 2HR
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Graham Bean

It happened at TT 2017

The three solo newcomers certainly equipped themselves well with 21 year old, Adam McLean recording the fastest lap of the trio – 120.6mph in finishing 18th in the only race for supersport machines. The Irishman completed over one hundred laps in a car prior to the event as part of his preparation for his debut. Thirty-nine riders have now lapped the Mountain Course at more than 120mph on their debut. McLean's lap made him the fifth fastest newcomer on a 600cc machine behind Steve Plater, Keith Amor, Derek McGee and Jimmy Moore

Derek Shields is now the fastest rider from the Republic of Ireland, standing 25th in the all-time list at an average speed of 128.78mph. Achieved in the Senior, a race which he didn't finish, it wasn't even a flying lap. The fastest Irishman at the TT receives the Martin Finnegan Trophy for his efforts, along with a cheque for £1,000 – Michael Dunlop gratefully received the award from multi-TT winner, Phillip McCallen

TTSC Trophy, a silver tray on its plinth, was technically not awarded this year as only one Supersport race was held. It is normally presented to the rider with achieving

the quickest aggregate speed across the two races.

Michael Dunlop gave Suzuki their first 'big bike' win since Cameron Donald won the Superbike race in 2008. It was also Suzuki's first Senior TT race win since Adrian Archibald won in 2004. Dunlop's second lap in the Senior of 132.903mph was the fastest ever lap around the 37.73-mile Mountain Course by a Suzuki.

Two riders joined the 130mph Club – Josh Brookes and Martin Jessopp – which means 20 riders have now achieved the magical figure. As well as Brookes and Jessopp, Dean Harrison, Michael Rutter and Dan Kneen all set personal best laps around the Mountain Course with Harrison lapping above 132mph for the first time. Brookes' final lap of the Senior, 130.883mph, was the quickest ever by a Norton at the TT. As well as setting his first ever 130mph lap, Martin Jessopp took his best ever TT finish with second in the Lightweight race.

Continuing on a theme... on lap four of the Senior TT Martin Jessopp, aboard his Riders Motorcycles BMW, recorded a speed of 187.45mph through the Sulby Straight

speed trap... 'wow', many would say! Actually, of the ten occasions Martin went along the aforementioned stretch of road during the Superbike and Senior races, this was his slowest recorded speed! In the Superbike his fastest speed of 192.29mph was marginally slower than that of Ian Hutchinson's fastest for the whole meeting, then in Friday's Senior he recorded the two top speeds, both in excess of 191mph.

Michael Rutter's victory in the Lightweight was his fifth in total and came 19 years after his last win on a petrol bike, which was the 1998 Junior 600cc race. Rutter now has fifteen TT podium finishes to his credit.

Dave Molyneux recorded his 30th TT podium after taking third in the opening sidecar race with John Holden's brace moving him on to a total of 17. Lewis Blackstock became the 29th sidecar driver to lap at more than 110mph when, with Patrick Rosney in the chair, he lapped at 110.599mph in race two.

In total during the 2010s, twenty-three solo racers have stepped onto the podium, the newbies this year being Manxman, Dan Kneen and Joey Dunlop Championship winner, Peter Hickman, whose sustained success also yielded the TT 2017 Teams' title to Smiths Racing.

Horst Saiger is the eighth different winner of the Privateers' Championship, and the first from overseas since the series was first implemented within the TT, back in 2010. He achieved this status by securing 71 points with four fine finishes from four starts; Jamie Coward [63], Sam West [43], Daley Mathison [42] and Philip Crowe [41], each with one retirement in the four races eligible for points scoring followed the likeable Austrian.

Other overseas competitors to gain points were Stefano Bonetti, Kamil Holan, Michal Dukoupil, Julien Trummer, Xavier Denis and Raul Torres Martinez, the latter lapping in excess of 120mph, the third rider from Spain to do so. Martinez follows Sergio Romero and Antonio Maeso as a high speed class act from that area of the Iberian peninsula to pit his skills against the Mountain Course in recent years. It was great to witness Antonio Maeso's return to the TT after recovering from the serious injuries received in the Superbike race of 2013; aboard the University of Nottingham's electric bike he finished 5th in the Zero TT with a lap speed of 91.197mph.

The Manx Grand Prix Riders 'Graduate' award in memory of Billy Redmayne and Mal Mitchell-Thomas was awarded for the first time following the 2017 TT races,



Martin Jessopp, one of the rising stars at the TT, seen here on his super twin, courtesy Robin Hynes.

being presented to Ramsey rider, Andrew Dudgeon. Andrew, of course, won the 2016 Junior MGP and finished second to Tom Weeden in the Senior. He finished 14th in this year's Supersport TT, winning a silver replica at 103% of the winners' time. The presentation, made by Jim Hunter on behalf of the MGP Riders Association, took place in the 38th Milestone after the Senior TT and was attended by Mal's dad Kevin, Bil-

ly's family – Dave, Sue, Kerry and Leanne, along with Billy's girlfriend, Hannah

Statistics proved James Hillier would have won the Superbike TT by a quarter of a second if the time taken in the pit stops was to be removed from the overall race time. He and Peter Hickman beat Ian Hutchison based purely on time spent 'on the road'. Hillier actually finished 4th in a race where the surnames of the first four all began with



Masayuki Yamanaka, courtesy Gert Meulman.

Those who had entered the Supersport class only, obviously completed the most practice laps on that machine. Michal Dokoupil with 18 headed the list, followed one lap in arrears by Karl Foster and impressive newcomer, Joey Thompson. Standing alone with 15 laps to his credit was sole Japanese entrant, Masayuki Yamanaka, his speed enabling him to start in 63rd position of the seventy-one starters. Our Japanese friend completed in the 2015 MGP, finishing 9th in the Lightweight which followed a fine 2nd in Newcomers' C earlier in the week, this position by a Japanese rider on the Mountain Course being bettered only by Mitsui Itoh who won the 1963 50cc TT on his Suzuki. The first Japanese rider to compete on the Isle of Man was not, as one might imagine in the great Honda invasion of the late 1950s, but in 1930 when Kenzo Tada raced his Velocette in the Junior TT. He was off twice during practice – at Ballacraigne and the Nook, but was fit to race, finishing 15th, 21 minutes behind winner, HG Tyrell-Smith. Yamanaka finished 49th in the only Supersport race this year at an average speed of 112.60mph, narrowly missing out on a bronze replica.

H. Hutchy's team is to be commended on its pit stop strategy; Hillier's team submitted a protest regarding a faulty fuel filler which lead to a loss of time during the second stop. Following a test, ACU officials confirmed the fault, but it was deemed that it would not be possible to alter the race result.

A tale of two Manx sidecar passengers – Dan Sayle secured his fifteenth podium, a record, with Lee Cain gaining his first, actually partnering John Holden to two second places. Dan and his current driver, Dave Molyneux now have 45 podiums between them. Conrad Harrison is now up to ten TT podium finishes, just two in front of son, Dean's total.

Following a problematic practice week, thirty-eight outfits qualified to start the three-wheeler races; new personal best lap speeds included Alan Founds/Jake Lowther 115.11mph, Peter Founds/Jevan Walmsley 114.078mph, Tim Reeves, joined by impressive newcomer passenger Mark Wilkes, 114.793mph and Kevin Thornton/Dave Dean 101.763mph. However, just six crews secured silver replicas, a reflection of the soaring pace at the front of the field.

Peter Hickman completed more 130mph+ laps than any other rider at TT2017 with nine followed by Dean Harrison (7), Ian Hutchinson and James Hillier (6), Michael Rutter (5), Michael Dunlop (4), Josh Brookes and Dan Kneen (2) and Bruce Anstey, Martin Jessopp, David Johnson and Conor Cummins all one. Hickman, Dunlop and Harrison all did four racing laps at more than 131mph. Only Dunlop (twice) and Hickman and Harrison (once) lapped at more than 132mph during the races.

James Hillier's retirement in the Superstock race was his first DNF at the TT since the Senior in 2010, breaking a sequence of 36 consecutive finishes.

Eight started the TT Zero, eight duly finished, which was a better than practice when three of the competitors – Dean Har-



Lewis Blackstock & Patrick Rosney lapping at 110+mph, courtesy Stuart Watson.



Privateers' Champion, Horst Saiger, courtesy Robin Hynes.



