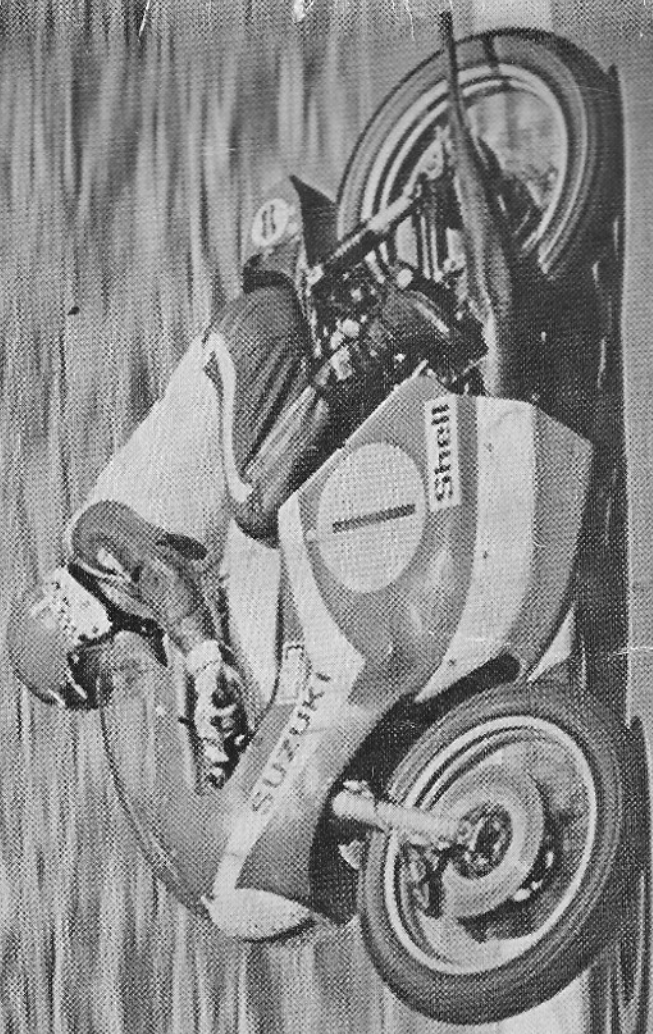


AT PITCAIRN HOTEL
+ BILL BARKER
+ PETE BATES
+ BRIAN KAY

The World Championship Road Races

Official Souvenir Programme

and Guide
60p



NUMBER ONE!

Motor Cycle — Number One for reports and photographs of
the T. T. Races, and for everything about motorcycles and motorcycling.

Motor Cycle

The Midweek Special



DUNLOP

leading the field
to give you the best

Superbike '74 Award from MOTOR CYCLE
Machine of the Year '73 & '74 Awards from MOTOR CYCLE NEWS
"It's engine is a marvel of power and reliability" Quote from the American CYCLE Magazine - January 1975

The Kawasaki Z1 900 is today's most successful supersports touring machine.

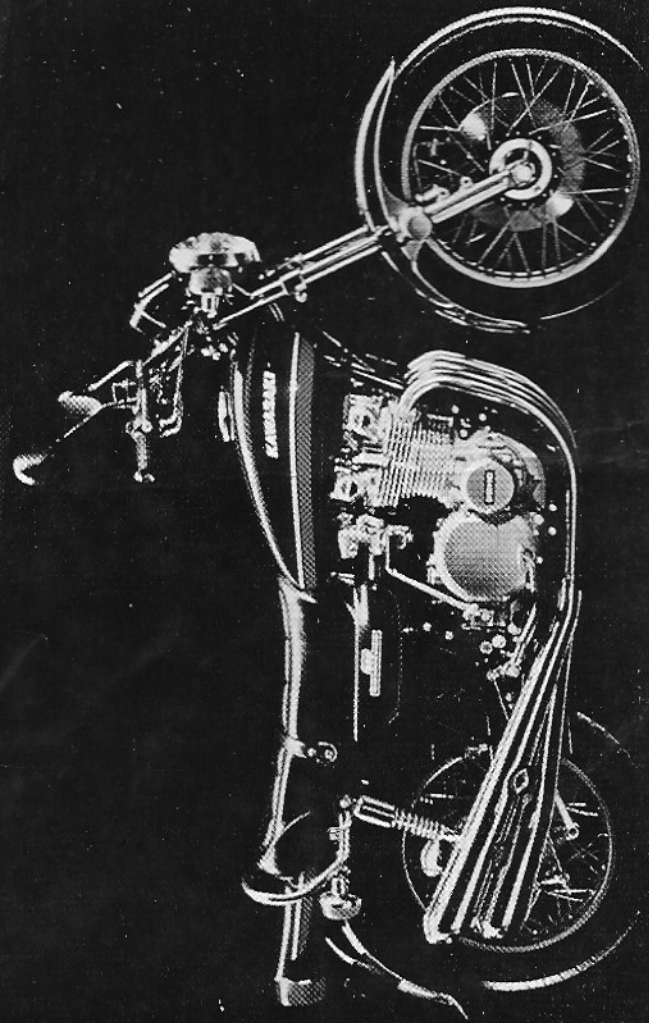
And it's a machine that an experienced rider can handle with confidence, because it has been proven reliable in the toughest tests of all: long-distance endurance road racing. The powerful 4-cylinder 4-stroke engine was the basis of racing machines that won the most gruelling events against the strongest competitors:

- Bold'Or 24hr/France Godier/Genoud
- Le Mans 1000km/France Ruiz/Choukroun
- Barcelona 24hr/Spain Godier/Genoud
- Oss 24hr/Netherlands Wal/Kasteren
- Mettet 1000km/Belgium Godier/Genoud



Kawasaki Motors (UK) Ltd

Radix House, Central Trading Estate, Staines, Middlesex TW18 4XA



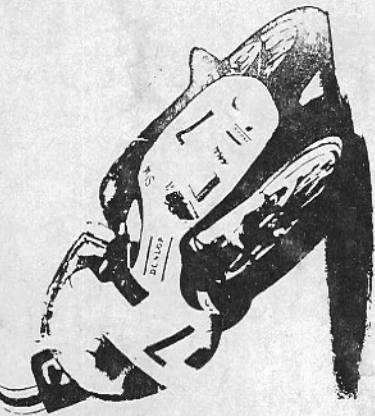
INTERNATIONAL
Tourist Trophy Races
Isle of Man

MAY 31, JUNE 2, 4, 6, 1975

Official Souvenir Programme and Guide

CONTENTS

	PAGE
Map of the TT Circuit.....	loose insert
Timetable of the Meeting.....	5
Chairman's Report.....	6
Officials of the Meeting.....	8
The Awards.....	10
Presentation of Awards & Acknowledgements.....	12
Patrons and Organising Committee.....	14
Helmut W. Bonsch.....	16
Racing Services.....	18
Works Team.....	25
Scorecard and List of Entries.....	29
Production 500cc Class.....	30
Production 250cc Class.....	34
Production 1000cc Class.....	36
Junior 350cc.....	42
Sidecar 500cc.....	48
Senior 500cc.....	54
Sidecar 1000cc.....	68
International Lightweight 250cc Classic 1000cc.....	74
TT Mountain Course Speed Table.....	80
Where to Watch and How to Get There.....	88
Witness for the Defence.....	90
'Riders' Portrait Gallery'.....	102
TT Winners.....	106
TT Fastest Laps.....	109
TT Fastest Laps.....	113
IMPORTANT NOTICE TO ALL SPECTATORS.....	116



Scorecard and List of Entries are Strictly the Copyright of the Auto-Cycle Union, 31 Belgrave Square, London SW1X 8QQ

Programme published by

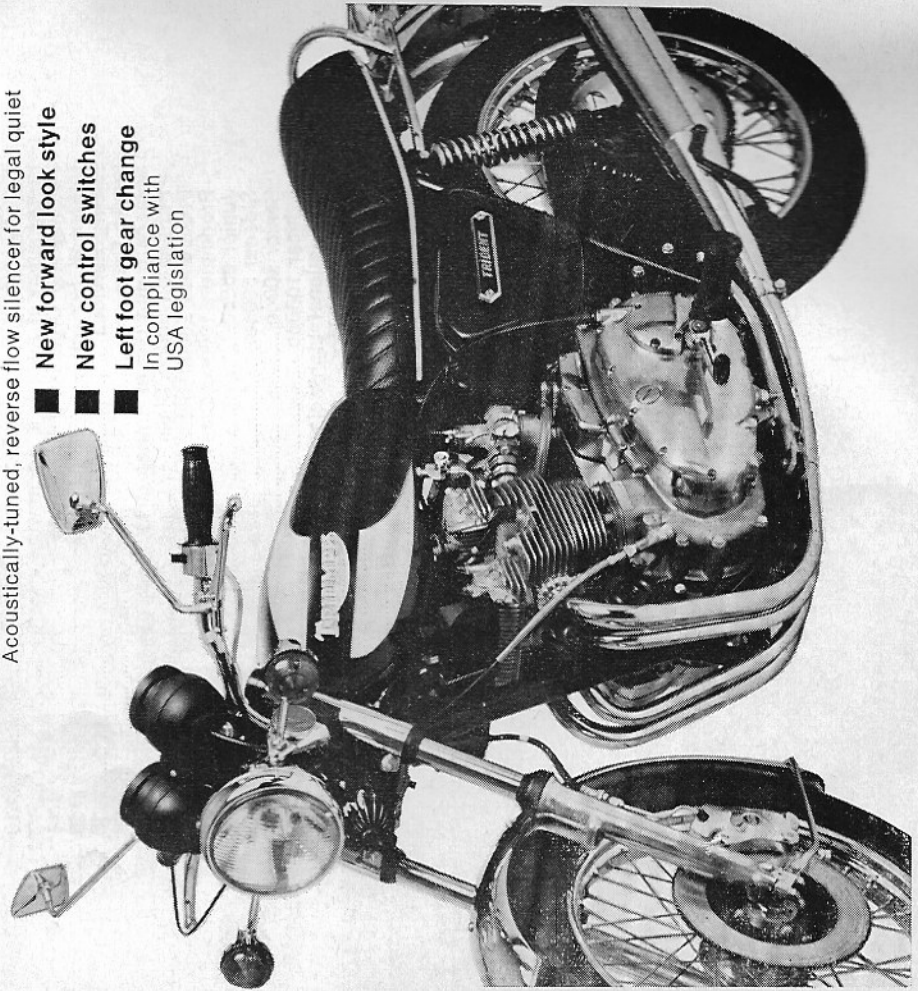


Maurice Spalding Publicity, 304 Sangley Road, London, SE6 2JT. Tel.: 01-698 7377.

Power

The New 750 Trident T160 New for '75

- Electric start
- Rear disc brake Hydraulic operation
- Deep note sound
Acoustically-tuned, reverse flow silencer for legal quiet
- New forward look style
- New control switches
- Left foot gear change
In compliance with
USA legislation



choice

The New Commando 850 Mk3 New for '75

- Electric start
- Rear disc brake Hydraulic operation
- Improved Isolastric
Sprung head - steady for even better isolation
- New seat
Hinged, lockable, improved contour and comfort
- New control switches
- Left foot gear change
In compliance with
USA legislation



Norton Triumph Europe Limited
Andover, Hampshire SP10 5BD
Tel: Andover (0264) 61411



Cromwell SPEEDSAFE

COMPETITION HELMETS for Car and Motorcycle Racing Drivers
Conforming to BS 2495

Here they are, two helmets that are top of their class. Made from the best quality materials to the highest standard and rigorously tested to meet all requirements of BS 2495.

Backed with over 50 years experience and intensive research, these helmets have been specially designed to combine maximum safety with comfort and style. Cromwell safety headwear, used by top racing drivers on the most famous tracks and circuits throughout the world.

If it's a CROMWELL — you can be sure it's safe.



◀ CROMWELL 'DUKE' ▶
Integral racing helmet that is top of its class. Comfortable and lightweight — complete with wide-vision hinged visor.
A real winner.
Available in two sizes and a choice of colours.

SMALL 6½-7 (53-57)
LARGE 7¼-7½ (58-61)



◀ CROMWELL 'PRINCE' G750
Top quality racing helmet designed for use with telephone receivers (as used by Police and Services). Boom microphone can also be attached.
Light and comfortable to wear.
Colour: White. Range of 4 sizes in 2 shell sizes.

HELMETS LIMITED · Wheathampstead · St. Albans, Herts, England

Timetable of the Meeting

PRACTICE PERIODS

Monday 26th May, Tuesday 27th May, Wednesday 28th May, Friday 30th May.
18.20 hrs.—19.00 hrs. 19.05 hrs.—19.45 hrs. 19.50 hrs.—20.30 hrs.
350 c.c., 500 c.c., Open 250 c.c. All Production Classes. Sidecars.
Classic.
Thursday 29th May 14.10 hrs.—14.50 hrs. 15.40 hrs.—16.20 hrs.
350 c.c., 500 c.c., Open 250 c.c. All Production Classes. Sidecars.
Classic
Saturday 31st May from 05.30 a.m. to 06.30 a.m. if required.

ROADS CLOSED TO THE PUBLIC

Morning: 5.10 a.m. — 7.10 a.m.
Thursday Afternoon: 1.50 p.m. — 5 p.m.
Evenings: 6 p.m. — 9.10 p.m.

PRE-RACE EXAMINATIONS AT TT GRANDSTAND AREA

The Pre-Race Examinations for all Races will be on the morning of each Race day commencing at 9 a.m. on Saturday 31st May, and 8 a.m. on other Race days.

RACE DAYS

	Production Machine TT — 10 laps (3.30 p.m.)	250 cc 500 cc 1,000 cc	Race Colours Black Yellow Red
Saturday, 31st May			
Monday 2nd June	350 cc Solo World Championship — 5 laps (11 a.m.) 500 cc Sidecar World Championship — 3 laps (approx. 2.30 p.m.)		Blue
Wednesday, 4th June	500 cc Solo World Championship — 6 laps (11 a.m.) 1000 cc Sidecar Race — 3 laps (approx. 3 p.m.)		Black
Friday, 6th June	250 cc Solo World Championship — 4 laps (11 a.m.) Open Classic TT — 6 laps (approx. 2 p.m.)		Yellow Yellow Green White

ROADS CLOSED TO THE PUBLIC

Saturday 31st May, from 3.10 p.m. (2.50 p.m. Glencrutchery Road) to 9.30 p.m. at latest.
Monday 2nd }
Wednesday, 4th } from 10.40 a.m. (10.20 a.m. Glencrutchery Road) to 6 p.m. at latest.
Friday, 6th } (Delayed start excepted)

Grandstand admissions from 2 p.m. Saturday. 10 a.m. other race days.

TT GRANDSTAND BOOKINGS, VILLA MARINA, DOUGLAS (Douglas 4171)

ACU RACE HEADQUARTERS — TT GRANDSTAND Douglas 4161 (Race Days only)
TT RACE OFFICE Douglas 3227
PRESS OFFICE Douglas 21323

Vernon Cooper - Chairman of the FIM Organising and ACU Road Racing Committees



It is not altogether a very comforting thought that, after almost 70 years of TT organisation, the ACU finds its 1975 classic subjected to microscopic examination by the world governing body of motor cycle sport—the Federation of International Motorcyclists (FIM).

No one is questioning the right of the FIM to closely examine every aspect of a meeting upon which it has bestowed classic status — but I would question the motives behind the selection of the TT meeting for this inquisition. Not to question those motives is to accept that the TT, of the 12 World Championship meetings held each year, is the one least worthy of classic status. Would you accept that conclusion?

I have a strong feeling that if a referendum (so popular these days) could be held, the FIM would receive something of a shock. Perhaps that shock would be strong enough as to cause the FIM to re-think its whole policy, especially with regard to the present state of their World Championship Road Races.

I find it difficult to believe that the FIM are not aware, as is the least qualified racing enthusiast, that the World Championships are fighting a losing battle for supremacy against big-money but lower-status meetings. I find it equally difficult to understand why the FIM seem content to allow these big-money meetings to impinge, date-wise, on their classic meetings. Time

was when it was mandatory to have a seven-day period between international meetings but pressure on dates put an end to that — to the detriment of many of the more important fixtures.

In all the debate which has surrounded the TT at recent FIM meetings one point has been clearly established — that the TT is a unique event and that it should be retained on the annual Calendar. Only the future status of the TT is in question. We are told that because several of the current top riders do not take part, the TT should not be a World Championship event.

The ACU question the wisdom of that reasoning — top riders, however good, are transient on the racing scene — the FIM is permanent. Who is to say that the next generation of top riders, already making their appearance, will not be very much in favour of the TT?

Those top riders who absent themselves, appear to have the support of the manufacturers of their machines. I wonder if those manufacturers have really given deep thought to the implications of their support? Motor cycle road racing, with the emphasis on **road**, was born, nurtured and developed into its present eminence by the combined skills of the manufacturers and the riders — with the end in view that the manufacturers sold their over-the-counter motorcycles on the results obtained by their factory-entered riders. Are we to accept, then, that the manufacturers of modern racing motor-cycles find that their products are unsuited

to providing racing performance to required standards of speed and safety for races held over normal roads, although perfectly suitable for races held over enclosed tracks? Since the 'attack' on the TT is clearly the opening round of an attack on all races held on pure road circuits, the manufacturers must forgive those of us who, perhaps mistakenly, read that inference into their support.

Or perhaps, in these "super-star" days, the sport of road racing is taking the same path as that of Formula 1 motor racing, or even motor cycle speedway racing — where the glamour attaches to the driver and not one in a thousand spectators could tell you the name of the winning machine. Do the manufacturers wish for this to happen?

The ACU is not unduly concerned about the close scrutiny to which the TT is being subjected. As Chairman of the TT Committee, I have every confidence in the ability of every single officer on duty, in whatever capacity, around our Isle of Man circuit. That apart, may I add that since our TT meeting became the subject of critical words — and critical actions — we have discovered something that we always suspected — that the TT has a large number of influential and sincere friends.

Let us now get on with the 1975 TT — silence our critics — and re-affirm what we already know — The Isle of Man TT Road Races are the most important in the world.

Vernon Cooper

Officials of the Meeting

FIM Steward

Stewards of the Meeting
(International Jury)

Mr. M. Paglia (Italy)
Mr. N. E. Dixon, OBE (President)
Mr. V. Cooper
Mr. G. E. Duke, OBE
Mr. N. E. Goss
Mr. Henry Kelly, OBE
Mr. W. McMaster (Ireland)
Mr. E. G. Cope

Secretary to the Jury

Chief Marshal

Deputy Chief Marshal

Chief Scrutineer

Deputy Chief Scrutineer

Assistant Scrutineers

Engine Measurer

Judge

Finishing Flag Marshals

Consulting Chemist

Assistant Consulting Chemist

Public Address

Course Radio Communications

Control Officers

Assistant Control Officers

Chief Depot Marshal

Depot Marshals

Travelling Marshals (Cars)

Course Travelling Marshals (Motorcycles)

Sector Marshals on the course

Deputy Sector Marshals

Mr. F. Weedon (Chief Constable)
Mr. R. C. Corrin (Deputy Chief Constable)
Mr. L. C. Harfield
Mr. L. B. Caldecott
Messrs. J. Anelay, J. Ashworth, F. Brindley, G. M. Carter, H. Creer, D. Dunford, B. Godier, S. Grainger, Mr. & Mrs. E. L. Griffiths, R. Insley, R. Payton, M. Postlethwaite, S. Stanner, D. Tyler, B. Williams.

Mr. J. K. Harding

Mr. G. D. Hanson

Messrs. W. Boak (i/c), E. Bancroft, H. Bennett, A. Garratt, F. Kennish, J. B. Parys.

Mr. R. Arnot (IoM Government Analyst)

Mr. R. Hands

Mr. P. Kneale of Manx Radio

Units of the Isle of Man Civil Defence Commission
(Mr. F. Bosward i/c)

Messrs. P. J. Kneale and J. J. Wood

Messrs. W. Boak, I. Cannelli, J. H. S. Cowley, H. D. N. Hanson, M. S. Kelly, G. R. M. Moore

Mr. F. A. Kennish

Messrs. E. Bancroft, E. Lockett, C. E. Curtis, H. E. I. Bennett, K. K. Teare

Messrs. J. B. Mylchreest, OBE (i/c), C. D. Baird, and D. B. Mylchreest.

Messrs. A. W. Killip (i/c), D. Evans, J. Harding, A. E. Moule, G. Short

Messrs. G. P. T. Corkill, A. G. Corlett, J. R. Gelling, G. C. Madoc, OBE, T. Nicholson, H. P. Quallrough, P. Quayle, J. Quilleash, P. A. Townsend.

Messrs. A. Bailey, D. Barron, J. Brown, J. Byrne, H. Cannon, M. Corkill, B. T. Corlett, E. Duke, G. W. Gelling, K. I. Harrison, S. T. Kermeen, D. Knox, H. E. Leece, F. Matthews, K. Milligan, W. A. Moore, R. N. Mackenzie, K. Parker, W. Radcliffe, R. L. Reeves, K. Teare, F. Warburton.

Enclosure Officials

Messrs. D. E. C. Corkill, N. Gill, J. B. Thomas, R. A. Black.

Chief Timekeeper

Mr. S. A. Nicholls

Timekeepers

Messrs. R. C. Alcock, J. P. Callin, P. Corkill, Dr. W. E. Pycraft, J. T. K. Shimmin.

Chief Time Auditor

Mr. G. A. Quinney

Time Auditors

Messrs. M. Black, E. Brown, K. Caley, L. C. Clague, J. H. Corlett, J. Creney, G. V. Crosby, E. E. Edge, K. Halsall, M. Kelly, P. Kneen, B. Kissack, D. Lands, A. McClements, D. McGowan, L. McDowell, C. Matthewman, D. Morgan, W. J. Quirk, J. Radcliffe, K. Radcliffe, B. M. Shimmin, T. B. Shimmin, R. Skillicorn, J. W. L. Stott.

Controller, Scoring Board

Mr. H. Butterworth

Assistant Controller, Scoring Board

Mr. C. V. Trafford

Scoring Board

Messrs. L. Burrell, L. A. Taylor, A. Jordan, A. Teare, B. W. Walton, K. H. Barber, S. Angood, D. Savage, M. I. Savage, T. H. Babb.

Chief Scoreboard Auditor

Mr. R. Kelly

Scoreboard Auditors

Messrs. E. Chrystal, P. Newson.

Chief Press Officer

Mr. W. E. Swann

Assistant Press Officers

Mr. J. C. Clague, Mrs. U. Colgan, Miss C. Swann

Press Liaison Officer

Mr. A. Robinson

Chief Medical Officer

Dr. J. P. Cullen

Deputy Chief Medical Officer

Dr. P. Reel

Medical Officers

Dr. E. Ashton, Dr. A. H. Barker, Dr. S. R. A. Beckett, Dr. J. E. Brownson, Dr. W. R. Costain, Dr. B. A. Cousins, Dr. L. C. Cowley, Dr. G. A. Cumming, Dr. T. H. Dairymple, Dr. A. David, Dr. R. Eardley, Dr. S. L. Gooding, Dr. R. Hamm, Dr. G. Hampton, Dr. R. F. Jackson, Dr. R. B. Jones, Dr. J. R. McDonald, Dr. E. J. Mann, Dr. F. A. Milne, Dr. P. J. Mulcany, Dr. C. W. Nichols, Dr. J. Parkes, Dr. J. G. Paton, Dr. J. M. Rolfe, Dr. J. Swan, Dr. C. J. de Vere Shortt, Dr. V. Smith, Mr. R. S. Taylor, and Medical Officers for Ballamona and Nobles Hospitals.

Honorary Medical Officers at Nobles Hospital

Mr. H. G. Almond, Dr. S. B. de C. Baker, Mr. N. R. Batey, Dr. A. J. Boutbee, Dr. R. E. Bourdillon, Dr. D. J. Bowles, Mr. W. A. Carling, Dr. B. B. Harrison, Mr. N. A. James, Mr. R. L. Lamming, Mr. J. O. Lee, Dr. D. E. Leece, Dr. C. G. Pantin, Dr. J. W. R. Sarkies.

Medical Staff

The British Red Cross and the St. John Ambulance Brigade and St. John Association

Enclosure Manager

Mr. G. E. Faragher

Paddock Control Officer

Mr. W. G. Boddice

Course Contractor

Mr. T. L. Clarke

Drivers' Liaison Officer

Messrs. F. Hanks, A. E. Moule

ACU Headquarters Staff

Mrs. B. Davies, Mr. P. Finnigan, Mr. P. Hudson

Assistant Secretary of the Meeting

Mr. D. Jackson

Deputy Clerk of the Course

Mr. A. B. Mulliee

Clerk of the Course and Secretary of the Meeting

Mr. K. E. Shierston

The Awards

PREMIER AWARDS

TO THE WINNER OF EACH OF THE FOUR RACES COUNTING TOWARDS
THE 1975 WORLD CHAMPIONSHIPS

THE SENIOR, JUNIOR, LIGHTWEIGHT, SIDECAR (500cc)

TOURIST TROPHY

TO THE WINNER OF THE 1000cc SIDECAR RACE

FRED W. DIXON TROPHY

TO THE WINNER OF EACH CLASS IN THE PRODUCTION MACHINE TT

PRODUCTION MACHINE TROPHY

TO THE WINNER OF THE "OPEN CLASSIC" RACE

THE OPEN CLASSIC TOURIST TROPHY

	Senior	Junior	Lightweight	Sidecar Races 500cc	1000cc	Production Machine TT	Open Classic
1st	£1,000	£600	£500	£600	£600	£250	£1,500
2nd	£500	£300	£250	£300	£300	£150	£750
3rd	£250	£210	£175	£240	£240	£100	£500
4th	£200	£175	£150	£200	£150	£75	£200
5th	£175	£150	£125	£180	£90	£60	£150
6th	£150	£120	£100	£150	£75	£50	£100
7th	£100	£90	£75	£120	£69	£30	£90
8th	£75	£60	£50	£75	£60	£20	£80
9th	£60	£50	£45	£60	£51	£10	£70
10th	£50	£40	£40	£45	£45	£5	£60
11th	£40	£35	£35	£30	(Plus class awards totalling £1,230)		£50
12th	£30	£30	£30	£15			£40
13th	£25	£25	£25	(For the sidecar races prize money includes one- third paid to passengers)			£30
14th	£20	£20	£20				£20
15th	£15	£15	£15				£15
16th	£10	£10	£10				£10
Totals	£2,700	£1,930	£1,645	£2,015	£1,680	£1,980	£3,665

(Provided that the driver finishes within 25 minutes of the winner's total time in the 6 lap races and within 20 minutes in other races.)

FASTEST LAP AWARDS

Senior TT The Jimmy Simpson Trophy
Junior TT The Motor Cycle Trophy
Lightweight (250) TT The Motor Cycle News Trophy
Open Classic Race The 'TT Special' Trophy
Sidecar TT (500cc) The Walter Handley Trophy
Sidecar TT (1000cc) The Peter Chapman Trophy
Production TT The John Hartle Trophy

SPECIAL AWARDS

The Ray B. Westover Trophy For the Best Newcomer.
The Overseas Newcomers Trophy For the Best Newcomer from Overseas.
The Joe Craig Trophy For the Best Overall Performance (Other than the Winner) by a British Driver and Machine in the Solo Races.
The Terry Vinicombe Trophy For the Best Overall Performance (Other than the Winners) by a British crew and Machine in the Sidecar Races.
'Motor Cycle' Challenge Cups To the Dealer Entrant with the best Performance in each of the Senior, Junior and Lightweight 250cc Races.
The Frank Cope Trophy To the driver in the 250cc TT whose performance is judged to be the most meritorious having regard to his age.

TEAM AWARDS

Manufacturer's Team Prizes To the teams of three entered by a Manufacturer or Agent in each Race.
Club Team Prizes For a Club team of 3 in each Race.

REPLICAS

'Silver' Replicas To the first 10% of starters to finish in each Race (other than the Production Machine Race). Passengers in the Sidecar Races will also receive the Award.
'Bronze' Replicas To the first 10% of starters to finish after the Silver Replica winners. Passengers in the Sidecar Races will also receive the award.

Production Machine Race

A 'Silver' Replica to the first three drivers to finish in each class.

A 'Bronze' Replica to drivers finishing 4th, 5th and 6th in each class.

A plaque to every driver and passenger other than a replica winner who is classified as a finisher.

Presentation of Awards

The Presentation of Awards will be held at the VILLA MARINA, Douglas.

Production Machine TT, Solo (350 cc), Sidecar (500 cc)
TT Races — Monday, 2nd June, at 9.30 pm.

Presentation by

His Honour the First Deemster and Clerk of the Rolls, R. K. Eason, LL.B.

Solo (500 cc) and Sidecar (1000 cc) TT Races — Wednesday, 4th June, at 9.30 pm

Presentation by

His Worship the Mayor of Douglas, Councillor W. Shimmin, JP

Solo (250 cc) and 1000 cc Open Classic TT Races — Friday, 6th June, at 9.30 pm.

Presentation by

His Excellency the Lieutenant Governor of the Isle of Man,
Sir John Paul, GCMG, OBE, MC.

The ACU wishes to record its appreciation of the generosity of the following donors of Awards: The Government of the Isle of Man; Associated Motorcycles Limited; Arthur Birkett, Esq.; Tom Handley, Esq.; Mrs. Joe Craig; 'Motor Cycle'; 'Motor Cycle News'; S.E. Centre ACU; Ray B. Westover, Esq.; The Middlesbrough & DMC; Peter Chapman, Esq.; Mrs. Shelagh Hartle; Mrs. Maureen Vinicombe; 'TT Special'.

Acknowledgements

The ACU records its thanks to the following firms and individuals for their contributions to the success of the meeting.

BLMC (Austin Morris), Birmingham

Loan of cars for official road opening and closing duties
(via Mychreest Motors Ltd.)

Norton Villiers Triumph Ltd.

Loan of Motorcycles for travelling marshals

Joseph Lucas Ltd.

Electrical signs

Shell Marketing Ltd.

Fuel facilities for competitors

Möbet & Chandon Ltd.

Champagne for the garlanding ceremonies and the Press Reception

Champion Spark Plug Co. Ltd.

