



After gaining his Mountain Course Licence and ceaseless viewing of on-board DVDs, Peter, who now takes up the story, was sitting behind a Travelling Marshal with the top of Bray Hill in sight...“it was magical; even my wildest dreams of how it would be, were not at all close. What a sensation. What a thrill. To ride a lap of 60kms, as fast as you can or dare, with more than 500 people who voluntary see that the road is closed! A ‘big thank you’ to these people who make that experience possible”

As practice sessions came and went Peter started to feel ‘quite comfortable’ on the roads, the hours of watching DVDs coming to fruition. The Dutchman continues, “after a few laps you get into a rhythm, riding becoming smoother when you know where the road is going and we also sorted out some early suspension problems.

Peter had two bikes – 600 Honda and 400 Kawasaki...a great deal of work, especially for a newcomer. “Yes, but the 400 was mega fun to ride, since I could hold

the throttle wide open for most of the time; a small error could easily be corrected, whereas on the 600 you would be in more trouble. Having two bikes did mean hard work in the paddock, but it gave me a whole lot of necessary track time. Not one to complain, Peter was quite happy, after all he was living his dream to ‘look after every nut and bolt’ of each bike, cleaning everything, filling up with fuel before taking the machines through, what he thought, was tough scrutineering.

Race day loomed with the battle of the newcomers first up. “This was the one I was most looking forward to, as it would be, more or less, a level playing field with all riders being IoM first timers.

Although taking it steady I had done some good qualification laps, but when the tap on my shoulder came, my life was there, it was GO from the start line. First time down Bray Hill on an empty road in front of me and things were going fine... quite good indeed, since after the race I found out that early on I had been in 2nd place, just one second behind the leader.”

Peter had a good race, although intermediate tyres made the bike a bit wobbly; the pit stop was fine, for which Peter is very grateful to local man and MGP victor, Barry Wood. The result? “The last lap was over before I knew it; sadly I just missed out on a podium place, being 4th but, hey, I

finished a race on the IoM.”

The rest of the race week was over much too soon as far as Peter was concerned. In the Junior he upped the pace again, finishing 22nd with a best lap of 109 mph. On the little standard Kawasaki 400 in the Lightweight he came home in 13th, despite a very long pit stop as his exhaust had to be checked by an official. What of his final outing, the Senior? “I decided to stop after three laps as it had started to rain around the track, which became very slippery and I was on a dry supercorsa rear tyre. I thought it was wiser to stay in one piece and be able to come back another time.”

Peter’s final thoughts...“looking back, I can say I had a very good fortnight, with some decent results, earning myself three replicas, which now occupy a special place in my living room. I really must thank my wife, Dieke for allowing me to compete in the IoM – hopefully, I’ll be back in 2014 as I am now even more addicted to the Mountain Course!”

There has been some uncertainty during recent months over the future of the MGP; newcomers such as Michael Hofman and Peter Heijmans went a fair way to allay such fears – we hope they return soon, eventually realising their dream to race in the IoM TT.

EQUIPE AJAX

MOTOR SPORT ACTION PHOTOGRAPHERS



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

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TT DIGEST

- ✦ Entries for each class at this year's are accepted with respect to a priority – competitors who finished in positions 1st to 30th in the corresponding race last year, up to 25 additional competitors with respect to previous fastest speeds, up to 15 newcomers in each race and others at the organisers discretion to a maximum of 70 starters. Reserve entries will be accepted for solo races and will be allowed to practise; all entry fees, including insurance, will be covered by the Promoters.
- ✦ Travel allowances vary according to the number of races entered and as to from where competitors originate – UK or beyond; UK 'soloists' can be granted up to £400, £450 if from abroad and sidecar competitors £500 and £600, per crew, again depending on from where they originate.
- ✦ This year's Pre-TT Classic meeting at Bilbourn will include a round of the new European Classic Sidecar Road Race Series. The six lap race, for the Camathias Cup, to be run on the Monday morning, is one of six rounds being held in 2013, the others being in England, Belgium, France, Ger-

many and Holland, There will actually now be three races for three-wheelers as competitors have been granted their request for an extra one, giving them two four-lappers, one on Saturday afternoon, the other after the lunch break on Monday. Entry to the European Classic is by invitation only.