Popular Spaniard, Antonio Maeso receives his award from Phil McCallen, courtesy Gert Meulman.

rison, Daley Mathison and Matthew Rees – failed to complete a lap. Great to see Antonio Maeso back on the Mountain Course; he completed two practice laps, coming home

in 5th place. The Mugens were far superior in top speed than the other entrants exemplified by both Guy Martin and Bruce Anstey recording 162+mph along Sulby Straight.

A tale of Dunlops in the Supersport race with Michael winning, but it was elder brother, William being fastest along Sulby Straight... in fact, he recorded the top four quickest speeds, the best being 176.60mph on both the opening and final laps. A similar tale for the dash along Glencrutchery Road with William taking the top three slots, his fastest of 156.74mph being nearly 2mph quicker than the 'best of the rest', James

Hillier

295 laps were completed by sidecars during the actual practice week – 11,120.35 miles! Darren Hope with partner, Shaun Parker were the only crew to make double figures – ten, with no less than eight others circulating nine times. Most crews took advantage of inter-race sessions with 36 more laps being completed, Hope and Parker still out in front with eleven laps to their credit.

Thanks to Stevie Rial and Mike Hammonds for supplying some of the information for this article.



Jochem van den Hoek

Twenty-eight year-old, Jochem van den Hoek, the only Dutch competitor at the 2017 TT Races, lost his life as a result of an accident at the 11th Milestone during the first lap of the Superstock race. Jochem had agreed to work with Gert Meulman on an article for this edition of the TTSC magazine. He was delighted to be involved with our club and, indeed, during practice week, had spent quite some time talking through his career and his expectations with Gert.

Jochem made his TT Mountain Course debut last year recording a 44th place finish in his debut race, the Superbike, as well as 34th in the Superstock race, being the highest placed newcomer; later in the week he finished 36th in the Senior. A few days prior to his year's fatal accident Jochem finished 27th in the Superbike race at an average speed of 118.91mph, winning a bronze replica.



Courtesy Gert Meulman.



There have been several recent changes at the Joey Dunlop Foundation...



... the new extension at the Lodge [Braddan Bridge House] is now fully operational with an opening ceremony being performed by cousins, Gary and William Dunlop during the Festival of Motorcycling

... there have been two retirees – Kevin Quirk, one of the original trustees and a stalwart of the Foundation who had been managing the complex since it opened and long standing committee member, Bob Simpson whose technical input into the new building has been invaluable.

... John Watterson, who has fulfilled the responsibilities of chairman for eight years is stepping down, but will continue as a trustee and deal with the legal and reporting responsibilities of the Foundation. Stepping into his place as chairman is Bruce Baker, a trustee of the Foundation for many years, who will now oversee the Foundation's future.

Bruce and John who, between them have over 25 years combined service as trustees will, as ever, be supported by a small, but dedicated committee of very loyal volunteers – Gilly Keown, who takes on most of Kevin's responsibilities, together with Barry Steels and Charlie Bond who both do a substantial amount of fund raising and maintenance work for the Foundation.

... Gilly is now Complex Manager at Braddan Bridge House. For further information about the Foundation or to book a holiday please contact Gilly by email info@joeydunlopfoundation.com, telephone 01624 677741 or visit www.joeydunlopfoundation.com

John and Bruce pay tribute to Kevin and Bob for their contribution over many years and look forward to the continued success of the Foundation.



THE FRENCH CONNECTION

Although the number of entries for the sidecar races have fallen in recent years, one very important factor in maintaining the quality has been the consistently high number of entries from France. For over 20 years the TT has been the main focus for a number of French teams as the rigours of the Mountain Course and the challenge of completing races lasting over an hour, have in turn, improved the quality of F2 sidecar racing in the French championships.

This story begins back in 1985 when Michel Jacques-Jean along with passen-

ger Loic Ansquer first entered. Accompanying them was one Francois Beauchamp, who has been a fixture at the TT ever since. Francois recalls that first year as being an eye-opener. Michel was one of the best in France and arrived with much enthusiasm and well-prepared – or so he thought. The team was sent back to the paddock from the scrutineers a number of times to adjust this, tighten that, repair the other, etc before being allowed out on track. Alas, Michel and Loic had to retire from both races (as did one Dave Molyneux, also a newcomer that year!).

Michel returned the following year with Jean-Claude Huet as passenger, another retirement in race one but a 19th in race two won each of them a bronze replica – success! A decade would pass before Michel returned and by 2000 he was joined by three other teams – the French Movement had begun!

The French quartet included Claude Montagnier, who has entered every year since, and Bernard Baumier whose passenger was one Francois Leblond! Baumier was to finish all six races he competed in and in 2003 his passenger was Frank Lelias. Both Leblond and Lelias were to return as drivers with considerable success. Sadly, Baumier lost his life in an air crash a few years ago. The attraction of the TT was undoubtedly a frequent topic of conversation at the French championship rounds which from 2002, have held a separate championship for F2 machines, although their races are run concurrently with the F1 class for 1000cc engines.

Both the introduction of the national championship and the increase in teams entering the TT improved the quality of preparation of the outfits and although the finishing positions were slow to show this, the reliability was obvious. From 2000 till 2004 there were 36 French race starts and 32 finishes! The French F2 champions that year were Francois and Sylvie Leblond and from their 2003 debut through to 2007 they steadily increased their race speeds, but as yet no replica. In both 2008 and 2009, they were the highest placed team NOT to win one, but all came good in 2010 when 15th in both races saw them win two replicas. It was a fitting finale for Sylvie, who retired in 2011 having suffered an arm injury in a French round. She had won the Susan



Michel Jacques-Jean and Loic Ansquer, 1986, at Ramsey Hairpin, courtesy Bill Snelling at FoTofinders.

Jenness Trophy for best female competitor at the TT in both 2006 and 2007. She accompanies Francois to this day as Francois is still competing although he has retired from racing a number of times! And on occasions their younger daughter joined the family on the island.....

In 2011, Frank Lelias returned, this time as a driver. Two good finishes that year but for the next two years he teamed up with Charlie Richardson, an experienced British F1 passenger. Two replicas in 2012 for 8th and 10th, and the following year two more for 10th and 7th, the latter being the only silver replica won by the French (to date!). Their 20 minutes 40.878s lap in that race remains the fastest French sidecar lap.

And the chassis used by the French teams? One could be forgiven for thinking it would be the Swiss LCR construction that would dominate, but the French have usually used British chassis such as Shelbourne, Ireson, Windle, Bellas and most often (Tony) Baker. Until 2013 that is. Step forward, Sam Gache. Sole constructor of



Jacques-Jean and Gerard Barbe, 1999, at QB, courtesy Bill Snelling at FoTTofinders.

the SGR, he provided the outfit that would see the debut at the TT of Estelle Leblond. She had won the French championship with Thomas Quintre the previous year, but for 2013 enlisted the help of the experienced Sebastien Lavorel. They finished both races in 29th, lapped at over 101 mph and consequently Estelle emulated her mother Sylvie in being awarded the Susan

Jenness Trophy. Meanwhile Francois had been adding to his replica collection, two earned in 2012 with Jonathan Huet as passenger, son of Jean-Claude – the replica winner 26 years before!

It was Estelle's turn in 2014, winning a bronze for 18th in race two and once again collecting the Jenness Trophy. Another replica in 2015, 18th again and one place ahead of another French Championship winning pair, Remy Guignard and Frederique Poux. Estelle, Remy and a third French team Franck Barbier and Emmanuel Debroise all piloting SGR outfits! One of the eight French entries that year was that of Lionel Mansuy and Melanie Farnier. They finished both races and lapped at over 100 in race two, as they were to do in 2016, but back in France Melanie was passengering for Estelle and with 7 wins from 10 races, they became French champions.

For 2017, Francois once again had Bruno Picquoin in the chair, while Franck



Francois Beauchamp.



Francois Beauchamp, Jean-Claude Huet, Sylvie and Francois Leblond, Jonathan Huet.

Barbier returned with Goulven Crochemore debuting, both pairs finishing both races. Alas for Claude Montagnier, his outfit just wouldn't rid itself of gremlins and he narrowly failed to qualify, ending a run back to 2000 with 28 finishes from 29 starts. But the stars of the show were 'the girls!' With a lap at 108+ they finished in 11th place. But they went faster in race two, over 109 and were in 6th place with just a few miles to go when the fuel pump failed. So near but... that lap at 109+ was less than a second off Frank Lelias' 2013 time. Disappointment, but they had done enough to win the Susan Jenness Trophy for 2017. For next year, 'the girls' will return with a new SGR, (Dad is going to 'inherit' their old one!)

