

# MOTOR CYCLING



## FIRST T.T. NUMBER—JUNE 17

Containing complete fully illustrated reports of the Junior and Senior Clubman's Races on Thursday, and the Junior and Lightweight 250 International Races on Monday.

Early Edition on Sale in the Isle of Man, Wednesday, June 16

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Containing complete fully illustrated reports of the International Races over the New Clype Circuit on Wednesday, and the Senior International Race over the Mountain Circuit on Friday.

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THE AUTO-CYCLE UNION

# T.T. RACES

1954



Official Guide and Programme 26

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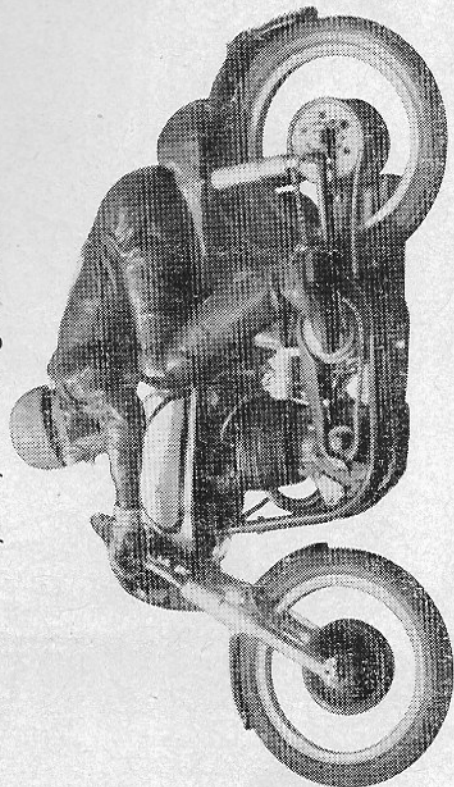


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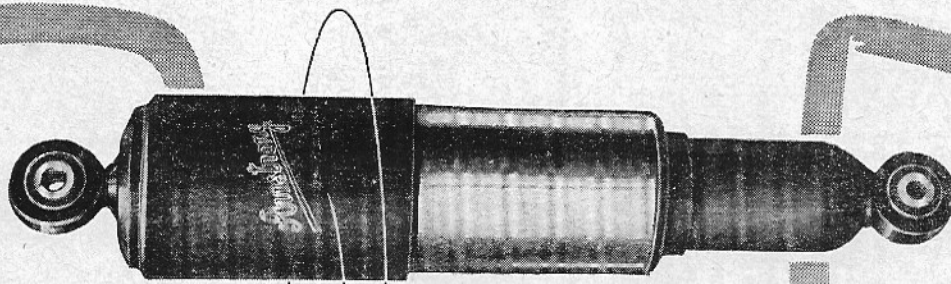
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Between the Isle of Man and the home of the NSU Motorcycles, Neckarsulm, there are some 1,250 miles. In spite of this distance the T.T. races each year are just as popular in Germany as are the biggest football matches.

We at Neckarsulm will follow the news from "Manxland" from the first day of practice to the end of the last race.

The NSU Team have the highest regard, even affection for the T.T. It provides the opportunity for them to participate on level terms in the most difficult but fairest competition between man and machine in the world.

Last year the newcomer Werner Haas twice succeeded in finishing second in this strenuous race, these successes being the first step towards his Double World-Championship 1953.

This year NSU will start with a complete Works-Team. Their riders and the men behind them from Neckarsulm extend greetings to their British sporting friends.

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## TROPHY RACES

ISLE OF MAN ★

JUNE 10 . 14 . 16 . 18

Official Programme & Guide

★

### CONTENTS

	Page
Maps of the Courses ... ..	Inside Front Cover
Foreword—Prof. A. M. Low ... ..	8
Patrons ... ..	9
Officials ... ..	10
Time Table of the Meeting ... ..	12
H.R.H. the Duke of Edinburgh, Patron of the Auto-Cycle Union ... ..	13
Awards and Presentations ... ..	14
“The Future of Road Racing”—Harry Louis ... ..	17
“An Insular Point of View”—Canon E. H. Stenning ... ..	21
“A Cloud Over The Mountain?”—Graham Walker ... ..	25
1953 In Retrospect ... ..	29
“Fortitude”—Dennis May ... ..	35
Where to Watch ... How to Get There ... ..	38
International Entries ... ..	44
Clubman's Entries ... ..	56
T.T. Winners on the Mountain Course ... ..	64
T.T. Fastest Laps ... ..	66
Scorecard Booklet ... ..	Inside Back Cover

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# The 1954 International Tourist Trophy and Clubman's Trophy Race Meeting



Organised by the *Auto-Cycle Union*,  
83, Pall Mall, London, S.W.1.

under the International Sporting Code of the F.I.M., the General Competition Rules of the A.C.U. and the Supplementary Regulations.

\* \* \*

**PATRON OF THE AUTO-CYCLE UNION**  
H.R.H. THE DUKE OF EDINBURGH.

\* \* \*

## PATRONS OF THE MEETING.

His Excellency the Lieutenant Governor of the Isle of Man, Sir AMBROSE DUNDAS FLUX DUNDAS, K.C.I.E., C.S.I.  
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HIS GRACE THE DUKE OF RICHMOND AND GORDON.  
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The Chairman of the Auto-Cycle Union, Professor A. M. LOW, A.C.G.I., D.Sc., etc.

The Hon. Treasurer of the Auto-Cycle Union, Mr. K. S. TOPPING.

Mr. ARTHUR BIRKETT. Mr. J. M. NOAKS. Mr. R. B. MOORE.

The Surveyor-General, Mr. R. C. W. BROWN, M.I.M.C.E., M.R.San.I., etc.

The Deputy Chief Constable, Supt. A. KELLY.

The Secretary of the Highway and Transport Board, Mr. T. C. KILLIP.

The Surveyor of Douglas, Mr. J. C. BREGAZZI, M.Eng., A.M.I.C.E., M.I.Mun.E.

The Insular Commissioner B.P. Scouts, the Rev. J. H. B. SEWELL.

\* \* \*

Auto-Cycle Union Local Representative, Isle of Man Hon. Secretary, Mr. STANLEY WARDELL.



## Foreword

by  
**PROFESSOR A. M. LOW**

Since the first meeting of all in 1907 over 100 T.T. races have been organised by the Auto-Cycle Union. Winners average speeds have increased from under 40 m.p.h. to over 90 m.p.h. Maximum speeds in the Senior races have risen from 65 to a figure approximated at 140 m.p.h.

All this has happened in 46 years which have seen the growth of an unreliable venturesome machine to a model which represents the height of modern research into engines, springing, steering, brakes, tyres and a host of accessories of which each plays its vital part.

The benefits of this all-embracing test are seen in the everyday business or touring machine. It is due to racing that miniature engines have achieved their outstanding efficiency, and of this racing, the T.T. is paramount.

The history of the T.T. is one long story of technical progress in the interests of automobilism of every kind. No other test is at all comparable with this greatest of all sporting events. Its utilitarian value cannot be stressed too highly.

Above all the T.T. is never stale. Skill and courage are at no discount in the International or the Clubman's races. Each year it is a new event with new machines, new riders and an everliving atmosphere of freshness over all.

It is a supreme spectacle that we are proud to witness. May it have good fortune. It has already the admiration of all concerned; spectators, officials and, above all, the riders whom we honour this week.

# Officials of the Meeting

Representative of the F.I.M.	... Mr. P. NORTIER.
Stewards and Jury	... * * * * *
Chief Marshal	... Major H. R. Watling, C.B.E., J.P., C.C.
Scrutineers	... Major J. W. Young, O.B.E.
Judge	... A. Mullee and T. Sheppard.
Finishing Flag Marshal	... H. D. Lay.
Engine Measurer	... A. W. Garrett.
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Assistant Consulting Chemist	... R. K. Matthews, F.R.I.C.
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Assistant Control Officers	... W. Carter.
Chief Replenishment Depot Marshal	... E. Brown, C. R. Ducker, W. C. Halsall, N. James.
Replenishment Depot Marshals	... G. Ducker.
Travelling Marshals (Cars)	... G. P. Bridge, K. C. Cowley, J. R. Craine, D. G. Crossley, C. E. Godfrey, G. D. Hanson, F. Killip, R. Moore, H. M. Rowell, J. J. Wood.
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Course Travelling Marshals	... G. P. Bridge, G. D. Hanson.
Marshals on the Course	... H. Craine, P. Crebbin, A. R. Foster, A. S. Herbert, H. Mills.
Enclosure Officials	... The Marshals on the Course have been arranged for by the Chief Constable of the Isle of Man, in co-operation with the Isle of Man Local Centre, A.C.U.
Timekeepers	... A. Chadwick, H. Dugdale, G. A. Harding, A. A. Holland, F. Jenkins, A. Kneale.
Time Auditors	... L. H. Lumby (International F.I.M.), H. W. Shuttleworth (International F.I.M.), W. A. Latham (National A.C.U.).
Controller, Scoring Board	... E. J. Berry, R. A. Bimson, F. R. Brown, R. B. Brown, F. J. Callow, C. C. Cann, T. T. C. Parker, Dr. W. E. Pyecraft, E. J. Shimmer, J. T. K. Shimmer, G. R. Wooliams.
Assistant Controller, Scoring Board	... P. Dawson. R. Butterworth.

Drivers' Liaison Official	... A. Jefferys.
Course Technical Officer	... V. C. Anstice.
Scoring Board	... H. Butterworth, D. Cottier, J. D. Creeer, W. Doyle, N. Hammonds, W. Harding, T. Nicholson, J. E. Oldham, A. Robinson, W. E. Swann.
Chief Press Official	... N. G. Brown, H. Miller.
Assistant Press Officials	... Dr. J. H. Stuart.
Chief Medical Officer	... Dr. S. R. A. Beckett.
Deputy Chief Medical Officer	... Dr. W. A. Bridgewood, Dr. L. A. Bull, Dr. S. I. Ballard, Dr. R. Cunningham, Dr. J. H. Ferguson, Dr. J. E. H. Griffiths, Dr. T. A. Groves, Dr. T. Hardy, Dr. J. K. Hinds, Dr. R. B. Jones, Dr. C. J. Jowett, Dr. J. G. Paton, Dr. R. H. Poyser, Dr. P. Reel, Dr. R. G. Stitt.
Medical Officers	... Dr. W. A. Bridgewood, Dr. L. A. Bull, Dr. S. I. Ballard, Dr. R. Cunningham, Dr. J. H. Ferguson, Dr. J. E. H. Griffiths, Dr. T. A. Groves, Dr. T. Hardy, Dr. J. K. Hinds, Dr. R. B. Jones, Dr. C. J. Jowett, Dr. J. G. Paton, Dr. R. H. Poyser, Dr. P. Reel, Dr. R. G. Stitt.

## Honorary Medical Officers at Hospital Posts

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Timekeepers for Practising	... The British Red Cross Society, the St. John Ambulance Brigade and St. John Association.
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Enclosure Manager	... N. G. Brown, H. Miller.
Enclosure Superintendent	... S. A. Perry.
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Assistant Clerk of the Works	... W. Lisle.
Chief Clerk	... T. Clarke.
Deputy Clerk of the Course and Chief Competitors' Marshal	... H. Cornwall.
Assistant Secretary of the Meeting	... T. E. Ryan.
Clerk of the Course and Secretary of the Meeting	... V. A. Hows.

## ACKNOWLEDGMENTS

The A.C.U. records its thanks to the following firms and individuals for their contribution to the success of the meeting:

Riley Motors, Ltd.—Officials' cars loaned through the Athol Garage (1945), Ltd., Douglas.

B.S.A. Motor Cycles, Ltd., and Lambretta Concessionaires, Ltd.—loan of motor cycles.

Joseph Lucas, Ltd.—Electric Signals and refreshments (Pre-race Examinations).

The Dunlop Rubber Co., Ltd.—Drivers' refreshments and Course Flag Marshals.

Cadbury Bros., Ltd. (Bournville)—Drivers' refreshments.

Gestetner, Ltd.—Duplicate.

A. P. Chaplin—Official Engraver.

Ferodo, Ltd.—by arrangement with whom the Ferodo Works' Band appears, and to all voluntary officials and those who by their contributions of assistance have helped in the compilation of this programme.

# TIME TABLE OF THE MEETING

## PRACTICE PERIODS:

*Mornings:* June 2; 3; 4; 5; 7; 8; 9; 11; 12; at 4.45 a.m.  
*Evenings:* June 4; 7; 8; 9; 11; 12; at 6.30 p.m.  
 The course roads will be closed to the public during the practices between the hours of: *Mornings*—4.45 a.m. and 7.15 a.m.; *Evenings*—6.15 and 8.45 p.m. (9.15 p.m. on the Clype Course).

## PRELIMINARY EXAMINATIONS:

Junior Clubman's	...	Wednesday, 9th June, at 9.00 a.m.
Senior Clubman's	...	Wednesday, 9th June, at 2.00 p.m.
Junior International	...	Saturday, 12th June, at 9.00 a.m.
Lightweight (250) International	...	Saturday, 12th June, at 2.00 p.m.
Lightweight (125) International	...	Tuesday, 15th June, at 9.00 a.m.
Sidcar International	...	Tuesday, 15th June, at 11.00 a.m.
Senior International	...	Thursday, 17th June, at 9.00 a.m.

## RACE DAYS:

<b>Thursday, June 10th</b>		
JUNIOR CLUBMAN'S—4 Laps	...	9.00 a.m.
Enclosure Gates Open	...	10.00 a.m.
Race Starts	...	approx. 12.45 p.m.
Race Stopped	...	
SENIOR CLUBMAN'S—4 Laps	...	approx. 1.30 p.m.
Race Starts	...	approx. 4.15 p.m.
Race Stopped	...	
<b>Monday, June 14th</b>		
JUNIOR INTERNATIONAL—5 Laps	...	9.00 a.m.
Enclosure Gates Open	...	10.00 a.m.
Race Starts	...	approx. 1.05 p.m.
Race Stopped	...	
LIGHTWEIGHT INTERNATIONAL (250)—3 Laps	...	approx. 1.30 p.m.
Race Starts	...	approx. 3.45 p.m.
Race Stopped	...	
<b>Wednesday, June 16th</b> (T.T. Clype Course)		
LIGHTWEIGHT INTERNATIONAL (125)—10 Laps	...	9.00 a.m.
Enclosure Gates Open	...	10.00 a.m.
Race Starts	...	approx. 12.15 p.m.
Race Stopped	...	
SIDCAR INTERNATIONAL—10 Laps	...	approx. 1.30 p.m.
Race Starts	...	approx. 3.45 p.m.
Race Stopped	...	
<b>Friday, June 18th</b>		
SENIOR INTERNATIONAL—7 Laps	...	9.30 a.m.
Enclosure Gates Open	...	10.30 a.m.
Race Starts	...	approx. 2.40 p.m.
Race Stopped	...	

