

mototorq

your online motorcycle magazine

June/July 2007

Ready to Rumble: Roadliner rules!
Wild Hogs at Coffs: Ulysses AGM
Isle of Man TT: commemorative guide



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Mototorq

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Ready to Rumble

Roadliner XV1900 – Yamaha's neo-streamlined behemoth!

I am writing this review the day after the magnificent Yamaha Roadliner left me. After living with it for a week I had mixed feelings. On the one hand I was happy that I had the opportunity to ride it for a couple of thousand kilometers; yet on the other I was sad because it felt like losing one of the family.

Let me explain. The XV1900A/S Roadliner is more than just a cruiser, or even a motorbike.

First off there is the Design

I can imagine a group of designers, sitting around a bar in downtown Tokyo, brainstorming ways of breaking Harley's stranglehold on the US market – the discussion moves on to design themes and ends up with the streamlined designs of the 1930s.

Streamlining trains, planes, automobiles and even ships became popular in the 1930's Art Deco period. Designers wanted to create a feeling of movement even while standing still (that's often the only movement you'll get in Sydney rush hour traffic). Sleek, smooth curves – sensual even!

The body designs created by Figoni & Falaschi of France (Delahaye's, Delages) were the height of streamlined

elegance at the time, and the design of the Roadliner looks very much as if it was penned by them. Yamaha themselves describe it as "a rolling work of art, a moving masterpiece and a vision of power, speed, elegance, and beauty". Damn, that's what I was going to say!



1939 Delahaye 165

And, of course, with the A/S model there is acres of chrome: switchgear, front brake and clutch master cylinders and levers, belt guard, fork and fork covers, handlebar clamps, shifter, front pulley cover, various engine covers, rear mudguard stay and



polished wheels.

Interestingly, in the showroom you don't appreciate how stunning this bike really looks, but out on the open road the rich metallic two-tone paint shines and the chrome glints in the sun. At night the retro analogue backlit instrument panel glows with a mixture of white and blue light.

Then there's the power

At its heart is a mighty low-revving, high-torque 1854cc air-cooled, eight-valve V-twin engine set in a streamlined long and low aluminium chassis. The pushrod powerplant is fed via a twin-bore downdraft electronic fuel injection system which unleashes incredible throttle response at any revs. Maximum torque is reached at only 2500rpm!

Hence my comment about it being more than just a cruiser. You can "cruise" comfortably along with the motor purring quietly underneath, or open the throttle and hear the delicious throaty rumble as the beast leaps into life and morphs into a torquesports monster like its stablemate the MT01.

Handles as good as it looks

This is where it gets really interesting. Excellent ground clearance (155mm) coupled with almost 50:50 weight distribution means you can give the corners a good scare with masses of torque ready on demand to power out of them. I found I could attack most corners faster and with more confidence than on my own BMW K1200RS (which is quite a heavy bike), and rather than treating Thunderbolts Way a little carefully, the Roadliner totally dominated it!

The Pillion, whose idea of motorbike heaven is a Ducati 1098, was really turned on by the awesome power saying the corners were exhilarating and at the same time she felt safer than when cornering on our sports-tourer. She didn't even flinch when the sparks were flying off the running boards up Dorrigo mountain (usually I get a whack in the kidneys).

It was also very happy commuting in heavy traffic. When I picked it up from Yamaha I was wearing a



See, it really is moving just sitting there!



Is this the best motorcycle engine ever built?



business suit and dress shoes (had an important meeting later), and the ride from Parramatta to Sydney was a breeze. The bike is so well balanced it almost stands up by itself, the floating floorboards and adjustable heel/toe shifter meant the shoes stayed shiny, while the constant mesh 5 speed box changed smoothly and effortlessly. Even at 329kg, it was as easy as riding a scooter in traffic!

Ok, nothing is that good!

To be honest, there was nothing much not to like apart from the exposure that is common to cruisers. While the large headlight afforded more protection than most I would probably opt for a small screen for touring. Yamaha offer a selection of three sizes, but also check out www.corbin.com to see their trick streamlined fairing and an amazing array of other cool goodies!

For the pillion, I would definitely get a backrest for more support and maybe even the touring comfort seat; ok make that a comfort seat for me too (getting old). Lastly, while the clear LED tail light looks cool it doesn't stand out well during the day (could be important if Mr Kenworth doesn't notice you are stopping in a hurry).



Last word

Go ahead and unleash hell! If you want a well-mannered cruiser/commuter and a torquesports monster, this bike is for you. I'm thinking of ways to get my hands on one on a more long-term basis. Plus, I think I sold a couple at the Ulysses AGM (story in this issue)!



XV1900A/AS Key Features:

- The flagship of the Star line is designed to show and go like no other cruiser before it, with big power and great handling.
- Powerful and 1854cc air-cooled, pushrod V-twin produces great thrust at any speed.
- Twin-bore downdraft fuel injection ensures optimum engine efficiency and throttle response in the widest possible range of conditions.
- Neo-streamline design, including the first seamless fuel tank fitted to a Star, gives the Roadliner a distinctive look.
- Long and low aluminium frame provides great looks and light handling unlike any other full-size cruiser, thanks to near 50/50 weight distribution on the front and rear wheels.
- The Roadliner S gets chrome switchgear, front brake and clutch master cylinders and levers, belt guard, fork and fork covers, handlebar clamps, shifter, front pulley cover, various engine covers, rear mudguard stay and polished wheels.

Engine:

- 113-cubic-inch (1854cc) air-cooled pushrod 48-degree V-twin has the massive looks and performance to make the Roadliner the king of the Star family.
- Four pushrod-activated valves and two spark plugs per cylinder provide optimum combustion efficiency along with classically beautiful engine architecture.
- 9.5:1 compression ratio and aggressive cam timing increase power output across the board.
- Computer-controlled, twin-bore, fuel-injection monitors multiple engine parameters to calculate perfect mixture under all conditions; a wide-angle 12-hole fuel injectors provide excellent atomisation.
- Exhaust Ultimate Power valve (EXUP) inside the two-into-one exhaust system boosts torque in the 2500-3000RPM range.
- Special, custom machining of the cooling fin edges gives a jewel-like appearance to the engine as light hits it from different angles.
- Maximum torque is reached at only 2500RPM.

Chassis/Suspension:

- Aluminium frame is light, rigid, and requires few welds. A light, controlled fill swingarm casting complements the bike's streamline style.
- With 49.6 percent of its weight carried on the front wheel, the Roadliner has the weight distribution of a sportbike instead of the typical cruiser, and that means great handling.
- 46mm fork tubes wearing slant-cut stainless covers serve up an excellent ride and a sweet appearance.
- A tucked-out-of-sight single shock out back provides a smooth ride under varying loads.
- A thick, richly chromed handlebar in polished clamps carries the Roadliner's switchgear wiring on the inside.
- Seamless, teardrop fuel tank carries a full 17 litres of fuel.
- 12-spoke wheels look trick, but carry modern tubeless radial tyres; a 130/70-18 front and a fat 190/60-17 rear.
- Front brake master cylinder with integrated lever operates a pair of 298mm front discs squeezed by strong monobloc calipers for excellent power and feel.
- Strong and light belt final drive routes power smoothly and efficiently to the rear wheel.
- Floating floorboards and an adjustable heel/toe shifter help provide a comfortable, low-effort ride.

Additional Features:

- Jewel-like fit and finish, and Star quality paint, chrome and attention to detail are evident all over the Roadliner.
- Bright multireflector headlight, LED taillight and amber turn signals behind clear lenses give a custom look.
- O² sensor and three-way catalyst reduce emissions and meet stringent environmental requirements.
- Ignition immobiliser system means your Roadliner stays where you left it.



Triumph launches Street Triple

After much media speculation, Triumph confirms that the rumours of this exciting new motorcycle are true. The brand new Triumph Street Triple will arrive in Australian showrooms in November.



