



MAGAZINE

Winter 2014



**Peter Hickman : Alan Founds & Tom Peters : Eric Wilson
Ian Bell : Ivan Lintin : Wain's World**

www.ttsupportersclub.com

Editor's Line

Congratulations to Bruce Anstey on winning the TT Supporters' Club Trophy – a silver tray on its plinth – for having the best overall performances across the two Supersport Races at this year's TT. Although he didn't win either race he was very consistent, winning the trophy by an extremely narrow margin – see the TT Digest.

Congratulations to Ivan Lintin, whose career we have followed in a series of articles over recent years, on becoming Privateer Champion. It is somewhat ironic that the race for which he started favourite – the Lightweight for super twin machinery – yet failed to finish, didn't count towards the championship. Perhaps it's time it was brought into the fold with points being awarded as with other solo classes, except the Zero TT; if Ivan were to remain a privateer next year, he'd be ineligible for the Championship... time for a change here, perhaps?

A few weeks after the envelope containing this magazine has dropped through your letterbox, you'll be receiving another communication from us – tickets for the 2015 National Raffle. John Newton will be despatching these to you – please do your best to sell them, in so doing you'll be raising money in support of those men and women who compete in the Isle of Man TT Races. Talking of raising money and supporting competitors – my thanks goes to Rose Hanks for running the Club Shop in the Grandstand Market Place, yet again, so efficiently. 2014 may well prove to be the last occasion the Club is represented at the TT in this manner. I know Club members, particularly the competitors, are most appreciative of the efforts made by Rose and her teams in the shop over what has been an incredibly long period.

I'm grateful for the assistance received in compiling this issue, particularly, as due to racing accidents some articles sadly failed to materialise. Anyway, have a good read...I know you will appreciate the fantastic photographs, too. Copy date for the Summer 2015 issue is 9th March.

Graham Bean



John & Jake Lowther. Courtesy Glynn Lewis.

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Cover: Nuno Caetano, photo courtesy Robin Hynes.

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

We are now on Facebook:
TTsupportersclub

We are also on Twitter; @TTsupporters

These will be supported by Freya Harvey our new Social Media Administrator.



Chairman & Secretary Report

Christmas is on its way, the TTSC Magazine (if you are reading this) is out. What does 2015 and the future hold for the TT Supporters' Club? For 90% of you, our members, very little will change actually, as you will still receive your two Summer/Winter Magazines with all the stories, debates, interviews, pictures and TT Digest. The main difference will really only affect some of the TT competitors whom, in the past have received useful goods to the value of £50 + (pit lane overalls, body warmers, fleeces, etc). This won't be happening in 2015 as we are changing how the Club supports the TT, but I am sure the Club will still support the competitors in other ways.

Now, what of the 2015 TT itself? As I understand it, there are no changes to the classes. There is talk of some rule changes to the specification within the classes, mainly to do with CDI Units along with the sidecar class with the 600cc 4 stroke being opened up to 675cc 3 cylinder engine, which in my eyes are just over sized 600ccs.

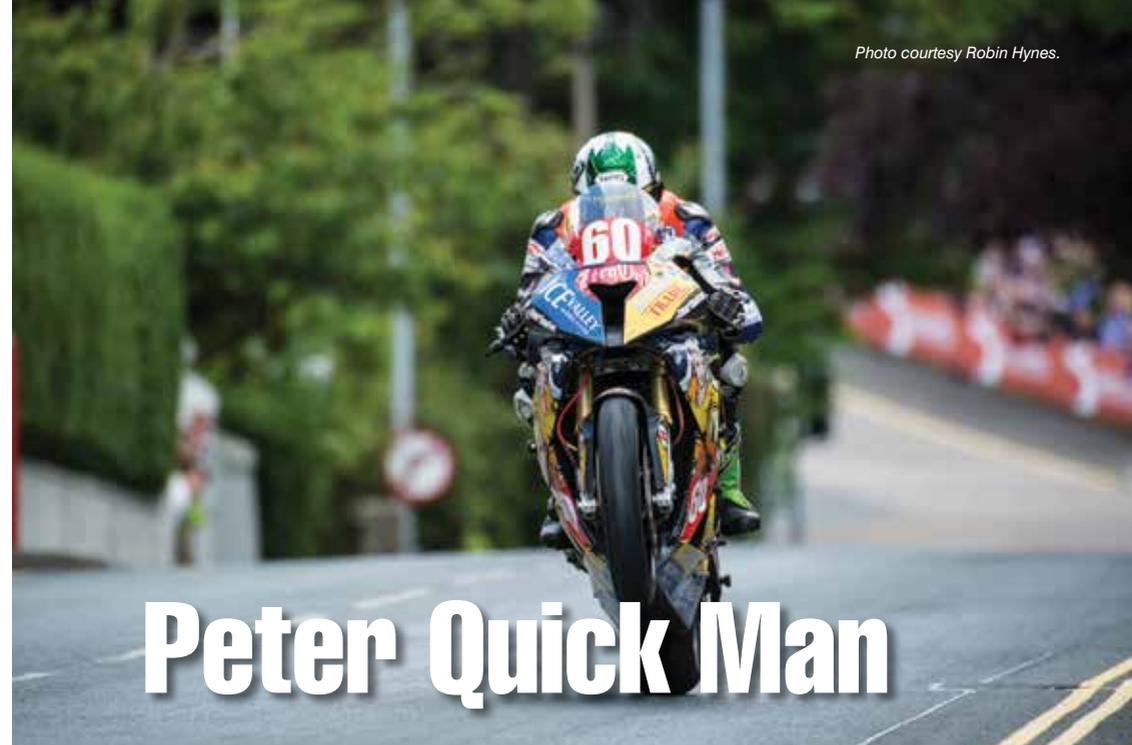
The TT Course continues to be updated with better protection put in where necessary, along with road surfacing and patching being carried out where needed.

The Paddock or Paddocks in 2014 were well managed by the Paddock Team, but they ran out of space on the Thursday before practice week, causing much shuffling of vehicles and fence moving. For 2015, unless more area is made available, the problem will only escalate, causing many frustrated arguments. I understand that it is very nice to have a "Big Team" behind you, seven vehicles for three bikes along with its super awnings... very smart and professional, but if you are one of the small teams trying to get your equipment into your small allocated area, it seems a bit one sided.

Finally, at the time of writing this report, there won't be a TT Supporters Club sales outlet in the sales area at the rear of the Grandstand during TT 2015.

Roy & Rose

REALROADRACING PHOTOGRAPHY
GERT MEULMAN



Peter Quick Man

Peter Hickman's Isle of Man TT debut was nothing short of sensational. His well-publicised 129mph lap not only earned him the Best Newcomer Trophy, but put him 19th on the all-time list of fastest riders over the Mountain Course. Peter was kind enough to take some time off from his busy summer schedule to answer some questions for the TT Supporters' Club.

Hi Peter. Congratulations on landing the RAF Reserves Honda ride and getting back to BSB. Having RAF backing is appropriate for a Lincolnshire lad with all the nearby air bases! Do you think your TT performance played a part in you getting the job?

Thanks very much! It's great to be back in BSB. The start of this year was the first time that I've not been riding at a BSB round since my first year back in 2004, so it was a bit of a shock to the system not to be there. I definitely think that my TT appearance got

my name back out there and put myself in the shop window for a ride.

Did you want to be a professional motorcycle racer from an early age? Your dad Dave (who won the 1977 Lightweight Manx GP, raced at the TT in 1978 and later returned as a mechanic for the JPS Rotary Norton team) must have been an influence?

Absolutely! Though my dad had other ideas. He was dead against the idea of me racing bikes, so he pushed me towards football, golf, cricket, anything really as long as it wasn't bikes. When I was 12 I bought myself a little Kawasaki AR50 with all my pocket money and he decided that he'd best help out as it looked like I was going to do it anyway! He was also dead against me doing the TT. I guess most parents are, for obvious reasons. He never really spoke of his experiences at the IoM and it wasn't something that was always around when I was growing up. I only



visited the TT once, but I can't remember anything about it as I was only one at the time!

Why then did you decide to do the TT?

I had been asked to enter a few times since I had started racing in the Superbike class back in 2006, but I had never felt a massive desire to do it even though I had a huge interest in the TT. I watched the races every year, albeit from afar. The last couple of years however I had been taking more and more interest in actually doing the TT, and last year I made a trip over for a few days with some friends to take a look around. It really started from there. I had a chat with Paul Phillips about doing it this year and he was really keen to get me involved, the rest I guess is history!

Tell us about your preparation from then on.

I put my success at the TT down to homework, end of! I put in so many hours of preparation beginning in November last year.

After the BSB season had finished I'd had a chance to get a more in-depth chat with the organisers of the event. Subsequently, I made around 7 trips to the Island between January and the end of April this year, all for at least two days at a time and all in a hire car. I did manage three laps on a bike too, but I don't really think it helped too much apart from showing how big some of the bumps actually were. I watched countless onboard laps from the 2013 TT as I wanted to concentrate on recent laps on recent machines. I also practised a bit on the Playstation 2 game from a few years ago.

So that first time you drove round, what did you think?

How steep is Bray Hill?! Haha!

How did you get hooked up with Paul Shoesmith and the Ice Valley team?

I've known Shoey for a long time. We raced against each other back in 2004 in British Superstock. I obviously knew that he raced at the TT and that he had helped a lot with newcomers. Plus he ran BMWs and that was the bike I wanted to ride. I have ridden them a fair bit in BSB and know how much potential they have. So it was perfect really.

Did you bounce ideas off team-mates Shoey and Sandor (Bitter)?

Not massively. As I had done so much homework already I pretty much knew where I wanted to be and how I was going to go about doing it. There were a couple of small things that I asked them for clarification on, but that was about it.

You had other team-mates unfortunately crashing out: Franck Petricola at the NW200 and Laurent Hoffmann at Barregarrow in practice. How do you put things like that to the back of your mind?

Unfortunately, it's part of the sport. I've been racing bikes for a while now and have

seen a fair bit as far as crashing is concerned. I knew what I was getting into by entering the road racing scene. To be honest I just concentrate on myself and don't really think of anyone else. Obviously that doesn't mean I didn't care about Laurent or Franck. I am still in touch with them now and hope to see them back out there soon, but I just didn't let it affect me or what I was doing.

Before this year no-one really thought the BMW was the ideal tool for the job. Obviously Michael Dunlop, but also yourself, may have changed that. Do you think the grid will be full of BMWs next year?

It will be interesting to see what happens. As I've said, I've had a lot of experience on the BMs and I really love the bike. I knew from the

first moment that I rode one in Superbikes for Buildbase BMW, as a stand-in rider in 2012, how much potential they had. It's great to see Michael showing just what it can do on the roads.

Having some time at the NW200 (your first ever road race) gave you some time on the bike, was it valuable preparation for the TT?

100% yes. It was a perfect warm up for the TT. The circuit isn't too hard to learn and not too tricky. But it was a great introduction into road racing, especially getting used to passing lamp posts and walls at nearly 200mph!

I'm sure having just one bike to concentrate on helps too ... are there any other Hicky tips or secrets you are prepared to





divulge?

Haha! I'm not sure if I have any tips that people haven't already heard! One bike definitely helped. Being smooth is a big key to the TT course, something I have tried to be my entire racing career thanks to my dad. Also, patience is a big thing. I never once came in frustrated that I hadn't gone faster, or that someone got in the way, or that practice had been cancelled or cut short because of weather or other factors. I simply took it as it came, all at my own pace.