Drivers' refreshments and assistance with press facilities
Financial assistance towards the provision of the helicopter ambulance service

Isle of Man Tourist Board

Assistance with ambulance and hospital services

Isle of Man Health Services Board

Supply of overalls for scrutineers

B.P. Limited

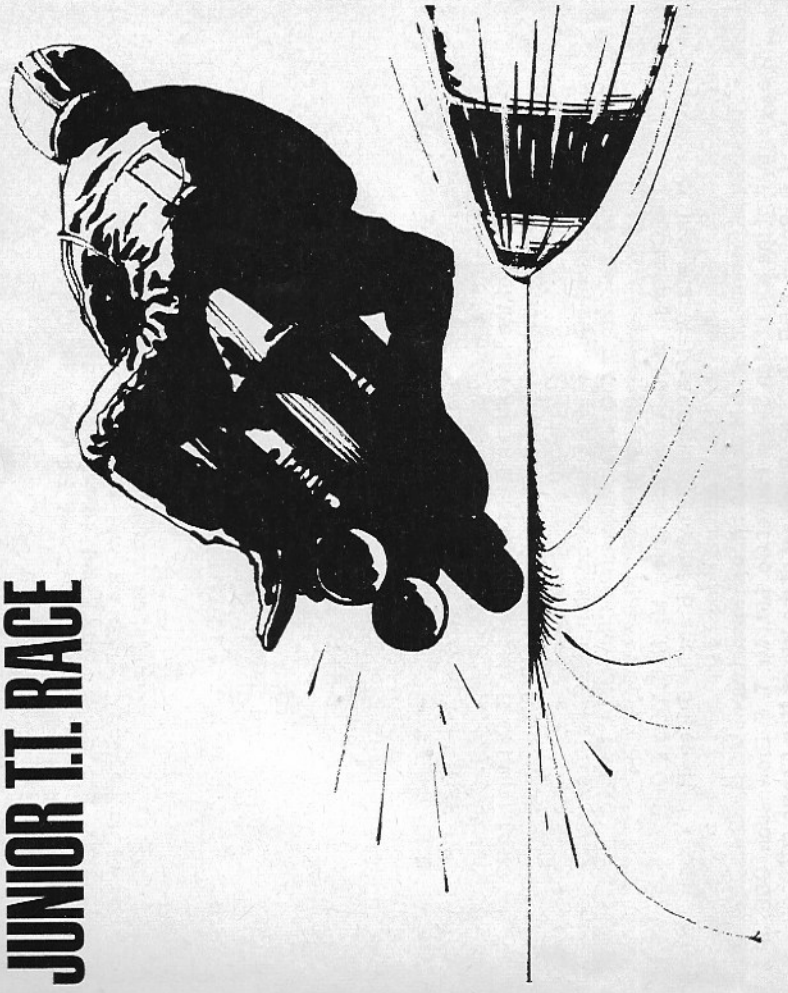
Drivers' refreshments during practice week

T. D. Lowey & Sons Ltd., & Members of

the Staff.

And to all voluntary officials and those who have assisted.

SINCE 1907 SMITHS INDUSTRIES HAVE BEEN INSTRUMENTAL IN WINNING ALMOST EVERY SINGLE SENIOR AND JUNIOR T.T. RACE



VEHICLE INSTRUMENTS, KLG AND LODGE SPARK PLUGS BY SMITHS INDUSTRIES

The people who show you how to be a better driver



50 Osgate Lane, Crickleywood, London NW27J8

The 1975 International Tourist Trophy Race Meeting

Organised by the Auto-Cycle Union
31 Belgrave Square, SW1X 8QQ

under the International Sporting Code of the FIM, the General Competition Rules of the ACU and the Supplementary Regulations.

PATRON OF THE AUTO-CYCLE UNION
HRH The Prince Philip, Duke of Edinburgh, KG

PATRONS OF THE MEETING

His Excellency the Lieutenant Governor of the Isle of Man, Sir John Paul, GCMC, OBE, MC

The Most Honourable the Marquis Camden, DL, JP

His Honour the First Deemster and Clerk of the Rolls, R. K. Eason, LL.B

The Speaker of the House of Keys, The Hon. H. C. Kerruish, OBE, CP

The Chairman of the Highway & Transport Board, Mr. R. E. S. Kerruish, MLC, CP

The Chairman of the Isle of Man Race Committee, Mr. E. C. Irving, MHK

His Worship the Mayor of Douglas, Councillor W. Shimmin, JP

His Honour S. J. Kneale, CBE

The President of the Motor Cycle Association, Mr. E. F. Brockway

The Chairman of the Royal Automobile Club, Mr. A. Polson

Lord Essendon, Patron of the TT Riders' Association

The Chairman of the Auto-Cycle Union, Mr. N. E. Dixon, OBE

The President of the Isle of Man Central Council Branch, British Red Cross Society,
the Rev. F. M. Cubbon, Hon.CF, DC

The Insular Commissioner, Isle of Man Scouts' Association, Mr. G. Steer, JP

The Chairman of the Isle of Man Steam Packet Co. Ltd., Mr. T. E. Brownson, OBE, JP

Mr. J. B. Bolton, OBE, MLC, JP, President of the Isle of Man Centre ACU

Mr. G. D. Hanson, President of the Manx Motorcycle Club

Mr. S. T. Huggett (Past Secretary of the Auto-Cycle Union)

Mr. K. S. Topping (Past Hon. Treasurer of the Auto-Cycle Union)

Mr. A. B. Bourne, CIMecE.

ORGANISING COMMITTEE

Mr. V. Cooper (Chairman)

Mr. N. E. Dixon, OBE

Mr. N. E. Goss

Mr. F. Hanks

Mr. L. C. Harfield

Mr. W. G. Boddice

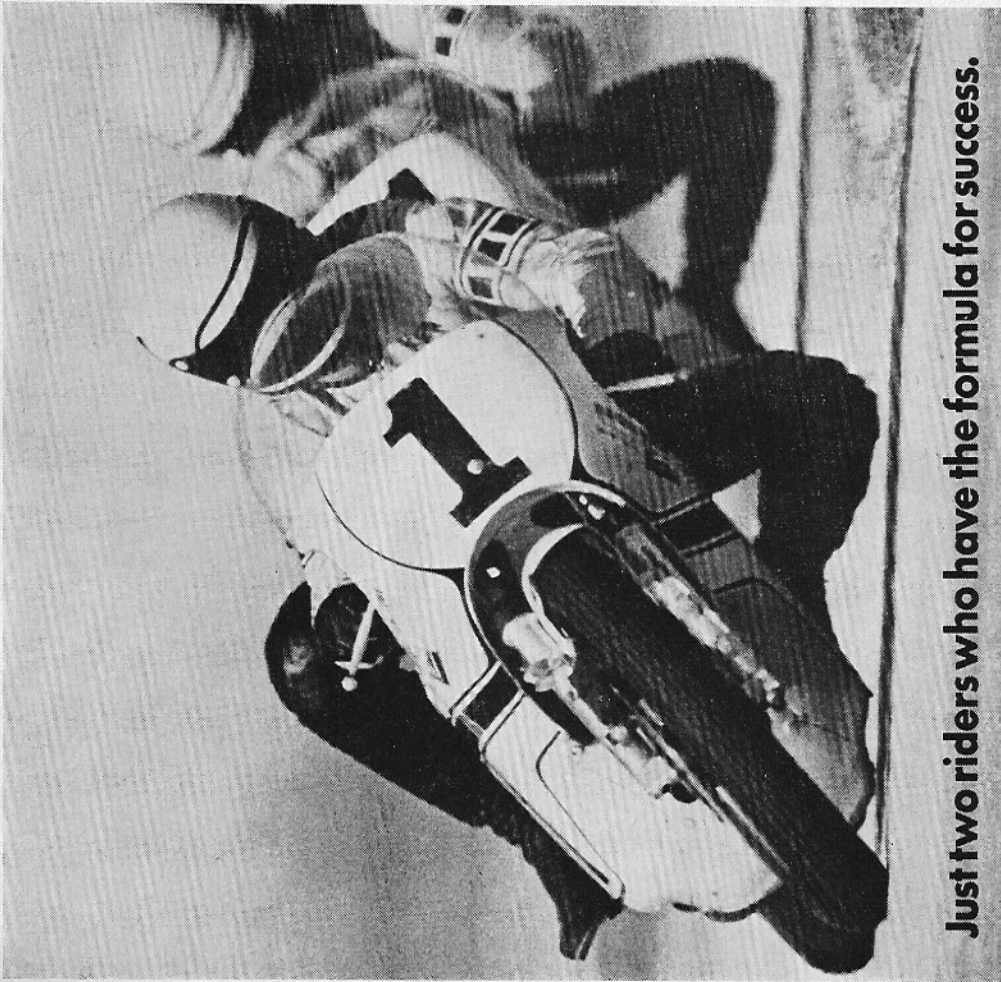
Mr. L. Bond

Mr. E. G. Cope

Mr. E. C. Irving, MHK

Mr. A. B. Mullee

Mr. W. E. Swann



Just two riders who have the formula for success.

Ken Roberts (l) duels teammate Don Castro in 250cc road race.

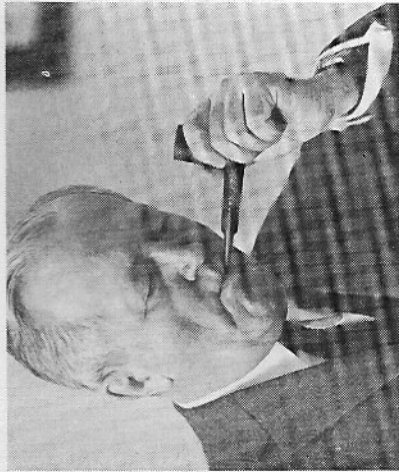
But there are thousands more who depend on the reliability and performance they get from Champion. They ride Suzuki, Yamaha, BMW, Honda, Kawasaki, Husqvarna - in fact just about every make of bike going.

You name it, Champion has a plug for it.
For road, track or trials.

Have you got the formula for success?



We support the sport.



Helmut W. Bonsch is respected throughout the world for his knowledge of motorcycle design and manufacture, as well as his sound judgement as an international sporting administrator.

More than 40 years ago I came for the first time to the Isle of Man, determined to solve the mysteries of high speed engineering with camera and note-book, stop watch and slide rule. I was quite prepared to see some good sport and interesting engineering developments, but what I actually found overwhelmed me.

This beautiful and difficult course was the place where ideas must be created for the development of a better and safer motorcycle for the future, including brakes and suspension, tyres and steering. Here, not only was sheer power necessary, but excellent road holding was an essential factor for success.

Forty years of development have transferred the technique of designing engines from this training ground, into the cool atmosphere of scientific laboratories. A tremendous increase in power has been the result and those responsible for frame design have tried despairingly to maintain the same pace with the development of suspension, brakes, chains and tyres. In the meantime new courses have been built with the bends carefully calculated and with smooth surfaces, designed to accept the extreme speeds of this ultra modern machinery. There is no doubt that these tracks prove very attractive to spectators and provide opportunities for

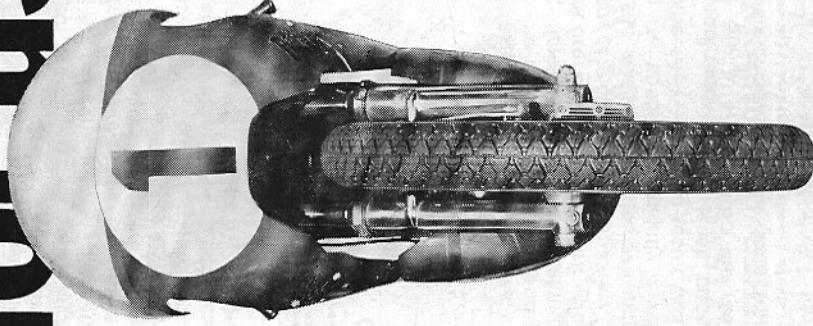
convincing demonstrations of engineering achievements, but I wonder if this is really the way to create true technical progress for the benefit of the modern motorcycle, in the hands of the normal rider. Everything learned on these tracks can equally well be simulated on modern test benches.

We must not construct roads for engines with characteristics which are more and more remote from those of the normal road vehicle, but rather must we build racing machines for normal roads.

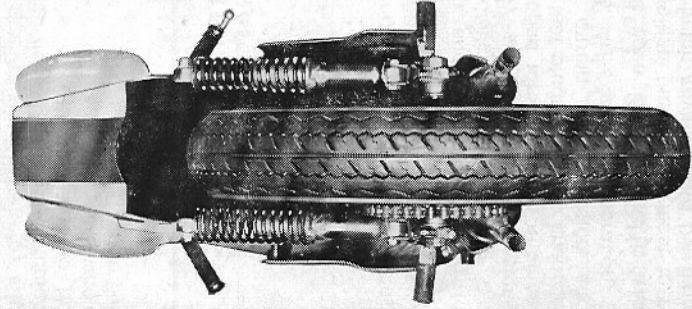
Has the T.T. lost its attraction? On the contrary, if racing machines are to remain prototypes of future production machines, we need courses with natural conditions which enable us to compare results and assess any real technical progress. Our aim as engineers is not to provide the fastest machines at any price, but the safest machines with the highest performances.

I do not underestimate the dangers of racing. The T.T. is a difficult course but it must not be a dangerous one. Improvements to reduce the risks are necessary, but we must not limit our ideas only to straw bales and safety fences. Thousands of engineers and riders have gained more knowledge at the T.T. than on any other racing circuit in the world. May the T.T. increase in safety from year to year without losing its character.

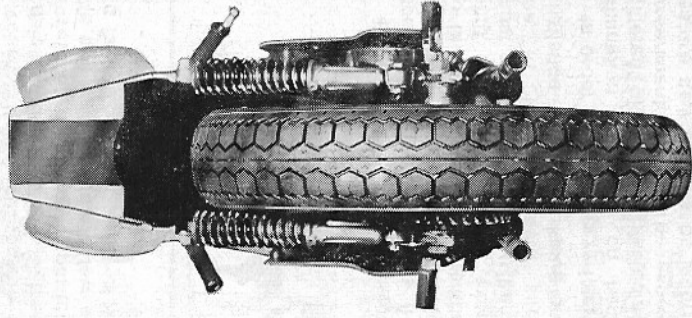
Watch out for us



M38



S41



M45



MICHELIN

Racing Services

Have you ever stopped to think about the efforts made by the specialist components companies involved in the TT? Even an apparently simple item like a sparking plug is in reality a highly developed precision product, available to numerous different specifications. The same applies to tyres, electrical items, suspension units, brakes, chains, fuel and oil — they've all been developed by racing, in particular at the TT. We can only consider a few examples here, so let's take sparking plugs first.

**GOLD
PALLADIUM
OR
PLATINUM
DESIGN**



Each sparking plug in a two-stroke engine completing a six lap TT in the Isle of Man will have fired about one million times. Add to this the fact that the temperature of the plug will have been in excess of 500°C most of the time and you begin to see why the TT Races present such a special challenge to the sparkplug engineer.

In order to meet the various requirements, Champion will have on hand about fifty different plug designs including six or seven experimental ones. The experimental plugs feature new designs or incorporate special materials that may one day find their way into the range of production plugs.

Not so many years ago, virtually every motorcycle in the races had a four-stroke engine and usually only one cylinder. Unless something went wrong with carburation or ignition, two or three plugs would easily cover the needs of practice and race. In fact it was not uncommon for one plug to cover the whole TT period and a few mainland races as well.

Then along came the two-stroke. This small capacity, multi-cylinder, high revving engine immediately increased the demands placed on a spark plug. Air cooled engines get hotter and colder than they should and the two-stroke fuel will foul them: if the ignition system doesn't have the energy and rapid voltage rise necessary to fire a fouled plug, then that's it. The plug has to be changed or cleaned. So, in the years when privateers were changing from four-stroke

**RETRACTED
GAP**



to two-stroke air-cooled engines, and getting to understand the new techniques necessary for maintaining and driving these engines, the spark plug engineers were trying to develop new designs whilst keeping the customer happy with production designs originally developed for four-stroke engines. The result was that plugs might be changed at least once during each session and before the race. An expensive operation.

Lessons were soon learned, and it was realised that ignition timing is critical to a two-stroke; too much advance and the plug and cylinder head would heat up to dangerous temperatures and pre-ignition could follow with rapid damage occurring to the piston. A retarded ignition would mean power loss, so the ignition had to be set right and stay that way during a race. As a result of this need most racing ignition systems are now electronically triggered so that there are no contact points to wear or bounce, thus altering ignition timing.

Carburation had to be more finely tuned

After the T.T. pay a visit to
that other Great British
Motorcycle Classic in London

AT



AND SEE

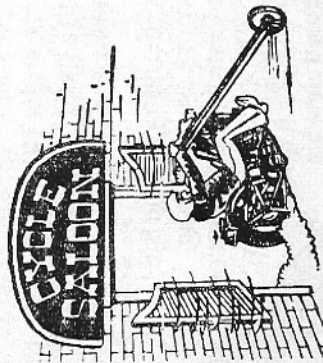
THE FINEST SELECTION OF TOP QUALITY USED
MOTORCYCLES AVAILABLE IN BRITAIN TODAY

★ PLUS ★
NEW YAMAHA

& SUZUKI MOTORCYCLES



AT SUPER DISCOUNTS



ALSO AN EXTENSIVE RANGE OF SPARES,
HELMETS, LEATHER, THORNPROOF AND NYLON
CLOTHING & ACCESSORIES

If you're thinking of selling your bike, be it a Puch Maxi or a Norvin,
a Honda Monkeybike or a Goldie, give Jeff or Ron a ring for a friendly
chat and an honest price.

WINDMILL HILL, RUISLIP MANOR, MX.
TELEPHONES:

SALES: RUISLIP 75511

SPARES: RUISLIP 34414

Castrol drops a few top names.

O.C. Godfrey

The winner of the 1st ever TT in 1911 on an Indian and Castrol.

Stanley Woods

Won 8 TT titles in the 1930's. In 1932/33 he took both senior and junior titles on Nortons and Castrol.

Geoff Duke

1950, '51 & '55 winner of the senior TT's on Castrol.

Bob McIntyre

Did the first ever 100 mph lap in the senior TT on Castrol.

Mike Hailwood

Broke the lap record for the senior TT in 1967 and still holds it with a speed of 108.77 mph on a Honda and Castrol.

The winners, the record breakers—the history of the Isle of Man TT races is part of the history of Castrol. Proving year after year, in race after race, that Castrol oil is the best oil for your bike. Whether it's Castrol GTX or Castrol TT Two Stroke oil, you'll get the protection that leads to peak efficiency for your bike on the great road ahead.

**with Castrol at heart,
there's a great road ahead.**



Castrol

if maximum power was to be obtained. Too much fuel and there might be a power loss, certainly fuel consumption and the chance of fouling plugs would increase. Too little fuel and detonation then pre-ignition would burn the piston.

This is where the Mountain Circuit presented so many catches in the early days. The lowest part of the circuit is where the air pressure would be greatest. Thus the carburation should be running at its leanest setting and producing maximum power along the Sulby Straight — one of the fastest parts on the course. The rare atmosphere on the mountain—some 1,300 feet higher—means less power and a rich mixture setting. Engine tuners have often been caught out by changes in the weather: early morning practice with relatively cold air would result in settings that became too rich for a hot afternoon race. More damaging would be the result of jetting for a hot afternoon then racing in cold conditions when the extra air taken in by the engine would mean a leaner mixture and a chance of burning a piston.

The trend to effective water-cooling of engines has meant better control of heat distribution and more stable conditions. The benefits are seen in sustained performance and less thermal shock to components and hence longer life.

Four-stroke engine designs generally meant that the electrodes of the plug had to be placed internally so that there was no risk of contact between the electrodes and valves or piston. Two-stroke engines do not, as a rule, present this restriction and so an externally placed ground electrode (conventional design) could be used. This allowed the spark to be moved closer to the ideal position right in the centre of the combustion chamber.

Because of the increased risk of fouling with two-strokes a larger bore — that is the clearance around the core nose, became desirable. This allowed more high temperature, turbulent combustion gases to reduce the oily fouling deposits settling on the plug.

In recent years precious metal designs such as Champion's Gold-Palladium plugs have been introduced. The use of a small diameter electrode means a lower firing voltage than with a conventional design and

the use of a narrow insulator tip means greater resistance to cold fouling. These designs are now increasingly used by everyday motorcyclists with standard machines, obviously racing heat ranges are not used but correct grades have been developed for road use. The technical advantages originally intended to improve and sustain operation under competition conditions have been found to benefit the everyday rider.

One important role of the spark plug is that of the scapegoat! How many times this year will we see a machine stop at the pits, a mechanic remove the plugs, look at them and shake his head sadly. The machine is then wheeled away and the reason for its retirement reported as plug trouble. Well, it might be true, but it's more likely to be a case of engine failure for one of scores of reasons. Common practice for most of the works teams has been to blame a component other than their own: so tyres, chains, ignition systems, fuels and of course spark plugs might be reported to have failed. An example of this was one well known team which regularly retired during a race and the cause always given was "ignition failure." Closer inspection would have shown that a connecting-rod had broken, forced through the crankcase and broken an ignition wire. It just depends which way you look at it!

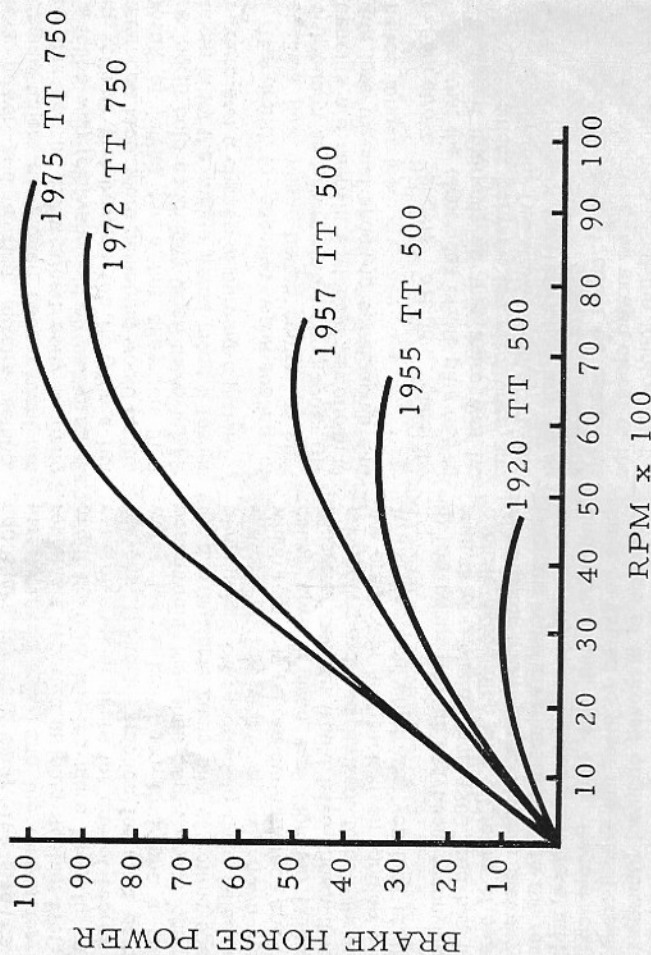
The name Renold has been synonymous with driving chain since 1900, and has had a close association with all forms of motor-cycling for many years. Modern motorcycle engines in their various forms are the result of over fifty years of technical development and throughout this time, Renold chains have continued to meet the ever increasing demands of improved engines, transmission systems and tyres.

Product research and development by Renold continues and one of their latest innovations of interest to motorcyclists is an aerosol lubricant, specially formulated for open chain drives. Regular maintenance is of prime importance to all motorcycle chains and lack of this essential care shows up in several ways, for example; red deposits between joints is a result of inefficient lubrication, wear marks on the inner surfaces of inner links indicates incorrect alignment, and marks across the surface of the rollers illustrates faulty adjustment.

Whilst the considerable research and development of all Renold products ensures that riding is safe and economical, TT regulars will be aware that these same developments ensure that chain performance keeps pace with the faster circuit times.

A glance at the graph will show just how much TT engines have increased in power output at much higher rpm figures over the past 55 years. This has presented numerous technical problems, not only to designers of racing chain, but also many other essential

This really sums up what motorcycle



components used in racing motorcycles, but which are invariably manufactured by specialist companies.

Take tyres for example: then consider the incredible amount of grip given by modern roadster tyres on superbikes, compared with the tyres available only a few years ago. Companies like Dunlop and Michelin have spent a good deal of time and money developing tyres for racing, then maintaining this research to keep up with the pace of

racing does; apart from the challenge and the excitement, it does improve the breed. More often than not, it is the company who takes an active interest in racing that is first with major innovations in road-going products. So it's worth remembering, when you look at a modern superbike, it probably wouldn't be anything like as good if it hadn't been for around 70 years of motorcycle racing.

BRITAIN'S LEADING

Castrol

SUZUKI GB RACING

HERDON

BRITAIN'S LEADING

SPORT TEAM

SPORT TEAM

SPORT TEAM

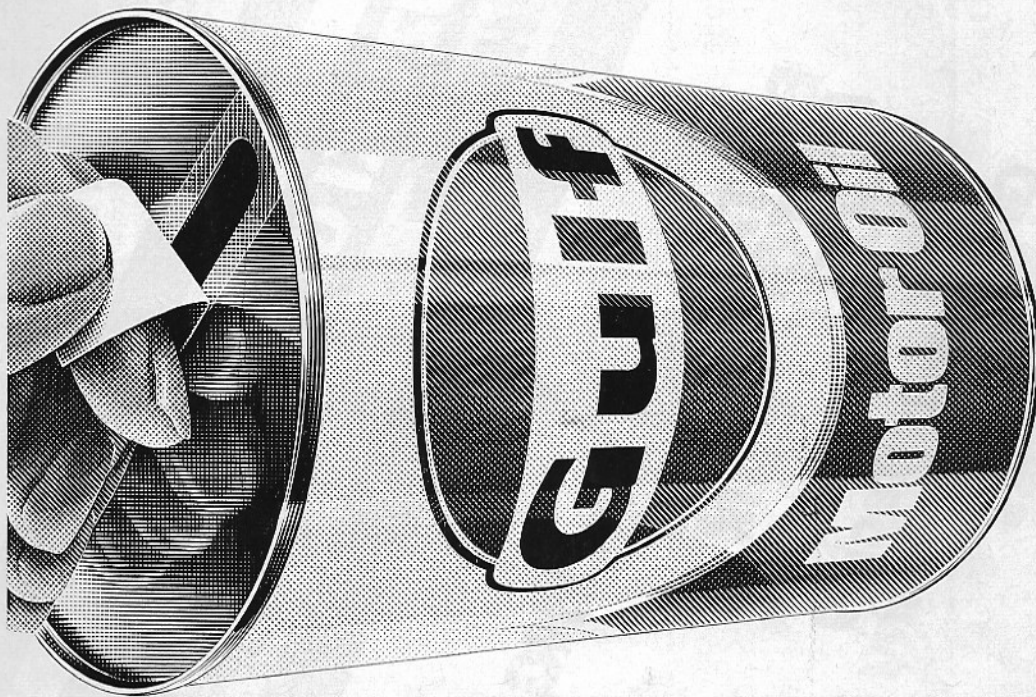
Grand Prix Racing

Production Racing

Moto-Cross

Trials

SUZUKI GB RACING
87 Beddington Lane, CR0 4TD England
Croydon, Surrey.



Whether you ride on four wheels or two, get protection plus with Gulf Motor Oils

Gulf Multi G 20W/50 – one of the world's great multigrade motor oils. Excellent protection *plus* quick-starting from cold *plus* low oil consumption at high temperatures. **Gulf Formula G 30 & 40** – a high performance monograde motor oil

used by many top-class riders. Exceptional protection against wear under stress conditions *plus* longer periods between oil changes. **Gulf Motor Oils** in their new can designs are available at retail outlets and Gulf service stations.

It is now my fourth year as Norton team manager, writes Frank Perris, and during those years I have learned more about the racing game than I ever learned during twenty years as a rider. I often used to wonder why my team managers for both AJS and Suzuki always appeared to walk around the pit area with worried frowns on their faces. Maybe it was something they had eaten I used to think. Now I realise that it was the pre-race apprehension of how their machines and riders were about to perform. To the team responsible for the design, building and preparation of a racing machine, the race is the finale of months of painstaking work, so a little apprehension is justified. I would like to emphasise here that racing is essentially a team operation and although the riders are at the sharp end and get all the publicity, they would not be there if they did not have a devoted band of draughtsmen, engineers and mechanics backing them up and prepared to work round the clock if necessary. Every rider will confirm the truth of this statement.

Because the Isle of Man TT is unique in so far as it is the only true road circuit left in racing, the question of preparation is of supreme importance. Due to the length of the races, the tremendous G force loads to which the machines are subjected and the varying altitudes encountered, success can only be gained by having complete confidence in one's team riders and motorcycles.

1972 was the year that Norton came back to the Isle of Man with an official race team, and it was a disastrous TT for us, to say the least. 1973 brought rewards with Peter

'Works' Teams

Williams and Mick Grant giving us a wonderful first and second in the Formula 750 race. In 1974, disaster again, but this year 1975 we have that confident feeling. We have the team, we have the riders and we have the machines. John Cooper was once asked what a good time was round Oulton Park, his reply was "5.30 in Rex Foster's Bar." My reply would have been, "The best time is when your riders are standing on the winners rostrum".

A lot of controversy has taken place during the last few years as to whether the Isle of Man TT circuit should or should not be a World Championship Event. Among other things, it is claimed to be too dangerous. I can understand the apprehension of certain championship contenders who have not ridden in the Island and will not race because of listening to lurid tales of the dangers of the circuit. What I cannot understand is that most of the hair raising episodes originate from riders who only three or four years ago accepted that a twist grip operates two ways, open and shut, and rode and won for virtually no expense money. Now even though the TT makes life easier with the expenses, the circuit suddenly becomes too dangerous to race on. It beats me!

To all the spectators who come to the Island in ever increasing numbers I say "Thank you", because without you the sport is finished. May you enjoy a wonderful week in this beautiful Island; may the sun shine every day and may your favourite rider win.

And what of the other factories and concessionaires offering 'works' support to the

TT? Happily, there is still a great deal of interest and enthusiasm for the TT and everything that it stands for. This year Kawasaki are fielding a major effort, with brand new machines to be ridden by Mick Grant and Barry Ditchburn, and the whole Team being managed by Stan Shenton. Although at the time of writing it is not certain just exactly which rider will be riding in which race, it seems certain that the Kawasakis will make their presence felt.

Although Honda and Suzuki are not entering official teams in the main solo events they are both here on the Island, with a particular interest in the Production Races. Honda have offered direct encouragement and support to their retail dealers to enter these events with specially prepared versions* of their roadsters. Suzuki GB have now just decided to extend their Suzuki GB Racing operation to include Production events. This is being arranged through Eddie Crooks

(himself a past Manx Grand Prix winner), and new Crooks-Suzuki GB machines are to be entered in 250cc, 500cc and 750cc classes.

Whilst the UK Yamaha distributors, Mitsui & Co., do not take part in racing, there's sure to be no shortage of Yamahas in this TT! However, they'll all be private or dealer entries, except for those entered by other overseas Yamaha importers. Another 'works' team is that of BMW — backed by no less than the famous 'Penthouse', and with the machines prepared and managed by Gus Kuhn BMW Centre. If you can momentarily forget the Penthouse Pets, the Gus Kuhn BMWs could be well worth watching, because they're both fast and reliable.

So, whilst 'works' support isn't quite what it used to be, it's good to see increasing interest in the Production races, which is, after all, where TT racing actually started nearly 70 years ago.



