

TTMA Newsletter October 2011

Chairman's Report - A.G.M. September 2011

I would like to start by thanking one and all for their support over the last 12 months. Without you the Directors, Marshals, Press Officer, Trainers, IT personnel, it simply wouldn't happen.

Once again we have had good numbers signing on with 1540 for the TT, and 1281 for the MGP, both events having some great racing and some mixed weather conditions.

At both events we had the loss of riders and passengers and deepest condolences go out to all those affected by this. We also saw the passing of a number of past and present marshals and again our thoughts are with those that are affected.

The TT and MGP is an all the year round job for the association, and I would like to thank my fellow directors Gordy Moore, Andy and Amanda Wightman, Eddie Christian, Brett Hammonds, Keith Trubshaw, Alan Blaney, and Phil Cottier for all there help and support throughout the year.

Sadly we lost Phil through his sudden death prior to the TT, a big shock to us as all, and our thoughts went out to his wife Marion and family.

Thanks also go to others who helped us over the last 12 months, namely Cathy Pullen with training, Bill Carden with Press matters, and Robert Crane for his I.T. work, all much appreciated.

On the training side I am pleased to report that we trained 481 on our IMC courses.

One other person to thank is Muriel Atkin, who is our secretary at the office, in charge of all the paperwork etc associated with running the events.

The job for all never gets any easier, with more and more meetings to be attended, many of which are held during the normal working day, and I would like to give Gordy a special mention here for the support he gives me, either attending these with me or for me.

Thank you all for your support, and lets look forward to a great 2012.

Terry Holmes

Sept. 2011

Treasurers Report 2010-2011

I present the first draft for the last financial year.

There have been issues with our local accountant, who was unable to provide the accounts in time for the auditors to produce a completed statement.

In the current financial climate we are fortunate enough to be given a free service by the auditors. We have to obviously fit in with their paid work and at this time they could not meet the deadline we required.

However, the auditors have informed us the accounts only require minor amendments and will be available for review within the next month. We will hope to set a date tonight for the accounts to be ratified.

As already mentioned, the current financial climate means our budgets are becoming tighter. There has been no increase in the budget this year and we have to be prepared that next year's budget may be cut.

We have decided to look after our own accounts, which will reduce our costs by approximately £1,700 a year. This will also mean we can get the accounts to the auditor earlier, so we do not have the issues we have had for the last two years in presenting the accounts at the AGM.

I will produce a report noting expenditure at the reconvened meeting.

Andy Wightman
Treasurer

AGM 2011 – SECRETARY'S REPORT

Recruitment and Training

This year saw a complete change in the effort to recruit new marshals, all set against a backdrop of decreasing budgets and an effort to save whatever money could be saved. Having attended the Carole Nash Bike Show at the Birmingham NEC over the past couple of years, this year was different as there were insufficient funds in the Motorsport coffers to fund a visit by their staff and our normal weekend only team. So we were represented over the two weekends by Liz and Alan Head, who live in Rugby and were willing to travel on our behalf. The numbers of people expressing an interest was down on the previous year, but thanks to Liz and Alan for their efforts. Nothing has yet been heard about the show in November 2011, but come hell or high water we will have some form of representation.

We also attended the Stafford Show, the Festival of 1000 Bikes and the Thundersprint. Although worthwhile, both the Stafford Show and Thundersprint were somewhat quieter than usual, with only Mallory appearing to have an increased attendance.

We have also held the usual local recruitment days at Tesco, Shoprite and the two Sure Shops. We also took the unit to both Agricultural shows and attended Jurby Day at MGP.

You will recall that last year I mentioned the high level of interest coming from Australia. This resulted in 13 Australians out on course during the TT. Also of course there was a crew here from Australia's Channel 7. They shot an interesting piece from the perspective of Cameron Donald, but you did pick up the impression that the presenter, Mark Skaife (who has done more than his fair share of racing on four wheels) thought they were all stark raving lunatics. Thanks to Mary Rose from Sector 12 for bringing their team to the office so we could meet them, and arranging for us to be sent a link to watch the broadcast programme, when it went out in late July. It is still available online at <http://au.news.yahoo.com/sunday-night/features/article/-/9895949/full-throttle-at-the-isle-of-man-tt/>

Next year is the 50th anniversary of the founding of the Association in 1962. We would welcome the loan of any memorabilia you may hold as it is hoped to stage an exhibition during both the TT and MGP celebrating the work that we do.