- ✦ The TTSC is always grateful for any assistance it receives in fulfilling its aim of supporting those who wish to pit their skills against the Mountain Course and so thanks, once again, goes to Dorwingear Ltd, the door and window gear service specialists of Birmingham, for providing the Club with the van in which all our stock will be taken over to the IoM for TT 2013.
- ✦ Fermanagh racer Eric Wilson's woes concerning the TT's homologation regulations were featured in our Winter 2012 issue. Over Christmas Eric was still a bit down in the dumps, but has now just set up his new Trackday Tours business. In January he received a kind offer from fellow racer Dave Hewson to race Dave's old ZX10 Kawasaki at the TT. Dave had purchased a new Aprilia superbike, ironically because he expected the Kawasaki to be too old for

TT 2013! Eric plans to take in some Thundersport rounds and the Tandragee races and be back armed with supersport and supertwin machines this year.

- ✦ Working hard once again at the TT will be Equipe Ajax, a team of freelance photographers specialising in motorsport events throughout the south of England and in the IoM. Each year, Sheila and Barry Somerville take action shots of those competitors we've decided to target as 'victims' for articles in the magazine; these photographs and many others, can be viewed on www.equipeajax.co.uk – well worth a visit. Thanks to Sheila and Barry for their continued support, which certainly enhances the quality of our magazine.
- ✦ An important change for 2013 is that cars will not be permitted in any part of the Paddock, drivers being instead advised to leave their cars in the official event car park situated in Noble's Park.
- ✦ Stringent regulations will be in operation for Paddock A, the area reserved for the largest working trucks, all of which must be adorned in official team livery, be well maintained and clean. Team members must wear official 'uniform' and promotional posters or autograph cards must be

available for riders to sign.

- ✦ Race Support Area A, where larger vehicles 'providing genuine service to competitors' is also to be well ordered with only those supplying tyres to competitors being able to operate working awnings, although small awnings may be erected at the discretion of the Organisers if space permits, but, under no circumstances are service companies to offer hospitality.
- ✦ The athletics track at the National Sports Stadium will be open for two hours a day during TT week; the infield will be in use as a commercial outlet, camping area, etc during the TT period and it was feared by locals that access would be denied to the facility. However, for obvious reasons, the throwing cage, shot put area and javelin facilities will not be available.
- ✦ As the TT has become more professional as have the number of Personnel Passes increased – there are now thirteen categories, including a white wrist band for competitors which must be worn to gain access to Parc Ferme, the Pit Lane and Starting Grid.
- ✦ All competitors have to attend Official Briefings, which are separated into solo, sidecar, newcomers [also separated re solos

A.C.U Benevolent Fund

The motorcycling governing body's Benevolent Fund, administered by an independent committee of trustees under the umbrella of the ACU, assists ACU members, officials and their families through financial difficulties.

It is a charity supported by donations and the sale of the TT Ben Fund Badges available from the TT Grandstand/TT Supporters Club Shop and not via an insurance fund.

In these difficult times the Benevolent Fund is called on to help road racers and off-road competitors as well as race officials and their families, more often than in the past.

Any donation however small would be appreciated.

Please forward to:- **Benevolent Fund. ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX.** Or call **01788 566413** for further information



and sidecars] and French speakers with sidecar newcomers being expected to go on a conducted tour of the course after their briefing.