Festival of Motor Cycle Sport '75

The Isle of Man has everything to make a great family holiday. All the thrills of motor cycle sport, plus eight separate and enchantingly different resorts to suit all tastes. Find out all about them and get your 'Where to Stay Guide' from:

T.T. Bond, Director of Tourism, Douglas, Isle of Man.

Some of the events during T.T. week

1. Royal Marines Motor Cycle Display Teams daily.
2. Blue Eagles Helicopter Display Team daily.
3. Red Devils Parachute Team on Wednesday 4th June.
4. Grand National Scramble, Douglas Head, Tuesday 3rd June.
5. Motor Cycle Gymkhanas, Sprints and Rallies throughout week.

Some of the events during the year

THE **Manx Southern Grand Prix 100** July 9, 10 & 11
Sept. 2 and 4

INTERNATIONAL SIX DAY TRIAL
OCTOBER 13th. to 18th.



For the best road tests,
technical reports and
special features.

Motor Cycle

HELP!

the A-CU Benevolent Fund provides it



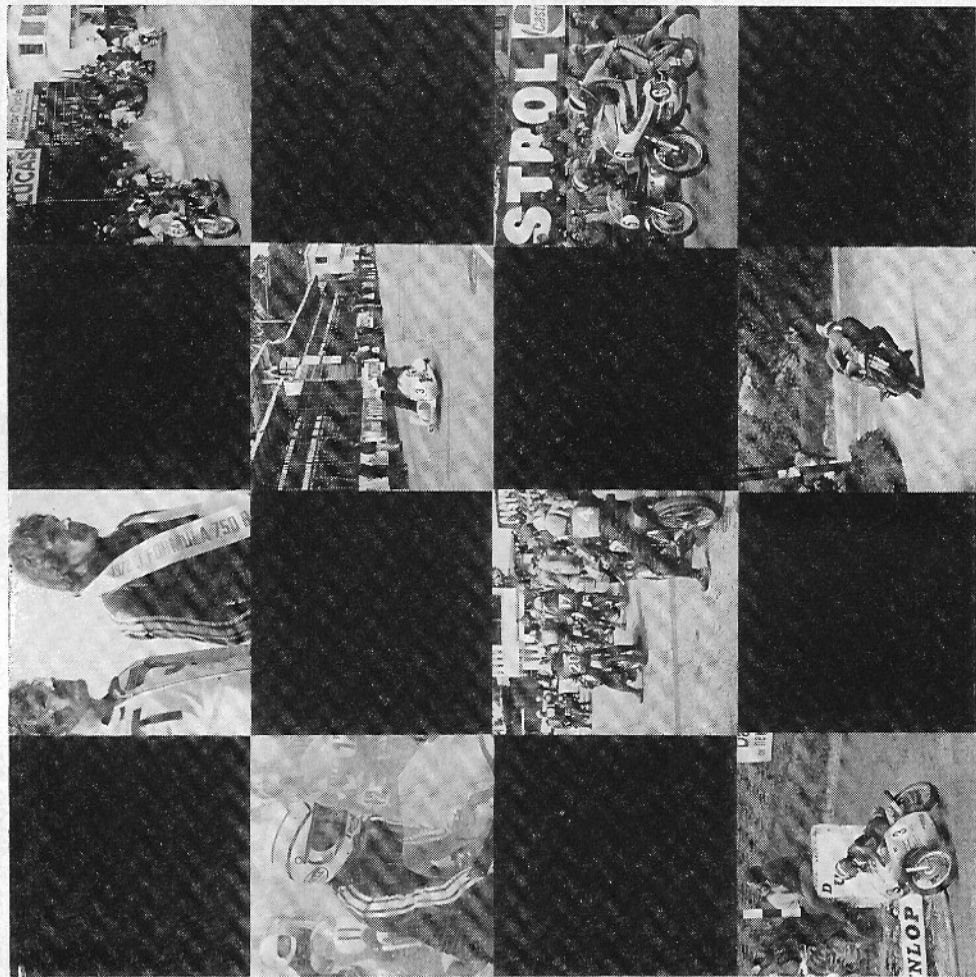
... the A-CU Benevolent Fund needs it

You can help, too. By purchasing a genuine 1975 A-CU Benevolent Fund TT Badge, either in the Isle of Man or direct from the A-CU London offices.

Remember, the official badge costs only 30p — a very small price to pay for helping others.

AUTO-CYCLE UNION BENEVOLENT FUND (Chairman: Allan Jefferies)
31 BELGRAVE SQUARE, LONDON, SW1X 8QQ

A-CU Official 1975 International TT Races SCORECARD



IN PITS FOR BILL BARKER / PETE BATES
No 54.



SATURDAY MAY 31 3.30 p.m.

INTERNATIONAL PRODUCTION MACHINE RACE

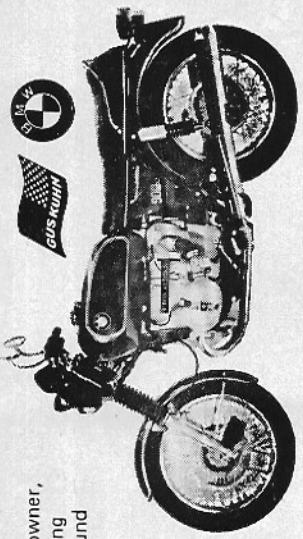
RACE COLOURS, 250cc BLACK, 500cc YELLOW, 1000cc RED

The 500cc class will start first, followed by the 250cc class approx. 14 minutes later.

No.	Driver	Nationality	Machine
1	Charlie Williams/Eddie Roberts	GB	500 Honda CB500
2	Tony Rodger/Alan Rogers	GB	496 Triumph T100T
3	Neil Tuxworth/Clive Horton	GB	408 Honda CB400
4	Norman Tricoglus/Phil Carpenter	GB	408 Honda CB400
5	Tony Rutter/Bernard Murray	GB	408 Honda CB400
6	Ron Mellor/Alex Ayers	GB	408 Honda CB400
7	Peter McKinley	GB	408 Honda CB400
8	Bill Smith/Tom Herron	PERCY TAYLOR GB/IRL	499 Honda CB500
9	Jan Keetwinder/Steve McLaughlin	NL/USA	499 Honda CB500
10	David Mason/Nigel Rollason	GB	455 Morini Sport
11	Paul Cott/Ken Kay	GB	499 Kawasaki H1
12	George Fogarty/Bill Ingham	GB	492 Suzuki T500
14	John Kidson/Jack Ahearn	GB/AUS.	408 Honda CB400
15	Phil Gurner/Dave Saville	GB	499 BSA B50
16	Harvey Porter/Peter Courtney	NEW ZEALAND GB	500 Honda CB500 7
17	Dennis MacMillan/Dave Hughes	GB	408 Honda CB400
18	Fred Walton/Danny Shimmin	GBM	499 Velocette Thruxton

**If you want the best BMW selection,
the best BMW after sales service,
the best BMW spares service,
and the best BMW repair service....**

You want the Gus Kuhn BMW Centre.



In short, if you're a BMW owner, or you are thinking of becoming one, come and have a look round the Gus Kuhn BMW Centre. You'll find a wide selection of new and used BMWs, parts and accessories, plus an enthusiastic and knowledgeable staff. If it's BMW — it's Gus Kuhn!

GUS KUHN B.M.W. CENTRE 300 Clapham Road London SW9 9AE Tel: 01-622 4132

—10 LAPS—377.3 MILES (607 Kms)—500cc CLASS

8 minutes later which will race for 9 laps only, with the 1,000cc class

Entrant	1	2	3	4	5	6	7	8	9	10
H. Dugdale Motors										
R. S. May										
Henstocks of Mansfield										
Motor Cycle		31	15							
Motor Cycle										
Motor Cycle										
Padgetts (Batley) Ltd.		8	31							
Bill Smith Motors Ltd.										
Bill Smith Motors Ltd.		30	30							
Driver										
Driver										
Vin Cunningham		24	15	24						
Nettleton Motorcycles										
Mead & Tomkinson		15	24							
Tom Hall Motorcycles										
Henstocks of Mansfield		35	35							
R. F. Seymour Ltd.										

**BRITAIN'S MOST SUCCESSFUL
MOTORCYCLE DEALER ENTRANT**

GUS KUHN MOTORS LTD
275/277 Clapham Road London SW9 9BJ
Telephone: 01-733 1002/3/4

INTERNATIONAL PRODUCTION MACHINE RACE 500cc CLASS — 10 LAPS

No.	Driver	Nationality	Machine
19	Stan Wright/John Crick	GB	Honda CB500
20	Leo Castles/Peter Grove	GB	Honda CB350
21	Mal Kirwan/David Kirwan	GB	Suzuki T500
22	Roy Bisbey/Neville Watts	GB	Honda CB500
23	Dave Danks/Terry McKane	GB	Honda CB500
24	Frank Rutter/Eric Comes	GB	Honda CB500
25	Richard Horton/Douglas Randall	GB	Yamaha RD350
26	Alan Jackson/Phillip Nicholls	GB	Suzuki T500
27	Mick Poxon/Robert Hirst	GB	Suzuki T500R
28	Tom Loughridge/Ian Richards	GB	Suzuki T500
29	Ewan McKecknie/Norman Dunn	USA/IRL	Suzuki T500
30	Roger Sutcliffe/Bill Rae	GB	Suzuki T500
31	Roger Bowler/Neel-Glegg MRS EL ROUSSEAU	GB	Suzuki T500
32	Terry Grofeld/KELVIN COMUEY (S) MARLIN	GB	Honda CB500T
33	Chris Revett/Steve Parrish	GB	Honda CB500
34	Barry Scully/Neil Kelly	GB/GBM	Honda CB400
35	Roger Nott/Jack Highnam KEITH THIBBS (BAR) GB	GB	Honda CB500
36	Adrian Rivett/Hartley-Kerner	GB	Honda CB500

AMENDMENTS AND NON-STARTERS:

VILLA MARINA

Presentation of Trophies

To winners of T.T. Races at 9.30, Monday, Wednesday, Friday

International "All-in" Wrestling

3 bouts and a four man tag match, Tuesday, Thursday

AQUADROME

Derby Castle

- Private Baths & Showers — Open Monday to Saturday Including • Remedial Baths • Sauna • Turkish
- Russian Vapour • Massage, and the fantastic • Aeratone Bath

Full details of Hours and Charges Available at Aquadrome or Telephone Douglas 3411

— 377.3 MILES (607 kms.)

Entrant	1	2	3	4	5	6	7	8	9	10	LAPS	
K. W. Barker & Co.	19
John Skellern Motorcycles	20
Driver	21
C. G. Chell Motorcycles	22
C. G. Chell Motorcycles	23
C. G. Chell Motorcycles	24
Wally Searl Motorcycles	25
Dennis Brew	26
Jak Products	27
Driver	28
Dennis Brew	29
E. Crooks	30
E. Crooks	31
Padgett (Batley) Ltd.	32
Revetts Ipswich	33
Padgett (Batley) Ltd.	34
Tom Hall Motorcycles Ltd.	35
Esso Petroleum Co. Ltd.	36

Lewis Leathers

COLOUR SPECIAL! It's brand new and our finest catalogue ever!



WORLD'S LARGEST MOTOR-CYCLE CLOTHING SPECIALISTS

We have the most exciting range of winning designs. See our BIG new catalogue for our huge selection of motor cycle clothing and accessories. Follow the men who lead in Lewis Leathers

D. LEWIS LTD

Call, write or 'phone D. Lewis Ltd., 124 Gt. Portland St., London, W1A 2DL. Tel: 01-636 4314.

Accessories: 144 Gt. Portland St., London, W1 also at 124 Edgbaston St., Bull Ring Centre, Birmingham, and 135 The Moor, Sheffield.

Make sure you get your copy NOW.

Please send 10p stamps for postage.

(15) Phil's 23 - 39.8 sec 95.66 lap record.

INTERNATIONAL PRODUCTION MACHINE RACE 250cc CLASS — 9 LAPS

No.	Driver	Nationality	Machine
37	Alex George/ JOHN MORGAN	GB	Benelli Super
38	Michael Hunt/Steve Manship	GB	Ducati
39	Mick Burns/Dave Clarkson	GB	Yamaha RD250
40	Richard Hunter/Mick Scutt	GB	Suzuki 250J
41	Bill Robertson/Steve Murray	GB	Suzuki G.T.250
42	John Lawley/Stan Lawley	GB	Honda CB250
43	Roy Simmons/Geoff Carr	GB	Honda CB250
44	Chris McGahan/Bernie Toleman	GB	Benelli 2c
45	John Oldfield/Tom Robinson	GB	Benelli 2c
46	Jamee-Scott/John Holmes	IRL	Suzuki GT250
47	Graham Vickery/Roy Garnett	GB	Suzuki GT250
48	Bill Tomlinson/Derek Mortimer	GB	Yamaha RD250
49	Steve Ward/Graham Waring	GB	Yamaha RD250
50	Michael Grice/Ronald Jones	GB	Yamaha RD250
51	Tom Christian/Geoff Biggs	GBM	Yamaha RD250
52	Stuart Jones/William Simpson	GB	Yamaha RD250
53	Rex Gaunt/Ken Vogt	GB	Yamaha RD250
54	Bill Barker/P. BATES	GB	Benelli Super
55	George Hardwick/Leigh Notman	GB	Suzuki T20
56	Bob Phails/Dave Skelly	GB	Suzuki T20
57	Godfrey Benson/John White	GB	Yamaha RD250
58	Steve Tonkin/Les Trotter	GB	Suzuki GT250
59	Richard Stevens/Peter Casey	GB	Yamaha RD250
60	Wayne Dinham/John Goodall	GB	Yamaha RD250
61	Chas Mortimer/Billy Guthrie	GB/IRL	Yamaha RD250
62	Alan North/Mick Patrick	SA/GB	Yamaha RD250
63	Percy Tait/Roger Cope	GB	Yamaha RD250

Sports Motor Cycles Ltd.

THE UNITED KINGDOM'S BIGGEST DEALER FOR



WINNERS IN EVERY WAY



- DEMONSTRATORS AVAILABLE ● FREE DELIVERY IN UK
- INSTANT INSURANCE ● FINANCE SPEEDILY ARRANGED

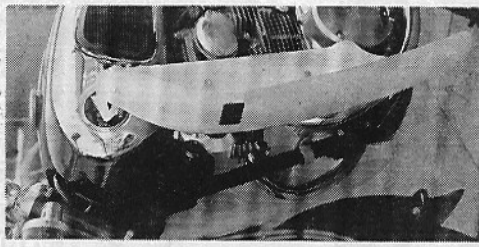
Deal with the enthusiasts

KENSAL HOUSE, LIVERPOOL ROAD, MANCHESTER 3
061-832 2715

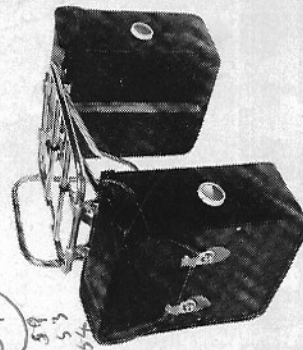
Phil's Gummy came off a Ramsey

— 339.57 MILES (547.8 kms.)

Entrant	1	2	3	4	5	6	7	8	9	10
Agrati Sales										37
Sports Motor Cycles Ltd.										38
Hamilton Motor Cycles										39
Bob Hill Motorcycles										40
Scooter Service										41
Market Drayton MC & LCC										42
Cray Motorcycles										43
Overhill Motor Cycles										44
Jack Lilley Ltd.										45
Driver										46
Bill Smith Motors										47
Driver										48
MJK (Contractors)										49
Driver										50
Shenco Motorcycles										51
Ronnie McCutcheon										52
Wide Range Bearings										53
Driver										54
Agrati Sales										55
D. Brew										56
Richards Racing										57
E. Crooks										58
Holoway Motorcycles										59
Richards Racing										60
Danfay Distributors										61
Mike Wheeler Motorcycles										62
Screen & Plastic Co. Ltd.										63



CARRIERS and ACCESSORIES for two-wheelers



A wide range to suit many current models. Please write or phone for details.

Tower Plastics Co. Ltd.
28, NORTH CLIFTON STREET, LYTHAM, LANCs.
(S.T.D.03916) TELEPHONE LYTHAM 4252

INTERNATIONAL PRODUCTION MACHINE RACE 1000cc CLASS—10 LAPS

No.	Driver	Nationality	Machine
67	Dave Croxford/Jack Findlay	GB/AUS	Triumph Trident
68	Bob Heath/Geoff Barry	GB	Honda CB750
69	Ray Knight/Alan Walsh	GB	BMW R90S
70	Selwyn Griffiths/David Williams	GB	Triumph Trident
71	Gordon Pantall/Tom Newell	GB	Kawasaki Z1
72	Peter Darvill/Steve Eldridge	GB	Honda CB750
73	Helmut Dahne/Werner Dieringer	D	BMW R90S
74	Keith Martin/Tom Dickie	GB	Benelli SE1
75	John Taylor/Brian Peters	GB	Suzuki GT750
76	Martin Sharpe/John-Gewie	GB	BMW R90S
77	Darryl Pendlebury/Tom Dickie	GB	BMW R90S
78	Doug Lunn/Doug Cash	GB	Ducati Super Sport
79	Hans Otto Butenuth/Horst Gluck	D	BMW R90S
80	Ernie Pitt/Roger Corbett	GB	Triumph Trident
81	Hugh Evans/Ken Huggett	GB	BMW R90S
82	Roger Nicholls/Alastair Copland	GB	Ducati Super Sport
83	John Kiddie/Bob Steelf	GB	Kawasaki Z1
84	Robert Forrest/Edward Toombs	GB	Triumph Bonneville
85	Martin Russell/Ian Tomkinson	GB	BSA Rocket Three
86	Graham Bentman/Barry Lees	GB	Kawasaki Z1
87	Eric Hayes/Chris Mehew	GB	Ducati 750
88	Colin Porter/Bob Brown	GB	Honda K1
89	Roger Taylor/Dave Brown	GB	Norton Commando
90	Mark Wigam/Peter Grew	GB	Ducati 750SS
91	Michael Taylor/John Kirkby	GB	Honda CB750
92	Ian Martin/Nick Jeffries	GB	Norton Dunstall
93	David Cartwright/Colin Braddick	GB	Norton Commando
94	Derek Filler/Norman Price	GB	Norton Commando
95	Chris Neve/Martin Read	GB	Norton Commando
96	CHARLIE SANDS	GB	DUCAI

MELTON

For GOGGLES and VISORS

chosen by professionals

Melton Safety Products Ltd., Teddington, Middlesex

— 377.3 MILES (607 kms.)

Entrant	1	2	3	4	5	6	7	8	9	10
Norton Triumph Racing
A. G. Briggs
Geoffrey Daryn Motorcycles
Driver
Driver
Darvill Construction Ltd.
Driver
Agrati Sales
E. Crooks
Gus Kuhn BMW Centre
Gus Kuhn BMW Centre
Driver
Driver
A. Bennett & Sons
Ongar Motorcycles
Sports Motorcycles Ltd.
John George
Driver
Driver
BSA Rocket Three
Driver
Kass Construction Company
Bennetts (Barnsley) Ltd.
Driver
Mick Walker Motorcycles
Driver
Gladwins Motorcycle Ins.
Driver
Driver
Driver

ELITE MOTORS

Europe's biggest motorcycle dealers

Any make, any model — Personal export or home sales
Elite Motors (Footing) Ltd., 844-965, Garratt Lane, London S.W.17. Tel: 01-672 1200 (20 lines)

Belstaff

SPORTING WEATHERPROOFS

The leading range
—whatever you ride.

Belstaff—the world's finest range of protective clothing, developed after 50 years close involvement with motorcycle sport and competitive riders. Chosen by both amateur and professional for style, comfort and protection. Men like trials champion Sammy Miller—no's a Belstaff worldwide!

0210 Belstaff TRIALMASTER PROFESSIONAL JACKET

(Not illustrated) £12.55 VAT inc. In heavy waxproofed cotton—water, horn, rot and fungus proof. Reinforced front with studded double overflap.

Four pouched pockets with four weather mouths and studded flaps. Reinforced at shoulders, sleeve heads and elbows. Black, green or red.

02102 MATCHING TROUSERS

£8.01 VAT inc. With elasticated waistband, hip pocket access, zip opening, reinforced at seat, knee and inside leg.

02105 Belstaff TRIALMASTER XL500 (Far right) £14.10 VAT inc.

In heavy duty proofed nylon with adjustable stand collar, zip front with studded double overflaps. Four pouched pockets with four weather mouths and studded flaps. Reinforced at shoulders and armpits. Bailed. Black, red or orange.

02106 MATCHING TROUSERS

£8.03 VAT inc. With elasticated waist, pocket access with zip opening. Reinforced at seat. Zip and gusset at ankle.

02112 Belstaff COURIER ONE PIECE SUIT (Right) £16.41 VAT inc.

In proofed nylon. Stand collar. Elasticated hem. Reinforced at seat. Black, orange, royal blue or red.

02148 Belstaff EUROPA ONE PIECE SUIT (Not illustrated) £18.56 VAT inc.

As Courier, but with Velcro collar, side-stripe and available in a variety of colours.

BELSTAFF—THERE'S NOTHING TO BEAT IT



Please send me full details of the Belstaff motorcycling range

NAME _____

ADDRESS _____



Belstaff International Limited

Caroline St. London, Stoke-on-Trent ST3 1DD

LAP	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Lap Time										
1 Lap Speed										
Lap Time										
2 Lap Speed										
Av. Speed										
Lap Time										
3 Lap Speed										
Av. Speed										
Lap Time										
4 Lap Speed										
Av. Speed										
Lap Time										
5 Lap Speed										
Av. Speed										
Lap Time										
6 Lap Speed										
Av. Speed										
Lap Time										
7 Lap Speed										
Av. Speed										
Lap Time										
8 Lap Speed										
Av. Speed										
Lap Time										
9 Lap Speed										
Av. Speed										
Lap Time										
10 Lap Speed										
Av. Speed										
Total Time of Final Leaders										

LAP	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Lap Time										
1 Lap Speed										
Lap Time										
2 Lap Speed										
Av. Speed										
Lap Time										
3 Lap Speed										
Av. Speed										
Lap Time										
4 Lap Speed										
Av. Speed										
Lap Time										
5 Lap Speed										
Av. Speed										
Lap Time										
6 Lap Speed										
Av. Speed										
Lap Time										
7 Lap Speed										
Av. Speed										
Lap Time										
8 Lap Speed										
Av. Speed										
Lap Time										
9 Lap Speed										
Av. Speed										
Lap Time										
10 Lap Speed										
Av. Speed										
Total Time of Final Leaders										

LAP	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Lap Time										
1 Lap Speed										
Lap Time										
2 Lap Speed										
Av. Speed										
Lap Time										
3 Lap Speed										
Av. Speed										
Lap Time										
4 Lap Speed										
Av. Speed										
Lap Time										
5 Lap Speed										
Av. Speed										
Lap Time										
6 Lap Speed										
Av. Speed										
Lap Time										
7 Lap Speed										
Av. Speed										
Lap Time										
8 Lap Speed										
Av. Speed										
Lap Time										
9 Lap Speed										
Av. Speed										
Lap Time										
10 Lap Speed										
Av. Speed										
Total Time of Final Leaders										

MONDAY
RESPONSES (RAIN & HIGH WINDS)
HELD TUESDAY JUNE 3 - 1-30



MONDAY JUNE 2 11 a.m.
INTERNATIONAL JUNIOR TT — 350cc
RACE COLOUR BLUE Start in pairs — 10 sec.

No.	Driver	Nationality	Machine	Entrant
1	Tom Herron	IRL 348	Yamaha	Driver
2	Chas Mortimer	GB 350	Danfay Yamaha	Danfay Distributors
3	John Williams	GB 346	Yamaha	Gerald Brown
4	Alex George	GB 350	Yamaha <i>VEBco</i>	Driver
5	Peter McKimley	GB 347	Padgett Yamaha	Padgetts (Batley) Ltd.
6	Paul Cott <i>off 10 mins</i>	GB 347	Yamaha	Driver
7	Bob Heath <i>3 mins 30</i>	GB 347	Yamaha	Reg Gower
8	Billy Guthrie	IRL 348	Danfay Yamaha	Driver
9	Tony Rutter <i>Sally</i>	GB 347	Yamaha	Bob Priest
10	Charlie Williams	GB 348	Dugdale Maxton Yamaha	H. Dugdale Motors
11	Phil Carpenter	GB 347	Yamaha	Driver
12	Alan Rogers	GB 347	Yamsel	Arion International Ltd.
14	Gyula Marsovszky	CH 350	Yamaha	Driver
15	Gerry Mateer	IRL 347	Yamaha	Driver
16	Helmut Kassner	D 347	Yamaha	Driver
17	Bill Smith	GB 349	Shepherd Suzuki	Bill Smith Motors Ltd.
18	Phil Gurner	GB 347	Yamaha	Driver
19	Roger Nicholls	GB 347	Shepherd Suzuki	T. Shepherd
20	Noel Clegg	GBM 348	Yamaha	Driver
21	Bill Henderson	IRL 347	Yamaha	A. Barnes
22	Bill Rae	GB 347	Dugdale Maxton Yamaha	H. Dugdale Motors
23	Eddie Roberts	GB 348	Dugdale Maxton Yamaha	H. Dugdale Motors
24	Ken Huggert	GB 350	Maxton Yamaha	Driver
25	Ian Richards	GB 350	Yamaha	D. J. Whitehouse
26	Derek Chatterton	GB 348	Chat Yamaha	Chattertons Motors
27	Bo Granath	S 347	Yamaha	Driver
28	Jan Kostwinder	NL 350	Yamaha	Driver
29	Abe Alexander	IRL 348	Yamsel	Driver
30	Selwyn Griffiths	GB 349	Cowles Yamaha	Driver
31	Martin Sharpe	GB 347	Yamaha	Jack Walters
32	Steve Tonkin	GB 347	McVeigh Yamaha	McVeigh Team Levis
33	Bill Tomlinson	GB 348	Yamaha	Vin Cunningham
34	Denis Gallagher	GB 348	Yamaha	Roy Graham

GILBERTS OF CATFORD
LONDON'S FIRST HONDA DEALERS

GILBERT MOTORS

304 TO 312, SANGLEY RD., CATFORD,
LONDON SE6 2JT.
TELEPHONE: 01-698 3155 OR 7067

42 Geoff Card & Ballaugh

10 1-48-27-6



5 LAPS — 188.65 MILES (305.50 kms.)
Qualifies for 1975 World Championship

Start Interval	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	No.
M S						
00 00	4	2	4	4	10	1
00 00	2	1	10	10	10	2
00 10	3	10	2	2	2	3
00 10	3	10	2	2	2	4
00 20	10	11	8	8	8	5
00 20	11	8	8	8	8	6
00 30	8	8	15	15	15	7
00 30	17	8	15	15	15	8
00 40	18	32	22	22	22	9
00 40	15	20	17	17	17	10
00 50	16	16	16	16	16	11
00 50	26	15	31	31	31	12
01 00	20	31	29	29	29	14
01 10	23	29	24	24	24	15
01 10	17	49	22	22	22	16
01 20	22	35	41	41	41	17
01 20	22	35	35	35	35	18
01 30	24	21	48	48	48	19
01 30	21	24	38	38	38	20
01 40	31	41	39	39	39	21
01 40	29	30	54	54	54	22
01 50	30	39	11	11	11	23
01 50	40	46	33	33	33	24
02 00	35	42	59	59	59	25
02 00	41	33	49	49	49	26
02 10	42	33	52	52	52	27
02 10	33	49	64	64	64	28
02 20	39	54	25	25	25	29
02 20	28	50	46	46	46	30
02 30	55	59	61	61	61	31
02 30	46	64	76	76	76	32
02 40	42	52	77	77	77	33
02 40	54	66	59	59	59	34
		66	76	76	76	

Boyer can improve the performance of your motorcycle - in a flash!