I know you were genuinely surprised by the 129mph lap, but (you can tell us!) did you have half an eye on Josh's record before you went? Do you think there is any pressure on newcomers with the special attention you get?

I can honestly say that I never went with the intention of beating Josh's record. For a start he had raced on a full superbike, one he had been riding for three years in BSB so I didn't think it was possible to beat his time on a stocker. As for pressure, I didn't really take any notice!

People always say "let your last lap be

the quickest" and you did that to perfection. Did you make a conscious effort on that last lap to do anything different?

It wasn't a conscious effort, no. Obviously the last lap is the only flying lap of the race, so that straight away knocks off about six seconds. I didn't find the TT physically challenging compared to BSB so I still felt as fresh on lap six as I did on lap one. I could have easily gone and raced another six lap race no problem at all, so that may have been a factor too. I think the main reason is the fact that I was still learning lap by lap, slightly changing things here and there. Some things worked and some didn't. Even on the last lap I was trying new things, it's how you learn, how you progress. I think it's a natural thing for newcomers really. The more laps you do the faster you will end up going.

Everything seemed to be coming up roses for you at the TT this year and it would be great if it was like that every year. But were there any negative experiences and did you ever think "what am I doing here?"

No, not at all. For me I loved the whole

experience and I never once thought that the whole two weeks!

With the TT growing in popularity and more "circuit" riders trying the roads, do you think what happened to high-profile riders like Simon Andrews and Karl Harris will make people think twice about going?

I think the risks have always been the same, in fact, if anything the risks are lower now than they have ever been. There is more emphasis on safety now than before. For me what happened hasn't changed the way I think, or the fact that I still want to race the TT.

So what about TT 2015? Do you have any plans or goals made already, or would you consider riding in other classes?

So far I have no plans at all for next year. Ideally I would love to race BSB, NW200, TT, Ulster and Macau as per this year. I think it's still too early for me to make any goals at the TT. It's only my second year. I will still be concentrating on learning a massive amount. It's not something that you can rush and I've just got to let it come to me. Other people may have certain expectations of me, but honestly,

I'll be thinking about myself again and doing what I think is right and safe for me. I'm considering still only running one bike next year, however a 600 does sound fun!

What are your long term goals and do you have any other boxes you'd like to tick? In the short-term I guess the focus is BSB, particularly after your first race victory.

Well obviously I want to be winning lots of races! Not only TTs, but also BSBs and anything else I race! I see this year as a turning point in my career, where I can show that I am fast on both short circuits and road races too. I hope the combination will give me the opportunities I need to be successful at both. I guess we'll just have to wait and see!

It was a real pleasure chatting to Peter. He was always helpful and is certainly very enthusiastic about the TT. His attitude, both in the hard work and determination he brings, and his unflustered approach will hopefully lead him to bigger things in the Isle of Man and elsewhere over the coming years.

Philip Windrum



What can you remember about TT 2014?

- 1 Only three riders passed the 130mph lap barrier during practice...Michael Dunlop, Bruce Anstey and which other man?
 - 2 Progress for the Birchalls came to an abrupt end when they spun after clipping the wall where during Sidecar Race 1?
 - 3 John McGuinness and Bruce Anstey were a long way in front of the third place finisher in the Zero TT, but who was interviewed in the winner's enclosure as being the occupier of the final podium position before it was announced he'd actually been beaten by 0.37 seconds?
 - 4 Of the 38 finishers in the Lightweight race, only three weren't Kawasaki mounted... name the first non-Kawasaki machine to finish. Who was the rider?
 - 5 In a post-race interview, who said, "...have got loads of them little silver replicas, now I'm going to get a big one"?
 - 6 An excellent first TT for the sidecar pairing of Dwight and Noel Beare, but from which country do they come?
 - 7 Who came off his machine at the Verandah whilst holding onto a top 20 position, his machine taking a trip down the mountain-side, but ended up in a podium position later in the week?
 - 8 Ivan Lintin won the Privateer of Week Award, but who was the highest placed overseas competitor in 5th position in the final table for that award?
 - 9 Who was announced as the recipient of the 2014 Pokerstars Spirit of the TT Award?
 - 10 Fourteen solo competitors have achieved official laps in excess of 130mph, but who is the fastest rider [competing in this year's meeting] never to have reached that level, being 15th in the all-time list?
 - 11 Race favourite for the Lightweight, Ivan Lintin failed to make the first commentary point on lap one; where did electrical problems end his involvement in the proceedings?
 - 12 Two 5th places, two silver replicas...remarkable consistency for which sidecar crew?
 - 13 Which overseas rider was delighted with his best TT performances to date...10th [Lightweight] and 21st & 14th [Supersports]?
 - 14 Which nation's flag was depicted alongside Horst Sager's name in the TT programme start lists?
 - 15 Who was the highest placed female finisher at this year's TT?
 - 16 Name the father and son to complete the distance in the Lightweight race
 - 17 Who was the fastest non-seeded qualifier for the Superbike race, starting ten seconds behind No 20, Ben Wylie?
 - 18 True or false... despite improving her lap times, Estelle Leblond failed to beat her father, Francois?
 - 19 Sadly, the sidecar passenger with the most TT starts to his credit, failed to qualify this time around. Name him and his driver
 - 20 Who still managed to secure a silver replica in the Superstock race despite being awarded a two minute time penalty due to having an ineligible suspension component fitted to his machine?
 - 21 Name this rider captured in action by Robin Hynes
- Answers on page 50.



Registrars' Report

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

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

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

You can contact us with membership queries at the following email address: ttsupportersclub@hotmail.co.uk.

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

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

Viv and Pete Oulton

Susan Jenness Trophy

Congratulations were bestowed on Estelle Leblond when she was presented with the Susan Jenness Trophy at this year's TT for her amazing achievements in her debut year of 2013.

The trophy is awarded annually to the lady competitor with the most meritorious performance at that year's TT meeting [as judged by the TT Supporters' Club Executive Committee]. Estelle was, without doubt, a most worthy winner...with passenger, Sebastien Lavorel, the French newcomer lapped at consistently high speeds during Race 1 to come home in 29th position with many seasoned drivers in her wake. Probably, more to the point, she became the first female sidecar driver to lap at over 100mph, actually averaging 100.635mph for the three lap event. An even greater achievement in the second race – 29th again, but an with average speed of 101.532mph and a fastest circuit of 102.161mph...quite remarkable.

In a ceremony at the Grandstand Estelle received the trophy from Susan's husband, Mick; the trophy is presented in memory of Susan who lost her life some years ago whilst marshalling a UK off-road event.

The recipient for the 2014 TT will be announced early in the new year.



Estelle receiving the trophy from Mick Jenness. Courtesy Mike Hammonds.



The Leblond / Lavorel combination at Laurel Bank, 2014. Courtesy Robin Hynes.



The proud winner of the Susan Jenness Trophy, Estelle, along with passenger, Sebastien Lavorel. Courtesy Gert Meullman.



TEAMFOUNDS RACING

Alan Founds & Tom Peters

History

You could say sidecar racing is in the blood with Team Founds and has been for over thirty years. TT newcomer driver in 2014, Alan is the youngest of the Founds family, who have such a long distinguished history of racing sidecar. Dad, Des, who competed in race meetings all around the country, winning the Ace of Aintree title, made 28 TT starts, proudly securing 15 replicas with a highest placing of third. Alan has brothers Chris and Pete who also won the Ace of Aintree title and competed at 5 TTs, gaining 4 replica finishes between them. They also competed in the prestigious F1 World Championship rounds in 2000 & 2001. Pete now rides an F1 outfit in the 2014 BEMSEE Championship rounds and is dominating the leader boards. Alan has another brother Steve, who recently, also put his hand to passengering for Pete, racing F2s.

Alan's childhood was inevitably spent at race meetings and in the garage at home building sidecars. Sister Hannah, although

not a racer, is involved in the family team too, maintaining the Team Founds Racing website and social media pages, as well as dealing with all the press and marketing side of the racing... a truly family affair.

Tom Peters, Alan's passenger was never far off the scene when Alan was growing up. He spent many years at the Founds house, as Lin, Alan's mum, was his childminder, meaning he, too, grew up with sidecars. Tom's dad, Colin raced classic bikes at the MGP and went on to mechanic with the Honda Britain and Britten teams, so from all aspects, Tom was also surrounded by racing as he grew up.

Alan started racing as a passenger as soon as he turned 16, doing so for both Des and Chris; he took the step to become a driver at the age of 22. Tom started passengering with Alan in 2008 when he was 19. The team is noted for its professionalism on and off the track, taking great pride in the appearance of machinery and team image; they are very proud of their team achievements and

are equally proud to say that enjoyment is a big part of every race meeting they attend.

Your first race as a passenger

Alan: The old Anglesey track in 1998 for Paul Hauxwell.

Tom: Aintree 2008, with Alan driving. I did end up falling off in the 2nd session!

First race as a driver

Alan: Aintree 2004, brother Pete was passengering

First win as a passenger

Alan: Darley Moor, 2000, with Graham Phelan as driver

Tom: Festival of Sidecars at Mallory Park 2010, with Alan.

First win as a driver

Alan: Festival of Sidecars at Mallory Park 2010, with Tom.

Best racing moment to date

Alan: Without a doubt this year's TT races & finishing 6th in our 2nd race with a lap time of 108.7mph. This would be followed closely by our 1st British Championship win at Oulton Park, also this year.

Tom: TT 2014 - going down Bray Hill on our first flying lap, it was just breathtaking and to get two finishes in our first year was just amazing.

Your short circuit achievements to date

Up until this year most of the team's short circuit racing has been focused around developing their home built bike; Alan was always in pursuit of perfection with respect to both machine set up and handling. Although Alan and Tom did achieve some success, it wasn't until they joined the British Championship grid in 2013 that the real racing began for them. In true family tradition they won 2013 Ace of Aintree title, and in the British Championship series achieved five 2nd places, three 4th places and two 5th place finishes. They also did a few local club rounds, finishing on the

podium every time. Success continued this year as they became British F2 Cup Champions and were also in a battle for the main championship title with one round remaining.

How did you prepare for TT 2014?

Alan: Before the TT we were having our best season at the British Championship which definitely helped with the mental preparation. The weekend before travelling to the Island we had our first British Championship win at Oulton Park and I think this acted as a boost going into the TT

I don't think you ever feel fit enough for the TT, and having never done it before, we didn't quite know what to expect. Tom and myself both train; as we live quite close to each other we do a lot of mountain biking and share a lot of hobbies. We live not far from Liverpool, so we can jump on a plane or ferry over to the Island quite easily and we've had help from friends in the IoM, lending us cars, putting us up. I kept my R6 over there so had probably done 70 laps before I even went to the TT. We would have been daft not to use that to our advantage. We also watched lots of onboard footage from Youtube and DVDs. I even got the TT Playstation game to see if that would help. There was also all the chats with the family; obviously my dad, Des has done a fair few laps as well as my brothers Chris and Pete, so during times in the garage I would chat over areas of the course with them to see what they did or recommended.

Tom: For me it was mainly onboard videos as and when I got chance, loading them on my phone helps, so I always had them with me to watch when I got a spare minute. Going over to the Island whenever we could helped a lot as nothing beats learning the track in sections. You also can't beat watching laps on a swivel chair in front of a computer, it makes getting out for the lefts a

lot easier!

Can you describe your first practice lap on your own after the Newcomers' lap and, indeed, the rest of your practice week?

