



**Southern Sporting**  
**Motor Cycle Club**

**CONTACT**

June

2019

**Isle of Man TT Race Special**

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## Your Committee

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President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Richard Barnett
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
PRO.....	Steve Pearce
Training Scheme.....	Chris Booker
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Sharon Roberts
Auditor - Club	
Auditor - Training Scheme .....	Rob Wood
Centre Board Delegate (2)	
Star Group Delegate (2)	
BMF Liaison Officer .....	Ian Slater
Minutes Secretary .....	Heather Wallace

## Dates for your diary

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<b>2<sup>nd</sup> June</b>	Haines Museum
<b>22<sup>nd</sup> June</b>	Trivial Pursuits games night – Heather & Micks
<b>28<sup>th</sup> June</b>	Closing Date for Contact Articles
<b>7<sup>th</sup> July</b>	Club BBQ – Heather & Micks
<b>28<sup>th</sup> July</b>	Picnic in the Park – venue to be confirmed
<b>21<sup>st</sup> Sept</b>	Curry Night (or similar)
<b>3<sup>rd</sup> Nov</b>	Brighton Veteran Car Rally
<b>12<sup>th</sup> Nov</b>	Bowling-Airport Bowl
<b>22<sup>nd</sup> Nov</b>	Motorcycle Live: NEC Birmingham

# Editor's Comments

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Hello Everyone.

It's a sad time for me as my beloved Flo...CBF1000 is broken! On the way to the NW200 I was rear ended while stationary. I'm a bit battered but glad to have walked away. I'm still waiting to hear if she is repairable but think not. I would like to thank everyone who rallied round and sorted the ambulance, got me and my luggage to the NW200, kept me smiling, and got me home again. Steve Pearce has written an article on the events of the NW200 trip which will be published next month.

June is the time for the main event at the Isle of Man, so this month's edition features a special from page 26. It includes some articles, and a guide to the 2019 Events. ITV4 will be covering the racing on TV and a schedule is also included.

For those of you who are not into the TT, there are also plenty of articles for you to read.

For the shorter riders amongst us, we have tips for different modifications that can be made to your machine to help you keep your feet on the ground.

Talking of short riders, the celebrity biker featured this month is the one and only Tom Cruise. Another great actor that does his own stunts as well as rides bikes and owns a lot of cars.

As Triumph launch the new 2019 Rocket 3 TFC, we have a review by Simon Hancock of Visor Down

While traveling home from work in May, I came across what looked like about 30 Evel Knievel bikers in Knighton. I know it had been a long day but really.... I had to visit the Google when I got home and found that Ride Cymru, a group of bikers were doing a 1070-mile ride around the perimeter of Wales for Macmillan Cancer support. Apparently, Knievel's children Alecia, Vincent and Robbie Knievel were amongst those taking part, along with ITV weather presenter Ruth Wignall, Stereophonics bass player Richard Jones and Red Dwarf star Danny John Jules, not that I noticed any celebrities.



Evel Knievel holds the Guinness World Record for most broken bones in a lifetime – totalling at 433. There is no world record for riders dressed as Evel. There were supposedly 50 riders on the 5-day run.

Update for the WRWR attempt. The ladies have reached the Ukraine.

<https://womenridersworldrelay.com/track-the-relay/>



# SSMCC Committee Minutes

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Meeting Monday 20th May 2019 – 3 Oakhill Gardens, Oatlands Drive, Weybridge, KT13 9JP

## **In Attendance:**

Chris Gorth (CG)	Chairman
Chris Booker (CB)	Training Scheme Organiser
John Mason (JM)	Treasurer
Heather Wallace (HW)	Social Secretary

Meeting started at: 20:00hrs

**Apologies** – Sharon Roberts, Steve Pearce, Ian Slater, Mick Wallace

## **Minutes from the Last Meeting**

The minutes were proposed by Heather Wallace (HW) and seconded by Chris Gorth (CG) and were adopted without dissent.

## **Matters Arising**

Confirmation was received from CB that MW was paid electronically for the flowers for Sheila in Seaford..

Ian had not reported whether or not he had heard back from the National Rally people.

## **Correspondence**

Nothing to report.

## **Club Secretary**

Club Secretary (IS) had been given Andy Ratnayake membership fees (£12), which was passed to CB.

## **New Members**

No new members. JM advised that he had forwarded the April Contact to Steve Lockie. He (Lockie) thinks he may have deleted it.

## **Treasurer's Report**

CB still needs to check the balance of the club books as he's not had the opportunity due to work commitments.

The figures above include the monies received for the sale of 3 scheme bikes, Half of which will be allocated over to the Training account.

£45 is owed to CG for the engraving of the club trophies and will be paid to CG this evening.

## **Training Scheme**

IS advised that 3 of the scheme's bikes had been sold, see note in Treasury report. The other bikes will remain garaged, either at JM or CG garages. CBS have said they are happy to be used for bikes to be viewed by potential buyers.

### **Social Secretary's Report**

Bowling at the Airport Bowl on 27th April was well attended and fun had by all it appeared. A report has been sent to the Editor to include in the next copy of Contact.

HW had realised that the date proposed for the next event, Darts at the Adelaide, was the Saturday of the late May bank holiday and in hindsight this would not be a good date to use. HW will decide on a new date, having spoken to the pub landlady.

Trivial Pursuits evening is still planned for 22 June at the Wallace's.

Amoret Whitaker & Ian Slater have offered their garden for the BBQ on the 7th July, as their garden is bigger. A nominal fee (likely to be £5 per person) will be collected to go towards the cost of food and soft drink. Anyone wanting to bring their own alcohol can do so at their own expense. Any money left over will go to charity.

### **Editors Report**

Nothing to report. Articles for Contact by 29th May please.

### **Captain's Report**

MW apologised again that he was not able to lead the club run to The Ship at Hayling Island. Also other club members had gone to the North West 200 rally in Ireland.

3 however took to the saddle to meet at Fleet Services, John Mason, Ian Slater and Steve Lockie, Heather, who was also poorly and Mick Wallace, met them in the car and then all drove down to Hayling Island. Steve & Karl Pearce met the 3 at Loomies and all travelled down to the pub, where Karen Pearce also arrived with her sister and niece in tow. So, having started with only a small number, there was quite a few lunching at the pub.

The next ride is to the Haines Museum, assuming anyone is fit to go.

2 June – Haines Museum (A303)

7 July - Club BBQ – Amoret & Ian

3 Nov - Brighton Veteran Car Rally

### **Public Relations Officer's Report**

SP has nothing to report.

### **Any Other Business**

A member had asked who was administering the FB page has it needed updating to show that the Training Scheme had closed. CB said he would look at the FB page as an administrator.

Just a note, that unfortunately whilst riding in Ireland at the North West 200, Sharon had her bike written off, & Steve also had an accident and damaged his bike on the way home, so it didn't end well. We wish them all the best.

### **Fixtures**

25 May – Darts – Adelaide Cancelled

2 June – Haines Museum

22 June – Trivial Pursuits games night – Heather & Micks

7 July - Club BBQ – Amoret & Ian's

28 July – Picnic in the Park – venue to be confirmed

More Club runs to follow

21 Sept – Curry Night or similar

3 Nov - Brighton Veteran Car Rally

12 Nov – Bowling – Airport Bowl

22 Nov - NEC Bike Show

**The meeting closed at 21:10hrs**

**Thanks were given to Chris Gorth for his hospitality.**

**Next meeting** – Monday 17th June – 29 Mandeville Road, Shepperton TW17 0AL

# SSMCC Goes Bowling

A group of SSMCC members got together on 27 April to tease and cheer each other on in a friendly bowling tournament.

2 lanes were booked at the Airport Bowl and 12 players started but unfortunately 2 had to leave earlier than expected, and 3 games were played.

The line-up was me, Ian (Spanner), Amoret, Chris Gorth, Chris Osborne, Ania (Chris O's girlfriend), Flossy, Ann and Alex Byard, Doug Chaney-Charlesworth, Doug & Amanda Hunter-Brown were the couple who had to leave earlier, and then we had cheer leaders in the form of Mick W and Graeme Byard.

There was quite a bit of friendly rivalry as Chris O was defending his title, he had won 2 years ago, and as last year's tournament was cancelled, had retained it. Then there was Flossy, Ian, Chris G and Doug C-C all sending ball down with a good bit of speed behind them.

It was a really fun evening, and the final scores are below. This shows that Flossy was the overall winner with a score of 369, but he was also the person who bowled the highest score in one game, which was 167.

Second was Chris G and Doug C-C was third.

Anny Byard	235
Alex Byard	195
Doug C-C	322
Chris O	283
Ania	230
Chris G	347
Flossy	369
Heather	274
Ian	315
Amoret	243



'BOWL' on the next one.....

Heather  
Social Secretary

## Three Old Gibbers go to Hayling Island – Well nearly!!

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Due to our illustrious Club Captain still being “broken”, I was asked to once again stand in as Stunt Club Captain and lead the way for the run down to the Ship Inn, Havant. By 9.45am, the assembled throng included me, John Mason and Steve Lockie (our newest member), on our metal steeds, ready for the off. The “broken” Club Captain and a snotty Mrs Club Captain (also known as the Social Secretary or Boss) had turned up in a car.

Once we had carried out the necessary “comfort breaks” and prized Steve from behind his newspaper, we set off along the M3. The route took us through Odiham and down to Alton, where we had to follow a small diversion, which meant we didn’t enjoy the delights of the “Alton Speed Bowl” onto the A31 (booo!), we picked up the A32 and headed south. At Loomies, we were joined by Mr Pearce (Senior) and Mr Pearce (Junior), as well as a bunch of other bikes heading in the same direction! Once all the bikes had sorted themselves out and I had finally identified what bikes the Pearce Boys were actually riding (Mr P senior, on an XJR1300 and Mr P junior on an MT-125 – both of which were new to me), we had a grand old ride down to Havant, as the sun was out and the roads were surprisingly clear of traffic.

We arrived at the Ship Inn around 11.30 and were joined by Mrs Pearce, her sister and niece for lunch. Once everyone had remembered what they had ordered, we settled down to enjoy our lunch whilst looking out over the sea views, well, mud really, towards Hayling Island!

Suitably refreshed and comfortable, the three old bikers carried on to Billy’s café at Billingham, again, on roads light of traffic, in the sunshine. At Billy’s, tea and cake were served and enjoyed, from there we headed home.

A cracking day out for us old fella’s who did the riding and I thank my fellow old blokes for being patient with me, as the “leader of the pack”, not necessarily going in the right direction at times. There again, I don’t think they noticed anyway!

See you around on one wheel or another.

Spanner (Stunt Club Captain) – Socket Set and Hammer.

## Warr's Are UK Custom Kings For Third Time

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For many decades the world of modified bikes has always been a subculture within a subculture, and the individuals that spend their spare time getting stuck in, happily wear that tag with pride.

Fast forward to today's digital era and you can't go anywhere these days without being a few miles from a custom bike shop/apparel boutique/an eatery that serves food on a scaffolding plank and drinks in old marmalade jars. However, like every industry, it's easy to decipher the wheat from the chaff.

