

WEEK 3

04-06-07 ~ RACE DAY – ‘SUPERBIKE RACE’:

The weather looked questionable to begin with, but became fine and quite hot for the first official, albeit delayed Superbike Race, the race pace was very hot with the main Suzuki Bike pulling out after approx. 6 miles with suspected ignition problems, no trouble however for the leading Honda's, finishing 1, 2 and 3 with John McGuinness the overall winner on the famous No. 3. on his Honda Fireblade. ('3' was Joey's Race Number).

I watched the entire race from adjacent the Grandstand and relied on my Earpiece Radio tuned to the TT Radio channel to keep up with race details, realising just how vast the TT 'Track' is compared to normal Racing Circuits. One only gets a glimpse of their favourite Riders after the Rider has completed each nominally 35 mile lap, hence Scoreboards and Radio advice are critical at this event.



John McGuinness, winner of the 'Superbike Race'



Jim Redman trying the Honda 250/6 Replica for size.

After the Superbike Race I continued my walks through the Pits with more signatures on my mind, I again came toward the Mike Hailwood Riders Centre and there in front of me was that man Jim Redman, talking to two people I immediately recognised, **Pauline and David Hailwood**. Suffice to say all three gave of their time and signed the 'Signature T Shirt'. OK, I'll say it Pauline Hailwood does not look half bad and a very well mannered person to talk to as well. David was certainly in demand signing lots of cards whilst I was there. Such a short talk and a signing never to be forgotten.

The first Sidecar race was also held later in the day with Dave Molyneux taking another TT win.

05-06-07 ~ PARADE LAP DAY:



Graham Crosby, looks great

Parade lap, yes please, and I met some more people I had followed the careers of, Kel Carruthers, Graham Crosby and Troy Corser, Troy was here 'just to have a look mate'. Troy having plenty on his plate this year in competition for the 2007 WSBK crown. The three gentlemen gave of their time and signed the 'Signature T Shirt', yippee.



Troy Corser, looking cool



One of my hopes as part of the 2007 TT was to see for myself some of the great Racing Motorcycles and I was not disappointed. The most exciting discovery was the Honda 250/6, albeit a replica, located in the rear corner of the secured HM Plant Workshop. I had no idea how to get some photos of my all time Dream Racer, I waited nearly an hour hoping the machine would be wheeled out to join others of similar vintage, all to no avail. Then I noticed three somewhat older Japanese Gentlemen in Honda garb 'hanging around outside the HM stable', so I asked them would it be alright to go in and photograph the '6', Oh and I owned a CBX1000C/6 in Brisbane, one Gentleman clearly understood and waved me in. The HM Plant guys to their credit gave me some space to get my photos and I thanked the trio for their approval, wow.

Kel Carruthers certainly held the necessary credentials to be in place at a very well presented Yamaha 2 Stroke Race Bike display. Numerous bikes were started and still sounded very sharp, in a high state of tune. All the bikes were immaculately presented, still carrying sponsors names and the like.

I think it was a German Club, apologies, that brought over a wide array of sensational Motorcycles for display including a 500cc Gilera, a Rennsport BMW and an NSU fully faired machine. The Mechanics fettling the Machines put on a great drawcard, starting the Machines one by one, problem was the Bultaco from memory made so much noise a First Aid Official requested they cease ‘testing’ forthwith.



Kel Carruthers

06-06-07 ~ North to South via Ramsey:



Northern Coastline

Certainly a day of a different thunder in 1944 (D-day), I took the opportunity to leave the TT experience on this day and instead travelled from the Northern most point of the IOM to the Southern area of the island.



Southern Coastline

A great trip and still manageable despite an early accident at Ramsey and of course the required closure of the full TT Course for the days racing. The only real diversion to complete my trip was required at Ramsey to circumvent the closed off Ramsey Hairpin area. Once again Police were on hand to direct traffic around the earlier accident scene, now under detailed analysis.

07-06-07 ~ Took a Break:

Didn't feel so good on this day, took my time. Went to Castletown and just sat around really.

08-06-07 ~ THE SENIOR TT and THE CENTENARY PARADE LAP:



The BIG DAY, the Senior TT and the Centenary Parade Lap by invited Ex TT Stars and selected Guest Riders. It did seem odd to me that both these major events were programmed for the same day.

John McGuinness and the HM Plant Team looked the business and events certainly went their way, John not only winning the Centennial Senior TT but achieving an ‘average’ lap speed of **One Hundred and**



Thirty (130) Miles an Hour in the process, an **incredible average speed** given that the TT is run on public roads with virtually no run off or safety margins.

The HM Plant Honda Fireblade sounded magnificent with a booming exhaust, the machine streaking past me, lap after lap at nominally 175mph on the Grandstand Straight, incredible.



Giacomo Agostini and MV500

The Centenary Parade Lap was held up for some time by fatalities on the circuit, terribly sad given the otherwise general safety of the entire 2007 TT Event.

Well, the Ex TT Stars were certainly there and a few Invited Guests, I met Giacomo Agostini, Luigi Taveri and Nori Haga and sighted so many other Motorcycle personalities in more secure areas I could not get to, including Phil Read, Rod Gould, Michelle (Mike) Duff, Kel Carruthers, Mick Grant, Phillip McCallen, Dieter Braun, etc etc, just an incredible gathering.



Luigi Taveri

09-06-07 ~ General Tour around the Island:



My last full 'free' day on the Island, so I decided to just drive around the back roads with the obligatory stop at Castletown and down to Douglas by alternate



routes. I checked out some beautiful Floral Displays including wild flowers, went to Douglas Harbour and watched the Ferries berth in so small locations and just took in the scenery.

I did not want to leave, I loved the Isle of Man, its people, the atmosphere, the simple fact that everything is within easy reach on an Island offering the ultimate in Motorcycle Racing, great shopping, and great Tourist Attractions.



10-06-07 ~ LEAVING THE ISLE OF MAN:

On this day I packed, said goodbye to some great friends I had made, especially my B&B Hosts, I was so so happy there. I am not good at saying goodbye, my memory of waving to the Lady of the House as I drove off will live with me for a long time.



The Steam Packet Ferry Trip out of Douglas Harbour was set for a 4am departure on the 11th, with a 3am check in regime, ouch. All to suit the tides I was told. I had a thought!!, given the somewhat chequered career of the Steam Packet Company I planned to double check my booking and see if there were any options available. Wow, in checking the status of my booking I asked if it could be brought forward, to my amazement an earlier sailing was available at approx. 4.30pm out today!!, with an 8.00pm arrival into Heysham, all on the 10 June 2007, yippee....

No late night,

early morning Ferry Trip!! All went reasonably well, after all I was now used to how the Steam Packet mob operate, they wanted the car lined up early on the Docks, so I went exploring the immediate environs around Douglas Harbour and watched more delicate Ferry Manoeuvres.

But wait, I am now a Steam Packet doubter, I became somewhat worried when I read some Signs on the Wharf side, for example Steam Packet state they offer 'Fair Passage' only, not great, just 'Fair', and I was at 'Circus Beach' Marshalling Area, oh well...



My departing photo of Douglas Bay, I so want to return...

Surprisingly the sailing was on time, the speed was actually pretty good, the hold up getting into Heysham Port was staggeringly slow. The Ferry was becalmed off Heysham Harbour Port for over an hour.

I arrived at Heysham and drove straight to a Hotel at Stockport, certainly came as advertised, pretty basic place, anyhow. Actually arrived after midnight and the staff were very helpful, just the place wasn't exactly attractive.

I left with haste at 7am the next morning, heading for Nottingham and this time 'Sherwood Forest'!!