Alan: The first lap out on our own I nearly went straight on at Quarterbridge. It scared me with the realization of how fast we were going and how much it took to stop the bike before some of the corners. My main worry was learning to judge how early I needed to brake for each section. After a lap or two though, you just kind of settle into it and get into a rhythm. At first I was braking way too early for all the big corners, sometimes letting off the brake and coasting into the corner just to be safe – but I felt confident enough to do the fast bits, fast. Our first lap was 98mph and it didn't feel fast at all, in fact it felt quite slow. My Dad had been trying for years to get that magical 100mph lap... our second one was 101mph. After our fifth lap of practice, we got back to find we had done 107.5mph lap; it shocked us all. I don't think we really

expected to be doing as well as we were.

Tom: It was just the biggest buzz I have ever had. After watching it over and over again, to actually see it, and feel it for myself, was breathtaking. It didn't feel scary as I trust Alan 100% and knew, myself what was coming next, so that gave me the confidence to take it all in and just enjoy it. We had joked before we went about finishing in the top 10, but after practice week it was starting to look a little less like a joke and bit more like a possibility.

You very impressively qualified as 14th starter, having been allocated No 56 in the original programme... did this help you in the races following experienced teams and not having so many slower outfits to pass?

Alan/Tom: It certainly did... in practice we were passing 10 -13 people a lap, so getting moved up meant we were with the top lads, probably less passing, just us versus the course. It also meant that for the places we weren't too good at, we got to follow and



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watch the more experienced lads go through giving us a good learning opportunity. For the 2nd race we only passed two crews all race – Gordon Shand / Phil Hyde & Roy Hanks / Kevin Perry – which was weird as we had been watching onboard videos of Roy Hanks in preparation for the TT, so passing him was a bizarre feeling. Being moved up helped in those respects, but made Alan more nervous as he didn't feel ready for it. Alan had the feeling he had jumped straight in at the deep end, being right amongst these top racers even though our lap times told us we should have been there. For the second race we both felt more comfortable with the situation and felt we should be there. With the lap times we had been achieving, it would have been dangerous for us to be any further back.

Your results were simply sensational... 11th in Race 1 followed by a magnificent 6th in Race 2 and with two bronze replicas, and as newcomers too! Can you describe your feelings both during races and after you crossed the line?

Alan: The Race 1 was quite lonely, but I quite enjoyed that as it became a battle between your brain and your balls. It felt good and we had signs throughout stating

our position, which gave me a boost of confidence. There was some mad man just before Kirk Michael jumping out of the hedge with a board for us during every lap, it was marked 'Worm' then our position (Worm being my family nickname since I was a kid). I was thinking to myself who is this mad man as we hadn't planned a board there. I noticed it changing with every lap and the guy was literally jumping out of the hedge at us. Later on back in the paddock, Dickie Gale asked if we were getting the signs at Kirk Michael ... I realised it was him. I honestly thought I was going to run him over he was out that far; I think he was getting as excited about our race as the team were back in the pits...I've since heard there was a lot of jumping and screaming going. Just to finish that race was an amazing feeling. We weren't bothered where we had finished we were just ecstatic that we had finished our first ever TT race, but it certainly made it even better with a great 11th position. I felt almost relieved at the end as, for the previous hour it had been manic and mayhem going through my head, so then climbing off the bike, your head suddenly feels really peaceful.

We felt a bit more relaxed in the second

race, but don't get me wrong, I was still nervous. It was a harder race with rain on the Mountain on the 2nd lap, slowing us down. I reckon we could have put in a faster lap time if we hadn't eased off for the wet patches. After overtaking Shand and Hanks, it felt amazing as they were people I looked up to and learnt from. Again, after that bit of overtaking it was lonely race. We got our pit board from the mad hedge jumper, Dickie and then also from Richard Rose up at the Gooseneck. Both boards were saying similar positions, so we kind of knew where we were. On the last lap coming off the Mountain seeing a board saying P7 and with all the crowd waving at us, was truly amazing. What a buzz seeing all the spectators hanging over the Creg with their legs on the bank, waving. I remember as a kid watching out on the course and how close they used to come to you, a wonderful experience for a spectator, so I did try and get a bit closer to them so they could experience that buzz. Crossing the line and finding we were on the score board in 6th position was indescribable. Such a special moment for me and to see everyone in tears including the parents (yes, dads do cry too!) was just moving. Tom was bouncing, literally bouncing. I couldn't get off the bike as my knees had seized and

my groin was in the same state, so I just had perched on the back of the seat while Tom bounced around like a Duracell Bunny. The phones were going mad with people back over on the mainland ringing, it was all very emotional.

Tom: One of my memories of finishing is after the second race when my mum ran over to me so excited she could barely contain herself, it was pretty magical. Also after that race, the bike was stripped down by the scrutineers... me and Alan did the honourable thing and bugged off to the beer tent. It was the strangest feeling just standing at the back of the queue in the beer tent waiting for a pint thinking was that really us out there just then, it was all very surreal

Great finishing positions...what other awards did you receive?

We got two bronze replicas, but on top of that we were also awarded Fastest Sidecar Newcomers. After the 2nd race, back in the paddock we were approached by the Marshals who presented us with the 'TT Marshall Association Best Newcomers Award', a pretty special recognition. Having other sidecar racers who we look up to and aspire to be like, complimenting us how well we had done was also pretty special.



Photo courtesy Mike Hammonds.



Photo courtesy Gert Meullman.

What were your best TT moments of 2014 ?

Alan: Coming off the Mountain on the last lap of the second race seeing a pit board indicating we were lying 6th, and crossing the line shortly after that.

Tom: Bray Hill on our first flying lap was just breathtaking! Achieving two finishes was amazing.

What were your overall views of the TT?

Alan: It is without a doubt the best thing I've ever done in my life – I've got the bug now, I'm definitely hooked. Practice was the biggest eye opener of my racing career, doing the circuit for the first time in the sidecar and not on my bike or in a car was crazy. The speed controlled lap was awful; I felt every bump and lump in the road and thought how am I supposed to see where I am going? However, after that, when we were let loose on our own, it just all seemed to fall into place. People told me over the years "don't go chasing the speed" and the actual races did feel slow and steady, even though we put in our

best times.

Tom: It was a massive roller coaster of excitement, nerves and exhilaration. Life in the paddock was a lot harder than I expected and with the weather playing up this made it a very frustrating place at times. The actual riding of the course surprised me as I thought I would struggle a lot more than I did. In the whole two weeks I only suffered a slightly strained arm and not a single bruise, surprisingly a two day meeting at Cadwell Park is horrendous compared to the TT in that respect!

Any funny paddock Stories you can share with us?

Alan: There are so many stories we could tell, it was such a busy time with lots of people coming and going. The TT is renowned for being a good crack and I think that's what draws some racers to it, there really isn't anything else like the paddock at the TT.

One story that does stick in my mind was one about Tindall, our mechanic and Tom. Work on the bike was quite intense and full on day in day out, so throughout practice week Tindall and Tom were feeling quite strained



Photo courtesy Equipe Ajax.

and so wanted to get out of the paddock, but due to the timescales for the racing and the ever changing schedules due to the weather it was hard to find the time to do so. Unbeknown to me they devised a plan. They would say to me they were going to ask Tony Baker a question about something or other, and actually they were sneaking off to the pub just to get out of the paddock. I was oblivious to this, being my first TT I was working hard on the bike to keep it tip top, so I always thought they were genuinely nipping off to ask questions and didn't think twice about it. So when I did eventually twig on to this, the beer tent became known as "Tony Baker's".

Our camp is always busy with people who know the family, including the faithful Team Found's German fan club which used to religiously come to the TT to watch my Dad and Chris race; they will now be coming to support me and Tom. Peter and Helmut, two of the Germans who have since become good friends of my Dad, brought with them a bottle of some strong German spirit which my Dad enjoys. This was opened after the first

race and gone within the hour, with everyone getting a tippie.

During the fortnight we became good friends with the Australian crew, Dwight & Noel Beare. This was their first time at the TT and we got to know them well, talking and comparing LCRs, etc. They came across to our tent one morning when we were cooking breakfast on the BBQ, as you do, and Dwight couldn't believe we were having bacon. He was genuinely gob smacked, and we managed to convinced him us British do bacon on the BBQ, not shrimps; this became a running joke for the next week.

What are your hopes & expectations for future seasons, in respect of the TT and British Championship?

Alan: We set out this year to get a podium finish at least once during the British Championship. We managed to do this a few times including a memorable win at Oulton Park. We did aim to win the British Cup this year too, and we have achieved this. We will be returning to the TT next year, circumstances permitting and really we just want to continue

racing with the success we have had so far; we both love the racing, whether its short circuit or out at the TT.

Tom: Before we went the TT I used to joke about getting a top 10 finish there, but people said not to be stupid. We ended up getting our top 10 finish so I think I'm going to start joking about winning a TT now and see how we get on! I would really like to win the British Championship as I think we have the talent and the bike, and we seem to be having a good run of luck... must be all that wood Alan touches! It's not looking too impossible now.

Who would you like to thank – sponsors, friends, families – for their support during 2013 and 2014?

Tom: Firstly, I would like to thank Alan for such a fantastic opportunity; the stupid sod gives up his entire life for this and I am so glad it all worked out. I would also like to thank the Gull (Tindall our mechanic, this was the nickname he gained for eating anything and everything in camp) for giving us so much help and support and he's just an ace bloke to have in the paddock. I would also like to thank Sossy my wife, who at 8½ months pregnant came over and supported us for the whole 2 weeks.

Alan: A huge thanks to Tom for trusting

me to drive him round the Mountain Course. Like Tom, a big thanks to Tindall for being an asset in our camp, along with his missus, Julie who without her, I am sure we would have perhaps starved the whole fortnight. Massive thanks goes to the Oracles, that's my Dad, Des and Tom's Dad, Colin. They have been great mentors to us whilst also supporting us whilst we expand and grow in our own way. And a big thanks to all our family and friends, those who made it over to the island to support us and also to those who supported us from home, religiously watching the live timings during the races.

Then there are all of our sponsors who, without them, racing at the TT wouldn't have been possible: PME Aerospace, Trustlands, Phil Morris Racing, Morris Lubricants, Kenny & Chrissie Arthur, Dessi Collins, as well as all of our 50 Fan Club members. There are so many people to thank; the support we get is just overwhelming.

A final thank you goes to my sister, Hannah who keeps all our fans up to date via the powers of social media, as well as doing a cracking job with our marketing and PR. Her TT was topped off by her boyfriend proposing to her on the Friday of practice week over in Peel.

Sally Bly



Photo courtesy Equipe Ajax.



A Successful Isle of Man Road Racing Season for Italian Competitors

The fastest ever Italian around the Mountain Course, Stefano Bonetti, made a sensational comeback at this year's TT meeting. The Bergamo based rider returned to the Island following his recovery from serious injuries received after crashing at the Macau GP of 2012. Preparing for the event by competing in his National Hill Climb Championship of 2013, then this season's NW200, he entered his green Kawasaki ZX6R in the Supersport races and a ZX10R in the three larger capacity classes.

Despite missing a year, he soon found his rhythm, so much so he achieved a fantastic 19th position in the Superbike race with a well-deserved bronze replica. During the race, he also set his fastest lap at 125.022mph, becoming the quickest non-English speaking rider in the history of the event, being 40th place in the all time list. In the first Supersport race, an average of 117.17mph saw him receive his second bronze with a 25th finishing position. Stefano upgraded his replica status to silver in the Royal London 360 Superstock race, postponed to Tuesday due to inclement conditions, by coming home 17th at 122.020mph on his ZX10R.