Harley-Davidson is probably the most customised of all motorcycle brands, and over the years people have taken the brand from Milwaukee, Wisconsin to the modifying limit. So, for even the most inexperienced enthusiast, there are decades worth of articles, builds, and manuals that can be called upon when customising a Harley. But, when it comes to the people that build bikes for a living, you really get to see what a 'proper job' professional builders can create.

The Battle of the Kings is an annual internal dual between Harley-Davidson dealerships throughout the world. With every shop having to modify the same specific model as everyone else, it gives each shop the opportunity to showcase their interpretation of what a custom Harley-Davidson should look like. The rules are tight, with budget restrictions and various criteria around using official Harley accessories, Screamin' Eagle parts and a restriction on the amount of fabrication work that can be carried out. Battle of the Kings is not about the team with the biggest wallet winning, rather it rewards creativity and solid engineering skills.

For 2019, the chosen Harley model is the £10k Sportster Forty-Eight. From a UK perspective, there was a plethora of modifying talent ready to show the world what they could do. In total, 11 dealerships from all corners of the UK submitted their own modified creation, and the competition was fierce.

This year's national winner, which moves through to the second round, was the 'The Crook' from Warr's Harley Davidson of King's Road, London. It's the third time that Britain's oldest H-D dealer has taken the national Battle of the King crown, so they've certainly got some form.

Created by Charlie Stockwell, Warr's Head of Design and Custom, The Crook runs a stock chassis but raids Harley's Parts and Accessories range for a whole host of parts, including the rocker covers, handlebar grips, foot pegs, brake levers, solo saddle and black wheel rims.



The team also added an S&S Grand National chrome exhaust, fat Firestone tyres, mini LED indicators, custom fuel tank and a one-off rear fender. It's been set off by a subtle black paint job to finish a project which, Warr's say, 'creates a build where there wasn't anything that was too challenging. The whole idea was to promote easy custom building that's effective by looking awesome.'

The overall Battle of the Kings 2019 winner isn't announced until November 2019, when all the various national champions show off their creations together. There are still many rounds to negotiate before anyone can be crowned 'King', and you can keep up to date with the finalists by searching 'Battle of the Kings' online.

[www.carolenash.com/insidebikes/warrs-are-uk-custom-kings-for-third-time/](http://www.carolenash.com/insidebikes/warrs-are-uk-custom-kings-for-third-time/)

# Motorcycle Modifications for The Shorter Biker

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Production motorcycles have to be designed to be ridden by a wide range of riders, big and small, light and heavy.

As a result, very few motorbikes fit their owners like a glove, at least out of the factory, but there are a few simple, and some major, modifications which can be made to improve the rider's confidence and comfort.

While some tall riders may find standard bikes somewhat cramped, shorter riders can find themselves intimidated and put off by a bike if they cannot get their feet flat on the floor at standstill.

For those shorter riders looking to customise their bikes to help them get them closer to the ground, we've taken a look at some of the most common modifications carried out by real life owners.

## **SADDLE**

The safest, easiest and often least expensive way in which to customise your motorbike for the shorter rider is to change the seat

In days gone by, this usually meant modifying your standard saddle removing the seat cover, cutting out some foam and then reupholstering it. This was very much a hit or miss process, and usually involved sacrificing some comfort in order to be able to get both feet on the ground.

An alternative to doing it yourself was to commission a custom seat from one of the many specialist companies out there, who could either modify your existing saddle or build a new

one from scratch. These guys usually specialise in building beautiful seats for custom bikes and trikes, and it can work out expensive, as you might expect from such craftsmanship.

These days, manufacturers have worked out that making their bikes more accessible to a wider range of riders is a great way to sell more bikes and also more accessories. In recent years we've seen an increased number of bike makers offering a range of alternative seats for their most popular bikes. These usually are aimed at shorter riders, however 'comfort seats' with additional padding are often available as dealer fit accessories. As the name suggests, these offer a plusher ride, but tend to be favoured more by taller riders.

Some manufacturers, including BMW and Ducati, will offer a low seat as a no cost option, while other charge extra. For owners of older bikes, it may well be interesting to find an old second hand seat and to experiment with changing the shape and thickness of the foam.

The benefit of changing the saddle is that it doesn't affect the geometry of your bike and is therefore unlikely to have any adverse effect on the handling. The downside is that, in most cases, the reduced seat height is achieved by removing material from the saddle, which can make the bike less comfortable to ride – especially on longer journeys.

### **ADJUSTING THE PRELOAD**

Many modern motorcycles benefit from adjustable suspension and a simple mod that can help 'lower' the suspension is to reduce the preload on the rear shock.

Preload addresses the amount that the springs are compressed by the shock absorber. Adding preload means that the shock won't need to move as far to get to its full extension so, conversely, reducing the preload extends the amount of movement in the suspension. That means that it will compress more with the rider on board, giving a little more sag and making the seat height feel lower than with the preload wound up.

The downside of adjusting the suspension for more sag is that you will probably not be able to get the maximum performance while riding. Winding the preload up makes the bike sit higher but usually gives a stiffer feeling and better control on faster, smoother roads. Reducing preload gives a softer feeling which may be better over bumps but will probably feel less precise and slower to turn. It is, however, a very easy way to reduce the seat height in stop-start traffic.

### **MODIFYING THE SUSPENSION**

Many shorter riders swear by lowering the suspension on their bikes, although manufacturers rarely recommend it.

Dropping the forks through the yokes and installing lowering links on the rear linkage are inexpensive ways of lowering the bike but can have an adverse effect on the handling.

Modifying the suspension can make the bike feel great at standstill, but by changing the geometry you risk messing around with the handling. Ground clearance will almost certainly be less, and the bike may have a tendency to understeer and run wide on the corners.

Manufacturers spend a fortune to make their bikes handle as well and as safely as possible, so by lowering the suspension you risk throwing all that R&D work away and making your bike less safe than when it left the factory.

Professionally lowered suspension, including a shorter rear shock absorber, can prove effective though, and many owners are absolutely delighted with their lowered bikes. It's also worth considering the side effects of lowering a bike. For example, the side stand may need modified, as the standard item may well be too long and could cause the bike to fall over when parked up. You'll also need to make sure that things like cables don't need replaced, or that the revised geometry doesn't cause the wheels to interfere with the bodywork. All in all, radically altering the suspension is a step that requires careful consideration and is best carried out by specialist engineers.

As always, when making any modifications to your motorbike you should ensure that you contact your insurance company and notify them of any changes you have made.

[www.carolenash.com/insidebikes/biking-tips/kit/motorcycle-modifications-for-the-shorter-biker/](http://www.carolenash.com/insidebikes/biking-tips/kit/motorcycle-modifications-for-the-shorter-biker/)

# 10 Motorcycles from Tom Cruise's Collection

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The three-time Oscar-nominated American actor and a multi-millionaire Tom Cruise needs no introduction. The "Mission Impossible" star has a net worth of \$480 million. Tom Cruise made huge bucks after his first major success "Risky Business."

Not just a talented actor, he is also known for his craze for the automobile. He has a huge collection of cars and motorcycles in his garage. Tom Cruise is an automobile enthusiast, a passion he inherited from his friend Paul Newman. Cruise has also been an active participant in the "Celebrity Championship" car races for more than a decade now.

Tom Cruise is known to love the thrill of living life on the edge. Performing stunts and racing at high speeds on expensive cars and bikes gives him thrills and satisfaction. His love for fast and powerful automobile has resulted in having a garage full of collectibles. Cruise has both vintage cars and newly released cars in his collection. He shares the same enthusiasm for the motorcycle as well. You can spot Tom Cruise driving (and riding) his collection at high speeds both in his films and in real life.

He rode his flashy motorcycle and made a dramatic exit from the Hotel Chateau Marmont.

Tom Cruise owns the most powerful and most expensive production motorcycle in the world. The cost of this motorcycle is estimated to be around \$103,769. Cruise was seen speeding away on his Vyrus from his 51st birthday.

It is a chopper which is made by an Italian manufacturer and is powered by a 1.2 liter engine. It is a lightweight motorcycle which weights around 154 kgs. It can hit a high speed of 209mph. Despite being fast, it is stable which makes it safe and secure.



"Top Gun" is one of Tom Cruise's most famous films. In it, he rides a Kawasaki GBZ900 and performs stunts with it. A couple of months ago, the star actor Tom Cruise posted a picture of his Kawasaki bike for the "Top Gun 2" movie. He was also spotted on an airfield driving the Kawasaki Ninja H2R. The Kawasaki GPZ900 which was used in "Top Gun" movie was replaced by the Kawasaki Ninja H2R in the sequel.

This is a middleweight motorcycle that has a 998cc engine with a maximum power of 322bhp. The top speed of this bike is 248mph.



His Ducati 999R was one of the 200 units that were ever manufactured.

Ducati is always on the top of the list when it comes to celebrity motorcycle collections. Cruise got himself a grey color Ducati 999R for his 46th birthday (not pictured here). He was spotted cruising with his Ducati 999R in LA which he almost ran into a tree.

The top speed of this Ducati 999R is estimated to be around 179mph. It was one of the most powerful bikes ever built and claimed positive reviews from car enthusiasts. This sporty bike was specially designed for racing purposes. It has a 6-speed gearbox.



"Mission Impossible: Rogue Nation" featured BMW motorcycles. The black BMW S1000 RR was used as a getaway bike in the movie. The top speed of this sports bike is around 188mph. Michael Dunlop, a bike racer, won many races and championships with this bike making it iconic for BMW. It is one of the most powerful, stable and dependable bikes in the world. The production started off with 1,000 units but that number was increased to meet commercial demand.



This bike has a special place in the hearts of bike enthusiasts.

The Hellcat is known for its unique design. This bike is well ahead of its time. Tom Cruise's passion for bikes led to him giving a dramatic entry on his Confederate Hellcat for the premiere of "Mission Impossible 3."

M.S.Dhoni also owns this Confederate Hellcat which is powered by a 2.2-liter engine that makes 121hp. The bike is very powerful and stable when compared to other bikes on the market. The cost of this bike is estimated to be around \$65,000.



Launched in 2015, this was a redesigned version of the Honda 450 model. It had a four-valve engine, single cylinder, and a four-stroke 449cc engine. The weight of this bike is around 110kgs. It has 5-speed transmissions. Cruise drove this bike in the movie "Oblivion" and it featured a futuristic design for the movie. Unlike Cruise himself who performs most of his own onscreen stunts, the bike is simply present in the film to showcase the design and is not involved with any major performances. The top speed of this futuristic bike is estimated to be around 105mph.



The BMW R nine T Scrambler has a powerful 1170cc engine.

Tom Cruise rides a BMW R nine T Scrambler in his recent movie "Mission Impossible: Fallout." In this movie, he is seen racing with a brand new R nine T Scrambler until he crashes it. (Oops, spoilers.)