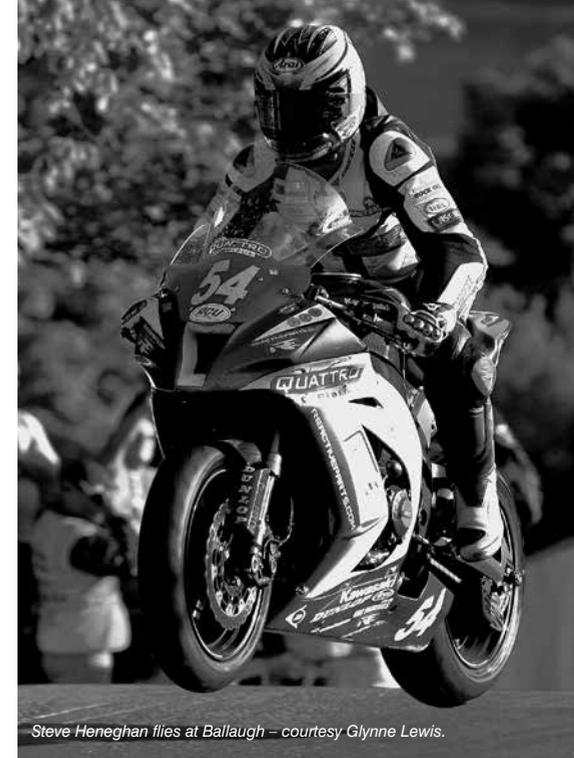
- ❖ Sadly, Manx Radio TT 365 ceased broadcasting at the end of April; there had been agreement in principle for the government to provide financial support, but this did not materialise. Since it started delivering TT race commentaries from its archive it had received well over 430,000 hits from 165,000 unique visitors from 153 countries. Its associated website also closed, but the radio station will of course be providing commentaries and up to date information at TT 2013.
- ❖ £290,100 is the total prize fund for TT 2013, with a start to finish leader in either of the two 6 lap events taking home £18,000, prize money being paid down to the 20th finisher in both. An equivalent performance in either Sidecar race would net the winning crew £9,000. £57,400 is the amount allocated to both Superbike and Senior, £30,050 to each Sidecar, £29,050 to both Superparts, £22,700, Superstock, £17,400 Lightweight and £1,750 to the TT Zero Challenge – no £10,000 100mph lap award this year – Michael Rutter saw to that. Remaining prizes:- Solo and Sidecar Champions £10,000 and £2,000 respectively, Martin Finnegan Award £1,000 with a fund of

£2,250 available for the Privateer Championship, the victor receiving £1,500.

- ❖ Obviously all competitors have to obey yellow flags when displayed, more so those on electric powered machines who are expected to sound their acoustic horn.
- ❖ TTSC Vice-Chairman, Phil Harvey returns to the TT thanks to sponsorship from his employer, Timloc Building Products of Goole, whose involvement hopefully will continue into 2014. Entries have been made for the Supersport and Lightweight races; also look out for him on his beloved 125 and 250 machines at the Southern 100 and Scarborough meetings. Phil's exploits can be followed on Twitter...team timloc racing@Phil_Harvey26
- ❖ In terms of qualification speeds, solos [except TT Zero Challenge] have to compete at least one lap within 115% of the third fastest qualifier, sidecars 120%. Riders of electric powered bikes must complete a qualifying lap in under 45 minutes. Continuing with the % theme... Silver Replicas are awarded to those who finish with 105% of the winner's time, Bronze 110%.
- ❖ TTSC member, Toni Rechberger is hoping to return to the TT this year, entering the three larger capacity classes. Making his Mountain Course debut in 1985, the

Austrian has made 35 starts, finishing on each occasion. Toni is also competing in the new European Hill Climbing Road Race Championship with rounds in Austria, Italy, Switzerland and France.