The following day, he was beset by problems on his smaller capacity machine, but soldiered on to 30th position at 116.80mph, securing another bronze. He was disappointed with this result, but his emotions took an upward turn in the final event of the meeting – the Blue Riband, Senior TT. Aboard his ZX10R superstock against very fast superbikes, he came across the Glencreutchery Road finish line after six gruelling laps in 20th place at 120.866mph with another well-deserved bronze replica ...his fifth replica out of five starts. It was a really satisfying return to the Island, not only for Stefano, but also for his crew who were proud to have a full house of finishes.

There was also immense satisfaction for those involved in the famous Italian brand, the Paton. The 500 DOHC Twin has been tremendously successful with several victories in the Senior Classic TT and its forerunner, the Classic Manx, but this year, the brand new S1, the first Paton suitable for every day road use, was entered in the Lghtweight TT with Olie Linsdell at the controls. A stunning 6th position was incredible as the machine was only prepared in the few months running up to the TT. The team is now set on achieving similar results to that of the bike's older sister which competes in the Senior Classic.

Another Italian outfit made its mark at the TT ...Team Vercar Moto, directed by Carlo Gelmi, a real IoM enthusiast whose first involvement was ten years ago when he loaned his Yamaha R6 to Stefano Bonetti. He entered his unique R63 Electric machine in the SES TT Zero race ...he was delighted with the 5th position gained by seasoned, American competitor, Mark Miller.

The TT was over, but not so Italian involvement in the IoM road racing season, as 32 year old truck driver from Brescia, Marco Pagani fulfilled his dream by entering the MGP.

Marco has had an excellent career in short circuit racing with many victories and podiums in his national Superstock Championship; for his Manx debut he chose a Kawasaki ZX6R as his motorised companion. Unfortunately, the bike gave him several problems with which he had to deal during practice; despite it being down on horse power, he achieved a fantastic 5th position in Newcomers A. However, by developing a safe, smooth rhythm, this performance was quickly emulated by a wonderful 7th in the Junior with a fastest lap of 117.295mph, the quickest by an Italian at the MGP. His two silver replicas were just rewards for both him and his pit crew, Massimo Venturini, Luca Faso, Gabriele Pezzotta, who also assisted the Team Vercar Moto set up at the TT, and his girl friend, Marta Covioli who co-ordinates the most interesting road racing website – www.roadracingcore.com. Perhaps, Marco will progress to the TT next year, so we will see two fast Italian competitors racing together on the IoM roads.

Pier Ortalda



Kawasaki mounted, Stefano Bonetti on his way to taking five replicas home to Italy. Courtesy Mike Hammonds.

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

Wain's World...

the 2014 Isle of Man TT in Numbers

Each year, Journalist Phil Wain analyses TT performances... read on and you'll get a fascinating insight into this year's achievements.

- ✦ With 11 wins, Michael Dunlop is now joint fifth on the all-time winner's list, along with Steve Hislop and Phillip McCallen. Only Joey Dunlop (26), John McGuinness (21), Dave Molyneux (17) and Mike Hailwood (14) have won more.
- ✦ Michael Dunlop's 11 wins have come by the time he was 25 – at the same age, Hailwood had won 7 races, Joey Dunlop and Steve Hislop 1 and John McGuinness, none.
- ✦ Dunlop has now won races for four different manufacturers – Yamaha, Kawasaki, Honda and BMW. Mike Hailwood, Phil Read, Dave Molyneux, John McGuinness and Stanley Woods have also achieved this feat although Hailwood holds the record with wins for five different manufacturers – Honda, Norton, MV Augusta, Ducati and Suzuki.
- ✦ Dean Harrison was the only new member of the 130mph club meaning 14 riders

have now achieved this mark. As well as Harrison, Bruce Anstey, Michael Dunlop and William Dunlop set their best ever 130mph+ lap at TT2014.

- ✦ Anstey's new outright lap record of 132.298mph makes him the only rider to break the 132mph barrier whilst six other riders have lapped at more than 131mph – Michael Dunlop, John McGuinness, Conor Cummins, Ian Hutchinson, James Hillier and Guy Martin.
- ✦ 2014 was the first time Conor Cummins had lapped at more than 130mph since the opening lap of the 2010 Senior.
- ✦ Josh Brookes, Dan Kneen and David Johnson all lapped in excess of 129mph for the first time.
- ✦ Peter Hickman's stunning lap of 129.104mph on the last lap of the Senior already makes him the 19th fastest rider of all time. Although his debut UGP lap speed of 131.198mph, is faster
- ✦ 20 riders have now lapped at more than 129mph, the last of which is Dan Stewart at 129.077mph
- ✦ 8 riders lapped at more than 125mph for the first time meaning 40 riders have now achieved this mark.
- ✦ Big movers on the all-time fastest lap chart include Dan Cooper (up to 29th from 56th), Ivan Lintin (33rd from 112th), Russ Mountford (34th from 80th) and Jimmy Storrar (34th from 90th). All four lapped at over

125mph for the first time.

- ✦ The fastest non-English speaking rider is now Stefano Bonetti. His lap of 125.022mph, set in this year's Superbike race, makes him the 40th fastest rider of all time and bettered the previous best mark of 124.926mph held by German rider Rico Penzkofer
- ✦ 14 riders broke the 120mph barrier for the first, five of whom were newcomers – Peter Hickman, Martin Jessopp, Phil Crowe, Danny Webb and Vick de Cooremeter. The other riders were James Cowton, Michael Sweeney, Sam Wilson, Christopher Dixon, Alexander Pickett, Connor Behan, Eric Wilson, Daley Mathison and David Madsen-Mygdal.



Alexander Pickett. Courtesy Gert Meulman.

- ✦ 168 riders have now lapped at over 120mph since Steve Hislop first achieved the mark in 1989.

- ✦ Despite posting their best laps 22 years ago (1992), Carl Fogarty and Steve Hislop are still the 70th and 73rd fastest riders respectively.
- ✦ A whopping 792 riders have now lapped at more than 110mph – John Williams was the first to achieve this landmark in 1976.
- ✦ David Madsen-Mygdal, one of only two riders to start and finish more than 100 TT races, not only posted his first ever 120mph+ lap but also became only the second rider to record more than 300 racing laps of the Mountain Course at more than 110mph. Ian Lougher still leads the way on 332 but Madsen-Mygdal has now moved on to 315. John McGuinness has moved on to 292 with Joey Dunlop (256) and Adrian Archibald (236) in fourth and fifth.
- ✦ Juha Kallio became the first Finnish rider to lap at more than 115mph. Having crashed in practice on his debut twelve months ago, he won two bronze replicas in the Supersport races, posting a best lap of 117.132mph.
- ✦ The rider who improved his lap speed the most was Dominic Herbertson. He lapped at 106.753mph in the 2013 Newcomers MGP but posted a new personal best of 117.627mph in the Supersport class, an improvement of 10.874mph.
- ✦ 109 riders completed laps during the six solo races – 60 of these posted personal best laps of the Mountain Course.
- ✦ Guy Martin now holds the record for the most podiums without a win. His two podiums at TT2014 move him onto a total of 15, two more than Jason Griffiths with whom he previously shared this 'accolade'.



Dean Harrison. Courtesy Robin Hynes.

- John McGuinness has posted more podiums than anyone else with 42. Joey Dunlop is next on 40, followed by Bruce Anstey (31), and Ian Lougher and Dave Molyneux (both 29).
- Triumph and Norton recorded their best ever laps of the Mountain Course in the hands of Gary Johnson (126.732) and Cameron Donald (124.058) respectively.



Cameron Donald. Courtesy PPH. Photography.

- For the first time since 2003, McGuinness is no longer the outright lap record holder.
- This year was also the first time McGuinness has finished a 'big bike' race without standing on the podium since the 2000 Senior – in the years since then, he's been 1st, 2nd, 3rd or retired from all F1/Superbike and Senior races.

- 2014 was also the first year since 2008 that McGuinness hasn't lapped at more than 130mph. However, he's still completed more racing laps at 130mph+ than any other rider with a total of 21. Michael Dunlop has moved onto 18 with Guy Martin up to third on 15.
- McGuinness also leads the way on 125mph+ laps with a total of 113. Martin is in second (89) followed by Anstey (83), Michael Dunlop (71) and Hutchinson (60).
- McGuinness also leads the way on 120mph+ laps with 212. Lougher remains in second (181) followed by Anstey (166), Martin (162) and Archibald (126).
- The American Buell, contesting the TT for the first time, lapped at a more than respectable 122.996mph in the hands of Mark Miller.
- To be amongst the seeded riders (the top 20) in the 1000cc class at TT2015, a rider will have needed to have lapped at over 126mph.
- To be guaranteed an entry into the 1000cc races at TT2015 (70 riders), you will need to have lapped at more than 120mph. For the 600cc class, the mark will be 116mph.
- 25 years since winning his first TT, Dave Molyneux took his 17th victory when he won the second 3-lap sidecar race.

- Molyneux has now racked up more 100mph+ racing laps than any other driver, overhauling Roy Hanks this year. Molyneux has now completed 96 laps at more than 100mph followed by Hanks (94), Kenny Howles (92) and Tony Baker and John Holden (both 71).
- Molyneux continues to be way clear in

the total number of 110mph+ racing laps completed. Having first achieved the mark in 1996, Molyneux has now completed 51 laps at more than 110mph followed by Holden (37), Conrad Harrison (31), Tim Reeves (30) and Nick Crowe (23)

- There were two new members of the 110mph club in the sidecars, Karl Bennett/ Lee Cain who lapped at 111.625mph and Wayne Lockety/Mark Sayers who lapped at 110.344mph. A total of 23 crews have achieved this feat.



Wayne Lockety & Mark Sayers. Courtesy Robin Hynes.

- 168 crews have now lapped at more than 100mph – the landmark was first achieved by Dick Greasley/Mick Skeels in 1977.

For newcomers broke the 100mph barrier this year – Alan Founds/Tom Peters, Dwight and Noel Beare, Jake and John Lowther and Dean Nicholls/Paul Skinner.

- The fastest ever female sidecar competitor, French woman Estelle Leblond, improved her best lap of the Mountain Course to 105.625mph.
- The driver who improved his lap speed the most was Matthew Dix. He lapped at 100.625 in 2010 but posted a new personal best of 106.413mph this year, an improvement of 5.788mph. That moved him from 148th to 63rd on the all-time list.



Matt Dix & Shaun Parker. Courtesy Mike Hammonds.

THE OFFICIAL TT SUPPORTERS CLUB WEBSITE

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

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

For further information contact Pete Oulton: peter.oultan@virgin.net

www.ttsupportersclub.com



Eric's TT 2014: It's all about the numbers

Here in the TT Supporters Club for the last couple of years, we have been following the trials and tribulations of Enniskillen rider Eric Wilson. The commitment Eric has displayed in an attempt to achieve his "childhood dream" of a 120mph lap around the Mountain Course has been absolute, including selling most of his worldly possessions and getting a job "across the water" away from his wife and boys.

We originally picked up Eric's story in 2012 when he became involved in the confusion over homologation regulations. This resulted in him not being able to ride his Yamaha superbike, and any chance of a 120 had gone out the window. Dejectedly, Eric retired from racing, only to receive a generous offer for 2013 from friend and fellow TT rider Dave Hewson. Dave had recently purchased his "Project Awesome" Aprilia and had a ZX10 Kawasaki going spare, literally with Eric's name on it.