Deriving its genes from the iconic Triumph Speed Triple streetfighter and the award-winning Triumph Daytona 675 Supersport machine, the Street Triple is 675cc of pure naked aggression: lightweight, agile, and fantastic fun to ride.

At \$11,990 (plus ORC), the Street Triple will be the most affordable of all Triumph sportsbikes.

The bike will be unveiled exclusively to Triumph customers attending the Triumph Tridays event in Neukirchen, Austria on Saturday, June 30 (www.tridays.com).

The official Street Triple microsite containing more information on the new bike will go live in late June.





Wild Hogs at Coffs Harbour

If you haven't seen the movie, *Wild Hogs*, make sure you get it out on DVD. It's the funniest thing I've seen for yonks – three ageing guys from the 'burbs taking off on a road trip.

Kind of like us, but instead of Harleys we're riding Yamahas (and proud of it). Cath's on her 2 year old V Star 650, Dave's on his 10 year old Virago 1100, and yours truly (plus Pillion) is on the brand new streamlined Roadliner.

We set off from the Central Coast at 7am on a very cold Thursday morning, heading for Coffs Harbour via Thunderbolts Way and Waterfall Way. We arrived about 5:30pm after a hard, but exciting days riding some of the best motorcycling roads around.

I'm particularly excited because the Roadliner was

unbelievable fun in the twisties, its massive 1854cc V-twin unleashing hell as we thundered through narrow gorges and up steep inclines!

Warm Welcome

Saturday dawns bright and clear and Dave and I are up early removing evidence of our trip so the bikes are spick and span ready for the grand parade.

The Ulysses AGM started the weekend before, attracting over 6200 bikes (and many more bikers) to Coffs Harbour. The locals were happy to see us with many businesses displaying Ulysses banners. However, there was a very large contingent of Police who must have been told that Ulysses was an outlaw bkie gang. Interestingly, it was the local population that seemed more concerned about this.

A letter to the Editor of the Coffs Coast Advocate summed up the sentiment by saying, "The majority of our guests will arrive at Coffs from the south. As they approach Coffs Harbour they will pass underneath the Gleniffer Rd bridge at Bonville. A sign is hung from the bridge 'welcome Ulyssians'. In the next 1000 metres, they will then pass up to 14 police vehicles (two RBT units,



two speed traps and numerous pursuit vehicles).“

The writer goes on to say he has lived in the area for seven years and has never seen an RBT unit and only seen a patrol vehicle checking speed on two or three occasions. He finishes by saying, “Shame on the small-minded fool that decided that we should treat our guests this way.”

Hot Harleys

However, the Police were nowhere to be seen when thieves heisted seven Harleys from hotel carparks. At the Opal Cove Resort where we stayed they turned a conference room into a carpark for bikes to keep them safe! It was quite surreal walking past and seeing 15 or so bikes resting peacefully in plush surroundings – I just hope there weren't too many oil stains on the expensive carpet.

Local property developer, Anthony Cogle, showed his mettle by going out and buying a \$26,000 Harley Davidson Black Pearl Dyna Superglide and donated it to one of the guys who lost his bike. Everyone who had a bike stolen, wrote their names on a golf ball and placed the ball in a helmet from which the lucky winner's name was drawn. Anthony is a keen motorcyclist (see later in the story for details of one of his favourite rides).

Grand Parade

It was an awesome sight seeing around 5000 bikes amassed on the local soccer park ready

for the grand parade through town. The crowd was so big it took 90 minutes for all the bikes to move from the park to the local stadium where the AGM was held.

Dave wandered through the crowd and found 26 other Virago 1100s, but I didn't see another Roadliner. However, a number of people coveted mine and after my sales pitch at least two were off to their local dealers to put money down on one!



Above: Ready for the Grand Parade. Top: The Roadliner attracted lots of attention.



Anthony's Ride

After spending Saturday parading and wandering around the huge exhibition at the Showgrounds, we decided to take Anthony's advice and ride out into the country.

Anthony produced a handy flyer with a couple of great rides (plus info on his fabulous development: see it at www.northsapphirebeach.com.au).

We chose the 255km Nymbodia Loop. Here's Anthony's description (although we did it in reverse):

North from the Showground on the Pacific Highway past Moonee Beach and North Sapphire Beach. Turn left onto Bucca Road, then right towards Glenreagh (stop at the Golden Dog, Russell Crowe's local pub). 40km past Glenreagh turn left at the T intersection into Armidale-Grafton Rd and head for Nymbodia, passing through Coutts Crossing. Get fuel here if you're low.

Stop at the Nymbodia Coaching Inn for a view up the valley of the old Goldminers over the top of the Nymbodia river running below the beer garden. If you want to stretch your ride out, stay the night, you can't beat a warm fire and a cold beer. Leaving the Inn go right and continue up the mountain and turn left into Tyringham Rd for Dorrigo, passing through beautiful farmland and quiet valleys. Dorrigo is a great place to visit and on your way back down to Coffs, stop at the World Heritage Park just outside Dorrigo.

Bellingen is a great town at the base of the mountain, and well worth a stop for coffee and a look around. In Bellingen turn left at the Post Office and left again at the roundabout after you cross over the Bellinger river and follow your nose to the Never Never river and the Promised Land. Perhaps the most beautiful valley in Australia. There is a bit of dirt at the end of the loop, but you can stop and have a swim or laze beside the river, then turn back before you hit the dirt.

Head back through Bellingen, turn left on to Waterfall Way at the Post Office and then after you turn left at the highway its about 25kms back to Coffs.



Dave and his Virago 1100 enjoying the back roads out of Dorrigo



We stopped at the Kookaburra Kafe just out of Nana Glen for lunch and great coffee





Day Trip: BMW R1200R

It might look minimalist, but the performance is maximist! The new BMW Roadster matches the trend towards enhanced dynamics with greater agility and excellent all-round touring qualities.

At just 198kg this would be my BMW boxer of choice for the wild winding roads. In the corners it out handles the R1200GS, and for my money, it looks better doing it!

Stacked with advanced technology, the BMW Roadster sets new standards in road safety. The new model features the new generation of BMW Motorrad Integral ABS, which may be combined as an option with ASC anti-spin control TPC tyre pressure control, warns the rider of a loss of air pressure even while riding.

I put the bike through its paces over a mix of country winding roads (where it excelled) as well as in city traffic. For roadster fans this bike is a hard one to beat. It's a fresh take on boxer design and is surprisingly smooth, particularly in gear changes, which has always been a criticism in the past.

The most significant features of the new R 1200 R at a glance:

- Air-cooled flat-twin 1,170-cc power unit with balance shaft.
- Maximum output up almost 28% over the former model to 80 kW at 7,500 rpm.
- Maximum torque up almost 17% to 115 Nm at 6,000 rpm.
- BMS-K electronic engine management with dual ignition, anti-knock control, oxygen sensor, and fully controlled three-way catalytic converter.
- Light and stable, two-piece tubular steel frame.
- Stiff Telelever with sensitive response and a high standard of steering precision.
- Excellent handling, supreme directional stability.
- EVO Paralever with light drive shaft.
- ESA Electronic Suspension Adjustment as an option.
- High-performance brake system.





GUTHRIE'S BEND GRAHAM MEMORIAL DUKE'S
JOEY'S HAILWOOD RISE AGO'S LEAP
DORAN'S BEND HANDLEY'S BRANDISH BIRKIN'S BEND

AGOSTINI ANSTEY ARCHIBALD BEATTIE BELL BODDICE BRAUN BURNETT COLEMAN CROSBY
CROWE CUMMINS DONALD DUNLOP DUKE FARQUHAR FINNEGAN FISHER FOGARTY GRAHAM
GRANT GREASLEY GRIFFITHS HANKS HARRIS HASLAM HUNT HUTCHINSON IRELAND IRESON
ITOH KLAFFENBOCK LAIDLAW LEACH LOUGHER MARTIN McCALLEN McGUINNESS MILLER
MOLYNEUX MORTIMER NORBURY PALMER PLATER PORTER READ REDMAN REID ROLLASON
RUTTER SIMPSON SCHWANTZ SURTEES TOYE UBBIALI WALKER WEBSTER WEYNAND WILLIAMS

WELCOME

TO THE GREATEST SHOW ON EARTH...

