



DEPARTMENT OF TOURISM AND LEISURE

MANX MOTOR CYCLE CLUB

TT CO-ORDINATING COMMITTEE

CONSULTATION REGARDING TT 2005 AND BEYOND

INTRODUCTION

Following the 2003 TT Races, at the initiative of the Minister for Tourism and Leisure the Department and its partners implemented a major public consultation exercise regarding the future structure of the TT Races.

In December 2003 the Department produced a document entitled *Report on Changes to the TT Races for 2004 and Beyond Following Public Consultation*. This document focussed primarily on the changes which could be implemented for TT 2004 within the context of a programme which had already been announced in June 2003.

In relation to 2005 and beyond paragraph 3.10 provided:

In announcing this revised programme we have not rejected the idea of more substantial change to the programme for 2005 and beyond. We will be continuing to consult with both the manufacturers and the Riders' Forum during the early part of 2004 with a view to a much wider consultation on specific proposals during spring 2004.

The aim is to announce details of changes for 2005 during May 2004 in order that those interested have the maximum notice.

The formal consultation with both the manufacturers and the Riders' Forum took place during January 2004 and this document provides the framework for a much wider consultation.

Whereas the consultation exercise in 2003 was very broad, in this exercise we are looking to focus on a range of very specific issues and proposals which have flowed from the earlier consultation exercise and the recent discussions with the manufacturers and riders.



NEED FOR A CHANGE

The most fundamental issue which has flowed from the consultation thus far has been the need or otherwise for change. Throughout the exercise we have been faced with two directly opposing views - one that in order to survive, the TT needs a radical overhaul and the other that it is about right and no major changes are needed.

ISSUE 1

In order to ensure that the TT Races have a successful future, do we need to radically alter the event?

CLASSES

There has been much discussion throughout all phases of public and trade consultation about what classes we should be running at the TT. In particular, there are suggestions that we should reduce the number of classes focussing on quality rather than quantity and we should align those classes more closely with what is run elsewhere.

ISSUE 2

Should we reduce the number of classes and focus on the major solo classes of 1000cc and 600cc (plus sidecars)?

During the process there have been suggestions that the 400cc class is no longer relevant and that the lack of availability of 125cc machines will shortly see the demise of this class at all but Junior and Moto GP levels. Certainly the 125cc entry at the TT is declining and the class could not support a race on its own.

ISSUE 3

Do the 400cc and 125cc classes have a future beyond 2004?



In terms of alignment of classes it has been suggested that:

- ⇒ TT Formula 1 moves to World Superbike and British Superbike specifications
- ⇒ Supersport 600 remains unchanged
- ⇒ Production moves to FIM Superstock specification
- ⇒ Sidecars remain aligned to ACU Formula 2 specification

ISSUE 4

Should the TT Classes be more closely aligned to what is run elsewhere?

The class that has not been mentioned is Production 600. This class was introduced as a direct result of a request from the manufacturers, but they are not now in favour of retaining the class. Whilst on the face of it the class has been well supported, many of the machines are being run in both the Production 600 and Supersport 600 classes. There is also an issue that should we decide to move from Production to FIM Superstock rules, the difference between the two 600 classes will have been further eroded. Based upon the initial phase of consultation, it is doubtful whether Production 600 (whether in its present guise or as a “Juniorstock” class) has a future beyond 2004.

RACE DURATION

Whilst the changes announced for TT 2004 have, in general, been very well received, the one that has been the most debated has been the reduction of the TT Formula 1 and Senior races from 6 laps to 4 laps. The primary reason for this was the need to create time in race week to introduce practices replacing those early morning sessions which were being dropped. There were also some concerns about accidents towards the end of longer races and we would make it clear that whilst there is some evidence of increased risk, the case on purely safety grounds is far from conclusive. If we do reduce the number of classes, the option of longer races is again available.

ISSUE 5

If the race programme allows, should we revert to 6 laps for the major races or even for one race (e.g. Senior TT)?



PROGRAMME

Eventually whatever comes out of discussions on the need for change, classes and race lengths will need to be crystallised into a programme. In considering programme options, we do need to think about several issues:

- ◆ Should we try to meet the request from the manufacturers to have a programme which allows them to be on the island for a shorter time?
- ◆ Should we increase the integration of racing and practising?
- ◆ In order to achieve the above could some classes arrive early and race early, whilst others arrive late and race later?
- ◆ If we need extra practice time to facilitate earlier/later programming, would it be acceptable to re-jig the schedules?

ISSUE 6

If it is necessary to facilitate a race towards the end of practice week, could we start practice for some classes on Friday evening?

ISSUE 7

In order to give enhanced time, could the programme on the middle Saturday be a morning/afternoon rather than the present afternoon/early evening?

Taking all of the above factors into account, we have outlined in broad terms a total of five race programmes which set out how TT 2005 could look. Option 1 is fundamentally the same as we will run in 2004; whilst Option 2 and Option 3 basically reflect, in different variants, the radical approach publicly suggested by some of the manufacturers. Options 4 and 5 are a compromise between the two approaches. We are not, at this stage, saying that we will adopt any one of these options, but they do illustrate the implications of the various approaches.