TT 2013 started well. Getting a bit of time on the unfamiliar Kawasaki, Eric gradually increased his lap speed through practice and the opening Superbike race. Conditions for the four lap Superstock TT were excellent and on the final circuit things were going to plan. Then, exiting the Gooseneck, Eric missed a gear. This destroyed his momentum up the mountain climb and he completed the lap with a speed of 119.76mph, an agonising four seconds off his target. As this was seven seconds inside his previous best, he knew that the dream was well within his grasp, so morale was still good for the upcoming Senior TT.

As early as Greeba on lap one, however, Eric realised that something wasn't right. He struggled round six laps on a sliding rear tyre and at one stage even climbed off to inspect the rubber, but strangely everything looked normal. Back in Parc Ferme, after completing a 110mph lap, the team discovered that the tyre had been losing pressure through a faulty valve and was slowly deflating. On the paddock stand the pressure measured only 4psi (hot)! Some friends joked that he "must be crazy to ride that round here for six laps" to which Eric replied "whatever it was, I wasn't going to let it beat me".

For 2014 Eric again had the use of the ZX10 & CBR600RR machines for the TT. As part of his improved preparation, and not one for the gym, he took to plenty of walking & rode hundreds of miles in all weathers each month on his '91 CBR600. Unfortunately this bike was stolen whilst he was away at the TT. Excited to be back on the Island, he was eager to get going in practice but spirits were dealt a heavy blow with the sad news that his step-father had passed away in the early hours of Monday morning following a long illness. Having been part of Eric's life for over 30 years he knew what real road racing, and especially the TT meant to Eric, and he made Eric promise that the TT campaign would continue should things take a turn for the worse "after all, I won't be going anywhere" he said with his wicked sense of humour.

By Friday night's practice session he had recorded 118.3mph on the big bike. In typical Wilson fashion, his speed continued to improve through the Superbike TT with a 119.0mph lap slowing for the pits at the end of lap four. That final flying lap again felt good until Ramsey when the bike began to snake as he put the power down. Obviously he had to slow, but still put in a lap of over 116mph. Almost unbelievably he had picked up a rear puncture and another opportunity had been lost.

The next three outings brought solid results, three bronze replicas and a lot of enjoyment. On the last lap of the Superstock race he clocked 119.47mph on treaded rubber. He knew that he was still riding well as he bettered his previous best for the Supersport class by a full mph on the Mike Smith Racing CBR600 Honda, a road-legal bike which is taxed, insured and MOT'd and will be touring the roads of Europe over the summer! He also managed to entertain the massive crowds by tooting his horn in celebration as he rode back up the return lane after getting the chequered flag.

Focus then naturally turned to the Senior TT, probably Eric's "last chance saloon". Changing suspension settings, he headed out on the Kawasaki for one last practice lap on Thursday afternoon. Unfortunately, the bike only made it as far as Greeba Castle due to a broken gear linkage. As he sat on the wall of the castle grounds, pondering a late night ahead, he also noticed a leaking fork leg so he wasn't too despondent; after all, "it could have happened the next day in the race".

As Eric set off for the "Blue Riband" Senior TT, his brother Tom was manning the "TT Live" site and keeping a small army of friends and family updated on his progress. Lap one was completed at 117.7mph from a standing start and lap two at 118.95mph, slowing for fuel. Coming into the pits at the end of the fourth lap he split the timing beam at a magical 121.096mph. He remembers taking on petrol with Mike calmly telling him "you can do this". Only later did he discover that the team already knew he had cracked it.

Lap six was even better. Strangely, thoughts of the 120 seemed to leave him and with a



clear head he was able to relax. The set up wasn't perfect, but he was able to "just ride the thing". He suspected that he was going well because he usually had to get out of the way of the leaders over the Mountain on their final run-in, but this time it didn't happen, and his final lap was timed at 121.434mph. Clearly 120mph laps are like buses! Switching off the engine, he learned that at last he had achieved his dream. Then came a big team-hug from his wife Sandra, Mike, Tom and Dave and he had the biggest smile ever, but he still couldn't quite take it all in. He finished the race in 34th position earning his first ever bronze rep in a six lap event and even managed to overtake "team boss" Dave Hewson, who was quick to point out that since Eric had gone from 119mph straight to 121mph he still "technically hadn't done a one-twenty and he'll have to come back next year and go a bit slower".

Some time has now passed since June, and Eric is able to reflect on a year that truly exceeded expectations. He would, of course love to carry on racing but says that this will "more than likely" never happen again. He is currently looking for a job closer to home which will enable him to devote the time to Sandra and the three boys that he says they deserve.

For many of us who love the TT, it is the battles and dramas of people like Eric that are part of the great attraction of the event. Every rider out there is striving to go quicker than before, or achieve personal goals. Each and every one deserves our support. I hope you have enjoyed hearing about how Eric finally managed to achieve his own TT goal over the last few years.

Phil Windrum



Vick de Cooremeter



During TT fortnight members of the team who prepare this Magazine scour the Glencrutchery Road paddock in search of 'victims' for articles for the forthcoming two issues, mindful to provide variety...solo, sidecar, newcomers, administrators, scrutineers and the like and, of course, competitors from overseas. Gert Meulman, the Club's Representative for the Netherlands, spoke gleefully after the Senior TT that Belgian racer, Vick de Cooremeter would be delighted to assist us for this particular issue.

Sadly, Vick, Belgium Supersport Junior Champion in 2008 and his country's Endurance Champion in both 2011 and 2012 and who had an excellent first TT meeting, lost his life at the Chimay meeting in July, a few weeks after leaving the island. We have lost a TT rider with much potential exemplified, by the progress made during his three races on his BMW S1000RR – Superbike 46th at an average of 115.764mph, Supersport, 48th, 116.076mph and Senior, 31st at 118.194mph, the latter two performances rendering bronze replicas. Photos courtesy Gert Meulman.





A Brilliant Season for Ivan Lintin

We've been following the development of Ivan Lintin as a road racer for several years now, having agreed, at the end of each season, that it was his best yet... so what of 2014? Without a doubt the summer has been highly successful with ten more super twin victories, a marvellous defence of his UGP title in that class, wins aboard his 600 supersport machine with personal best lap times on both bikes at all meetings. With the Taylor Lindsey involvement he competed on a 1000cc machine for the first time, victories and fastest laps soon following, but it was probably the acquisition of the TT Privateers' Championship which best exemplified his strength and progress.

Ivan is now very much at the forefront of race commentaries and high profile in racing journals, so when he was rushing between the Irish hedges at Cookstown and Tandragee all those years ago, did he ever consider that he would be one of the UK's top road racers by the time he reached his mid-twenties? "In those days I was just starting out, it being all

very new to me; I just wanted to enjoy my racing and really I've followed a path through my racing years of just doing what I have enjoyed. Obviously success and enjoyment come hand in hand, but I find I always go best while I'm enjoying myself. I never really had any major ambitions back then to be at a specific level at a specific time. But I am in a good place at the moment and enjoying my racing, so am looking forward to 2015 to see how much more we can progress"

First road race on the 2014 calendar was the Scarborough Spring Cup...our man from Bardney headed the pack home in both Super Twin races, but his second position in the Superbike Final drew as much attention from the early season crowd. All this was good preparation for the NW200... seen by thousands on television, Ivan led a Super Twin Race, but was eventually caught by Lee Johnston. So, was it success or disappointment on losing the lead after being in such a commanding position? "Anyone who was to say they were disappointed to stand on the

podium at an international meeting like the NW is stupid. It was a fantastic result and I was very pleased with it; a win would have been the icing on the cake. Every racer tries to go as fast as they can all the time and that's what I did. At the start of the race I would never have dreamed that a twin race especially at the NW could break up. I never look behind me and kept going as fast as I could, creating that little gap. I didn't ease off, but it's easier to chase than lead and so the pack reeled me in by the last lap with Lee just pipping me at the flag. One of those things... maybe next year I will let someone else do all the work, but the plan is to take a victory at the NW in 2015."

By this time, the TT programme was in the hands of many road race fanatics, who saw that Ivan Lintin's name was alongside starting position 1 in the Super Twin Race. What had been the reaction of the man himself when he was given this news? "I wasn't too keen in the first instance as I thought that the man at number one is always the carrot

out front for others to catch, but then I thought about it a little more and kind of liked the idea, thinking, hopefully, I could run a good pace and not been seen all race. It would also be a good way of increasing my exposure – I didn't think many normal people such as myself would ever start a TT from number 1; I'd also been No 1 in the Newcomers' MGP, my first ever race around the Mountain Course – first off in the TT and MGP...wow!"

Although entered in six races, it was naturally Friday morning's 3 lap event for the super twins which drew the attention of media and fans alike to Ivan. How did practice go on his 650cc Kawasaki? "Great, super in fact. I went out in the first session, setting a good pace of 117mph plus. Once that was on the board, I knew I had a good base setting so we changed a lot on the bike... settings, configurations, etc, hunting to see if we could find a better setting for race day. However, on the last practice session it was going well until the bike cut out at Whitegates; I thought the



Supersport action from Parliament Square; Ivan having pulled back the 20 seconds starting difference on Dan Cooper. Courtesy Equipe Ajax.



Like a duck to water – Ivan soon mastered the art of racing his larger capacity Honda at speed around the Mountain Course. Courtesy Equipe Ajax.

motor had blown, but it struck straight back up once the machine had come to rest, which confused me. Consequently, back at the paddock we had the bike on the dyno for an hour and it never missed a beat. We then checked and swapped as many electrical components as we had and still couldn't find anything. We had twelve hours to find the fault, but didn't have time to road test it."

Race day arrived and the race favourite didn't know if the problem with his ER6 had been fixed or not. Waiting around on the grid and radio and TV interviews all added to the apprehension as to how well his racing companion was going to behave... anyway did starting as favourite cause extra pressure? "Not really as I knew from practice I had good pace and after a week of racing I could run faster than I'd done in practice; my game plan was to disappear off and not be seen... I set off but within the first two miles – Union Mills – the bike had cut out. Flicking the engine on and off again resulted in it firing up, but the Mountain Course is certainly not the place

to ride a bike that cuts out sporadically, so I pulled the bike in and retired. I was disappointed but again I was in one piece and looking forward to next task of competing in the Senior with a chance of winning the... .."

Our Taylor Lindsey man seems to have been cut off in his prime there... so, back we go to the beginning of TT fortnight and practice for his other five races, aboard his 600cc and 1000cc Hondas. Over to the man himself..."my practice week was fairly steady, chipping away slowly on the 1000 because it was all very new to me, a very different animal to ride compared to the 600 and twin. The Taylor Lindsey Racing 600 I had ridden since the UGP 2013 was brilliant... excellent handling, good acceleration and superb top end speed, so much so, I was towards the upper end of the time sheets all fortnight."

17th, 12th, 14th, 7th and 16th ... fantastic results, culminating in being presented with the Best Privateer of the Week Award. Presumably Ivan was happy with these performances? "Yes, apart from the disappoint-

ment of the Lightweight Race I had a fantastic TT and was over the moon with my progress in both 600 and 1000 races. In the second Supersport Race I was running in the top 6 for the first two laps, finishing 7th and if you look at the depth of field with past winners and current TT stars, then I really couldn't expect a lot more than that."

Ivan's new fastest lap on the smaller Honda is 124.3mph, and on the 1000cc, a capacity he had not ridden around the Course before, is 125.6mph. The recently implemented start system, based on qualification times, except for seeded competitors, meant that the same riders were often on the road together during the various races...did this apply for our newly crowned Privateer Champion? "Yes, in all 1000 races I caught Stefano Bonetti and Dan Cooper on the road taking 20 and 30 seconds out of them, but they were both on Kawasakis which were far faster in a straight line than my Honda; through the twisty sections the Honda was better. So once I caught them I would make a pass through a twisty section but once we got to a fast part such as Sulby Straight, Mountain Mile and the run to Ballacraigne, they just used to blast back past me then hold me up until I could make another pass. It was very frustrating, but the new qualifying system meant that with me getting used to the big bike during practice and not posting a particularly fast lap, I had to start deep in the pack. Next year, if I don't get seeded I need to get a fast lap on the board so start early in the order."