... if it's a Honda, Norton or Triumph. Just fit and forget the new Boyer-Brandsden Electronic Ignition. It will transform your machine - in a flash! Call, phone or write for brochures (stating make, year and model) to:



BOYER OF BROMLEY
38 LONDON ROAD, BROMLEY, KENT. BR1 3QR
TELEPHONE: 01-460 1515

JUNIOR INTERNATIONAL TT (350cc)

No.	Driver	Nationality	Machine	Entrant
35	Neil Tuxworth	GB	348 Yamaha	Henstocks of Mansfield
36	Steve Murray	GB	350 Yamaha	Bill Smith Motors Ltd.
37	Derek Huxley	GB	348 Maxton Yamaha	Smokeless Fuels
38	Alan North	SA	347 McVeigh Yamaha	McVeigh Team Levis
39	Malcolm Moffatt	GB	347 Yamaha	Driver
40	Les Kenny	AUS	347 Yamaha	Driver
41	Geoff Barry	GB	347 Oakley Yamaha	E. C. Oakley
42	Barry Randle	GB	347 Yamaha	Angle Ring Company
43	George Fogarty	GB	348 Yamaha	Vin Cunningham
44	Jack Taylor	GB	347 Egerton Yamaha	Egerton Transplant
45	Jack Ahearn	AUS	350 Yamaha	Bill Smith Motors Ltd.
46	Percy Tait	GB	349 Yamaha	Screen & Plastic Co. Ltd.
47	Gordon Pantall	GB	349 Spartan	Barton Motors
48	Norman Dunn	IRL	348 Yamaha	Driver
49	Bernard Murray	GB	349 Albion Yamaha	Albion St. Motors
50	Martin Read	GB	347 Spondon Yamaha	Driver
51	Robert Madden	AUS	350 Yamaha	Driver
52	Elmer McCabe	AUS	350 Yamaha	Driver
53	Harry Vitale	SF	347 Yamaha	Driver
54	John Kidson	GB	348 Yamaha	Nettleton Motorcycles
55	John Weeden	GB	350 Sondel Yamaha	Driver
56	Peter Casey	GB	347 Yamaha	Driver
57	Stuart Jones	GB	348 Yamaha	Ronnie McCutcheon
58	Brian Hussey	GB	348 Harley-Davidson	Ted Pratt
59	Dennis Trollope	GB	349 Fowler Yamaha	Cyril Trollope
60	Tom Loughridge	GB	346 Yamaha	Driver
61	Tony McGurk	GB	347 Duckett Yamaha	Driver
62	Peritt Lettela	SF	349 Yamaha	Driver
63	John Gowie	GB	347 Premier Yamaha	Premier Motors
64	Roger Sutcliffe	GBM	347 Yamaha	Wilson & Collins Ltd.
65	Ernie Pitt	GB	350 Hinton Suzuki	J. Hinton, Birmingham, Ltd.
66	John Long	USA	350 Yamaha	Driver
67	Dave Hughes	GB	349 Arter AUS	Driver
68	Derek Tierney	GB	347 Yamaha	Driver
69	Henry McEwan	GB	349 Yamaha	Bill Robertson Motors
70	Godfrey Benson	GB	348 Yamaha	Richards Racing
71	Brian Moses	GB	348 Yamaha	Driver

ELITE MOTORS

Always first for motorcycles

Any make, any model — Personal export or home sales
Elite Motors (Tooting) Ltd., 844-965, Garratt Lane, London S.W.17. Tel: 01-872 1200 (20 lines)

Start Interval	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	No.
M S						
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 30	45
03 40	46
03 40	47
03 50	48
03 50	49
04 00	50
04 00	51
04 10	52
04 10	53
04 20	54
04 20	55
04 30	56
04 30	57
04 40	58
04 40	59
04 50	60
04 50	61
05 00	62
05 00	63
05 10	64
05 20	65
05 20	66
05 30	67
05 30	68
05 40	69
05 40	70
05 50	71

Motorcycle Customising

CUSTOM PAINTING • Metallflake • Candy Apple • Metallics
Flames • Panelling
OTHER SERVICES • Welding • Chrome Plating • Wheel
Building • Fabrication • Chopper Parts (SAE lists)

Write for Quote

CUSTOM CITY - QUARRY LANE - CHICHESTER - SUSSEX. Tel: 89366

JUNIOR INTERNATIONAL TT (350cc)

No.	Driver	Nationality	Machine	Entrant	Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	No.
72	Mick Chatterton	GB	348 Yamaha	Driver	05 50	.....	.....	.....	.....	.....	72
73	Richard Stevens	GB	347 Yamaha	Holoway Motorcycles	06 00	.....	.....	.....	.....	.....	73
74	Graham Bentman	GB	348 Yamaha	Driver	06 00	.....	.....	.....	.....	.....	74
75	Derek Loan	GB	346 Spartan	Barton Motors Ltd.	06 10	.....	.....	.....	.....	.....	75
76	Bill Bowman	GB	347 Lambert Yamaha	Roland Lambert	06 10	.....	.....	.....	.....	.....	76
77	Denis Casement	GB	348 Yamaha	Driver	06 20	.....	.....	.....	.....	.....	77
78	Roy Bisbey	GB	348 Yamaha	H. Dugdale Motors	06 20	.....	.....	.....	.....	.....	78
79	Tom Robinson	GB	348 Yamaha	Driver	06 30	.....	.....	.....	.....	.....	79
80	Mike Kevanagh	CDN	350 Yamaha	Driver	06 30	.....	.....	.....	.....	.....	80
81	Neville Watts	GB	273 Honda	Driver	06 40	.....	.....	.....	.....	.....	81
82	Alan Jones	GB	348 Yamaha	Driver	06 40	.....	.....	.....	.....	.....	82
83	James Scott	IRL	347 Yamaha	Billy Nutt Motorcycles	06 50	.....	.....	.....	.....	.....	83
84	Tom Newell	GB	348 Yamaha	Driver	06 50	.....	.....	.....	.....	.....	84
85	Don Grant	GB	348 Yamaha	Driver	07 00	.....	.....	.....	.....	.....	85
86	Bill Fulton	GB	347 Yamaha	Driver	07 00	.....	.....	.....	.....	.....	86

AMENDMENTS AND NON-STARTERS:

~~80 Mike Kevanagh~~
~~81 Neville Watts~~
~~82 Alan Jones~~
~~83 James Scott~~
~~84 Tom Newell~~
~~85 Don Grant~~
~~86 Bill Fulton~~

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						

Lap Time	4 Lap Speed	Av. Speed	Lap Time	5 Lap Speed	Av. Speed	Total Time of Final Leaders

4 MONDAY POSTPONED (RAIN & HIGH WINDS)
 HELD TUESDAY JUNE 3 - 11-30am

MONDAY JUNE 2 2.30 p.m.
INTERNATIONAL 500CC SIDECAR TT
RACE COLOUR BLACK START IN PAIRS — 10 sec.



No.	Driver/Passenger	Nationality	Machine	Start Interval			No.
				M	S		
1	Mac Hobson/Gordon Russell	GB	500 Yamaha	00	00	1	
2	Siegfried Schauzu/Wolfgang Kalauch	D	490 Aro	00	00	2	
3	George O'Dell/Alan Gosling	GB	496 Konig	00	10	3	
4	Rolf Steinhausen/Josef Huber	D	497 Busch-Konig	00	10	4	
5	Heinz Luthringshauser/Hermann Hahn	D	500 BMW	00	20	5	
6	Dick Hawes/Eddy Kiff	GB	492 Konig	00	20	6	
7	Gerry Boret/Nick Boret	GB	496 Shellsport Renwick Konig	00	30	7	
8	Richard Wegener/Derek-Jacobson	D	500 BMW	00	30	8	
9	Otto Haller/Erich Haselbeck	D	498 BMW	00	40	9	
10	Chris-Vincent	GB	500 Yamaha	00	40	10	
11	Gustav Pape/Franz Kallenberg	D	494 Konig	00	50	11	
12	Trevor Ireson/Dave Houghton	GB	496 Konig	00	50	12	
14	Helmut Schilling/Gunther Maier	D	500 BMW	01	00	14	
15	Derek Plummer/Charles Birks	GB	494 Konig	01	00	15	
16	Michel-Poureelet/Gerard-Le-Corfe	F	500 BMW	01	10	16	
17	Herbert Haller/Siegfried-Neumann	D	498 Konig	01	20	17	
18	Dennis Keen/Royston Keen	GB	497 Konig	01	20	18	
19	Egon Schons/Karl Lauterbach	D	498 BMW	01	30	19	
20	Bill Currie/Ken Arthur	GB	498 Weslake	01	30	20	
21	Nick Boddice/Clive Pollington	GB	500 Low Bod Konig	01	40	21	
22	Bill Crook/Stuart Collins	GB	500 Windle BSA	01	40	22	
23	Roy Woodhouse/Norman Fear	GB	498 Honda	01	50	23	
24	Ray Bell	GB	498 Konig	01	50	24	
25	Roger Dutton/Tony Wright	GB	498 Broad Yamaha	02	00	25	
26	Steve Sinnott/Jim Williamson	GB	500 Yamaha	02	00	26	
27	Malcolm Aldrick	GB	498 Honda	02	10	27	
28	Roy Hanks/Gerald Daniel	GB	498 BMW	02	10	28	
29	Fred Cornbill/Gordon Tinkler	GB	496 Honda	02	20	29	
30	Dave Saville/Andrew Lord	GB	498 Sabre Triumph	02	20	30	
31	John-Brandon/Stewart-Atkinson	GB	498 Honda	02	30	31	
32	Malcolm White/Philip Oliver	GB	492 Trifly Weslake	02	30	32	
33	John Barker/Chris Emmins	GB	492 Reynoldson Suzuki	02	40	33	
34	Robin Williamson/Jack McPherson	GB	500 British Magnum	02	40	34	
35	Peter Brown	GB	500 Yamaha	02	50	35	

For the best reports and pictures of the major motor cycling events.

— 3 LAPS — 113.19 MILES (182.10 kms)
Intervals

Entrant	Start Interval			No.
	M	S		
Hamilton Motorcycles	00	00	1	
Aro Teppichböden	00	00	2	
Joe Henderson	00	10	3	
Driver	00	10	4	
M. Krauser	00	20	5	
Overhill Motorcycles	00	20	6	
Renwick Developments	00	30	7	
Driver	00	30	8	
Driver	00	40	9	
P. Chapman	00	40	10	
Driver	00	50	11	
Joe Henderson	00	50	12	
Driver	01	00	14	
Joe Henderson	01	10	15	
Driver	01	10	16	
Driver	01	20	17	
Driver	01	20	18	
Driver	01	30	19	
Driver	01	30	20	
Driver	01	40	21	
Driver	01	40	22	
Driver	01	50	23	
Driver	01	50	24	
Driver	02	00	25	
Industrial Services	02	00	26	
Driver	02	10	27	
Fred Hanks	02	10	28	
Hamilton Motorcycles	02	20	29	
Driver	02	20	30	
Market Drayton MC & LCC	02	30	31	
Driver	02	30	32	
Driver	02	40	33	
Driver	02	40	34	
P. Chapman	02	50	35	

For the best reviews and pictures of the latest machines and equipment

SIDECAR (500cc) INTERNATIONAL TT

No.	Driver/Passenger	Nationality	Machine
36	Ted Janssen/Peter Sales	D	Konig
37	Keith Griffin/Malcolm Sharrrocks	GBM	S.G. Triumph
38	Dave Bexley/Michael Skeels	GB	Hadleigh Honda
39	Dick Greasley/Cliff Holland	GB	Yamaha
40	Alex Campbell/Jim Pearson	AUS	Yamaha
41	Mike Whitton/Pete Mooney	GB	BSA
42	Trevor Youens/Ray Moon	GB	Fiat
43	Mick Potter/Edwin Hammond	GB	Triumph
44	Ron Coxon/Paul Appleby	GB	BMW
45	Bill Hodgkins/John Parkins	GB	Crescent
46	John Graham/Robin Kissell	GB	Suzuki
47	Jack Truham/Alex Notman	GB	BMW
48	Bran Bardsley/Peter Cropper	GB	Barton Suzuki
49	John Wright-Bailey/Vic Sampson	GB	RRD
50	Tony Greening/David Carr	GB	T. G. Weslake
51	Tony Wakefield/Colin Newbold	GB	British Magnum
52	Graham Milton/Dennis Smith	GB	British Magnum
53	Eric Bregazzi/John Creer	GBM	BSA
54	Brian Mee/Colin Taylor	GB	SRS Konig
55	George Oates/	GBM	Konig
56	Stuart Applegate/Gary Townley	GB	Honda
57	Arthur Oates/Edward Oates	GBM	SG BSA
58	Ken Graham/Dennis Tower	GB	Suzuki
59	Mick Wortley/John Dovey	GB	BSA
60	Barrie Moran/Ken Moran	GB	MB Norton
61	Ian McDonald/Hugh Sanderson	GB	Weslake
62	Pete Tyack/John Gay	GB	Pollard Imp
63	Pete Hardcastle/Roger Osborne	GB	PJH Triumph
64	Joseph Rechezeu/Aima Rechezeu	USA	MGF Triumph
65	Robert Smith/Campbell Smith	GB	Whitemoss BSA
66	Nigel Rollason/Peter Shiner	GB	Criterion BSA
67	Geof Atkinson/Robert Peel	GB	GA Suzuki
68	Neil Sutherland/Mortimer Murray	GB	Triton
69	Reg Spooncer/John Herbert	GB	Norton
70	Peter Williams/Peter Cartwright	GB	Agenoux
71	Dave Mallon/Hans Otto Butenuth	GB	BMW
72	John Davies/William Williams	GB	Rumble Yamaha

For the best road tests,
technical reports and
special features.



Entrant	Start Interval	Lap 1	Lap 2	Lap 3	No.
	M S				
Driver	02 50	.....	.....	.....	36
Driver	03 00	.....	.....	.....	37
Revetts (Ipswich)	03 00	.....	.....	.....	38
C. G. Chell Motorcycles	03 10	.....	.....	.....	39
Driver	03 10	.....	.....	.....	40
Parker Bros.	03 20	.....	.....	.....	41
Driver	03 20	.....	.....	.....	42
Revetts Ipswich	03 30	.....	.....	.....	43
Driver	03 30	.....	.....	.....	44
Joe Francis	03 40	.....	.....	.....	45
Driver	03 40	.....	.....	.....	46
Driver	03 50	.....	.....	.....	47
Barton Motors	03 50	.....	.....	.....	48
Driver	04 00	.....	.....	.....	49
Driver	04 00	.....	.....	.....	50
Driver	04 10	.....	.....	.....	51
Driver	04 10	.....	.....	.....	52
Driver	04 20	.....	.....	.....	53
Driver	04 20	.....	.....	.....	54
Driver	04 30	.....	.....	.....	55
Driver	04 30	.....	.....	.....	56
Driver	04 40	.....	.....	.....	57
Driver	04 40	.....	.....	.....	58
Driver	04 50	.....	.....	.....	59
Driver	04 50	.....	.....	.....	60
A. Jones	05 00	.....	.....	.....	61
Reg Allen	05 00	.....	.....	.....	62
Driver	05 10	.....	.....	.....	63
MGF Racing	05 10	.....	.....	.....	64
Whitemoss Eng. Co.	05 20	.....	.....	.....	65
Fred Hanks Motorcycles	05 20	.....	.....	.....	66
Driver	05 30	.....	.....	.....	67
Driver	05 30	.....	.....	.....	68
Driver	05 40	.....	.....	.....	69
Driver	05 40	.....	.....	.....	70
Driver	05 50	.....	.....	.....	71
Driver	05 50	.....	.....	.....	72

For complete news
coverage of the motor
cycling scene.



SIDECAR (500cc) INTERNATIONAL TT

No.	Driver/Passenger	Nationality	Machine
73	Bill Uren/Graham Stone	GB	500 Triumph
74	Derek Rumbler/Derek Rumble (Jnr)	GB	500 Rumble Suzuki
75	Selby Sarginson/Ian Wilson	GB	500 BSA
76	Graham Hilditch/Kevin Littlemore	GB	499 BSA
77	Vince Winstanley/David Rawlinson	GB	500 Konig
78	Robert Jacobs/Philip Spendlove	GB	500 BSA
79	David Henderson/David Skelly	IRL	498 Triumph
80	David Calvert/David Colling	GB	500 Norton
81	Dave Dickinson/Bill Mathews	GB	492 BMW
82	Bill Hall/Pete Minton	GB	500 Wilemans Norton
83	Dave McDonald/Robert Horspool	GB	498 Weslake
84	Paul Biggs/Vincent Biggs	GB	500 Triumph
85	Adrien Rivett/Miss Gianna Ward	GB	500 BMW
86	Ken Blacklock/Alan Robson	GB	494 Yamaha

Rest

Box

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time	1	4	5	11	14	18
Lap Speed						
Lap Time	1	4	39	14	11	26
Lap Speed						
Av. Speed						
Lap Time	4	4	39			
3 Lap Speed		96.71				
Av. Speed						
Total Time of Final Leaders	1st	2nd	3rd			
	4	1	39			

Entrant	Start Interval		Lap 1	Lap 2	Lap 3	No.
	M	S				
Driver	06	00	.....	.....	.....	73
Tom Hall Motorcycles	06	00	.....	.....	.....	74
Hamilton Motorcycles	06	10	.....	.....	.....	75
Grangeside Racing	06	10	.....	.....	.....	76
R. G. Brown Pipelines	06	20	.....	.....	.....	77
Driver	06	20	.....	.....	.....	78
Driver	06	30	.....	.....	.....	79
Driver	06	30	.....	.....	.....	80
Driver	06	40	.....	.....	.....	81
Jak Products	06	40	.....	.....	.....	82
Dave Nourish	06	50	.....	.....	.....	83
J. H. Motors	06	50	.....	.....	.....	84
Driver	07	00	.....	.....	.....	85
Driver	07	00	.....	.....	.....	86

39. 15. 26. 22. 34. 18. 25 23 40. 36. 32 44

You can see and buy the new book

ISLE OF MAN TT

by Charles Deane (A *Castrol* book)

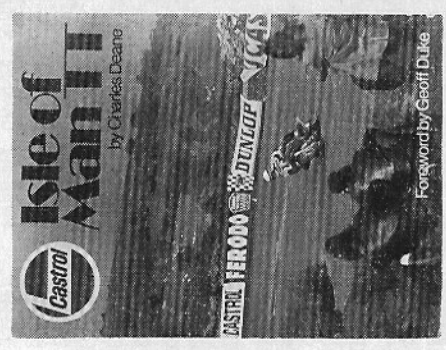
... at most good bookshops — and certainly at these on the island — right NOW but hurry in case they've sold out!

Lexicon Bookshop, 63 Strand Street, Douglas
Marina Bookshop, 7 Marina Road, Douglas
Bridge Bookshop, Shore Road, Port Erin

They've plenty of other good motorcycling books on display too — the best of which mostly come from the publishers of this one



Patrick Stephens Limited
Cambridge



£3.95 net 152pp, 9 3/4" x 7 1/4", 70 photos & 3 maps, hard-bound with full colour jacket

AT BEDSTEAD + LEN SHAW, PAUL & NORHAN, 12.



WEDNESDAY JUNE 4 11 a.m.
INTERNATIONAL SENIOR TT — 500CC
RACE COLOUR YELLOW Start in pairs — 10 sec.

No.	Driver	Nationality	Machine	Entrant
1	Phil Carpenter	GB	354 Yamaha	Driver
2	Charlie Williams	GB	385 Dugdale Maxton Yamaha	H. Dugdale Motors
3	Billy Guthrie	IRL	354 Danfay Yamaha	Driver
4	Bill Smith	GB	499 Honda	Bill Smith Motors Ltd.
5	Bill Rae	GB	400 Dugdale Maxton Yamaha	H. Dugdale Motors
6	Derek Chatterton	GB	352 Chat Yamaha	Chattertons Motors
7	Gordon Penttila RPE	GB	498 Spartan	Barton Motors
8	Helmut Kassner	D	366 Yamaha	Driver
9	Percy Tait	GB	498 Yamaha	Screen & Plastic Co. Ltd.
10	Mick Grant	GB	500 Kawasaki	Boyer Team Kawasaki
11	Geoff Barry	GB	352 Oakley Yamsel	E. C. Oakley
12	John Taylor	GB	352 Egerton Yamaha	Egerton Transplant
14	Chas Mortimer	GB	500 Danfay Yamaha	Danfay Distributors
15	Peter-McKintey	GB	352 Padgett Yamaha	Padgetts (Batley) Ltd.
16	Tony Rutter	GB	352 Yamaha	Bob Priest
17	Tom Herron	IRL	351 Yamaha	Driver
18	Bob Heath	GB	352 Yamaha	Reg Gower
19	John Williams	GB	390 Yamaha	Gerald Brown
20	Alex George	GB	500 Yamaha	Driver
21	Barry Ditchburn	GB	500 Kawasaki	Boyer Team Kawasaki
22	Bo Granath	S	488 Husqvarna	Driver
23	Alan Rogers	GB	492 Hi-Tac Suzuki	Arion International Ltd.
24	Selwyn Griffiths	GB	496 Cowles Matchless	Driver
25	Neil Tuxworth	GB	352 Yamaha	Henstocks of Mansfield
26	Malcolm Moffatt	GB	351 Yamaha	Driver
27	Les Kenny	AUS	351 Renstar Yamaha	Driver
28	Alan North	SA	351 McVeigh Yamaha	McVeigh Team Levis
29	Paul Cott	GB	352 Yamaha	Driver
30	Jan Kostwinder	NL	500 Yamaha	Driver
31	Roger Nicholls	GB	351 Beale Yamaha	G. Beale

ELITE MOTORS

Always first for motorcycles

Any make, any model — Personal export or home sales
 Elite Motors (Footing) Ltd., 844-965, Garratt Lane, London S.W.17. Tel: 01-672 1200 (20 lines)

DAVID & PAMILINE PULLAN, & Norman Secretary,
 - all flew in in Jan Shaws etc -

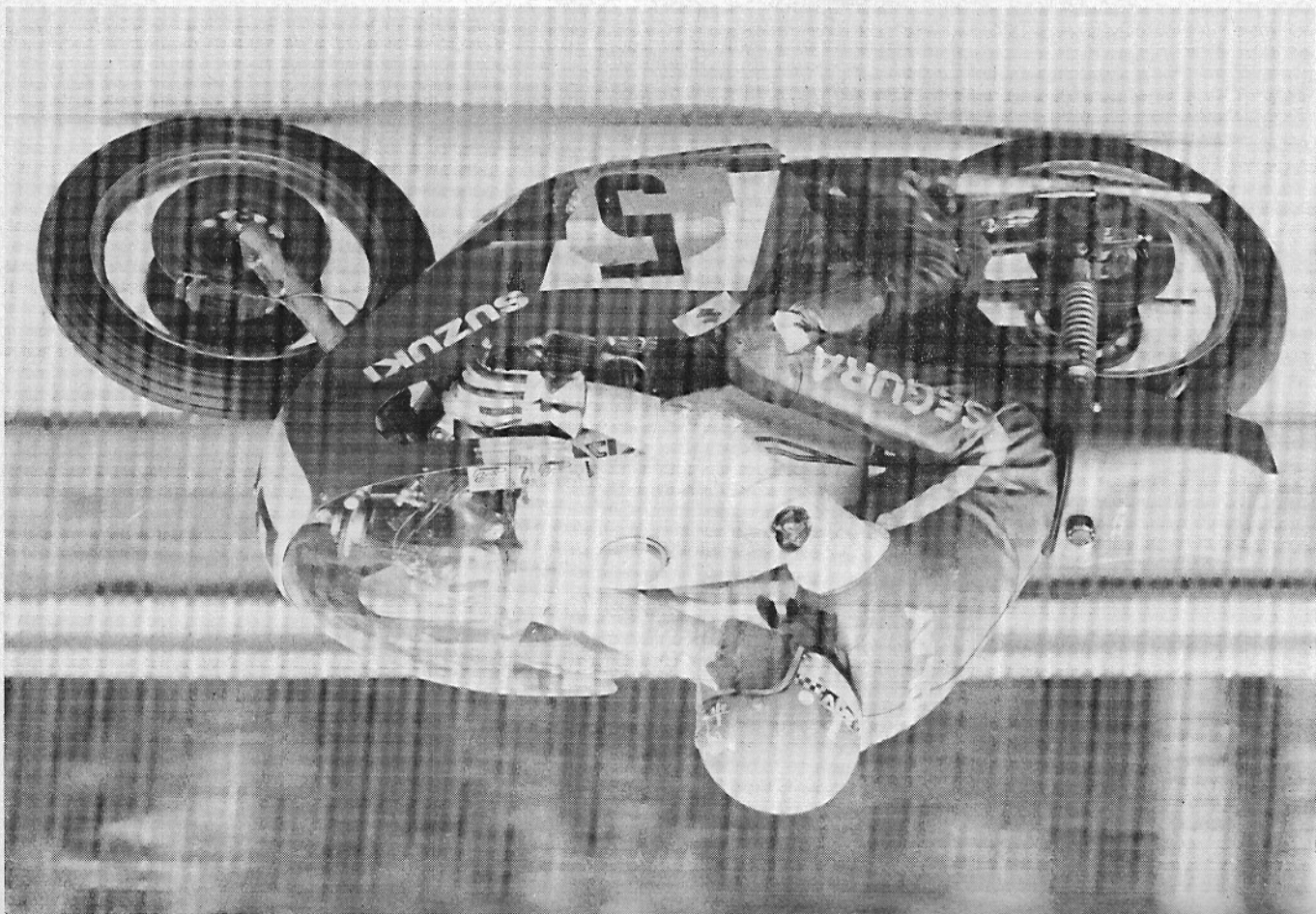


— 6 LAPS — 226.38 MILES (364.20 kms.)
Intervals Qualifies for 1975 World Championship

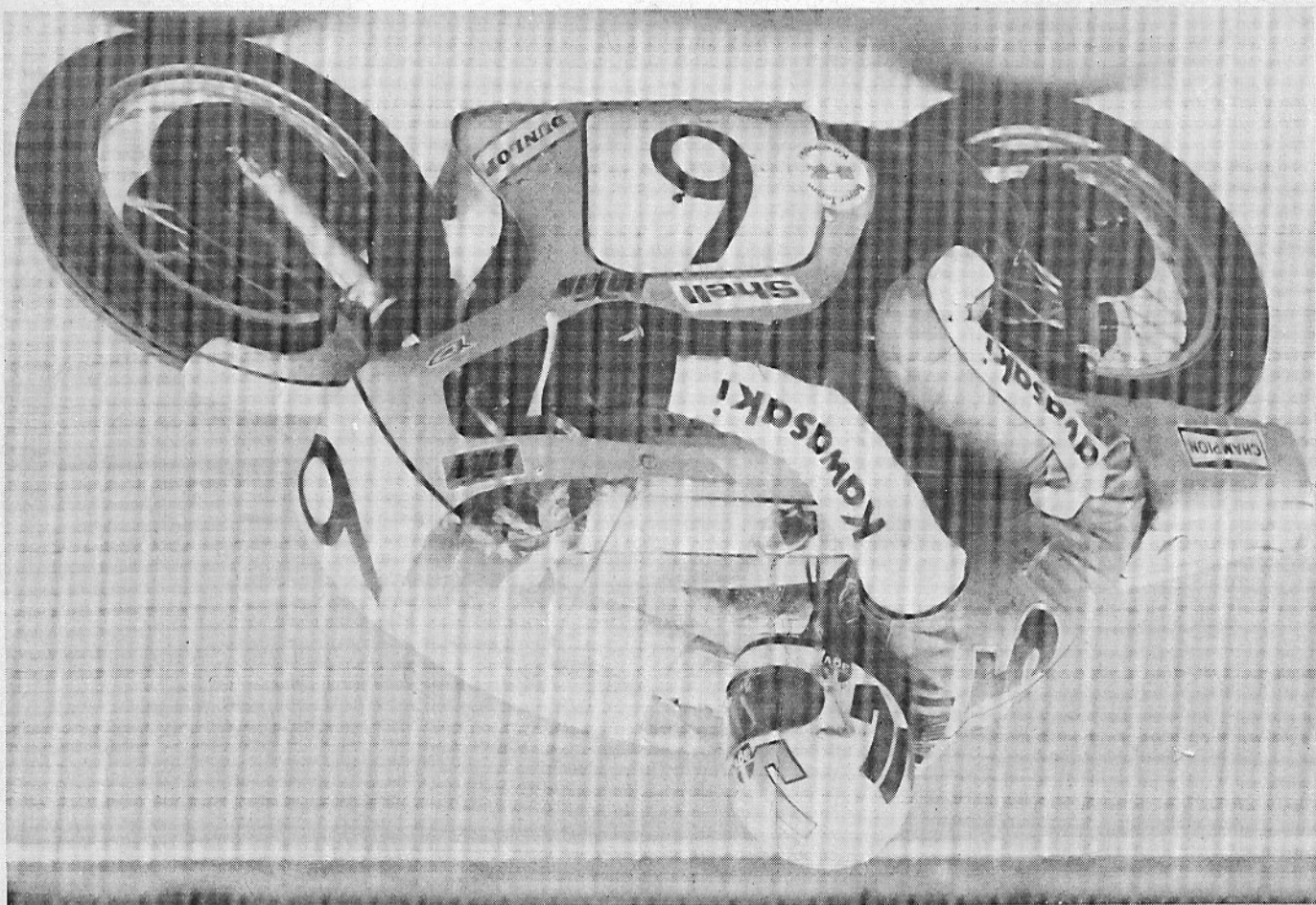
No.	Start Interval		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6
	M	S						
1	00	00	.....	.....	.....	.....	.....	.....
2	00	00	.....	.....	.....	.....	.....	.....
3	00	10	.....	.....	.....	.....	4.50	.....
4	00	10	.....	.....	.....	.....	.....	.....
5	00	20	.....	.....	.....	.....	.....	.....
6	00	20	.....	.....	.....	.....	.....	.....
7	00	30	.....	.....	.....	.....	.....	.....
8	00	30	.....	.....	.....	.....	.....	.....
9	00	40	.....	.....	.....	.....	.....	.....
10	00	40	.....	.....	.....	.....	1.50	.....
11	00	50	.....	.....	.....	.....	.....	.....
12	00	50	.....	.....	.....	.....	.....	.....
14	01	00	.....	.....	.....	.....	.....	.....
15	01	10	.....	.....	.....	.....	.....	.....
16	01	10	.....	.....	.....	.....	.....	.....
17	01	20	.....	.....	.....	.....	.....	.....
18	01	20	.....	.....	.....	.....	.....	.....
19	01	30	.....	.....	.....	.....	.....	.....
20	01	30	.....	.....	.....	.....	.....	.....
21	01	40	.....	.....	.....	.....	.....	.....
22	01	40	.....	.....	.....	.....	.....	.....
23	01	50	.....	.....	.....	.....	.....	.....
24	01	50	.....	.....	.....	.....	.....	.....
25	02	00	.....	.....	.....	.....	.....	.....
26	02	00	.....	.....	.....	.....	.....	.....
27	02	10	.....	.....	.....	.....	.....	.....
28	02	10	.....	.....	.....	.....	.....	.....
29	02	20	.....	.....	.....	.....	.....	.....
30	02	20	.....	.....	.....	.....	.....	.....
31	02	30	.....	.....	.....	.....	.....	.....

parks of London
 THE MOTORCYCLE PEOPLE

For the full ranges of Honda, Suzuki, Triumph, BSA and Puch
 Official Honda Spares Centre Trade and Retail
PARKS OF LONDON
 Sales & Service: 404 Lewisham High St, London SE13 6LJ. Tel: 01-690 2678
 Spares: 408 Lewisham High St, London SE13 6LJ. Tel: 01-690 2676