Francois Beauchamp was at the 1985 TT, he has been every year since. His final thoughts: one thing to improve is the travel allowance for foreign teams, the current amount is more than it used to be but less in real terms. And Francois' best TT? '1985

of course, my first year, it was when my passion for the TT began!'

John Newton



Melanie Farnier studies the Tony Baker on-board video, courtesy John Newton.



Island at War - Part 2

...at the end of part one we had reached...

...September 1939...

300 Members of the Manx 15th Anti-Aircraft Regiment Royal Artillery TA were already 'at station' in England in anticipation of what was to come.

Specially prepared brown paper had been issued for the purpose of screening buildings, covering glass doors, windows, sky lights, with the order to include all private houses, shops, factories, places of entertainment, etc so as to not be visible from outside. Street lights were to be reduced and indeed 'extinguished' when warnings given. Air raid warning sirens had been installed in Douglas, Pulrose, Onchan, Ramsey, Peel, Castletown, Port Erin, Port St Mary, Laxey and Kirk Michael.

Arrangements had been made between the UK and IoM governments for food supplies to be maintained in the event of war, the Island having a reserve supply of food in the event of emergency. At this time rationing was not being contemplated, although it was thought it may be necessary in the future.

On September 3rd, the day before practice was due to start for the MGP, it was announced that we were at war with Germany. Scheduled for a 6am start, practice was due to run until the 11th and was to include the traditional Thursday afternoon session; Jack Cannell, father of the late lamented commentator Geoff, was due to ride Norton and Velocette machines in the junior and Senior events respectively. Despite the imminent danger of war, there was a good entry for the event ... Lightweight: 26, Junior: 40, Senior: 42. Obviously, the MGP was cancelled, not taking place again until 1946; the TT would not resume until 1947.

Amazingly, there were eight cinemas on the Island in the late 1930s, reflecting the popularity of the flicks; loads of other entertainment was available, mostly in Douglas with dancing, shows, follies and revels all providing nights out for locals and visitors alike. The wonderful Silverdale Glen, still thriving today, so well loved by everyone who ever went there, was open 7 days a week; the Café stayed open until 10pm, reflecting how hard those

involved in the tourist industry were prepared to work to make their businesses successful.

I have no idea how many lady motorcyclists there were on the Island in 1930, not many I would think, but sadly one of them, Emily Lindsay BA, a teacher at Douglas High School for Girls was killed when her machine was in collision with a car in Santon. During September, in response to an appeal by the UK government, a large number of children from vulnerable areas in Britain were relocated to the 'safer environment' of the IoM. Gordon Challenor, proprietor of the Bradda Boarding House in Port Erin was fined in a Castletown Police Court for falling to obscure lights in his building, the penalty being £1 fine with 11 pence costs. The maximum fine for a first offence of this type was £100, so I suppose he got away very lightly [no pun intended].

There was understandably a very low demand for houses in the Island at this time, with many small and medium properties being for sale in Douglas, the first time such a situation had existed for many years.

As 1939 ebbed to a close the Manx press was almost exclusively devoted to the war and the effect it was having and would have on the local population. Compulsory military service call-up came into force locally on November 18th, affecting about 600 young Manxmen aged between 20 and 22. What an appalling time it must have been for the families of those lads.

Strange as it may seem at a time when there was so much talk of war, the tourist arrival figures for 1939 from 1st May to 30th September showed an increase of 16,000 on 1938.

On to 1940... with the press reporting that Christmas had been enjoyed by all, particularly the spirit generated in hospitals and other institutions. Apparently, all the Island's previously mentioned cinemas were still in full operation despite the blackout restrictions on lighting. However, heavy snows hit the Island at the end of January and beginning of February leading to what must have been a miserable winter for islanders with Kirk Michael being totally isolated for eleven days.

Spanish Head, near the very popular Sound Café, was bought by an anonymous donor and 'gifted' (placed in Trust) for the Manx nation. It was planned to pass the area of land into the hands of the Society for the Preservation of the Manx Countryside. It is a beautiful area and, if you have not visited it, you should do so. Port St Mary woman, Miss Esther Costain was fined 10 shillings for what seemed to have been no more than an act of kindness. Esther had attempted to gift some food and flowers to a female internee who was being held in the Women Only Camp in the village when she was stopped by Guards. Organised by the Red Cross, a big dance and whist drive in aid of the Manx Prisoners of War Fund was held at the Villa Marina on August 7th.

On to 1941... massive girders were put in place at the Quarter Bridge as a prelude



Josh Brookes powers his Norton around the right hander at Ballacraigne, courtesy Glynne Lewis.

to the re-widening of the corner. It was reported in the press that Florrie Ford had died while entertaining troops in Aberdeen. Miss Forde, who collapsed while singing a number of choruses of her well-loved songs, owned a cottage at Niarbyl. She was a deeply kind person who, on seeing the grave of an unknown soldier in Patrick churchyard who had been a victim of 'The Great War', arranged for a beautiful headstone with the simple inscription 'Some Mother's Son', to be erected. Only two weeks before her death, she was said to have commented, 'my greatest regret was that the war meant a break in my happy association with the Isle of Man'.

Barbed wire enclosures were to be erected on the new Mooragh Promenade in Ramsey to create an internment camp for enemy aliens, this being the same area where the 'Ramsey Sprint' is now held during TT Week. The following week, sixty houses in Onchan were requisitioned for more internment purposes.

Despite barbed wire everywhere, in what was described as 'dear old Douglas', the summer season was moving on apace. Earnest Binns' 'Arcadian Follies' arrived to perform at the Gaiety Theatre after previously enjoyed a long successful run in Blackpool. This was to represent a 'chin up' attitude on the island in what were becoming very grim times. There was an acute shortage of cigarettes, partly due to the need of supplying alien Internees 'with their smokes'.

Much speculation was afoot over the possible repercussions of any bombs being dropped on the Island; in the press the conclusion was drawn that 'get this hard fact into your heads, we are in this war up to the hilt, along with Britain. Risks have to be faced and whatever protective measures we embark upon must depend on the normal expectation of attack...the Island is not so important to Germany as some of our self-titled leaders would like us to think it is - if it was, then it would have been blasted out of existence months ago. These sort of statements must have given the population great comfort and assurance.

It would appear that the Island's well-loved steam railway was in full operation and of

Congratulations to the winners 2017 TTSC National Raffle

☆☆☆☆

1st £350 D.Bell Belfast.

2nd £250 B.Woodhouse Leeds.

3rd £150 D.McNeir Aldershot.

4th £50 D.Harkness Omagh.

☆☆☆☆

Many thanks to all those who bought and sold tickets and to those club members who sent donations... all monies raised will go directly to support club members who are competing at this year's TT. Thanks, as ever, also go to John Newton and his good wife,

Pat for organising another successful raffle.

**** Apologies - the caption which appeared in the last issue was incorrect, the previous year's one being included in error. Winners, however, did receive their prizes!**

National Raffle 2018 is not far away - please support your club in this worthwhile fund raising activity.

course, the lines to both Peel and Ramsey were still in existence, thus forming a complete link from the south to the north of the Island. However, the Manx nation was up in arms in more ways than one as the summer of 1941 moved on, with the local price of kippers costing anything between 6 and 9 pence for a pair, much dearer than in England. Understandably this being a 'staple' of the Manx diet great annoyance was being seen on the streets, especially of Peel The price of herring in England had been subject to controls from the outbreak of war.

At the end of June, three young Italian fascists from the Palace internment camp in Douglas, dressed in hoods and masks like the Klu Klux Klan, attacked a 53 year old Italian man in what was described as a vicious assault. It seems the youths thought the victim had pro-British sympathies; the local court sentenced each to six months hard labour.

Despite the war, seven cinemas were still operating seven nights a week on the Island, an astonishing fact considering the amount of local men on 'service', the large areas of lock down caused by the internment camps and the comprehensive lighting restrictions. The Strand Cinema in Douglas was severely damaged by fire in September, the cost of which was estimated at around £5,000, a considerable sum at the time.