It is somewhat ironic that the race for which Ivan was favourite, but didn't finish, didn't count towards the Privateers' Championship. However, if current rules prevail next year, and if he is still rated as a privateer, he'll be unable to defend his title... how does he feel about this? "Well it's one of those things,



Receiving the Privateers' Championship Trophy from Mick Grant.

although we are still going to be what I class as privateers again next year, if we aren't eligible for the Championship then we have to accept it. We will still strive to be the best we can; Lee Johnston won it in 2013 and he was not in the Privateers' Championship this year... rules are rules"

Next on the road racing calendar was a return to Oliver's Mount for the Barry Sheene Classic...three victories and a runner-up slot provided a fine preparation for a return to the loM for the annual Southern 100 meeting... mixed fortunes awaited... a victory, with a lap record but a trip to hospital. The victory – his first on a super twin around Billown – did provoke a comment from runner-up, Dean Harrison in the post-race interview with Chris Kinley..."Dean and myself are good friends and there is a running joke about the none standard framed Tigcraft machine I ride as cheating, but the rules allow it to be raced at all meetings apart from the TT and NW200. So at the post race interview he commented that he was pleased to have finished as the first 'proper super twin home' but I still believe that I race a proper super twin machine which is fully built in accordance to the rule book. The rest of the bikes out there are converted shopping bikes not proper racing machines, which is what the class should have been in the first place."

4th and 6th places in the Superbike races were a credit to Ivan, so all looked to be in



Setting the fastest Super Twin time during practice Courtesy Gert Meulman.

place for a highly successful meeting... well, that was before he got caught up in the pile up at the first corner of the 600 Race, as a result of which, as he says, "I received a massive bang to the chest, nothing broken, just a lot of pain. The Taylor Lindsey Racing 600 was a bit second hand, but I didn't miss any time at work or any other race meetings"

In fact the Cock o' the North meeting followed two weeks later... sore ribs or not, two firsts and three seconds in the five races in which he was entered – more trophies in the cabinet. Back on Irish soil, wet soil at that – a return to the Dundrod circuit with a view of retaining his UGP Super Twin title of the previous year. Now mixing it with the best in the 'other classes' – 9th Superstock, 7th Superbike, 4th Supersport – Ivan could be considered to be top of the pile in the class he has 'made his own', that for super twins... he did not disappoint.

Dominating the race, he secured victory in pretty grim conditions – his thoughts... "the weather was horrible all day, tyre choice was very 'in between', obviously the easiest

bikes to ride in those conditions were the slower machines with the least power. Both the Mckinstry Twin and the Taylor Lindsey Racing 600 were spot on in the iffy conditions; the 1000 machines when the conditions were 'in between' were a handful, especially with such a long lap tyres were never right for the whole circuit – what a struggle!" Despite adverse conditions, Ivan's fastest lap on the big Honda is now 128.5mph, with his Super Twin lap record standing at 118.7mph.

Media reports of the 2014 Gold Cup Meeting at Scarborough were dominated by one man... the man who had six victories and one second place in his seven outings, a Super Twin lap record, but most important, one of the wins was in the prestigious Gold Cup, heading home multi-TT winner, John McGuinness...that man, Ivan Lintin. "My weekend could not have gone any better, a fantastic end to a fantastic season; I would have never dreamed of winning six races at any meeting, let alone the big Gold Cup meeting and standing on the top step next to previous winner John McGuinness...well! We had

a slight problem with the 600, but apart from that the bikes ran faultlessly... all credit to the Taylor Lindsey Team, without whose involvement I would not have been able to achieve my personal goals."

The only meeting currently missing from Taylor Lindsey rider's road racing itinerary is the Macau GP.....next year, perhaps? "Yes, I would like to do a Macau one day, possible next season, we will see. It's on my bucket list of meetings, also sometime I'd love to race in a Daytona 200. My primary aim is just to go better than I did this season, but obviously a tough winter lies ahead in order to come out faster and fighting at the start of 2015. After a failed Cadwell BSB end of season meeting in the Superstock class, resulting in a crash into the tyre wall and trip to medical centre

along with a trashed bike, I'm not sure how many, if any, short circuit meetings will be on my schedule for next season. I do have unfinished business at the NW200 though, so a win there along with one at the TT would be just the ticket."

Ivan is much appreciative of the assistance given to him in what has been his most successful road racing season and so takes this opportunity of thanking ... "Taylor Lindsey Racing, Mckinstry Racing, Carl Martin, John and Sue Angus, Tim and Michelle Dixon, Neil Burnett, Mark Gunson, Nags Head and everyone who comes to my fundraisers, helps me along and supports me through the season, particularly Georgina, mum, dad and all my family and friends... Roll on 2015 – I can't wait for it."



No time for shopping in Kirk Michael. Courtesy Gert Meulman.

Klaus Klaffenbock, [captured at QB by Mike Hammonds] eventually defied his critics, taking a well-deserved TT victory.



10 Years ago...

Glancing through the Magazine archives reveals much variety in our corresponding issue ten years ago – Winter 2004. We highlighted the debut of race commentator, Charlie Lambert, telling of his time at BBC North West to being approached to become ‘anchor’ at the TT Grandstand. Prior to the meeting, Charlie told us, “like everyone else I was a huge fan of Peter and Geoff’s broadcasting. Both names will always be synonymous with the TT. I felt very excited at being asked to take over; it was a great honour even to be considered. On arrival on the Island I had to treat it as any other reporting assignment – there was no point in feeling overawed by either the event or my illustrious predecessors. My approach was to work hard on my preparation and enjoy the live broadcasting”. Work hard he did, certainly adding an extra dimension to the event.

Another TT development was the arrival that year of Austrian sidecar driver, Klaus Klaffenbock, ably assisted by Christian Parzer. In our article summarizing his effort we said, “with competitive machinery secured – Ian Bell’s 2003 winning engine, Klaffenbock was on the Glencrutchery Road for the first practice session on the Saturday evening. Some of the cynics now came out of the woodwork as the pair completed their only circuit that evening in a time of 27 minutes 46.4 seconds at 81.50mph to be 47th quickest – were they here just to take the money, like a high profile American solo rider of a few years ago? Any such thoughts were certainly quashed over the next ten days or so, as the pairing learnt the course, perfected lines and increased their speed.” Klaffenbock eventually secured his well deserved Mountain Course victory, later becoming a team manager.

Two other TT stalwarts ‘appeared’ in Winter 2004 issue – Eric Alexander and Ken Sprayson. Eric, a recent winner of the ‘Spirit of the TT Award’, told us of how his RAF service at Jurby gave him the opportunity of watching motorcycle racing on the IoM; he eventually followed into father’s footsteps as Chairman of Manchester City FC, then, when residing permanently on the Island taking on the mantle of Chairman of the TT Marshal’s Association after many years service as Deputy and Chief Sector Marshals. Eric is still to be seen sporting his orange jacket when roads close and racing begins.

Ken Sprayson’s devotion to assisting TT competitors was very different...he agreed to the serialisation of his book – ‘With Torch and Rod – Battling with the ravages of the Isle of Man TT Course’, so we were able to relive tales from the TT paddock from as early as 1954 when Ken first went to the island as the representative of Reynolds Tube Co Ltd. Riding there on his Ariel 650cc Huntmaster solo, he began his career as the turn-to

welder for hundreds of competitors over the coming decades.

Pier Ortalda gave a comprehensive account of the five Italian pilots at TT 2004... Giuseppe Barachetti, Giorgio Cantalupo, Umberto Rumiano and newcomers, Stefano Bonetti and Giovanni Iovine. Achieving a lap in excess of 114mph, Bonetti began his well documented Mountain Course career. Cantalupo delighted the crowds on his naked Aprilia and 600cc Honda, the former running out of petrol towards the end of the 2nd lap in the Senior; undeterred, the Italian pushed to the pits refuelled, then motored on to the chequered flag, one of five finishes that week. Rumiano provided us with a wonderful sight – an Italian on an MV...three finishes, being the 4th 750cc machine home in the F1. Barachetti had his entries turned down for the larger capacity classes, but, “thanks to support from Adrian Earnshaw of the Hailwood Foundation and Minister of Tourism and Leisure, David Cretney MHK, he secured an entry in the 400cc Lightweight event on a Kawasaki ZXR. Suspension trouble and then a major engine breakdown during practice caused Pino, as he is known, severe problems, but Ian McKay, a regular TT Marshall from Ramsey, came to the rescue with the loan of an ex-Milky Quayle Honda NC35; sadly, Pino ran out of fuel on the Mountain during his final qualifying lap.” Similar luck – or lack of it – initially befell Iovine, who, despite steadily increasing his lap times during practice, failed to qualify his 930 Honda CBR for Saturday’s F1 Race. Not so for the Production 1000 in which he finished 66th with a fastest lap at over 93mph.

Commentator, welder, marshal, solo and sidecar competitors... a true TT mix.



Onwards and upwards... the latest news from the Joey Dunlop Foundation

It’s official, our apartments have been graded as ‘exceptional’

As most providers of holiday accommodation are aware, their local Tourist Department will arrange audit visits for grading of such facilities, however we have the additional grading audit from the National Accessible Scheme which has given our facilities an Exceptional Grading. With accommodation available from £280 per week, guests are enjoying Business Class facilities at Easy Jet prices. We continue to fund raise, attending many motorcycle events with our tombola prize which, next year will be a Bruce Anstey Replica Honda 600 supplied by Padgettts and fitted with many factory extras.

Why are we fund raising?

The charity subsidises the cost of holiday accommodation but more importantly, we are in the final stages of fund raising so that we can construct two more much needed apartments.

Who stays at Braddan Bridge?

Over the past four years, we have welcomed a wide range of guests both young and old. The highlight in 2014, was working in conjunction with ‘Wish Upon a Dream’ when a 4 year old boy had a holiday of a life time with his mum, dad and brothers. The Isle of Man showed its true colours, when they received a special welcome from the Steam Railway, Mayor of Douglas Stan Cain who gave the family a memorable trip on the horse trams and Brian Convery of the Isle of Man Steam Packet Co made their journey to and from the island very special – they were treated like VIPs.

How can you help?

We always need help on our stall during the island motorcycle festivals, dress down days are always profitable and our online shop at www.joeydunlopfoundation.com keeps us busy.

Kevin Quirk (Trustee)
www.joeydunlopfoundation.com



TT DIGEST

✦ Congratulations to TTSC President, Charlie Williams on finishing in 10th position in the Senior Classic TT aboard a Norton entered by Works Racing Motorcycles. 21st at the end of the first circuit, Charlie moved up to 13th next time around after a lap in excess of 100mph. Completing the distance with an average of 99.01mph for the three laps, he left such current stars as Hillier, Parrett, McGurk, McGahan and Stewart in his wake. Amazingly, he last competed in earnest around the Mountain Course in 1984 when he finished 5th in the 250 Production TT and runner-up to Graeme McGregor in the Junior. A day or so after Charlie's remarkable feat, a forum thread on www.iomtt.com website developed, celebrating his achievement... Splashdown – aka Nick Jefferies – wrote, “Charlie rode brilliantly on Saturday. I was SO proud of him. How-

ever I was chatting to him last night at the Classic Dinner, and he confirmed that he was respecting his family's wish to call it a day on the Mountain Course.”

