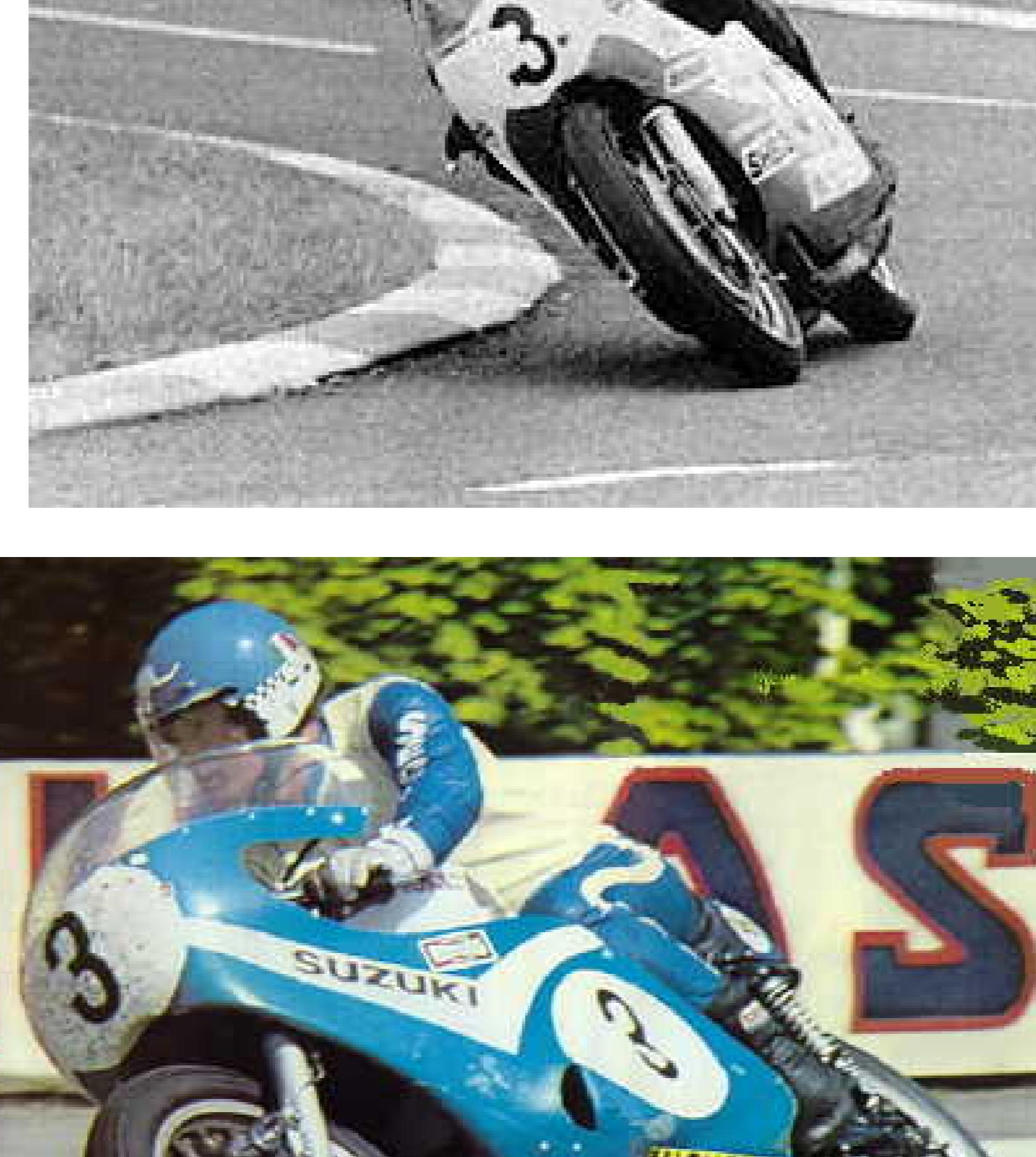




Jack Findlay

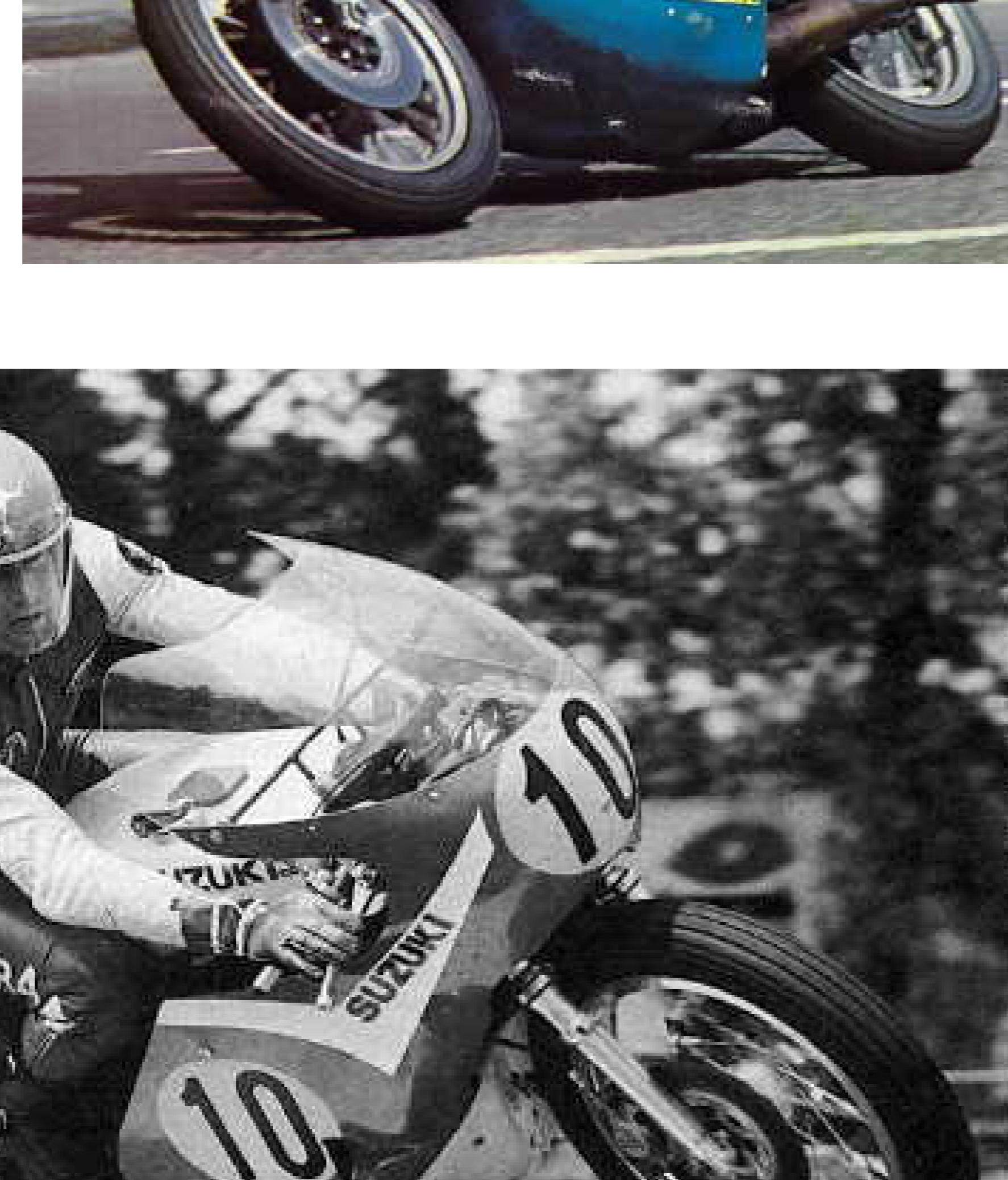
with the racing Suzuki 500 than Jac Findlay.

season on a Linto. He rode works TR500s in 1973 and 74 and helped develop the RG500. He beat Barry Sheene to win the 1975 FIM Formula 750 championship. His most cherished prize is winning the 1973 Isle of Man Senior TT after 15 years and 31 race starts.