Mick Grant



INTERNATIONAL SENIOR (500cc) TT

No.	Driver	Nationality	Machine	Entrant	Start Interval						No.	
					Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6		
32	Eddie Roberts	GB	385 Dugdale Maxton Yamaha	H. Dugdale Motors	02 30	.....	.....	.....	.....	.....	.....	32
33	Jack Ahearn	AUS	380 Yamaha	Bill Smith Motors	02 40	.....	.....	.....	.....	.....	.....	33
34	Bill Henderson	IRL	354 Yamaha	A. Barnes	02 40	.....	.....	.....	.....	.....	.....	34
35	Ken Huggett	GB	346 Maxton Yamaha	Driver	02 50	.....	.....	.....	.....	.....	.....	35
36	Ian Richards	GB	380 Yamaha	D. J. Whitehouse	02 50	.....	.....	.....	.....	.....	.....	36
37	Brian Moses	GB	351 Yamaha	Driver	03 00	.....	.....	.....	.....	.....	.....	37
38	David Hughes	GB	496 Arter Matchless	Driver	03 00	.....	.....	.....	.....	.....	.....	38
39	Phil Gurner	GB	500 Race-Way	SKF Steel	03 10	.....	.....	.....	.....	.....	.....	39
40	Abe Alexander	IRL	352 Yamsel	Driver	03 10	.....	.....	.....	.....	.....	.....	40
41	Steve Tonkin	GB	352 McVeigh Yamaha	McVeigh Team Levis	03 20	.....	.....	.....	.....	.....	.....	41
42	Denis Gallagher	GB	354 Yamsel	Roy Graham	03 20	.....	.....	.....	.....	.....	.....	42
43	Derek Huxley	GB	354 Yamaha	Smokeless Fuels	03 30	.....	.....	.....	.....	.....	.....	43
44	Barry Randle	GB	352 Yamaha	Angle Ring Company	03 30	.....	.....	.....	.....	.....	.....	44
45	George Fogarty	GB	354 Yamaha	Vin Cunningham	03 40	.....	.....	.....	.....	.....	.....	45
46	Gerry Mateer	IRL	352 Yamaha	Driver	03 40	.....	.....	.....	.....	.....	.....	46
47	Tom Robinson	GB	352 Yamaha	Driver	03 50	.....	.....	.....	.....	.....	.....	47
48	Mick Chatterton	GB	352 Yamaha	Driver	03 50	.....	.....	.....	.....	.....	.....	48
49	Don Grant	GB	499 Norton	Driver	04 00	.....	.....	.....	.....	.....	.....	49
50	John Cowie	GB	351 Premier Yamaha	Premier Motors	04 00	.....	.....	.....	.....	.....	.....	50
51	Roger Sutcliffe	GBM	492 Crooks Suzuki	Wilson & Collins Ltd.	04 10	.....	.....	.....	.....	.....	.....	51
52	Norman Dunn	IRL	354 Yamaha	Driver	04 10	.....	.....	.....	.....	.....	.....	52
53	Bernard Murray	GB	351 Albion Yamaha	Albion St. Motors	04 20	.....	.....	.....	.....	.....	.....	53
54	Martin Read	GB	352 Spondon Yamaha	Driver	04 20	.....	.....	.....	.....	.....	.....	54
55	Brian Warburton	GB	500 Suzuki	Driver	04 30	.....	.....	.....	.....	.....	.....	55
56	Keith Martin	GB	500 Hi-Tac Suzuki	John Riley Motorcycles	04 30	.....	.....	.....	.....	.....	.....	56
57	Hans-Otto Butenuth	D	498 Yamaha	Driver	04 40	.....	.....	.....	.....	.....	.....	57
58	Mick Burns	GB	500 Ham Yamaha	Hamilton Motorcycles	04 40	.....	.....	.....	.....	.....	.....	58
59	Bill Tomlinson	GB	351 Yamaha	Vin Cunningham	04 50	.....	.....	.....	.....	.....	.....	59
60	Pentti Lehtela	SF	351 Yamaha	Driver	04 50	.....	.....	.....	.....	.....	.....	60
61	Dennis Trollope	GB	475 Fowler Yamaha	Cyril Trollope	05 00	.....	.....	.....	.....	.....	.....	61
62	John Weeden	GB	346 Sondel Yamaha	Driver	05 00	.....	.....	.....	.....	.....	.....	62
63	Walter Dawson	GB	496 Seeley	Driver	05 10	.....	.....	.....	.....	.....	.....	63
64	Mick Poxon	GB	492 Suzuki	Jak Products	05 10	.....	.....	.....	.....	.....	.....	64
65	Malcolm Lucas	GB	499 Norton	Fred Hanks Motorcycles	05 20	.....	.....	.....	.....	.....	.....	65
66	Horst Gluck	D	490 BMW	Driver	05 20	.....	.....	.....	.....	.....	.....	66
67	Bernie Toleman	GB	492 Suzuki	Driver	05 30	.....	.....	.....	.....	.....	.....	67
68	Fred Walton	GBM	499 Velocette	R. F. Seymour Ltd.	05 30	.....	.....	.....	.....	.....	.....	68
69	Frank Rutter	GB	352 Yamaha	Driver	05 40	.....	.....	.....	.....	.....	.....	69
70	Bill Robertson	GB	492 Suzuki	Driver	05 40	.....	.....	.....	.....	.....	.....	70
71	Derek Tierney	GB	351 Yamaha	Driver	05 50	.....	.....	.....	.....	.....	.....	71
72	Hartley Kerner	GB	498 Honda	Esso Petroleum Co. Ltd.	05 50	.....	.....	.....	.....	.....	.....	72
73	Donal Cormican	IRL	354 Yamaha	Driver	06 00	.....	.....	.....	.....	.....	.....	73
74	Brian Hussey	GB	391 Harley-Davidson	Ted Pratt	06 00	.....	.....	.....	.....	.....	.....	74
75	Tom Loughridge	GB	492 Crooks Suzuki	Driver	06 10	.....	.....	.....	.....	.....	.....	75

INTERNATIONAL SENIOR (500cc) TT

No.	Driver/Passenger	Nationality	Machine	Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 5	No.
76	Tony McGurk	GB	352 Duckett-Yamaha	06 10	.....	.....	.....	.....	.....	.....	76
77	Ernest Coates	IRL	352 Yamaha	06 20	.....	.....	.....	.....	.....	.....	77
78	Chris Neve	GB	352 Yamaha	06 20	.....	.....	.....	.....	.....	.....	78
79	David Mason	GB	485 Yamason	06 30	.....	.....	.....	.....	.....	.....	79
80	Alan Walsh	GB	496 Triumph	06 30	.....	.....	.....	.....	.....	.....	80
81	James Ashton	GB	496 Seeley	06 40	.....	.....	.....	.....	.....	.....	81
82	Peter Grove	GB	496 Yamaha	06 40	.....	.....	.....	.....	.....	.....	82
83	Henry McEwan	GB	450 Honda	06 50	.....	.....	.....	.....	.....	.....	83
84	Derek Loan	GB	460 Sparton	06 50	.....	.....	.....	.....	.....	.....	84
85	James Scott	IRL	351 Yamaha	07 00	.....	.....	.....	.....	.....	.....	85
86	Tom Newell	GB	499 Norton	07 00	.....	.....	.....	.....	.....	.....	86

AMENDMENTS AND NON-STARTERS:

TIES-BADGES-TROPHIES
STICKERS · PENNANTS · T-SHIRTS
WRITE FOR
CATALOGUE



ALEC BROOK
A.P.R. (London) Ltd
Dept. TR, 57 Blandford St.
London W1H3AF
Tel. 01-486 2021

BRYANTTS
THE RIDER AGENTS

ESTABLISHED 1907
"AS OLD AS THE
TT ITSELF"

FOR:

BMW · HONDA · YAMAHA · MZ
SUZUKI · DUCATI · NORTON
TRIUMPH · BENELLI · PUCH
GARELLI · RELIANT · BOND

25-27, 72-74 SHORTMEAD STREET
BIGGLESWADE, BEDS.

Spares — Repairs — Service — Tel.: 0767-313108

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Lap Time						
4 Lap Speed						
Av. Speed						
Lap Time						
5 Lap Speed						
Av. Speed						
Lap Time						
6 Lap Speed						
Av. Speed						
Total Time of Final Leaders						

BMS Own Brand Books

We specialise in publishing our own books which are of excellent quality, full of motorcycle content, printed on high-class artpaper, and are copiously illustrated with large pictures. We are delighted to supply mailorder, generally by return of post or at the worst the day after. Both UK and overseas equally welcome. We accept postal orders, overseas drafts, cheques, and sterling or foreign cash.

THE KEIG COLLECTION The Isle of Man TT Mountain Course was opened in 1911. Until the finish of the 1939 June races, the Keig family, based in Douglas, specialised in photographing every competitor who reached the Island. This 964-picture collection features a still shot of the rider and his machine, and often leading personalities too. Being paddock or start-line shots, and static, each picture shows the machine in great technical detail. BMS Ltd is putting the best 600 pictures into a three-volume album, "The Keig Collection," with lengthy, detailed captions by none other than Bob Holliday, onetime Editor of *Motor Cycling* and colleagues of TT Special publisher Geoff Davison. Nobody is better suited to caption the Keig pictures than RRH. Each volume contains 200 large photographs, each about 7 x 5 inches, and none is turned sideways on the page (which I call a despicable practice). Volume One is now out; Volumes Two and Three follow at 2½-month intervals. Each volume is £2.85 nett (postage extra) or **£9.00 the set of three, postpaid to any world address**

THE THIRD VINTAGE ROADTEST JOURNAL During May of each year, BMS Ltd publishes a group of roadtests of early machines, tested and written-up by Vintage MCC Founder, C. E. Titch Allen. For 1975 we have melded in a few early post-vintage mounts such as a 1931 AJS

V-twin, 1932 Arthur Carroll Inter Norton, 1932 Austin-7 Brough Superior. Plus of course many pre-1931 tests with full text, performance figures, restoration data and almost 200 never-before-published photographs. Sent any world address for **£2.10 postpaid**

FIRST & SECOND VRTJ's The previous Vintage Roadtests Journals remain available — both in fact were reprinted during early 1975, so popular were they. A different mix of machines, all pre-1931 in both cases. Either the First or the Second VRTJ each costs **£2.10 postpaid**.

ROADTESTS REPUBLISHED Under an exclusive re-usage licence, BMS Ltd is able to republish earlier roadtests from the backnumbers of *Motor Cycling* and *The Motor Cycle*. These are the same text reset into bigger type, the same pictures re-used larger, all the available, previously-unseen editorial overpix, graphs, specifications and in many cases catalogue embellishments. A fresh volume appears every four months. In print to date are "Roadtests Republished Volume One 1930-1940" and "Volume Two 1955-1960" and each contains about a score of tests, 150 illustrations and utilises big photographs and artpaper. Either volume sent to any world address for **£2.10 postpaid**

We have many, many other motorcycle books in print

BRUCE MAIN-SMITH & CO. LTD,

Mailorder Dept:— BMS Ltd, PO Box 20, Leatherhead, Surrey. (Tel as below)
Retail Shop:— 312 High Street, Dorking, Surrey. (Telephone Dorking 5602)

AT. SIGN POST & THE NOOK

WEDNESDAY JUNE 4 2.30 p.m.

INTERNATIONAL 1000CC SIDECAR TT - 3 LAPS
RACE COLOUR YELLOW START IN PAIRS - 10 sec intervals

LAP 22-47.6
 99-31

Race
 1st 9m 37secs
 97.55



No.	Driver/Passenger	Nationality	Machine	Entrant	Start Interval M S	Lap 1	Lap 2	Lap 3	No.
1	Siegfried Schauzu/Wolfgang Kalauch	D	BMW	Aro Teppichboden	00 00				1
2	Gerry Boret/Nick Boret	GB	BMW	Renwick Developments	00 00				2
3	Heinz Luthringshauser/Hermann Hahn	D	BMW	M. Krauser	00 10				3
4	Mac Hobson/Gordon Russell	GB	Yamaha	Hamilton Motorcycles	00 10				4
5	Rolf Steinhäuser/Josef Huber	D	Busch Konig	Driver	00 20				5
6	George O'Dell/Alan Gosling	GB	Konig	Joe Henderson	00 20				6
7	Chris Vincent	GB	Yamaha	P. Chapman	00 30				7
8	Trevor Ireson/Dave Houghton	GB	Konig	Joe Henderson	00 30				8
9	Bill Currie/Ken Arthur <i>BUNNALLOW & UP.</i>	GB	Weslake	Driver	00 40				9
10	Otto Haller/Erich Haselbeck <i>STRIPES</i>	D	BMW	Driver	00 40				10
11	Dennis Keen/Royston Keen	GB	Konig	Driver	00 50				11
12	Richard Wegener/Derek Jacobson	D	BMW	Driver	01 00				12
14	Bill Crook/Stuart Collins	GB	Windle BSA	Driver	01 00				14
15	Gustav Paper/Franz Kallenberg	D	Konig	Driver	01 10				15
16	Ray Bell	GB	Konig	Driver	01 10				16
17	Helmut Schilling/Gunther Maier	D	BMW Konig	Driver	01 20				17
18	Michel Pourcelet/Gerard Le Corre	F	BMW	Driver	01 20				18
19	Herbert Haller/Siegfried Neumann	D	Konig	Driver	01 30				19
20	John Barker/Chris Emmins	GB	Reynoldson Suzuki	Driver	01 30				20
21	Egon Schons/Karl Lauterbach	D	BMW	Driver	01 40				21
22	Roy Hanks/Gerald Daniel	GB	Imp	Fred Hanks Motorcycles	01 40				22
23	Derek Plummer/Charles Birks	GB	Konig	Joe Henderson	01 50				23
24	Dick Hawes/Eddy Kiff	GB	Konig	Overhill Motorcycles	01 50				24
25	Mick Boddice/Clive Pollington	GB	Low Bod Konig	Driver	02 00				25
26	Steve Sinnott/Jim Williamson	GB	Yamaha	Industrial Services Ltd.	02 00				26
27	Malcolm Aldrick	GB	Hadleigh Honda	Driver	02 10				27
28	John Brandon/Stewart Atkinson	GB	JCLS Honda	Market Drayton MC and LCC	02 10				28
29	Roy Woodhouse/Norman Fear	GB	Honda	Driver	02 20				29
30	Roger Dutton/Tony Wright	GB	Broad Yamaha	Driver	02 20				30
31	Peter Williams/Peter Cartwright	GB	Imp	Driver	02 30				31
32	Dave Bexley/Michael Skeels	GB	Hadleigh Honda	Revetts (Ipswich) Ltd.	02 30				32
33	Robin Williamson/Jack McPherson	GB	British Magnum	Driver	02 40				33
34	Malcolm White/Philip Oliver	GB	Trifly Weslake	Driver	02 40				34
35	Barrie Moran/Ken Moran	GB	MB Norton	Driver	02 50				35

For the best reviews and pictures of the latest machines and equipment

The first Licensed Commercial Radio Station in the British Isles.
 The only commercial radio station with FULL commentaries on all the T.T. races.

MANX RADIO

232 METRES MEDIUM WAVE
 Be business wise advertise and stay with the leaders.
 Phone: 0624-3277

SIDECAR (1000cc) INTERNATIONAL TT

No.	Driver/Passenger	Nationality	Machine	Entrant	Start Interval M S	Lap 1	Lap 2	Lap 3	No.
36	Mick Wortley/John Dovey	GB	956 MDW Triumph	Driver	02 50	.....	.....	.....	36
37	Mick Potter/Edwin Hammond	GB	750 BSA	Revetts (Ipswich) Ltd.	03 00	.....	.....	.....	37
38	Mike Whitton/Pete Mooney	GB	850 Parker Weslake	Parker Bros.	03 00	.....	.....	.....	38
39	Dick Greasley/Cliff Holland	GB	700 Yamaha	C.G. Chell Motorcycles	03 10	.....	.....	.....	39
40	Alistair Lewis/James Law	GB	870 Triumph	Driver	03 10	.....	.....	.....	40
41	Fred Cornbill/Gordon Tinkler	GB	900 Hamilton Honda	Hamilton Motorcycles	03 20	.....	.....	.....	41
42	Mike Jones/David Saunders	GB	903 Kawasaki	Driver	03 20	.....	.....	.....	42
43	Geoff Davis/Stuart McTimoney <i>SLIP ROAD.</i>	GB	900 Kawasaki	Driver	03 30	.....	.....	.....	43
44	Dave Saville/Andrew Lord <i>(PITS)</i>	GB	745 Sabre Norton	Driver	03 30	.....	.....	.....	44
45	Peter Brown/	GB	750 Yamaha	P. Chapman	03 40	.....	.....	.....	45
46	Keith Griffin/Malcolm Sharrocks	GBM	850 S.G. Triumph	Driver	03 40	.....	.....	.....	46
47	Alex Campbell/Jim Pearson	AUS	700 Campbell Yamaha	Driver	03 50	.....	.....	.....	47
48	Bill Hodgkins/John Parkins	GB	498 Joe Francis Crescent	Joe Francis Motors	03 50	.....	.....	.....	48
49	Jack Trustham/Alex Notman	GB	750 B.S.A.	Driver	04 00	.....	.....	.....	49
50	Brian Bardsley/Peter Cropper	GB	748 Barton Suzuki	Barton Motors	04 00	.....	.....	.....	50
51	Tony Wakefield/Colin Newbold	GB	500 British Magnum	Driver	04 10	.....	.....	.....	51
52	Graham Milton/Dennis Smith	GB	500 British Magnum	Driver	04 10	.....	.....	.....	52
53	Arthur Oates/Edward Oates	GBM	830 S.G. B.S.A.	Driver	04 20	.....	.....	.....	53
54	Ken Graham/Dennis Tower	GB	750 Suzuki	Driver	04 20	.....	.....	.....	54
55	Pete Hardcastle/Roger Osborne	GB	700 PJH Weslake	Driver	04 30	.....	.....	.....	55
56	Nigel Rollason/Peter Shiner	GB	875 Criterion BSA	Fred Hanks Motorcycles	04 30	.....	.....	.....	56
57	Geoff Atkinson/Robert Peel	GB	750 GA BSA	Driver	04 40	.....	.....	.....	57
58	Maurice Tombs/	GB	998 Imp	Driver	04 40	.....	.....	.....	58
59	Derek Bayley/	GB	741 Weslake	Driver	04 50	.....	.....	.....	59
60	Robert Smith/Campbell Smith	GB	844 Whitmoss BSA	Whitmoss Eng. Co.	04 50	.....	.....	.....	60
61	Joseph Rocheleau/Aima Rocheleau	USA	750 MGF Triumph	MGF Racing	05 00	.....	.....	.....	61
62	Pete Tyack/John Gay	GB	749 Triumph	Reg Allen (London)	05 00	.....	.....	.....	62
63	Ian McDonald/Hugh Sanderson	GB	850 Weslake	A. Jones	05 10	.....	.....	.....	63
64	Stuart Applegate/Gary Townley	GB	996 Chrysler	Driver	05 10	.....	.....	.....	64
65	Brian Mee/Colin Taylor	GB	680 SRS Konig	Driver	05 20	.....	.....	.....	65
66	Eric Bregazzi/John Creer	GBM	734 BSA	Driver	05 20	.....	.....	.....	66
67	Tony Greening/David Carr	GB	750 TG Weslake	Driver	05 30	.....	.....	.....	67
68	John Wright-Bailey/Vic Sampson	GB	700 RRD	Driver	05 30	.....	.....	.....	68
69	John Graham/Robin Kissell	GB	750 Suzuki <i>Kawasaki</i>	Driver	05 40	.....	.....	.....	69
70	Ron Coxon/Paul Appleby	GB	900 BMW	Driver	05 40	.....	.....	.....	70
71	Ted Janssen/Peter Sales	D	680 Konig	Driver	05 50	.....	.....	.....	71
72	Trevor Youens/Ray Moon	GB	848 Flat	Driver	05 50	.....	.....	.....	72
73	George Oates/	GBM	680 Konig	Driver	06 00	.....	.....	.....	73



AUTHORISED STOCKISTS
Your enquiries appreciated

Precision Engineers (Blackburn) Ltd
Clarendon Road, Blackburn, Lancashire
Tel: (STD 0254) 64581 Telegrams: Precision Blackburn

ELITE MOTORS

Europe's biggest motorcycle dealers

Any make, any model — Personal export or home sales
Elite Motors (Tooting) Ltd., 844-965, Garratt Lane, London S.W.17. Tel: 01-672 1200 (20 lines)

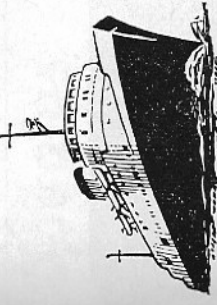
SIDECAR (1000cc) INTERNATIONAL TT

No.	Driver/Passenger	Nationality	Machine	Start Interval		Lap 1	Lap 2	Lap 3	No.
				M	S				
74	Dave Lawrence/Jim Broomham	GB	998 Limpet	06	00	.....	.....	.....	74
75	Neil Sutherland/Mortimer Murray	GB	930 DKW	06	10	.....	.....	.....	75
76	Graham Hilditch/Kevin Littlemore	GB	998 Grangeside Imp	06	10	.....	.....	.....	76
77	Reg Spooncer/John Herbert	GB/D	750 Norton	06	20	.....	.....	.....	77
78	David Mallon/Hans Otto Burenuth	GB	898 BMW	06	20	.....	.....	.....	78
79	John Davies/William Williams	GB	750 Rumble Yamaha Imp.	06	30	.....	.....	.....	79
80	Bill Uren/Graham Stone	GB	750 Weslake	06	30	.....	.....	.....	80
81	Derek Rumble/Derek Rumble, Jr.	GB	975 Rumble Triumph	06	40	.....	.....	.....	81
82	Selby Sarginson/Ian Wilson	GB	830 BSA	06	40	.....	.....	.....	82
83	Vince Winstanley/David Rawlinson	GB	680 RGB Konig	06	50	.....	.....	.....	83
84	Robert Jacobs/Philip Spendlove	GB	740 BSA	06	50	.....	.....	.....	84
85	David Henderson/David Skelly	IRL	741 Windle Weslake	07	00	.....	.....	.....	85
86	David Calvert/David Colling	GB	750 Norton	07	00	.....	.....	.....	86

87. *ADRIAN RUGBY MISS WARD*
 AMENDMENTS AND NON-STARTERS:
 88. *KEN BLACKLOCK MILTON HICHENSOM*

SIDECAR INTERNATIONAL (1000cc)

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Total Time of Final Leaders						



Sail away to the ISLE OF MAN

SUMMER SERVICES

From LIVERPOOL — 19th May to 30th September — weekdays 1030 & 1530 hrs., also Sundays from 25th May to 7th Sept. — 1600 hrs.

Also frequent sailings during Summer Season from ARDROSSAN (Scotland), BELFAST, DUBLIN, FLEETWOOD and LLANDUDNO

"Drive on — drive off" car ferries operate throughout the year between Liverpool and Douglas.

They also sail regularly, during Summer Season, between Ardrossan and Douglas; Belfast and Douglas; and Dublin and Douglas. Early application for car space is desirable.

Particulars of extra services and day excursions from:—

THE ISLE OF MAN STEAM PACKET CO. LTD.
(Incorporated in the Isle of Man)

DOUGLAS, ISLE OF MAN Telephone: Douglas 0624 3824



FRIDAY JUNE 6 11 a.m.

INTERNATIONAL LIGHTWEIGHT TT 250CC
RACE COLOUR GREEN Start in pairs — 10 sec. intervals

No.	Driver	Nationality	Machine	Entrant
1	Tony Rutter	GB	248 Yamaha	Bob Priest
2	Helmut Kassner	D	247 Yamaha	Driver
3	Tom Herron	IRL	246 Yamaha	Driver
4	Barry Ditchburn	GB	250 Kawasaki	Boyer Team Kawasaki
5	Charlie Williams <i>Ret</i>	GB	246 Dugdale	H. Dugdale Motors
6	Gerry Mateer	IRL	247 Yamaha	Driver
7	Phil Carpenter	GB	247 Yamaha	Driver
8	Peter McKinley	GB	247 Padgett Yamaha	Padgetts (Batley) Ltd.
9	Chas Mortimer	GB	250 Danfay Yamaha	Danfay Dist
10	Gyula Marsovszky	CH	250 Yamaha	Driver
11	Alex George	GB	250 Yamaha	Driver
12	Bill Rae	GB	246 Dugdale	H. Dugdale Motors
14	Noel Glegg	GBM	248 Yamaha	Driver
15	John Williams	GB	246 Yamaha	Gerald Brown
16	Jan Kostwinder	NL	250 Yamaha	Driver
17	Mick Grant <i>Ret</i>	GB	250 Kawasaki	Boyer Team Kawasaki
18	Ian Richards	GB	250 Yamaha	D. J. Whitehouse
19	Bill Henderson	GB	246 Yamaha	Driver
20	Bo Granath	IRL	247 Yamaha	A. Barnes
21	Eddie Roberts	S	247 Yamaha	Driver
22	Derek Chatterton	GB	248 Dugdale	H. Dugdale Motors
23	Ken Huggatt	GB	246 Chat Yamaha	Chattertons Motors
24	Alan Rogers	GB	247 Maxton Yamaha	Driver
25	Abe Alexander	IRL	246 Yamaha	Arion International Ltd.



**Success
and Yamaha
go together.**

Yamaha Motorcycles, Sole U.K. Concessionaires, Mitsui Machinery Sales (U.K.) Ltd.
 Oakcroft Road, Chessington, Surrey KT19 1SA Tel: 01-397 8781

(75) Alan Capstick retired at Bishopscourt
 Penine Hire Springers

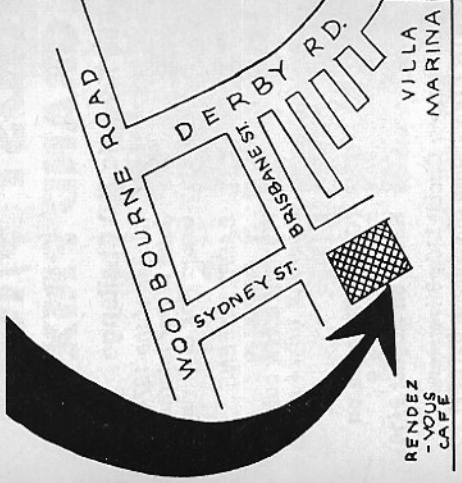
4 LAPS — 150.92 MILES (242.8 kms.)
Race Record 22 12.5 LAP

Start Interval	Lap 1	Lap 2	Lap 3	Lap 4	No.
M S				Results	
00 00	9	9	9	9	1
00 00	02	22	22	22	2
00 10	15	15	15	15	3
00 20	5	3	22	15	4
00 30	3	11	11	11	5
00 40	31	1	1	1	6
00 50					7
01 00					8
01 10					9
01 20					10
01 30					11
01 40					12
01 50					13
02 00					14
					15
					16
					17
					18
					19
					20
					21
					22
					23
					24
					25

Douglas Motorcycle Centre
 Extends a welcome to all visitors to 1975 T.T.

We cater for ALL makes of motorcycle from Vintage to the Modern Superbikes
 One-off parts a speciality

- WELDING
- HELICOILING
- SPARES
- REPAIRS
- HELMETS
- TYRES, ETC.



PROMENADE
 Phone : **Douglas 4580**

INTERNATIONAL LIGHTWEIGHT (250cc) TT

No.	Driver	Nationality	Machine	Entrant	Lap				No.
					1	2	3	4	
26	Martin Sharpe	GB	247 Yamaha	Jack Walters	02 00	02 00	02 00	02 00	26
27	Denis Gallagher	GB	248 Yamaha	Roy Graham	02 10	02 10	02 10	02 10	27
28	Steve Tonkin	GB	249 McVeigh Yamaha	McVeigh Team Levis	02 20	02 20	02 20	02 20	28
29	Roger Nicholls	GB	247 Yamaha	Shepherd Sales	02 20	02 20	02 20	02 20	29
30	Alan North	SA	246 Yamaha	Driver	02 30	02 30	02 30	02 30	30
31	Neil Tuxworth	GB	248 Yamaha	Henstocks of Mansfield	02 30	02 30	02 30	02 30	31
32	Robert Madden	AUS	250 Yamaha	Driver	02 40	02 40	02 40	02 40	32
33	Elmer McCabe	AUS	250 Yamaha	Driver	02 40	02 40	02 40	02 40	33
34	Harry Viiala	SF	247 Yamaha	Driver	02 50	02 50	02 50	02 50	34
35	Brian Warburton	GB	250 Yamaha	Driver	03 00	03 00	03 00	03 00	35
36	John Kidson	GB	246 Yamaha	Nettleton Motorcycles	03 00	03 00	03 00	03 00	36
37	John Weeden	GB	250 Yamaha	Driver	03 10	03 10	03 10	03 10	37
38	Peter Casey	GB	247 Yamaha	Driver	03 10	03 10	03 10	03 10	38
39	Steve Murray	GB	250 Yamaha	Bill Smith Motors	03 20	03 20	03 20	03 20	39
40	Tom Robinson	GB	247 Yamaha	Bill Pope	03 20	03 20	03 20	03 20	40
41	Stuart Jones	GB	247 Yamaha	Ronnie McCutcheon	03 20	03 20	03 20	03 20	41
42	Brian Hussey	GB	249 Harley-Davidson	Ted Pratt	03 30	03 30	03 30	03 30	42
43	Ernie Johnson	GB	246 Yamaha	Driver	03 30	03 30	03 30	03 30	43
44	Martin Read	GB	247 Spondon Yamaha	Driver	03 40	03 40	03 40	03 40	44
45	Dennis Trollope	GB	246 Fowler Yamaha	Cyril Trollope	03 40	03 40	03 40	03 40	45
46	Clive Horton	GB	247 Mayne Line Yamaha	Robin Mayne	03 50	03 50	03 50	03 50	46
47	Rex Caunt	GB	247 Yamaha	Wide Range Bearings	03 50	03 50	03 50	03 50	47
48	Tom Loughridge	GB	248 Yamaha	Driver	04 00	04 00	04 00	04 00	48
49	Derek Loan	GB	247 Hi-Tac Yamaha	Barton Motors	04 00	04 00	04 00	04 00	49
50	Bill Bowman	GB	247 Lambert Yamaha	Roland Lambert	04 10	04 10	04 10	04 10	50
51	Dick Pipes	GB	248 Yamaha	Auto 66 Club	04 10	04 10	04 10	04 10	51
52	Ken Kay	GB	248 Yamaha	Driver	04 20	04 20	04 20	04 20	52
53	Peter Grove	GB	246 Yamaha	Driver	04 20	04 20	04 20	04 20	53

SILVERSTONE Near Towcester, Northamptonshire
Sat/Sun AUGUST 9/10
JOHN PLAYER GRAND PRIX

Britain's Round in the FIM Formula 750 Challenge



Winner of the 1974 John Player International Grand Prix at Silverstone:

BARRY SHEENE

Who set a new outright record of 107.74 mph

(Official Practice on Friday, August 8 Races on August 9/10)

Full details from Booking Office, Silverstone Circuit Ltd., Silverstone, near Towcester, Northants, NN12 8TN (Telephone: Silverstone 857271)

Organised by ACU

Supported by the Daily Express

England's Premier Motor Cycle Road Race Meeting

FOR THE BEST
T.T. PIC'S
of every competitor

VISIT

BUDGET BUYS WALK ROUND STORE
HOWARD STREET, DOUGLAS

(Main entrance in Strand Street, opposite Strand Cinema)

GIANT B/W BLOW UPS OUR SPECIALITY
ONLY £1.30 EACH!!

INTERNATIONAL LIGHTWEIGHT (250cc) TT

No.	Driver	Nationality	Machine	Entrant
54	Tony Anderson	GB	247 Yamaha	Driver
55	John Kiddie	GB	182 Honda	Driver
56	Peter Dickson	GB	246 Yamaha	Driver
57	Bill Robertson	GB	247 Yamaha	Driver
58	Mike Kavanagh	CDN	250 Yamaha	Driver
59	Denis Casement	GB	247 Yamaha	Driver
60	Roy Bisbey	GB	247 Yamaha	H. Dugdale Motors
61	Ralph Watts	GB	182 Honda	Driver
62	Alan Jones	GB	247 Yamaha	Driver
63	Brian O'Neill	GB	247 Yamaha	Bill Pope
64	Chris Neve	GB	247 Yamaha	Driver
65	Donal Cormican	IRL	247 Yamaha	Driver
66	William Simpson	GB	249 Yamaha	Ronnie McCutcheon (Mtrs.)
67	Roger Webb	GB	246 Yamaha	Driver
68	Ernest Coates	IRL	248 Yamaha	Driver
69	Ronald Niven	GB	246 Yamaha	Driver
70	John Holmes	GB	247 Yamaha	Driver
71	Richard Dowland	GB	246 Yamaha	Driver
72	James Scott	IRL	247 Yamaha	Billy Nutt Motorcycles
73	Neil Mason	GB	246 Yamaha	Driver
74	Graham Waring	GB	247 Yamaha	MJK (Contractors)
75	Gordon Bell	IRL	248 Yamaha	Driver
76	Chris McGahan	GB	246 Yamaha	Overhill Motorcycles
77	John Lawley	GB	249 Honda	Market Drayton MC & LCC
78	Mick Scott	GB	177 DVB Yamaha	Driver
79	John McNeil	GB	196 Bultaco	Driver

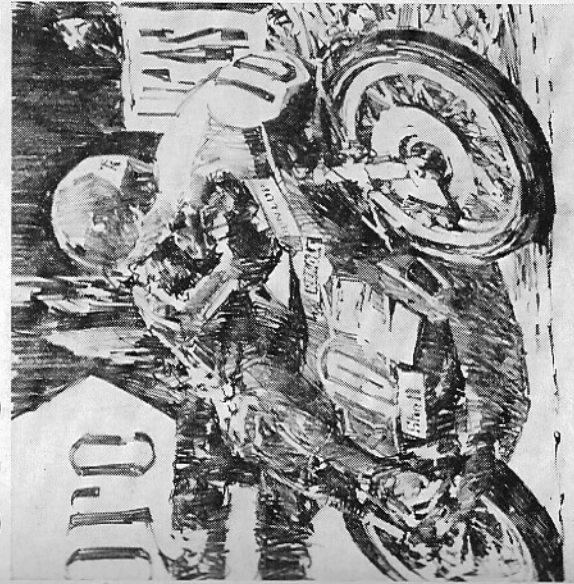
LIGHTWEIGHT (250cc) INTERNATIONAL

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Lap Time						
4 Lap Speed						
Av. Speed						
Total Time of Final Leaders						

Start Interval M S Lap 1 Lap 2 Lap 3 Lap 4 No.