The A.C.U. Local Office, adjoining the Peveril Hotel, Douglas, opens on Tuesday, June 1st. Phone: Douglas 3227.  
 Grandstand Booking Office: The Villa Marina, Douglas. Phone: Douglas 2351.

## Warning to the Public.

Motor Racing is DANGEROUS, and spectators attending this meeting do so entirely at their own risk, and on the understanding that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

# Our Royal Patron



Photo by]

H.R.H. THE DUKE OF EDINBURGH



## The Awards . . . . .

### PREMIER AWARDS

- The Senior Tourist Trophy and £200.
- The Junior Tourist Trophy and £200.
- The Lightweight (250cc) Tourist Trophy and £100.
- The Lightweight (125cc) Tourist Trophy and £50.
- The Sidecar Tourist Trophy and £100.

### CASH AWARDS

- SENIOR and JUNIOR (for drivers finishing within 25 minutes of the winner's time in the Senior and within 20 minutes in the Junior) : 2nd—£100 ; 3rd—£85 ; 4th—£80 ; 5th—£75 ; 6th—£70 ; 7th—£65 ; 8th—£60 ; 9th—£55 ; 10th—£50 ; 11th—£45 ; 12th—£40 ; 13th—£35 ; 14th—£30 ; 15th—£25 ; 16th—£20 ; 17th—£15 ; 18th—£10 ; 19th—£5 ; 20th—£3.
- LIGHTWEIGHT (250cc) (for drivers finishing within 12 minutes of the winner's time) : 2nd—£50 ; 3rd—£40 ; 4th—£25 ; 5th—£20 ; 6th—£15.
- LIGHTWEIGHT (125cc) (for drivers finishing within 15 minutes of the winner's time) : 2nd—£25 ; 3rd—£20 ; 4th—£15 ; 5th—£10 ; 6th—£5.
- SIDECAR (for drivers finishing within 15 minutes of the winner's time) : 2nd—£50 ; 3rd—£40 ; 4th—£25 ; 5th—£20 ; 6th—£15.

### REPLICAS

- Silver replicas of the Tourist Trophy will be awarded to the first three drivers in each race and to the entrant of each driver who finishes within 9/8ths of the winner's time in his race.
- A Bronze replica will be awarded to the entrant of each driver who finishes in between 9/8ths and 6/5ths of the winner's time for his race.

### SPECIAL AWARDS

- The Jimmy Simpson Trophy—for the fastest lap in the Senior, Junior or 250 Lightweight Races.
- The Bob Holloway Trophy—for the fastest lap in the 125cc International Race.
- The Walter Handley Trophy—for the fastest lap in the Sidecar Race.
- The Ray B. Westover Trophy—for the best newcomer.
- The "Newcomer's" Trophy—for the best overseas newcomer not having been entered by a manufacturer.
- The Visitors' Cup (presented by *The Motor Cycle*)—for the best performance by a visitor.
- The Motor Cycling Challenge Cup—for the best performance by a driver entered by an accredited Agent.
- Manufacturers' Team Prizes (one per Race)—for teams of three.
- Club Team Prizes (one per Race)—for Club teams of three.

## . . . . . for the Clubman's

### PREMIER AWARDS

- The Clubman's Senior Tourist Trophy and £50.
- The Clubman's Junior Tourist Trophy and £50.

### CASH AWARDS

- Senior and Junior : 2nd—£40 ; 3rd—£30 ; 4th—£20 ; 5th—£15 ; 6th—£10.

### SPECIAL AWARDS

- The Dunlop Trophy—for the driver who reduces the lap record for his class by the greatest margin, or comes nearer to that record than any other driver comes to record for his own class.
- Centre Team Awards (one per Race)—for Centre teams of three.

## PRESENTATION OF AWARDS

The Presentations of Awards will be held at the VILLA MARINA, DOUGLAS.

*Senior and Junior Clubman's—Thursday, June 10th, at 9.00 p.m.*  
Presentation by The Rev. Canon E. H. Stenning, M.A.

*Junior and (250) Lightweight Internationals—Monday, June 14th, at 9.00 p.m.*

Presentation by His Honour the First Deemster and Clerk of the Rolls, Sir W. Percy Cowley, K.C.B.E.

*(125) Lightweight and Sidecar Internationals—Wednesday, June 16th, at 9.00 p.m.*

Presentation by His Worship the Mayor of Douglas, Mr. Councillor R. F. Quayle, J.P.

*Senior International ... .. Friday, June 18th, at 9.00 p.m.*

Presentation by His Excellency the Lieut. Governor of the Isle of Man, Sir Ambrose Dundas Flux Dundas, K.C.I.E., C.S.I.

Before each Presentation the Ferodo Works' Band will play in the grounds of the Villa Marina.

The A.C.U. wishes to record its appreciation of the generosity of the following donors of awards :

The Government of the Isle of Man.

A. Birkett, Esq.

Associated Motor Cycles, Ltd.

The Dunlop Rubber Co., Ltd.

Tom Handley, Esq.

"The Motor Cycle,"

"Motor Cycling,"

The Royal Automobile Club.

South Eastern Centre, A.C.U.

The Sunday News.

Ray B. Westover, Esq.

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A SPECIAL CHURCH SERVICE IN CONNECTION WITH THE TOURIST TROPHY RACES WILL BE CONDUCTED BY THE REV. CANON E. H. STENNING AND REV. R. H. REID AT ST. THOMAS', CHURCH ROAD, HARRIS PROMENADE, AT 3 P.M. ON SUNDAY, 13TH JUNE.

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# The Future of Road Racing

SOME ASPECTS OF A VERY WIDELY DISCUSSED SUBJECT

By HARRY LOUIS, Editor

## MOTORCYCLE

DISCUSSION on] its future is road racing's evergreen topic. There have always been various shades of opinion, but two broad categories have dominated. These categories have represented the argument for restrictions and the argument against. History shows that the restrictionists have had the best of the decisions, although in fairness it must be said that those who have advocated freedom have argued soundly and scientifically. Usually their logic has been brushed aside as idealism because practical considerations had to be faced. It is fairly safe to say that practical aspects, and therefore restrictions, will continue to condition the future of road racing—and to a greater extent than in the past.

As far back as 1926 fuel was standardized as 50-50 petrol-benzole—to prevent the use of alcohol. When racing restarted after the war there was no mistaking the restrictionist policy; machines had to run on straight petrol not exceeding 75 octane and supercharging was prohibited. A better quality fuel—80 octane plus or minus 2—is now permitted but, apart from slight modifications, the rule banning superchargers remains.

A significant move was made in November 1946 by the Italian Federation. The proposal, which was not accepted by the F.I.M., was that "formula" racing should be introduced; machines would be limited to a weight of 125 kilograms (about 275 lb.); only ordinary pump fuel (70 to 75 octane) would be allowed; race distance should be 150 miles without a stop for fuel or oil. It was not visualized that the formula need include any stipulation regarding engine capacity or supercharging.

The latest step was the suggestion from the F.I.M. Commission Technique last December that a start should be made in the progressive reduction of cylinder capacities. In 1956 the 500 c.c. solo class should be abandoned; in 1957 the 350 c.c. class, so that only the 125 and 250 c.c. solo classes and the 500 c.c. sidecar class would remain. Parallel with the reduction in the number of racing classes should be the introduction of international races for sports machines; in 1956 a 500 c.c. "Sport International" class to which would be added, in 1957, classes for 350 and 175 c.c. machines. These recommendations were shelved at the F.I.M. Spring Congress last month, but the very fact that the Commission Technique put them forward is an indication of an important trend of thought.

Yet the proposals to eliminate the 500 and 350 c.c. solo racing classes and to introduce sports-machine events were made for different reasons from earlier restrictionist measures and suggestions.

In all its former deliberations, the F.I.M. had in mind as a fundamental the value of racing as a means of technical development that would directly or indirectly result in better standard roadster machines. At the same time it was necessary to ensure that racing did not become too specialized and thus attractive to fewer and fewer manufacturers, and quite outside the province of private owners. The protracted controversy on supercharging illustrated these essential



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considerations in broad clarity. Sound arguments were advanced on the theme that forms of supercharging can be applied to production machines; further, that if speeds of racing machines are raised by supercharging, the consequential improvements in the standard of, say, braking, steering and roadholding must provide valuable data of use to the designer of roadsters. However, very few manufacturers were prepared to face the cost of developing and racing supercharged machines. And an added deterrent was that private owners using supercharged models were completely and understandably outclassed.

It is important to remember that the 1946 decision to ban superchargers was not solely a product of the conditions immediately following the war; in 1939 the subject had been discussed at great length and, but for the war, forced induction might well have been prohibited in 1940 or 1941.

The prime considerations in the debates on supercharging (and on fuels) were not concerned with speed as such. But the recommendations made last December to reduce the number of racing classes and introduce sports-machine classes were. Why? The explanation is based on the assumption that speed has a direct relationship to safety—that the lower the speed the lower the risk of accidents. The December proposals can be questioned as emerging from false premises since it has yet to be shown that the risk of accidents depends on speed. This false premise was one of the reasons why the proposals foundered at the Spring Congress. But it would be wrong to dismiss the theory without remembering that world-famous riders have said, in effect, that 500 c.c. racing machines are dangerously fast. It also seems appropriate to bear in mind that in Grand Prix car racing, a policy of reducing capacity limits has been pursued partly, at least, with the object of keeping speeds and risks within reasonable bounds.

It seems probable, therefore, that the future pattern of international road racing will embody the elements of what has merely been suggested so far in spite of the strong arguments advanced in favour of a no-change policy. The timing of the changes will depend on a number of factors over which the F.I.M. has no control, but it is desirable for plans to be in readiness beforehand.

Even if the factor of speed in its relationship to accidents be ignored, the fate of 500 c.c. solo racing is dubious unless further restrictions on performance are imposed. First of all, as power outputs are raised year by year, the problem of finding riders capable of doing justice to a potential race-winning machine becomes more acute. There is a mere handful of riders from which to choose, and it is eloquent enough that during recent years Italian manufacturers have employed British riders—and, in a few instances, British manufacturers have had Commonwealth men in their teams. Though they may range the world, talent scouts have no easy task in choosing competent riders for 150 mp.h. mounts.

Secondly, it is broadly true to say that the highly competitive nature of 500 c.c. class racing deters manufacturers from entering the racing field. If a manufacturer who has, in the past, not been closely associated with racing decides to change his policy, he is likely to choose the 125 or 250 c.c. class for his debut. Further, small-capacity racing is not necessarily a prelude to a manufacturer's producing machines for the bigger classes.

Of course, the future of any class in international racing is not solely conditioned by the actual participation of factory teams of riders. However, without factory interest the supply of production racing models would cease and one-off specials would not make up the deficiency.

Another possibility is that 500 c.c. machines might "out-power" themselves. Torque transmitted to a rear wheel is valueless if it cannot be used to propel the machine. The problem of employing the power available has become more and

more prominent in the last few years, and the stage may be reached in the reasonably near future when, on the majority of circuits, a three-fifty can produce as much power as can be used profitably. Indeed, those who suggest that five-hundreds are dangerously fast will probably agree that it is nearer the truth to say that only a few riders possess the rare skill needed to make full use of the power available without running unacceptable risks.

If five-hundreds out-power themselves and 350 c.c. becomes the maximum size for solo racing, it is logical to expect that, subsequently, three-fifties will become out-moded for the same reason. Grand Prix car racing indicates the trend. In pre-war years, the capacity limit was 4½ litres unsupercharged and 3 litres supercharged; now it is 1½ litres unsupercharged and 750 c.c. supercharged. If, in the light of present technical knowledge, a 3-litre or larger supercharged car were built, it would not necessarily win races on an average G.P. course against current-formula models when fully developed, for the reason that its tremendous power would probably be wasted in spinning the wheels. The 1½-litre supercharged B.R.M. is an example of a Grand Prix car which has so much power that wheelspin is a problem on many circuits.

The proposals regarding international racing for sports machines deserve sympathetic consideration. On a national basis, events of this type have been keenly supported; for example, our own Clubman's Races and the Giro d'Italia in Italy (in the last Giro d'Italia, held in April, there were 600 entries for a 2,000-mile race over public roads). Sports-machine racing broadens the field; manufacturers who might never consider embarking on full-blooded racing policy will, as our own Clubmen's events have shown, devote resources to providing suitable models, and the step to entering factory teams is a small one; enthusiastic private owners, debarred from taking an active part in current-type international racing on the score of cost might well be attracted by less expensive sports-machine events. Assuming the regulations were appropriately framed, sports machines would have a closer resemblance to production machines than do pure racing models. This list gives some of the attractions and perhaps it is to the point to add that in the car racing sphere, sports-category events are successful and overshadow in prominence G.P. racing. For example, the world-famous Le Mans 24-hour race is for sports models.

But, inevitably, there are sound adverse arguments. First of all, for racing purposes the most suitable machines are obviously those developed purely for racing—the current winning factory machines at any given time. Why, therefore, organize international events for less suitable machines? Secondly, framing non-controversial regulations to define sports machines and imposing those regulations to the satisfaction of all concerned is an extraordinarily difficult problem which past experience suggests is almost insuperable.

These complications of definition, and of rule application, are real and are the reason why the 1946 formula propounded by the Italians has many adherents. Design and performance would be fettered by only two easily-applied rules—weight and fuel consumption.

My prediction is that pure racing in the recognized classes (125, 250, 350 and 500 c.c. solo and 500 c.c. sidecar) will continue as we know it today with the higher capacity classes becoming outmoded by their own power. Almost certainly before that time some form of international sports-class racing will be introduced, but not necessarily to take the place of any category of pure racing as suggested by the F.I.M. technical committee last December. And, in the final analysis, formula conditions based on weight and fuel consumption may well be desirable because these two factors—light weight and fuel economy—will be the paramount selling features of roadster mounts.