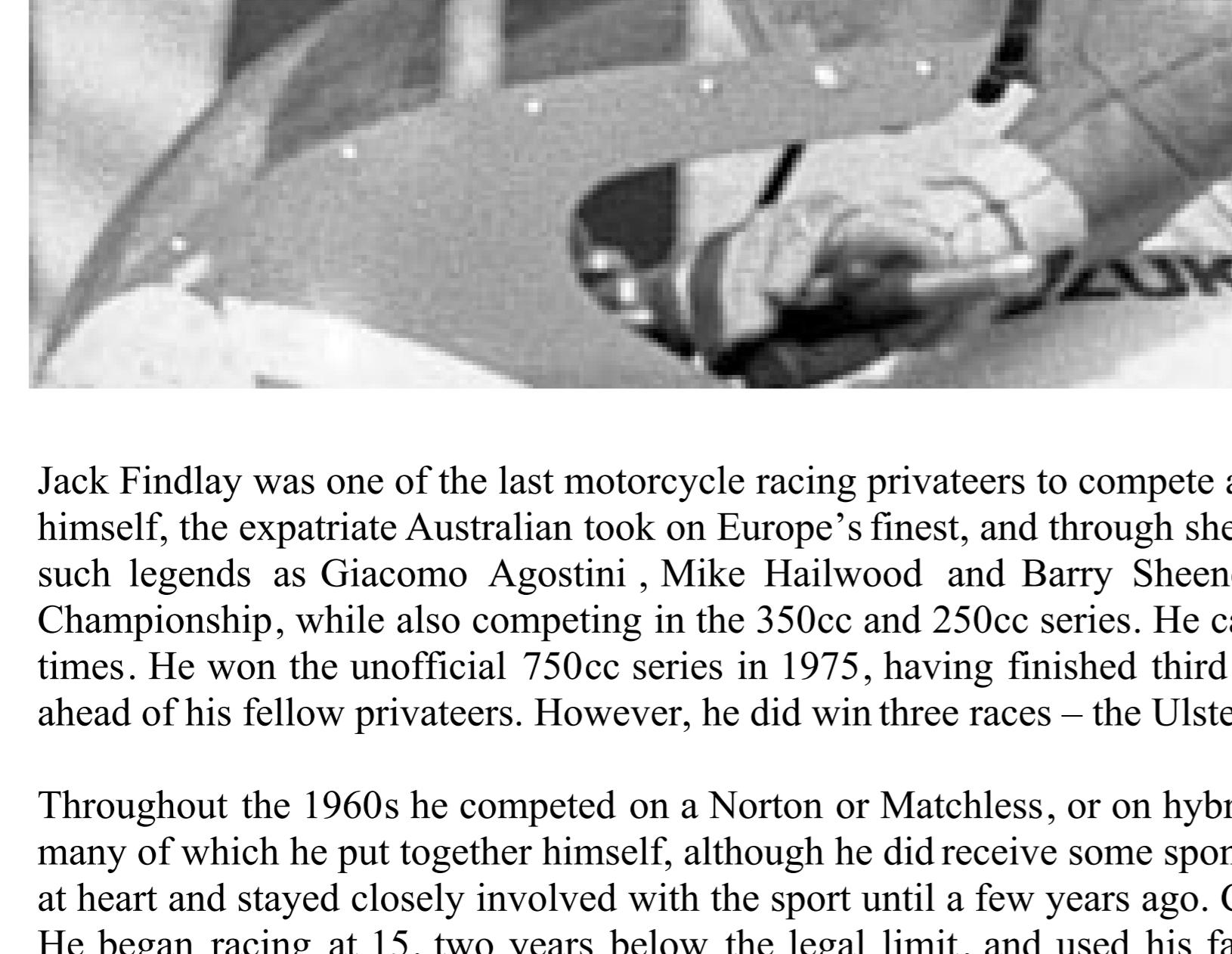