A local 'motorcyclist was killed in an accident at the Raggart, just outside Peel on the road to Glen Maye, Chas Henry Cain, a butcher from Peel, being killed instantly. As the summer neared its end in August, a meat shortage was averted by the importation of stock from Ireland... 150 lambs had been brought in on each of two weeks and the promise of further stocks was reassuring the Manx people. Blackberry time on the Island, with school children collecting four tons of the delicious berries to be used in the making of jam, plus there would be no shortage of blackberry crumbles and pies for the locals in the coming winter.

Ninety-six men from the 129th Battery of the Manx Regiment were being held as PoWs in Greece, while in the evacuation of Crete, twenty-four were still missing, although thirty-six had been successfully evacuated. There appears to have been a lot of unrest in the Island's internment camps with much of it being caused by fascists at the Peveril Camp with the escape of three British fascists and all night rioting. However, in October things seemed to have settled down with the arrival of fifty men and women from the London Metropolitan Police Force to help with peace keeping.

Part 3 - the war years of 1942 and 1943 to follow in next edition of the magazine.

Derek Clague



The Ramsdens - Steve and Matty - will hardly go unnoticed with their brightly faired Honda, courtesy Stuart Watson.

No-one would begrudge William Dunlop a TT win, seen here getting the best out of his superbike machine, courtesy Robin Hynes'



A Chat with IoM Department of Economic Development Motorsport Manager, Paul Phillips

- ❖ **The layout for the paddock changed considerably from 2016 to 2017 with the higher profile teams being allocated the hard-surfaced area – to what extent was this move considered a success? Are further changes anticipated... rumours are afoot that public access will be restricted to this particular area in future?**

Let's deal with the second part of that question first – I can assure you and your readers that there are no plans to restrict public access to the paddock at the TT. The access is a key part of what makes the TT different compared to other major motorsport events, it is part of the event's DNA and we should do all we can to protect that.

In terms of the layout, this came from work that is ongoing with the IoM Government's Health and Safety and Work Inspectorate and is all part of a process to make the site operate better and to reduce the associated risks in the area for those working in it and visiting it.

Generally, the changes worked well, but as with any change, there were issues and we will make further changes moving forward. There is no question that one of the big issues there is the site itself, which is in need of investment and there is work ongoing in the background to address this.

We have recently made a new appointment to our team with Nigel Crennell becoming Production Manager, taking responsibility for site planning and operation on a year round

basis, including driving forward future developments.

- ❖ **The three solo newcomers performed with credit this year; hopefully a long-term successful TT career lies ahead for them. Can you explain the organiser's policy with respect to recruitment of first-timers [both solo and sidecar]?**

It has been some time since we have actively recruited new riders to the TT. The newcomers who have come in recent years have been selected from the long list of riders who put their names forward. Given the total size of the entry and the extraordinarily high speeds being achieved across all classes now, I think that we will continue to see just a few elite riders being given the chance each year with the majority being encouraged to try the Manx Grand Prix first.

To take a newcomer at the TT now we have to be 100% convinced that they can come in and even just qualify in the first year, so they need to have a very good CV to their name before being considered. We also have to be convinced of their attitude and application to work with the Rider Liaison Officers to put in the required preparation though the winter months and in the run up to the event.

- ❖ **The sidecar entry was slightly lower than previous years. Do you think there was any particular reason for this... the relocation to the Friday of race week for the second race, perhaps?**

There has been a general decline in sidecar racing across the world for more than a decade and the TT is not immune to that. I worry about the future of sidecar racing at the TT because of the age profile of the competitors and the issues around the future supply of 600cc engines, which are becoming more and more obsolete as the motorcycle manufacturers, one by one, pull out of that market.

That said, the sidecar class at the TT remains important to us as promoters and popular with the fans. We are proud to have what are undoubtedly the most competitive and most high profile sidecar races in the world with global TV coverage along with some exciting new names – the Founds brothers and Lewis Blackstock for example – coming to the fore; this bodes well for the future.

- ❖ **The weather caused immense problems during practice week; are there any plans afoot to counter any such issues in future, perhaps a return to afternoon sessions, or dare I say, an early morning session at the end of practice week?**

There are plans, which can be activated thanks to the new Road Races Act on the IoM, which came into force at the start of this year. 2017 was fairly unprecedented weather wise and the likelihood is that, in a normal year, we won't need to do anything extraordinary to get in all the practice and



With an iconic back drop, Mick Alton & Chrissie Clancy at Creg ny Baa, courtesy Gert Meulman.

racing. However, if the 2017 conditions were repeated there will be some options around practicing in the afternoon available to us which could be used if required and agreement is in place with all relevant parties, not least the IoM TT Marshals Association.

- ⊗ **TT Zero – all riders completed the lap, but there were only eight starters, two of whom did not start in any other race, which was a change in the original rule regarding qualification for an entry... so, is this class still tenable, given that its allocated practice time might well be better served by classes in which there are many more entries?**

Clearly TT Zero is not providing the sporting spectacle we would like. However, it is performing well in other areas, which are important to IoM Government in terms of non-specialist media coverage and as a platform for other clean tech business to be activated around.

In terms of moving forward, this is an increasingly interesting debate. We now know that a definite line in the sand has been drawn for cars powered by petrol and diesel and



With a brilliant display of high speed team work, Ben and Tom Birchall raised the sidecar lap record to over 117mph – 117.119mph, a time of 19 minutes 19.74 seconds to be precise. A “perfect Lap”? Well, actually that’s not quite correct as an examination of the sector times for the three lap Sidecar race one will reveal. The lap record was set on the brothers’ second circuit with the Start to Glen Helen sector time of 4 minutes 47.581 seconds being the fastest for the race, not so for sector 2 [Glen Helen to Ballaugh] with the lap one time of 3 minutes 27.915 seconds being 0.149 seconds faster than the following circuit. Sectors 3 and 4 [Ballaugh to Ramsey, then onto the Bungalow] were the quickest on lap two, but the lap one time for sector 4 [Bungalow to Cronk ny Mona] was 0.228 seconds quicker at 2 minutes 36.383 seconds; it took 1 minute 3.054 seconds to get from Cronk ny Mona to the Start on lap two, the fastest for the race. The “perfect lap” would have been 0.377 seconds quicker giving an overall time of 19 minutes 19.363 seconds...so, there’s room for improvement! Seriously, what a brilliant display – a true highlight of TT2017.



Dan Kreen has really come to the fore as a top class TT rider, courtesy Glynn Lewis.

in the near future, you will no longer be able to purchase one. It seems inevitable that the motorcycle industry will likely follow suit, so TT Zero starts to get more important in terms of the long-term future of the TT.

In the short term we are working with the race sponsor SES and the existing teams to grow the field and the sporting entertainment and we will let people know, as soon as possible, how that develops.

In terms of another class, the reason we can do TT Zero in addition to the existing race classes is because it takes up very little time in the overall schedule. If there was no TT Zero we couldn’t replace it with anything else other than a one lap race. So, if we wanted to bring in a Moto 3 Race over 4 laps for instance, that would have to be at the expense of one of the other races.

Some thoughts regarding the TT Programme ...

- ⊗ **Having two separate front covers – Ian Hutchinson and Michael Dunlop – was certainly a novel idea, so to what extent was this deemed a success?**

Cover sales increased again this year, so it can only be a success. The programme sales have grown a lot over the past decade and provide an important income stream back to the event to be reinvested in the costs of staging it. As a team, we are always looking to do different things to move the event along.

- ⊗ **An old favourite, I’m afraid... there were some really interesting rider-based articles – Holden, Brookes, Martin, Lintin – but, surely, there must be scope to give coverage to those competitors not highlighted by the general media, even if it were by the inclusion of a ‘who is who’ section? Has any thought been given to the inclusion of a factual based statistical section – results, most wins, successful manufacturers, etc, so that first time spectators receive a greater appreciation of the history and culture of the event?**

The current contract to produce the TT Programme is coming to an end and there will be a new arrangement no matter what for 2018 and beyond so it is likely that the content, layout and all other considerations will be reevaluated and in some cases rebooted. So, nothing is off the table at this point in time. What we have to do is ultimately provide the best product we can for the broadest audience delivering the most sales.

- ⊗ **What in your eyes were the highlights of TT 2017?**

Ably supported by 'Team Tony', the now Manx resident, Tony Redmond, is captured on camera by Glyne Lewis.