# THE T.T. RACES

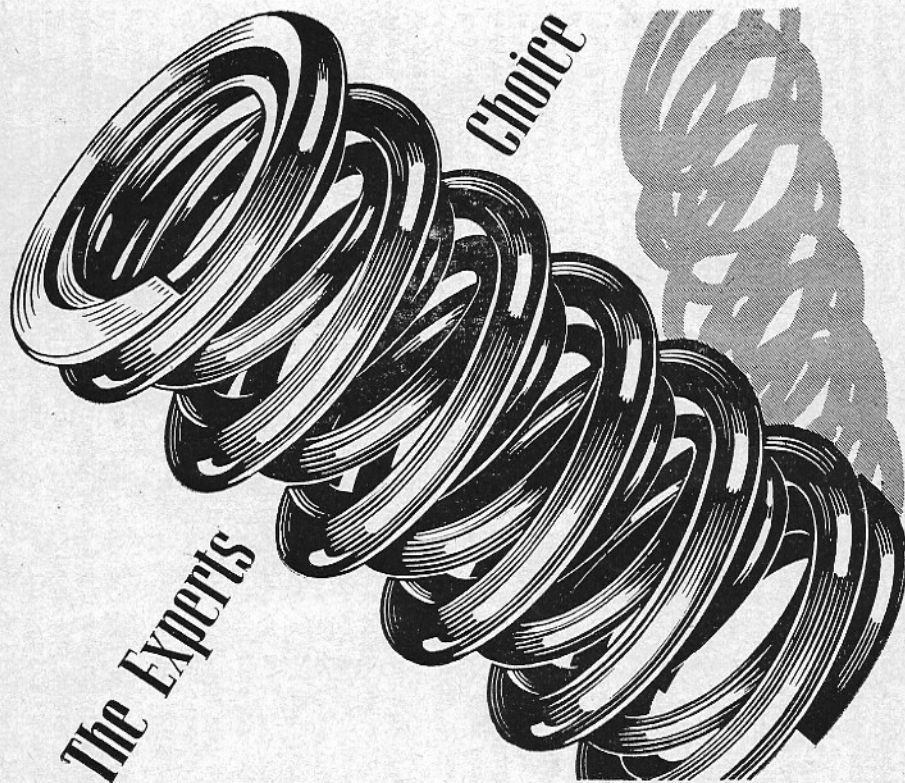
## An Insular Point of View

By Canon E. H. STENNING

In the T.T. Programmes in recent years you have read the points of view of various interested parties concerned in the running of these famous races. In 1952 Geoffrey Davison told the story of some of the Riders, "Breaking new ground" as he described it. Graham Walker propounded the "Riddle of the Races" and their effect on speed while the Editor of the *Motor Cycle* spoke of the "most revealing of laboratories the Manx Circuit" and its effect on the evolution of the motor cycle. Last year the programme had a reproduction of the article from *Punch* by J. B. Boothroyd under the title "The Isle is Full of Noises." It seems rather like descending from the sublime to the ridiculous to put forth the ideas and reminiscence of a Manx parson. Yet there is decidedly an Island point of view, which is somewhat overlooked quite often by the thousands who come over for the races. They quite forget that Mann is an ancient kingdom having its own government, a fact that makes the T.T. Races possible.

As I have only lived in the Island a mere 45 years my memory does not go back to the beginning of the race series. I had been introduced to motor-cycles at Cambridge in 1909, while in 1911 I put in order for a Castletown tradesman a gigantic "Bat" which eventually ran and ran and wouldn't stop till the petrol gave out, a story well-known to a generation of motor-cyclists! But curiously enough I came into T.T. "business" entirely apart from any interest in the technology of racing. It was those prize-givings! In the early days of the meetings the crowds of visitors were not impressed by our Island Officials. There was no sanctity in the personality of the Governor, in the fact that he was the representative of the King, that the Deemsters were high court judges, with powers of life and death, that mayors of Douglas were ordinary pleasant whole-some-minded citizens; and when the A.C.U. asked these very good and charming folk to present the prizes, the crowds always found in them for some quite inexplicable reason or reasons figures of fun, and not unnaturally after being faced with such irreverent crowds, these gentlemen threatened to refuse to turn out unless some means could be found of ensuring better behaviour. In desperation (and it must have been great desperation) the Chief Constable who was responsible for the general conduct of the crowd came to me and said "The only idea I can think of is that you go on with the officials of A.C.U. and State, and tell them some of your ridiculous stories, and make them laugh and put them in a good temper; then I will tell the authorities to say very little, the Secretary to get through the results as fast as possible, and then all might be well." I had never faced such a gigantic congregation before! There were no loudspeakers in those days, and my appearance as a parson did not add to the chances, for, for some reason a parson on the stage, be he real or dressed up as one, is generally a cause for amusement, at least to a holiday crowd. But for some abstruse reason the crowd were really amused, and I soon had them in the happiest of fettle; whereupon the Mayor spoke for less than two minutes, and the trophies were presented, and all was over in complete decorum. On the Governor's night too, the same scheme worked and since then the crowds have grown steadily more and more amenable, the prize-givings are among the happiest parts of the festivities, and for many years the huge crowds have not required any "dope."

My first appearance as an official of the A.C.U. was as Marshal at Ballacraime. In those days Ballacraime was an important, and very cheery place. From the



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farm at the corner every morning at 5.15 a very obdurate duck followed by her ten ducklings waddled across the course to the stream below. It was a point of honour that no machine started from Douglas till "her ladyship" was safely across.

I continued at Ballacraige for the rest of the series up to the first war, and had the happiest of memories of the A.C.U. Officials of those spacious days, and though I was invited to do various duties in Douglas at the Start, I preferred for many reasons to remain at Ballacraige. Then came the First World War and the T.T. was banished till 1920. Two more years I went to Ballacraige but since 1921 I have always been at H.Q. in Douglas. From the Island point of view, the T.T. Races are of course of tremendous interest, and of great importance. With the races, our rather short Season really starts. On the Island there is a strong Tynwald Committee to look after the interests of all the various races held each year on the roads of the Island. This Committee is of course always anxious that everything should be done for the safety of the riders, and the success of the meeting. It represents the Manx people; it recommends to the Governor (who is our Chancellor of the Exchequer) the amount of financial aid that can be offered. The roads are the problem of two controlling bodies. From Governor's Bridge to the Quarterbridge of the Douglas Corporation, and all the rest of the circuit, of the Tynwald Highways and Transport Board. The Grand Stand and the land around are the property of the Douglas Corporation. So that the official organisation is no simple matter for the A.C.U. Nor does the complexity get less as time goes on. Graham Walker described in the 1952 programme the roads over which the earlier races of the series were run, of narrow roads, and roadside ditches, and turf borders, of three-way tracks from Ramsey to the Bungalow and beyond, of dust and loose stones, of corners almost impossible to get round even at an average lap-time of 45 m.p.h. It is true that I never saw a crash at Ballacraige all the years I was there, but the thrills . . . ! There was little similarity in driving track, and the drivers, arrayed in a mass of inner tubes, outer covers, "batteries" of spare plugs, spanners in every recess of clothing, made a wonderful and fearsome sight. But since that time the course has undergone a great deal of change, and the Isle of Man Government has spent a heap of money in improvements. This year an even greater series of improvements has been undertaken. The nasty blind bend at Appledene beyond Crosby has been rolled out, Handley's corner similarly has a widened road and a far longer range of vision. There are many improvements on the Mountain Road, and the famous Governor's Bridge has been improved out of all knowledge.

It is good to be able to speak very happily of the relationship between the local motor cyclists and the A.C.U. If a meeting is to run smoothly over so long a course there must be a very close liaison between the Union and the Insular motor-cyclists who supply most of the working staff. The importance of the local element to the Union is often overlooked by the general public. A glance at the list of Officials of the Meeting in this programme will enable you to realise the extent of the debt of the Union to the local organisation. Since the appearance of the Manx Grand Prix at the end of our season in September, the Union has steadily encouraged the building up of an almost permanent set of officials who are available to both meetings, and the experiences of each race are used to improve the other. The most severe difficulties are those of the marshalling. This work is organised by the Chief Constable and all marshals are sworn in as special constables, with full powers of that office.

A glimpse into the control tower would amaze the average onlooker. Organisation becomes more and more perfect as the race organisation grows. The Clerk of the Course has his own telephone circuit to all points of importance on the course. Further he has a list of private telephones of all houses on or near the course. He has a large scale map showing every detail of road and lane and path from which the course can be reached, he has a complete knowledge of all possible ambulance emergencies, and indeed at his disposal is a system that must be unique in the whole realm of racing, and served by the local G.P.O. Staff. The Island feels very strongly that every possible safety device shall be available for all the drivers. The Insular medical organisation puts itself entirely at the disposal of the meeting as reference to your list will show. Noble's Hospital

knows full well when it is T.T. week, and makes full arrangements; and though it is always hoped that nobody will ever be damaged there are generally some unlucky drivers left behind, and they too are cared for both by the hospital and the A.C.U. and it is generally my own duty and pleasure to keep an eye on those left behind, to see that they are happy, contented and well looked after, and a great pleasure it is to come into contact with so grand a lot. The practising days add further duties on many insular folk, nor must the martyrdom of "An Isle of Noises" be overlooked. For anybody living within practically half a mile on either side of the course, practising specially in the early morning hours is a very severe strain on their comfort. By sad mischance two of our chief personalities, the Lieutenant-Governor and the Lord Bishop live right on top of the course and get the full benefit, with hundreds of folk of less eminence, of the roar of the open exhaust at an unearthly hour in the morning. Then mention must be made of the Course itself. On the T.T. Course the British Motor Cycle has been nourished. The motor-cycle may be looked at in many ways. First and foremost it is the poor man's car. As a solo machine it is the pride and joy of countless young men and maidens by the vast majority of whom it is used for real pleasure and as an important means of transport. By the vast majority it is used with care and consideration, and experience of countless thousands of miles driving on British roads through 42 years of my life, leaves me with the certain knowledge that there are more careless cyclists and car-drivers than motor-cyclists. But apart from the pleasure of motor cycling, the motor cycle engine was the precursor of the modern car, and the aeroplane engine. On the motor cycle were the experiments carried out in carburation, in over-head valves, in metallurgy and alloys alike for engine and structure, not to mention experiments in tyres, in magneto construction and brake linings. In every case the motor cycle has been the "guinea-pig," and the gruelling these little machines get on our T.T. Course is the discipline at the back of modern travel safety. To the people of this Island, the T.T. Mountain Course is the sacred way of petrol engine progress, and when we hear that certain foreign factories frown upon our course on the ground that it is too slow for them, we are not impressed. The petrol engine is not meant for speed alone. It is meant for speed under road-strain. To speed at high rates round small circuits practically devoid of hills and normal road conditions is not the object of the motor cycle manufacturers. They seek a machine of fine lines, comfort, good speed and flexibility, perfect in control, perfect in road-behaviour. These things they have experimented for and found, by testing their ideas on the finest and most gruelling course in the world, the Manx T.T. course.

So, year by year we on the Island look forward with the greatest pleasure to the coming of the A.C.U. and the attendant train of riders and manufacturers. We look forward to renewing old friendships, making new associations which we trust will last for many years, welcoming the trade side of the meeting and wishing them the best of all success in gaining for Britain a very high place in the world's markets, welcoming competitors from all parts of the earth, welcoming foreign machines (for we realise that competition is the backbone of success), welcoming riders old and new, and for the older of us (and there is an enthusiastic band of veterans over here whose memories run a long way back), the great joy of meeting again the heroes of the good old days, when motor-cycling really was motor-cycling and not joy-riding. They are too numerous to mention individually but they have made motor-cycle history . . . men whom I saw year by year at Ballacraige, their tail-view far more familiar than their head-view. What a grand life it has been and still remains . . . to look back on the giants of those days, as well as to watch with interest the giants-to-be of these. So we on the Island bid you welcome, and hail your arrival with great pleasure. It is true you bring us wealth, but to the great majority of us that is no concern. We like to hear of new machines, new designs, new devices, new speeds, but these are small matters to us compared with the human side, the personal contact with you all. So don't look upon us as some of you are inclined to do, as a somewhat primitive and backward set of aborigines, but as people who welcome you all, who appreciate you fully, who hope you will come again and again to our lovely Island, not merely to run these races, but to realise that we really like you because of your human side, your personalities, and your goodwill.

# A CLOUD OVER THE MOUNTAIN?

COMMENT ON A CONTROVERSIAL T.T. TOPIC

By **GRAHAM WALKER**, Consulting Editor of  
**MOTOR-CYCLING**

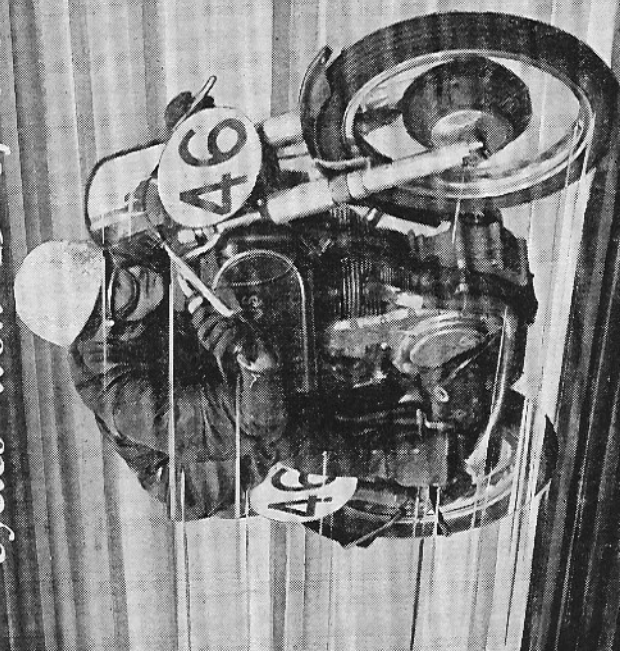
MAYBE you will read these words while waiting at some vantage point to watch your first T.T. race. If so, and it is a fine day, you may see Snaefell silhouetted against a clear blue sky. But if you are one of the "regulators" steeped in T.T. traditions you will probably see a metaphorical cloud casting a black shadow over the Mountain circuit, a small cloud whose irregular outline bears an uncanny resemblance to the new Clypse course!

But enough of writing in parables. As T.T. enthusiasts speak a language of their own and are apt wrongly to assume everyone else knows what they are talking about, may I explain to newcomers among the spectators why there is a rather vague but none the less definite atmosphere of unrest and uncertainty in the Island this year?

Briefly then, the Isle of Man Tourist Trophy Races are unique and literally in a class of their own. Not only are they by far and away the oldest events of their type in the world; they also provide the world's toughest tests of men and motorcycles, for no other classic circuit can compare in length or severity with the Mountain course. But now, within three years of celebrating their Golden Jubilee, these great races are being made the subject of an experiment which T.T. traditionalists believe must inevitably reduce their prestige and ultimately threaten their very existence.

This experiment consists of the introduction of the much shorter Clypse circuit, over which the solo 125 c.c. Lightweight and 500 c.c. Sidecar races will be run. The traditionalists, I imagine, have no great objection to this action; what they fear is that, if the experiment is considered successful an attempt may be made later to transfer *all* races to the new course.