Turning to training – there were twenty one training courses held over the winter months; both here and in the UK. As predicted last year the numbers attending did pick up and the attendances were markedly better than the previous year.

An analysis of the training figures is included later.

DATABASE STATISTICS

By now you should know that I have a thing about statistics! Will try and introduce some new elements this year based on gender and age!! The old talking points – old age and the older woman!!!

Age Profile

These figures cover both male and female and are global.

16 – 20 years	2.95%
21 – 30 years	10.99%
31 – 40 years	12.36%
41 – 50 years	25.83%
51 – 60 years	25.34%
61 – 70 years	16.27%
71 – 80 years	3.73%
81 – 90 years	0.25%

I appreciate that this does not total 100%, but there is an anomaly of 2.28% where the information given about age/date of birth is totally absent or inaccurate. Contact will be made over the winter to seek out this information to give a totally accurate picture.

These figures mean that marshals under the age of 50 total 54.5% of all active marshals, with those over the age of 50 totalling 45.5% of the total.

Gender Profile

I won't split this into age too, for fear of potentially giving away certain female marshal's ages. I have done the figures though, and it is safe to say that a greater bulk sit (albeit at the lower end) in the over 50s split.

	Male	Female
Overall	78.08%	21.92%
Isle of Man only	74.96%	25.04%
UK only	80.82%	19.08%
Rest of the world	84.54%	15.46%

Not too sure what this says, but I am sure that the overall percentage of females has

dropped by about 6% in the last couple of years. Think this could tie in with the 21 to 40 age group.

Trained Marshals

The number of marshals completing an Incident Management course over the last winter was 481, an increase of 19 over the previous year, and brings the total of marshals holding current qualifications to 43.85% of all active marshals. We have still not reached the magic figure of 45%.

It is difficult to assess what the economic climate in the UK will mean to training. The two courses in the Isle of Man prior to Christmas are full, and the course in January 2012 has only two places left. Liverpool in November is fine, but Sheffield, which was a new venue last year, is proving harder to fill this year. It is of course too early to prophesy what the outcome will be for the courses over there in the New Year.

TT and MGP 2011

Terry has already advised the total figures signed on for both meetings. Both were down on the figures for 2010, but not really by much, and primarily caused by the absence of UK based marshals.

The attendance from North America and the Anzac countries for TT was encouraging, but overall the figures for the Euro zone were disappointing.

Rough calculations show that slightly over 200 UK based marshals who attended MGP 2010 were not here in August this year. Also 150 Isle of Man based marshals also were not available for a number of reasons. Most of them (both Isle of Man and UK) had turned out for TT, but were away on holiday or simply could not take the time of work. The biggest bone of contention for the off Island marshals was the cost of travel, but as this is something outside of any local control it is something we have to live with.

I think that 2012 will be an interesting year. If the current economic situation continues or even worse deteriorates as some suggest, it could be a very lean year for marshals. We now need to go out and recruit locals.

Muriel Atkin
Company Secretary
23 September 2011

The following letter was received after the TT from the Isle of Man Government.

Message from the Head of Motorsport

Before TT 2011 fades in our memories I just wanted to use the TTMA newsletter to record out thanks for the work of the marshals and to cover one or two issues that arose from the event.

By most of the measurements that are used to judge the TT, this year's was a success. We had more visitors than last year spread, it appears, more evenly throughout the entire fortnight; the races were exciting and more people around the world were able to access the event via the internet and through our global TV coverage. Of course, all this is tempered by the fact that 3 competitors lost their lives. The marshals at Gorselea and Ballacrye did an admirable job in traumatic circumstances and the courage and fortitude displayed reflects great credit on them and marshals around the course generally. As an ex-marshal myself I know that all marshals stand at the side of the road never knowing when they might be called into action but always willing to do their bit for the racers and the races. Thank you.

