

SCOTCH CHASERS

They risked getting bad teeth and spots through excessive chocolate consumption, but

Fantic riders had the reassurance of a good back-up and refueling service. John Pearson

spent a day with Team Fantic. James Moorhouse took the pictures.

FIRST rider of the day, Kiwi Grant Oliver, approaches on his Fantic 240. The team springs into action.

Fantic importer, Roy Cary, tall, silver-haired, distinguished, steps forward and holds out his arm where he wants the rider to stop.

"Right, get off the bike, let it have a breather," commands Roy as he goes into his well-rehearsed routine.

"Come over and have a drink of squash, help yourself to chocolate, have an apple – you can eat that going along. Take plenty, you've got a long way to go."

While the rider is being topped up with food and drink, having that important psychological break and getting Mars bars stuffed into his pockets to eat later his bike receives the once-over.

Graham Austin, 38, an RAF flying instructor from Linton-on-Ouse refuels the red Fantic from the 50 gallon drum wedged in the back of his Land Rover.

Meanwhile, 35 year-old Bruce Lindsay, who instructs at the South Yorkshire Police Driving School in Sheffield lubricates the chain and checks the bike over mechanically.

All okay, Oliver steps back on, fires up the Fantic and blasts off for the next group of sections at *Meall Choire Ghlaise*.

It's Tuesday, second day of the Scottish and riders are about half way round the 100-mile course.

We're on the A87, a couple of miles past the *Allt-a-Chairuinn* section and about five miles before riders turn off the road for some tough going through first

Helen Cary needed a giant size shopping trolley when stocking up for the Scottish at her local Sainsburys. Here's the full list of provisions Team Fantic took with them.

2700 bars of chocolate, consisting of: Mars, Kitkat, Picnic, Topic, Penguin, Double Decker, Drifter, Toffee Crisp, Galaxy.
5 boxes of cookie style biscuits.
1 box of crisps.
Fruit: 2 boxes of apples, 1 box of bananas.
58 litres of orange and lemon squash (undiluted), 2 bottles of blackcurrant cordial (undiluted), 1 bottle of Lucozade.
500 tea-bags.
2lbs of coffee.
4lbs of sugar.
4lbs of coffee compliment (powdered milk).
48 packets of Cup-A-Soups.
2500 plastic cups.
6 containers of headache tablets.
Plasters; all service crews had a complete first aid kit on board as well.
6 containers of 'Wet Ones' for cleaning riders hands, if necessary after small repairs, or adjustments, at petrol stops.
2 dozen rubbish bags.
1 dozen kitchen rolls.
Gas cylinders for pumping up tyres with each service crew.
Fire extinguishers with each service crew.
Front and rear tyres with tubes for each service crew.
Limited supply of spares with each service crew, plus complete spares back-up in the parc ferme.
Plus the petrol, which worked out to over 5500 litres (1200 gallons).

forest then moorland.

We're the second of three refueling stops; a well-regimented price of organisation on behalf of Roy Cary. It's no surprise that he's working with the forces.

We hear another Fantic approaching. One quickly leans to identify the various exhaust notes of different makes and models before they appear in view. It's number 64, Frenchman Alain Kerdudo, his front wheel obviously buckled as he drops down the hill towards us.

Alain doesn't speak a word of English, but that's no problem because Bruce Lindsay seems quite fluent in French. "I can also speak Yorkshire and Northern Irish," he quips, then proceeds to demonstrate. Hello, hello, hello, a copper with a sense of humour!

The Frenchman is supplied with spanners to tweak up some of the loose spokes in his Fantic's front wheel, although the problem is a bent rim. We can't help, of course. That's against the rules and would warrant instant exclusion.

Apart from working on the Fantic support, Bruce Lindsay is manager of the Fantic-mounted Police team. The boys in blue were on form and did in fact win their third Services Team Trophy on the trot – by just three marks from the Army.

Bruce regularly competes in club trials on a 240 Fantic and was runner-up in the Police trials championship behind team leader and eventual R.A. Castle Challenge Trophy (for best services rider in the Scottish) winner Andy Wright.

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Graham Austin looks after the RAF team at the Scottish. He also gets involved with RAF display teams at other events. It's usually his voice you hear commentating on his team's performance at the Royal Tournament. He's a former trials rider and currently competes in enduros.

Rider 83, Welshman Alan Davies arrives and reports that he's had to turn to reserve at the last section. He's close to running out.

Consumption seems to vary considerably from rider to rider – and how much they've been using the choke to give more speed on the roads between sections.



"Orange or lemon drink?" Team Fantic leader Roy Cary asks factory rider Renato Chiaberto, while Bruce Lindsay tops up the Italian's fuel tank.

Bruce spots that the gearbox sprocket circlip is missing. We haven't a spare but the rider is supplied with wire and pliers to lock it on until a replacement can be fitted in the evening.

A Spanish Merlin, 81, Angel Diez Escudero freewheels into the Fantic service area. He's completely out of gas but is given enough to reach his own service. "They might do the same for a Fantic rider," explains Roy Cary.