The seating position of this motorcycle is perfect and helps him glide along the road. The 55-year-old actor seems to be enjoying doing stunts and racing with this awesome bike. It is not just a rugged bike but a legend. This bike can hit a top speed of 124mph.



Back in 2008, Cruise was spotted to sharing a ride on this rare bike with Cameron Diaz, his co-star from the famous movie "Knight and Day." The Desmosedici was a limited edition motorcycle and was one among 1,500 units that were built. It had a powerful 800cc V4 engine that could hit a top speed of 200mph. Ducati Desmosedici was a symbol of both pride and passion for motorcycle lovers. The price of a Desmosedici was estimated to be around \$72,500.



The Triumph Speed Triple is considered the most engaging sports bike in its period. Tom Cruise rode a 1999 Triumph Speed Triple in his movie "Mission Impossible II." The movie was action packed and many stunts were performed by Cruise himself. Cruise is known for doing amazing motorcycle stunts without a helmet and this movie was no exception. It was powered by an 885cc and can hit a high speed of 143mph. This bike is easy to handle and the seating position gives the right comfort for riding this which makes it great for long drives.



The blockbuster movie "Mission Impossible III" featured the Triumph Bonneville Scrambler which was driven by Tom Cruise. The Triumph Bonneville Scrambler comes with stylish looks and was one among the five bikes that were specially built for the movie. Although this movie didn't feature Cruise performing major stunts like many of his others, that didn't stop him from riding the famous Triumph. The bike that was used in this movie was later auctioned off to the Bonhams and was sold at a high price of \$29,250.

[www.hotcars.com](http://www.hotcars.com)

# 2019 Triumph Rocket 3 TFC Specs and Details

<https://www.visordown.com> By Simon Hancocks



Triumph's reboot of the iconic Rocket 3 boasts 167hp and 221Nm of torque.

The Triumph Rocket 3 was probably the worst kept secret of the winter after pictures emerged online of the new machine being ridden across the stage at a dealer conference. And now we can finally confirm the full specs, stats and details of the new powerhouse to you in full.

Originally launched in 2004, the Rocket 3 quickly hit 'icon status' for being the biggest production engine in a motorcycle at the time (2,294cc), and also for its massive, model specific 240/50ZR16 rear tyre.



For 2019 the Rocket 3 is taking the original concept and cranking the dial up to eleven with a massive 167hp, 2,500cc triple sitting at the heart of the bike. It retains the shaft drive of old and runs through a six-speed box with a hydraulically actuated slip-assist clutch to help contain the 221Nm of torque.



Keeping the bike aligned with the rest of the Triumph range, the Rocket 3 gains the same TFT dash suite we've seen on bikes like the Scrambler 1200 and will feature multiple rider modes (Rain/Road/Sport/Rider-configurable) and Triumph's Bluetooth connectivity if linked to the Bluetooth module.



As the TFC version of the bike is marketed as the cream-da-la-crème, the bike will feature mammoth Showa 47mm USD cartridge front forks, with compression and rebound adjustment and 120mm travel. The rear shocks are Showa piggyback reservoir units with remote hydraulic preload adjuster and 107mm travel. It's not clear what the standard production version of the bike will carry at this time.



### Triumph Rocket 3 price

The cost of a Rocket 3 and all this exclusivity? A mere £25,000 – which makes it sound like you're getting a lot of bike for your money and some good bragging rights as only 750 of the TFC versions will be built worldwide.



### Triumph Rocket 3 spec

Engine Type	Inline 3-cylinder, water-cooled, DOHC
Capacity	2458cc
Bore/Stroke	110.2 mm x 85.9 mm
Maximum Power	Over 170PS
Maximum Torque	Over 221Nm
Fuel system	Ride-by-Wire, fuel injected
Exhaust	Stainless 3 into 1 headers with 3 exit Arrow branded silencer / CAT box
Final drive	Shaft, bevel box
Clutch	Hydraulic, slip-assist
Gearbox	6 speed
Frame	Full aluminium frame
Instruments	TFT multi-functional instrument pack with digital speedometer, trip computer, digital tachometer, gear position indicator, fuel gauge, service indicator, ambient temperature, clock and rider modes (Rain/Road/Sport/Rider-configurable) – Triumph TFT Connectivity System can be added with accessory fitted Bluetooth module
Swingarm	Single-sided, cast aluminium
Front Wheel	17 x 3.6in cast aluminium
Rear Wheel	16 x 7.5in cast aluminium

Front Tyre	150/80 R17 V
Rear Tyre	240/50 R16 V
Front Suspension	Showa ø47mm upside-down 1+1 cartridge front forks, compression and rebound adj., 120mm travel
Rear Suspension	Fully adjustable Showa piggyback reservoir RSU with remote hydraulic preload adjuster, 107mm travel
Front Brake	Dual 320mm discs, Brembo M4.30 Stylema 4-piston radial monobloc callipers, Cornering ABS
Rear Brake	Single 300mm disc, Brembo M4.32 4-piston monobloc calliper, Cornering ABS
Seat Height	773 mm
Rake	27.9°
Trail	134.9 mm
Dry Weight	TBC
Fuel Tank Capacity	19 L
Fuel Consumption	TBC
CO2 Emissions	TBC

# Break Time

Caption competition May's photo.

**Winning Caption**

Usain Bolt does it like this!

**Best of the rest**

Strictly comes to Brighton!

YMCA Goes Horribly Wrong!

Yabba 'Dab' a doo!



**Junes Photo-** Send your suggestions to

[sharonroberts2412@gmail.com](mailto:sharonroberts2412@gmail.com)



What five letter word does every oxford graduate pronounce wrong?

Benjamin and jack were in a 100-metre race. When Benjamin crossed the finish line, jack was only at the 90-metre mark. Benjamin suggested they run another race. This time, Benjamin would start 10 metres behind the starting line. All other things being equal, will jack win, lose, or will it be a tie in the second race?

[www.paulsquiz.com/other-quizzes-mainmenu-161/202](http://www.paulsquiz.com/other-quizzes-mainmenu-161/202)

**I am an  
8 letter word.  
I have 'kst'  
in the middle,  
in the beginning,  
and at the end?  
What am I?**



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Answers on page 60

# Isle Of Man TT Race Special



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Imagine A Place . . . Shrouded by mystery, a sea-bound kingdom with its own captivating story to tell. With a rich history, that echoes through the ages. A melting pot of character and taste, where true heroes exist, and sea monsters bask in the shallows. Landscapes carved from pure imagination and magical vistas of the Seven Kingdoms. A world of tangled trees and twisty trails. A place where legends are Manx made...

There is nothing on Earth quite like the Isle of Man TT Races. No other motorcycle race is held on such a challenging track as the 37-mile plus Mountain Course with its seemingly never-ending series of bends.

The skill, bravery and concentration levels required are immense, with speeds approaching 200mph, and, while difficult to learn and even harder to come first, the rewards for winning on the world-famous course are like no other.

No other motorsport event can boast more than 100 years of such illustrious history, rich in tradition and legends, and to have your name inscribed on a TT trophy is to sit with the gods.

TT racing captures the imagination in a way no other race can, and its sheer spectacle and uniqueness ensures thousands of fans flock to the Island every May and June for their annual fix.

No other motorsport event attracts people in great numbers for an entire period of two weeks except the world-famous TT Races, where fans can revel in the Island's special mix of incredible racing and world class entertainment – and all set amongst the beautiful scenery of the Isle of Man.

Here you can find everything you need to know to experience the Isle of Man TT for yourself, whether you are spectating, racing or supporting the event in another way.

If you are considering a trip to the Isle of Man TT, why not start planning now?

[www.visitisleofman.com](http://www.visitisleofman.com)

## The History of the TT

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More than 100 years on and thrill seekers still venture to the Isle of Man every summer for the same reason the gentlemen of 1907 did, the Tourist Trophy more commonly known as the Isle of Man TT.

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It was the spirit of competition and advancement that brought the original TT competition to the Island as racing on the highways and byways of Britain was impossible, forbidden by Act of Parliament and by the introduction in 1903 of a 20mph speed limit. The Secretary of the Automobile Club of Great Britain and Ireland, Sir Julian Orde, set off in February 1904 for the Isle of Man because he had a fairly shrewd idea that the Manx authorities would adopt a more conciliatory attitude automobile racing on public roads.

He was right. The Highways (Light Locomotive) Act 1904 gave permission in the Isle of Man for the 52.15 mile "Highlands" course for the 1904 Gordon Bennett Car Trial, the British trial for the fledging European car racing championships.

It was not until the following year that a trial race for the motorbikes was to be introduced the day after the Gordon Bennett Car Trial. The inability of the bikes to complete the steep climbs of the mountain section led to the race being redirected and it didn't return to the Mountains until 1911.

The new route ran from Douglas south to Castletown and then north to Ballacraigne along the A3 primary road, returning to the start at Douglas via Colby and Glen Vine along the current TT Course in the reverse direction. The event was won by J.S. Campbell in a respectable 4 hours, 9 minutes and 36 seconds.

The new race was proposed by the Editor of "The Motor-Cycle" Magazine at the annual dinner of the Auto-Cycle Club held in London on the 17th January 1907. The races were run in two classes with single-cylinder machines to average 90 mpg and twin-cylinder machines to average 75 mpg. This was done to emphasise the road touring nature of the motor-cycles. The

organisers also insisted there were regulations for saddles, pedals, mudguards and exhaust silencers.

The 1911 Isle of Man Tourist Trophy races took place for the first time over the "Snaefell Mountain Course". The Auto Cycle Union (ACU), organisers of the race, announced an extension to the course with the reintroduction of the Mountain Course setting a four lap (150mile) Junior course and a five lap (189 mile) race for the Senior race. By now crowds were accommodated in Grandstands to watch the American bike manufacturer Indian take the first three places.

The following year British pride was restored by the Yorkshire based two-stroke bike, Scott and in the Junior 350cc race by the Douglas' taking first and second. The race meeting was close to being cancelled due to several manufactures threatening to boycott the race having struggled the year before on the Mountain course with the single gear bikes.



It was during the early years that the Mountain Circuit was little more than a cart and horse track which included the odd gate between fields. It was the duty of the first rider round in the morning to open all the gates along the way, with the last rider responsible in shutting them.

The 1914 TT was the last race before the outbreak of World War I; the meeting was not to be held again till after the War in 1920. Cyril Williams competing in the Junior

race on an AJS valiantly pushed his AJS over the finish line in first place having broken down five miles previously.

It was in 1921 that a young Stanley Woods first made the ferry trip over from Ireland to the Isle of Man as a one of the thousands of spectators now attending. The following year a seventeen year old Stanley Woods would enter his first ever TT.

During the 1920s the road conditions began to improve and with this so did lap speeds. In 1920 the lap record was 55.62 mph and by the outbreak of World War 2 this rose to over 90 mph.



The 1922 TT will be remembered for two things, Tom Sheard winning the 350cc race on the dominant AJS, the first ever Manxman to win at the TT and the seventeen year old Stanley Woods attaining fifth position on a Cotton with a time of 3hrs 50min 33secs despite having to contend with a broken exhaust pipe and a pit fire that set both man and machine ablaze.