AND THEN SOME!

WORDS Phil Wain / **PICTURES** Stephen Davison

The Isle of Man TT Races are the last of the great motorcycle tests in the world today and, at 100 years old they show no sign of slowing down. Instead of creaking and rocking, the event is right back to the top of the motorcycle tree, continuing to maintain its status throughout the world and attracting the finest road racers on the planet. Excitement, triumph, glory, exhilaration, and tragedy – the TT has it all and for two weeks in June the little Island in the Irish Sea is the place where all eyes are focused.

Sport today is a major business and whilst some things come and go the fact that the TT remains the pinnacle of two wheel racing is testament to the Islanders who have not only maintained the heritage and tradition of the event but moved with the times to ensure it stays firmly at the top.

It was back in 1907 when it all started and little did those TT pioneers know what they were creating – a legacy, the stuff of legend. If someone had the idea to do it in this day and age it would never even get to turn a wheel. In the 100 years since, the TT has seen it all and played host to some of the most illustrious names in motorcycle sport. Woods, Guthrie, Simpson, Duke, McIntyre, Surtees, Hailwood, Ubbiali, Agostini, Redman and Read are riders from the halcyon days when motorbike riders were household names.

When the TT lost its World Championship status, many thought it was the beginning of the end but, instead, it became a haven for real road race specialists who were keen to pit their wits against the Mountain Course, the most challenging and demanding course in the world. Names like Grant, Williams, Rutter, Hislop, Fogarty, McCallen, Jefferies and McGuinness came to the forefront, but throughout it all one name stood out – Joey Dunlop. The greatest of them all, Joey saw it all, did it all, and conquered all. No challenge or rival was too great and he did more for the races than any other rider.

As we move in to the second century of the Isle of Man TT Races, the event is as strong as its ever been, if not stronger. It will continue to have its ups and downs but one thing that can be guaranteed is that it will always haul itself back to the top.

Whilst this year's event is certainly a celebration of the event's history, it's also a platform to take the races on to a new level. The racing is still the focal point of the event and the riders you will see this year are the best in the business and attracting these new heroes remains high on the agenda. 2007 is the beginning of the next era and the aim is to strive for even greater heights, whilst continuing the tradition and values of those pioneering individuals.

TT 2007 AT A GLANCE:

BEST EVER ENTRY LIST FROM FRONT TO BACK

MORE QUALITY NEWCOMERS

MORE TOP TEAMS

HUNDREDS OF BIG NAME PARADERS AND GUESTS

MASSIVE FESTIVAL WITH MANY UNIQUE EVENTS

BIG NAME SPONSORS ON BOARD

EXCITING NEW LIMITED EDITION PRODUCTS

MORE SAFETY IMPROVEMENTS

HUGE TECHNOLOGY ADVANCES



In recent years, the organisers have gone to tremendous lengths to ensure the quality of entry is the best it possibly can be and this year is no exception – indeed, it's quite probably the best its ever been. Not only are all the stars of 2006 returning but we also have the return of a former winner and even more high calibre newcomers. From World Champions to British Champions and from European stars to American Superbike winners, this year's TT has it all. With no less than 12 potential race winners in each class, there's no doubt at all that we are all in for one hell of a ride.

Heading the entry is the current King of the Mountain, John McGuinness. The outright lap record holder, McGuinness took an awesome hat-trick 12 months ago elevating himself to the status of a TT Legend and few would bet against him serving up a repeat performance. Already an 11-time winner, McGuinness continues with Honda for 2007 with top Supersport team Padgetts joining HM Plant Honda in the McGuinness stable.

There's a whole host of riders looking to knock McGuinness of his lofty pedestal - none more so than his close friend and teammate Ian Hutchinson. Having racked up two podiums at last year's TT, he is well placed to take his first TT win.

Meanwhile, two riders who return with their 2006 teams are Ian Lougher with Stobart Honda and Martin Finnegan with Klaffi Honda.

One rider who has switched teams is Ryan Farquhar. Having missed last year's meeting due to injury, the Irishman will be determined to get back at the top of the results sheet on his Mark Johns Honda. Farquhar does, however, use Kawasaki machinery for the Supersport and Superstock classes - the former he has won twice in as many years.

The sixth Honda rider capable of taking the glory is, arguably, the most exciting of them all and all eyes will be on Cameron Donald to see what he can achieve in his third year at the TT. The Australian is back with the Uel Duncan Racing team who now have official Honda support, and another top class newcomer, Scotsman Keith Amor, joins him.

TAS Suzuki continue with Bruce Anstey and Adrian Archibald. The Kiwi rider already has 5 TT wins to his name and a 129mph lap in last year's Senior race has set him up nicely for taking the fight to McGuinness. On the other hand, Archibald is looking to get his career back on track after a lacklustre 2006 but the Ballymoney ace has taken three Superbike wins in recent time and, if it all comes right on the day, he could well add another to his name.

Yamaha's TT campaign is spear headed by Jason Griffiths and top locals Nigel Beattie and Conor Cummins on the all-new R1s, whilst arguably their biggest name rider for the event is exciting newcomer Steve Plater.

The last of the Japanese manufacturers, Kawasaki, have their strongest representation for many a year with no less than 4 top teams! Heading the way is the returning Michael Rutter who lines up with his British Championship MSS Discovery squad. Rutter's comeback has been talked about for years, but now it's a reality and he is sure to challenge. Fellow BSB team Hawk Kawasaki, are back for more, again with Carl Rennie, whilst McAdoo Racing line up with their new signing Ray Porter. Also representing Kawasaki, are Swiss World Endurance team Bolliger, who make their TT debut with rapid Belgian Michael Weynand and Manxman Gary Carswell.

The 'factory' stars are backed up by a whole host of privateers who are more than capable of upsetting the formbook. Ian Armstrong has consistently featured in the top ten in recent years and with a best lap of 124mph, more of the same can be expected. Les Shand, the fastest newcomer in 2005, returns for his third year whilst other riders of note include Mark Parrett, Dean Silvester, James McBride, Dan Stewart, Ian Pattinson, David Bell, Mark Buckley, Tim Poole and double Manx Grand Prix winner Craig Atkinson.

Ireland is well represented by Davy Morgan, John Burrows, Keith Stewart, Victor Gilmore, and the young Dunlops - William and Michael. Meanwhile, the home nation has plenty to cheer about too with Chris Palmer, Paul Hunt, Chris Heath and John Barton all in the hunt.

The international challenge is definitely the strongest it's ever been with rapid Americans Jeremy Toye and Mark Miller leading the way. Mainland Europe have more extremely fast riders returning with Stefano Bonetti (Italy) and Christer Miinin (Sweden) back for more whilst other riders worth looking out for include Thomas Montano, Frank Spenner, Paul Dobbs, Daniel Jansen, Thomas Schonfelder, Dirk Kaletsch and Sandor Bitter.

LEGENDARY ITALIAN MARQUE RETURNS TO TT RACING

PERHAPS ONE OF THE MOST EXCITING STORIES TO BREAK IN RECENT WEEKS IS THE RETURN OF MV AGUSTA WITH THEIR EXOTIC F4 SUPERSTOCK MACHINE.

As the TT celebrates 100 years, it is perhaps fitting that one of the events most iconic motorcycle manufacturers should return in an official factory backed capacity. MV Agusta, the legendary Italian marque, won no fewer than 34 TTs including 12 Seniors and 9 Juniors in 16 fabulous years.