The racing at the TT is consistently close and exciting. In many ways this is a golden age of TT racing with a deep pool of talent including lots of young guys who are still improving and a period where there is a lot of parity between the bikes across the classes, ensuring each race is a close fought battle won ultimately by the riders skill and experience.

Peter Hickman's not unexpected emergence as a genuine contender in all classes was good to see as was the continued evolution of the Nortons which have added so much to the TT in recent years. I am sure that Norton's Josh Brookes in particular will join Peter Hickman as one of the riders to beat at the TT in the not too distant future also.

From a non-sporting perspective, it was hugely satisfying to see the event continue to grow with another 6% visitor growth achieved this year. The past 24 months have been somewhat challenging with the independent promoter tender running in the background, so to keep those involved in delivering the event focused during this time, and to keep the thing moving forward at a fast pace is some achievement and sets things up well for the future.

❶ **The Classic TT element of the Festival of Motorcycling appears to be going from strength to strength – do you anticipate any more innovations / changes for next year?**

The Classic TT has been extraordinarily successful in a short space of time establishing itself as the world's premier classic motorcycle event. By last year we had seen economic benefit for the IoM increase in four years by a massive £6.5million with the Exchequer Benefit (the amount of money returning to Government through taxes, VAT etc.) increasing by £720,000 per year. Economic benefit is a pretty important indicator to evaluate the return in the investment and is one of the Key Performance Indicators on which the event is assessed. We will get the details from this year's visitor survey in October, but we expect to see further sharp growth indicated by the 5.6% increase in motorcycles carried on the Steam Packet this year and the increases in ticket sales for Classic TT events and sold out grandstands.

Going forward, the Classic TT has the potential to sustain sharp, sustainable long-term growth and it will be very interesting to see where it is once we have done the 10th iteration of it in 2022! One day, it may be the only petrol-powered racing taking place on the Mountain Course!

Thanks to Paul for assisting with this article



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

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

Biking Dates 2018

North West 200	13th – 19th May	Pre-TT Classic	25th – 27th May
TT Festival	26th May – 8th June	Post TT Meeting	9th June
Southern 100	9th – 12th July	UGP Bike Week	8th – 11th August
Festival of M/cycling	18th – 31st August		

Stuart Watson captures Ivan leaning into Parliament Square with Jamie Coward watching his every move.



A 'wow' of a year for Ivan Lintin...

... with some exhilarating rides, nail-biting finishes and podium-topping positions

...Not quite the case at the NW200, where early season gremlins were to the fore. Qualifying went according to plan for the super twin race, but the key at this circuit is not to lose the draft, which is precisely what happened in race one... Ivan explains, "I lost it early on as clearly Martin Jessopp and Michael Rutter had some very fast machines; basically, I just couldn't get back with them, but had a great battle with Dan Cooper, so was happy enough to finish third... roll on Saturday's second outing."

Unfortunately, the weather played a major role in this as Ivan, who opted for a wet front, dry rear tyre combination, ran on at Metropole on lap two, then the crank snapped a lap or so later. He didn't start a 600 race because the motors blew in practice, also adding to the wreckage count was the gearbox explosion on the superstock bike... all hard on the team wallet!

On to the TT... could it be three in a

row? A troubled practice week because of the weather saw him struggle on all bikes, but he was still optimistic for the Lightweight... "I knew where the challenges would come from, and studying the start numbers I was hoping to get going early, chase down Lee Johnston and go from there. Obviously, fate played its part with Lee coming off in practice, meaning I was the road sweeper and carrot for everyone else. My first board at Sulby indicated that they, Martin and Michael, were catching me, their bikes being just a little quicker than mine. I was caught by the Mountain on lap two and entered the pits as a trio."

If he had returned to the fray as planned, the outcome of the race might have been different, but as a clip broke during the visor change, a new helmet was required, probably costing twenty seconds and the loss of a tow. Also, Peter Hickman passed him on corrected time, so he had to settle for fourth. Happy? "Yes, it was still a good result, but we did

reflect on what could have been. We used my winning bike from 2016, but the bar has been raised, so we will be looking at developing the 2017 model".

Of course, there were three other races to look forward to, but the team was plagued by handling issues throughout practice week on both the 600 and, particularly, the 1000. Despite a change to Dunlop tyres, a happy set-up was not found, Ivan concludes, "so apart from 13th in the supersport race and 19th in superstock, it was disappointment all round, but that's the nature of the loM... a challenge for the team and myself, we are focused on coming back stronger in 2018." This precisely what he will do as he's extended his contract with RC Express for another year.

The Southern 100 came along next, this being the 'wow' factor in terms of close racing with McAdoo Racing's, James Cowton and Ivan being the main protagonists in both encounters for 650 machines.

Second on the grid for the opening race, Ivan edged out his fellow Z650 Kawasaki mounted rider by just 0.334 of a second. Speaking about the battle to Stevie Rial of www.roadracingnews.co.uk, Ivan said, "It was so close, I just couldn't drop James, so we had a great duel. He led, then I led, so I tried to be defensive and plan my race, but it was

so close and I had the front slot at Castletown Corner on the last lap, winning the drag to the line."

Enthralling, but could it be bettered? It was, in race two, with only 0.065 of a second separating the two front runners as they crossed the line, making it the seventh closest finish in S100 history. Ivan continues, "we knew we wouldn't drop each other this time, so I overtook him and it was he, me, until the last lap; I didn't particularly want to lead the last lap, so I slowed, but he knew my tactics and wouldn't go by, but I managed to hold on again and win, but not with the intended plan."

These two victories, making a total of seven at the 'friendly races', were complemented by six top six finishes on his 600 and 1000 machines. Speaking of his 650 berth, Ivan was obviously more positive than a month previous, "that was first decent run on the 2017 twin, I was really happy with the results particularly as it was not that far developed at the time... a good solid return, but, unfortunately, I was still having handling issues on the big bike which was very flighty to ride. "

Back to Northern Ireland and the UGP – unfinished business? "Oh yes. After a crash early on there in 2015 and my finger injury resulting from an Oliver's Mount crash the following year, meant I'd never really had



A fine 4th in the 2017 Lightweight, courtesy Robin Hynes.



Ivan at speed on his 'big' bike, courtesy Gert Meulman.

a proper go at the event whilst racing for RC Express." Obviously, he knew the super twin race was his best chance of a good result... "I held the lap record from 2014 and knew that I could go under it in the race. Following the S100 where myself and James Cowton were elbow to elbow, I knew I would have to try to break the pack up, but I wasn't certain I could do it."

The flag dropped, fast off the line, head down to see what he could do.... "I was trying hard, hitting all the markers, never seeing anyone on the first two laps, but my pit board never changed from +0, meaning they were still with me. After three circuits, going into last lap, it was +1, so I had some breathing space, but then fate tried to play its part again. I caught a back marker just at the wrong point and lost time, meaning Dan Cooper was on me again, though I didn't know it until he dived under me at Tornagrough"

The crowd was in for another spectacular finish as Ivan's mind was set, "I thought to myself, I'm not going to have towed you round all race to lose it there, so tried at a few places to take him back, but lost the front a couple of times. I hadn't got him so, no option, the last chance was to ride around him at last corner, which I did – just! Closest finish I had ever been involved in!" 0.024 of a second to be precise, with Adam McClean some 22 seconds back in third position. The previously 'flighty' big bike behaved itself to give our man from

Bardney 8th, 9th and 12th positions, these results coupled with an 14th in the first race for supersport machines meant a more than satisfactory week's work.

Most of the TT top-liners, Ivan included, reconvened on the IoM for the Classic TT, an event, growing year on year, which he really loves, so much so that he was entered in four classes. If there is a downside to the meeting, it's the shortage of practice time as determined by the increasingly darkening early evenings. It was a case of two out of four as both 500 and 350 machines seized towards the end of practice weeks, meaning a DNS for both, a great shame as the team had put a massive amount of effort into preparing them.