At this point the question may well be posed why any such drastic change should even be considered, as it undoubtedly has been. The answer is two-fold. First, there has been a distressing number of accidents on the Mountain course in recent years. Secondly, Continental manufacturers whose participation is essential if the T.T. Races are to remain truly international, have not hesitated



**A.J.S.**

*In the 1953 Junior T.T.  
29 Silver Replicas were  
awarded. A.J.S. motor-  
cycles won 19 of them*

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to express their dislike of the long Snaefell circuit and the expense involved in the necessarily long practising period.

The protagonists of change claim a transfer *in toto* to the Clypse course would virtually eliminate the dangers and delays associated with mist on the Mountain; that the risk of serious accidents would be radically reduced on the slower and more easily mastered shorter circuit, and that foreign support would increase were a course of typically Continental length to be adopted.

These arguments the traditionalists contend, are far too specious to be accepted at face value. They point out that *on a rider-mile basis* more fatal accidents occur on Continental circuits than in the Isle of Man, but that details of these accidents are seldom published in British newspapers; that as Continental manufacturers now employ leading British riders well versed in the hazards of the T.T. course, why should the world's premier and oldest road-race meeting be required to lower its standards to conform with current cross-Channel practice? In other words, to cease being *the* T.T. and to become "just another Grand Prix".

Here, perhaps, it is desirable to outline the fundamental difference between the T.T. races and the modern Grands Prix. At one time nearly all the classic international races were run over a distance of 220 to 260 miles, roughly equivalent to six or seven laps of the Mountain circuit. In more recent years Continental organizers have tended to crowd three or four races into one day, each necessarily being run over a relatively short distance and with the emphasis of the meetings on spectator-appeal.

While these meetings on enclosed circuits attract enormous "paying gates" and offer big prize money, traditionalists not unreasonably ask why the T.T. Races should be required to sacrifice their unique testing qualities on the altar of commerce. Against that, it must be remembered that the Auto-Cycle Union is a constituent member of the F.I.M., the parent body of the international sport, and common courtesy demands that its committee should at least listen to suggestions made by other, foreign members and give due consideration to majority opinion.

The traditionalists' objections are strengthened by the fact that with the minor exceptions of the official grandstand and one or two other vantage points, no charge is, or can be made for watching the T.T. events. In addition, it is generally agreed that were the Mountain circuit to be eliminated the number of visitors to the Island during the T.T. period would fall very considerably. This, of course, is a point of major concern for the Island people—and not least for the Manx Government, whose annual cash contribution is essential to the continuance of the series. It is not always appreciated by those who debate this vexed problem in heated terms that anything which tends to reduce the prestige of the races, or the period of time required for practising and racing, must be diametrically opposed to Manx interests and, therefore, to the finance of the meetings.

In this connection the traditionalists are, for the time being, far more perturbed by the reduction in length of the Junior and Lightweight T.T.s (respectively to five and three laps), than by the experimental use of the Clypse circuit. They see in this action an initial move towards the adoption of the Continental principle, with an immediate reduction in the prestige value of the two races concerned as the result.

It is perhaps fair to mention that from 1926 to 1950 inclusive the Senior, Junior and Lightweight T.T. Races were each of seven laps duration. Nor is there any novelty in the current five-race T.T. programme, for thirty years ago (1924) there were Senior, Junior and Lightweight races of six laps each, a 3-lap Ultra-Lightweight (175 c.c.) race and a 4-lap Sidecar race. Thus traditionalists wonder why the lengths of the 1954 350 c.c. and 250 c.c. races have been so drastically curtailed.

Incidentally, as one who drove in the 1923 and 1925 Sidecar T.T. Races, I consider the A.-C.U. has acted wisely in selecting the new and shorter circuit for the 1954 experimental revival of the passenger event. Whilst the Mountain course provided grand fun for the competitors, they were so few in number as to present a terribly boring spectacle for onlookers. At the time, it was suggested the mid-twenties' series was abandoned because of adverse propaganda created against sidecar sales by the frightening photographs displayed in the daily newspapers depicting passengers in odd attitudes. I can assure my readers that with the very standard "chairs" then in use passengers had little opportunity for alarming acrobatics and several of the more exotic "shots" published were posed especially—and statically!—for the benefit of the national Press cameramen.

Recently, this thirty year-old argument has been resurrected in an effort to nip the current Sidecar Race in the bud. This policy is hard to understand for it is undoubtedly the thrilling spectacle provided by the sidecar teams, with prone passengers on their far-from-standard power-propelled "bob-sleighs", which acts as the principal draw-card for the Continental meetings—and sales of standard sidecars are still far in excess of deliveries! Moreover, despite the allegations of danger there were no serious spills in the original Sidecar T.T. Races, and I can recall only two major accidents in post-war international sidecar racing with its vastly expanded programme.

The experimental staging of the 125 c.c. Lightweight Race on the new course should not alarm the traditionalists unduly. It would be a physical impossibility to transfer the marshals and all the material paraphernalia of organization—to say nothing of the crowds—from one course to the other on the Wednesday. Thus, if it be agreed that the sidecars should use the short circuit then it follows the ultra-lightweights must also use that course, as the roads cannot be closed on more than three days in the week—a fact which accounts for the transfer of the Clubman's Races to the previous week (a subsidiary cause of the current unrest).

It will be gathered that feelings run high on the implied threat to the Snaefell circuit. This is because the Mountain course is the Mecca of all true T.T. enthusiasts, whose annual trek to the Island is undertaken with all the fervour of a pilgrimage. For three generations of racing men, and for those who have watched them ride or who have followed their exploits through the pages of the technical journals, every mile of the magnificent old course is hallowed ground.

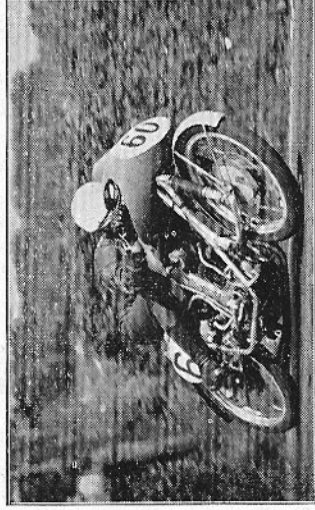
Can the Clypse circuit ever hope to equal, let alone eclipse the glories of its progenitor? Frankly, I don't think so. But what I think will not deter the traditionalists from regarding that small cloud with very grave suspicion! Thus the best I can hope for is that newcomers to the races will now understand the meaning of some of the more cryptic comments they will undoubtedly hear during this historical and experimental T.T. Week.

GRAHAM WALKER.

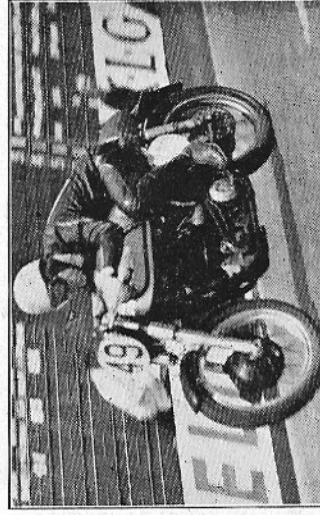
# 1953 in Retrospect ★

Some of the Men and the Machines in the News in 1953

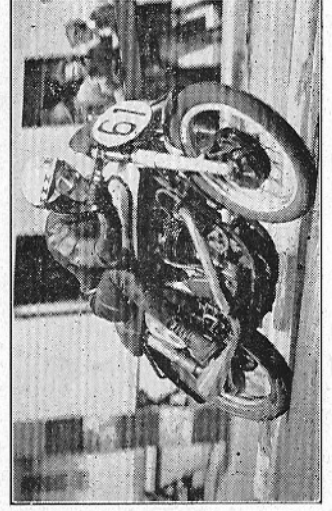
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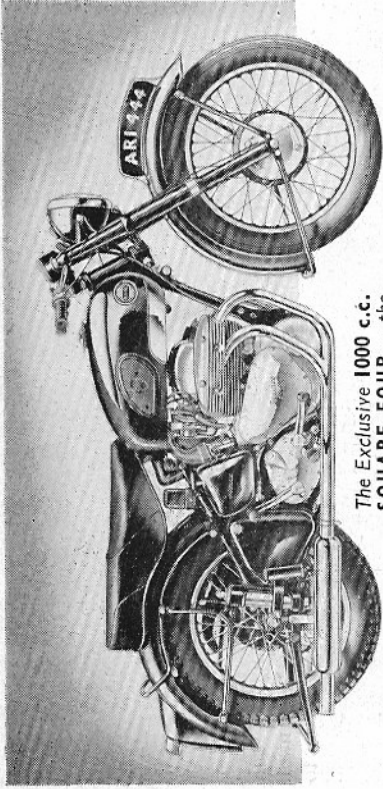
Les Graham on the 125 M.V. Agusta upon which he won the Lightweight T.T.



Ken Kavanagh (349 Norton) finished just under ten seconds behind Ray Amm in the Junior Race.



Ray Amm, here seen in the Senior, completed the double when following up his success in the Junior Race.



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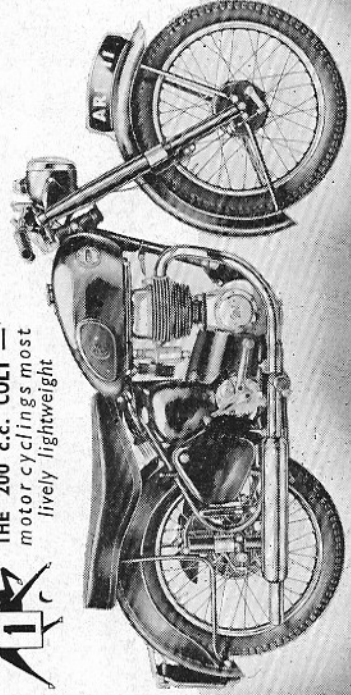
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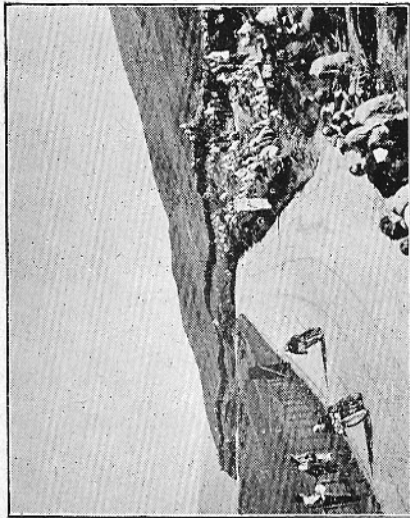
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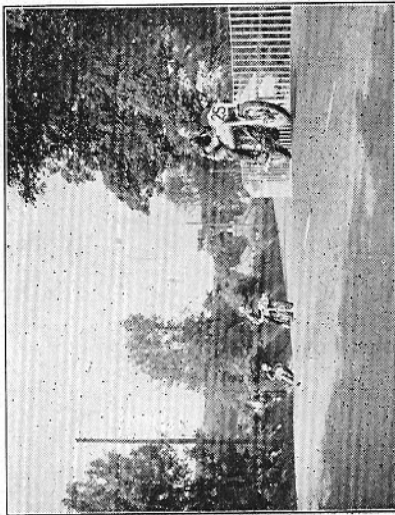




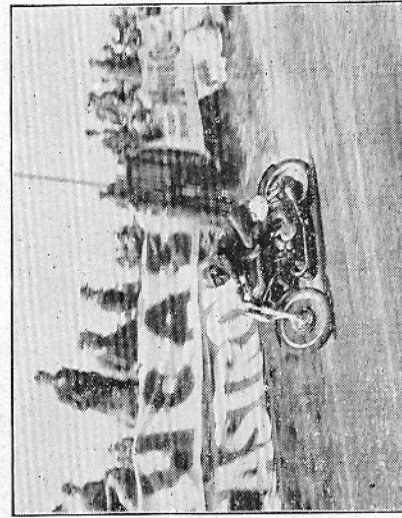
At Keppel Gate in the Junior T.T. — W. J. Campbell (Norton) leading J. R. Clark (348 A.J.S.).



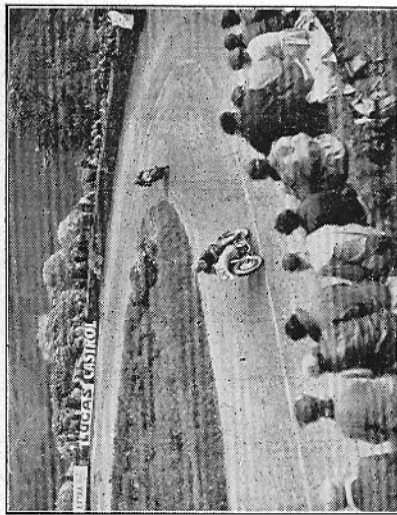
F. A. Norris (Norton Special) is followed by L. C. Boulter (Norton) and Bill Doran (A.J.S.) in the Senior T.T. at Ballaugh Bridge.



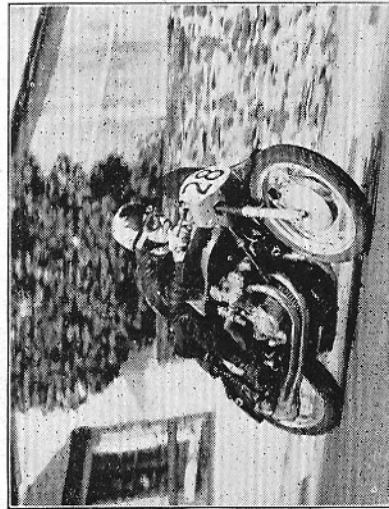
Rod Coleman, fourth in the Senior, takes his A.J.S. into the corner at Cregny-Baa.



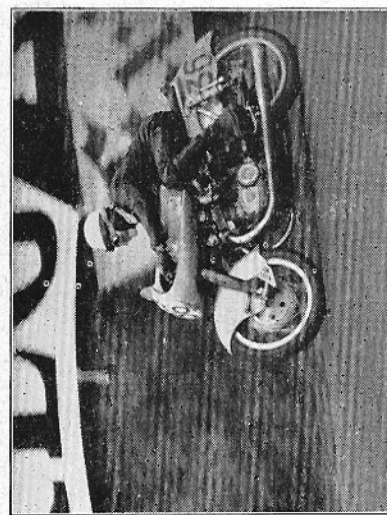
In the Lightweight 250, E. Lorenzetti (Guzzi) is followed by Maurice Cann at the Gooseneck.

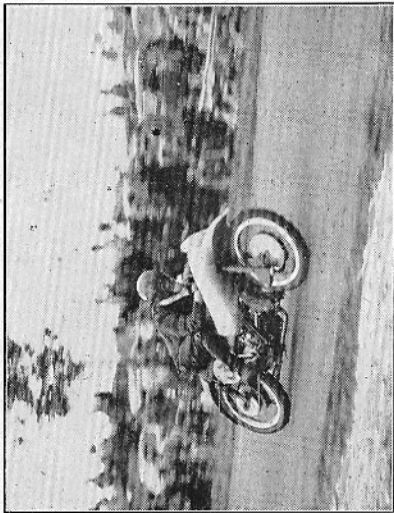


Reg Armstrong (Gilera) was third in the Senior T.T.