At the TT, the mighty MVs were perhaps most synonymous with the great Giacomo Agostini. Although Ago only entered 16 TTs in total, he claimed an astounding 10 wins and his duels with Mike Hailwood have become the stuff of legend. Ago's refusal to ride the TT after 1972 effectively finished MVs participation and signalled the end of motorcycling's 'Golden Era'.

The man chosen to pilot their exotic machine is current Senior Irish Road Race Champion Martin Finnegan. Although bike problems lead to a rather disappointing TT 2006, there is little doubt that the ever-spectacular Irishman has the ability to win at the TT, and their tie up is eagerly anticipated.



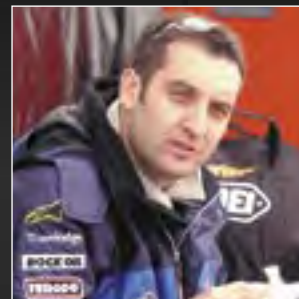
STARS BACK FOR MORE!

IT'S BEEN 7 YEARS, BUT THE FAMOUS RUTTER NAME RETURNS TO TT RACING!

After many years of speculation, Michael Rutter has confirmed that he will make a sensational return to the Isle of Man TT races in 2007, riding factory-supported Kawasaki machines. The subject has been a topic of discussion ever since his last appearance in 2000 but contractual obligations have meant he has had to miss out. However, that will all change this year and the 1998 Junior 600cc race winner will line up in the Superbike, Senior and Supersport races for his British Championship MSS Kawasaki team.

Rutter first competed at the TT in 1994 and between then and 2000 he racked up no less than nine podiums that firmly established him as one of the finest road racers in the world. His only win came in 1998 during a rain affected Junior 600cc Race, but he could easily have racked up more. Certainly his single win does not reflect his performances.

Despite it being seven years since he last competed at the TT, Michael, son of former TT great Tony, has continued to race at the North West 200 and Macau GP, scoring countless wins. His inclusion on this year's entry list is certainly a fantastic boost to the Centenary event.



AMERICAN STARS RETURN



After 2 weeks of wall-to-wall sunshine, a number of fans were wondering if it had anything to do with the two men from the USA bringing a little Californian style weather with them. Weather aside, Jeremy Toye and Mark Miller, both experienced AMA campaigners, really made their mark during TT 2006 with a string of outstanding performances.

Toye (pictured) was the fastest of all the newcomers and scotched the theory that you need pure road race experience before coming to the TT. A regular in AMA Superbike, Toye took to the Mountain Course like a natural and he impressed everyone with his professional attitude and his smooth, flowing style.

Likewise, Miller came to the TT last year with just a standard 750cc Suzuki at his disposal but he left with two bronze replicas to his name and a personal best lap of just a fraction under 120mph, a phenomenal performance. Miller, fascinated by the unique challenges offered by the TT course, was eager to come back and learn some more with a Superbike at his disposal.

Toye and Miller were a hit with the fans and certainly brought a lot of colour to the event, but both riders are easily capable of attaining podiums. In addition, more riders from the States are taking a look at the TT, and 2007 will see another top name from AMA make his debut. (see newcomers)

"Man for man, Jeremy Toye and Mark Miller are probably among the four or five most talented motor cycle riders in the entire race." - Paul Phillips



NEW TEAMS FOR 2007

HYDREX HONDA MAKE DEBUT WITH ULSTER GRAND PRIX HERO GUY MARTIN

Whilst rider recruitment continues apace, it would be easy to over-look the amount of top teams now adorning the TT Paddock. In recent years we have witnessed an overall increase, not just in the number of top teams coming to race the TT, but also the quality of these teams with all four Japanese manufacturers represented in official capacities.

Out of this year's new arrivals, British Superbike Team Hydrex Honda will perhaps make the biggest impression in their first year at the TT having signed up road racing sensation Guy Martin. It's an exciting tie up and one that could well bring TT victories straight off the bat. Indeed, Guy Martin is maybe the most determined of all the TT riders, and he wouldn't have jumped ship from Yamaha if the package weren't 100%.

During practice last year it looked like the four-time Ulster Grand Prix winner would be the man to challenge McGuinness. However, unforeseen problems with all his bikes undermined his stirring efforts. Eager to make amends and score that maiden TT win, Guy Martin and Hydrex Honda will be a force to be reckoned with.



JAPANESE SIDECAR CHAMPIONS ALL SET FOR ULTIMATE TEST!

Current Japanese Sidecar Champions Masahito Watanabe and passenger Hideyuki Yoshida will make their TT debuts in 2007. The pair, who run under the team banner of 'Rising Sun Racing', have always finished their home championship within the top 3 since stepping up to Formula 1 in 2001. In 2006, they finally clinched the National Title, and so their attentions have now been firmly focused upon a successful TT debut.

The pair visited the Island twice in recent months to witness the Southern 100 and again to attend the Newcomers Day for sidecar entrants. Spending extra time on the Island in the company of Nick Crowe, the Japanese know exactly what it takes to make the transition from circuits to roads.

The team have also secured the services of former World Championship regular Masato Kumano who will act as Technical Manager. Kumano, who was at the forefront of World Sidecar in the late 70's and early 80's, was actually the first sidecar driver from Japan to take on the mighty TT course back in 1978. Kumano has also been closely involved with the LCR outfit from its beginnings and will bring a wealth of knowledge and experience to the Japanese team.

In their first year, and with a new Formula 2 LCR outfit, Watanabe and Yoshida aim to build slowly and come away with respectable lap times as Klaus Klaffenbock did in 2004.

BOLLIGER KAWASAKI CONFIRM TWO RIDER LINE-UP

WORLD ENDURANCE TEAM BOLLIGER KAWASAKI HAVE CONFIRMED THEIR PARTICIPATION IN THIS YEAR'S TT AND WILL MAKE THEIR DEBUT WITH BELGIAN TALENT MICHAEL WEYNAND AND LOCAL HERO GARY CARSWELL

The Swiss outfit will supply both riders with the latest Kawasaki Superstock machinery. Whilst much is expected of Weynand in his second year at the TT, it's Carswell who could benefit most. After scoring a very creditable 9th place in last year's Superstock race, and out-pacing the likes of Archibald, Donald and Finnegan, Carswell will be a real dark horse!



WHO WILL WIN?

IT'S THE MUST SEE, MUST WIN EVENT, BUT WHO CAN DEPOSE KING JOHN?

WORDS Phil Wain / PICTURES Stephen Davison



Rider: John McGuinness, 34
From: Morecambe, England
Number of TT wins: 11
Number of TT podiums: 21
Fastest TT Lap: 129.451mph
Team for 2007: HM Plant Honda/Padgett's Honda



Without doubt, McGuinness is the current King of the Mountain, the outright lap record holder and a cut above the rest. Since 2000, he has taken no less than 10 podiums from 12 Superbike races and racked up 6 wins on the 1000cc machines so he's clearly the man to beat. Surprisingly, he was the last top-flight rider to secure a ride for this year's event but John is nothing but canny and the decision to remain with Honda is sure to pay dividends for the laid back Morecambe rider. The long established Padgett's concern are multiple British Champions and will be keen to gain another TT win so don't be surprised to see another hat-trick head the way of Mr McGuinness.



Rider: Ian Lougher, 43
From: Rhooose, Wales
Number of TT wins: 7
Number of TT podiums: 25
Fastest TT Lap: 128.120mph
Team for 2007: Stobart Honda/Black Horse Honda



The veteran of the pack, Lougher is still very much at the top of his game and he goes into each race as a potential winner. Ian knows the Mountain Course better than anyone else and this experience goes a long way to keeping him at the front of the pack. However, you can only do it with talent and the Irish based Welshman has it in bundles and the rest of the field know exactly what challenge he offers. Back again with Paul Bird's Stobart Honda team, Lougher craves for a Superbike win on the Island and if he achieves that this year, his CV will be complete. Only Joey Dunlop has more TT podiums.