More people visiting the event means more revenue for the Isle of Man. Whether we like it or not, the TT is reliant on generating income both through visitors, commercial deals and sponsorship. From time to time I read the forums and I appreciate that for many the TT is their passion and their hobby but the realities of life are that it costs a great deal of money to put on and, like everything else, it has to justify the money spent on it. It is true that there could be no races without the marshals, but there could also not be any races if we could not demonstrate that the TT (and MGP Festival) could pay their way. The TT, in particular, has proven to be a valuable economic asset to the Isle of Man and this will help secure its future for many years to come.

I also want to record my appreciation of all the marshals who signed up to marshal the Subaru car laps. I know that our primary focus is on the bikes at TT but I hope that the majority of you enjoyed the spectacle of the car laps, which appear to have been generally well-received. Subaru's sponsorship is important to us and it was important that we delivered the demonstration laps. I expect that lap record to remain intact for some time. It is not going to be a yearly event.

As you may have heard, next year we will have a new Clerk of the Course in Gary Thompson. I am sure that Gary will work hard to support the TT and to get the co-operation that is so important for the races to run effectively. I would like to say a few words about Eddie Nelson. Without dwelling on it too much, Eddie made a remark which upset many marshals. He was man enough to apologise the following day and I know that most marshals accepted the apology. I read the remarks made about him on the IOMTT.com forum and all I can say is that some of them were unnecessary, immature and

wide of the mark. Despite what some might think, Eddie did a lot to support the TT and to make sure it happened, in the face of some extreme pressures.

I know that there were some difficulties also in getting marshals off the mountain. This was caused by the desire to get the one-way system re-instated before the road was opened. During the TT it was decided that marshals would be let off the mountain before the cones were set out. However, spectators cannot leave the mountain before the one-way system is re-instated. We will need to find a sensible solution which allows the majority of marshals to leave their posts whilst ensuring that traffic does not come off the mountain whilst Dol workers are on the road re-setting the cones. This will be discussed with TTMA and agreed before TT2012. I fully appreciate the position of marshals up on the mountain and we want to work with the TTMA to resolve this problem.

Finally, the TT and MGP can only happen if we all appreciate each other's needs and opinions and we work in collaboration to deliver the events. Despite some relatively small issues, we manage this year on year. The TT and MGP are incredibly complex events to stage (who else would even attempt to close 37¾ miles of public roads and race on them?) and the fact that we manage to do it and look after the competitors so well is something that we can be proud of. Thanks again for your efforts.

Trevor Hussey

Head of Motorsport, DED

TRAINING REPORT

We always look forward to meeting up with marshals and prospective marshals. It is always good to see people at an IMC either on or off the Island and then meet with them again when they marshal for the TT or MGP. The MGP has now passed and we are very appreciative of the time people are prepared to give up to marshal, and also one day every three years to attend an IMC course. We really do feel that it is worth the time to do it, especially if you don't have a lot of experience on the course. But we do ask people to do a good few marshalling sessions before booking onto one of our IMC's. This is to make sure they are aware of what is expected of them and that they are up for the job too.

Knowing what is expected of marshals can give you greater confidence than that of someone who turns up with no prior knowledge or understanding of the role, this is what we are aiming for.

Once you have enrolled onto an IMC, reminders and details of the venue will be sent or emailed a couple of weeks before the course, we will now also be asking you to confirm that you still want to attend. This way if you have forgotten or can no longer attend, we ask you to let us know in advance as there are always people we could offer your place too. It is essential that we have all contact details when filling in our forms.

Please remember that we do ask for a commitment once you have agreed to attend as it still costs the TTMA money if you don't show up. We do supply a phone number for you to advise us of any unforeseen problems arising on the day.

After the days training we go through a mock incident and this is how it goes. Everyone on

the course is allocated a position for the scenario; which could be in Race Control, the Deputy Sector Marshal, a doctor or paramedic, travelling marshal, flag marshal or a marshal, we also use either one or two people as casualties.

There are several TETRA radios on the go and information has to be correctly passed from the incident to Race Control, which is situated away from the marshals so they can't see what's going on, and rely on the radio messages, just like on the TT course. The idea of this practice is to help people to work as a team, also with each other and even when we have a lot of inexperienced marshals on the IMC, we have had some very efficient examples of incident management.