04 20	.....	.....	.....	.....	54
04 30	.....	.....	.....	.....	55
04 30	.....	.....	.....	.....	56
04 40	.....	.....	.....	.....	57
04 40	.....	.....	.....	.....	58
04 50	.....	.....	.....	.....	59
04 50	.....	.....	.....	.....	60
05 00	.....	.....	.....	.....	61
05 00	.....	.....	.....	.....	62
05 10	.....	.....	.....	.....	63
05 10	.....	.....	.....	.....	64
05 20	.....	.....	.....	.....	65
05 20	.....	.....	.....	.....	66
05 30	.....	.....	.....	.....	67
05 30	.....	.....	.....	.....	68
05 40	.....	.....	.....	.....	69
05 40	.....	.....	.....	.....	70
05 50	.....	.....	.....	.....	71
05 50	.....	.....	.....	.....	72
06 00	.....	.....	.....	.....	73
06 00	.....	.....	.....	.....	74
06 10	.....	.....	.....	.....	75
06 10	.....	.....	.....	.....	76
06 20	.....	.....	.....	.....	77
06 20	.....	.....	.....	.....	78
06 30	.....	.....	.....	.....	79

JUST YOUR CUP OF T.T.



Your favourite T. T. tearaways are at it again at Mallory with fresh scores to settle and more honours to chase. Four more roaring races to test each other's mettle and confirm or deny past results.

- ShellSPORT 500cc Championship
 - Motor Cycle News Superbike Championship
 - Motor Cycle Sidecar Championship
 - BP Man of the Meeting Award
- Reserved enclosures: Adults £1.50, Children 50p. Paddock £1.00 extra. Parking Free.

POST T.T. INTERNATIONAL MOTOR CYCLE RACES
(Organised by the EMACU)

MALLORY PARK / 8 JUNE

Start 12.30

The promoters reserve the right, without notice, to make any alteration to the race programme.

PIT MAN FOR AMERICAN RICHARD MASS FROM BELGIUM (Nº 72) - AFTER REBORING HIS ENGINE.

FRIDAY JUNE 6 2 p.m.

INTERNATIONAL OPEN CLASSIC TT — 6 LAPS

RACE COLOUR WHITE Clutch start in pairs — 10 sec. intervals

226.38 MILES (364.20 kms.)

Race Over, 105:33

21.35.4

No.	Driver	Nationality	Machine	Entrant	Start Interval	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	No.
1	Percy Tait	GB	750 Yamaha	Screen & Plastic Co. Ltd.	00 00	12						1
2	Selwyn Griffiths	GB	349 Cowles Yamaha	Driver	00 00	4				4		2
3	Helmut Dahne	D	900 BMW	Driver	00 10	20				25		3
4	John Williams	GB	696 Yamaha	Driver	00 10	4.3						4
5	Alex George	GB	750 Yamaha	Gerald Brown	00 20	4.9						5
6	Barry Ditchburn	GB	750 Kawasaki	Driver	00 20							6
7	Jack Findlay	AUS	830 Norton	Boyer Team Kawasaki	00 30							7
8	Chas Mortimer	GB	750 Danfay Yamaha	Norton Triumph Racing	00 30							8
9	Peter McKinley	GB	500 Danfay Yamaha	Danfay Distributors	00 40							9
10	Dave Croxford	GB	830 Padgett Yamaha	Padgetts (Batley) Ltd.	00 40							10
11	Charlie Williams	GB	885 Norton	Norton Triumph Racing	00 50							11
12	Mick Grant	GB	750 Dugdale Maxton Yamaha	H. Dugdale Motors	00 50							12
14	Tom Herron	IRL	348 Yamaha	Boyer Team Kawasaki	01 00							14
15	Doug Lunn	GB	859 Egli Ducati	Driver	01 10							15
16	Phil Carpenter	GB	347 Yamaha	Driver	01 20							16
17	Billy Guthrie	IRL	700 Danfay Yamaha	Driver	01 20							17
18	Bill Rae	GB	810 Honda	Bill Smith Motors	01 30							18
20	Tony Rutter	GB	347 Yamaha	H. Dugdale Motors	01 30							20
21	Derek Chatterton	GB	750 Dugdale Yamaha	R. Priest	01 40							21
22	Gordon Pantall	GB	738 Chat Yamaha	Chattertons Motors	01 40							22
23	Hans-Otto Butenuth	D	894 TWS Suzuki	Driver	01 50							23
24	Mick Burns	GB	700 BMW	Driver	01 50							24
25	Charlie Sanby	GB	750 Ham Yamaha	Hamilton Motor Cycles	02 00							25
26	Ernie Pitt	GB	750 Suzuki	Bryants Motor Engineers	02 00							26
27	Darryl Pendlebury	GB	1000 Triumph	J. Hinton (Motor Eng'rs)	02 10							27
28	Bob Steele	GB	750 Kawasaki	Caliber Design Ltd.	02 10							28
29	Martin Sharpe	GB	700 Yamaha	Driver	02 20							29
30	Phil Gurner	GB	748 Yamaha	Smokeless Fuels	02 20							30
31	David Hughes	GB	750 Harley Davidson	Driver	02 30							31
32	Jan Kostwinder	NL	750 Yamaha	Driver	02 30							32
33	Les Kenny	AUS	347 Yamaha	Driver	02 40							33
34	Alan North	GB	750 Yamaha	M. Hailwood	02 50							34
35	Roger Sutcliffe	GBM	347 Yamaha	Wilson & Collins Ltd.	02 50							35
36	Helmut Kassner	D	347 Yamaha	Driver	03 00							36
37	Geoff Barry	GB	828 Cross Seeley Norton	E. C. Oakley	03 00							37
38	Bob Heath	GB	352 Yamaha	Reg Gower	03 00							38



For complete news coverage of the motor cycling scene.

BOYER RACING

38 London Road
Bromley Kent
BRT30R 01-460 1515

"BEN. MY. CURSE."

BOYER TEAM

KAWASAKI

INTERNATIONAL OPEN CLASSIC

No.	Driver	Nationality	Machine	Entrant	Start	Interval	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	No.
M	S												
39	Bo Granath	S	720 Husqvarna	Driver	03	10							39
40	Alan Rogers	GB	347 Yamse	Arion International Ltd.	03	10							40
41	Neil Tuxworth	GB	348 Yamaha	Henstocks of Mansfield	03	20							41
42	Malcolm Moffatt	GB	347 Yamaha	Driver	03	20							42
43	Paul Cott	GB	347 Yamaha	Driver	03	30							43
44	Roger Nicholls	GB	351 Beale Yamaha	G. Beale	03	30							44
45	Eddie Roberts	GB	700 Dugdale Maxton Yamaha	H. Dugdale Motors	03	40							45
46	Jack Ahearn	AUS	700 Yamaha	Bill Smith Motors	03	40							46
47	Bill Henderson	IRL	347 Yamaha	A. Barnes	03	50							47
48	Ken Huggett	GB	350 Maxton Yamaha	Driver	03	50							48
49	Ian Richards	GB	380 Yamaha	D. J. Whitehouse	04	00							49
50	Brian Moses	GB	348 Yamaha	Driver	04	00							50
51	Abe Alexander	IRL	348 Yamaha	Driver	04	10							51
52	Steve Tonkin	GB	347 McVeigh Yamaha	McVeigh Team Lewis	04	10							52
53	Denis Gallagher	GB	354 Yamse	Roy Graham	04	20							53
54	Derek Huxley	GB	348 Maxton Yamaha	Smokeless Fuels	04	20							54
55	Barry Randle	GB	347 Yamaha	Angle Ring Co.	04	30							55
56	George Fogarty	GB	746 Kawasaki	Vin Cunningham	04	30							56
57	Gerry Mateer	IRL	352 Yamaha	Driver	04	40							57
58	Keith Martin	GB	744 Suzuki	John Riley Motorcycles	04	40							58
59	Roger Corbett	GB	800 Triumph	A. Bennett & Son	04	50							59
60	W. Dieringer	D	900 BMW	Driver	04	50							60
61	John Long	USA	350 Yamaha	Driver	05	00							61
62	Noel Clegg	GBM	348 Yamaha	Driver	05	00							62
63	Tony McGurk	GB	347 Duckett Yamaha	Driver	05	10							63
64	Bill Fulton	GB	750 Stafford BSA	Driver	05	10							64



**Yamaha,
streets ahead
of the rest.**

Yamaha Motorcycles, Sole U.K. Concessionaires, Mitsui Machinery Sales (U.K.) Ltd.
Oakcroft Road, Chessington, Surrey KT9 1SA Tel. 01-397 8781

allan jefferies

THE BIG NAME FOR BMW



* The Allan Jefferies BMW is currently on the Island for demonstration

* We have the finest spares & service team in the country

* Officially Britains No1 BMW dealer

**Call, write or phone
206 Saltaire Rd Shipley Yorks Tel. (0274) 54271 & 55418**

INTERNATIONAL OPEN CLASSIC

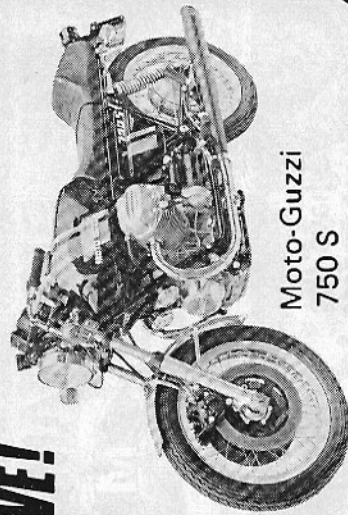
No.	Driver	Nationality	Machine	Entrant
65	Tom Newell	GB	741 Triumph	Driver
66	Peter Grove	GB	694 Yamaha	Driver
67	Brian Hussey	GB	750 Harley Davidson	Ted Pratt
68	Horst Gluck	D	900 BMW	Driver
69	Norman Dunn	IRL	348 Yamaha	Driver
70	Bernard Murray	GB	748 Albion Yamaha	Albion St. Motors
71	Robert Madden	AUS	750 Yamaha	Driver
72	Richard Haas <i>Red</i>	B	741 BSA <i>Green box jacket</i>	Driver
73	Roger Bowler	GB	750 Suzuki	E. Crooks
74	Frederik Pauwels	B	1000 Kawasaki	Driver
75	Alan Walsh	GB	748 Ducati	London Motorcycle Centre
76	Malcolm Lucas	GB	750 BSA '3'	Fred Hanks
77	Walter Dawson	GB	745 Sealey	Driver
78	Mick Poxon	GB	492 Suzuki	Jak Products
79	John Weeden	GB	346 Yamaha	Driver
80	Dennis Trollope	GB	525 Fowler Yamaha	Cyril Trollope
81	John Cowie	GB	351 Premier Yamaha	Premier Motors
82	Doug Cash	GB	865 Egli Ducati	Driver
83	Peter Darvill	GB	812 Honda	Darvill Construction Ltd.
84	Martin Russell	GB	749 Rustler BSA	Driver
85	Nigel Rollason	GB	500 Race Wayne	SKF Steel Ltd.
86	Derek Eillet	GB	749 Norton	Driver

AMENDMENTS AND NON-STARTERS:

Came home on 5 pm boat (very tired) train from Limer pool to Leeds. Norman met me at Leeds station.

THIS IS THE OTHER TRANSVERSE TWIN WITH SHAFT DRIVE!

It's the magnificent Moto-Guzzi V-twin. You get shaft drive, 5-speed gearbox, electric starter, disc brake and Moto-Guzzi race-bred handling. Send 4½p stamp for brochure.



Moto-Guzzi 750 S



BARRETT OF REDHILL
13 STATION ROAD, REDHILL, SURREY
RH1 1NT. TEL: REDHILL 61750

Start Interval	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	No.
M S							
05 20	65
05 20	66
05 30	67
05 30	68
05 40	69
05 40	70
05 50	71
05 50	72
06 00	73
06 00	74
06 10	75
06 10	76
06 20	77
06 20	78
06 30	79
06 30	80
06 40	81
06 40	82
06 50	83
06 50	84
07 00	85
07 00	86

A SAFETY FIRST!

EVEROAK GRAND PRIX

Multi-layer glass fibre shell
Helmet lined throughout with
special combination of shock
absorbing padding
over 1" thick.

The famous Everoak GRAND PRIX helmet now with even better protection. The first helmet in the world to pass the technicalities of the eight impact Snell test of America, combined with the massive 150 ft. lb. impact of BS. 2495

Double chin strap -
inner strap of leather,
outer of rayon with
padding
ring buckles

Double anchorage
on chin strap

Class fitting
leather ear piece

BS. 2495 & Snell
Approved

BS. 2495, Snell Memorial
Foundation, A. C. U. and
F. I. C. CAMS approved. Police
and special model available
complete with S. G. Brown
transducer ear piece

RECOMMENDED
RETAIL PRICE
£22.00

Everoak

Manufactured exclusively by:
EVERETT W. VERO & CO. LTD.
EAST DULWICH RD., LONDON, S.E.22



INTERNATIONAL OPEN 'CLASSIC'

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						

Lap Time						
4 Lap Speed						
Av. Speed						
Lap Time						
5 Lap Speed						
Av. Speed						
Lap Time						
6 Lap Speed						
Av. Speed						
Total Time of Final Leaders						

Slocombes of Neasden

North London's leading Norton / Triumph dealer

Latest models always in stock

Present machine taken in part-exchange

Best possible H.P. terms



The New Trident T160

The New Commando Mk3

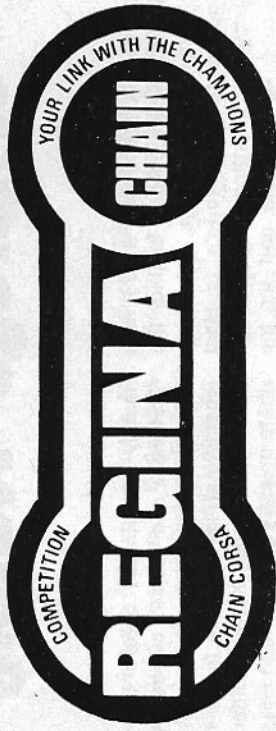
Norton Triumph

Slocombes Ltd.
251-253 Neasden Lane,
London NW10 1QH

555 Mountain Course Speed Table

The calculation of times in these Speed Tables is to the nearest second and consequently these times do not constitute an accurate guide when split seconds are in fact recorded by the Timekeepers.

M.P.H.	LAPS					
	1	2	3	4	5	6
	DISTANCE (MILES)					
	75.467		113.200		150.933	
37.733	188.667					
	226.400					
75	M. 30 S. 11	M. 00 S. 22	M. 30 S. 34	M. 00 S. 45	M. 30 S. 56	M. 01 S. 07
76	M. 29 S. 47	M. 59 S. 35	M. 29 S. 22	M. 59 S. 09	M. 28 S. 57	M. 58 S. 44
77	M. 29 S. 24	M. 58 S. 48	M. 28 S. 12	M. 57 S. 37	M. 27 S. 01	M. 56 S. 25
78	M. 29 S. 02	M. 58 S. 03	M. 27 S. 05	M. 56 S. 06	M. 25 S. 08	M. 54 S. 09
79	M. 28 S. 39	M. 57 S. 19	M. 25 S. 58	M. 54 S. 38	M. 23 S. 17	M. 51 S. 57
80	M. 28 S. 18	M. 56 S. 36	M. 24 S. 54	M. 53 S. 12	M. 21 S. 30	M. 49 S. 48
81	M. 27 S. 57	M. 55 S. 54	M. 23 S. 51	M. 51 S. 48	M. 19 S. 45	M. 47 S. 42
82	M. 27 S. 37	M. 55 S. 13	M. 22 S. 50	M. 50 S. 26	M. 18 S. 03	M. 45 S. 39
83	M. 27 S. 17	M. 54 S. 33	M. 21 S. 50	M. 49 S. 06	M. 16 S. 23	M. 43 S. 40
84	M. 26 S. 57	M. 54 S. 54	M. 20 S. 51	M. 47 S. 49	M. 14 S. 46	M. 41 S. 43
85	M. 26 S. 38	M. 53 S. 16	M. 19 S. 54	M. 46 S. 32	M. 14 S. 11	M. 39 S. 49
86	M. 26 S. 20	M. 52 S. 39	M. 18 S. 59	M. 45 S. 18	M. 11 S. 38	M. 37 S. 57
87	M. 26 S. 01	M. 52 S. 03	M. 18 S. 04	M. 44 S. 05	M. 10 S. 07	M. 36 S. 08
88	M. 25 S. 44	M. 51 S. 27	M. 17 S. 11	M. 42 S. 55	M. 08 S. 38	M. 34 S. 22
89	M. 25 S. 26	M. 50 S. 53	M. 16 S. 19	M. 42 S. 45	M. 07 S. 11	M. 32 S. 38
90	M. 25 S. 09	M. 50 S. 19	M. 15 S. 28	M. 40 S. 37	M. 05 S. 47	M. 30 S. 56
91	M. 24 S. 52	M. 49 S. 45	M. 14 S. 38	M. 39 S. 31	M. 04 S. 24	M. 29 S. 16
92	M. 24 S. 37	M. 49 S. 13	M. 13 S. 50	M. 38 S. 26	M. 03 S. 03	M. 27 S. 39
93	M. 24 S. 21	M. 48 S. 41	M. 13 S. 02	M. 37 S. 23	M. 02 S. 43	M. 26 S. 04
94	M. 24 S. 05	M. 48 S. 10	M. 12 S. 15	M. 36 S. 20	M. 00 S. 26	M. 24 S. 31
95	M. 23 S. 50	M. 47 S. 40	M. 11 S. 30	M. 35 S. 20	M. 59 S. 10	M. 22 S. 59
96	M. 23 S. 35	M. 47 S. 10	M. 10 S. 45	M. 34 S. 20	M. 57 S. 55	M. 21 S. 30
97	M. 23 S. 20	M. 46 S. 41	M. 10 S. 01	M. 33 S. 22	M. 56 S. 42	M. 20 S. 02
98	M. 23 S. 06	M. 46 S. 12	M. 09 S. 18	M. 32 S. 24	M. 55 S. 31	M. 18 S. 37
99	M. 22 S. 52	M. 45 S. 44	M. 08 S. 36	M. 31 S. 28	M. 54 S. 21	M. 17 S. 13
100	M. 22 S. 38	M. 45 S. 17	M. 07 S. 55	M. 30 S. 34	M. 53 S. 12	M. 15 S. 50
101	M. 22 S. 25	M. 44 S. 50	M. 07 S. 15	M. 29 S. 40	M. 52 S. 05	M. 14 S. 30
102	M. 22 S. 12	M. 44 S. 24	M. 06 S. 35	M. 28 S. 47	M. 50 S. 59	M. 13 S. 10
103	M. 21 S. 59	M. 43 S. 58	M. 05 S. 56	M. 27 S. 55	M. 49 S. 54	M. 11 S. 52
104	M. 21 S. 46	M. 43 S. 32	M. 05 S. 18	M. 27 S. 04	M. 48 S. 50	M. 10 S. 36
105	M. 21 S. 34	M. 43 S. 08	M. 04 S. 41	M. 26 S. 15	M. 47 S. 49	M. 09 S. 22
106	M. 21 S. 21	M. 42 S. 42	M. 04 S. 04	M. 25 S. 25	M. 46 S. 46	M. 08 S. 08
107	M. 21 S. 09	M. 42 S. 18	M. 03 S. 28	M. 24 S. 37	M. 45 S. 47	M. 06 S. 57
108	M. 20 S. 58	M. 41 S. 56	M. 02 S. 54	M. 23 S. 52	M. 44 S. 50	M. 05 S. 47
109	M. 20 S. 46	M. 41 S. 32	M. 02 S. 18	M. 23 S. 04	M. 43 S. 50	M. 04 S. 37
110	M. 20 S. 35	M. 41 S. 10	M. 01 S. 45	M. 22 S. 20	M. 42 S. 55	M. 03 S. 29



**REGINA COMPETITION CHAIN GIVES YOU
YOUR LINK WITH THE CHAMPIONS**

1974 RESULTS

REGINA SC

500cc World Championship — M.V. Agusta
250cc World Championship — Harley Davidson
50cc World Championship — Kreidler

REGINA BC

World Championship — Trials
British Championship — Trials
British 250cc and 500cc Moto Cross
Championship

REGINA GP

500cc Production T.I.
500cc Silverstone Production G.P.
750cc International Formula T.I.

GET THE BEST POWER DEAL WITH REGINA

**REGINA INTERNATIONAL,
CASTLE CHAMBERS, WINDSOR, BERKS.**

Where to Watch

THE TT CIRCUIT is practically a 37½ mile long grandstand where, from behind the safety of walls and hedges, the motorcycle enthusiast can watch the world's greatest racing motorcyclists hurtling along public roads in a race against time and for the honour of winning a replica in what is considered to be the ultimate event in the racing calendar. There are numerous vantage spots where the finer points of riders' skill may be seen and here we illustrate some of the more exciting sections for riders and exciting places for spectators.

If you have private transport, then any point on the circuit can be reached while roads are open, but remember that all roads which form the Course are closed approxi-

mately 30 minutes before the start of the first race and remain closed even between races. Therefore, once you have chosen to spectate either from the inside or outside of the circuit, you are committed to remain there unless you are able to use side roads or one of a number of public footbridges. Should you wish to move around from one vantage point to another while racing is in progress, park your vehicle with a view to your departure even though this may mean walking a short distance.

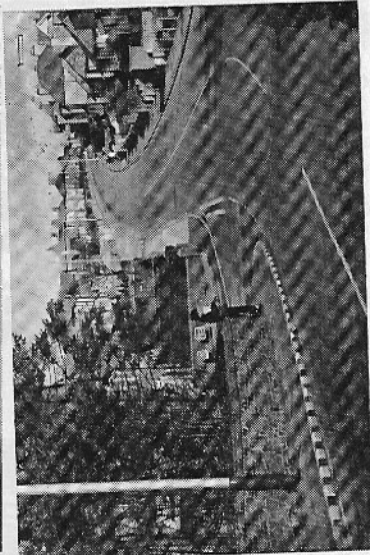
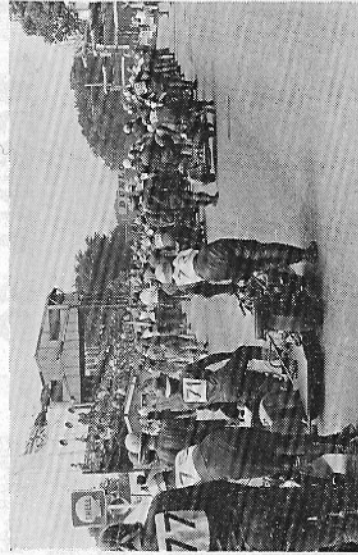
Public transport serves the majority of popular spectator areas on race days, while private coach excursions carry other passengers from practically every town on the Island to the Course to see the racing.

THE START

The grandstand in Nobles Park gives a perfect view of the start and finish of racing with complete information of every rider's progress shown on the giant scoreboard opposite. The frenzied excitement in the pits can also be seen as riders come in to refuel during the longer races. Parking facilities are good in the park but it is necessary to pay for entry to the grandstand enclosure. Some free spectating is available.

BRAY HILL (½ mile)

A nerve shattering, fast descent from the start, with an awkward, right-hand sweep across the corner at the bottom of the hill where the machines almost touch the kerb. There is restricted, free spectating at the crossroads at the bottom of the hill on both inside and outside the circuit, but paid accommodation is available in enclosures fronting on to the hill. Parking is good and access is very easy.



How to Get There

Douglas Corporation (Yellow) Buses to Glencrutchery Road (the start); Governor's Bridge; top of Bray Hill and Quarter Bridge. Braddan Bridge is approximately 1 mile to walk from Quarter Bridge.

Isle of Man Road Services (Red) Buses to all sections between Douglas and Ballacraigne; Douglas and Onchan (for Governor's Bridge, the Nook, Signpost Corner and Hillberry); Ballacraigne and Kirk Michael (along the course); and between Douglas and Ramsey (not along the course). Both yellow and red buses leave the terminal in Lord Street, Douglas, at

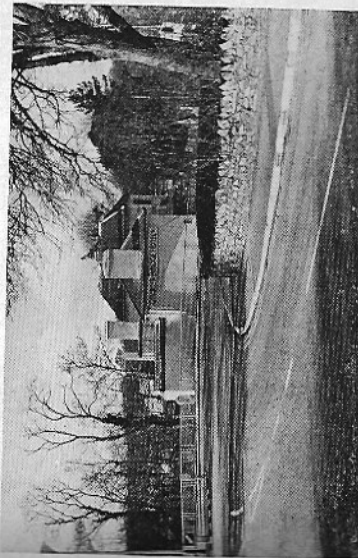
frequent intervals for approximately two hours prior to the start of the racing.

Manx Electric Railway to the Bungalow (change at Laxey) and Ramsey. A frequent service is operated but early departure is advised for spectators wishing to reach the Bungalow.

Private coaches make excursions to many sections of the TT circuit. Coaches operate from all major towns on the island and visit all the most popular vantage points. Although booking seats isn't essential it is normally advisable, to avoid disappointment.

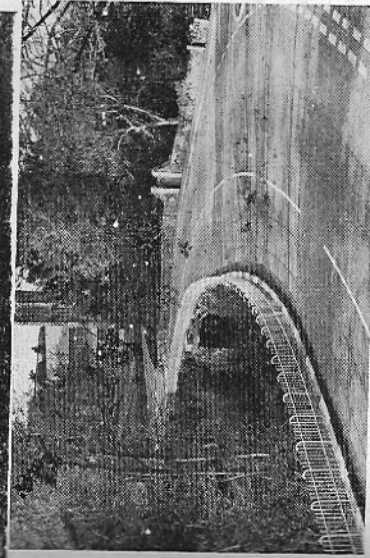
QUARTER BRIDGE (1 mile)

This is an acute right-hand bend with a downhill approach to the bridge with an adverse camber. Not a fast section but very testing on rider and machine where extreme braking skill is required. Spectator accommodation is reasonable with both free and charged grandstand facilities. Refreshments are available at the Quarter Bridge pub. Parking is good and access from outside the circuit is extremely easy.



BRADDAN BRIDGE (2 miles)

After a fast straight from Quarter Bridge comes the fairly hard braking and changing down gear for the acute left-hand bend followed immediately by the acute right-hand bend on Braddan Bridge. Riding skill at its greatest can be witnessed here together with the handling qualities of the machines. There is limited free spectating but excellent private grandstands on the outside of the course. Restricted parking, reasonable access.



Where to Watch

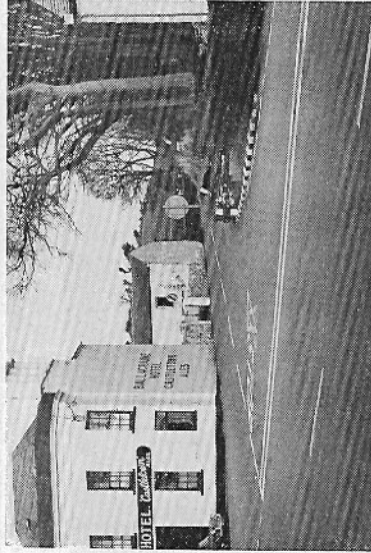
UNION MILLS (3 miles)

A very fast right and left downhill sweep takes riders through the village at Union Mills. There is limited spectator accommodation in roads adjoining the course which provide reasonable parking facilities. Access is available from both inside and outside the circuit while racing is in progress and by Red bus before the closing of the course. Refreshments are available at the pub on the outside of the circuit.



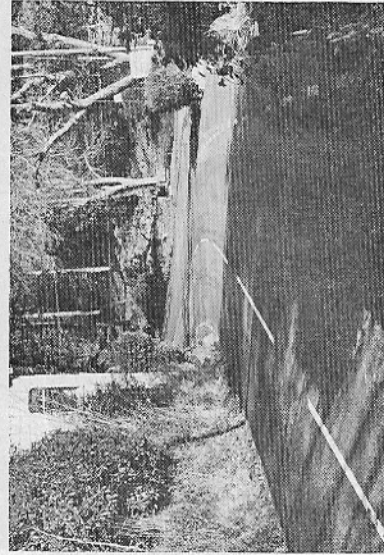
BALLACRAINE (7½ miles)

A very fast, sharp, right-hand bend with the famous hotel on the corner. Here the riders get very little help from the camber of the road as they turn away from Peel and head towards Ramsey. Braking and gear-changing has to be spot-on to negotiate the bend at speed and avoid taking to the slip road. The first commentary spot after the start. Reasonable spectator facilities, good access and excellent parking.

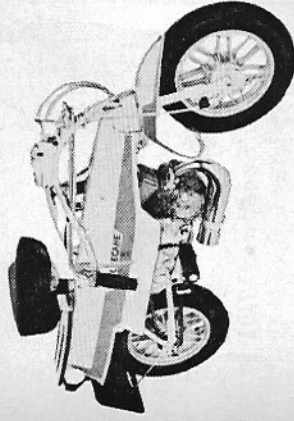


GLEN HELEN (10 miles)

After the testing bends of Laurel Bank, riders arrive at one of the more inaccessible parts of the course — Glen Helen. A fast, uphill bend to Creg Willey's Hill with an 's' bend in the middle of the hill, it provides excellent viewing for spectators. Glen Helen Hotel provides refreshments and there is good parking, but no access or exit during racing. Red buses Douglas to Kirk Michael before roads are closed.



Hand Luggage!