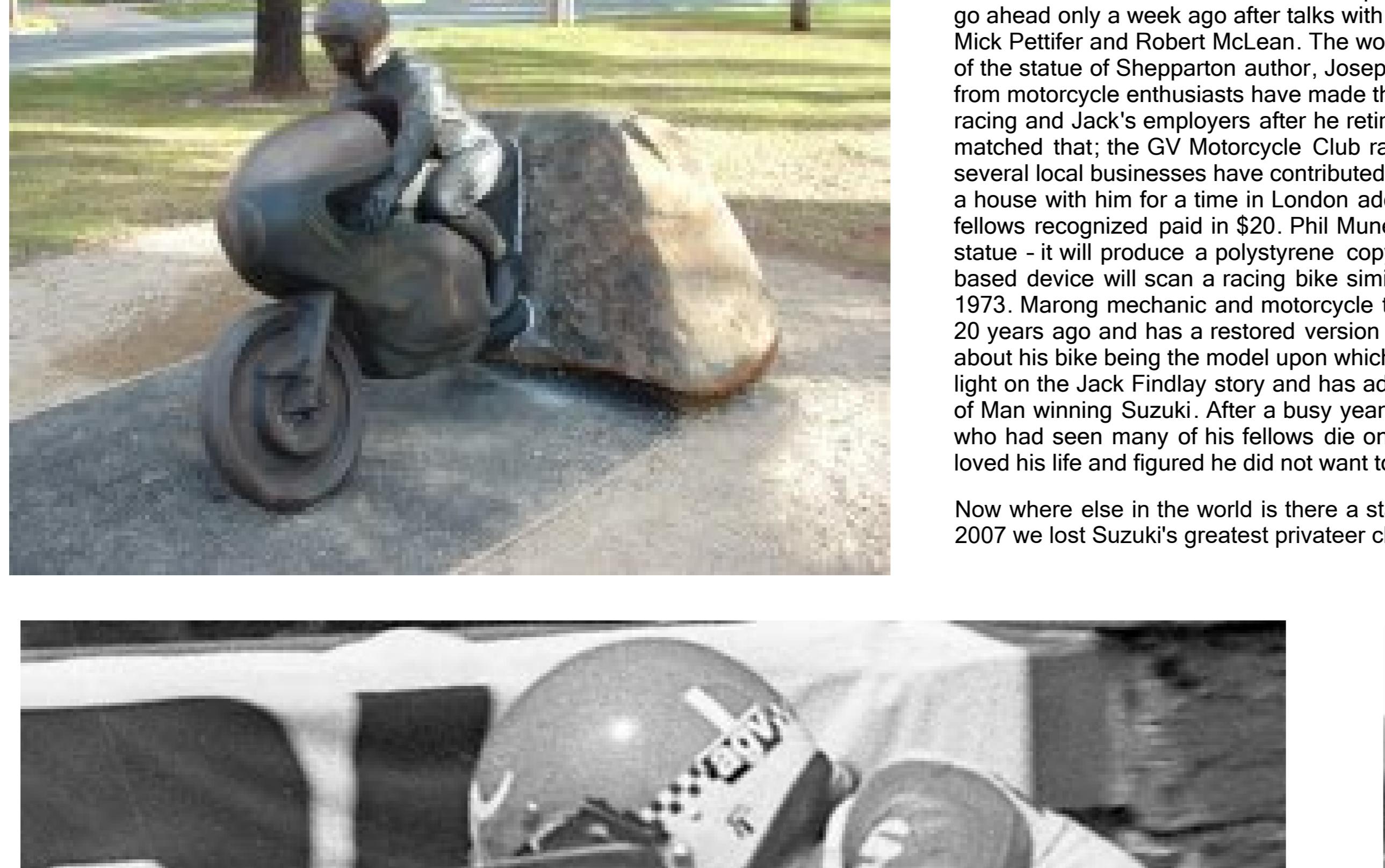
Isle of Man 1973