Rider: Martin Finnegan, 26
From: Lusk, Southern Ireland
Number of TT wins: 0
Number of TT podiums: 1
Fastest TT Lap: 127.014mph
Team for 2007: Klaffi Honda and MV Agusta



2006 was a disappointing year on the Island for Finnegan and having come into the event as the new pretender, he left with everyone saying 'what happened?' Machine problems held him back but the experience will stand his Klaffi Honda team in good stead and they are mega-determined to redress the balance and give the youngster the tools he needs to do the job. Road racing fans know what a talent he is - Finnegan still bagged the Irish Road Race Championship despite last year's problems! Supersport success may be more difficult but with the might of the MV Agusta factory backing his Superstock bid, this will be one of the most eagerly watched rides of the week.

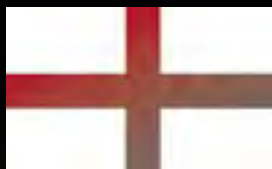


Rider: Bruce Anstey, 37
From: Wellington, New Zealand
Number of TT wins: 5
Number of TT podiums: 16
Fastest TT Lap: 129.045mph
Team for 2007: TAS Suzuki



A rider who shuns the limelight and publicity, Anstey definitely does all his talking on the track and his final lap in last year's Senior TT has whetted the appetite of everyone for 2007. We all know what he can do in the Superstock and Supersport classes but the Superbike class is the ultimate test and that 129mph lap has made us all ask the question - is he the man to beat McGuinness? He may be softly spoken but he's as hard a competitor as anyone and if awards were handed out for determination, he'd have a hat full. Now in his fourth year with TAS Suzuki, Bruce will be there or thereabouts in every race.

Rider: Guy Martin, 25
 From: Kirmington, England
 Number of TT wins: 0
 Number of TT podiums: 1
 Fastest TT Lap: 127.678mph
 Team for 2007: Hydrex Honda



Still only, 25 Martin made the surprise switch in the close season from AIM Racing Yamaha to Hydrex Honda, who have yet to prove themselves on the roads but if anyone can deliver the results then Martin can. He proved how fast he could be at last year's event and was only 3 seconds behind McGuinness in the Senior race when an oil leak snuffed out his challenge. Arguably the most talented rider on the grid, an unprecedented four timer at last year's Ulster GP shows he has what it takes to win International races and if he has that bit of luck required on the Island, he could well walk away with more than one win to his name.

Rider: Adrian Archibald, 37
 From: Ballymoney, Northern Ireland
 Number of TT wins: 3
 Number of TT podiums: 7
 Fastest TT Lap: 126.780mph
 Team for 2007: TAS Suzuki



2006 was arguably the most disappointing year in the Ballymoney rider's career and he comes into this year's event with it all to do. Many wonder if he can repeat his success of the past but since the turn of the decade only three riders have won Superbike races on the Island and Adrian is one of them. On his day, there's no doubt he can run at the front and his rivals still fear and respect him. The machines will be good enough and the team is good enough so if Adrian has the hunger and desire, he'll be back in contention. And let's face it - if there's one event in existence to give you that hunger, it's the Centenary TT!

Rider: Raymond Porter, 28
 From: Lifford, Southern Ireland
 Number of TT wins: 0
 Number of TT podiums: 1
 Fastest TT Lap: 124.843mph
 Team for 2007: McAdoo Kawasaki



A former Manx Grand Prix winner, Porter comes into this year's race with a question mark beside his name. Undoubtedly fast, Raymond is one of the few riders who have made the successful step up from Irish National racing to the Internationals, but serious injuries at Killalane last year mean the North West 200 will be his first race of the year. The lack of track time may count against him, but he proved at the 2006 Ulster GP that he can run with, and beat, the likes of Lougher, McGuinness and Hutchinson and linking up with McAdoo Kawasaki will do his career no harm at all.

Rider: Ryan Farquhar, 30
 From: Dungannon, Northern Ireland
 Number of TT wins: 2
 Number of TT podiums: 6
 Fastest TT Lap: 125.740mph
 Team for 2007: Mark Johns Honda/Harker Kawasaki



2006 should have been Ryan's year but it all went wrong before it had even started and it will be interesting to see how he performs on his return. His outing in the Classic races at the Manx Grand Prix will have refreshed his memory of the Mountain Course but a lot will depend on the competitiveness of his Superbike mount and this is the class where he is yet to really deliver at the TT. Without doubt, he'll be a potential winner in the Supersport and Superstock races and Ryan always thrives in an underdog environment and with his determination higher than anyone else's out there, he's sure to figure.

Rider: Ian Hutchinson, 27
 From: Bingley, England
 Number of TT wins: 0
 Number of TT podiums: 2
 Fastest TT Lap: 126.643mph
 Team for 2007: HM Plant Honda



One of the most exciting youngsters currently plying his trade on the roads, 'Hutchy' was a revelation in 2006 on board the McAdoo Kawasaki's and it came as no surprise when HM Plant Honda snapped up his services. Although Hutchy's first task will be to beat his new team mate and good friend John McGuinness, he is supremely talented and more podiums are sure to come his way. This will be his fourth year of racing at the TT and he now has the experience and race craft to challenge for race wins - 2007 could well be the year he takes his first ever TT win.



Rider: Michael Rutter, 33
 From: Brierley Hill, England
 Number of TT wins: 1
 Number of TT podiums: 9
 Fastest TT Lap: 123.950mph
 Team for 2007: MSS Kawasaki



Rutter's return to the TT has been the topic of discussion each and every year since he last raced and he finally comes back to one of his most successful stamping grounds. Undoubtedly, Rutter is an extremely talented road racer but it is seven years since his last appearance and the speeds have risen considerably since 2000. Riding a factory supported Kawasaki will help him go quicker but whether he can make the jump up to 129mph laps remains to be seen. He is a massive name to have back on the grid and although a win may be just out of his reach this year, podium positions most definitely aren't.



Rider: Cameron Donald, 28
 From: Warrandyte, Australia
 Number of TT wins: 0
 Number of TT podiums: 1
 Fastest TT Lap: 128.445mph
 Team for 2007: Uel Duncan Racing



The sensation of pure road racing in 2006 right across the British Isles, not just the TT, the young Australian became the third fastest rider in the history of the event last year with a brilliant second place in the Senior race. His performances last year, along with those in Ireland and at the Southern 100, have earned the Uel Duncan team official Honda backing, which will only help his cause even more. Now in his third year of racing at the TT, Donald has to cope with huge expectations and pressure and if he can overcome this, and maintain the progress he has already shown, he could well chalk up his first TT win.



Rider: Carl Rennie, 36
 From: Burscough, England
 Number of TT wins: 0
 Number of TT podiums: 0
 Fastest TT Lap: 124.867mph
 Team for 2007: Hawk Kawasaki



Carl finally got his big chance in 2006 with some top-level machinery and the results were both immediate and impressive. Having already excelled as a privateer, Rennie used the Hawk BSB Kawasaki to devastating effect taking sixth and seventh in the Senior and Superbike races respectively. His best lap of 124.867mph was equally impressive and it's little wonder that Stuart Hicken has lent his support to Carl once more. After a season taking in more real road racing than ever before, Rennie will be approaching this year's TT with bundles of experience and results like those in 2006 or better are on the cards for the amiable Lancastrian.



Rider: Conor Cummins, 20
 From: Ramsey, Isle of Man
 Number of TT wins: 0
 Number of TT podiums: 0
 Fastest TT Lap: 120.088mph
 Team for 2007: Millsport Motorsport



A revelation in 2006, young Cummins had his first ever road race at last year's North West 200 and immediately rocked the established guard. At the end of TT fortnight, he walked away with the Newcomer's Trophy, a 120mph lap and an incredibly bright future, which has showed no signs of fizzling out. A natural road racer without a doubt, Cummins is still only 20 and has all the ingredients to go all the way. Although this will be just his second year at the TT, he has a great team behind him and it's highly likely he'll be a top ten finisher. Could well end the week as the fastest Manxman.