It's the Moby X-1 — the automatic moped that folds up for easy storage on light plane or boat. Use the Moby X-1 on airfield, quayside or just for fun; it's light and manoeuvrable, no clutch or gears to worry about because it has automatic transmission

— and you are covered to ride it with your car driving licence. It's ideal for those short trips where other transport is either not practicable or not available, and it's very, very economical indeed. The Moby X-1 is one of the Mobyette range of mopeds, sold and serviced throughout

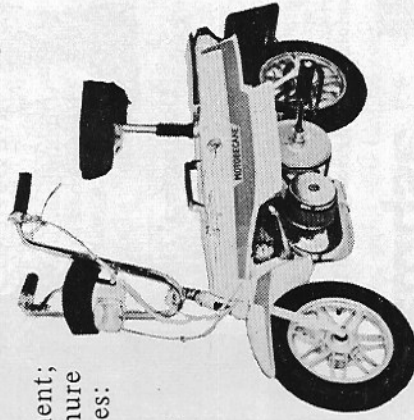
Britain and most of the Continent; write for fully illustrated brochure to the Sole U.K. Concessionaires:



Mobyette
BY MOTOBECANE



Sole U.K. Concessionaires:
MOTOR IMPORTS CO. LTD.
700 Purley Way, Croydon, Surrey CR9 4QX.
Telephone: 01-681 3911



THEIR MAGNIFICENT SEVEN★

Unique quality of leather, design and construction have made Ashmans Motorcycle Boots famous throughout the world. Write today for an attractive, full colour poster/brochure with full specifications and prices.



'Manxman' 7404
Originally designed for 'Mike the Bike', this Road Racing Boot has now been still further refined. Unsurpassed in quality (Black, Red or Blue)



'Tourer' 7407
Designed especially for Road Riding and Police use, this new model has been improved yet again.



'Red Devil Mk II' 7406*
The ultimate 'Choice of the Champions' in Moto-Cross. Researched and tested for over a year.



'Dodington' 7403*
Built to the highest standards of overall quality, yet marketed at a very moderate price.

*Now available for Schoolboy Scramblers in sizes 4 & 5 at specially reduced prices and VAT exempt.



'Europa' 7402
An entirely new concept in Touring Boots for exceptional comfort, good looks and lasting qualities.



'Speedway' 7401
The very latest in Speedway boots, approved by a World Champion. Top Grade British tanned hide.



'Tourer de luxe' 7407L
Based on the 7407, this de luxe version is fully lined with finest grade real lambswool.



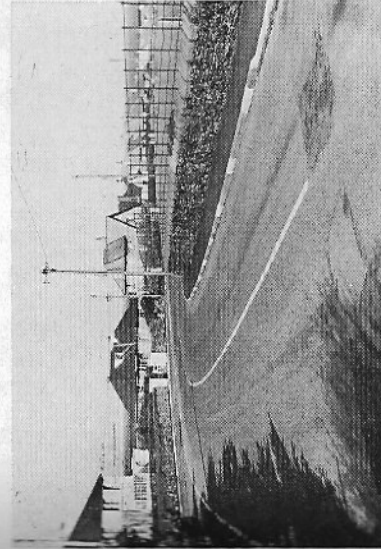
NEW! Silver Shoe - a sturdy metal sole that protects the left foot when cornering. Especially designed for the 7401 Speedway/Grass Track boot.



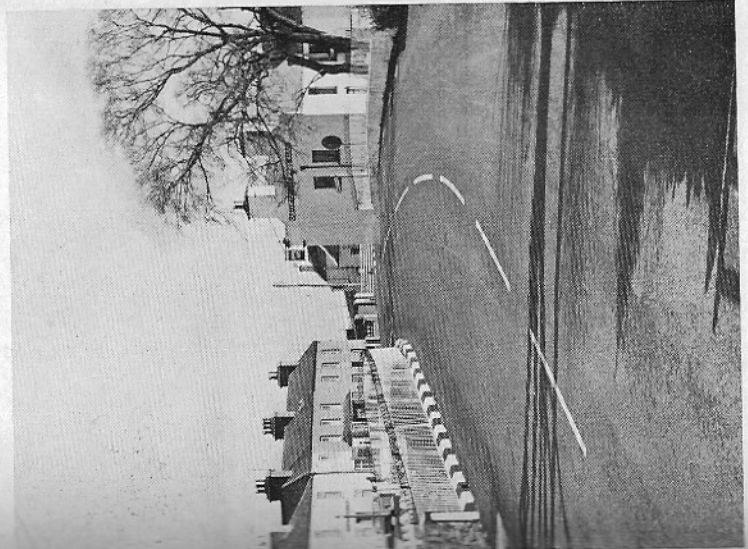
ashmans

The World's most highly prized boots.
Ashman Bros, Paulton, Bristol BS18 5NS.

Where to Watch



KIRK MICHAEL (14½ miles)
The furthest point which can be reached going round the outside of the course while racing is in progress. It is a very fast stretch starting with a right-hand corner approached downhill, followed by a twisty section through the village. Spectator facilities are reasonable with good parking. The Peel coast road takes spectators to Douglas Road corner. Red bus from Douglas before the roads are closed.

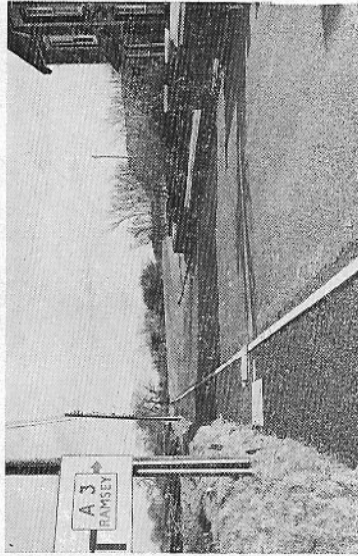


BALLAUGH (17 miles)
After the tricky Birkin's Bends and Rhencullen comes Ballaugh Bridge, a slow, deceiving hump-back bridge which is on a left-hand bend from the approach and a tricky exit to the right. To negotiate the Bridge at reasonable speed extreme riding skill is necessary. Most riders make spectacular leaps on their bikes at Ballaugh, making it a favourite vantage point for photographers who want slow but good action shots. Spectator facilities are limited although parking is reasonable on access and exit roads during racing both inside and outside the circuit. This is the second radio commenting point and can be reached from Douglas inside the circuit via Injebreck, Brandywell Cottage and Druidale. From outside it is from Ramsey via St. Jude's and Sandygate. Also Red buses when course is open.

Where to Watch

SULBY BRIDGE (20 miles)

The long, fast and very bumpy Sulby Straight is one of the fastest parts of the TT course and hard, skilful braking is necessary to safely negotiate the right-hand bend leading on to the Bridge which exits towards Ginger Hall. Good spectator accommodation and parking both inside and outside the circuit on access roads from Ramsey (outside) and from the Bungalow via Tholty-Will (inside). Red buses.



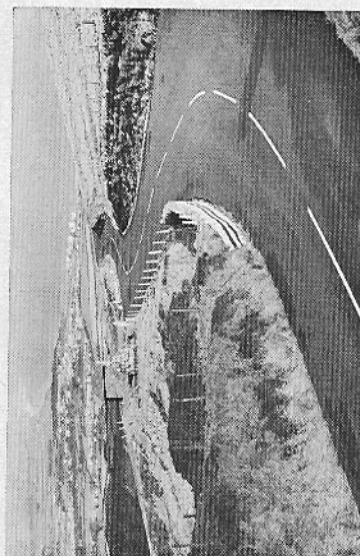
RAMSEY HAIRPIN (24½ miles)

Ramsey town offers superb spectating facilities including good parking, food and refreshments. Parliament Square is where the crowds collect to see the riders, but the tortuous Ramsey Hairpin is where the action is if one cares to walk via the footpath from town. Reasonable spectating, but no parking. Another good spot for slow action pictures of the star riders.



GUTHRIE'S MEMORIAL (26½ miles)

The steep winding climb up from Ramsey is well worthwhile if only for the view from Guthrie's Memorial. Completely inaccessible when roads are closed for racing, this vantage point is well worth spending the day at to get a really excellent close-up of the riders and machines as they climb the mountain. Parking for two-wheelers is possible but very limited and it will mean a packed lunch and good weather protection.

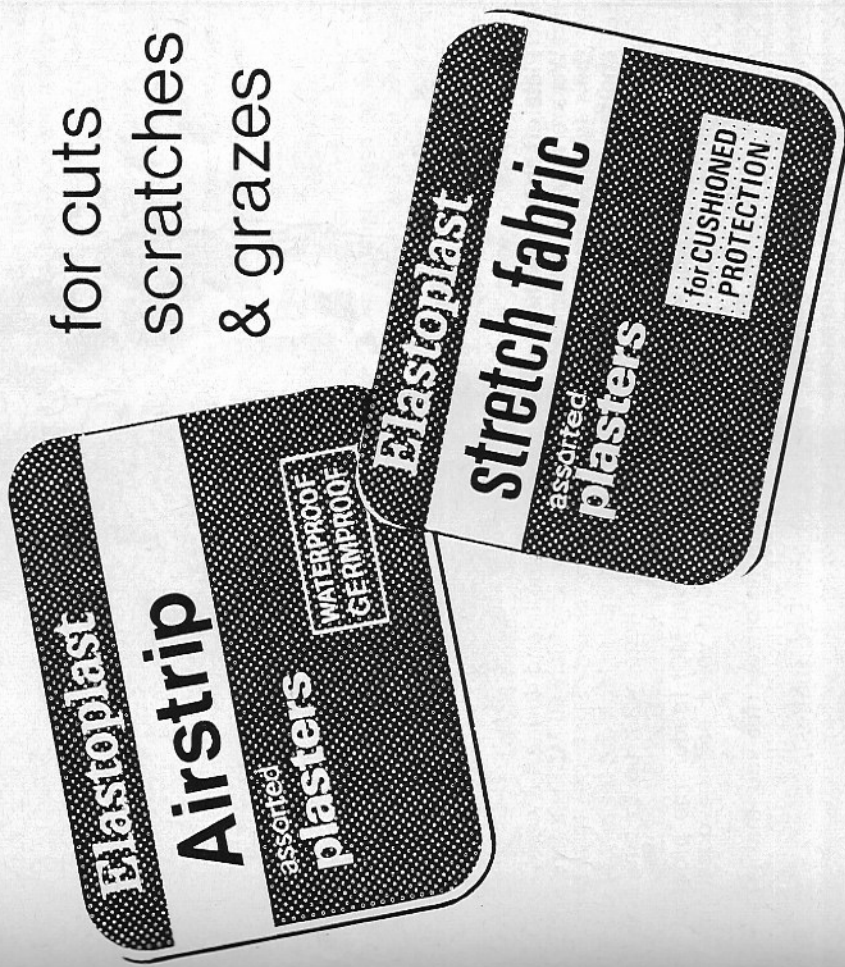


Elastoplast

TRADE-MARK

FIRST IN FIRST AID

for cuts
scratches
& grazes



Always keep a tin handy

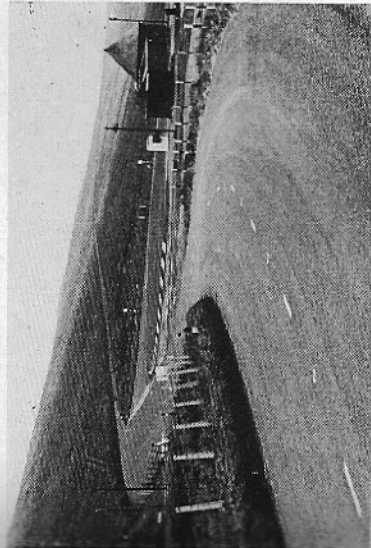


SMITH & NEPHEW LTD. QUALITY PRODUCTS

Where to Watch

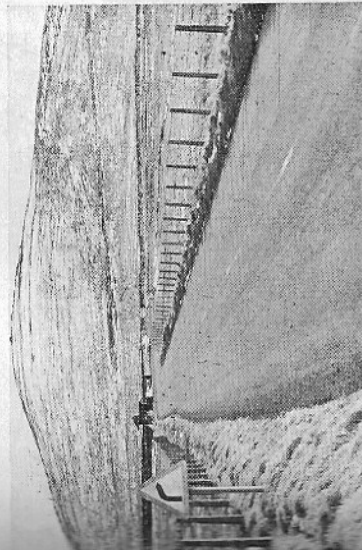
THE BUNGALOW (31 miles)

This very fast left and right-hand bend is the focal point of the mountain stretch of the circuit. Parking is good although the only access when roads are closed is on the inside of the circuit on the road from Sulby. Spectators can walk in the fields alongside the circuit for miles to the many fast corners on the mountain. Public transport is by Manx Electric Railway from Laxey. Motorcycle museum is also at the Bungalow.



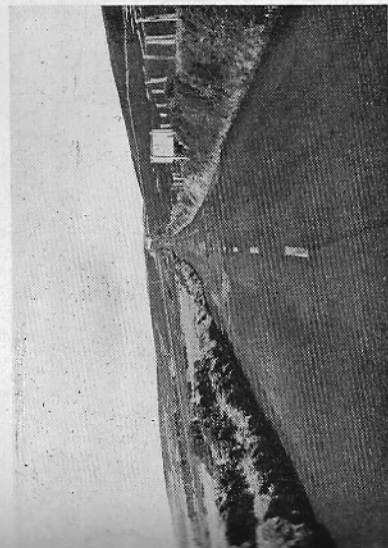
WINDY CORNER (32½ miles)

No public transport visits this very fast downhill, right-hand corner, but parking facilities are good and free spectator accommodation is excellent. Both the 32nd and 33rd mile-stone sections are easily reached on foot and there is access to Windy Corner via the old pack road from Glenroy while racing is in progress. It is not recommended for cars. No refreshments are available for spectators, so take your own supplies.



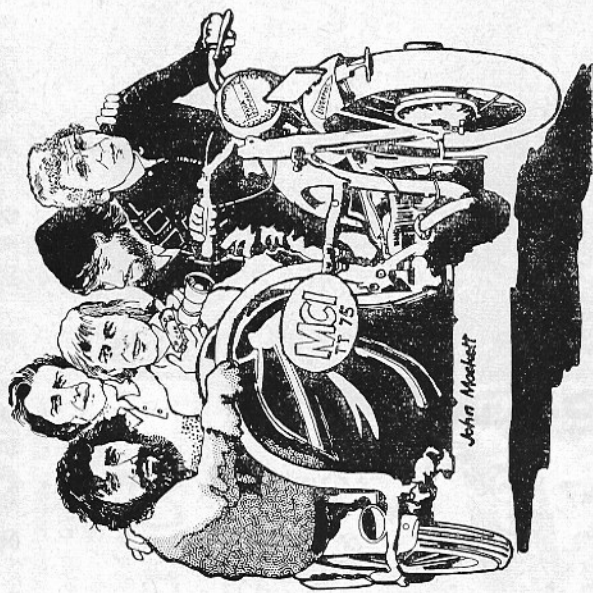
KATE'S COTTAGE (33½ miles)

Looking uphill towards Kate's Cottage from Greg-ny-Baa it's possible to see the riders plunging at maximum speed down the undulating mountain road. Both Keppel Gate and Kate's Cottage are inaccessible when roads are closed unless spectators walk up from the Greg. The two left-handers are both excellent spots from which to spectate, but there is no public transport and parking facilities are poor for two-wheelers. Once again, take food for the day.



THE GREAT 'SPOT THE MCI MAN' GAME

A COMPETITION WITH A DIFFERENCE



Pictured above are the five MCI staffmen in the Island during TT week. We are running a competition on race days in which all MCI readers and their families are invited to participate. It's called 'Spot The MCI Man' and the rules are quite simple. All you have to do is look out for any of the above MCI personnel and if you see one of them, walk up to him and place your right hand firmly on his shoulder. Then, in a loud voice, declare yourself an avid MCI reader (no proof of this will be asked for) and in an equally loud voice ask the question: "What will you have?"

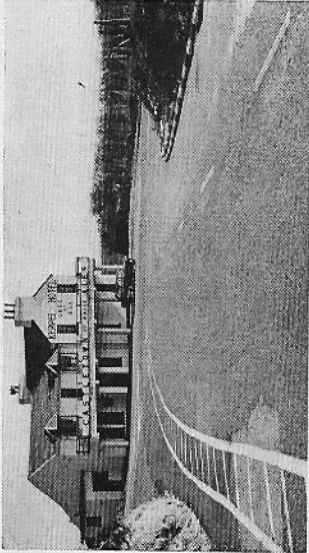
As you can see, this is a competition with no prizes (for you, that is) — that's the subtle difference. And at MCI we have to live up to our reputation of being different; even if we aren't so subtle. Enjoy your week at the races.

MOTORCYCLIST ILLUSTRATED

PO BOX 33 SHIPLEY YORKSHIRE

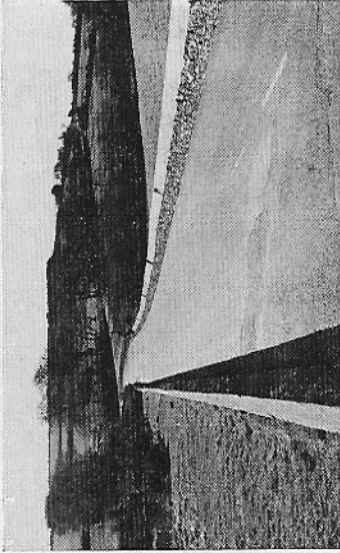
CREG-NY-BAA (34 miles)

A tight, right-hand bend at the bottom of the maximum speed plunge down the mountain is where stands the Keppel Hotel. Spectator and parking facilities are excellent with refreshments available from the hotel. Paid grandstand facilities offer spectators a first-class view of the corner and there is a footbridge to cross from outside to inside the circuit. It is easily accessible from Laxey or Douglas.



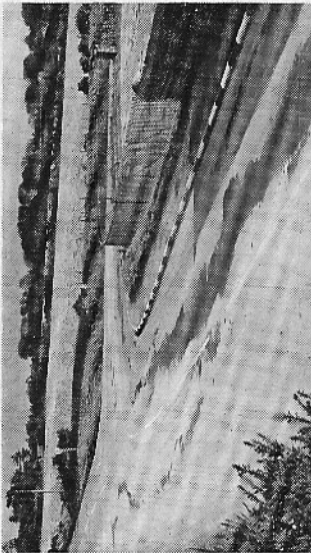
HILLBERRY (36 miles)

This very fast, sweeping right-hand bend is easily accessible from both inside and outside the circuit while racing is in progress. No public transport is available but there is good parking for both two and four wheels. Free spectator accommodation is also good in the fields alongside the course. Douglas and refreshments are only a couple of miles along Little Mill Road.



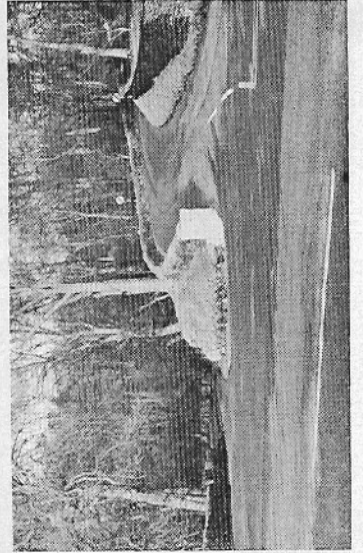
SIGNPOST CORNER (36½ miles)

A slow right-hand bend with a slip road for those riders who misjudge their braking. Here the 'warning light' is switched on to notify the pits of rider almost completing the lap. There is limited spectator accommodation although parking is good with easy access from the road alongside the Manx Arms, Onchan.



GOVERNOR'S BRIDGE (37 miles)

The last nadergy bend on the course and probably the slowest part with a twisty downhill approach to the acute right-hand hairpin which drops into a sharp, left-hand hairpin with an exit on to the Glencrutchery Road and the home straight. There is reasonable spectator accommodation both free and paid with excellent parking facilities. Access is good. Yellow buses when roads are open.



RENOLD

takes
the flag!



Join the top riders — depend on

RENOLD

MARK 10 MOTORCYCLE CHAINS



RENOLD LIMITED
SALES DIVISION
MANCHESTER

Witness for the Defence

by **Wm. A. McMaster, A.M.I.M.I.,**
(Vice-President of the FIM's Road Racing
Commission and former Chairman
of the Ulster Grand Prix)

As I am about to comment on the troubled scene of the Tourist Trophy meeting, I had best follow the pattern of legal acceptance of an 'expert witness' by first qualifying my ability to make such comment.

In this year of 1975, I find, somewhat to my astonishment, that I am entering my 41st year of close connection with international motor cycle racing. It was as a callow youth that I undertook my first duty, that of a humble road marshal, in the 1934 Ulster Grand Prix. Since that time, the War years apart, I have devoted all of my spare moments (and a great deal of my employer's moments) to the art of government of motor cycle sport. With the passing years, I held office as Organising Secretary of the UGP, twice (1939 and 1963) saved it from extinction, and was Chairman of the organising committee from 1963 until relinquishing that post in 1968 when elected to the Sporting Commission of the FIM. More pertinent to the subject, perhaps, for rather more than 25 years I have been a member of the Roads Inspection Committee of the Motor Cycle Union of Ireland. This body has the duty of approving the courses used for the nine road races held in Ireland each year — and I think I can claim that we have an excellent safety record.

As for the annual TT meeting, this I have known intimately since 1938, and in common with all my fellow Irish enthusiasts, have no



hesitation whatsoever in declaring the TT to be the greatest race in the world, however much some of your lukewarm Press 'friends' may try to denigrate this annual classic by excessive wordage relating to some sun-drenched but pallid meeting elsewhere.

So now your TT is in trouble — and your friends must stand up to be counted. Right away let me inform you that you can count on the Motor Cycle Union of Ireland, whose authority to say so I have been given. It may well be that there are few things over which the English and Irish can agree — but we both know what we mean when we talk about 'road racing.' There seems to be even more widespread agreement on another point — that the Road Racing Commission of the FIM is hell-bent on destroying the TT. I would not deny that there is some justification for this viewpoint in the light of recent happenings, but let me make one point quite clear — the members of the Road Racing Commission (10 gentlemen of differing nationalities) are sincere men who have the interests of motor cycle sport very much at heart. The Commission has been given a mandate from the FIM that the dictates of safety must take priority over all other considerations and it is against this background that much of the recent trouble has blossomed.

For 'safety' means many things to many people. Perhaps, for sheer perceptive clarity, it was best summed up in a slogan once used by a commercial company — "Road Safety Is No Accident." If only we could attain that ideal, how different would be our road racing scene. How easy it would be for the Road Racing Commission to 'programme' a safe racing circuit — and what a relief to race organisers, freed from the need to make provisions which far exceed the provisions necessary for any other aspect of race organisation.

Alas, motor racing history is a long record of racing circuits which were up-dated in the light of current thought on safety only to be immediately out-dated by some new type of accident not previously considered possible. Our own Dundrod Circuit in Ireland is a classic example, in the context of motor car racing, although it has a first-class safety record in motor cycle racing.

So the point is made that there does not exist such a desirable thing as 'a safe racing circuit' and, since there are so many factors involved in a race meeting it is reasonable to declare that there never can be such a thing as a safe racing circuit.

Circuit safety cannot be 'programmed' around the table of the Road Racing Commission. In such circumstances, one can only theorise on precautions against theoretical accidents — and they are the kind that never actually occur. Much of the time of our Road Racing Commission is taken up by such discussions and in the study of proposals to bring racing circuits up to an accepted standard. It becomes clear that my colleagues think only in terms of enclosed tracks. Certainly the new minimum standards for World Championship circuits now under consideration will, if adopted, rule out every pure road circuit at present in use anywhere in the world.

The 'attack' on the TT course is recent history, and any TT enthusiast will know the background — and how a few muttered words from unquestionably highly-qualified riders, suitably embellished to catch the headlines, blossomed into the present stern attitude of the FIM. Those critics attempted to set at naught almost 70 years of experience possessed by officials of the Auto Cycle Union, who taught most of the present generation of motor cycle sports legislators all that they know about organisation (whether they would admit it or not).

Anyone within earshot of the critics, or their Press propagandists, was invited to assume that the ACU mounted an annual race meeting in the Isle of Man without a single care as to the safety of the competitors, the condition of the circuit or any other factor other than that lunch arrived on time — and that they were aided and abetted in this by the Isle of Man Government!

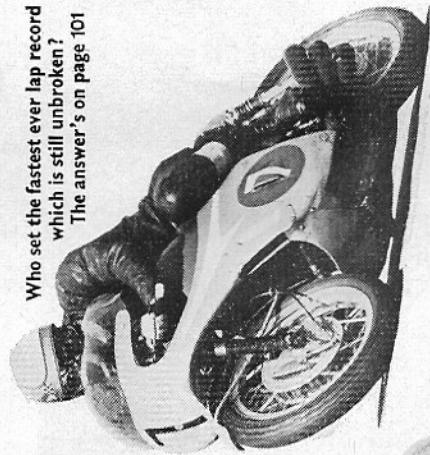
Let me, as one who, in recent years, has witnessed the TT scene from the prestigious heights of the International Jury, refute such impressions. The ACU sets the highest possible standards of conduct for race officials, takes the greatest possible care over every aspect of TT organisation and, if they are to stand accused of anything then it should be, as Mark Antony would put it — of being "too meek and gentle with these butchers!"

To date the critics have been enjoying a

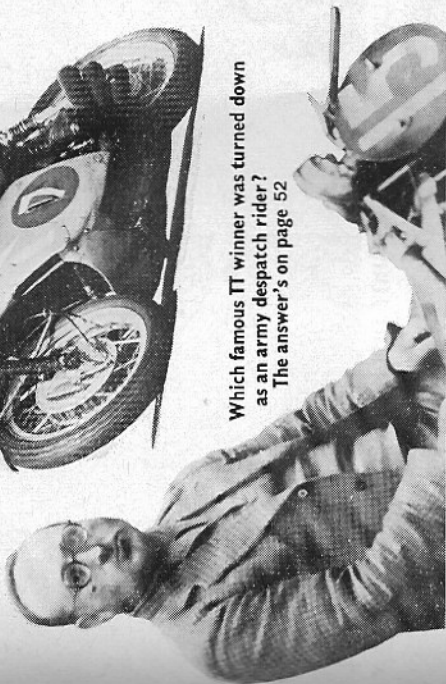
CASTROL BRING YOU THE A TO Z ON THE TT.



Who set the fastest ever lap record which is still unbroken?
The answer's on page 101



Which famous TT winner was turned down as an army despatch rider?
The answer's on page 52



Who gave the first TT trophy?
The answer's on page 12

absolutely safe roads; there is no absolutely safe automobile—there is only safe conduct. Even when some of us are instinctively against such a conclusion we shall have to accept its meaning if we want more safety."

Which is another way of saying what has already been said — the throttle of a motor cycle works both ways. Race organisers can take every conceivable measure to ensure the safety of their circuits—in the final analysis safety is in the hands of the man controlling the speed of his machine. Surely then, if there can be no such thing as a 'safe' racing circuit — and if the ACU is to be regarded as a responsible body well aware of their duties and carrying the weight of many years of organisational experience — the Isle of Man Circuit cannot, with any justice, be condemned — least of all on the grounds that it does not attain standards which are unattainable. Some years ago, when we had the TT car race in Ulster, Raymond Baxter said to me — "Billy, why are you always on the defensive about your TT? You've no need to defend it — it's a first-class event that doesn't need defending!"

So is the Isle of Man TT — only more so.

field day by their constant snippings at the circuits and at the organisers of such meetings currently under attack. Over the past two seasons we had the odd situation of the Clermont Ferrand circuit in France being roundly abused in 1973, then upheld as a paragon of circuits in 1974, by the very same critics, by which time the disheartened French had already decided to abandon Clermont Ferrand. In 1974 we had the row over Nurburgring and, bringing the matter closer to home, we had our own Dundrod Circuit removed from the World Championships, giving to the FIM the unique distinction of being the only body to have interfered with motor cycle sport in Ireland during six years of troubles. So the organisers and the circuits carry the burden of criticism. What, then of that other factor—the competitors? Have not they also a part to play in making racing safer? They have been singularly quiet on what they propose to do.

I could write much on this aspect — but on my desk as I write is a little book which says all that I would wish to say — and much more effectively. It is a publication from Mercedes-Benz dealing with an intensive study of road safety. It reaches the following conclusion: "There are no

Introducing a brand new book on the TT written by Charles Deane, the famous motorcycling journalist, and published by Patrick Stephens Ltd.

Foreword by Geoff Duke. Packed full of all the facts and figures that have made the TT races a legend.

All the technicalities, the personalities and the gossip stories are here.

152 pages illustrated with 70 superb photographs plus all the course maps. It's the complete history of TT, from start to finish. It's yours for only £3.95.

It's available now in the Isle of Man from Lexicon Bookshop, and Marina Bookshop, Douglas, and Bridge Bookshop, Port Erin or when you return this coupon.

Please send me copy/copies of the Castrol Isle of Man TT Book

NAME

ADDRESS

I enclose postal order/Cheque No (payable to Patrick Stephens Ltd.) for £.....

Only £3.95 (£4.32 by post) From Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.

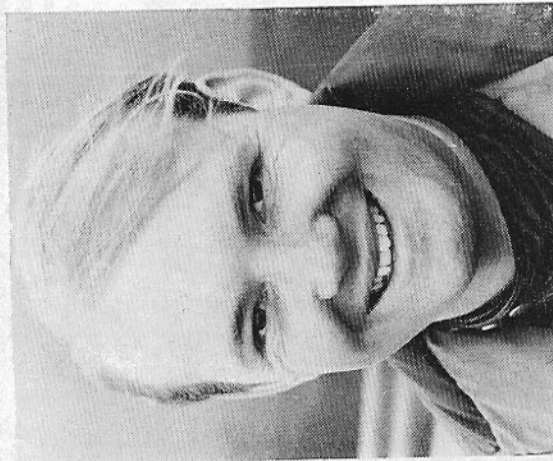
For the best reports and pictures of the major motor cycling events.