Anyway, the 250 race was obviously the highlight of the Lintin week as Ivan explains... "firstly getting 4th, but then being promoted to 3rd was even better. In that situation, the bad bit is you and your team miss out on the winners' enclosure and podium celebrations." It had been a long while since he rode a 250 round the TT Course, as he continues, "they are very different to ride to anything else, but brilliant in the same way. My bike was a complete bog stock Honda 250, so to lap at 115.7mph on it, I was well chuffed. Next year, hopefully we will be bringing a race bike, not a parade bike which this one basically was, so should be able to go that bit quicker." Ivan finished behind Bruce Anstey and Ian Lougher, having been promoted to third following

Leaping Ballaugh Bridge, courtesy Gert Meulman.



Michael Rutter's disqualification on technical grounds.

Any problems during the race? "You might say that, and it was no yolk ... I had a scare at the end of Sulby Straight when a chicken ran out of a side road. I nearly hit it. It had a choice to make and thankfully for it and me, it made the right one! Doing 150mph I only have about a foot either side of the racing line in which to be able to make the corner. I've had some wildlife run out on me before round the isle, but that was the closest encounter.

Ultimately, another scare in the Superbike contest, but a difficult decision was to be made before the start... the Kraus Racing Kawasaki had been handling badly, so, "we made a bold move, replacing Dunlop with Metzler tyres and used last year's race settings. The flag dropped, I literally didn't know what would happen, it was slightly better and manageable, so went with it. I was running between 5th and 7th so was happy enough, refuelled and set off again for final two laps, but then going up the Mountain Mile it went 'off', then a couple of seconds later, exploded. I pulled off the racing line as fast as I could, propping the bike against a fence, but then the hot oil and red hot exhaust caused a fire! I wasn't at a marshal post so had to run down the track,

get a fire extinguisher, then put it out myself. A nightmare situation, but I managed to stop the bike becoming a raging inferno and being completely ruined" ...another 'wow' moment in a drama filled road racing season.

At the time of writing, Macau beckons – Ivan's thoughts... "I'm looking forward to it as it's another place I have not properly had a go at yet. I feel I'm still learning my way round, but following a good UGP and Scarborough on the big bike, hopefully we have a good base set up to perform really well"...and then, roll on the 2018 season when Ivan will be working with the RC Express boys again, a similar schedule, but probably combined with more short circuit outings to keep up his sharpness.



Ivan at Creg ny Baa on his way to 4th in the Lightweight, courtesy Gert Meulman.



Stuart Watson captures a 'Brace of Aussie Nortons' at Stella Maris with Dave Johnson indicating with his left hand to Josh Brookes that they should slow down as they were approaching a yellow flag incident at Ramsey Hairpin.

TT DIGEST

- Norton won a new prestigious award at this year's TT, that for technical excellence. Created by the TT's official lubricant partner, Motul, it was presented in recognition of Norton Motorcycles being the only team to have achieved two top ten finishers in both the Superbike and Senior Races. David Johnson finished 7th, fourteen seconds and one place ahead of teammate Josh Brookes in the Superbike with the team order reversed in the Senior with Brookes finishing 6th, a place and less than three seconds ahead of Johnson. Brookes also lifted the fastest Mountain Course lap by a Norton to 130.883mph, with Johnson also adding another 130mph lap to his record during the Senior. The event's Management Team, which included Clerk of the Course Gary Thompson, Rider Liaison Officers Richard Quayle and John Barton along with TT Business Development Manager, Paul Phillips had the duty of deciding on who won the award.
- The above, a subjectively determined award, perhaps might bring to mind for some, the Frank Cope Trophy, which again remained in the organiser's archive cabinet. Formally presented to the com-

petitor, who in the eyes of the organisers, made the most meritorious performance with respect to their age, this year, had it been presented would surely have been lifted aloft by sidecar driver, Tony Baker. Now in his early 70s and accompanied by daughter, Fiona, on his Suzuki GSX-R600, he came home in 8th and 6th positions in Races 1 and 2 respectively, at remarkably consistent average speeds – 108.605mph and 108.601mph.

- There were 45,045 visitors on the IoM for the TT, an increase of 6.2% on 2016, each staying an average of 6.5 nights. Average per head expenditure was £757, representing a contribution to the Manx National Economy of £24.6 million and an Exchequer benefit of £4.4 million. Peak day for visitors on the Island was Sunday, June 4th – 28,600, with more than 40 nationalities being picked up on the DED survey.
- In our last issue, we carried an in depth article concerning sidecar racing around the Mountain Course. At the conclusion of the article credit was not given to John Newton for supplying much of the information, particularly that concerning the current trends

– number of starts, increasing speed, etc. My apologies to John whose knowledge of three-wheeler racing is quite phenomenal, being able to clearly recall the sounds of approaching BMWs of the likes of Deubel, Camathias and Scheidegger whilst sitting on the Manx hedgerows during sun blest practice sessions of the early '60s.

- On a theme... more apologies go John Newton's way, this time as co-ordinator of the National Raffle. In the last issue a caption announced the winners of the 2017 raffle – well, it should have done, but the 2016 winners appeared instead. The real winners have received their respective prizes, I hope those of the previous year were not too disappointed in not winning twice
- Sandra Diamond, Barbara Kneene and Margaret Cain were awarded the Pokerstars Spirit of TT Award 2017 for founding and managing the TT & MGP Helpline Facebook group. Hundreds of visitors were saved from miserable conditions this year by locals volunteering spare beds and other amenities via the site. Even in the festival's closing weekend, delayed and 'soggy' bikers continued to find warm showers and lifts to the Sea Terminal.
- A reminder... for those of the more nostal-

gic amongst us, a visit to www.immuseum.com. I should bring back memories of the IoM in days of yore. Additions to the photo archives are shots from the '60s and '70s capturing many popular occasions – carnivals, the annual Viking invasion, Tynwald Day ceremonies, even the Rolling Stones when they visited the Fairy Bridge.

- Hill climbs aren't "pure road races", but they are held on public roads, as riders pit themselves against the clock to set the best times... the 2017 five round European Hill Climb series has yielded two interesting champions – Stefano Bonetti powered to success in the superbike class and Francesco Curinga in that for supersport machines. Curinga made an impressive MGP debut this year.
- Flight and sea arrivals are always given coverage in the TT Digest, so what about internal transport systems? Figures show almost 200,000 bus journeys were taken during this year's TT fortnight. Bus Vannin says it's a record number - an increase of 10% on 2016, with ticket revenue exceeding £230,000. The busiest day of the fortnight was Tuesday of race week, when 18,000 people availed themselves of the bus service. Sadly, there was a downturn of fortunes this year for the Snaefell Mountain Railway with the inclement weather



Joey Thompson, a most impressive TT debut, courtesy Robin Hynes.

discouraging many would-be passengers.

- ⊕ The S100 Marshals' Association honoured one of its long-serving marshals at this year's meeting – Eric Alexander hung-up his well-used flags after the 2016 races having been an official Flag Marshal for nearly 60 years, most latterly towards the end of the Castletown by-pass on the entrance to the paddock road. Formerly a Chairman of the TT Marshals' Association he was a 'victim' of an article in this magazine some years ago. Eric was presented with a Certificate of Long Service Award by Chief Marshal, Peter Chadwick and taken for a lap of the course in the roads inspection car.
- ⊕ Remaining on the theme of the "friendly races", figures released by the IoM Steam Packet Co reveal the increasing popularity of the event... the number of motorcycles which travelled by sea to the 2017 event

was up 12.5% to 997 from the 883 carried the previous year. Total passenger numbers were also up, by 4.8% to more than 7,700, as were the number of cars, vans and trailers, with an increase of 4.5%.

- ⊕ An IoM TT Races Museum will be opening within the Isle of Man Motor Museum at Jurby in time for TT 2018. As part of this new museum, there will be a 'Wall of Bikes' which will illustrate the TT's inextricable links to the development and growth of the motorcycle industry during its 110 year history. The initiative will increase the number of bikes on display in the museum to over 400, from the early British marques to the later dominance of the Japanese manufacturers. Other attractions will include an original version of the iconic Glencrutchery Road start line gantry, giving visitors a unique photo opportunity. The museum will work with local historians, archivists and interested groups and organisations



The photo shows our old friend, photographer Don Morley being welcomed as the new Hon President of the of The Association of Pioneer Motorcyclists. The APMC was formed back in 1927 by mostly ex-TT riders and industry figures with the membership later being limited to people who had held a licence to ride motorcycles for over 50 years, this still being the case.

Don, who will serve for two years, is the 49th Hon President, but unlike most of the other forty-eight, he has never raced at the TT, although he is an ex-road racer, and of course covered the TT in the photojournalistic sense for fifty-one years.