Rider: Jason Griffiths, 36
 From: Pontypool, Wales
 Number of TT wins: 0
 Number of TT podiums: 13
 Fastest TT Lap: 125.950mph
 Team for 2007: Yamaha UK



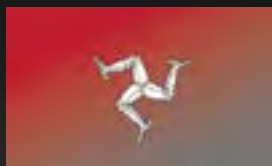
Griffiths had another excellent TT in 2006 scoring two more podium finishes but that much yearned for win again eluded him. Only competed in two meetings last year and a certain amount of doubt accompanies his participation at this year's event but, if he's on the starting line, he'll be in contention. Perhaps his best chances come in the Superstock and Supersport races but he'll give a good account of himself in every race. Now working for Pirelli, Jason has scored more podiums than any other rider who hasn't won a TT. A win for Jason would be a popular win indeed.

Rider: Paul Hunt, 44
From: Braddan, Isle of Man
Number of TT wins: 0
Number of TT podiums: 0
Fastest TT Lap: 124.172mph
Team for 2007: Cringle Racing



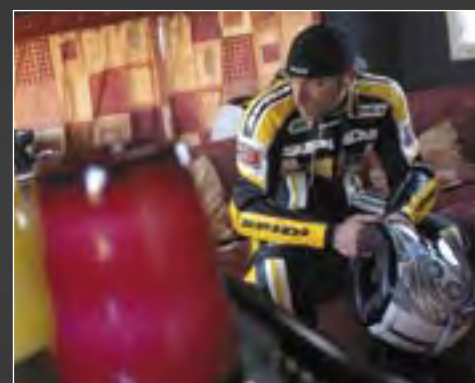
The fastest Manxman ever to have lapped the 37-³/₄ mile course, Big H can still run with the best and his appetite is as strong as ever. Indeed, reports suggest that Big H has undertaken a comprehensive fitness regime over the winter months and a leaner, fitter Big H will take to the starting grids this season. Hunt finally got a chance with a top team last year (Team Racing), and went faster than ever before, racking up a string of top ten finishes. Arguably in the twilight of his career, he has secured an ex-Virgin Mobile BSB Yamaha so he definitely has a quality machine to improve his TT results even further.

Rider: Nigel Beattie, 28
From: Laxey, Isle of Man
Number of TT wins: 0
Number of TT podiums: 0
Fastest TT Lap: 123.583mph
Team for 2007: JMF Millsport Racing / CD Racing



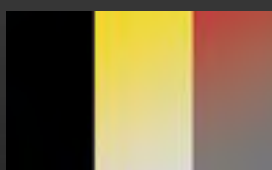
One of the most stylish and most consistent riders in the field, the Laxey rider also has an old head on his young shoulders and he has been going about his business in a steadfast manner. A 250cc winner at the North West 200, Beattie has achieved a lot with his close-knit private team who operated professionally on a limited budget and he has been rewarded with a switch to the CD Racing set-up. This year will see him be able to concentrate solely on his racing and he is sure to figure even more prominently and he could well end the fortnight as the star local performer.

Rider: Jeremy Toye, 35
From: San Diego, USA
Number of TT wins: 0
Number of TT podiums: 0
Fastest TT Lap: 120.555mph
Team for 2007: TBC



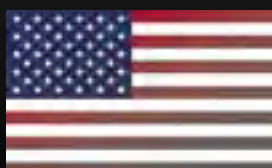
One of the star performers in 2006, Toye was the fastest of all the newcomers and scotched the theory that you need pure road race experience before coming to the TT. A regular top ten finished in AMA Superbike races, Toye took to the Mountain Course like a natural and he impressed everyone with his professional attitude and his smooth, flowing style. After challenging the British and Irish stars at the Macau Grand Prix, Toye will return this year more experienced and stronger than before and, like Cummins, should make an impression on the top 15 at least.

Rider: Michael Weynand, 28
From: Belgium
Number of TT wins: 0
Number of TT podiums: 0
Fastest TT Lap: 117.905mph
Team for 2007: Bolliger Kawasaki



Weynand was forced to sit out last year's event but everyone can still remember his performances as a newcomer in 2005. Despite riding a completely standard 600cc Suzuki, the Belgian rider scored two top twenty finishes in the Supersport races lapping at just under 118mph and with a Superbike at his disposal this year, his return is eagerly awaited. Weynand is also one of two riders in the Swiss VWorld Endurance Team - Bolliger Kawasaki. With this kind of support, the rapid Belgian will easily crack the 120mph barrier and a top 10 finish is not beyond him. His return is a real boost for the TT and is eagerly anticipated.

Rider: Mark Miller, 32
From: California, USA
Number of TT wins: 0
Number of TT podiums: 0
Fastest TT Lap: 119.836mph
Team for 2007: TBA



Miller came to the TT last year with just a standard 750cc Suzuki at his disposal but he left with two bronze replicas to his name and a personal best lap of just a fraction under 120mph, a phenomenal performance. Not only that, but he bonded with the course like an experienced campaigner and he has already vowed to return year on year, a terrific boost for all concerned. A major asset to the event, Miller is a former two-time podium finisher at Macau and his progress up the leaderboard this June will be viewed with interest - especially if, as likely, he returns with Superbike machinery.

RIDER RECRUITMENT

MORE AND MORE STARS ARE SIGNING UP FOR TT RACING

For the last few years, an influx of high quality newcomers have been pitting their wits against the rigours of the Mountain Course and rider recruitment has again been high on the agenda since last year's event. Significantly, more and more riders are approaching the organisers about riding in the greatest motorcycle race in the world and this year once more sees some great names making their debut.

Since 2004, no less than five riders have broken the 120mph barrier on their debut and many have not only won silver and bronze replicas but also finished comfortably inside the top 20.

The last three recipients of the Newcomers Trophy have been Guy Martin, Cameron Donald and Conor Cummins, which speak for itself. Throw in the likes of Les Shand, Mark Miller, Jeremy Toye, Mark Buckley, Tim Poole, Michael Weynand and William Dunlop and there's absolutely no doubt that rider recruitment has been an unqualified success.

Oh yes, lets not forget former world sidecar champion Klaus Klaffenbock!



The Wizard of OZ

Australian Cameron Donald burst onto the road racing scene in 2005 with some tremendous results at both national and international level. Especially eye catching was Cameron's performance in his first TT on board a standard 600, bagging the Best Newcomer award along the way.

Often riding as a newcomer, Cameron was the sensation of 2006 racking up 10 wins at national level and becoming an instant folk hero with the thousands of fans who flocked to see him. Amongst these successes, there were wins at both the famous Skerries 100 and the Championship race at the Southern 100. These feats were only out done by his performances at the international races and the Isle of Man TT in particular.

Cameron first defied the sceptics at the North West 200, scoring a brace of 4th places whilst riding with broken heels from an earlier practice accident. Just three weeks later, Cameron finished an amazing 5th place in only his 4th ever TT race, but more was to come. Fully up to speed by the end of the week, Cameron pushed 11 times winner John McGuinness all the way in a sensational Senior TT race. Voted the ride of the year by popular website Real Road Racing.com, Cameron secured 2nd place with laps in excess of 128mph. Indeed, Cameron is now the 3rd fastest rider ever around the daunting Mountain Circuit – and all this in just two visits to the Island!



... AND NEW NAMES FOR 2007

Since the arrival of Guy Martin and Klaus Klaffenbock in 2004, the TT has enjoyed a massive influx of top talent signing up year on year. 2007 continues that trend and may just produce the best crop of TT stars to date. Here are just a few...