- ✦ £13,682.76p – the amount collected on the Isle of Man Steam Packet vessels, the Ben-my-Chree and Manannan, during this year's TT period!! This means that, since these annual collections began, the Rob Vine Fund has now benefitted to the tune of £200,000+. Dr David Stevens, Secretary and Director of the Fund very much appreciates the generosity of the passengers and the time given by crew who carry out collections and the on-shore staff who count the money.
- ✦ A healthy increase in traffic – that's what the Isle of Man Steam Packet reported at the end of August. The busiest TT since

the centenary year of 2007 was complimented by a 11% increase in the number of motorcycles transported to the island for August's Festival of Motorcycling - a rise from 3,324 to 3,697, the highest total since 1993. Passenger numbers were also up by 1,100 to 29,460, the highest number for this fortnight for more than a decade. It's estimated the event now contributes over £6million to the local economy and £1million in Exchequer benefits.

- ✦ Looking to 2015 and beyond, the Steam Packet [at the time of writing] is planning on the introduction of a temporary mezzanine deck for its fast craft, the Manannan, thus allowing even more people to make the journey to the Island together their motorcycles. Seating availability may well be a premium issue.
- ✦ John McGuinness's 21st TT victory – the 2014 TT Zero – has been commemorated by the Isle of Man Post Office with a production of a limited edition gift pack and A5 post card. The gift pack – 2,500 have been produced – has a wealth of images with a full story about the Mugen Shinden. Translated from Japanese, Shinden means “God of Electricity”.
- ✦ As ever, many thanks to two of our long-time supporters – Dorwingear for providing the van in which we transported our goods to the Club shop and Equipe Ajax for taking photos of ‘victims’ for articles in this Magazine.
- ✦ For the first time in the history of TT racing, next summer there quite possibly won't be horse trams operating on Douglas promenade. The 2014 service closed on 14th September, possibly not to be resumed until 2016 due to the on-going re-development of the seafront roadway. It's only the second occasion the service has closed down; the first was during the Second World War, it kept going in the First World War because, at that time, it was regarded as an all-year-round public transport

system. The trams may be relocated on the seaward side of the promenade as a single track entity with passing places... a far cry from times past when three members of the TTSC Exec Committee – Messrs Hammonds, Newton and Bean – drove the vehicles as student employees during the busy summer months of the early and mid '70s when there were up to sixteen trams on the road scheduled to pass any given point every two and half minutes.

- ✦ Different winners of the two Superport races – Gary Johnson and Michael Dunlop – but neither won the TT Supporters' Club Trophy for the fastest aggregate time... this honour going to Bruce Anstey for his two second place finishes. What fans probably don't appreciate is the margin by which the silver tray on its plinth was secured ... 0.091 seconds! The Kiwi is now the absolute lap record holder – 132.298mph, but there are other strings to the speed man's bow as his class lap record of 123.894mph aboard the Valvoline by Padgetts Racing YZR Yamaha in the F1 Classic TT last August is now the fastest ever two-stroke lap of the Mountain Course smashing the record set by Ian Lougher on a 500 V Twin in the 1999 Senior TT. Bruce won the race by over a minute from James Hillier.



TTSC Trophy winner, Bruce Anstey. Courtesy Glynne Lewis.

- ✦ Motorcycle racing around the Mountain Course received a further boost when

320,000 viewers tuned into the ITV4 programme concerning the Festival of Motorcycling first shown at the end of August. Dwelling on the Classic TT element, it did receive criticism in that there was limited coverage of the actual racing, but it certainly conveyed the nostalgic aspect of the occasion.

- ⊕ During this year's races – solo and sidecar combined – 1572 laps of the Mountain Course were completed, a distance of 59,311.56 miles. Of course, figures for these categories for practice session were higher – 2103 laps, 79,346.19 miles...these statistics don't include uncompleted circuits of the course.
- ⊕ TT enthusiast, Clive Hanham, a veteran of 52 journeys across the Irish Sea to spectate at his favourite road race meeting is an avid collector of Kingsbury Ceramic plates depicting TT icons. If anyone has any for sale, please contact him via clive-hanham57@btinternet.com; Clive is particularly keen to purchase the one showing Phil McCallen.



Grant Wagstaff in action leaning into Parliament Square; fortunately he was uninjured after his pit stop fire. Courtesy Equip Ajax

- ⊕ There were fourteen occasions when competitors were caught and penalised 30 seconds for speeding in the Pit Lane. However, there was some giving as well as taking by the organisers...seven riders in Supersport 2 were given time credits as a

result of the well documented fire involving Grant Wagstaff's machine – these ranged from 9.1 to 53.1 seconds.

- ⊕ Medals to the Best Newcomer were awarded for each race. Sporting number 56, but setting off in slot number 14 as a result of their phenomenal practice performances, Alan Founds and Tom Peters received the prestigious award in both sidecar races, for 11th and 6th positions. Naturally, the pair received the Peter Chapman Trophy as Best Overall Newcomers. Initiated in 2013, the Dave Wells Trophy, presented in memory of the popular passenger who lost his life in a racing accident at Mallory Park, is awarded to the best placed passenger making in his or her debut TT meeting. The returning Ian Bell brought his son, Carl, to act as ballast... experience and youth mixed well with 4th position in the first three-wheeler race ensuring Carl took home the trophy.



Double medal winner, Alan Bonner at QB. Courtesy Mike Hammonds.

- ⊕ Moving onto the solos...Peter Hickman secured the Newcomer Medals in the three races in which he started – Superbike, Superstock and Senior. Peter was presented with the Vernon Cooper Trophy, as best placed newcomer, for his 9th place in the Superstock. Republic of Ireland rider,

Alan Bonner doubled-up being the first debutant home in both Supersport races; for finishing 10th in Friday morning's three lap Lightweight race, Martin Jessopp took home his well-deserved medal.

- ⊕ Across the principal eight races, 380 of the starters completed the requisite number of laps to be classified as finishers, with Supersport 1 'leading the way' with 68. Of the 380, 293 received replicas, a percentage of seventy-seven. In total 108 silvers were awarded and 185 bronze. The race with highest percentage of non-starters with respect to the entry was the Lightweight, where 29 of the 78 names appearing in the Race Guide failed to make the Glencrutchery Road grid – 37%.

⊕ Dates for the future... 2015 TT fortnight is from 30th May to 12th June and the following year, 28th May to 10th June. Next year's Festival of Motorcycling is from 29th August to 4th September with practising commencing on 22nd August.

⊕ With the decline in boarding house accommodation over the years, there has been an increase in the number of campsites. A possible development is at Glebe Farm, Main Road in Kirk Michael in a field which cannot be used during racing periods. Toilet and shower facilities would be installed and, of course, lucky campers would only be a stone's throw away from the Island's oldest pub, the Mitre.



Courtesy Ian Huntly.

Always eagerly anticipated by those competitors who are members of the Club, the Annual Riders' Draw didn't disappoint...

Phil Harvey – £350
Rab Davie – £250
... and Adam Child, Ian Bell, Dean Banks and James Noble,
all of whom pocketed £100

All competitors were delighted when informed of their windfall, in part offsetting the tremendous costs of making the annual crossing of the Irish Sea to compete in the world's premier road race meeting



The New French Armada

When the entry lists for the Festival of Motorcycling were published, it was so pleasing to see the developing interest from across the English Channel. Several bright young French pilots were tackling the Mountain Course for the first time, hopefully, in the not too distant future, the TT will benefit from this influx...

...but, let's cover the old hands first. Bruno Leroy and current TT rider, Timothée Monot were on the start line for the Classic TT. Ex-MGP victor, Leroy – he lead the field home in the Classic Junior of 1998 on his Aermacchi – was there with two bikes: a Honda for the 350 and a Egli/Godet Vincent for the 500. It was the first meeting on the IOM for the Egli/Godet Vincent 500, prepared by French Vincent specialist Patrick Godet. They were delighted with 14th place against seasoned campaigners such as the Paton, Norton Manx and the Matchless G50. Unfortunately, Bruno's Honda expired on the first lap of the Junior due to an electrical problem.

Timothée Monot was making his Classic TT debut on a Honda RC 30 in the Formula 1 Classic under the colours of Performances Motos and RC 30 Forum. He rode a great race, finishing at an excellent 10th just behind Classic pilots such as Anstey, Mountford, Farquhar and Madsen-Mygdal. He is already planning a return next year as well as entering the TT ...a real plus for both events.

No less than seven French pilots submitted entries for the Newcomers' MGP. Race A – Frederic Besnard, John Ross Billega, Morgan Govignon, Martial Mourra and French Motorcycle Rallye Champion, Julien Toniutti: Race B saw Eric Lenser on the start list and C, Lancelot Unissart, who had performed with so much credit in the Southern 100 a few weeks earlier

At the end of practice week the fastest French rider was John Ross Billega in 13th with Julien Toniutti behind him in 14th; Morgan Govignon was 25th, and Martial Mourra, 34th. Unfortunately, Frederic Besnard had an accident during the first timed session on the Monday, although not seriously injured, he had to sit out the meeting. Eric Lenser on his Suzuki 650 was 13th in the category B Race with Honda 400 VFR mounted, Lancelot Unissart catching everyone's attention, being second fastest for Race C.

Moving onto the races... Toniutti secured a replica for 10th position, as did Billega

for 17th; Govignon was 27th, Mourra 30th. Newcomers B saw Lenser in 11th, but, as expected it was Unissart who stole the show taking the runner-up slot in Race C.

All of the French competitors took part in the main races with the exception of John Ross Billega who had to return to race in the Brittany Hill Climb Championship. Lancelot Unissart continued his fine road racing form with 9th in the Supertwin/Lightweight MGP, receiving another replica. Eric Lenser retired on the first lap of the same race at Ballacraine. Julien Toniutti finished 42nd in the Junior, with Morgan Govignon 48th; Martial Mourra was 62nd in the Senior.

Very good results for the French Armada with Unissart, Toniutti and Mourra being most appreciative of the Mike Hailwood Foundation, which assisted them so much in acquiring knowledge about the circuit. All the Newcomers were very happy after the races, loving the track and being surprised by the incredible atmosphere in the paddock and, indeed, everywhere on the IOM... we look forward to seeing all return to the IOM, some, perhaps, ultimately to compete in the TT.

Jean-Michel Prudon



Bruno Leroy. Courtesy Jean-Michel Prudon.

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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The Bell Tolls Again

A strength of the TT over recent years has been the quality of its sidecar entry, more so this year with the return of previous winner, Ian Bell, now with his son, Carl carrying out the role of passenger. Many believed that Ian's days of plying his trade around the Mountain Course was a thing of the past as his last appearance, in 2004, ended in disaster – Ian recalls the evening practice session in question... “the accident at Hillberry was the most painful thing that's ever happened to me, remembering that back in my solo days I virtually had my foot pulled off at Snetterton in 1982 as well as loads of other injuries, but when I was sliding up the road at Hillberry, the burning sensation as well as how long the accident took to come to a stop, was unbelievable.”