- ❖ One thing many thought might change for this year are the races which count towards the Solo Championship, the winner of which receives the Joey Dunlop Trophy. Points will not be received for high place finishes in the Lightweight TT and TT Zero Challenge.
- ❖ With the "TT Legends", recently screened on our TVs, it is worth thinking of another legend in the making...Dave Madsen-Mygdal's first race on the Mountain Course was in 1982 and this year, he has an excellent opportunity of being the first man to achieve 100 finishes. The TT/MGP are steeped in anniversaries and nostalgia, but this potential achievement will be one of the most remarkable in the history of road racing on the IoM...good luck, Dave.
- ❖ Transponder loops in the Pit lane will police speed limits – the 60kph barrier was broken several times last year, as it was in the MGP. Transgressions will be punished...60kph but not over 80kph, 30 seconds, 60kph but not over 100kph, 60 seconds, but above the 'ton' riders will be disqualified.



Steve Heneghan flies at Ballaugh – courtesy Glynne Lewis.

- ❖ In the past, the TTSC has proudly won Club Team Awards, for which we are still eligible...but, it now costs the princely sum of £100 to enter. We have the competitors available to represent us, but do not feel it appropriate to utilise Club funds to do so. However, if any Club member is inclined to stump up the entry fee, then please visit Rose in the Club Shop at the rear of the Grandstand.

WELDED MODELS

The photograph shows engineer, Mike Holland, holding one of his creations... the proprietor of MEH Engineering has combined his skills with his love of motorcycling to design and produce, by welding wrought iron, racing machines which are mounted on a steel base/plinth in the shape of the Isle of Man.

Mike can make individual items or batches to order, all he requires is a print of the customer's favourite rider/machine – road racing, trials, moto cross, modern, vintage, etc and he will do the rest; the design of the plinth can also be to the customer's liking, as can the subject, it doesn't necessarily have to be a motorcycle.

For further information contact Mike on 01768 866188 [land-line], 0777 8868874 [mobile] 01768 868823 [fax], meh welding@aol.com or by writing to Unit 68D, Gilwilly Industrial Estate, Penrith, Cumbria, CA11 9DL



OUR MAN ON THE WHITE BIKE

In 2010, at the age of 25 and a mere three years into his racing career, Brandon Cretu became the youngest ever American to compete on the Mountain Circuit. Hoping to take part again this year, I managed to catch up with Brandon over the winter to discuss his plans for the year and discover how a boy from the States developed a dream to ride in the world's greatest road race.

❖ **Have you recovered from your trip to the Macau Grand Prix yet Brandon? As well as the serious business of road racing there seems to be an end of term party atmosphere associated with this event.**

It took me about a month to recover from Macau and get back into the swing of things. After the races I took some extra time off and travelled to Thailand with Gary Johnson and a few other racers and mechanics. We went there for a week and then I went to the Philippines for a further week. I was away for nearly a month so getting back to work and into a schedule of

working out and being a bit healthier (less drinking!) was not easy. Those UK boys sure know how to party.

❖ **Cretu isn't a particularly common name. Where are you originally from?**

My family is a bit of a mix but I am largely Romanian as that is origin of my surname. I was born and raised in the USA, though. My small family is probably the only "Cretu" on the whole East coast of the USA! I live in a town called York in Pennsylvania. York isn't terrible but there are plenty of other places I would rather be. We are close to a few major cities and not too far from the beach. I have just about had it with the winters, but you'll all know plenty about this living in the UK! I guess I stick around because I am close to my family and I have a lot of good friends here.

❖ **Brandon, there can't be too many current TT riders with a college degree. You are trying to mix your job with further studying however, so it sounds like you are a busy man?**

Yeah, I work full time in the construc-

tion industry for a large German tool manufacturer. They allow me plenty of time off for the TT and Macau! I am involved in sales, product training and technical support for customers. I go to college part time at night to study for my Masters in Business. I have a Bachelor's Degree in Marketing that I received back in 2008. I also worked damn near full time when I went to college for my Bachelors so I could afford to do a bit of club racing.