ISSUE 8

What are the advantages and disadvantages of the different Options and which is best ; or can you suggest an alternative?

CONSULTATION

We are inviting everyone with an interest in the future of the TT Races to let us have their views on the Issues identified. We appreciate that some of the Issues may be relevant to some individuals and we are happy to receive comments which relate to only those issues.

You can let us have your views either in writing to:

**Hon. David Cretney M.H.K.,
Minister for Tourism and Leisure,
TT Consultation
Department of Tourism and Leisure
Sea Terminal Buildings
Douglas
Isle of Man. IM1 2RG**

or by e-mail to:

ttconsultation@dtl.gov.im

in either case to arrive by:

Friday 19 March 2004

Over the coming months we will have to make some very important decisions which will materially affect the future of the TT Races. Your contribution to the debate can and will make a difference.

Thank you in anticipation for your help.



OPTION 1

Friday evening	<nothing>
Saturday evening	Practice (2 solo groups plus sidecars)
Monday evening	Practice (2 solo groups plus sidecars)
Tuesday evening	Practice (2 solo groups plus sidecars)
Wednesday evening	Practice (2 solo groups plus sidecars)
Thursday afternoon	Practice (solo group/sidecars/solo group)
Friday evening	Practice (2 solo groups plus sidecars)
Saturday morning	<nothing>
Saturday afternoon	TT Formula 1/S superbike Race
Saturday evening	Sidecar A Race Practice (solos)
Monday	Lightweight 400/Ultra-lightweight 125 Race Production 1000/Superstock Race Practice (solos and sidecars)
Wednesday	Junior 600 Race Sidecar B Race Practice (solos)
Friday	Senior TT Race (All solos except 125/400) Lap of Honour



OPTION 2

Friday evening	Practice (sidecars + solo newcomers)
Saturday evening	Practice (sidecars + solo newcomers)
Monday evening	Practice (sidecars + solo newcomers)
Tuesday evening	Practice (solos + sidecars)
Wednesday evening	Practice (solos + sidecars)
Thursday afternoon	Sidecar A Race Practice (solos)
Friday evening	Practice (solos + sidecars)
Saturday morning	<Nothing>
Saturday afternoon	Sidecar B Race Practice (solos)
Saturday evening	<Nothing>
Monday	Production 1000/Superstock Race Practice (solos)
Wednesday	Junior 600 Race Practice (solos)
Friday	Senior/Superbike Race Lap of Honour

N.B. Solo newcomers would include any other solo rider requiring extra practice



OPTION 3

Friday evening	Practice (sidecars + solo newcomers)
Saturday evening	Practice (sidecars + solo newcomers)
Monday evening	Practice (sidecars + solo newcomers)
Tuesday evening	Practice (solos + sidecars)
Wednesday evening	Practice (solos + sidecars)
Thursday afternoon	Sidecar A Race Practice (solos)
Friday evening	Practice (solos + sidecars)
Saturday morning	Practice (solos + sidecars)
Saturday afternoon	TT F1/Superbike Race
Saturday evening	<nothing>
Monday	Production 1000/Superstock Race Sidecar B Race Practice (solos)
Wednesday	Junior 600 Race Practice (solos)
Friday	Senior Race (all solo classes) Lap of Honour

N.B. Solo newcomers would include any other solo rider requiring extra practice



OPTION 4

Friday evening	Practice (125/400 + sidecars)
Saturday evening	Practice (125/400 + newcomers + sidecars)
Monday evening	Practice (125/400 + newcomers + sidecars)
Tuesday evening	Practice (solos 2 groups + sidecars)
Wednesday evening	Practice (solos 2 groups + sidecars)
Thursday afternoon	125/400 TT Race Practice (solos + sidecars)
Friday evening	Practice (solos + sidecars)
Saturday morning	Sidecar A Race
Saturday afternoon	Superbike/TT F1 Race Practice (solos)
Saturday evening	<nothing>
Monday	Production 1000/Superstock Race Practice (solos + sidecars)
Wednesday	Junior 600 Race Sidecar B Race Practice (solos)
Friday	Senior Race (all solo classes except 125/400) Lap of Honour



OPTION 5

Friday evening	Practice (125/400 + sidecars)
Saturday evening	Practice (125/400 + newcomers + sidecars)
Monday evening	Practice (125/400 + newcomers + sidecars)
Tuesday evening	Practice (solos 2 groups + sidecars)
Wednesday evening	Practice (solos 2 groups + sidecars)
Thursday afternoon	125/400 TT Race Practice (solos + sidecars)
Friday evening	Practice (solos + sidecars)
Saturday morning	Practice (solos)
Saturday afternoon	Sidecar A Race Practice (solos)
Saturday evening	<nothing>
Monday	Production 1000/Superstock Race Practice (solos + sidecars)
Wednesday	Junior 600 Race Sidecar B Race Practice (solos)
Friday	Superbike/TT F1 Race (Senior) Lap of Honour