The 1923 competition saw the introduction of the first Sidecar race won by Freddie Dixon and passenger Walter Perry. In the Junior 350cc Stanley Woods was to record his first of ten TT victories, the last one being in 1939. By 1938 the lap speed record had reached 91mph, a record held by Harold Daniell for a further 12 years.

Following a break of eight years the Isle of Man TT returned after the War in 1947, with Harold Daniell winning at a much slower speed than his previous record due to the poorer quality of petrol, setting speeds of 82mph.

It was in 1949 that the TT first became a venue for the Motorcycle World Championships. It was also the last time the two great pre-war riders, Harold Daniell on a Norton and Freddie Frith on a Velocette were to be seen riding at the TT, both winning the Senior and Junior races respectively.

The 1950's and the World Championship status brought along the world's top riders to the TT. The decade was notable for the emergence of Italian manufacturers Mondial, MV Augusta and Gilera and their riders Carlo Ubbiali and Tarquinio Provini, Geoff Duke and Bob McIntyre. Bill Lomas and Ken Kavanagh on the Moto Guzzi's were also prominent.

Three years after Harold Daniell's lap record was set, Geoff Duke set his own on the way to winning his first International TT on a Norton, reaching 93.33mph in the Senior class. In the same year, the 125cc category was introduced.

In 1957, the Scotsman Bob McIntyre became the first rider ever to lap the Mountain circuit at 100mph, much to the annoyance of Geoff Duke who came agonisingly close the previous year, achieving 99.97mph.



The late fifties and early sixties are known as the golden era of the TT, with riders like John Surtees, Mike Hailwood, Giacomo Agostini, Phil Read and Jim Redman competing in

entertaining battles with machine and each other. This era is also notable for the first appearance of the Japanese bike company, Honda.



In 1961, Mike Hailwood won his first of 14 TT's whilst becoming the first rider to finish with three wins in a week - 125, 250 on a Honda and the Senior race on a Norton. Hailwood would later go on to win five consecutive Senior titles.

The battle between Giacomo Agostini on the MV and Hailwood on a Honda in the 1967 Senior TT is considered by

many as the greatest ever race on the Island. Between 1965 and 1972 Agostini managed 11 race wins of his own, while in 1967 Hailwood set another lap record at 108.77mph, which would stand for a further 11 years.

The record was to stand until 1975 when Hailwood's absolute lap record was broken by Mike Grant on a two-stroke triple Kawasaki, raising it to 109.80mph. The following year saw the end of the Isle of Man's association with the British Grand Prix but the TT's introduction to the skills and talents of the now legendary Joey Dunlop.

It was not long before Joey's talents came to the fore. In 1977 he won the Jubilee Classic race, the first of an astounding 26. This same year saw the first Sidecar duo to exceed the 100mph mark, George O'Dell and Kenny Arthur taking their Yamaha round at 102.80mph. Also the American GPstar, Pat Hennen, managed the first sub-twenty minute lap on board a 500 Suzuki in the Senior TT.

Mike Hailwood after an 11 year absence returned to the TT in winning form in 1978 which he matched in his final race in 1979, with his 14th and final TT.

The eighties were dominated by one man - Joey Dunlop. He recorded the first 115mph plus lap in 1980, and in 1983 won the first of six consecutive Formula One TT's on the dominant Honda machines. Injuries sustained in a race at Brands Hatch prevented Dunlop from defending his title for the seventh consecutive time in 1989, a race won by Steve Hislop who broke Joey's lap speed record, pushing it to 121.34mph.



The arrival of World Superbike Champion Carl Fogarty to the 1992 TT saw the beginning of many epic races between Carl and Steve Hislop. 1992 was also the year Joey Dunlop equalled Mike Hailwood's record of 14 TT wins by winning on his 125 Honda. A Norton, ridden by Hislop, was their first TT win since Hailwood's 1961 victory.

At the tender age of 48 Joey Dunlop recorded his 26th and final TT win at the start of the new

millennium. For only the third time the TT races was cancelled in 2001, due to concerns over Foot and Mouth epidemic that was destroying the UK's mainland. 2004 was marked by the a hat trick of wins for a John McGuinness, who last year reached average speeds of 129.4mph on the way to his 11th TT victory and new lap record and race records.

The Centenary year saw huge numbers visit the island from all over the world and they were treated to a new TT lap record of 130.354 by John McGuinness who won the Superbike and Senior races to leave him with 13 titles. Dave Molyneux also won the two sidecar races giving him 13 outright titles. McGuinness again recorded victory in the Senior TT in 2008, equaling Mike Hailwood's record of 14 titles but he was outshone by Australian Cameron Donald who won the Superbike and Superstock races and finished runner up to McGuinness in the Senior in one of the closest races in TT history.



McGuinness moved ahead of Hailwood's record when he recorded his 15th TT win in the 2009 Superbike. A 16th win had seemed on the cards as he dominated the Senior that year, but his hopes were dashed when his chain came loose – there was some consolation, though, when McGuinness smashed another barrier, raising the outright lap record to a staggering 131.578mph.

With a Centenary of racing on the Mountain Course itself fast approaching in 2011, it will not be long before we are celebrating a double century of the world's most exciting road race.

[www.iomtt.com/history](http://www.iomtt.com/history)

## Michael Dunlop: The man who lost a brother, father & uncle to biking, but races on

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**Michael returned to road racing at the North West 200 earlier this month - he finished third in the Superstock race**

In a quiet churchyard in rural Northern Ireland lie three graves bearing one name: Dunlop.

Joey, Robert and William. Buried next to each other by the same minister, all killed on two wheels pursuing the sport that made them and broke them.

For more than 40 years, two sets of brothers have dominated the dangerous, thrilling and brilliant world of motorcycle road racing.

First came Joey and Robert, and then Robert's two sons, William and Michael - who races on.

Less than a year since his older brother William was killed in a race just outside Dublin, Michael Dunlop is back on the roads of Northern Ireland and the Isle of Man, hustling a £70,000 superbike at speeds of up to 200mph.

From the outside, you might wonder why.

Why doesn't Michael hang up his leathers after losing a brother, a father and an uncle?

It was a last-minute decision. In May 2018, William Dunlop pulled out of the Isle of Man TT to spend time with his partner Janine, who was six months pregnant with their second child and having difficulties.

The TT in early June dominates the calendar for road racers - but William was sure he was doing the right thing. Family had to come first.

William had, understandably, struggled to truly enjoy the sport since his father Robert was killed in an accident in 2008. Some say he was planning to walk away from racing.

He and Janine spent a weekend away with their daughter Ella.

"It was the most lovely weekend; it was so relaxed," Janine says. "As a family it was so lovely to spend proper quality time together.

"When William had got back into a better head space, when he said he was going back to another race that weekend, I didn't even feel like I had to worry. At hospital too, things were looking better with the pregnancy, and the morning he set off to the race he was on such good form.

"And then, obviously, things end up the way they ended up."

William Dunlop was killed at the Skerries 100 road race just outside of Dublin on 7 July 2018. He was 32. A mechanical failure caused oil from his bike to pour on to his rear wheel at huge speed. He was thrown from his bike and died instantly.

Tragically, he would never meet his second daughter Willa, born two months later.

"He was a natural as a racer but goodness he was a natural as a father," says Janine. "Being a dad helped heal William in the loss of his own dad.

"I can see their daddy in the two girls we have. I know that is only going to develop and get stronger as they get older, and it is beautiful and it is heartbreaking in equal measures, because he was denied the opportunity to do something that I believe he was born to do, and that was be a dad.

"Racing came before I did and it was very much ingrained in who William was. People have told me that his style, the way he rode; it just all seemed very effortless. So I can imagine the thought of giving something like that up would have been incredibly difficult and certainly not something I was going to ask him to do.

"However I could see, especially when he became a daddy, I could see a shift in William."

Liam Beckett is a close family friend of the Dunlops. He helped Robert throughout his career and saw William and Michael grow up to be world-class talents. He describes William's death as "unthinkable, unimaginable".

He says: "William was seriously contemplating stopping racing, I know that for a fact. He was so engrossed in his young family that that season would have finished him. Sadly he didn't get the chance to step away.

"I was heartbroken. I was there when he was born and it's not right that he should be away before me. For him to be taken at such a young age - I was full of deep sadness and anger, but who could I blame? We all know the risks.

"Maybe I was as much to blame myself, for being part of racing and a big supporter of road racing when something like this could happen again."

Beckett is working with William's mother Louise to look into ways they can make the sport safer - including restarting some of the smaller races in Ireland so young riders don't have to "find their limits" at particularly unforgiving events like the TT.

But as the Dunlop story shows, it's not only young riders starting out who are vulnerable.

Joey Dunlop remains the most successful rider in Isle of Man TT history with 26 race wins. Third on the list with 18 is his nephew, Michael, who won three races last year and will expect to be back among the victors this year. The Dunlop name is never far from the top step on the famous island circuit.

A reluctant superstar, Joey was a race winner across several generations who was awarded an OBE in 1996 for his out-of-season hobby of filling up his van with food and blankets and driving to orphanages in Romania, Bosnia and Albania. All done with a minimum of fuss and fanfare.

He was killed at the age of 48 while competing at an obscure road race in Estonia on 2 July 2000. He collided with trees after being thrown from his 125cc bike in the rain.



**William Dunlop - Michael's brother - died aged 32 in July 2018**

Despite being twice the age of some of his rivals, just a month earlier he had won three races at the TT, a fortnight of glory that suggested he was once again back at the top of his sport.

He had spent his last night sleeping across the front seats of his van, preferring that to the hotel suite that had been laid on for him.



**Joey Dunlop - uncle to Michael - died in 2000, at the age of 48**

Joey's death shook the world of motorcycling and brought Northern Ireland to a standstill. It was estimated more than 50,000 people attended his funeral, from as far afield as Australia, Japan and South Africa. So many stood in the tiny country lanes around Dunlop's modest bungalow that it took the undertakers an hour to carry him through the crowds to complete the mile-long trip to where he is buried.

Rev John Kirkpatrick buried Joey Dunlop. Years later he would bury Joey's brother, Robert, and Robert's son, William. Three Dunlop funerals, all at Garryduff Presbyterian Church, all carried out by the same man.

Kirkpatrick's office overlooks the Portrush golf course but despite having a membership he has never played there.

Instead - you may have guessed - he is a lifelong biker who grew up watching Joey before becoming the pastor of his local church in 1987.

"When you're in motorcycle sport, life-and-death issues are very real, very close," he says.

"You have friends who are killed. In that sport, all of us who work in it have been there. I have been chaplain for 26 years with the motorcycle union of Ireland and unfortunately we have conducted around 30 funerals for riders.

"Just think about that. Young riders. Sudden deaths, families. Lots of questions.

"In the back of my mind I had thought, I hope I never have to deal with Joey's funeral. I have thought of that with every rider. You can't not.

"And now I have done three of them for the same family. But when I committed myself to do this I committed to do whatever it involves. That's the mindset I have. I committed to serve this sport and I know there will be lots of days when you say, 'why is it like this?'