Don is seen here in his chain of office with outgoing APMC Hon President and new chairman, Ken Brady.

to ensure that its story is authentic and represents the true history of the event. It is also appealing to motorcycle collectors who have machines that they may wish to publicly display as part of the exhibition.

- ⊕ Money raised by the Rob Vine Fund has enabled the purchase of a new ambulance to replace one originally donated to that organisation some years ago by the IoM Ambulance Service. What do you do with a surplus ambulance? Easy answer – it's being donated in turn to the Jurby Transport Museum.
- ⊕ Seventy and rising...that's the number of years TT Supporters' Club member, Ian Huntly has made his annual pilgrimage across the Irish Sea to watch his beloved TT Races. As ever, he thoroughly enjoyed his visit thanks largely to meeting up with like-minded people he has known for many years; bookings have been made for trip number seventy-one.
- ⊕ Victim of an article in the Summer 2017 issue, sidecar driver, Dan Knight didn't enter this year's event, but did make his Southern 100 debut along with new passenger, Matthew Rostron. In a highly competitive field, they didn't disappoint being the best three-wheel newcomers with a 6th position to their credit. The Knight family was, of course, represented at the TT with dad, Gary completing the distance in Race 2 in 10th position.
- ⊕ The IoM Constabulary paid out more than £182,000 in overtime wages during this year's TT fortnight. The vast majority was paid out to full-time officers, but another £4,000 went to special constables with £8,000 going to former officers who'd been drawn out of retirement to help.
- ⊕ The Hooded Ram Brewery Co will take over the running of the Bottleneck Car Park beer tent on Douglas promenade from next year's TT. The local based company, which commenced brewing in 2013, outbid rival brewery Bushys to be awarded the contract by Douglas Council, thus putting an end to a 20-year TT tradition where



the latter operated the popular beer tent. 2014 saw the Hooded Ram achieve its first accolade in winning a CAMRA award for its Little King Louis, a 6% abv IPA. In August 2016, the first ever Hooded Ram pub opened on North Quay, Douglas, others following in Wolverhampton, Birmingham with more scheduled to open in other English cities. Their range of beers can be seen on their website: www.hoodedram.com. Bushys will now, subject to securing the necessary licence, occupy a site in the Villa Marina gardens, thus enhancing the festival atmosphere on Douglas prom even more.

- ⊕ More than £360,000 was spent on preparing and managing the Mountain Course with the cost of removing and replacing cones, including set-up and dismantling, being £86,579. Several areas of the course were resurfaced ahead of racing – Alpine Corner [£21,250], Sulby Straight [£70,000] and the Bungalow [£175,000] – but these were identified as part of a general maintenance programme and not repaired at the



Peter Hickman – a marvellous action shot taken at Ago's Leap taken by Robin Hynes.

Classic Road Races would move forward to the Bank Holiday Monday 28th May.

- ✦ A stopwatch used by the late Bill Pycraft to officially record the first 100mph lap of the Mountain Course, auctioned at the TT Legends Dinner held on the IoM during the Festival of Motorcycling raised £5,600, the money going to the ACU Benevolent Fund... a marvellous sum, considering the reserve was only £500.
- ✦ Five additional orthopaedic doctors were brought in during TT fortnight to provide an additional level of cover – at a cost of nearly £31,000. Nobles Hospital also staffed an additional late shift within the anaesthetic department to provide extra evening cover for both the hospital and Air Ambulance Service; this cost £8,330. Nine patients were transported by helicopter to Aintree Major Trauma Centre due to TT-related injuries; all these patients were UK or overseas residents so the cost of the transfer was recovered via travel insurance or paid directly by the patient or relatives. The average cost of a critical care transfer was £44,350. Further costs – an average for an intensive care unit bed was £1950 for 24 hours, a standard ward bed, £350 for a similar period.

request of the race organisers.

- ✦ Organisers of the Pre-TT Classic Road Races have confirmed that the 2018 days and dates are Friday, Saturday and Sunday 25th, 26th & 27th May. Contingency plans are in place, as the TT organisers have indicated, that should circumstances dictate that the opening practise session of the 2018 TT on the Saturday evening (26th) be cancelled, the session would be moved to the Sunday afternoon (27th). If this does prove to be the case, Pre-TT



In the next issue we hope to catch up with sidecar driver, Gary Gibson who certainly has an interesting tale to tell. Along with his son Daryl as passenger, he made his TT debut in 2017 securing two fine finishes. After a fastest qualifying lap of 103.985mph, 25th in the list of 45 entrants, he achieved 21st and 15th positions on the results sheets, narrowly missing out on a bronze replica in the second race. The family pairing now boast a lap speed of 105+ mph to their credit. What many fans may not realise, however, is that this is the second coming for Gary in the world of sidecar road racing having been a mechanic and passenger to many famous names in the sport some twenty plus years ago... think Dave Saville and you'll guess the level at which Gary was involved on the UK short circuits.

Gert Meulman takes the credit for this photo of Gary and Daryl at Signpost Corner



Conor Cummins about to descend one of the most awesome stretches in road in the world of motor sport – Bray Hill, courtesy Robin Hynes



Five starts, five finishes, five replicas...

a brilliant TT for Dominic Herbertson

Dominic Herbertson was born to be a TT rider, pretty much growing up on the Isle of Man as the race meeting was a family holiday every year; a young Dom would be seen messing around on push bikes, becoming mates in the paddock with the other racing family kids... but, as Dom himself explains, “when I started to get older the desire to race grew and the Mountain Course is the ultimate route in motorcycle racing.”

Of course, there was a major influence in the Herbertson household with dad, Mark being a seasoned racer... “yes, every son wants to beat the old man! Well, that’s all I wanted to do. My old man is my hero and I look up to him because he has taught me everything I know, though I still have a lot to learn, but like every young buck we want to beat the top dog.”

Dom has always had his feet firmly on the ground, philosophically saying, “my family

is very much working stock, brought up on basic principles in that, if you want something go out and get it”. This is exactly what he did; got a job, saved every penny, bought a bike, then jumped into the deep end of racing, as he continues, “I had no motocross or minimoto background, no rich mummy and daddy to pay for my career. When you work and pay for something yourself you appreciate more. I’ve always had the support of my family and without that I would be nothing, both in racing and in life.”

His first meeting was at Croft in 2011 with the North East Motorcycle Racing Club, but when asked how he got on, the reply was quite emphatic, “shite, but I enjoyed every second of it and couldn’t wait for more! I knew this is what I want to do.

Two years later he was ready for his first IoM racing experience, the 2013 MGP, but why the August races as opposed to the TT?

“The MGP was the perfect opportunity to gain experience and knowledge of the Mountain Course; it’s an intimidating course, taking years to master. It’s a place you really should try before you buy. At the end of the day if you don’t enjoy being there, you shouldn’t be there.”

Riding a nine year old Suzuki SV 650, Dom set off on the newcomers’ siting lap... he recalls the occasion, “I’ll never forget that first lap, remembering dad saying that if I didn’t like it, just pull in, don’t worry about it and I can go home. Needless to say, when I came in from that lap my dad was laughing because he instantly knew that I’d love it and I did!”

Dom finished 6th in Newcomers’ B aboard what he says was “a very standard SV 650, it was all I had at the time but it was like a trusty old tractor, put the key in and she will graft.” 18th followed in the race for super twins later in the week, then a move to the TT.

In his post-TT analysis of 2014, Stevie Rial of roadracingnews.co.uk commented that of all solo competitors, Dominic Herbertson increased his lap speeds by the biggest margin on their previous best. Let the man himself account for this... “on making the decision to compete at the TT I decided to buy myself a Kawasaki 600, doing so from a dodgy looking chap from Glasgow. It was actually a road bike, but along with my dad, I converted it into a race bike. The first time I raced a 600 was down Bray Hill, so needless to say it was a hell of a lot quicker than the stock minitwin! The lap times increased with a quicker bike and, of course I gained more knowledge of the Mountain Course.” Dom’s fastest average race speed was 115.64mph when finishing 36th in the second race for supersport machines.