The following training dates have been confirmed:

Date	Event
Sunday, 9th Oct 2011	St John Douglas -- FULL
Saturday, 15th Oct 2011	Sheffield
Sunday, 16th Oct 2011	Sheffield
Saturday, 5th Nov 2011	Liverpool -- FULL
Sunday, 6th Nov 2011	Liverpool
Saturday, 19th Nov 2011	St John Douglas -- FULL
Saturday, 28th Jan 2012	St John Douglas
Saturday, 25th Feb 2012	Gloucester
Sunday, 26th Feb 2012	Gloucester
Saturday, 10th Mar 2012	Bedford
Sunday, 11th Mar 2012	Bedford
Saturday, 24th Mar 2012	Douglas
Saturday, 14th Apr 2012	Redhill
Sunday, 15th Apr 2012	Redhill

Saturday, 21st Apr 2012	Rugby
Sunday, 22nd Apr 2012	Rugby
Saturday, 5th May 2012	St John Douglas
Sunday, 6th May 2012	St John Douglas
Thursday, 31st May 2012	St John Douglas - Preference to visiting marshals
Friday, 1st Jun 2012	St John Douglas - Preference to visiting marshals
Sunday, 15th Jul 2012	St John Douglas
Thursday, 23rd Aug 2012	St John Douglas - Preference to visiting marshals
Friday, 24th Aug 2012	St John Douglas - Preference to visiting marshals

The courses normally commence at 08:45 for registration and finish at approx 5pm. There are 24 places (Maximum) available on each course. Once this is filled names will go on a waiting list and other courses will be arranged to suit numbers, anyone wishing to attend please contact the office.

Take care and we shall see you all soon.

Brett Hammonds
Training Director

Next year is the 50th anniversary of the TTMA and we are hoping to produce a display of marshalling memorabilia in time for TT 2012.

If anyone has any historical artefacts that could be loaned or donated for the display, would you please get in touch with me at the following email address amanda@iomttma.com

Many thanks

Amanda Wightman

THE ORANGE ARMY'S CHANCE TO GET ON THE ROAD

Debbie Barron, Marshall for 22 years and currently a Deputy Sector Marshal at Ballagarey, is moving up a gear and plans to take her sidecar team – 'Team Oscar Racing' to the TT. Although Team Oscar Racing have competed in the Southern 100, Jurby, Anglesey, Donnington Park, Mallory and others, it has been her dream for years to tackle the TT and she has decided that the time is right to make that dream become reality. We all know that the Marshals are the ones that make the action for the road races possible, but Debbie is hoping that the Marshals will go even further to support her than usual and put sponsorship money towards her dream.

Debbie will be the first female Manx born F2 sidecar driver to ride in the TT and she has supported the road races for most of her life. Her parents were both Marshals at Pinfold Cottage, Ramsey and she remembers going along with them to the races aged about 5 years old and that they were such a wonderful team in that sector. She says, "They would see me safely settled in a paddock area behind a great big solid gate. I had my pack of sandwiches and some sweets, but more importantly they made sure I had a radio and my push-bike. I used to race that paddock on my bike, with all the stickers from the Marshal packs stuck on it, listening to all of my heroes". Small wonder, then, that those early push-bike glories sewed the seed of her love of racing.

Living in Crosby in 1989 refuelled those memories and Debbie decided that she would become a Marshal. Her natural determination was very much to the fore when her first enquiry was met with a flat refusal. Debbie tells us that: "I woke up hearing the bikes go through the village and couldn't go back to sleep. So I went down the lane to watch them and enquire how to become a Marshal. A certain Marshal told me, in no uncertain terms, that they didn't have lady marshals in that sector, nor would they be having them." That acted like a red rag to a bull to Debbie. She signed on with the constable that same

evening and has marshalled in Sector 2 ever since. When asked to tell of her best memory of being a Marshal, she finds it impossible to choose from her hundreds of memories. But what stands out for her more than anything else is the lovely people from all walks of life that she has met along the way, with whom she has shared laughter, sandwiches, stories and some sadness, catching up with them twice a year. She says “I feel so privileged to have worked in such an awesome team of people and have such pride in everyone involved. It’s really humbling to see what people will do to help others without question when the **** hits the fan.”