❖ **I gather your family were a bit concerned when you started racing. What made you decide to go racing in the beginning?**

My folks were never motorcycle fans but they have become more used to it the deeper I have gotten into the sport. I rode on the street for two years after getting my first street bike at 19. At 21 many of my friends were selling their bikes and a lot of us realised that we were riding like idiots on the street. I still wanted to get my speed fix and continue to grow my skills on a motorbike so I decided to start track days. The

guy that I was buying my first set of track day bodywork from convinced me to just go racing and skip the track day scene. I listened to him, perhaps a bit naively, and took my street bike to go racing! The rest, as they say, is history. I should also say that my family is even more concerned now that I compete in the TT and Macau, but they have come to see how prestigious these events are, so they are proud of what I have accomplished on my own.

❖ **Riders in the UK probably don't understand how much travel is involved to race in the USA. Where is your local track, and how much racing do you do in the States?**

My closest track is Summit Point Raceway in Summit Point, West Virginia which is about 2 hour's drive away. It is also my favourite track in the USA, although it isn't anything special. I began endurance racing back in 2009/10 and have been doing that ever since. My furthest race is in Topeka, Kansas, about a 19 hour drive! I don't race here in the USA as much as I would like. It



is just too expensive for what I can afford and I don't own my own motorbike which makes it difficult. I had to sell my personal motorbike back in 2009 to pay to compete in the Ulster GP which began my "real" road racing career. I have never really been able to save up enough money since then to purchase another bike.

❁ **When did you first hear about the TT, and what attracted you to it?**

I always knew about the TT since I bought my first motorcycle. I can't say I ever really knew what it was exactly, but I had seen videos on-line of this crazy real road racing stuff. I honestly never had a thought about doing it until 2007. I broke my neck in a car accident driving home from work one night. I was in a neck brace and, as per doctor's orders, I could not leave the house except to attend appointments due to the severity of the break. When you have a life threatening injury like that it changes your outlook and I began putting together my "bucket list." I had a lot of time to surf the internet and watch TV during this time and that is when I became obsessed with the TT. It became the number one thing on my bucket list. I put together a plan to race there and followed it through 100%. I travelled to the TT in 2008 to work as a mechanic with the John Richards Pro Superbike team for riders John and Mike

Crellin. Then in 2009 I raced at the Ulster to get my name out there and show that I was capable of racing the TT. In 2010 I was lucky enough to make my TT debut!

❁ **What were your first impressions of the TT course?**

That's probably not printable! The words massive and disorienting spring to mind. I played the video game and watched on-board laps every day for 6 months straight, but it still doesn't quite prepare you for actually riding at race pace on the TT course. The speed is just insane and the course is erm, bumpy!

My first year was fun and nerve wracking at the same time. My second year, which was also the year I earned my first Bronze Replica, was my favourite trip so far. I had a blast riding the course, the bike well dialled in. I just absolutely love riding the course now and nothing else quite compares to it. I have good feelings about 2013...

❁ **What sort of special preparations do you have to make coming from so far away to ride? Do you spend any time in the UK before or after the TT?**

I am very lucky to have Mark Hamilton, the owner/editor of Irish Bike Magazine, as a friend. Every year, he helps to organise a bike for me to ride and through him I

have met a lot of very helpful people. The racers and teams in the TT paddock have become like a family to me as well, and everyone is willing to help any way they can because they know what a big journey it is for me.

I don't spend any extra time in the UK before or after the TT because I have to get back to work! I wish I could though, especially now as I have made a lot of friends there. I would love to have the time to hang out longer to spend time with them.

❁ **2012 was to have been your first 6 lap race on a big bike but it didn't go exactly to plan. Can you tell us what happened?**

Last year's TT was just an unfortunate series of events that led to that mistake and sudden "departure" from the Mountain Course on lap 4 of the opening Superbike TT.

We had struggled with set-up issues during the whole week, and not having my crew chief from the 2011 TT really set me back so we were always chasing our tails. There were a few other issues that I won't go into, but I was just lacking confidence on the bike.