Now well-established in his own right in the TT Paddock, how does the 26 year-old



forester feel about living and breathing motorcycle racing for two weeks each year? “It’s living the dream for a fortnight, the only worry is coming home and paying your tyre bill! You turn up at Dunlop, give them your wheel, fresh rubber is on in ten minutes... it feels free at the time. Being in the paddock with world’s



best riders is an honour and I want to stay there. However, there is only one way of doing so, which is by getting faster and improving every year... I will, but I'm still learning."

Five starts, five finishes, five replicas... how does Dom describe his 2017 TT experience? "It's hard to put into words, but it was certainly a difficult year for riders and organisers alike with the weather playing the biggest part, affecting practice time and racing conditions. However, having said that, there was only the second Supersport race which was cancelled – a huge credit to the event organisers. Also, there was a slight

change in the paddock atmosphere after the John McGuinness and Guy Martin incidents. One TT legend out and a national treasure chucking it up the road – many fans seemed pissed off."

In a more positive vein, Dom continues... "but the show went on and we gained some top-quality racing, including my own personal lap best time just shy of 127mph; to get five finishes all with replicas was the icing on the cake – setting personal challenges then smashing them is certainly a high as was seeing how pleased my team, WH Racing team were with these achievements. There

Dom at Ballabeg Hairpin during the pre-TT Classic, courtesy Mike Hammonds.



are endless highs at the TT, how can there not be... one is always having a laugh; you'd struggle to find a happier team than WH Racing, who are always up for a laugh, but when we are on track we take it seriously, because after all, you cannot mess around in racing, especially road racing. It goes without saying, losing friends and family to this incredible sport is the only low in my opinion... this was certainly the case this year when we lost David Lambert – a great man who fulfilled his dream of becoming a TT racer; he will be badly missed."

So... five starts, five finishes, five replicas... and remarkably consistent, too – 23rd on his Kawasaki ER-6 in the Lightweight, 21st in the Supersport, Superstock and Superbike races, the fortnight culminating with a 20th position on a MBWS1000RR in the Senior at an average of 123.766mph.

Not surprisingly, Dom was an easy convert to the ethos of classic bike racing, being given a fantastic opportunity this year with the

offer from Davies Motorsport Honda Team to ride both the beautiful Davies Honda 500-4 and a Honda 350 twin. Dom expands, "to be given this chance of riding competitive machinery and become team mates with William Dunlop and Alan Oversby was something only an idiot would say 'no' to. The Davies Team were brilliant and to be able to reward them with a podium place at the Pre-Classic Billown meeting in May and then 4th



Riding high at Ballaugh, courtesy Gert Meulman.



Dom accelerating out of Parliament Square, courtesy Stuart Watson!

and 5th places Classic TT was the cherry on top.”

How do the TT and its classic equivalent compare? “They are just as competitive as each other. There are no half measures around the Mountain Course, just proper racing...next year, hopefully more podiums at both events.”

A bouncy personality around the paddock, always willing to give Chris Kinley a quip on Radio TT, Dom does have one fear... “yes, that of failing and not being able to race

motorcycles at the top level due to funds rather than talent. I am ever more hungry and want to be a professional rider. To achieve this I need the finances, a bit of luck and to be in the right place at the right time. An extremely fast superbike would always help as well!”

Surely, we are going to hear a lot more of Dominic Herbertson... next year, top ten finishes at the TT are in the offering, along with increased lap speeds, particularly if that fast superbike comes along.

ACU Benevolent Fund Administration



The ACU Benevolent Fund has been producing Benevolent Fund badges since 1954 up to and including the present date, 2018. Over the years, sales of these badges have raised considerable amounts of money to assist those members of the ACU family in need of help.

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

Roy Hanks

Chairman ACU Benevolent Fund

Answers to the Quiz

- | | |
|--|--|
| 1. Sulby Glen Hotel | 12. Siegfried Schauzu – 9 wins [1967-1975] |
| 2. 78 | 13. Best turned out Scout group working on the scoreboards at the Grandstand |
| 3. Mick Skeels | 14. Andy Winkle |
| 4. 27th | 15. Keith Amor |
| 5. Cameron Donald | 16. Ben Binns |
| 6. 74.07mph | 17. Dan Kneen making reference to the two occasions which he had received penalties for speeding in the pit lane |
| 7. 2001 | 18. Ian Lougher |
| 8. Maxime Vasseur [passenger to Karl Bennett], 5th in Sidecar Race 2 | 19. William Dunlop |
| 9. Ryan Farquhar | 20. Tom Weeden at Sulby Bridge |
| 10. The Mitre at Kirk Michael | |
| 11. Guy Martin / Mugen | |

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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.

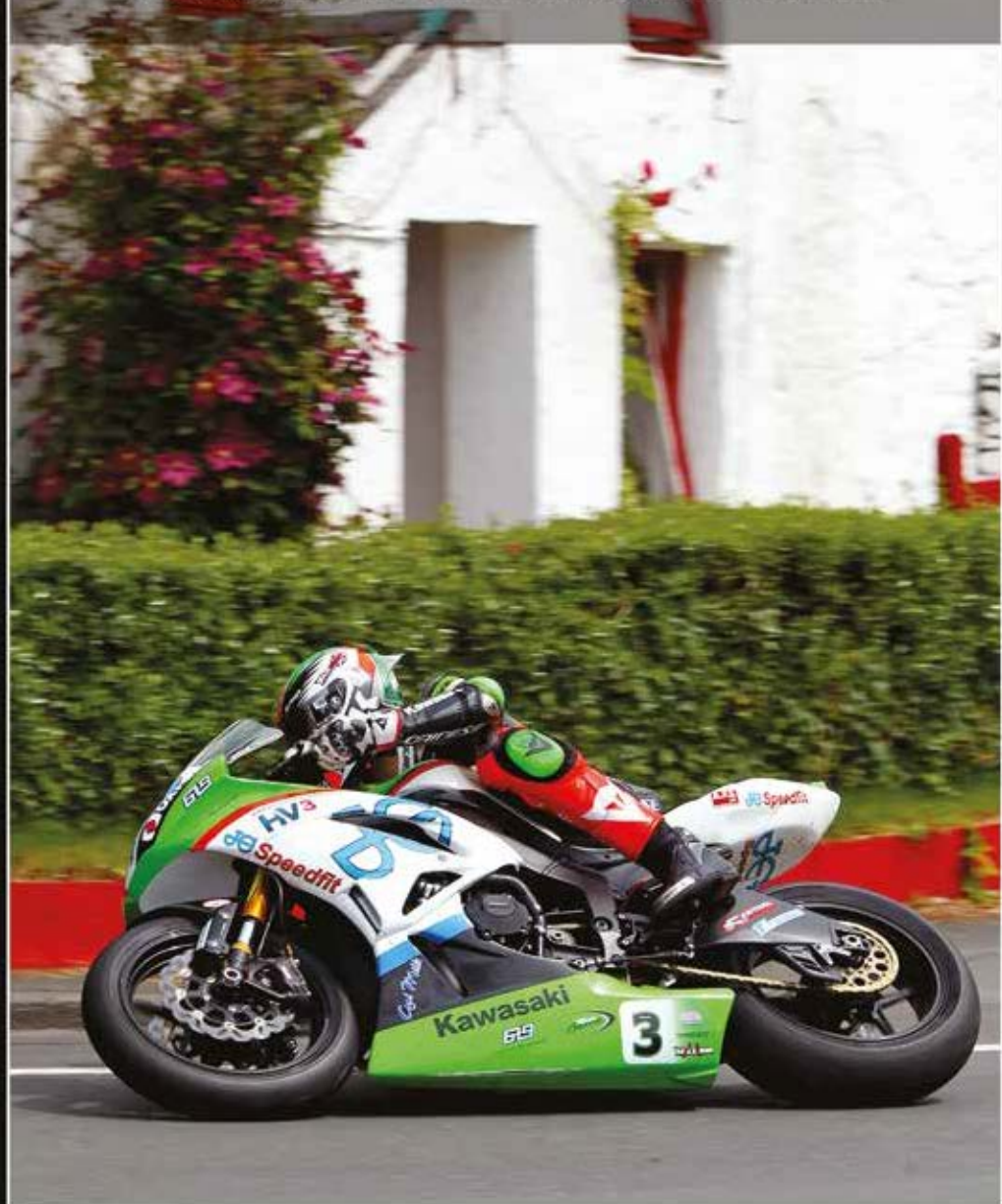
Once again, thanks ever so much for your help in supporting this worthwhile cause.

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

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