Raising sponsorship is an ongoing challenge for all riders and to get the bike to the start line for the new season, and especially to take part in the TT, Team Oscar Racing must raise a minimum of £10,000 a year. **This is our opportunity to raise the banner for one of our own!** So come on guys and gals, send what you can to the Team Oscar Racing cause. A little or a lot, every single penny is used and valued. Debbie explains that, “Helping a small team like Team Oscar Racing makes **YOU** part of our team and knowing that you paid for that back tyre or chain or race entry fee will give you a tremendous feeling when you see us race past your location. It will help us take one step further to the dream by keeping us on the track. You will be sharing in the triumphs and the woes of Team Oscar Racing and what a story you will be able to tell at the end of the race. For myself, to be able to race knowing that it is because the Marshals Association has made it possible would make my dream perfect.

Find out more about Team Oscar Racing and how to sponsor them at www.teamoscarracing.co.uk or write to Debbie Barron, Flat 4, 9, Clybane Road, Farmhill, Braddan, Isle of Man, IM2 2LP. Cheques should be made payable to “Team Oscar Racing”.

Fun and Games in Sector 7

Following a successful Duck Race organised by Scarborough MAG earlier in the year, a few Marshals at Ginger Hall decided to have another race in the river going through Sulby Claddagh campsite. A visit to Jurby Junk saw the purchase of 20 ducks for the princely sum of £10 (no bulk discount!) and then the trials began. This proved to be more difficult than you would imagine! The Jurby Junk ducks proved to be of an inferior standard to the Scarborough brethren and kept falling over and getting stuck in the many branches and eddies.

Eventually, after many near disasters (of both man and duck), a suitable course was chosen and the ducks were personalised for identification. Great hilarity ensued as a dozen or so middle aged men and women ran up and down the campsite laughing and shouting as campers looked on, bemused.

We decided to donate the winner’s proceeds to the Air Ambulance and presented £30 to

Rosie in the Sulby Glen later. A great time was had by all!

Cheers

Nick Bennison

Sector 9

Doesn't time fly, another year almost done and dusted the next thing you will know it will be Christmas and New Year and we will start all over again. And what a year, some very good racing, a bit of controversy and my first full year as your Chief Sector Marshal.

One thing I find about marshalling on the mountain is how brown I get. I always end up looking like I have spent my holiday in more sunny climes. For me it is one of the best sectors for marshalling, not only for the bikes and the people, but for the views as well and now I am moving about more rather than just marshalling at Mountain Box I am enjoying it even more. What more can you ask for in life?

It was good to get some good feed back and suggestions for improvements, many of which I hope we can implement.

I was pleased to see so many sector 9 marshals at the "Traf" in Ramsey on the last Wednesday for a drink and a chat, so I can say thank you in person. It was a very pleasant relaxed evening.

Hopefully more of you can make it next year as it is good to have the opportunity for an informal chat especially as we all come from such diverse locations and don't meet between events.

However one of the things that it did highlight is that there are not that many younger marshals amongst our regulars. So if you get the opportunity it would be good if you could try and recruit a few younger people, I know it will cost me more at the next drink but it will be worth it.

One of the things I won't miss is the Tetra radio's, they caused me more frustration than any thing else. But it was good to see some of the efforts being put in behind the scenes to try and identify the problems and affect a fix; at least I could see that the issue was being taken seriously. Hopefully the situation will be sorted for next years TT.

I achieved one minor victory for the MGP, which made at least one lady marshal at Casey's very happy when she saw it, and on her birthday too, toilets at Waterworks and Casey's. Hopefully Tower will get theirs next year.

If you are down in Dorset and fancy a pint at the Martyrs Inn in Tolpuddle give me a ring, if I am about I will happily join you.

Alan Washer
CSM Sector 9

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Our website address is <http://www.iomttma.com> where you can find details about our training opportunities and links to other sites, including the TTMA forum.