Suzuki Italia sponsored Jack on a water-cooled TR500 in 1973. He rode this machine to victory in the 1973 Senior TT. In 1974 he realised his ambition of a works contract riding for Suzuki on the new 500 Four and a TR750. Despite herculean efforts on the prototype Suzuki thought he was too old at 39 and did not renew his contract for 1974. Jack turned to a TZ750 Yamaha winning the 750 title. He pushed on, racing a production RG 500 in 1976. He won the 1977 500 GP at the Salzburgring which was boycotted by the works teams. After a serious accident in May 77 he finished his



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A black and white photograph capturing a shirtless man from the chest up, focused on working on a Suzuki motorcycle. He is leaning over the bike, his hands positioned near the front wheel and handlebars. The motorcycle's body is prominently branded with the word 'SUZUKI' in large, bold, capital letters. The background is dark and out of focus, making the man and the motorcycle the central subjects of the image.



In 1958 he came to Britain to join the “continental circus” of private riders in Europe, later the subject of a French documentary focusing on Findlay’s momentous 1968 season, which included his successes but also one of his many near-fatal accidents. In 1959 he competed in his first Isle of Man TT and became a familiar figure at the annual event in various categories over the next 18 years. Free from having to follow team orders, he would be back on a bike very soon after a high-speed crash, often against the advice of doctors and friends. His courage was combined with a keen intelligence and he was always seeking an extra edge and had the practical skill to turn his ideas into reality. At that time no racing parts were available from Suzuki, but their efforts were so successful that, in 1971, Findlay won the 500cc class at the Ulster Grand Prix. It was both his and Suzuki’s first 500cc world championship race win. This success won his support from the Italian Suzuki importer, who sponsored Findlay in some 750cc races in

1972. He and his business partner, Danielle Fontana, built their own 500cc bike, which they called the JaDa, using pistons lent by Suzuki, on which Findlay achieved eighth place in the 1972 world championship, having come second in the Czechoslovakian Grand Prix and third in Spain.

The following year he was given a water-cooled TR500 by the importers of Suzuki in Italy, where he was living, on which he scored his TT victory as well as finishing on the podium in the Belgian Grand Prix. In 1974 the Japanese manufacturer gave him a contract with the new 500 Four and a TR750, but despite being competitive on both machines, the company did not renew the contract when it expired. He then bought a pair of Yamahas and achieved moderate success on the 500cc while scoring a satisfying one-point victory over Sheene, his former Suzuki team-mate, in the unofficial 750 championship.

Findlay then went back to riding Suzukis and began building success, finishing eighth in the 1976 championship with a second place at the Swedish Grand Prix, followed by victory in the second grand prix of the following season in Austria. However, two races later in 1977 Findlay suffered a second fractured skull in a high-speed crash at Imola caused by a collapsed rear wheel. Although he was racing again within weeks, age and the expense of maintaining the new and temperamental two-stroke racers were against him. He finally quit, at the age of 43, after the 1978 German Grand Prix - almost exactly 20 years after making his European debut and 28 years after his first race in Australia. Having split from Nanou, Findlay married Dominique Monneret, widow of the French racer George Monneret. They lived at Vaucresson, near Paris, while he helped Michelin to develop tyres for road machines. He gave this up after a high-speed road crash in 1987 and became technical officer for DORNA, the Spanish-based company which promoted the world championship series that mutated into the present Moto GP set-up. In 1992 the racing authority, the FIM (Fédération Internationale de

Motocyclisme), appointed him grand prix technical director, in which his long experience as a rider and bike builder, as well as his fluent French and Italian, earned him the respect of competitors and crew. He was unofficious and friendly in his approach and would give mechanics a chance to change components that broke the regulations before imposing penalties. The job also allowed him to make regular visits back to Australia. He retired from the FIM in 2001.