"It's in my head that whatever happens, happens, and I will meet that when it comes."

The greatest TT racer to date died in 2000. But his legacy and name live on. His brother Robert had emerged from the shadows of Joey's success to become a world-class road racer in his own right. He too would meet a tragic end.

Robert Dunlop was more charismatic in front of the cameras than his older brother Joey. A magnetic personality.

He won five TTs but would make the North West 200 - held between Portstewart, Portrush and Coleraine in Northern Ireland - his place to shine. There, he won 15 races around the circuit that would later claim his life.

At the peak of his powers, Robert suffered serious, life-changing injuries in a freak crash at the 1994 TT when the rear wheel of his Honda RC45 superbike collapsed at high speed. He sustained horrendous damage to his right arm and leg and was told his career was finished.

Instead, he returned almost as soon as he could stand unaided, albeit only on the smaller 125cc and 250cc bikes. He now lacked the physical strength to wrestle the bigger bikes from side to side at such high speeds.

Unable to close his right hand properly and move his leg fully, he modified his machines to enable him to get back racing.

"Robert was a soldier. Some of the injuries he came through were ridiculous," says Liam Beckett.



**Robert Dunlop flanked by sons Michael (left) and William in 2007**

"I struggle to count on one hand the number of times he fell off through rider error in 20 years - all the other accidents were bad luck or mechanical failures. Joey remarked to me a few times, 'Robert is very unlucky. Every time he falls off he hits something hard.' He never had a great deal of luck.

"Robert decided to keep going on but if the truth be told he never got over Joey's death. He was never the same. He just couldn't take it in."

Robbed of an older brother, Robert nonetheless could look the other way down the family tree, to his sons, William and Michael.

By the time the 2008 North West 200 rolled around, there were three Dunlops on the grid. Robert and his two boys, all racing in the same 250cc event.

As the riders fired away from the start line for a Thursday evening practice session, Rev Kirkpatrick was among those watching from the grid.

"I had walked round the front of the grid, Robert was on the second row, laughing and carrying on. I can remember that like it was yesterday," he says.

"There are wee things you recall later. It was a cold evening; it was a bit later in the night than they usually ran. I know people say 'we should have done this; we could have done that' but that's the way it was. From the start line to Mather's Cross, where he came off, is a few minutes. It was all live on the big screen.

"As soon as you saw a puff of smoke you knew it was an engine seizure and then there was a terribly hard impact. Just a sense of silence and shock.

"Then that catapulted me into the hospital, the morgue, the family. There really are no words to describe being in there and I've been in that position a number of times."

Robert was thrown from his bike at 150mph into the path of a fellow competitor. He suffered severe injuries and died later that night in hospital.

"The lights have gone out for us," his wife Louise told the Belfast Telegraph.

"Robert would never give up racing. It was his life. But at the same time he knew it would eventually kill him.

"It's not being dramatic to say he had a premonition of death."

Robert had returned to racing after Joey's death. But perhaps the most incredible chapter in the Dunlop story was about to be written.



**Michael Dunlop, after winning the 2008 North West 200**

As friends and family converged on the Dunlop household, hours after Robert's death, William and Michael were already away in the workshop, preparing their machines for racing the very next day. Organisers tried to stop them. For their own safety, and that of their fellow competitors. Instead, Michael went out and won.

"That's not racing. That's something else," says Kirkpatrick.

"A lot of people at the time were saying that it shouldn't be allowed and I am sure everyone had a bit of that, for different reasons.

"I was looking at Michael saying: 'I don't want anything to happen to you. Your mother's at home. She's just gone through this.'

"He wins, and then he goes home. He doesn't hang around, doesn't celebrate, that's not what it was about. It was a very inspirational moment.

"How do you explain it? There are different ways in which people express their respect, their appreciation, love, devotion. Some people couldn't identify that win as a way of expressing that, because they couldn't understand it. I look at it and say, this is the way he does that."

Michael dedicated the win to his father, and in the decade since has established himself as one of the greatest road racers on earth.

He has lost a father, a brother and an uncle to the sport he loves. And now - along with rivals Peter Hickman and Dean Harrison - he has raised it to a level never seen before.

Michael Dunlop is this week back racing on the famous Isle of Man circuit. Joey Dunlop has a statue overlooking the course, and Michael has his uncle's race win record of 26 well within his sights. Michael has won 18 and is only 30. When Joey was his age he'd won just one.

We meet on the island, a few months before the streets are converted from suburban communities to racetrack. Michael has kept himself busy since William's death, helping friends set up a veterinary surgery and renovating a bar and restaurant in Portstewart, but he had only sat on a bike once since.

The waiting members of the media are told that Michael will not talk about William - and who can blame him?

"I deal with that in my own personal way," he says. "I am staying away from that kind of thing. I made a decision to carry on my own behalf.

"Racing always has been in my life; motorbikes are what I'm used to. We're ready to rock and roll."

The flag bearer for the Dunlop name is happier to talk about the dynasty as a whole, and his place in it. He thinks he has plenty more in the tank.

"My dad and Joey made the name - it's worldwide. A lot of people are famous in their own town or in their own country but I've seen Joey and my dad's stuff in New Zealand, Australia, Hong Kong.

"The name is massive and you need a big set of shoulders to carry it too. Everyone out there seems to know us one way or another and we've done a good job of it.

"I think I could have done a lot more in a lot of areas but yeah, we always try to strive for more. I'll come back and try to keep the name somewhere along the line somewhere up near the top and try to push on."

Why is he carrying on? Michael himself won't directly address the question but it is a natural thing to wonder - except perhaps to those most closely bound by the sport.

Speak to the people who know the Dunlops, who have traced their fame from Northern Ireland to New Zealand, who have revelled in their victories and gathered in their grief, and you'll find no sense of surprise.

This is road racing - it's what Dunlops do. After all, Michael won a race 48 hours after the death of his father Robert. He's hardly going to stop now.

"I was back out on the bike two weeks after William's accident," says Gary Dunlop, son of Joey. He too is a road racer - though he will not be competing at the TT alongside his cousin Michael.

"If it had been me who was killed, William would have done the same. William would have carried on if Michael had gone - he wouldn't have kicked up a fuss.

"It's the best thing I did to be fair. It gave me a perk up, cleared my head a bit. I found it helped.

"People who haven't raced won't understand and sometimes I think there's no point preaching to people who aren't willing to listen."

Perhaps actions speak louder than words. And there will be plenty of people willing to listen to Michael, to Peter Hickman, to Dean Harrison, to the great John McGuinness, to the remarkable Ian Hutchinson, to them all on the Isle of Man this week.

All of the men and women racing in this ruthless sport deserve to be considered heroes. But there will only ever be one first family of road racing.



**Tributes for William Dunlop left at Robert's statue in Ballymoney. Joey's statue is just out of shot**

[www.bbc.co.uk/sport](http://www.bbc.co.uk/sport)



### Release Of 2019 TT Races Schedule to Herald Spectacular Racing

The schedule for the 2019 Isle of Man TT Races fueled by Monster Energy has been released. A week of qualifying, beginning for 2019 on Saturday 25th May, often merely hints at the spectacular racing to follow as riders and their teams get to grips with their machines and come to terms with the challenge of racing on the TT Mountain Course.

Although last June's spectacular meeting is still fresh in the memory, with all nine races seeing new lap and race records being set, culminating in Peter Hickman's brilliant Senior TT victory which required him to set a new outright lap record of 135.452mph. The unchanged race schedule already turns attention to the future.

The four race days, featuring seven solo and two sidecar races, get underway on Saturday 1st June, with the impressive sight of the obscenely powerful Superbike machines being wrestled for six laps around the 264 bends of the 37-mile circuit in the RST Superbike Race. These high performances, race modified machines reach speeds nudging 200mph at the fastest points of the course, treating spectators who line the hedges and pack the grandstands to one of the greatest sights in world sport.

Saturday's opening race is followed in the afternoon by the first sidecar race – with winning the TT being widely regarded as the most prestigious title in sidecar racing. Current FIM World Champions Ben and Tom Birchall have dominated the TT in recent years winning the last four races and setting an incredible new outright lap record of 119.250mph on the way to last year's double win.

Monday's race programme opens with the nimbler, lighter more agile Supersport bikes with the first of the two Monster Energy backed races. Featuring a mix of 600cc four cylinder and 675cc three-cylinder machines, the Supersport races are always close fought affairs as riders manoeuvre their bikes using every inch of the road to gain the slightest advantage.

Monday's programme also includes the RL360 Superstock Race featuring 1000cc sports bikes, similar in specification that one could ride away from your local dealer. Despite the limited level of modifications these production machines are delivering similar results to the Superbike class, with Peter Hickman's new lap record of 134.403mph set last year, being within eight seconds of his fastest Superbike lap.

The second Supersport Race is the opening race of Wednesday 5th June, before fans are treated to a glimpse of the future with the clean emission electric bike SES TT Zero Race. In recent years this race has been dominated by the Japanese Mugen team, with their Shinden machines. Mugen hold the current lap record and have won every race since 2014, however a number of British University teams have delivered no less spectacular results with Nottingham University emerging as the closest challengers. The Nottingham machine split the two Mugen factory bikes at this year's TT on its way to second place with a lap of 119.294mph, the second fastest in history.

Wednesday's race day culminates with the Bennetts Lightweight TT. This class, which has run in various guises since its inception in 1922, was reintroduced in 2012 and now features twin cylinder 650cc Supertwin machines. Largely dominated by the Japanese Kawasaki marque since the class reinvention, last year's race saw Michael Dunlop power to victory with a factory backed Paton to gain the honours for the Italian manufacturer.

The 2019 TT Race meeting reaches its climax on Friday 7th June with the final two Races – the second Sidecar TT Race and the traditional curtain closer; the PokerStars Senior TT. Not only is it the last chance for riders to make their mark at the meeting but also offers the opportunity for a decisive conclusion to the solo and sidecar Championships. The Championship is awarded to the rider and crew with the best points-based totals accumulated over the course of the meeting. Traditionally both races have featured the fastest times of the week with the Senior, as happened this year, searing spectacular racing into the annals of history.

## Schedule

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### RACE DAY 1

#### SCHEDULED DATE: SUNDAY, 02 JUNE 2019

12:00 Mountain Road Closes  
12:45 All Roads Closed  
13:30 RST Superbike TT Race 6 Laps  
15:50 Sidecar TT Race 1 3 Laps  
17:30 All Roads Open Except Mountain  
18:30 All Roads Open

### RACE DAY 2

#### SCHEDULED DATE: MONDAY, 03 JUNE 2019

10:00 Roads Close  
10:45 Monster Energy Supersport TT Race 1 4 Laps  
12:25 Sidecar Qualifying  
14:15 RL360 Superstock TT Race 4 Laps  
15:55 Lightweight TT Qualifying  
16:15 TT Zero Qualifying  
17:00 Roads Open

### RACE DAY 3

#### SCHEDULED DATE: WEDNESDAY, 05 JUNE 2019

10:00 Roads Close  
10:45 Monster Energy Supersport TT Race 2 4 Laps  
12:45 TT Zero Race 1 Lap  
14:10 Bennetts Lightweight TT Race 4 Laps  
15:55 Sidecar Qualifying  
16:10 Senior TT Qualifying  
17:00 Roads Open

### RACE DAY 4

#### SCHEDULED DATE: FRIDAY, 07 JUNE 2019

09:30 Roads Close  
10:30 Sidecar TT Race 2 3 Laps  
12:45 Senior TT Race 6 Laps  
21:30 Roads Open (No Later Than)

## Classes

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### **Superbike / Senior**

Superbike racing motorcycles are generally derived from standard production models and are both quick and powerful - 1000cc engines with as much as 200bhp.