Werner Haas (N.S.U.), 125 and 250 World Champion, finished second in the 250 Lightweight T.T.

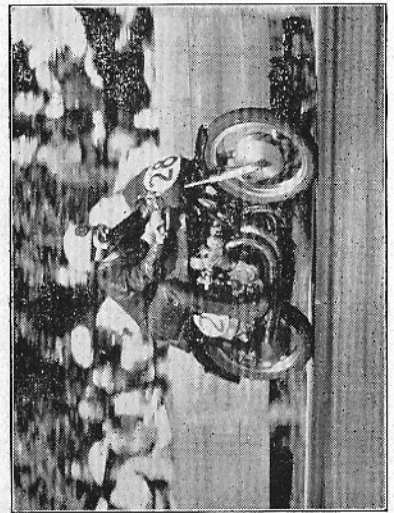




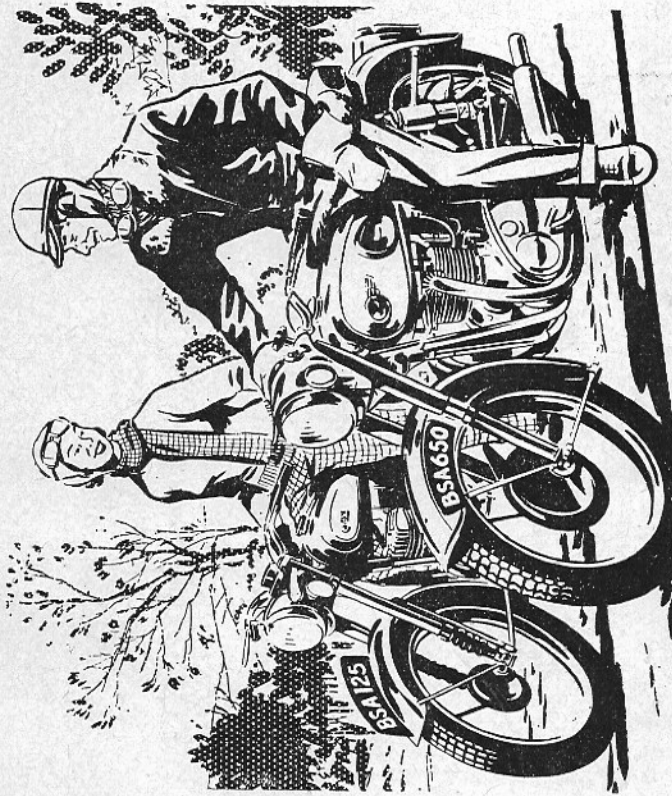
Fergus Anderson, here seen in the Dutch T.T. on a 250 Guzzi, was the 350 World Champion.



The Sidecar World Champion, for the fourth time in five years, was Eric Oliver.



Geoff. Duke (Gilera) in the Swiss G.P. won the Senior event and clinched the 500 c.c. World Championship.



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350 cc

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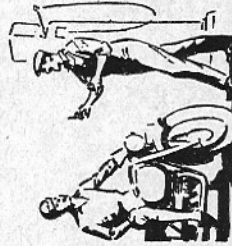
SIDECAR

E. S. OLIVER · HORTON

*Good enough for them...  
... good enough for ME!*

For the 2nd year in succession these World Championships have been won on Lodge.

To do it once was a tremendous feat. But to do it TWO years running is surely the greatest and most successful test of reliability any plug could be put to. Remember this when replacing your present plugs—always insist on LODGE.

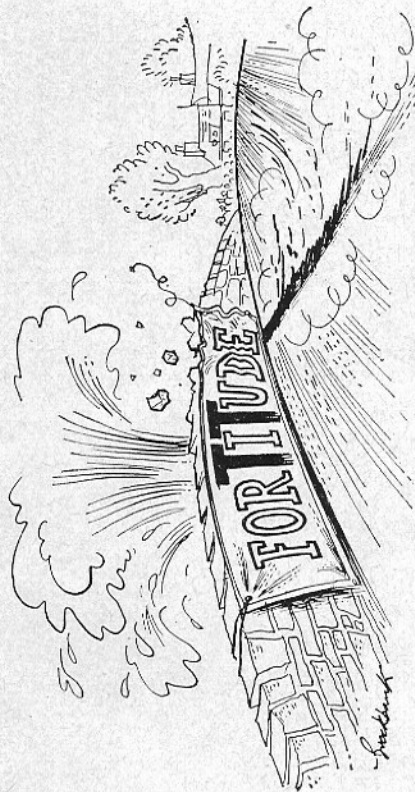


# LODGE

the all-British Quality

## SPARKING PLUG

LODGE PLUGS LTD., RUGBY.



It was in the 1921 Junior race that a rider bulldozed the bridge parapet at Sulby, plopped into the river, got out, unpicked the piece of ferrous knitting that an expert would have recognised as a pair of front forks, and rode on to finish. Jones was the name—G. W. Jones (New Hudson).

In exploits of this sort the T.T. riders of today seldom attempt to keep up with the Joneses. The appropriate 1954 dictum is a little thing that goes something like this: "If at first you don't succeed, give up." Don't imagine, though, that this philosophy reflects on the courage or physical prowess of the post-war riding generation.

Back in the early 'twenties, when T.T.s were won and lost by anything up to half an hour, a man who fell into a river and gave his forks the old Picasso geometry would still stand a sporting chance of making up the lost time if he didn't hang about. In this second-splitting day and age, on the other hand, any prospective keeper-up with the Joneses would merely stamp himself as an obstinate ox who couldn't recognise Nemesis when it came and perched on his handlebars.

But the whole climate of those earlier T.T.s was conducive to the heroic in ways that the modern races aren't. Due mainly to two factors—the undeveloped state of the Island roads and the immaturity of machine design—potentialities for disaster in its more bloodshot forms were thick on the ground. Fittingly, back then, there was a special award, the Nisbet Shield, awaiting any competitor who "exhibited such pluck, endurance or capacity to triumph over difficulties

as to warrant some special prize". This guerdon commemorated the late J. R. Nisbet, a former chairman of the A.C.U. As though to underline the "civilising" process through which the T.T. gradually passed in the inter-war period, the Shield was discontinued during the 'thirties.

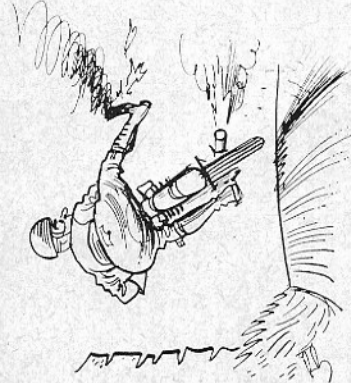
G. W. Jones, it is pleasant to recall, received it for his press-on-regardless act at Sulby in '21. He was the second of the six riders so honoured between 1920 and 1933. The first was F. W. ("Pa") Applebee. Exactly what he did to win the Shield, apart from wearing a beard, is not apparent from the one contemporary report of the 1920 Junior that I have been able to consult; but it is recorded that the crowds all round the course, evidently susceptible to beards, cheered the elderly Levis rider every time he whizzed by.

The late Walter Handley, riding an O.K. Blackburne in the 1923 Junior race, came next in line for the Shield. He crashed, mangling his handlebars and footrests and deleting his petrol tank filler cap, but kept right on going to finish eighth. "How he can see through the fountains of fuel that spurt from his tank", Motor Cycling's reporter could "not conceive".

Swarthy Achille Varzi, the Italian who was later to become official Champion of Europe when racing cars for Alfa Romeo, deliberately threw himself off his D.O.T. in the '24 Junior to avoid pulping another rider who had fallen in his path. The pay-off: an injured leg, a scrambled D.O.T. and—the Nisbet Shield.

The following year, in the Senior event, Rex Judd hit the deck and

broke off one of his Douglas's foot-rests. To anyone who has ever experienced the cramp that comes from riding a long distance with one foot firmly planted in mid-air; the decision to award Judd the Shield will not seem frivolous. When the muscular suffering became unendurable he moved his web on to the exhaust pipe, and when the heat of the pipe couldn't be borne he hoisted it back into mid-air.



Sixth and last recipient of the Island "V.C." was S. L. Moses, a New Zealander. After receiving injuries in a practice-period crash, Moses, in the words of the Nisbet citation, "submitted to drastic surgical treatment" to enable him to ride in the Junior. He finished thirteenth on a Velocette.

In the earliest days, when anarchistic sheep capered at will on the Mountain road and parts of the course were littered with stones big enough to bring a rider off if he hit them in a straight line, there must have been countless feats of Nisbet-deserving calibre. But at that time, of course, there was no Nisbet Shield, and, when the races were over, the doers of dering-do had to content themselves with recounting such *mein kampf* stories as their friends could be persuaded to hold still for.

The dossiers of many old-time T.T. stars reveal exploits of Nisbet-worthy quality. If the Handley claim hadn't so obviously rung the bell in '23, for instance, Alec Bennett's Senior ride might have put him in line for the big gong. It rained Stilson wrenches throughout the race, and for more than four laps out

of the six Alec rode without a front mudguard. There are, as the old saw hath it, none so blind as those who can't see, and Bennett, with his face unremittably shot-penned with gritty splurge from his Douglas's nude front wheel, was about nine-tenths deficient in the peeping department for the rest of the race. And on the sixth lap, by a quaint coincidence, three things happened at once:—(i) His front chain came off. (ii) His rear chain came off. (iii) One plug oiled up.

He changed the plug, put the chains back and motored on to finish tenth. But how Alec's placing was ever officially established remains a mystery, because by this time the race had in fact run out on him and departed to Douglas for a hot bath and aspirins. We like to imagine the timekeepers summoning him afterwards and cross-questioning him this way: "Tell us, Mr. Bennett—honour bright, now—what time was it by *your* watch and chain when you finished the course?"

The Nisbet Shield was not awarded in 1922, presumably because the difficulties over which Stanley Woods (for one) triumphed weren't thought to satisfy the Homeric traditions of the prize. Stanley crashed his Cotton early in the Junior race—this was his first T.T.—dislocating the exhaust pipe in such a way that naked flame stuck out all over the place. The rule enforcing dead engines during pit stops hadn't been tabled then, and Woods later tanked up with Mr. Otto's well-known cycle cycling away like mad. The naked flame took one lick at the petrol that was being sloshed in the approximate

war, for instance, Cyril Williams earned the moral presidency of the I.O.M. Hiking Club by footing it from Craig-ny-Baa to the finish with his A.J.S.—and still won by better than nine minutes.

Fred Dixon, when he won the Sidecar T.T. three years later, was luckier. At least his Douglas outfit was still motoring under its own power. But what a *déjeuner de chien* (Fr.) it looked. This was the famous passenger-operated banking job—Bristol's answer to the Indian rope trick. At Hillberry on the last lap, one of the bicycle's front down tubes broke. Bike and sidecar then went into a mutually opposed bank, leaning upon each other so steeply that the nearside handlebar fouled the chair body. In this condition Fred cajoled his sinking ship into port.

Twenty-six years later again, another last-lap race leader pushed an A.J.S. home, but this time the proverbial slings and arrows found their mark. The late and grievously lamented Les Graham broke his "Porcupine's" magneto armature shaft between Cronk-ny-Mona and Hillberry, then set out on the long shove that would have broken the heart of anyone lacking his super-abundant ration of in-TesTinal for T.T.ude. Only Les, I think, could still have mustered a grin as he tottered over the line in a state of collapse, down in tenth place.

J. R. Nisbet would have liked that grin. Giving guts its due was a hobby with him, and Les had the 22-carat kind. If there is space on the Shield for a posthumous entry, and if the T.T. riders' own "V.C." isn't cupboarded away for keeps, here is one "modern" at least whose name deserves etching alongside the Judds and the Varzis and the Handleys.

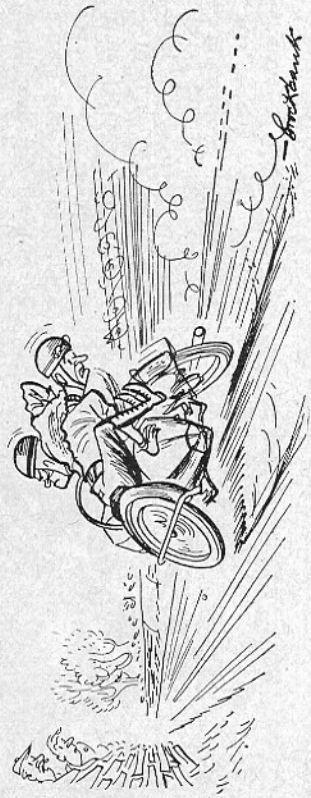
DENNIS MAY.



direction of the Cotton's filler orifice and just went WOOF.

Though burnt about the thighs, Stanley restarted and titupped on. A bit over a lap later he lost a push-rod, then his back brake failed. It being the resourceful habit of the T.T. riders of the day to carry about 20 per cent. of a complete machine about their persons in "c.k.d." form, he naturally wasn't at a loss for a little thing like a pushrod. But a rear brake (and it was the rear one that mattered, so far as either one did, thirty-two years ago) was a different problem. But was he licked? No sir or madam—not while he had soles to his boots and a gearbox to play heartrending tunes on. He still had a gearbox left when they flagged him off at the end (he finished fifth), but no boot soles worth mentioning.

A prank to which the bob-tailed Island gremlins are particularly partial is slipping the skids under a rider at the bitter end of a hard-fought race. No particular phase of T.T. history has a monopoly of such episodes, which have variously ended happily or in direst dudgeon. In the very first Junior after the Kaiser



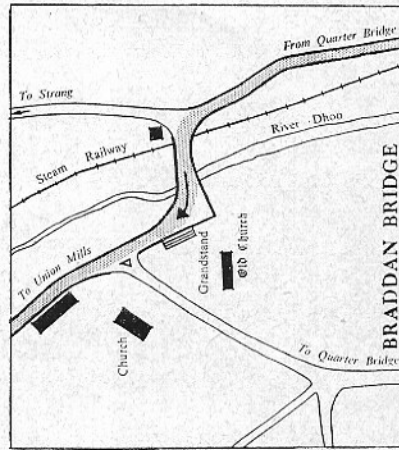
## Where to watch, and . . . . .

It is, of course, impossible to give a comprehensive guide to the 37½-mile T.T. circuit in a few pages, and our aim here is to afford a practical guide to a few of the places which are reasonably accessible by public or private transport after the roads are closed. The only such place between Ramsey and Creg-ny-Baa is The Bungalow, but from there any part of the Mountain stretch can be reached on foot.