TTI



Riders' Portrait Gallery



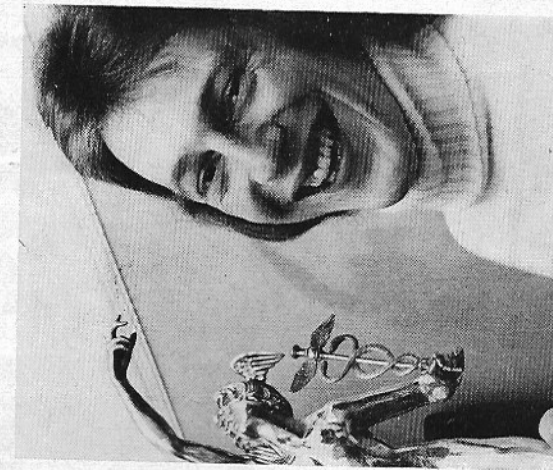
BARRY RANDLE



BARRY DITCHBURN



SIEGFRIED SCHAUZU



CHARLIE WILLIAMS



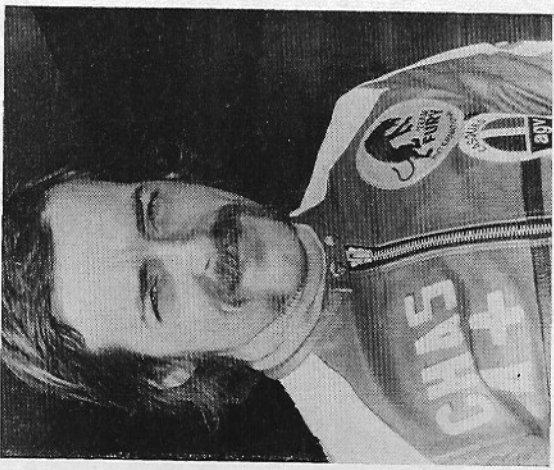
DAVE CROXFORD



HEINZ LUTHRINGSHAUSER



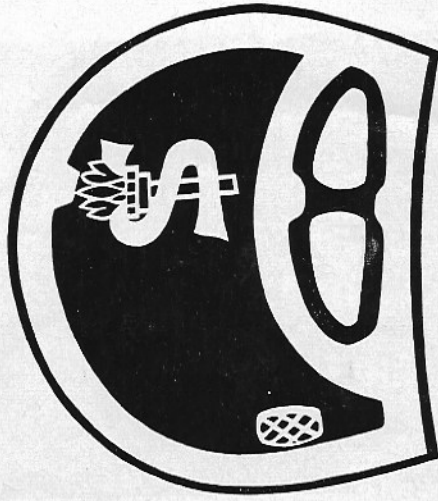
MICK GRANT



CHAS. MORTIMER

Riders' Portrait Gallery (continued)

Look around the Island...



spartan is everywhere

Spartan Motorcycle Clothing. Waterproof — Guaranteed Colourful and Safe. Available Everywhere. Ask any real enthusiast, then ask for Spartan by name at your nearest Dealer.



TT NEWS FLASH!

All TT Scrutineers wear overalls and waterproof clothing provided by Spartan. Spartan are giving a Silver Cup, £10 and a Motorcycle Suit to the Riders of the First Unsupported Four Stroke in the Production TT. Presentation at TT Supporters Club Night at the Lido.

Qualitent Manufacturing Co. Ltd, 23 South Grove, London N15. 01-802 4227

Winners

1907—1974

SHORT COURSE

Year	Single Cyl. Class	Twin Cyl. Class	C. R. Collier	H. Rem Fowler	J. Marshall	H. Reed	H. A. Collier	C. R. Collier	3 1/2 Norton	5 Triumph	6 Dot	Matchless	LAP	MPH
1907	—	—	10	38.22
1908	—	—	10	36.22
1909	—	—	10	40.4
1910	—	—	10	38.5
	—	—	10	49.01
	—	—	10	50.63

MOUNTAIN AND CLYPSE COURSE

(All races on the Mountain Course except where marked *, these being held on the Clype Course)

LIGHTWEIGHT 125 Class

Year	W. C. McCandless	C. C. Sandford	R. L. Graham	R. Holtius	C. Ubbiali	C. Ubbiali	T. Provini	C. Ubbiali	T. Provini	C. Ubbiali	M. B. Hallwood	L. Taveri	H. R. Anderson	L. Taveri	P. W. Read	P. W. Ivy	P. W. Read	P. W. Read	D. A. Simmonds	D. Braun	C. Mortimer	C. Mortimer	H. Robb	C. Horton	MPH	LAP	
1951	2	74.85
1952	2	75.64
1953	3	77.79
1954	10	*69.57
1955	9	*69.13
1956	9	*73.69
1957	10	*72.86
1958	10	*74.06
1959	3	85.60
1960	3	88.23
1961	3	89.88
1962	3	89.27
1963	3	92.14
1964	3	94.28
1965	3	97.66
1966	3	97.48
1967	3	99.12
1968	3	91.08
1970	3	89.27
1971	3	83.96
1972	3	87.49
1973	3	88.90
1974	2	88.44

LIGHTWEIGHT 250 Class

Year	G. S. Davison	J. A. Porter	E. Twemlow	C. W. Johnson	W. L. Handley	F. A. Longman	S. A. Crabtree	J. Guthrie	G. W. Walker	H. Davenport	L. Davenport	J. H. Simpson	S. Woods	A. R. Foster	O. Tenni	E. Kluge	E. A. Mellors	M. Barrington	M. Cann	M. Barrington	M. Barrington	D. Ambrosini	MPH	LAP		
1922	5	49.89
1923	6	51.93
1924	6	55.44
1925	6	57.74
1926	7	60.20
1927	7	63.30
1928	7	62.90
1929	7	63.87
1930	7	64.71
1931	7	68.98
1932	7	70.48
1933	7	71.59
1934	7	70.81
1935	7	71.56
1936	7	74.28
1937	7	74.72
1938	7	74.72
1939	7	78.48
1940	7	74.25
1941	7	73.22
1942	7	75.18
1943	7	77.96
1944	7	78.08
1945	7	78.08

Year	Name	Class	Motorcycle	LAP	MPH
1951	T. L. Wood	...	248 Moto Guzzi	4	81.39
1952	F. Anderson	...	248 Moto Guzzi	4	83.82
1953	F. Anderson	...	248 Moto Guzzi	4	84.73
1954	W. Haas	...	248 NSU	3	90.88
1955	W. A. Lomas	...	202 MV	9	*71.37
1956	C. Ubbiali	...	250 MV	9	*67.05
1957	C. Sandford	...	250 Mondial	10	*75.80
1958	T. Provini	...	250 MV	10	*76.89
1959	T. Provini	...	250 MV	10	*77.77
1960	G. Hocking	...	250 MV	5	93.64
1961	S. M. B. Hallwood	...	250 Honda	5	98.38
1962	D. W. Minter	...	250 Honda	6	96.68
1963	J. Redman	...	250 Honda	6	94.85
1964	J. Redman	...	250 Honda	6	97.45
1965	J. Redman	...	250 Honda	6	97.19
1966	S. M. B. Hallwood	...	250 Honda	6	101.79
1967	S. M. B. Hallwood	...	250 Honda	6	103.07
1968	W. D. Ivy	...	250 Yamaha	6	99.58
1969	K. Carruthers	...	250 Benelli	6	95.95
1970	K. Carruthers	...	250 Yamaha	6	96.13
1971	P. Read	...	250 Yamaha	4	98.02
1972	P. Read	...	250 Yamaha	4	99.68
1973	C. Williams	...	250 Johnson Yamaha	4	100.05
1974	C. Williams	...	248 Dugdale Maxton Yamaha	4	94.16
1911	P. J. Evans	...	2 1/2 Humber	4	41.45
1912	W. H. Bashall	...	2 1/2 Douglas	4	39.65
1913	H. Mason	...	2 1/2 NUT	5	43.75
1914	E. Williams	...	2 1/2 AJS	5	45.58
1920	C. Williams	...	2 1/2 AJS	5	40.74
1921	E. Williams	...	2 1/2 AJS	5	52.11
1922	T. M. Sheard	...	2 1/2 AJS	5	54.75
1923	S. Woods	...	348 Colton	6	55.73
1924	K. Twemlow	...	345 New Imperial	6	55.67
1925	W. L. Handley	...	348 Rex-Acme	6	65.02
1926	A. Bennett	...	348 Velocette	7	66.70
1927	F. W. Dixon	...	344 HRD	7	67.19
1928	A. Bennett	...	348 Velocette	7	68.65
1929	F. G. Hicks	...	348 Velocette	7	69.71
1930	H. G. Tyrell Smith	...	349 Rudge Whitworth	7	71.08
1931	P. Hunt	...	348 Norton	7	73.94
1932	S. Woods	...	348 Norton	7	77.16
1933	S. Woods	...	348 Norton	7	78.08
1934	J. Guthrie	...	348 Norton	7	79.14
1935	J. Guthrie	...	348 Norton	7	80.14
1936	F. L. Frith	...	349 Norton	7	84.43
1937	F. L. Frith	...	349 Norton	7	84.08
1938	S. Woods	...	348 Velocette	7	83.19
1939	S. Woods	...	348 Velocette	7	80.31
1947	A. R. Foster	...	348 Velocette	7	81.45
1948	F. L. Frith	...	348 Velocette	7	83.15
1949	F. L. Frith	...	348 Velocette	7	86.33
1950	A. J. Bell	...	349 Norton	7	89.90
1951	G. E. Duke	...	349 Norton	7	90.29
1952	G. E. Duke	...	349 Norton	7	90.52
1953	W. R. Amm	...	348 AJS	5	91.51
1954	R. W. Coleman	...	348 AJS	7	92.33
1955	W. A. Lomas	...	349 Moto Guzzi	7	89.29
1956	T. K. Kavanagh	...	350 Moto Guzzi	7	94.99
1957	R. McIntyre	...	350 Gilera	7	93.97
1958	J. Surtees	...	350 MV	7	95.38
1959	J. Surtees	...	350 MV	7	96.70
1960	J. Hartle	...	350 MV	6	95.10
1961	P. W. Read	...	349 Norton	6	99.59
1962	S. M. B. Hallwood	...	350 MV	6	94.91
1963	J. Redman	...	350 Honda	6	96.50
1964	J. Redman	...	350 Honda	6	100.72
1965	J. Redman	...	350 Honda	6	100.87
1966	G. Agostini	...	350 MV	6	104.68
1967	S. M. B. Hallwood	...	350 Honda	6	104.78
1968	G. Agostini	...	350 MV	6	104.78

JUNIOR

Year	Name	Class	Motorcycle	LAP	MPH
1960	G. Agostini	...	350 MV	6	101.81
1970	G. Agostini	...	350 MV	6	101.77
1971	A. Jefferies	...	350 Yamsel	5	85.98
1972	G. Agostini	...	350 MV	5	102.03
1973	A. T. Rutter	...	350 Yamaha	5	101.99
1974	A. T. Rutter	...	348 Yamaha	3	104.44
SENIOR					
1911	O. C. Godfrey	...	3 1/2 Indian	5	47.63
1912	F. A. Applebee	...	3 1/2 Scott	5	48.69
1913	H. O. Wood	...	3 1/2 Scott	7	48.27
1914	C. G. Pullin	...	3 1/2 Rudge	6	49.49
1920	T. C. de la Hay	...	3 1/2 Sunbeam	6	51.48
1921	H. R. Davies	...	2 1/2 AJS	6	54.49
1922	A. Bennett	...	3 1/2 Sunbeam	6	58.31
1923	T. M. Sheard	...	497 Douglas	6	55.55
1924	A. Bennett	...	490 Norton	6	55.55
1925	H. R. Davies	...	490 HRD	6	61.64
1926	S. Woods	...	490 Norton	6	66.13
1927	A. Bennett	...	490 Norton	7	67.54
1928	C. J. P. Dodson	...	493 Sunbeam	7	68.41
1929	C. J. P. Dodson	...	493 Sunbeam	7	62.98
1930	W. L. Handley	...	493 Sunbeam	7	72.05
1931	P. Hunt	...	499 Rudge Whitworth	7	74.24
1932	S. Woods	...	490 Norton	7	77.90
1933	S. Woods	...	490 Norton	7	79.83
1934	J. Guthrie	...	490 Norton	7	81.04
1935	S. Woods	...	490 Norton	7	78.01
1936	J. Guthrie	...	499 Moto Guzzi	7	84.68
1937	F. L. Frith	...	499 Norton	7	85.80
1938	H. L. Danelli	...	499 Norton	7	88.21
1939	G. Meier	...	499 Norton	7	89.11
1947	H. L. Danelli	...	494 BMW	7	89.38
1948	A. J. Bell	...	499 Norton	7	82.81
1949	H. L. Danelli	...	499 Norton	7	84.97
1950	G. E. Duke	...	499 Norton	7	86.93
1951	G. E. Duke	...	499 Norton	7	92.27
1952	H. R. Armstrong	...	499 Norton	7	93.83
1953	W. R. Amm	...	499 Norton	7	92.97
1954	W. R. Amm	...	499 Norton	7	93.85
1955	G. E. Duke	...	499 Norton	4	88.12
1956	J. Surtees	...	493 Gilera	4	97.93
1957	R. McIntyre	...	500 MV	7	96.57
1958	J. Surtees	...	500 Gilera	8	98.99
1959	J. Surtees	...	500 MV	7	98.63
1960	J. Surtees	...	500 MV	7	87.94
1961	S. M. B. Hallwood	...	500 MV	6	102.44
1962	G. Hocking	...	500 MV	6	100.60
1963	S. M. B. Hallwood	...	500 MV	6	103.51
1964	S. M. B. Hallwood	...	500 MV	6	104.64
1965	S. M. B. Hallwood	...	500 MV	6	100.95
1966	S. M. B. Hallwood	...	500 MV	6	91.69
1967	S. M. B. Hallwood	...	500 Honda	6	103.11
1968	G. Agostini	...	500 Honda	6	105.62
1969	G. Agostini	...	500 MV	6	101.63
1970	G. Agostini	...	500 MV	6	104.75
1971	G. Agostini	...	500 MV	6	101.52
1972	G. Agostini	...	500 MV	6	102.59
1973	J. Findlay	...	500 MV	6	104.02
1974	P. Carpenter	...	500 Suzuki	6	101.55
1974	P. Carpenter	...	354 Yamaha	1	96.99
ULTRA LIGHTWEIGHT					
1924	J. A. Porter	...	174 New Gerrard	3	51.20
1925	W. L. Handley	...	174 Rex-Acme	4	53.45
IDEACAR (500cc)					
1923	F. W. Dixon	...	596 Douglas	3	53.15
1924	G. H. Tucker	...	588 Norton	4	51.31
1925	L. Parker	...	596 Douglas	4	55.22
1954	E. S. Oliver	...	489 Norton	10	*68.87

Fastest Glaps

SHORT COURSE

Year	Driver	Class	MPH
1907	Single Cyl. Class	...	...
1908	Twin Cyl. Class	...	...
1909	Single Cyl. Class	...	...
1910	Twin Cyl. Class	...	...

Year	Driver	Class	MPH
...	A. Collier	Matchless	41.81
...	H. Rem Fowler	Norton	42.91
...	J. Marshall	Triumph	42.48
...	W. J. Bashall	BAT	42.25
...	H. A. Collier	Matchless	52.27
...	H. H. Bowen	BAT	53.15

MOUNTAIN AND CLYPSE COURSES

Year	Driver	Class	MPH
1951	W. A. C. McCandless	Mondial	75.34
1952	C. A. Sandford	MV	76.07
1953	R. L. Graham	MV	78.21
1954	R. L. Hollaus	NSU	*71.53
1955	C. Ubbiali	MV	*71.65
1956	C. Ubbiali	MV	*70.65
1957	T. Provini	Mondial	*74.44
1958	C. Ubbiali	MV	*74.13
1959	L. Taveri	MZ	*74.99
1960	C. Ubbiali	MV	86.10
1961	L. Taveri	Honda	88.45
1962	L. Taveri	Honda	90.13

LIGHTWEIGHT 125 Class

Year	Driver	Class	MPH
1963	H. R. Anderson	...	...
1964	L. Taveri	...	...
1965	H. R. Anderson	...	...
1966	W. D. Ivy	...	...
1967	W. D. Ivy	...	...
1968	W. D. Ivy	...	...
1969	D. A. Simmonds	...	...
1970	D. A. Simmonds	...	...
1971	C. Mortimer	...	...
1972	C. Mortimer	...	...
1973	H. Robb	...	...
1974	A. Hockley	...	...

LIGHTWEIGHT 250 Class

Year	Driver	Class	MPH
1922	W. L. Handley	OK Supreme	51.00
1923	W. L. Handley	OK Supreme	53.95
1924	E. Twemlow	New Imperial	58.28
1925	W. L. Handley	Rex-Acme	60.22
1926	P. Ghersi	Moto Guzzi	63.12
1927	A. Bennett	OK Supreme	64.45
1928	F. A. Longman	OK Supreme	64.45
1929	P. Ghersi	Moto Guzzi	66.63
1930	W. L. Handley	Rex-Acme	66.86
1931	G. E. Nott	Rudge	71.73
1932	W. L. Handley	Rudge	74.08
1933	S. Gleave	Excelsior	72.62
1934	J. H. Simpson	Rudge	73.64
1935	S. Woods	Moto Guzzi	74.19
1936	S. Woods	Moto Guzzi	76.20
1937	O. Tenni	DKW	77.72
1938	E. Kluge	DKW	80.35
1939	S. Woods	Moto Guzzi	78.16
1940	M. Cann	Moto Guzzi	74.78
1941	R. H. Dale	Moto Guzzi	76.72
1942	T. L. Wood	Moto Guzzi	80.44
1943	D. Ambrosini	Benelli	80.91
1944	F. Anderson	Moto Guzzi	83.70

JUNIOR

Year	Driver	Class	MPH
1911	R. J. Evans	Humber	42.00
1912	E. Kicham	Douglas	41.76
1913	H. Mason	NUT	45.42
1914	E. Williams	AJS	47.57
1915	E. Williams	AJS	51.36
1916	R. Davies	AJS	55.15
1917	H. Je Vack	New Imperial	56.46
1918	J. H. Simpson	AJS	59.59
1919	J. H. Simpson	AJS	64.54
1920	W. L. Handley	Rex-Acme	65.89
1921	A. Bennett	Velocette	68.75
1922	W. L. Handley	Rex-Acme	69.18
1923	A. Bennett	Velocette	70.28
1924	G. E. Nott	Velocette	70.95
1925	G. E. Nott	Rudge	72.02
1926	P. Hunt	Norton	75.27
1927	S. Woods	Norton	78.62

Year	Driver	Class	MPH
1955	W. Schneider	492 BMW	*70.01
1956	F. Hillebrand	496 BMW	*70.03
1957	F. Hillebrand	492 BMW	*71.89
1958	W. Schneider	492 BMW	*73.01
1959	W. Schneider	492 BMW	*72.69
1960	H. Fath	492 BMW	84.10
1961	M. Deubel	500 BMW	87.65
1962	C. Vincent	497 BSA	83.57
1963	F. Camathias	492 FCS	88.38
1964	M. Deubel	492 BMW	89.12
1965	M. Deubel	492 BMW	90.76
1966	F. Scheidegger	492 BMW	90.57
1967	S. Schauzu	492 BMW	90.95
1968	S. Schauzu	492 BMW	91.09
1969	K. Enders	492 BMW	92.48
1970	K. Enders	492 BMW	92.93
1971	S. Schauzu	492 BMW	86.21
1972	S. Schauzu	492 BMW	91.85
1973	K. Enders	492 BMW	94.31
1974	H. Luthringshauser	492 BMW	92.27

SIDECAR (750cc)

Year	Driver	Class	MPH
1968	T. Vinicombe	654 BSA	85.85
1969	S. Schauzu	560 BMW	89.83
1970	S. Schauzu	560 BMW	90.20
1971	G. Auerbacher	560 BMW	86.86
1972	S. Schauzu	560 BMW	90.97
1973	K. Enders	560 BMW	93.01
1974	S. Schauzu	560 BMW	96.59

50cc

Year	Driver	Class	MPH
1962	E. Degner	50 Suzuki	75.12
1963	M. Itoh	50 Suzuki	78.81
1964	H. R. Anderson	50 Suzuki	80.64
1965	L. Taveri	50 Honda	79.66
1966	R. Bryans	50 Honda	85.66
1967	S. Graham	50 Suzuki	82.89
1968	B. Smith	50 Derbi	72.90

PRODUCTION MACHINES

Year	Driver	Class	MPH
1967	W. A. Smith	250 Bultaco	88.63
1968	N. Kelly	500 Velocette	89.89
1969	J. Hartle	750 Triumph	97.10
1970	E. Burgess	250 Ossa	87.21
1971	R. Pickrell	500 Triumph	90.09
1972	A. M. Rogers	750 Dunstall	98.13
1973	M. Uphill	250 Ducati	83.79
1974	C. Mortimer	500 Honda	88.18
1975	F. Whiteway	750 Triumph	99.99
1976	M. Uphill	250 Ducati	84.87
1977	C. Mortimer	500 Suzuki	89.94
1978	M. Uphill	750 Triumph	97.71
1979	B. Smith	250 Honda	84.14
1980	J. Williams	500 Honda	91.04
1981	R. Pickrell	750 Triumph	100.07
1982	J. Williams	250 Honda	85.32
1983	S. Woods	500 Suzuki	92.20
1984	R. Pickrell	750 Triumph	100.00
1985	C. Williams	250 Yamaha	81.76
1986	W. A. Smith	500 Honda	88.10
1987	A. Jafferis	750 Triumph	95.62
1988	M. Sharpe	247 Yamaha	86.94
1989	K. Martin	492 Kawasaki	93.85
1990	M. Grant	741 Triumph Trident	99.72

FORMULA 750

Year	Driver	Class	MPH
1971	A. Jafferis	750 Triumph	102.85
1972	R. Pickrell	750 Triumph	104.23
1973	P. Williams	750 Norton	105.47
1974	C. Mortimer	347 Yamaha	100.52

Year	Name	Machine	MPH	Year	Name	Machine	MPH
1956	T. K. Kavanagh	Moto Guzzi	93.15	1971	C. Williams	250 Yamaha	84.64
1957	R. McIntyre	Gilera	97.42	1971	J. Williams	500 Honda	91.45
1958	J. Surtees	MV	95.42	1972	P. Williams	750 Norton	101.06
1959	J. Surtees	MV	97.08	1972	J. Williams	Honda	85.73
1960	J. Surtees	MV	99.20	1973	S. Woods	Triumph	93.61
1961	G. Hocking	MV	101.58	1973	R. Pickrell	Triumph	101.61
1962	S. M. B. Hallwood	MV	101.30	1974	E. Roberts	Yamaha	84.06
1963	J. Redman	Honda	100.76	1974	S. Woods	Suzuki	94.44
1964	J. Redman	Honda	100.76	1974	P. Williams	Norton	100.52
				1974	E. Roberts	Yamaha	88.48
					K. Martin	Kawasaki	95.21
					M. Grant	Triumph Trident	100.74

Year	Name	Machine	MPH
1965	S. M. B. Hallwood	MV	102.85
1966	G. Agostini	MV	103.09
1967	S. M. B. Hallwood	Honda	107.73
1968	G. Agostini	MV	106.77
1969	G. Agostini	MV	104.00
1970	G. Agostini	MV	104.56
1971	P. Read	Yamaha	100.37
1972	G. Agostini	MV	103.34
1973	A. Rutter	Yamaha	104.22
1974	C. Mortimer	Danfay Yamaha	106.39

Year	Name	Machine	MPH
1911	F. Phillips	Scott	50.11
1912	F. A. Applebee	Scott	49.44
1913	H. O. Wood	Scott	52.12
1914	H. O. Wood	Scott	53.50
1920	G. Dance	Sunbeam	55.82
1921	F. G. Edmond	Triumph	56.40
1922	A. Bennett	Sunbeam	59.99
1923	J. Whalley	Douglas	59.74
1924	F. W. Dixon	Douglas	63.75
1925	J. H. Simpson	AJS	68.97
1926	J. H. Simpson	AJS	70.43
1927	S. Woods	Norton	70.90
1928	J. H. Simpson	AJS	67.94
1929	C. J. P. Dodson	Sunbeam	73.55
1930	W. L. Handley	Rudge	76.28
1931	J. H. Simpson	Norton	80.82
1932	J. H. Simpson	Norton	81.50
1933	S. Woods	Norton	82.74
1934	S. Woods	Husqvarna	80.49
1935	S. Woods	Moto Guzzi	86.53
1936	S. Woods	Velocette	86.98
1937	F. L. Frith	Norton	90.27
1938	H. L. Daniell	Norton	91.00
1939	G. Meier	BMW	90.75
1947	A. J. Bell	Norton	84.07
	P. Goodman	Velocette	

SENIOR

Year	Name	Machine	MPH
1967	W. A. Smith	250 Builaco	89.41
1967	N. Kelly	500 Velocette	91.01
1968	J. Hartle	750 Triumph	97.87
1968	T. E. Burgess	250 Ossa	87.89
1968	R. L. Knight	500 Triumph	91.03
1969	R. Pickrell	750 Dunstall	99.39
1969	C. S. Mortimer	250 Ducati	85.13
1969	T. Dunnell	500 Kawasaki	90.84
1970	M. Uphill	750 Triumph	100.37
1970	C. S. Mortimer	250 Ducati	86.71
1970	F. Whiteaway	500 Suzuki	90.75
1970	P. J. Williams	750 Norton	99.99

Year	Name	Machine	MPH
1948	O. Tenni	Moto Guzzi	88.06
1949	A. R. Foster	Moto Guzzi	89.75
1950	G. E. Duke	Norton	93.33
1951	G. E. Duke	Norton	95.22
1952	G. E. Duke	Norton	94.88
1953	W. R. Amm	Norton	97.41
1954	W. R. Amm	Norton	89.82
1955	G. E. Duke	Gilera	99.97
1956	J. Surtees	MV	97.79
1957	R. McIntyre	MV	101.12
1958	J. Surtees	MV	100.58
1959	J. Surtees	MV	101.18
1960	J. Surtees	MV	104.08
1961	G. Hocking	MV	102.62
1962	G. Hocking	MV	105.75
1963	S. M. B. Hallwood	MV	106.41
1964	S. M. B. Hallwood	MV	102.51
1965	S. M. B. Hallwood	MV	95.11
1966	S. M. B. Hallwood	Honda	107.07
1967	S. M. B. Hallwood	Honda	108.77
1968	G. Agostini	MV	104.91
1969	G. Agostini	MV	106.25
1970	G. Agostini	MV	105.29
1971	G. Agostini	MV	104.86
1972	G. Agostini	MV	105.39
1973	M. Grant	Yamaha	104.41
1974	C. Williams	Yamaha	101.92

Year	Name	Machine	MPH
1925	W. L. Handley	Rex-Acme	54.12

ULTRA LIGHTWEIGHT

Year	Name	Machine	MPH
1963	F. Camathias	BMW	89.42
1964	M. Deubel	BMW	89.63
1965	M. Deubel	BMW	91.80
1966	M. Deubel	BMW	91.63
1967	G. Auerbacher	BMW	91.70
1968	K. Enders	BMW	94.32
1969	K. Enders	BMW	92.54
1970	K. Enders	BMW	93.79
1971	G. Auerbacher	BMW	87.27
1972	H. Luthringhauser	BMW	92.53
1973	K. Enders	BMW	95.22
1974	J. Gawley	RMB Konig	93.36

Year	Name	Machine	MPH
1971	S. Schauzu	BMW	83.44
1972	S. Schauzu	BMW	91.33
1973	K. Enders	BMW	86.86
1974	R. Steinhausen	Konig	98.18

Year	Name	Machine	MPH
1966	R. Bryans	Honda	86.49
1967	S. Graham	Suzuki	85.19
1968	B. Smith	Derbi	73.44

50cc

Year	Name	Machine	MPH
1923	H. Langman	Scott	54.69
1924	F. W. Dixon	Douglas	53.23
1925	F. W. Dixon	Douglas	57.18
1924	E. S. Oliver	Norton	70.85
1925	W. Noll	BMW	71.93
1926	W. Noll	BMW	71.72
1927	F. Hillebrand	BMW	72.55
1928	W. Schneider	BMW	74.07
1929	W. Schneider	BMW	73.32
1930	H. Fath	BMW	85.79
1931	M. Deubel	BMW	87.97
1932	M. Deubel	BMW	90.70

Year	Name	Machine	MPH
1968	C. Vincent	BSA	89.11
1969	S. Schauzu	BMW	92.06
1970	K. Enders	BMW	92.37

Year	Name	Machine	MPH
1962	E. Degner	Suzuki	75.52
1963	E. Degner	Suzuki	79.10
1964	H. R. Anderson	Suzuki	81.13
1965	L. Taveri	Honda	80.83

SIDECAR (500cc)

Year	Name	Machine	MPH
1923	H. Langman	Scott	54.69
1924	F. W. Dixon	Douglas	53.23
1925	F. W. Dixon	Douglas	57.18
1924	E. S. Oliver	Norton	70.85
1925	W. Noll	BMW	71.93
1926	W. Noll	BMW	71.72
1927	F. Hillebrand	BMW	72.55
1928	W. Schneider	BMW	74.07
1929	W. Schneider	BMW	73.32
1930	H. Fath	BMW	85.79
1931	M. Deubel	BMW	87.97
1932	M. Deubel	BMW	90.70

Year	Name	Machine	MPH
1968	C. Vincent	BSA	89.11
1969	S. Schauzu	BMW	92.06
1970	K. Enders	BMW	92.37

Year	Name	Machine	MPH
1962	E. Degner	Suzuki	75.52
1963	E. Degner	Suzuki	79.10
1964	H. R. Anderson	Suzuki	81.13
1965	L. Taveri	Honda	80.83

SIDECAR (750cc)

SUPPORT THE RIDERS JOIN The TT Supporters Club



Annual membership
£1.00 incl. Badge & Year
bar.
Life membership £12.50
incl. Special life member
badge.

at our office at
the rear of the Grand-
stand or at Douglas
Sea Terminal

or apply to Alex Barton, Hon. Sec.,
210 Coombfield Drive, Darent, Kent DA2 7LG

important notice to all spectators

MOTOR CYCLE RACING IS DANGEROUS AND YOU ARE PRESENT IN THE VICINITY OF THE COURSE ENTIRELY AT YOUR OWN RISK.

Spectators must realise that these races are run on a closed public road and that whilst every endeavour is made by the Organisers to prevent accidents, these can happen.

No responsibility for personal injury to persons or damage to property can be accepted by any person connected with the conduct, promotion or management of the meeting, including drivers.

Whilst the land adjoining the circuit is private and therefore under the jurisdiction of the landowner, certain areas where accidents are most likely are designated prohibited areas and this is done for your safety. Moreover the normal laws of trespass still apply.

Accidents can, however, happen anywhere and **THE TOPS OF WALLS, BANKS AND HEDGES ARE PARTICULARLY DANGEROUS.**

You are reminded that with the exception of certain crossing points between races under the direction of Police Constables, all parts of the roadway are closed and it is a **CRIMINAL OFFENCE** to be on them.

Finally obey the instructions of Police Constables and Marshals at all times. Their concern is your safety.

Remember if an accident happens near you all the foregoing still holds true. The Police and Officials are experienced in emergencies and your presence in an area of danger, however well meant, could turn a minor accident into something far worse.

MOTORCYCLE
SPALDING
PUBLICITY

THIS PROGRAMME IS DESIGNED AND PUBLISHED BY: MAURICE SPALDING

PUBLICITY THE MOTORCYCLE TRADE

ADVERTISING AND PUBLICITY SPECIALISTS

304 SANGLEY ROAD, LONDON SE6 2JT. TELEPHONE 01-698 7377

Advertisement rates for the 1976 T.T. Programme are available upon request.



Way ahead of the rest!

AGV Concessionaires Limited
13 Boulton Street, Reading, Berkshire
Telephone 0734-598955 Telex 847786