In general the bikes must maintain the same profile as their road going counterparts, with the same overall appearance as seen from the front, rear and sides.

Teams are allowed to improve the performance of the standard bike however with the rules allowing for various levels of engine tuning and aftermarket chassis improvements.

#### **Class Statistics**

Races RST Superbike Race & Senior Race

Race Distance 6 Laps / 226.38 miles

Lap Record Peter Hickman – 135.452mph / 16 minutes 42 seconds

Race Record Peter Hickman 131.700mph/ 1:43.08.065

Number Board White background with black numbers

Manufacturers BMW – Honda – Kawasaki – Norton – Suter – Suzuki – Yamaha

### **Sidecar**

Sidecar racing features machines with purpose built chassis, which owe more in design to open wheel car racing than motorcycle racing.

Piloted by a driver and a passenger, the TT sidecars are powered by high revving 600cc Supersport motorcycle engines

The driver is positioned kneeling behind the engine with hands near the front wheel, while the passenger moves about the platform at the rear transferring their weight from left to right according to the corner and forward or back to gain traction for the front or rear. The passenger also helps the driver when it comes to drifting and is also usually the first person to notice any engine problems since he is next to the engine while the driver is on top of it. The two must work together to be a successful team.

#### **Class Statistics**

Races Locate.im Sidecar Race 1 & Race 2

Race Distance 3 Laps / 113.92 miles

Lap Record Ben/Tom Birchall – 119.250mph / 18 minutes 59 seconds

Race Record Ben/ Tom Birchall –118.281mph / 57:25.040

Number Board Any

Manufacturers LCR – DMR – MR Equipe – Baker – Shelbourne – Ireson

### **Supersport**

The Supersport class features machines that are lighter and less powerful than the Superbike and sees a mix of 600cc four-cylinder and 675cc three-cylinder sports based motorcycles.

The machines are allowed to be extensively modified over the production machines and can generate as much as 130bhp and require a high corner speed riding style by the competitors.

#### **Class Statistics**

Races Monster Energy Supersport Race 1 & Race 2

Race Distance 4 Laps / 150.92 miles

Lap Record Michael Dunlop – 129.197mph / 17 minutes 31 seconds

Race Record Michel Dunlop – 126.703mph/ 1:11.28.059

Number Board White background with blue numbers

Manufacturers Honda – Kawasaki – Suzuki – Triumph – Yamaha

### **Superstock**

The Superstock class is for 1000cc production sports motorcycles and the technical regulations are restricted to keep the machines as close to the bike you can buy in the showroom today.

Limited modifications are permitted for safety reasons but the engine, frame, and electronics remain as standard.

Considered the ultimate proving ground for the production machines, the Superstock class is one that is very important for motorcycle manufacturers.

#### **Class Statistics**

Races RL360 Superstock Race

Race Distance 4 Laps / 150.92 miles

Lap Record Peter Hickman – 134.403mph / 16 minutes 50 seconds

Race Record Peter Hickman – 131.533mph/ 1:08.49.976

Number Board Red background with white numbers

Manufacturers BMW – Honda – Kawasaki – Suzuki – Yamaha

### **TT Zero**

TT Zero is the cutting edge of motorcycle racing featuring zero emission prototype electric motorcycles competing over one lap of the TT Mountain Course.

The TT Zero class sees some of the most technically advanced bike builders from around the world do battle against University teams who use the event to showcase technical engineering excellence.

#### **Class Statistics**

Races SES TT Zero Race

Race Distance 1 Lap / 37.73 miles

Lap Record Michael Rutter – 121.824mph / 18 minutes 26 seconds

Race Record Michael Rutter – 121.824mph / 18 minutes 26 seconds

Number Board Blue background with white numbers

Manufacturers Mugen – University of Nottingham – Brunel University – WK Bikes –  
University of Bath – Moto Corsa – Sarolea – Brammo - Duffy Motorsport – Komatti-Mirai Racing

### **Lightweight**

The Lightweight class features twin cylinder 650cc machines derived from middleweight road going motorcycles turned into racing machines by tuners and engineers with extensive performance adaptations for the challenges of the TT Mountain Course.

The Lightweight machines are the newest addition at the TT, with the best machines making around 90bhp. This class of racing requires pinpoint accuracy for a fast lap.

### **Class Statistics**

Races Bennetts Lightweight Race

Race Distance 4 Laps / 150.92 miles

Lap Record Michael Dunlop – 122.750mph / 18 minutes 26 seconds

Race Record Michael Dunlop – 120.601mph/ 1:15.05.032

Number Board Green background with white numbers

Manufacturers Kawasaki – Paton – Suzuki – WK Bikes

## Riders

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### John McGuinness

#### Rider Stats

TT debut	1996
Number of starts	93
Number of finishes	78
Number of wins	23
Number of podiums	46
Number of replicas	73 Silver, 3 Bronze
Personal best TT Lap	132.701mph (5th)



### Michael Dunlop

#### Rider Stats

TT debut	2007
Number of starts	59
Number of finishes	43
Number of wins	17
Number of podiums	28
Number of replicas	40 Silver, 3 Bronze
Personal best TT Lap	133.962mph (3rd)



### Ian Hutchinson

#### Rider Stats

TT debut	2004
Number of starts	59
Number of finishes	47
Number of wins	16
Number of podiums	27
Number of replicas	44 Silver, 3 Bronze
Personal best TT Lap	133.115mph (4th)



## Peter Hickman

### Rider Stats

TT debut 2014  
Number of starts 25  
Number of finishes 19  
Number of wins 2  
Number of podiums 9  
Number of replicas 18 Silver, 1 Bronze  
Personal best TT Lap 135.452mph (1st)



## Dean Harrison

### Rider Stats

TT debut 2011  
Number of starts 42  
Number of finishes 33  
Number of wins 2  
Number of podiums 12  
Number of replicas 27 Silver, 6 Bronze  
Personal best TT Lap 134.918mph (2nd)



## Conor Cummins

### Rider Stats

TT debut 2006  
Number of starts 57  
Number of finishes 37  
Number of wins 0  
Number of podiums 8 (Best finish - 2nd, 2009 & 2014 Senior TT and 2018 Superbike TT)  
Number of replicas 35 Silver, 2 Bronze  
Personal best TT Lap 132.589mph (6th)



## Michael Rutter

### Rider Stats

TT debut	1994
Number of starts	72
Number of finishes	58
Number of wins	6
Number of podiums	17
Number of replicas	54 Silver, 2 Bronze
Personal best TT Lap	131.709mph (11th)



## Gary Johnson

### Rider Stats

TT debut	2007
Number of starts	57
Number of finishes	39
Number of wins	2
Number of podiums	6
Number of replicas	35 Silver, 4 Bronze
Personal best TT Lap	130.945mph (13th)



## James Hillier

### Rider Stats

TT debut	2008
Number of starts	55
Number of finishes	51
Number of wins	1
Number of podiums	12
Number of replicas	47 Silver, 4 Bronze
Personal best TT Lap	132.414mph (7th)



## Lee Johnston

### Rider Stats

TT debut 2012  
Number of starts 32  
Number of finishes 21  
Number of wins 0  
Number of podiums 3 (Best finish - 3rd, 2015 Superstock TT, 2015 TT Zero & 2018 TT Zero)  
Number of replicas 19 Silver, 2 Bronze  
Personal best TT Lap 130.851mph (15th)



## David Johnson

### Rider Stats

TT debut 2010  
Number of starts 35  
Number of finishes 28  
Number of wins 0  
Number of podiums 0 (Best finish - 4th, 2014 Superstock TT, 2018 Superbike TT & 2018 Superstock TT)  
Number of replicas 21 Silver, 7 Bronze  
Personal best TT Lap 131.595mph (12th)



## Davey Todd

### Rider Stats

TT debut 2018  
Number of starts 5  
Number of finishes 5  
Number of wins 0  
Number of podiums 0 (Best finish - 9th, 2018 Senior TT)  
Number of replicas 3 Silver, 2 Bronze  
Personal best TT Lap 128.379mph (32nd)



## **Jamie Coward**

### **Rider Stats**

TT debut 2013  
Number of starts 27  
Number of finishes 18  
Number of wins 0  
Number of podiums 0 (Best finish - 7th, 2016  
Lightweight TT)  
Number of replicas 8 Silver, 10 Bronze  
Personal best TT Lap 128.877mph (28th)



## **Adam Mclean**

### **Rider Stats**

TT debut 2017  
Number of starts 5  
Number of finishes 3  
Number of wins 0  
Number of podiums 0 (Best finish - 8th, 2018  
Lightweight TT)  
Number of replicas 3 Silver  
Personal best TT Lap 123.113 (117th)



## **Danny Webb**

### **Rider Stats**

TT debut 2014  
Number of starts 13  
Number of finishes 10  
Number of wins 0  
Number of podiums 0 (Best finish - 10th, 2015  
Lightweight TT)  
Number of replicas 2 Silver, 8 Bronze  
Personal best TT Lap 126.643mph (49th)



### **Grandstand**

The TT Grandstand is perfect for soaking up the atmosphere with elevated tiered seating for 1,000+ spectators. There are good views of the start and finish with the fastest riders passing at 170mph! Spectators can also enjoy all the frantic activity in pit lane including the post-race podium presentations.

**Section Stats** Character      Very Fast      Distance from start      Zero/37.73 miles

### **St Ninian's And Bray Hill**

Super-spectacular and very fast, crowds flock to see the leading riders wheelie over St Ninian's crossroads before lining up the jaw-dropping plummet down Bray Hill. There are a number of vantage points between the church grounds, the playing field and the bottom of the hill, which gives you a view of Ago's Leap.

**Section Stats** Character      Very Fast      Distance from start      0.5 miles

### **Quarterbridge**

Quarterbridge offers a great view of the riders as they tackle this technical section. There are two good vantage points - one directly outside the pub and one on the embankment facing the exit. Riders approach hard on the brakes before taking the sharp right and then accelerating away over the second roundabout. Spectators can also view the riders taking flight on the approach to Quarterbridge by making their way to the junction with Alexander Drive. There are excellent facilities close by with food and petrol available on Peel Road, and easy access to town.