Wherever you go you will not be far from an equally interesting and probably quite different part of the course. The wise enthusiast, who wants to study as many facets of riding skill as he can, won't stay in one place all day, nor lose his enjoyment by having to peer over the heads of others. There is more than enough room for everyone; so make the most of your time by planning your day in advance and making an early start—especially if you want to get inside the course, which will be closed to vehicles and pedestrians approximately one hour and ten minutes before the start of the first race each day.

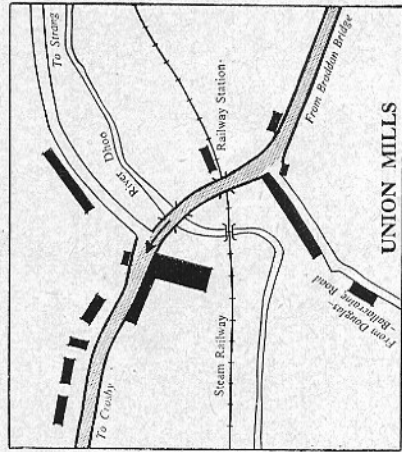
The map in the front cover will show you the best connecting roads.

(Mileages show the distance from the Start.)



### Braddan Bridge (2 miles)

A section demanding rapid acceleration in low gears, this is an ideal place to study riding skill and the handling qualities of the machine. It is best seen from the outside of the course and is within easy walking distance of Quarter Bridge both before and after the roads close. Buses from Douglas—Victoria Street, Villa Marina, Governor's Bridge to Quarter Bridge.



### Union Mills (3 miles)

Fast, right and left hand downhill sweep. Best vantage points are inside the course which can be reached by private transport before the roads close, or by the Steam Train (Douglas—10-m.; Peel—25-m.; Ramsey—1-hr. 10-m.).

\*Buses from Douglas and Peel before the roads are closed.

## . . . . . how to get there

### PUBLIC TRANSPORT

\*Buses : Douglas—Ballacraigne : leave from Lord Street, Douglas, an hour and a half before the first race each day.

Isle of Man Railway (Steam Trains) : Douglas—Peel—Ramsey : start at 8.15 a.m. on Race Days.

Manx Electric Railway : Douglas—Laxey (for Bungalow)—Ramsey : start at 7 a.m. Early departure for the Bungalow is advisable.

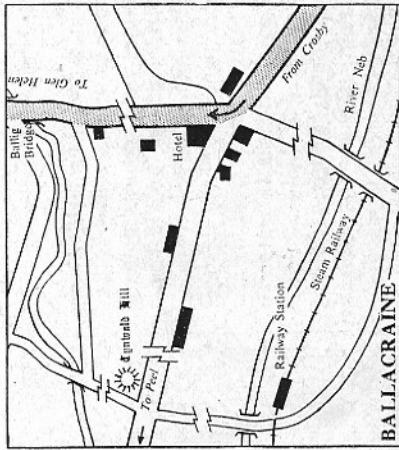
Coach Trips : Serve numerous parts of the course before the roads close. Bookings can be made at kiosks in most towns in the Island.

Our thanks are due to the Surveyor-General of the Isle of Man for the maps and to the Isle of Man Publicity Board for the information on public transport.

Train times in brackets give approximate length of journeys from Douglas, Peel and Ramsey.

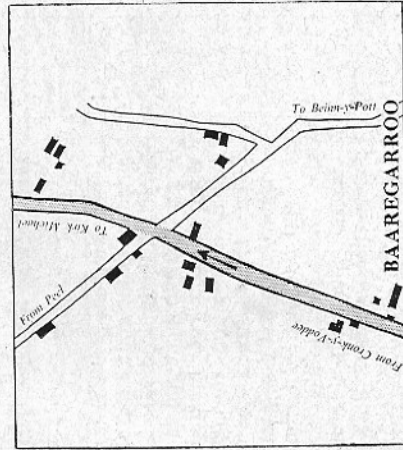
### Ballacraigne/Ballig Bridge (7½ and 8 miles)

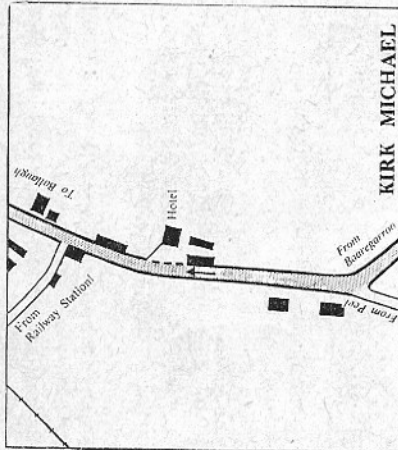
Ballacraigne : A fast corner with very little favourable camber. Loudspeakers relay Grandstand commentary. Ballig Bridge : A once famous jump, now much smoothed, provides high-speed spectacle, followed by the famous Laurel Bank. Steam Trains to St. John's (Douglas—30-m.; Peel—10-m.; Ramsey—50-m.). \*Buses from Douglas and Peel to Ballacraigne before roads close.



### Baaregarroo (12½ miles)

Halfway between Cronk-y-Voddee and Kirk Michael, this is one of the very fastest sections of the course. Nearby are Handley's Corner and the 13th Milestone. Not accessible by public transport, but private transport can reach it from the Peel-Kirk Michael road and from Beinn-y-Phott, near the Bungalow.



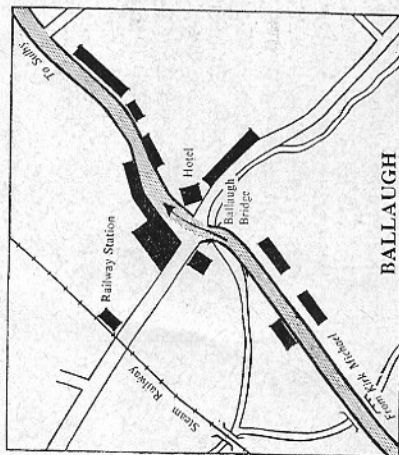


**Kirk Michael (14 1/2 miles)**

A very fast stretch starting with a right-hand corner approached downhill, this is the next easily accessible spot to Ballig by public transport, though private transport can reach Baaregarroo and Cronk-y-Voddee, and also Glen Helen, before the roads close. Steam Trains (Douglas—50-m.; Peel—15-m.; Ramsey—30-m.).

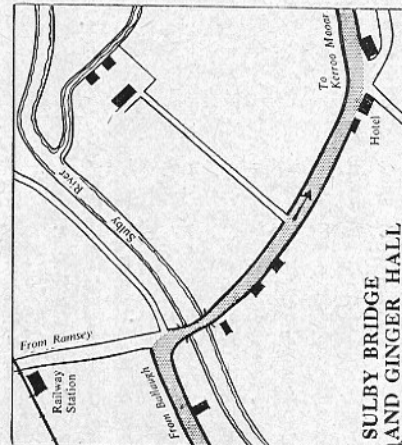
**Ballaugh (17 miles)**

A section renowned for the spectacular leaps caused by the bridge, and a favourite spot for photographers, it takes first-class riding skill to negotiate the right-hand bend immediately after landing. Accessible to private transport from Ramsey, Sulby Straight and Sulby Bridge. Steam Trains (Douglas—55-m.; Peel—20-m.; Ramsey—20-m.).



**Sulby Bridge—Ginger Hall (20 miles)**

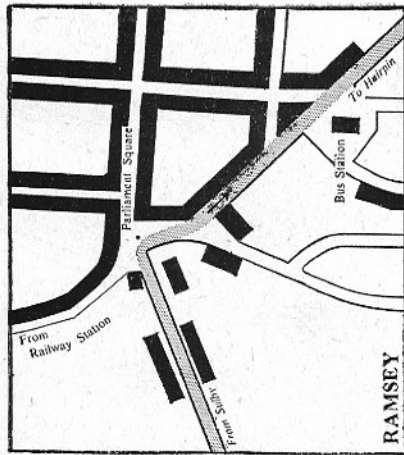
Following one of the fastest stretches of the course (Sulby Straight), the bridge has to be negotiated with great care and demands excellent braking. Rapid acceleration through Ginger Hall. Accessible to private transport from Ramsey and Ballaugh, and from the Bungalow inside the course. Steam Trains to Sulby Glen or Sulby Bridge Stations (Douglas 1-h. 5-m.; Peel—30-m.; Ramsey—10-m.).



**SULBY BRIDGE AND GINGER HALL**

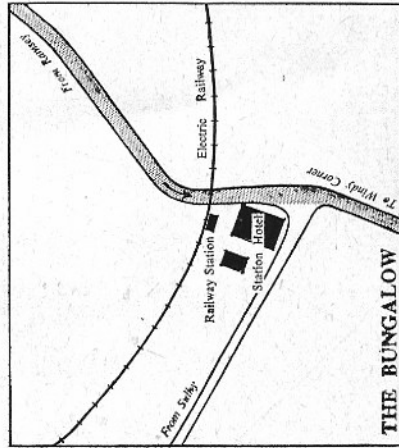
**Ramsey (24 miles)**

In Parliament Square loudspeakers relay the grandstand commentary. A variety of corners can be watched within a short walking distance, including the famous Hairpin, start of the gruelling 1,400-ft. mountain climb. Private transport from Douglas via Laxey coast road. Steam Trains (Douglas—1-h. 15-m.; Peel—50-m.). Electric train (Douglas 1-h. 15-m.—Bungalow via Laxey 1-h. 15-m.).



**The Bungalow (31 miles)**

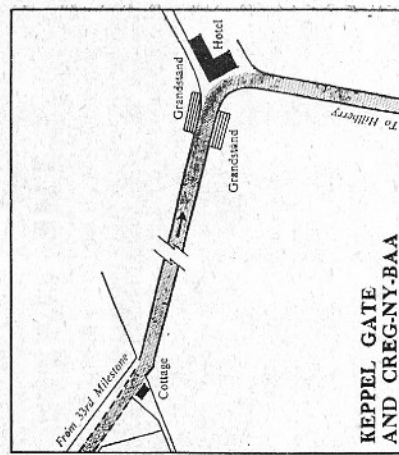
This very fast left and right hand bend forms the focal point of the Mountain stretch for the walker, who has free access to the many fast corners for miles on either side. Access from Sulby by road inside the course. Electric Trains run to the outside of the course from Laxey (Douglas—1-h.; Ramsey—1-h. 15-m.). The popularity of the spot makes an early start advisable.



**THE BUNGALOW**

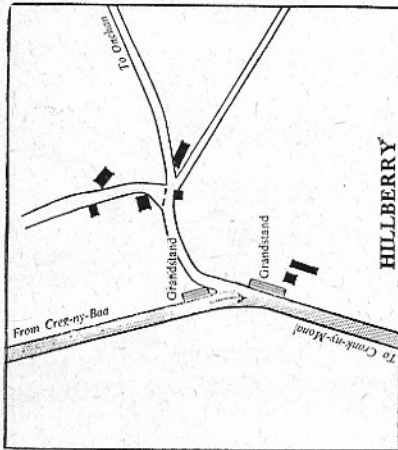
**Keppel Gate and Creg-ny-Baa (34 miles)**

After accelerating to maximum speed from Kate's Cottage drivers must brake to almost 30-m.p.h. for the right-angled corner, followed by immediate acceleration down to Brandish Corner—one of the most exacting and thrilling sections of the course. Accessible by road from Douglas and Laxey; and, before the roads close, by coach.



**KEPPEL GATE AND CREG-NY-BAA**

Where to watch and how to get there—*cont.*

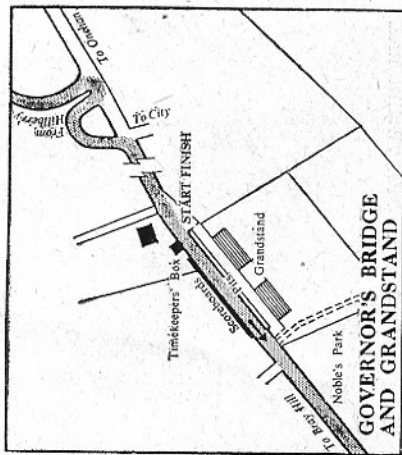


Hillberry (36 miles)

A very fast sweeping right-hander within easy reach of Douglas and with excellent spectator accommodation. Also nearby are Cronk-ny-Mona and Signpost Corner. Buses run frequently inside the course between nearby Cronk-ny-Mona and St. Nimian's (top of Bray Hill). A short walk from Onchan which is served by frequent buses from Douglas.

#### Governor's Bridge to Quarter Bridge

Between these two difficult corners lies the fast stretch past the Grandstand and down Bray Hill. At the Grandstand a continuous commentary on various parts of the course and scoreboards keep the public informed of the progress of every rider (see below). Buses from Victoria Pier and the Villa Marina give access, and a shuttle service runs between the two bridges.



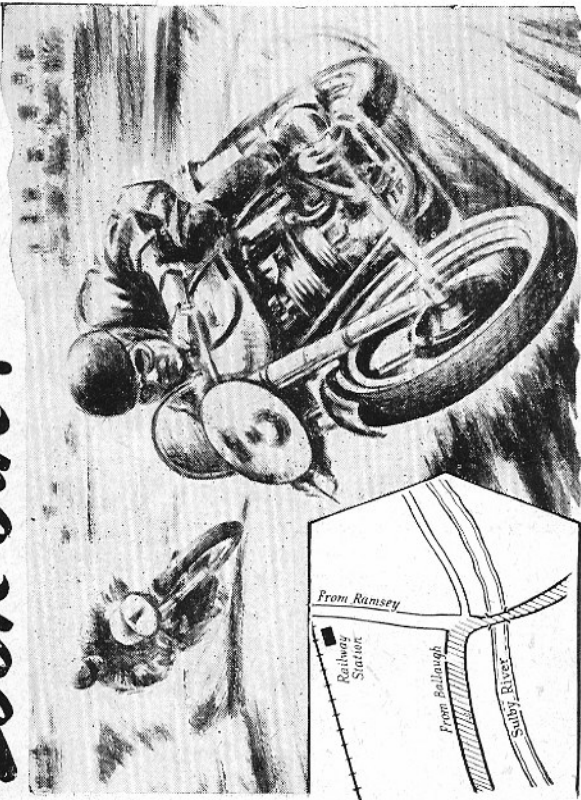
## THE CLYPSE CIRCUIT

The new Clypse Circuit, in use for the first time in the T. T. Series, is sufficiently localized to Douglas as to require no special directions so far as public transport is concerned. The general notes on page 38 apply equally to the short course and if you wish to reach the inside of the circuit an early start is recommended.