During the race on lap 4, just before the Mountain Mile, one of the race leaders came by me. It was a totally clean move and he did absolutely nothing wrong. It just spooked me and I missed my normal turn-in point by a few feet. At any other race it wouldn't have been a big deal but as I was lacking confidence in the bike I just felt I couldn't tip her over any more, so I wound up running out of road on the exit. If there had been about 2 feet more of tarmac I would've been fine but my front tyre just skipped over the edge and hit the gravel. I lost it and I went for a tumble down the mountain. I was extremely fortunate to walk away relatively unharmed. I did have a pretty messed up upper back for about 2-3 months afterwards, but I started feeling better again around August.

❁ **What are your plans and hopes for 2013? I guess with a personal best of 117 mph on**



Brandon finds his way over Ballaugh Bridge.
Courtesy - Peter Faragher - www.wphotos.co.uk

a 600cc bike, a 120 mph lap must be your target?

I would be lying if I said I wasn't targeting a 120mph lap. However, I am very happy with what I have already accomplished and just continue to strive to do my best and represent my sponsors in the best way I can. Anything else is just a bonus. I am one of the luckiest guys in the world. It took a lot of years of hard work and money but I get to race at the TT and Macau, so what could be better?

❁ **You have great loyal sponsors and well turned out kit. How did you get linked with them?**

HEL Performance is my biggest sponsor, being my title sponsor since 2010. I cannot thank them enough for all the help they have given. Without them, an average working guy like me would not be able to afford to race at the TT. HEL Performance manufactures the best brake lines on the market for motorbikes and cars. They are based in the UK but have distributors all

Biking Dates

Billown

Pre-TT Classic: Fri 24th – Mon 27th May

Post-TT Meeting

Saturday 8th June

Southern 100

Monday 8th – Thursday 11th July

Dundrod

Ulster Grand Prix Bike Week:
Monday 12th – Saturday 17th August

Mountain Course

Classic TT / MGP: Sat 17th – Fri 30th August

Oliver's Mount

Sheene Race Festival: Sat 15th – Sun 16th
June

Cock o' the North

Saturday 20th – Sunday 21st July

Gold Cup

Saturday 14th – Sunday 15th September

International Road Racing Championships

Hengelo: 11th-12th May
Ostende: 8th – 9th June
Chimay: 27th – 28th July
Terliko: 31st Aug – 1st Sept
Frohburg: 21st – 22nd September

over the world. They also supply nearly the entire TT and BSB paddock and are official sponsors of the BSB series.

☛ **You also seem to be a bit of a general adrenaline junkie. I see you do a bit of mountain biking. Are you involved in any other “extreme” activities?**

I am a huge mountain biker. During the warmer months, a group of close friends and I usually ride at least 3 times a week for about 30-40 miles on technical single track trails. I also ride super-moto to help keep sharp when I can't get on a road race bike.

☛ **To date you have also crossed off the UGP and Macau. Are there any other road races you'd like to do in the future?**

I haven't done the NW200 yet but I would definitely like to. The sponsorship just has to be there. I am far from rich so I just do what I can afford and sponsors really love the TT and Macau. I would like to do the Suzuka 8 hour and the Le Mans 24 World Endurance races, but they are also a bit cost prohibitive. Doing the Baja 1000 or Dakar would be awesome but considering that I have very little dirt riding experience I think that would be a bad idea! You never know what opportunities may present in life though so I always put myself out there.

☛ **Do you follow any sports other than motor-**

cycling? Most sport fans in the UK don't really get all those unusual American games!

I'm not a huge fan of anything really. I will watch the big football games like the Super Bowl. My home team, the Baltimore Ravens, won the Super Bowl this year, but I honestly can't sit around and watch much sport. I even have a hard time sitting and watching motorcycle racing. The only thing I watch religiously is Moto 2, which I absolutely love.

☛ **Just to finish, a little birdy told me you were actually a member of the TT Supporters' Club?**

Yeah, I really enjoy getting all the goodies when I arrive at the TT and knowing that the Supporters' Club is there to help us out. I look forward to reading the magazine as there are articles on lots of different riders, not just the “big” names. It is nice to see some of my friends getting their own bit of fame and acknowledgement. Privaters put just as much, if not more, blood, sweat and tears into the TT so it is nice to get recognised once in a while.