**Section Stats** Character      Technical      Distance from start      1.25 miles

### **Braddan Bridge**

The grandstand here has seating for over 600 spectators giving a fantastic view of the S-bend where competitors get a first chance to really test their tyres. You can also spectate from the Church further on from the Bridge. A charge is asked for at the entrance to the Grandstand and the Church Grounds.

**Section Stats** Character      Technical      Distance from start      1.75 miles

### **Union Mills**

Union Mills is a very popular spot and one that has been well photographed, with bikes leaving the ground the bridge. The Railway Inn on the outside of the course has an elevated beer garden that boasts a great view of the approach. On the inside of the course you can spectate from the Church Hall or the Memorial Hall.

**Section Stats** Character      Fast      Distance from start      2.75 miles

### **Crosby**

Found on a very fast section of the course just after Glen Vine, Crosby sees the road gently rise as the leaders speed past The Crosby public house at top speed. The top of the hill offers a great view of the riders lifting the front wheel before dropping down in spectacular fashion towards the famous 'Highlander'.

**Section Stats** Character      Very Fast      Distance from start      5 miles

### **Hawthorn And Gorse Lea**

This is a spectacularly fast spot with excellent viewing on the outside of the course. At The Hawthorn you can watch the bikes exit Greeba Bridge and thunder on towards Gorse lea. The huge sweep round Gorselea is certainly not for the faint hearted, but these are the important bends that lead to top lap times.

**Section Stats** Character      Very Fast      Distance from start      7 miles

### **Ballacraine**

Made famous by the George Formby film, No Limit, Ballacraine is found after a very fast first seven miles and is a sweeping right hand corner that takes the competitors on to the Glen Helen section of the course. Best viewing is from the embankment or from Foxdale Road (A3), both on the outside of the course.

**Section Stats** Character      Technical      Distance from start      7.5

### **Glen Helen**

Site of our first commentary point, fans can spectate from an elevated vantage point offering excellent views of the riders approaching before they sweep around the long left-hander and make their way up Creg Willey's Hill. Trackside viewing can also be found along the banks and stone walls on the approach to Glen Helen whilst there's lots more top action and easy spectating around Laurel Bank and Black Dub in particular.

**Section Stats** Character      Technical      Distance from start      9.5 miles

### **Cronk-Y-Voddy**

From Sarah's Cottage to Cronk-y-Voddy crossroads, the land either side of the course is mainly agricultural. You can watch from a number of vantage spots with spectacular viewing to be found between Lambfell and Molyneux's in particular. Please check with marshals before making yourself at home.

**Section Stats** Character      VERY FAST      Distance from start      10.5

### **Barregarrow**

This spectacularly fast left hand bend is found at Barregarrow Crossroads at the top of the hill. Do get here early to watch from the very best spots. On the inside of the course you can walk down to the bottom of Barregarrow for more jaw-dropping action, but viewing is very limited and hugely popular!

**Section Stats** Character Fast Distance from start 12.5 miles

### **Kirk Michael**

There is an excellent and popular vantage point at Whitehouse Park, which is found on the way out of the village (entrance fee on race days). Several side roads also offer limited but very good spectating opportunities, whilst there is a great atmosphere outside the Mitre Pub, just along from Douglas Road Corner.

**Section Stats** Character Very Fast Distance from start 14.5 miles

### **Ballaugh Bridge**

Ballaugh Bridge is perhaps the most famous landmark on the course. After getting airborne over the hump-backed bridge, the riders speed away through the village. Viewing is permitted from behind the barriers at both sides of the junction. The outside has better visibility whilst the inside boasts the Raven pub!

**Section Stats** Character Famous Landmark Distance from start 17.25 miles

### **Sulby & Ginger Hall**

Sulby offers plenty of top high-speed action as the bikes tear through the village, with excellent viewing available around Sulby Crossroads and Sulby Bridge. More action can be found at Ginger Hall as the riders exit Sulby Bridge and sweep around the left-hander to start the bumpy section through Kerrowmoar.

**Section Stats** Character Very Fast Distance from start 19/20 miles

### **Conker Fields**

A very fast section of road, including the bumpy left hander around the famous K-tree. Access for spectators is limited to race days and to a specific areas on both sides of the course, with parking accessible off Lezayre Church Road. The remainder of the land is private and spectators are requested to respect the privacy of landowners. The spectator area is only accessible whilst roads are open. If you choose to watch from here, then you are here until roads reopen.

**Section Stats** Character Very Fast Distance from start 22 miles

### **Ramsey**

The town of Ramsey in the north of the Island offers a number of top vantage points for spectators stretching all the way from Milntown to the famous Hairpin. The jump over the bridge at Milntown is spectacular, whilst the school grounds provide a good view of the super-fast approach into town. Parliament Square is a very popular place with excellent access and a great close up view as the riders brake into the right-hander, accelerate across the square and sweep out via a fast left-hander. There is more action to be had a little further up the road at Cruickshanks too with room on both sides of the road and easy access to shops and facilities.

**Section Stats** Character      Technical      Distance from start    24 miles

### **Gooseneck**

A popular vantage point that also provides glorious views, The Gooseneck is a tight right-hand bend found 1.25 miles above the commentary point at Ramsey. There's a great view of the competitors approaching from Tower Bends and braking hard for the corner before getting hard on the power for the climb.

**Section Stats** Character      Technical      Distance from start    25.5 miles

### **Bungalow**

The view from the Bungalow is one of the longest on the TT Course, all the way from the exit of the Verandah to the entry into Brandywell, some 1.5 miles later. At the Bungalow you can cross the road using the footbridge to get a different perspective and even walk up to Brandywell for a new vantage point.

**Section Stats** Character      Extensive View      Distance from start    31 miles

### **Brandywell**

Found at the very highest part of the TT Course, the junction at Brandywell provides spectators with a long open view of the riders accelerating up Hailwood Rise from the Bungalow before sweeping around the left hander.

**Section Stats** Character      Extensive View      Distance from start    31.5 miles

### **Keppel Gate & Kate's Cottage**

Keppel and Kate's both offer expansive views on a spectacular section of the course. At Keppel Gate, fans can watch the bikes approaching all the way from the 33rd before tipping in to the tricky left hander and dropping down the hill to Kate's Cottage and on towards Creg-ny-Baa. The action is fast and thrilling!

**Section Stats** Character      Fast      Distance from start    33.5 miles

### **Creg-Ny-Baa**

Fans lining the banks here are treated to the famous sight of the bikes screaming down from Kate's to the sharp right-hander in front of the landmark pub. You can also drink in the special atmosphere here by lining the grass banks on the exit, providing a long view of the competitors heading away towards Brandish.

**Section Stats** Character Famous Landmark Distance from start 34 miles

### **Hillberry**

The grandstand at Hillberry offers a great view of the bikes approaching from Brandish, through the super-fast right-hander and on up to Cronk-ny-Mona. There is also trackside viewing from behind the wall, which gives a great up-close view of the riders as they brush past and disappear round the bend.

**Section Stats** Character Very Fast Distance from start 36 Miles

### **Signpost Corner**

Signpost is very popular amongst fans and the private house owned by the Bullock family is open to the public on race days for a charitable donation. There are great views from here, or alternatively take up a spot on the grass bank on the exit.

**Section Stats** Character Technical Distance from start 36.5 Miles

### **Governor's Bridge**

Governor's Bridge is a great spot for that souvenir photograph as the riders slow right down for the tight first gear right-hander. A sizeable and fully accessible viewing area was established at Governor's back in 2009. You can also spectate from the top of Victoria Road as the competitor's exit Governor's Bridge dip.

**Section Stats** Character Technical Distance from start 37.25 miles

## TV Schedule – ITV 4

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<b>Saturday 1st June</b>	08:00	TT Qualifying Highlights (repeat)
<b>Saturday 1st June</b>	21:00	RST Superbike Race Highlights
<b>Sunday 2nd June</b>	08:00	RST Superbike Race Highlights (repeat)
<b>Sunday 2nd June</b>	21:00	Locate.im Sidecar TT Race 1 Highlights
<b>Monday 3rd June</b>	09:00	Locate.im Sidecar TT Race 1 Highlights (repeat)
<b>Monday 3rd June</b>	21:00	Monster Energy Supersport TT Race 1 Highlights
<b>Tuesday 4th June</b>	11:30	Monster Energy Supersport TT Race 1 Highlights (repeat)
<b>Tuesday 4th June</b>	21:00	RL360 Superstock TT Race Highlights
<b>Wednesday 5th June</b>	11:30	RL360 Superstock TT Race Highlights (repeat)
<b>Wednesday 5th June</b>	21:00	Monster Energy Supersport TT Race 2 Highlights
<b>Thursday 6th June</b>	10:00	Monster Energy Supersport TT Race 2 Highlights (repeat)
<b>Thursday 6th June</b>	21:00	Bennetts Lightweight TT Race & SES TT Zero Race Highlights
<b>Friday 7th June</b>	10:30	Bennetts Lightweight TT Race & SES TT Zero Race Highlights (repeat)
<b>Friday 7th June</b>	21:00	Dunlop Senior TT Race Highlights
<b>Saturday 8th June</b>	08:30	Dunlop Senior TT Race Highlights (repeat)
<b>Saturday 8th June</b>	19:00	One Three Five - Breaking The Barrier (repeat)
<b>Saturday 8th June</b>	20:00	The Greatest Race - Hislop vs Fogarty (repeat)
<b>Saturday 8th June</b>	21:00	Locate.im Sidecar TT Race 2 Highlights
<b>Sunday 9th June</b>	11:25	Locate.im Sidecar TT Race 2 Highlights (repeat)
<b>Wednesday 12th June</b>	21:00	TT 2019 Review Show - Part 1
<b>Thursday 13th June</b>	21:00	TT 2019 Review Show - Part 2

## Regular venues

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**Wednesday evenings** from 8pm in the Adelaide Public House, Teddington.

**Saturday mornings** Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

**24/7** We have a Club page and a Training scheme page so please "follow" both and make sure your views are heard.



**FIND IT OUT AS IT HAPPENS:**

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

**Contact:** This document should come out monthly... This document is restricted to club members only where the FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

### Membership Benefits

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth

mentioning when you next seek an insurance renewal or similar.

<p style="text-align: center;"><b>2019</b></p> <p style="text-align: center;"><b>BMF Discount Code</b></p> <p style="text-align: center;">The Discount Code for members of</p> <p style="text-align: center;"><b>Southern Sporting Motorcycle Club</b></p> <p style="text-align: center;">is</p> <p style="text-align: center;"><b>CLB19FJH</b></p> <p style="text-align: center;">This number may be used by your members to receive discounts on advanced tickets to all BMF Shows/ Rallies</p> <p style="text-align: center;">To receive discounts on insurance, travel and breakdown cover and other BMF Member benefits.</p> <p style="text-align: center;">To ensure your members get the most out of your affiliation to the BMF please circulate this number as soon as possible.</p>
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## June/July Events - Not Club runs but may be of interest

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### **MACH 3 – The Motorbike Festival 6<sup>th</sup> – 9<sup>th</sup> June**

**Rugby Pitch, Cae Hafren, Llanidloes, Powys, SY18 6LQ, Wales**

I know we said no music festivals but this one is different because of where it is: Smack bang in the middle of some of the world's best biking roads.