A map of the T. T. Clypse Course is shown on the reverse of the map of the Mountain Course in the front pocket of the programme. From the Start at the Grandstand, the course takes a right turn at Parkfield to Willaston Corner and another right turn to Edge's Corner. Between Cronk-ny-Mona and Creg-ny-Baa a section of the Mountain Course is covered in the reverse direction, via Hillberry and Brandish Corner. At the Creg it takes the right fork to Ballacoor where a sharp right-hander leads back to Cronk-ny-Garroo, Begoade and Hall Corner. Here a right turn is taken on to the main Douglas-Laxey road, down Whitebridge Hill into Onchan village to the Manx Arms and another sharp right hand turn to Signpost Corner, where the course joins the Mountain Circuit back to the Start, except that the hairpin at Governor's Bridge is avoided.

Continued on page 58

# Look out! AT SULBY BRIDGE



Try and watch one of the main events from Sulby Bridge. Here, after one of the fastest stretches of the course, the riders brake hard, ready to take the sharp right hand bend over the river. And while you're watching, think of the searing heat this braking at high speed builds up in the brake drums—it takes very good linings to stand up to that sort of punishment, lap after lap, without fading. That's why nearly every T.T. winner has preferred to rely on Ferodo Anti-Fade Brake Linings, tested and proved on tracks and in trials all over the world.

## FERODO ANTI-FADE Brake Linings

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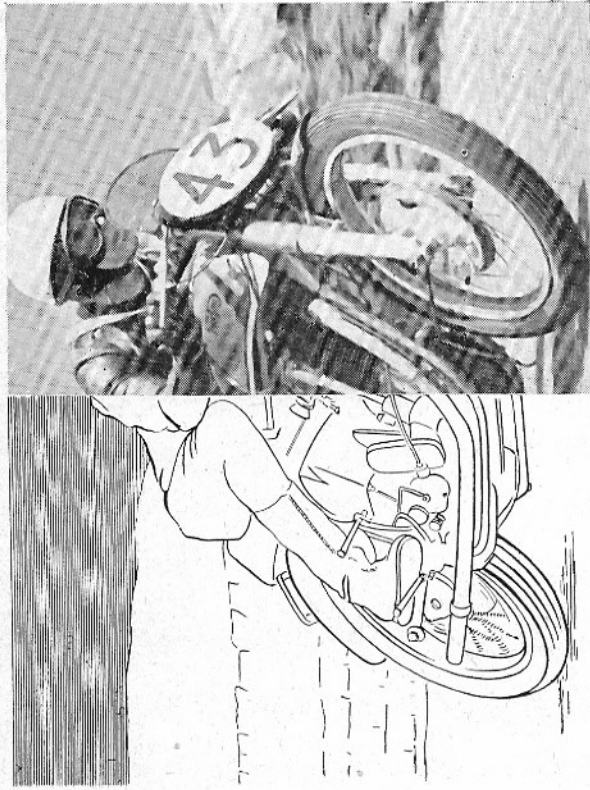
# Tourist Trophy Entry Lists

in alphabetical order of make.

## Junior International

Motor Cycle: Cubic Capacity; Make; Type; Bore and Stroke.

Racing No.	Entrant and Licence No.	Driver and Licence No.
348	<b>A.J.S. Single Cylinder 75.5 x 78</b>	
5	A.J.S. Motorcycles (1390) ...	R. McIntyre (1279)
33	A.J.S. Motorcycles (1390) ...	R. Coleman (1386)
73	A.J.S. Motorcycles (1390) ...	D. Farran (1182)
348	<b>A.J.S. Single Cylinder 74 x 81</b>	
2	G. Perkins (1437) ...	C. Ellerby (1455)
8	K. Willis (1292) ...	Entrant
11	Marsh & Fry, Ltd. (1403) ...	I. I. Lloyd (1546)
12	Caines Garage, Ltd. (1538) ...	F. A. Norris (1348)
14	Canadian Motorcycle Assn.	R. Cooper (1197)
15	R. Dearden (1582) ...	I. J. Wagar (3726)
17	Jenkin & Purser, Ltd. (1629) ...	M. Templeton (3037)
20	E. R. Evans (1352) ...	Entrant
25	New Zealand A.C.U. ...	T. R. McCleary (1501)
30	Cooper Bros. (1507) ...	S. Cooper (1309)
35	Bermondsey M.C.C. (1461) ...	M. P. O'Rourke (1290)
37	M. R. McGeagh (1280) ...	Entrant
39	Britax (London), Ltd. (1464)	A. W. Jones (1326)
41	A. L. Burton (1454) ...	Entrant
45	Luanshya M.C.C. (1681) ...	C. V. Blackler (1575)
48	J. Fisher (1285) ...	Entrant
49	E. W. Bowers (1476) ...	J. Bailey (1257)
50	Breretons Motor Cycles (1596)	T. S. Shepherd (1540)
53	New Zealand A.C.U. ...	G. A. Murphy (1500)
58	E. Houseley (1297) ...	Entrant
59	G. Bryant (1470) ...	L. A. Dear (1266)
62	G. F. Jones (1674) ...	F. P. Heath (1201)
66	H. Jackson (1649) ...	L. D. Gilbert (1441)
69	Canadian Motorcycle Assn.	E. R. Havens (1196)
70	Stokes & Glazebrook (1426)	J. Glazebrook (1367)
75	Arter Bros., Ltd. (1446)	S. T. Barnett (1480)
83	Ray Gamble (1646) ...	C. Julian (1170)
86	Wheeler Motors (1428) ...	A. Wheeler (1274)
87	Arter Bros., Ltd. (1446)	J. R. Clark (1321)
89	C. B. Carr (1204) ...	Entrant
90	G. T. Salt (1005) ...	Entrant
93	New Zealand A.C.U. ...	L. T. Simpson (1547)
97	Brands Hatch Circuit, Ltd. (1661)	E. A. Barrett (1530)
98	J. R. Mellers (1540) ...	R. A. Rowbottom (1269)
348	<b>B.S.A. Single Cylinder 71 x 88</b>	
21	W. J. M. Rigg (1645) ...	A. R. Capner (1558)
42	J. Bottomly (1281) ...	Entrant
63	Elms Metals, Ltd. (1479) ...	H. Williams (1567)
64	F. Purslow (1675) ...	B. Purslow (1555)
65	K. E. Tully (1498) ...	Entrant
82	Geoff Duke, Ltd. (1664) ...	D. G. Lashmar (1288)
84	E. R. Evans (1565) ...	C. F. Salt (1426)
349	<b>D.K.W. Three Cylinders 53 x 52.8</b>	
3	Auto Union (7) ...	K. Hoffman (2338)
10	Auto Union (7) ...	L. Parry (1350)
95	Auto Union (7) ...	S. Wunsche (2335)



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THE

# MOTOR CYCLE

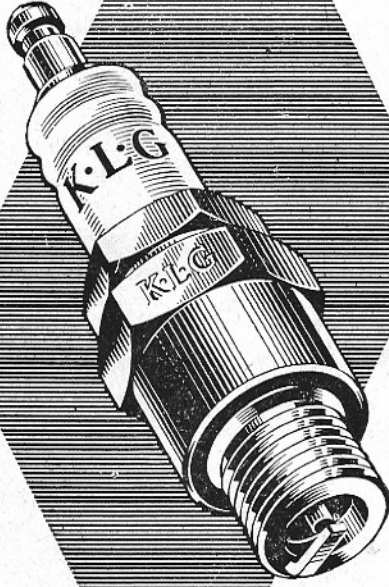
THURSDAYS 8<sup>d</sup>



Racing No.	Entrance and Licence No.	Driver and Licence No.
<b>350 Moto Guzzi Single Cylinder 75 x 79</b>		
6	Moto Guzzi, Ltd. (51)	K. Kavanagh (1186)
57	Moto Guzzi, Ltd. (51)	F. Anderson (1437)
<b>350 M.V. Agusta Four Cylinders 47.5 x 49</b>		
16	Meccanica Verghera (7)	R. H. Dale (1198)
24	Meccanica Verghera (7)	C. Sandford (1084)
38	Meccanica Verghera (7)	W. Lomas (1187)
56	Meccanica Verghera (7)	
68	Meccanica Verghera (7)	
<b>349 Norton Single Cylinder 78 x 73</b>		
23	Norton Motors, Ltd. (1406)	J. Brett (1586)
32	Norton Motors, Ltd. (1406)	W. R. Amm (1077)
85	Norton Motors, Ltd. (1406)	R. D. Keeler (1203)
<b>348 Norton Single Cylinder 71 x 88</b>		
7	R. Fay (1560)	Entrant
29	K. W. Swallow (1213)	Entrant
31	Eleanor Motors, Ltd. (1655)	D. A. Tutty (1570)
78	Elms Metals, Ltd. (1479)	A. E. Moule (1314)
<b>348 Norton Single Cylinder 76 x 76.7</b>		
1	G. Laing (1469)	Entrant
4	F. Gonzalez (3421)	Entrant
9	A.C.C. Australia	L. C. Boulter (1513)
18	A.C.C. of Australia	M. Quincey (1238)
19	J. Grace (1019)	Entrant
27	R. Dearden (1582)	E. B. Jones (1564)
40	J. W. Beevers (1018)	Entrant
43	P. H. Carter (1171)	Entrant
44	Calcutta Motor Sports Club (1677)	J. Wilks (1465)
47	Harold Clark (Motorcycles) (1417)	H. Clark (1105)
51	J. Surtees (Motors), Ltd. (1424)	J. Surtees (1263)
52	Chas. E. Cope & Sons, Ltd. (1384)	E. F. Cope (1007)
54	Pinks of Harrow Ltd. (1663)	N. R. Jones (1565)
55	Jos. Potts, Ltd. (S. 383)	V. H. Willoughby (1468)
60	M.C.R.C. of New South Wales (1676)	R. G. Thompson (1458)
67	G. E. Leigh (1568)	Entrant
72	R. Allison (1359)	Entrant
74	A.C.C. of Australia	J. Ahearn (1459)
76	Gateshead M.C. (1662)	W. Cleugh (1562)
77	M.C.R.C. of New South Wales (1676)	K. Bryen (1502)
79	R. Dearden (1582)	P. Davey (1286)
80	Canadian Motorcycle Asscn.	R. Godwin (3725)
81	H. R. Collier (1366)	Entrant
88	H. L. Daniell (1611)	E. J. Frennd (1559)
91	J. Garner & Son, Ltd. (1432)	F. M. Fox (1174)
92	K. R. Campbell (1404)	Entrant
96	A. Creus (3432)	Entrant
<b>348 Velocette Single Cylinder 74 x 81</b>		
22	Wandsworth M.C.C. (1466)	E. A. Lavington (1185)
26	L. Stevens, Ltd. (1660)	R. E. Smith (1402)
28	Gordon Tools, Ltd. (1606)	R. F. Walker (1453)
34	W. C. Hancock (1495)	Entrant
36	Hillingdon & Uxbridge M.C. (1468)	E. Pantlin (1176)
46	Porters of Spalding (1455)	R. W. Porter (1193)
61	Angus Motor Cycles (1447)	H. A. Pearce (1217)
71	A. W. Harrison & Sons, Ltd. (1654)	E. W. L. Hunt (1452)
94	S. Sandys-Winsch (1406)	Entrant
99	K. H. Tostevin (1415)	Entrant

# K.L.G.

**the spark of victory  
in 54 T.T. races**



**— and the spark of life  
in these famous machines**

**A.J.S.**

**EXCELSIOR**  
(ENGINES)

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**NORTON**

**PANTHER**

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*for better motorcycling*

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THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

## 250 c.c. Lightweight International

Motor Cycle: Cubic Capacity; Make; Type; Bore and Stroke).

Racing No.	Entrant and Licence No.	Driver and Licence No.
4	249 A.J.S. Single Cylinder 68 x 68.5 E. W. Bowers (1476) ...	J. Bailey (1257)
6	248 Excelsior Single Cylinder 67 x 70.5 J. J. I. Sparrow (1214) ...	Entrant
5	249 M. & F. Excelsior Single Cylinder 67 x 70.65 Marsh & Fry, Ltd. (1403) ...	I. I. Lloyd (1546)
12	249 G.D.S. Single Cylinder Geoff. Duke (1151) ...	Entrant
28	249 Hartley Rudge Single Cylinder 62.5 x 81 Brown's (Witham), Ltd. (1652) ...	H. Hartley (1240)
22	248 Horne Rudge Single Cylinder 63.5 x 78.5 Horne Bros. (1667) ...	J. G. Horne (1569)
16	248 J.E.L. Twin Cylinder 54 x 54 The Elms Metals, Ltd. (1479) ...	W. Lomas (1187)
26	247 MELEM Special—Single Cylinder 67 x 70 D. H. Edlin (1231) ...	Entrant
2	250 Moto Guzzi Single Cylinder 68 x 68.8 Moto Guzzi, Ltd. (51) ...	F. Anderson (1437)
23	Moto Guzzi, Ltd. (51) ...	K. Kavanagh (1186)
8	248 Moto Guzzi Single Cylinder 68 x 68 W. J. Maddrick (1202) ...	Entrant
27	Wheeler Motors (1428) ...	A. Wheeler (1274)
25	249 Moto Triumph Single Cylinder 68.5 x 68 Moto Rapide (1670) ...	G. Henderson (1588)
11	249 Norton Single Cylinder 65 x 75 F. Beart (1671) ...	R. J. A. Petty (1447)
20	248 Norton Single Cylinder 69 x 67 Chas. E. Cope & Sons, Ltd. (1384) ...	E. F. Cope (1007)
14	248 Norton Single Cylinder 64 x 77 F. Purslow (1212) ...	Entrant
7	249 N.S.U. Renn Max Twin Cylinder 55.9 x 50.8 NSU Werke (1) ...	W. Haas (2264)
15	NSU Werke (1) ...	R. Hollaus (2154)
18	NSU Werke (1) ...	H. Baltisberger (2330)
21	NSU Werke (1) ...	H. P. Muller (2270)
24	NSU Werke (1) ...	Entrant
29	NSU Werke (1) ...	Entrant
30	R. Armstrong (3014) ...	Entrant
9	248 Phoenix JAP Single Cylinder 65.5 x 72 Brands Hatch Circuit, Ltd. (1661) ...	E. A. Barrett (1530)
10	249 Rudge Single Cylinder 62.5 x 81 Great West Auto's (1563) ...	A. W. Jones (1326)
1	248 Velocette Single Cylinder 68 x 68 R. D. McCutcheon (1218) ...	Entrant
3	W. M. Webster of Crewe (1519) ...	W. M. Webster (1221)
17	E. Houseley (1297) ...	Entrant
19	R. Dearden (1582) ...	E. B. Jones (1564)



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350 c.c. World Champion for 1953

If you want to get top performance from your machine and to continue to get it mile after mile, I recommend you to use Shell X-100 Motor Oil.