Keith Amor

Scottish rider Keith Amor was undoubtedly one of the revelations of 2006 and is currently hot property despite his limited outings on the roads. Amor shot to prominence at the North West 200 when he qualified his private Suzuki on the front row. He backed this up with sixth in the Superstock race but it was his debut at the Ulster GP that ultimately won him his place with the Uel Duncan Racing squad.

Amor was on the pace immediately and ended the week with a win to his name as well as a number of top ten finishes in the UGP races, battling all the way with far more experienced and better financed rivals. Perhaps more telling was the fact he became the fastest ever newcomer at Dundrod beating the previous best mark of a certain Cameron Donald.

Christer Miinin

Multiple Swedish champion Christer Miinin is not strictly a TT newcomer having previously entered in 2005, but his first TT experience was extremely short lived. Miinin lapped at 111mph on his very first lap of the Mountain Course, but that would prove to be his only lap as he withdrew from the event after the loss of team mate Joakim Karlsson.

The Swedish ace was a late starter to the sport, only commencing his career in 1998, but he has now firmly established himself on the world stage. He finished 3rd overall in the 2006 World Endurance Championship riding for the illustrious Phase One World Endurance team. In that time, Christer scored two podiums (Assen 500 miles, 24 Hours of Oschersleben) and five top six finishes in the seven rounds.

Miinin's full debut is eagerly awaited, and this time around he lines up with the ultra-professional Martin Bullock squad - not only one of the most successful teams around the Mountain Course, but also the same team behind Jeremy Toye's hugely successful debut.

Jimmy Moore

Jimmy Moore hopes to follow in the footsteps of his fellow countrymen Mark Miller and Jeremy Toye and is the latest top flight American to make his TT debut. Indeed, Moore has the best pedigree out of all of them having taken the 2001 AMA Supersport 750cc and 2002 AMA Superstock Championships. He has ridden for many of the top American privateer teams and has also been a regular top fifteen finisher in the AMA Superbike Championships. Extremely experienced, Moore is sure to excel and emulate, if not better, the achievements of his countrymen.

Bob Collins

Like previous newcomers Conor Cummins and James Edmeades, Collins first came to people's attention in the televised Virgin Mobile R6 Cup but he soon moved onto the 1000cc machines, impressing immediately. Forced to miss out on his debut last year, Collins' potential was realised when he won the 2006 National Superstock Cup with 5 wins and 9 podiums to his name. He also made his real road race debut at Oliver's Mount, Scarborough and proved his natural talent with a pair of sixth place finishes. Full of youthful exuberance and flair, Bob is an exciting talent and is sure to become a TT regular in the years ahead.

Marc Ramsbotham

A former top runner in the MRO and Aprilia Mille Championships, Ramsbotham switched to the roads in 2005 when he contested all of the Scarborough meetings. Just a year later he was already on the podium and only being defeated by Guy Martin and Ian Lougher, such was the progress he had made. He made his debut at the Ulster Grand Prix last year and was immediately on the pace, lapping in excess of 118mph!

John Nisill

Lancastrian rider Nisill has already impressed on the roads with some solid performances at the North West 200 and Ulster Grand Prix and he finally gets to make his TT debut. Still only in his mid-20's, he has considerable experience of Superbike machinery as well as being a regular front-runner in the Darley Moor, Oulton Park and Aintree club championships.

BRITISH SUPERBIKE STAR FULFILLS HIS TT AMBITION

STEVE PLATER

A four time British Superbike race winner, Plater is without doubt the biggest of all the newcomers and finally realises his long ambition of competing on the Island.

Twice a runner up in the British Supersport Championship, since 2000 Plater has ridden in the British Superbike Championship for the works Kawasaki, Yamaha, Honda and Suzuki teams and his debut is a mouth-watering prospect. Although he was without a full time ride in 2006, it proved to be one of his most successful years with a superb double at the North West 200 and victory at the prestigious Macau Grand Prix. Plater lines up for the official AIM Racing Yamaha team whilst he will also be competing in the World Endurance Championship for the works Kawasaki team.



HAPPY BIRTHDAY!

With the races celebrating their 100th birthday, the organisers have been working extremely hard to ensure the two-week festival is crammed with special events and activities. Many TT winners, motorcycling personalities and world stars will be appearing at events throughout the festival. Here are just a few...

TT LAP OF HONOUR AND CENTENARY PARADE

The ever-popular TT Lap of Honour takes on extra significance in 2007 and boasts a line-up that will ensure it's an undoubted highlight of the two-week festival. The most iconic riders from TT history will re-live their golden days as they take to the Mountain Course once more – many for the first time since they first blazed a trail around the world's most famous race circuit. They will be riding legendary machines like Honda, Yamaha, MV Agusta, Suzuki, Benelli, Kawasaki, Norton and BMW and many of them will be aboard the machines that gave them some of their finest days.

This is a once in a lifetime opportunity to witness what is easily the greatest line-up of motorcycling stars ever assembled. Indeed, from those confirmed at this stage, the Lap of Honour plays host to no less than 13 World Champions!

DAY OF CHAMPIONS

A 'TT 2007 Day of Champions' will play host to yet more very special guests. Featuring a wealth of world famous motorcycling stars, the event will include a range of activities including chat shows, live music and auctions of unique items. Based around the newly refurbished Grandstand and Paddock area, this is THE PLACE to be on Thursday 7th!

PARADE OF CHAMPIONS

After the Senior TT on Friday 8th, many of the special guests from the 'Day of Champions' will help TT 2007 close with a real bang by taking to the Mountain Course for one very special lap. Joined by countless stars from TT past and present, this is a unique opportunity to see these 'galacticos' taste what TT racing is all about!

1907 TT RE-ENACTMENT

Earlier in the fortnight the exact time and date of the first TT will be remembered with a re-enactment of the 1907 TT. Starting at 10am on Monday the 28th of May, 100 vintage machines will line up at the start line in St Johns to complete a lap of the original TT Circuit on closed roads. The event will provide a unique opportunity to witness these special machines take in Glen Helen, Kirk Michael and the ancient city of Peel before taking the chequered flag back at St Johns in front of Tynwald Hill.

The Vintage Motor Cycle Club will ensure this unique event is as authentic as possible and St Johns village will turn the clock back 100 years with proceedings led by an authentic 1900's town crier. There will be old-fashioned goods for sale, plus nostalgic cars, buses and steam engines on display. Attendees are encouraged to wear period dress.

CENTENARY DINNER SET TO BE MAGICAL OCCASION

MURRAY WALKER OBE HOSTS

The black tie TT Centenary Dinner on Thursday the 7th of June at the Villa Marina will be another magical occasion where the history of the TT and motorcycle sport will be celebrated. This unique event will be hosted by the voice of British motorsport, Murray Walker OBE and each of the 25 tables will feature one of the greatest personalities from motorcycle sport past and present. The 200 Silver Replica Tickets for this charity event will go on sale shortly. A second set of Bronze Replica tickets will also be available for the upstairs seating in the Villa Marina, giving access to the talk show and auction later in the evening for more guests.

Murray Walker has had a long relationship with the TT - an event he holds in the highest regard. After watching his father Graham race the TT in the 1930's and 40's, the pair became part of the BBC's commentary team with Murray becoming one of Britain's most famous sporting commentators.

"My massively high regard for the TT remains undiminished to this day. In terms of stature, history, spectacle and human endeavour, the TT is still right up there amongst the greats of motor sporting events - a fantastic and charismatic phenomenon that I believe is without equal in the entire history of two - and four wheeled racing."

- Murray Walker OBE, talking in 'TT100 - The Official Authorised History of the Isle of Man Tourist Trophy Races' by Mick Duckworth

LEGENDS GALORE!

Some of the most iconic riders from TT history will be appearing throughout race week. Many of them will re-live their golden days as they take to the Mountain Course on board legendary machines...