MACH is a unique motorcycling festival set in the lush, rolling hills and mountains of West Wales. Festival goers enjoy delicious home cooked food, fantastic live music across four nights, mass ride-outs, celebrity adventure guest speakers, a pristine location surrounded by some of the best roads in the world and the chance to be part of a community of like-minded bikers for 4 unforgettable days in May.

**Prices: From £72, £95 on the gate**

<http://www.themotorbikefestival.co.uk/>

### **Daventry Motorcycle Festival 8<sup>th</sup> June**

**High Street, Daventry, Northamptonshire**

The picturesque centre of Northamptonshire market town Daventry is handed over to bikes for a day of 'show and shine' displays, owners clubs and trade stalls. Local Blood Bike volunteers lead in rides – for more details of the start point see the event's Facebook page.

**Free to attend**

<https://www.facebook.com/DaventryMotorcycleFestival/>

### **Bennetts British Superbike Championship 14<sup>th</sup> – 16<sup>th</sup> June**

**Brands Hatch Circuit, Fawkham, Longfield, Kent DA3 8NG**

Round 4 of the Championship is on the Brands Hatch GP circuit. Each Bennetts BSB event also features a busy timetable of regular support races, including the Dickies British Supersport Championship, Hel British Motostar Championship, Pirelli National Superstock 1000 and Pirelli National Superstock 600.

**Advance Prices: Weekend: Adults £37, Kids 13-15 £22, Kids under 13 free. Raceday (Monday): Adults £28, Kids 13-15 £17, Kids under 13 free. Gate prices will be higher**

<http://www.britishsuperbike.com/>

### **Prescott Bike Festival 15<sup>th</sup>-16<sup>th</sup> June**

**Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Gloucestershire, GL52 9RD**

Famous for its 'Paddock Specials' – 100 invitation-only bikes – that you can get close to before the majority of them tear off up Prescott Hill. Rare Vintage, Classic, Modern, Special Build, Custom, Factory Race Bikes, Monowheels, Jet Powered and more. The Kickback Custom Show will also be held at this year's Prescott. There are also stunt bikes, featured displays (this year it's Norton), retail and dealer zones and more. And then there's the best bit... You can run your own bike 'Up the Hill'. See our preview from Spring 2017.

**Prices: Advance tickets start at £10, Gate: Adults £15, Kids under 16 free**

<http://www.prescottbikefestival.co.uk/>

### **Cassington Bike Night 24<sup>th</sup> June**

**The Green, Cassington, Witney, Oxfordshire, OX29 4DN**

Cassington Bike Night regularly attracts over 10,000 bikes for this annual one-night event, now in its 30th year. Bikes park up to line the streets, and everyone descends on the various food stalls and beer tent on the village green. The event is free, but donations are encouraged to help fund the event and raise a little extra for the village's charities.

**Prices: Make a donation in the buckets provided**

<https://cassingtonbikenight.wordpress.com/>

### **Brooklands Motorcycle Day 30<sup>th</sup> June**

**Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 0QN**

Join us as we celebrate a staggering legacy of motorcycling at Brooklands matched with the best of today's bikes and super-machines. The event will showcase some of the historic bikes in the Museum collection, many of which will be demonstrated by the Brooklands Motorcycle Team. Alongside them, latest models will be on display. The famous Test Hill, constructed in 1909 to test acceleration and power, will provide a unique opportunity to see how the pre-War race bikes fare against today's super-machines.

**Prices: Adults £14.50, kids 5-16 £8, Family ticket (2+2) £38**

<https://www.brooklandsmuseum.com/whats-on/motorcycle-day>



### **Goodwood Festival of Speed 4-7 July**

Goodwood Estate, Chichester, West Sussex, PO18 0PX

Yes, we know it's around 95% things with four wheels and you need a second mortgage to do the thing properly (one day is never enough). But if you are a proper petrolhead you can click on the link below and almost smell the exhaust fumes coming out of the screen. The best bit is you get really close to the machines, as you have the freedom of the paddock. It's that good, it gives you wood.

**Prices: Day: Adults, From £37, Kids 13-21 from £18.50. Weekend: Adults from £164, Kids 13-21 from £82**

<http://www.goodwood.com/flagship-events/festival-of-speed>

### **Motul Fim World Superbike Championship 5-7 July**

Castle Donington Circuit, Donington Park, Derby, DE74 2RP

The circus heads into town with ringmaster Jonathan Rea the local hope to take honours in the new race format. For the first time, there are three races to look forward to, with the first race on Saturday and two more on Sunday, including the new morning sprint Superpole Race. There's a full supporting international race card and races from top national categories too plus the popular Paddock Show, Fan Zone and open paddock so spectators can get closer to riders and their machines.

**Prices: Adults: Saturday £25, Sunday £35, Weekend £50. Teens: Saturday £15, Sunday £20, Weekend £30. Children: Free**

<https://doningtonpark.msv.com/DP-19-WSB>

### **National Road Rally 2019 6-7 July**

Starting point: Your house

This is almost becoming a biker's national institution if you'll excuse the pun. We can't even begin to explain what the National is, except it's a scatter rally, and neither can the BMF or ACU in a single paragraph, so head on over to this BMF page. Suffice to say, for those that know about it, it's big deal and a lot of fun.

**Prices (TBC): Individual entry £29, Passenger £9**

<http://www.nationalroadrally.co.uk>

### **The Great Yarmouth Motorcycle Takeover 6 July**

**Yarmouth Seafront, Great Yarmouth, NR30 2EN**

It started last year with a simple call to get more than 20 people to turn up on a seaside run. It ended with a couple of thousand bikes closing down Yarmouth seafront for the day. This year the event is being run in order to raise funds for East Anglian Air Ambulance and if that's not reason enough to show up we don't know what is. Starts 10am.

**Prices: Donations welcome**

<http://www.onthethrottle.co.uk/events>

### **Ride Of Respect 7 July (Possible Date, Tbc)**

The Ride of Respect is a mass ride by motorcyclists to pay tribute both to our tri-service personnel and to the fallen and their families The ride is organised by Julia Stevenson and her team. Julia organised the first Ride through taking with her over 15,000 motorcycles and over 22,000 riders and pillions. In 2011 we organised a second ride to show our support to our tri service troops, the townsfolk of Royal Wootton Bassett and also to say Goodbye and Thank you to RAF Lyneham. Over the past 5 years' rides we have raised around a half million pounds for military charities.

**Minimum donation per rider/pillion**

<http://www.therideofrespect.co.uk/>

### **Bennetts British Superbike Championship 14-16 July**

**Snetterton Circuit, Norwich, Norfolk, NR16 2JU**

The 6th round of the Championship is at the Snetterton 300 circuit near Norwich. Each Bennetts BSB event also features a busy timetable of regular support races, including the Dickies British Supersport Championship, Hel British Motostar Championship, Pirelli National Superstock 1000 and Pirelli National Superstock 600.

**Advance Prices: Weekend: Adults £37, Kids 13-15 £22, Kids under 13 free. Raceday (Monday): Adults £28, Kids 13-15 £17, Kids under 13 free. Gate prices will be higher.**

<http://www.britishsuperbike.com>

### **SUMMER CLASSIC BIKE SHOW 14 JULY**

**South of England Showgrounds, Ardingly, West Sussex, RH17 6TL**

No firm details yet but previous shows have had serious bike displays going back through every period to the pre-First World War era, many of them historically important. In previous years, six times World Champion and six times Isle of Man TT Winner Jim Redman has made regular appearances and he's always worth your time.

**Prices: Adults £6, Kids under 16 free**

<http://www.elkpromotions.co.uk>

### **Kempton Motorcycle Jumble 20 July**

**Kempton Racecourse, Staines Rd E, Shepperton, Sunbury-on-Thames, TW16 5AQ**

A trove of motorcycle treasure, from parts to tools, clothing and bikes for sale. At least 250 indoor and outdoor stalls feature parts and services from specialists, so you can get a petrol tank hand painted, a digital speedo for your new wave retro build or the latest cleaning materials. Club displays normally often place in the large indoor hall.

**Prices: Adults £7 (£10 early bird before 7.45am), Kids under 15 free**

<https://www.kemptonparkautojumble.co.uk/kempton-bike-jumble.html>

### **70'S BIKE DAY 21 JULY**

**Ace Cafe, Ace Corner, North Circular Road (A406), NW10 7UD**

Yet again, one of these little Ace days creeps in and once again there's a bloody good reason. Apart from a museum, where else are you going to see a ton of original Z900's, CB400's, 550's and 750's, Z650's (got one, thanks) GT 750's, GS's, RD's, XS's, Fizzie's and the rest? And that's just the Jap stuff. They'll be Bonnie's, Tridents, Tigers...

**Price: Free**

<http://www.acecafeevents.com/main.html>

### **Bexhill Motofest 28 July (Tbc)**

**De Warr Pavilion Car park and throughout Bexhill on Sea, East Sussex TN40 1DP**

Set against the seaside backdrop of the iconic art deco De La Warr Pavilion BEXHILL MotoFest 2017 is bigger and better than ever. For 2017 BEXHILL MotoFest have teamed up with Swinton Insurance to bring Spectacular stunts to the De la Warr car park with Motorcycle stunts International and Stunted Reality, a Zona Italia to welcome the Ducati owners club and all riders of Italian iron, a Harley Cavalcade and a Goldwing Cavalcade will be hitting town at about

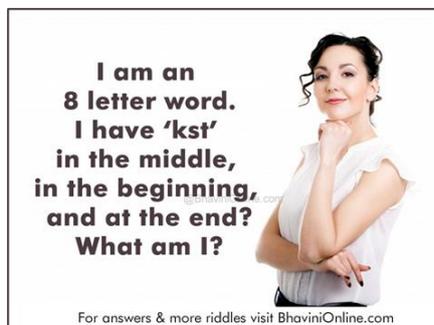
10.30am – The Ride to the Music festival on the seafront terrace of the De La Warr Pavilion is headlined this year by STONED – probably the best Rolling Stones tribute band in the southeast. There will also be traders and exhibitors from all aspects of the motorcycle industry as well as a family funfair and unique RIDE THE FUTURE electric bike exhibition. Bikes will be display parked throughout the town and a wide range of food and refreshments will be available from over 50 Cafes, restaurants, pubs and bars.

[www.bexhillmotofest.com](http://www.bexhillmotofest.com)

<https://www.therideofrespect.co.uk/ring-of-red-m25>

**Ride of Respect: Ring of Red M25 Charity Run 10th Nov 2019**

## Answers



**Puzzle:** Inkstand.

**Explanation:**

It has "in" in the beginning, "kst" in the middle and "and" at the end.

**Lateral Thinking**

Jack will lose again. In the second race, Benjamin started ten metres back. By the time jack reaches the 90-metre mark, Benjamin will have caught up to him. Therefore, the final 10 metres will belong to the faster of the two. Since Benjamin is faster than jack, he will win the final 10 metres and of course the race.