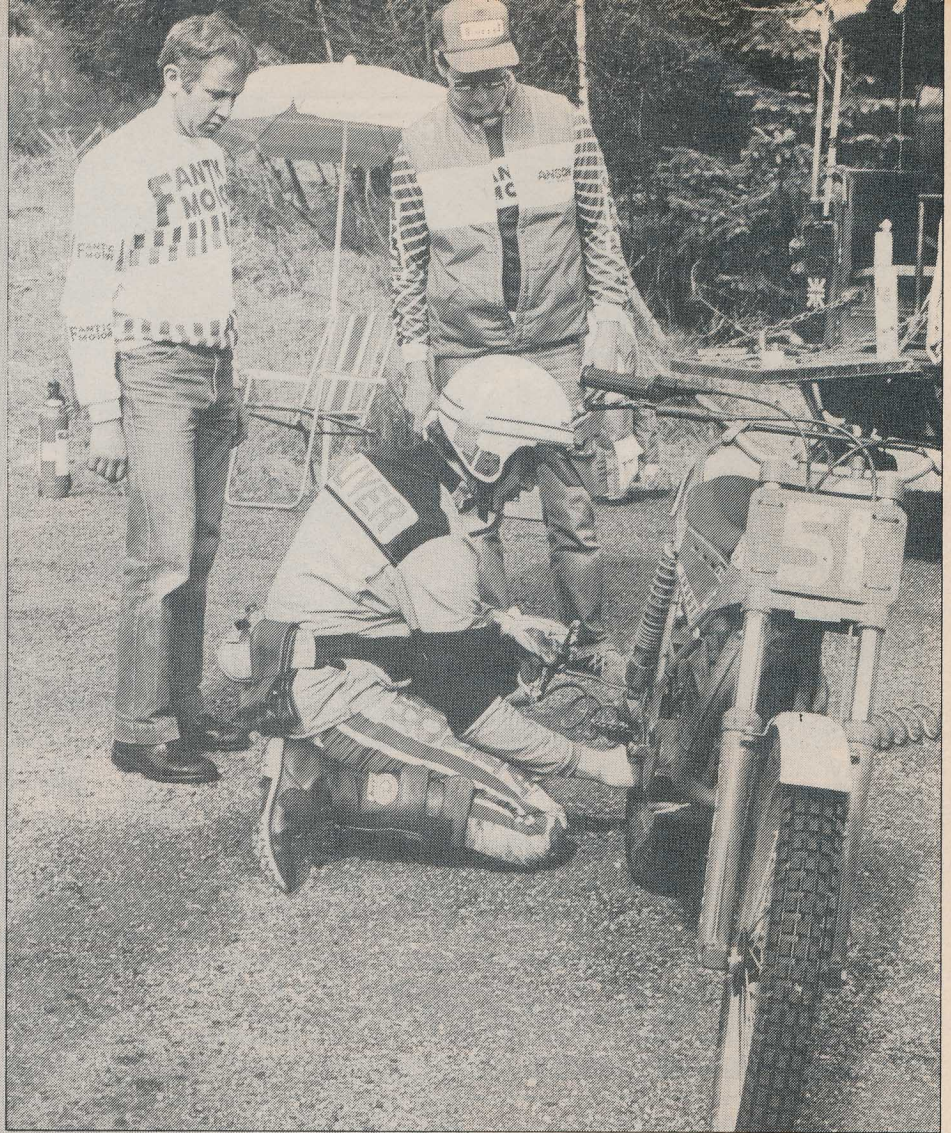
Rider 159, Paul Ewalds from Holland has a nasty cut in his rear Michelin. He doesn't want to change it now, although we've a stock of tyres and tubes.

Next is RAF team man Ted Thompson on his 300. He's had to change a tube so we supply him with another.

A bent and sticking rear suspension unit is troubling 156 Mark Talbot. He 'fixes' it himself by a well-aimed kick with his Alpine Stars.

The first of our four 'Specials' (the four Fantic team members on their factory monoshocks) arrives. It's Fred Michaud, eventual winner Thierry's elder brother. He's lost just two marks, including "One silly one at Laggan Locks".

They're 'Special' in that they have separate fuel mixed with Esso instead of the Rock oil everyone else is supplied with. They certainly don't get any better treatment. Just the same "Get off the bike and have a breather. Orange or lemon



Fantic service crew members Graham Austin (left) and Bruce Davidson look on while Kiwi Grant Oliver checks his tyre pressures.

squash? Help yourself to chocolate. . ."

Bikes keep coming and going. It gets very busy at times, with six or eight machines in at once. But the team just keeps on working calmly and efficiently.

Police team member Keith Gardner is



Scottish winner Thierry Michaud bites into a Mars Bar and washes it down with a cup of orange squash.

suffering gear selection problems. He thinks it might be the Fantic bugbear of the gear selector shaft. But he removes the clutch cover, dismantles the clutch and checks the gear linkage to find nothing amiss. There's not much oil about though. Keith is confident he filled it, but there's no sign of a leak.

Bruce looks worried; is the Army going to beat him to the Team Trophy?

All back together, the gearbox is topped up and Keith pulls away with a very clattery first gear. History shows that he did last the week, albeit very noisily.

Thierry Michaud is the last of our 'Specials'. It's only the second day, but he looks almost relaxed and carries the air of someone who knows he's on the way to victory. He has his orange drink and bites into a Mars bar.

The monoshock Fantic is all okay, but he carries out his own visual inspection and checks the tyre pressures before riding off to his eventual well-deserved win.

There were more Fantic riders in the Scottish than any other make. And the majority finished. History shows that Thierry Michaud won, Renato Chiaberto was fourth, Fantic took the Manufacturers Team Trophy, the Services Team Trophy and a host of class awards. But none of them could have done it without the back-up crew!