Thanks for your time Brandon. It is fantastic to see the fame of the TT spreading far and wide. All the best for your efforts to take part again in 2013.

Philip Windrum

*Brandon adopts the classic Quarter Bridge pose.
Courtesy - Peter Faragher - www.wpfotos.co.uk*



Continental's at Ramsey: Michal Dokoupil leads Luis Carreira, who sadly lost his life in a racing accident at Macau last November. Courtesy - Equip Ajax.



Regional Representatives



TT Fans' TT Race Board Game

The Fans' TT Race Board Game, which simulates racing around the Mountain Course has been updated for 2013, now being available as a CD and in A4 package form.

Invented and patented in 1978 by long-time TT fan, Ian Huntly, famous races from TT history can be re-run either by an individual or competitively as a group, it being suitable for most ages. You can also attempt to break the current lap record.

The game was initially sponsored by Geoff Duke's "Manx Line", the IoM Tourist Board, Haulage Contractor, George Bambrough, and then by Duke Marketing, Motorcycling Weekly and the TT Supporters Club. MCN supported one major run, as did Ferodo and Bikeright Motorcycle Training. The game has been selling world wide since it was first produced.

The late, great Mike Hailwood gave Ian valuable advice and help as did his friends, TT riders Doug Randall, Nick Jefferies, Denis Parkinson and Mick Grant, plus journalist Mick Woollett and race commentator, Peter Kneale...Ian is so appreciative of their input.

The method of play remains the same except for an annual speed table adjustment as lap times reduce and speeds increase – this sliding scale will convert your throws to mph...so, you can look up the lap record for any particular year, set the adjustment table accordingly and re-enact races from that year.

The 2013 version of his enterprising game, available as a CD or as an A4 package, can be purchased via e-bay [view listing: TT Fans' TT Race Simulation Board Game 2013 edition, CD & A4 versions] or from Ian directly at:

5; Nuthatch Drive, Earley, Reading, Berks. RG6 5DP.
The price for either format is £11.99 + P & P £2.49, totalling £14.48.

Cheques made payable to "Ian Huntly".

For further information Ian, who is making a donation to TTSC funds for every one sold, can be contacted via:- ianahuntly@supanet.com. Also available from Ian are his CDBooks, "65 years a TTFan", Parts One and Two, for £9.18 + P & P £2.82 totalling £12.00



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

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

N. WEST (Cumbria, Lancs):

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

SCOTLAND:

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

YORKSHIRE:

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

N. YORKSHIRE:

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

ISLE OF MAN:

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

BELGIUM:

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Wayne Paul, 12 Atiawa Street, Fitzroy, New Plymouth, New Zealand.

U.S.A.:

Jody Heintzman, 10310 SW 280th Street, Vashon, WA 98070, USA. CF: Wade Boyd, 267 Allison St. S. Francisco, California 94112. Tel: 415 - 239 - 0933. Andy Austin, 10023 Belle Rive Blvd., #606, Jacksonville FL, 32256.

USED POSTAGE STAMPS

Your efforts at sending us used postage stamps to raise money for research into a cure into multiple sclerosis have been amazing...many thanks to all of you; please accept our apologies for not sending individual replies. A couple of pointers which would assist us further...

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

...there have been occasions when the Post Office has not delivered envelopes containing the stamps to us as insufficient postage has been paid; the charge now depends on size as well as weight – anything in excess of 5mm [3/16th"] needs to have a Large Letter 2nd class stamp. If the required amount is not paid by the sender, then we have to pay the postage due, PLUS £1...so, please check at the Post Office when sending your packages – thanks.

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

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

SPORTS, ACTION & COMMERCIAL PHOTOGRAPHY BY

GLYNNE LEWIS

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