After that accident Ian gave up the racing all together, but there were

other factors taken into consideration when making the decision. Apart from the accident, 2004 hadn't been going too well, the difficulties having started back in 2003 when he, with passenger Neil Carpenter aboard, crashed his brand new Moly outfit after only three practice laps at Croft – Ian explains... “I thought I was the Dog's Bollocks that year as I was first in line to get the latest frame from Dave Molyneux; he had a load on that year, if I remember correctly, ours was first, then Roy Hanks, Ben Dixon and then he had to build his own! When we crashed, the frame was scrapping the road in the centre of the cross member, but we did have a little laugh that day when I asked the official why he was scratching the scrutineering sticker off, his reply being that if we were to race the machine again that day we'd have to get it checked over again.... I

said if we get it ready for the TT it'll be a bloody miracle! I was right, as when we pushed it down the slip way at Heysham to send it back to Dave, we didn't see it until February 2004.”

Fortunately, Neil wasn't hurt much at Croft, the pair ending up winning the British Championship and the first race at the TT. However, there was another 'bump', this time at Mallory at the end of the year with the championship already in the bag; unfortunately, the new owner of the outfit had come across from France with a wad of cash to collect the bike – Ian continues... “I was just showing him how good it was when I ran out of road at Gerrards! Neil had quite a bump and our long race relationship would, from that day, be over. I am not the sort of driver who can get anybody on and go for it, so with the TT in 2004 looming and Neil still not right, I was going to cancel the lot, but we managed to get Craig Hallam out of

retirement, so I felt good. I had my first ever TT with Craig; he had to put up with my lack of knowledge, but we still managed fifth. In 2004 the practice was going ok, but the bike was well down on power, in fact it was real crap, the crash was just me pushing it too hard. With Neil out and this, I'd had enough, I just sold the lot!”

So, Ian Bell went into retirement ... well, not exactly as, early the following year he started lending David Lillie a helping hand with his old Honda and an elderly Moly frame. Then there was a chance comment ... “my brother Geoff told me that my son, Carl had said to him that it didn't look like he would ever be passenger! This was news to me as he'd never said a thing to me about becoming a passenger. We're a bit like that up here, I'd never push anyone in to doing anything, except graft!

So, remember the frame we crashed at Croft, well, when we went



Courtesy Equipe Ajax.

across to Dave's in the February, he had made the new frame to fit the new FI engine. The old one was lying outside getting rusty, so we asked if we could take it back for brackets, etc. Dave said it was bugged and it was just as quick for him to make a new frame as it would be to repair that one. With Carl wanting to have a go, we decided to get the old chassis up and running which we would then share with David Lillie."

Not only was Ian returning to active participation in the sport after a nasty TT incident, he was doing so with his son alongside him. What take did Carl's mum have on this? "Mrs Bell, as Conrad Harrison always calls her, wasn't too impressed with the idea... little did she know what was to come in 2014! Our first outing together was at Elvington in 2006. We went down the runway a few times to see how things went; anyway, he hung on ok and when I asked him how it was, he replied 'was that it?' So, it turned out that trip to Elvington was Carl's first race at the age of 18. I didn't know how it would progress, but the good bits were that it's all a family thing, getting time off wouldn't be a problem as he worked at the shop as a Yamaha

Technician."

Progress it certainly did, but as Ian says, "it's funny being a dad with your son on the side, you start thinking in safety mode... well, for a while I did! However, after having Neil on for years I found it quite hard to get to grips with, but at the time, even to this date, we are just having a bit of fun, not like in the past when it got a bit serious. Yes, back in '06 and '07 we progressed well; we made a full copy of the Moly bike we had put back together, which David used and we used ours all year. I can't remember exactly how it went, but at the end of the season we decided to buy a new LCR, so the blossoming partnership was about to have a big test with the most unforgiving thing I had ever ridden... the new LCR!"

The LCR was, indeed, taking some time to get used to as it just felt very light and loose at the back, which possibly explained Carl's first bump – Ian expands... "we were doing the 2008 British Championships with the Moly, Carl having secured his National Licence the previous year; at Snetterton we were going well in practice, but diving into the first corner the bloody



Courtesy Gert Meulman.

thing spun around and rolled over. Fortunately, Carl had a nice soft landing in the kitty litter, so that was his first bump out of the way. Fortunately, Mrs Bell was at the shop. Another thing I learned that day was when you roll an LCR, don't try to escape as your legs keep in and you're wafted around like a flag"

As the next few years went by, the LCR turned turtle quite a few times and prior to these, Ian had put down all accidents he'd experienced to have been his own fault, unlike, as he says "most sidecar drivers who blame passengers, etc... wow, Geoff's got a book and there's about 100 pages before it comes to the last entry... driver error!"

Thoughts began drifting towards the possibility of a return to the TT, but these weren't verbalised in front of Mrs Bell. Anyway, as a priority, the LCR had to be sorted. Back to Ian, "three big things got the chassis workable, firstly, we'd been doing the Southern 100 since we got the LCR, so Richard at Maxton sorted the back shock out to get it flat out through the Black Hole; secondly,

the other important item we found was that the machine just loved new tyres. Being from up north and using the old Moly with Yokos lasting three or four meetings then putting Avons on every time you took it out, was hard to bear, especially when were just doing it for a bit of fun! Anyway we were asked to try the new Yokohama Radials, which were just like the old ones... they last! Finally, the last thing we purchased before the 2014 TT was a new Baker."

Decision made – a return to the TT planned for 2014; Ian, however was going back on is word... "I was still a bit worried about going back after my crash as I recall saying to 'him upstairs', let me get away with this and I'll never come back here again – this was as I was grinding my arm to the bone whilst sliding up the road at Hillberry"

At the end of the 2012 season FSRA Dinner Ian collared Tony Baker, telling him about the proposed return to the Mountain Course... Tony agreed to build a new outfit. Without his mam knowing, Carl started watching DVDs,

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The Bells stalk Bryan and Winn at Ramsey. Courtesy Equipe Ajax.

but when she did find out, she wasn't too pleased - Ian develops this... "I just blamed it on Carl, saying if he wants to do the TT I would want to take him round first. She's always said the best bit about the TT was the ferry on the way home!"

Dad had the 'knowledge', but Carl had to step onto the learning curve, doing so by going over to the Island for a newcomers' weekend in 2013, a journey repeated the following year, but this time accompanied by Neil Carpenter who would prove to be an ideal instructor. Ian, Carl and Neil had a two day break over there after that year's Oulton Park meeting, as Ian says, "I wanted to go around with Carl for him to tell me what's coming next, plus it had been ten years since I had raced there. We had planned to stay for the Sunday and Monday, but Carl seemed good, he knew the lot which gave me a nice feeling, so we came home Monday morning, job done! Neil wasn't feeling so nice in the back seat of Carl's VXR, doing about 140 on the Mountain Mile!"

Back tracking a bit, in fact to the 2013 FSRA dinner, Tony Baker suggested that the Bells didn't sell the LCR as it was doubtful that the new frame would be ready in time. Ian develops a later conversation with Tony, "at Cadwell a few weeks before the TT Tony came to see us, we had a bit of crack and I asked him if he was looking forward to Isle of Man. He said not really, there was something about his answer that didn't seem right, so unlike me I asked him what he meant, was it that he just wasn't looking forward to going to the TT or was it for me having ago on his new frame he was finishing for us? He didn't reply, but, did later, explaining he knew we were going well on the LCR on the short circuits and adjusting to the Baker might take more than two weeks!"

In 2004 we featured Ian in this magazine, describing how his interest in three-wheeler racing developed after a highly successful solo career - remember he is a former Southern 100 Solo Champion - so, ten years on, he surely

must have to reinvent himself? "The biggest change I noticed was how fast the outfits were, especially over the Mountain. In the '97/'98 the engines would hardly use top gear at all up on the Mountain, this year I got a bit of a shock at how fast the corners were coming up. I realize that Windy Corner and Brandish had big alterations, as did Hillberry, but I bet we were one of the slowest through that bugger! The bumps seem worse than they were ten years back, probably an age thing. I was also allocated the number 7, which was a bit of a shock, but it's my lucky number, so it felt good!"

... and so how did practice week go? "Largely ok", but, Ian develops, "I just couldn't get to grips with Tony's new bike, poor bugger worked his socks off trying to help us, but the LCR was just like putting on your old slippers... so we had to park Tony's and use the old LCR." Of course, there was the problem confronting all sidecar competitors, that

of lack of practice, with sessions being cancelled, a real issue with two bikes to qualify. Ian admits, "we gave ourselves too much to do, but it didn't help on the Friday night when I caught the frame on the slight kerb on the bottom of Bray Hill, ripping a piece of the chassis out. We had to change the engine for the next day's race, but now we had to get Brian to nip up to Moly's to get some steel plate, then Greg Lambert stayed up till 12.30 to weld it up."

How did Carl get along in practice? His dad seemed quite pleased as "he appeared to remember everything he'd learnt on his own and been told by Neil and myself, the only whoopsie for us was in the first practice when, on the run to Ballacree I always used to keep to the middle of the road or left of centre... it was flat in top so and Neil was always at the back as the front end would dip to the left as it took off, so, on the LCR I didn't think any different ... but it was,



Courtesy Gert Meulman.

Regional Representatives

as on full throttle the thing just stood up on it's back end! Anyway, we did a flying lap just to get Carl into it!

Was the bike was ready in time? Well, a brilliant 4th position suggests it was, a performance with which Ian was delighted. "Yes, we were over the moon, but I wasn't riding as hard as I was in 2003, it was that the engines were flying. Steve Hurst, who looks after ours and most of the paddock's Motecs, and Nikki Kennedy who sorts out the top end work and always has done, are probably the main reason for the increase in speeds. It's not the riding, obviously I haven't forgotten my way around and Carl had no problem with the extra speed, but the thing seems so much faster especially up the Mountain. Neil and I could comfortably do 111mph, but we were flat out in places where I don't think I would be able to do it again, but amazingly, at the end of the race I discovered I'd lapped about 1/2 a mph quicker than back in 2003.

In Race 2 the right hand cowl support came off from under my leg, the whole fairing body was on the move

after Ginger Hall on the second lap, then coming into School House, I thought Carl had smacked me on the back, but it was the rain light that had caught the tyre which pulled it off. It then got in front of my right knee, so I pulled it out and retired. Gary Bryan, who was behind me on the road thought I was angry and throwing things at him!"

...so that was the TT over, a great 4th but a disappointing DNF... and "it was brilliant being there to give Conrad a hug after his first win, and getting involved in the whole thing again, instead of listening to it on the computer at home; it does get under your skin, sorry Mrs Bell! My old mate Brian Hoyle who has been with us forever, I don't think was as keen as he used to be about the Island, but I'm sure, when the time comes next year, we will be buzzing again...

... and Carl can't wait!

Thanks to Ian for providing all the information for this article and congratulations on a brilliant return to the TT; surely, a podium beckons for the Bells in 2015.

What can you remember about TT 2014?...Answers

- | | |
|-------------------------------------|---|
| 1 Guy Martin | 13 Michal Dokoupil |
| 2 Black Dub | 14 Liechtenstein |
| 3 Rob Wilson [beaten by Rob Barber] | 15 Fiona Baker-Milligan – Sidecar Race 1, 13th |
| 4 Olie Linsdell / Paton [6th] | 16 Mark and Dominic Herbertson |
| 5 Conrad Harrison | 17 Jamie Hamilton |
| 6 Australia | 18 False – Sidecar Race 2...Estelle, 18th, Francois, 23rd |
| 7 James Cowton | 19 Eddie Kiff and Wally Saunders |
| 8 Stefano Bonetti | 20 Conor Cummins |
| 9 Frances Thorpe [TTRA] | 21 Josh Brookes |
| 10 Ryan Farquhar | |
| 11 [On the approach to] Union Mills | |
| 12 Karl Bennett & Lee Cain | |

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