Giacomo Agostini

10 TT wins, 15 times World Champion, 122 GP wins

Dieter Braun

1970 125cc TT winner, 2 time World Champion

Roger Burnett

1986 Senior TT winner

Rod Coleman MNZM

1954 Junior TT winner

Graeme Crosby

3 TT wins, 2 time World F1 Champion

Robert Dunlop

5 TT wins, most NW200 wins ever

Geoff Duke OBE

6 TT wins, 6 times World Champion, 33 GP wins

Carl Fogarty MBE

3 TT wins, 7 times World Champion, most successful World Superbike rider ever

Stuart Graham

1967 50cc TT winner, 2 GP wins

Mick Grant

7 TT wins, 2 GP wins

Ron Haslam

1982 Formula One TT winner, 2 time World Champion

Dennis Ireland

1982 Classic TT winner, 1 GP win

Mitsuo Itoh

1963 50cc TT winner, only Japanese winner in TT history

Dave Leach

4 TT wins

Phillip McCallen

11 TT wins, only man to win 4 TT races in a week

Chas Mortimer

7 TT wins, 7 GP wins

Phil Read MBE

7 TT wins, 8 times World Champion, 52 GP wins, one of only two men to be 125, 250 and 500cc World Champion

Jim Redman MBE

6 TT wins, 6 times World Champion, 45 GP wins

Brian Reid

5 TT wins, 2 times World Champion

Tony Rutter

8 TT wins, 4 times World F2 Champion, 2 GP wins

Ian Simpson

3 TT wins

Barry Smith

4 TT wins, 4 GP wins, 2 times World F3 Champion

John Surtees MBE

6 TT wins, 7 times World Champion, 38 GP wins, only man to win World Championship on both 2 and 4 wheels

Carlo Ubbiali

5 TT wins, 9 times World Champion, 39 GP wins

Charlie Williams

8 TT wins, 1980 F2 World Champion, 3 GP wins

Geoff Bell

2 TT wins

Mick Boddice

9 TT wins

Max Deubel

3 TT wins, 4 times World Champion, 12 GP wins

Rob Fisher

10 TT wins

Dick Greasley

2 TT wins, runner up 1979 World Championship

Trevor Ireson

4 TT wins

Dave Molyneux

11 TT wins, fastest sidecar driver ever at 116.04mph

Steve Webster MBE

10 times World Sidecar Champion

TT 2007 WILL SEE THE GREATEST LINE UP OF MOTORCYCLING STARS EVER ASSEMBLED



Other riders set to appear at various stages over race week include Michelle Duff, Iain Duffus, Marc Flynn, Alan Jackson, Nick Jefferies, John Kidson, Ray Knight, Jan Kostwinder, Brian Morrison, Mat Oxley, Steve Parrish, Frank Perris, Richard Quayle, Johnny Rea, Tommy Robb, Nigel Rollason, Heinz Rosner, Frank Whiteway, Barry Woodland and Stan Woods. This is only just the beginning with World Class riders being confirmed all the time.

"TT fans have huge expectations about the centenary and we hope that the line up will excite both young and old fans. It has been quite a challenge to track down the ex riders and the classic machines, but it has been a fascinating experience and the enthusiasm for the TT that still exists amongst these heroes is amazing."

TT and Motorsport Development Manager Paul Phillips

SAFETY IMPROVEMENTS

For the TT organisers, safety continues to be of paramount importance around the circuit. Advances in medical cover, marshalling and safety products have all contributed to a safer environment for our TT riders. Indeed, the TT now boasts some of the best medical cover of any sporting event in the world. As ever, work is on-going and all the parties involved will strive to make TT racing as safe as possible.

The Fastest Response Time Anywhere in the World

The TT has two helicopters that are present for all practices and races. Stationed at Keppel Gate and Alpine Cottage, they ensure even cover of the whole TT course. Indeed, with an average time of just 6 minutes, the TT has the fastest helicopter response system anywhere in the world. Each aircraft carries an experienced senior doctor and paramedic with advanced life support equipment.

In turn, the two ambulances from the Hogg Motorsport Association, which meet the helicopters at the hospitals helipads, are new purpose built, state-of-the-art, emergency ambulances provided by the RobVine Fund. The Hogg Ambulances are designed to carry two stretchers, as there could well be two casualties on the aircraft, especially if it's a sidecar incident.

The proximity of the new Nobles Hospital and its easy access means the TT Course has the largest medical centre of any race circuit in the world.

World Class Medical Cover Around the Course

There will be up to 15 Doctors and 20 Paramedics out on the TT course together with 30 Emergency Medical Technicians or First Aiders from the Hogg Motorsport Association, St John Ambulance and the British Red Cross, utilising 6 ambulances and 2 rescue helicopter ambulances.

100 marshalling locations have an orthopaedic scoop stretcher and an Immediate Care Case containing the very latest medical equipment for basic and advanced life support.

The medical and rescue services for the TT Course events are arranged by Isle of Man Motorsport Medical Services which is run by its Medical Director, Dr. David B Stevens, MBE.

Marshalling - Quantity and Quality Continues to Rise.

The TT Marshals Association continues to do a magnificent job. The number of marshals gaining qualifications rises year on year and their management of incidents is now second to none. A further increase in funding for marshalling brings their budget up to £110,000, and this has been well spent with the quantity and quality of marshals rising year on year.

2006 saw 15 IMC training courses which resulted in 400 new marshals receiving qualifications. A further 20 courses, of which ten are in the UK, have been arranged for 2007 which will see an additional 600 marshals train towards the Incident Management for Motorcycling qualification.

Thanks to these Incident Management Courses, the TT Course marshals are extremely adept at initially managing a casualty. Assisted by their allocated medic and a Travelling Marshal, the time an injured rider spends on the ground is minimal.

Major Investment in Safety Fencing Continues

After the initial £40,000 investment in the latest Recticel Safeguard Barriers and Pole Protectors in 2006, the Isle of Man government has committed to spending a further £100,000 on safety products in time for TT 2007.

Rider Standard Increases

Incorporating a strategy of developing and supporting up-and-coming riders and increasing qualification criteria, race standards have improved dramatically with TT 2006 seeing the fastest and closest TT ever with all solo competitors qualifying for racing. An important factor in this has been the elimination of slower riders baulking the progress of their faster competitors.

ORANGE ARMY SET NEW STANDARDS IN TT SAFETY

ORIGINALLY FORMED IN 1962, THE TT MARSHALS ASSOCIATION IS NOW A LIMITED COMPANY WHICH CAN CALL ON A STAGGERING 1,700 PEOPLE DURING TT FORTNIGHT.

Chairman Roger Hurst, who's eldest son finished 2nd in the 1988 Production CTT, looks after the organisation with help from Jan - his wife and secretary!

Roger is rightly proud of his time in charge thus far. A large percentage of TT marshals have received Incident Management training over and above the standard procedures. Most of these heroic people are from the Island or the UK as you would expect, but some are from as far afield as New Zealand!

Not one to rest on his laurels however, Roger and the Association strive to continually set new standards and their work has not gone unnoticed by those who appreciate it most. The TT riders themselves have heaped praise upon the Association in recent times in the knowledge that they are well looked after.



SPECIAL THANKS TO:

PHIL WAIN

Phil is editor of popular website Real Road Racing.com. He writes for a number of publications including Irish Racer in addition to his PR work for numerous road racing teams and riders, including Cameron Donald, Martin Finnegan and Guy Martin.

STEPHEN DAVISON (PACEMAKER PRESS INTERNATIONAL)

Stephen is a leading sports photographer and journalist who's knowledge of the TT and road racing is second to none. This shines through in all his work which includes the books Joey Dunlop - King of the Roads, Beautiful Danger and Ragged Edge.

BRIDSON & HORROX (PRINTERS)