*Fergus Anderson*

Shell X-100 Motor Oil is available in four grades:—  
Shell X-100 20/20W Shell X-100 40  
Shell X-100 30 Shell X-100 50  
Ask your garage for the correct grade for your model.



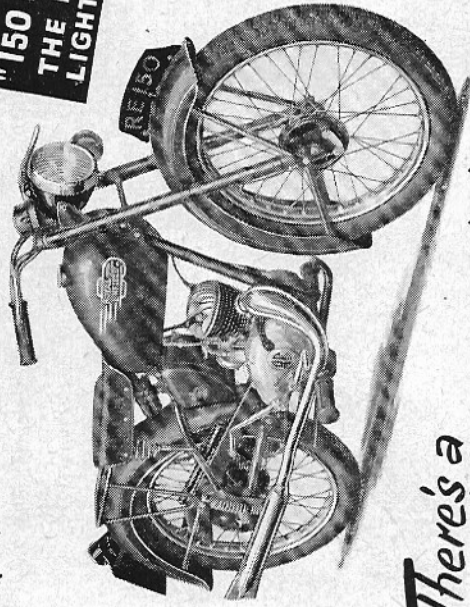
### fights Acid Action

—main cause of engine wear

## 125 c.c. Lightweight International

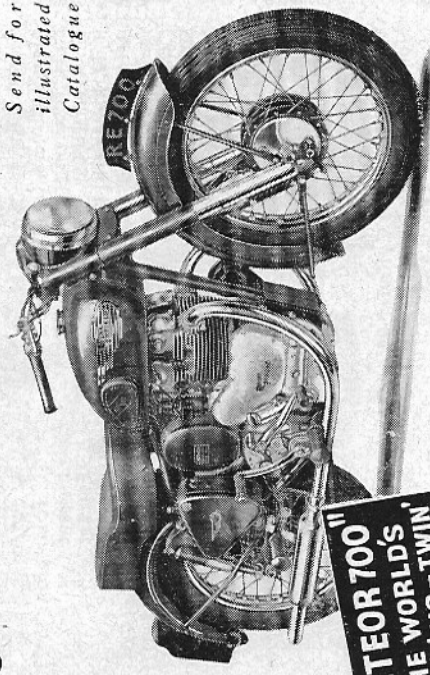
Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>124 Anelay Twin Cylinder 38 x 54</b>		
4	Anelays (Blackburn), Ltd. (1625) ...	J. Crossley (1587)
<b>125 D.M.W. Single Cylinder</b>		
14	H. Dugdale (1650) ...	T. Shepherd (1540)
<b>125 E.M.C. Twin Cylinder 38 x 55</b>		
6	J. Ehrlich (1508) ...	F. H. Burman (1368)
17	J. Ehrlich (1508) ...	H. Williams (1566)
<b>125 E.M.C. Puch Twin Cylinder 38 x 55</b>		
19	R. J. Marrion (1177) ...	Entrant
29	H. L. Fruin (1173) ...	Entrant
<b>125 L.C.H. Single Cylinder 55 x 52.5</b>		
9	L. C. Harfield (1550) ...	Entrant
<b>125 L.E.F. Single Cylinder 55 x 52.5</b>		
27	Lewis, Ellis & Foster, Ltd. (1438) ...	V. H. Willoughby (1468)
<b>125 Montesa Single Cylinder 51.5 x 60</b>		
1	Permanyer S.A. (6) ...	J. Elizalde-Berrrand (3418)
5	Permanyer S.A. (6) ...	J. Grace (1019)
10	Permanyer S.A. (6) ...	M. Carma Marques (3424)
<b>125 M.V. Single Cylinder 53 x 56</b>		
2	Meccanica Verghera (7) ...	C. C. Sandford (1084)
8	Meccanica Verghera (7) ...	...
12	Meccanica Verghera (7) ...	A. Copeta (2838)
15	Meccanica Verghera (7) ...	...
18	Marsh & Fry, Ltd. (1403) ...	I. I. Lloyd (1546)
21	J. Thomson & Son (Gears), Ltd. (1610) ...	J. A. Thomson (1515)
22	W. M. Webster of Crewe (1519) ...	W. M. Webster (1221)
23	Meccanica Verghera (7) ...	C. Ubbiali (2848)
25	Chas. E. Cope & Sons, Ltd. (1384) ...	E. F. Cope (1007)
26	F. Purslow (1212) ...	Entrant
28	Meccanica Verghera (7) ...	W. Lomas (1187)
<b>125 N.S.U. Renn-Fox Single Cylinder 58 x 47.3</b>		
3	NSU Werke (1) ...	W. Haas (2264)
7	NSU Werke (1) ...	R. Hollaus (2154)
11	NSU Werke (1) ...	H. Baltisberger (2330)
16	NSU Werke (1) ...	H. P. Muller (2270)
20	NSU Werke (1) ...	...
24	NSU Werke (1) ...	...

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THE LUXURY  
LIGHTWEIGHT**



*There's a  
model for every rider's purpose in the*  
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*range - from 150 c.c. to 700 c.c.*

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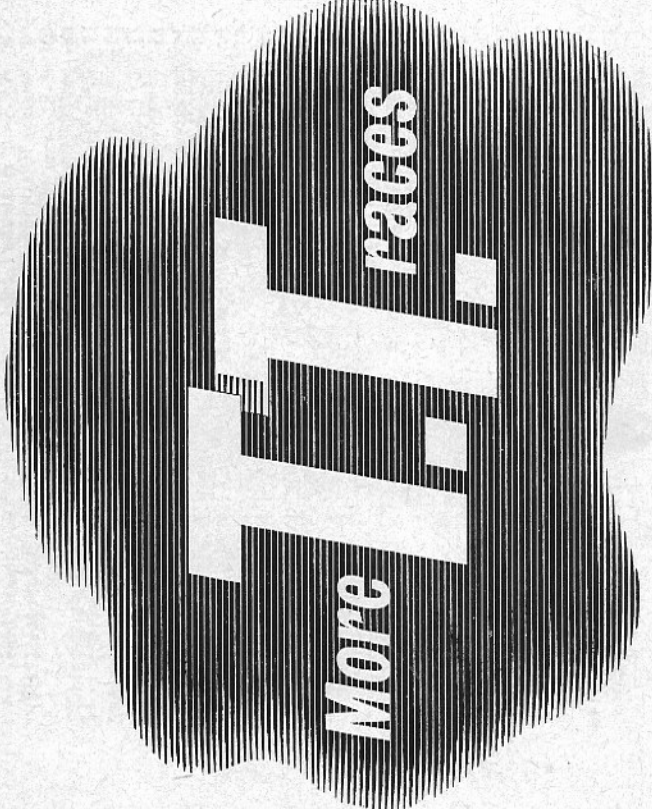


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THE WORLD'S  
FINEST 'BIG-TWIN'**

THE ENFIELD CYCLE CO. LTD., REDDITCH

## Senior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
23	498 A.J.S. Twin Cylinder 68 x 68.5	R. Coleman (1386)
29	A.J.S. Motorcycles (1390)	D. Farrant (1182)
39	A.J.S. Motorcycles (1390)	R. McIntyre (1279)
12	348 A.J.S. Single Cylinder 74 x 81	Entrant
30	L. D. Gilbert (1441)	C. V. Blackler (1575)
57	Luanshya M.C.C. (1681)	K. Willis (1292)
74	L. B. Ranson (1656)	A. Wheeler (1274)
80	Wheeler Motors (1428)	Entrant
87	T. S. Shepherd (1540)	Entrant
96	C. B. Carr (1204)	Entrant
	E. Houseley (1297)	
41	499 B.S.A. Single Cylinder 85 x 88	C. F. Salt (1426)
97	E. R. Evans (1565)	D. G. Lashmar (1288)
	Geoff Duke, Ltd. (1664)	
46	492 B.M.W. Twin Cylinder 62 x 74	Entrant
	H. Bartl (2347)	
71	492 B.M.W. Twin Cylinder 66 x 72	W. Zeller (2384)
	Bayerische Motoren Werke (6)	
28	499 F.A.N. Special 86 x 85.62	F. A. Norris (1348)
	Caines Garage, Ltd. (1538)	
53	499 Gilera Four Cylinder 52 x 58	Entrant
76	R. Armstrong (3014)	Entrant
	G. E. Duke (1151)	
2	498 Matchless Twin Cylinder 66 x 72.8	H. A. Pearce (1217)
7	Angus Motor Cycles (1447)	J. R. Clark (1321)
11	Arter Bros., Ltd. (1446)	E. R. Havens (1196)
24	Canadian Motorcycle Assocn.	G. Henderson (1588)
26	Moto Rapide (1670)	Entrant
42	K. W. Swallow (1213)	T. R. McCleary (1501)
43	New Zealand A.C.U.	Entrant
47	J. Fisher (1285)	J. R. G. Lanyon (1543)
54	Sidwill Garages (1644)	G. A. Murphy (1500)
59	New Zealand A.C.U.	L. Carr (1405)
81	Seaton Delaval & D.M.C. (1524)	L. T. Simpson (1547)
82	New Zealand A.C.U.	Entrant
83	K. H. Tostevin (1415)	Entrant
86	G. T. Salt (1005)	Entrant
88	R. H. Rudge (1413)	S. T. Barnett (1480)
89	Arter Bros., Ltd. (1446)	M. Templeton (3037)
91	Jenkin & Purser, Ltd. (1629)	R. Cooper (1197)
	Canadian Motor Cycle Assocn.	
37	500 Moto Guzzi Single Cylinder 88 x 83	F. Anderson (1437)
69	Moto Guzzi, Ltd. (51)	K. Kavanagh (1186)
	Moto Guzzi, Ltd. (51)	W. Lomas (1187)
18	499 M.V. Augusta Four Cylinder 53 x 56	R. H. Dale (1198)
21	Meccanica Verghera (7)	C. C. Sandford (1084)
33	Meccanica Verghera (7)	
55	Meccanica Verghera (7)	
85	Meccanica Verghera (7)	
51	499 Norton Single Cylinder 90 x 78.4	R. D. Keeler (1203)
56	Norton Motors, Ltd. (1406)	J. Brett (1586)
93	Norton Motors, Ltd. (1406)	W. R. Amm (1077)
	Norton Motors, Ltd. (1406)	
1	499 Norton Single Cylinder 86 x 85.62	Entrant
3	J. Grace (1019)	L. A. Dear (1266)
4	G. Bryant (1470)	I. J. Wagar (3726)
	R. Dearden (1582)	



have been won on



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Racing No.	Entrant and Licence No.	Driver and Licence No.
6	P. H. Carter (1171) ...	Entrant
8	A.C.C. of Australia (2249) ...	J. Ahearn (1459)
9	Anelays (Blackburn), Ltd., (1625) ...	J. Glazebrook (1367)
10	E. R. Evans (1352) ...	Entrant
14	M.C.R.C. of New South Wales (1676) ...	R. G. Thomson (1458)
17	W. S. Humphry, Ltd. (1411) ...	C. Julian (1170)
19	Harold Clark (Motor Cycles) (1417) ...	H. Clark (Jnr.) (1105)
22	G. Laing (1469) ...	Entrant
25	T. Garner & Son, Ltd. (1432) ...	F. M. Fox (1174)
34	Bermondsey M.C.C. (1461) ...	M. P. O'Rourke (1290)
36	R. Dearden (1582) ...	E. B. Jones (1364)
38	M.C.R.C. of New South Wales (1676) ...	K. Bryen (1502)
44	E. W. Bowers (1476) ...	J. Bailey (1257)
45	A.C.C. of Australia ...	M. Quincey (1238)
48	R. Dearden (1582) ...	P. Davey (1286)
49	H. L. Daniell (1611) ...	E. J. Frencl (1559)
50	Canadian M.C.A. ...	R. Godwin (3725)
58	Hillingdon & Uxbridge M.C.C. (1468) ...	E. Pantlin (1176)
62	A.C.C. of Australia ...	L. C. Boulter (1513)
63	F. Sleightholme & Sons (1554) ...	R. Ingram (1341)
64	R. Allison (1359) ...	Entrant
65	Eleanor Motors, Ltd. (1655) ...	D. A. Tutty (1570)
70	Jack Surtees (Motors), Ltd. (1424) ...	J. Surtees (1263)
73	J. W. Beevers (1018) ...	Entrant
75	R. H. King (1300) ...	Entrant
77	G. F. Jones (1674) ...	F. P. Heath (1201)
78	F. Purslow (1675) ...	B. Purslow (1555)
79	K. Campbell (1404) ...	Entrant
84	Jos. Potts, Ltd. (S. 383) ...	V. H. Willoughby (1468)
95	Gt. West Autos, Ltd. (1563) ...	A. W. Jones (1326)
90	<b>499 Norton Single Cylinder 88 x 82</b> J. Bottomley (1281) ...	Entrant
31	<b>499 Norton Single Cylinder 82 x 94.66</b> Brands Hatch Circuit, Ltd. (1661) ...	E. A. Barrett (1530)
5	<b>499 Norton Single Cylinder 79.62 x 100</b> J. R. Meillers (1540) ...	R. A. Rowbottom (1269)
20	A. Creus (3432) ...	Entrant
35	F. Gonzalez (3421) ...	Entrant
40	G. E. Leigh (1568) ...	Entrant
66	E. Williams, Ltd. (1592) ...	H. L. Williams (1476)
67	A. W. Harrison & Sons, Ltd. (1654) ...	E. W. L. Hunt (1452)
68	Eleanor Motors, Ltd. (1655) ...	S. J. Dibben (1165)
92	Elms Metals, Ltd. (1479) ...	A. E. Moule (1314)
60	<b>464 Norton Single Cylinder 82 x 88</b> G. E. Tottey (1589) ...	L. Williams (1533)
61	<b>349 Norton Single Cylinder 76 x 76.85</b> Calcutta Motor Sports Club, Ltd. (1677) ...	J. Wilks (1465)
72	Gateshead M.C. (1662) ...	W. Cleugh (1562)
32	<b>348 Norton Single Cylinder 71 x 88</b> R. Fay (1560) ...	Entrant
52	<b>498 Triarc Twin Cylinder 63 x 80</b> W. J. M. Rigg (1645) ...	A. R. Capner (1558)
15	<b>357 Velocette Single Cylinder 75 x 81</b> M.L.G. Motor Cycle Engineers (1634) ...	E. A. Lavington (1185)
16	<b>348 Velocette Single Cylinder 74 x 81</b> Gordon Tools, Ltd. (1606) ...	R. F. Walker (1453)
27	S. Sandys-Winsch (1406) ...	Entrant
94	L. Stevens, Ltd. (1660) ...	R. E. Smith (1402)

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**Norton**  
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**Winner of**  
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**NORTON MOTORS LTD • BRACEBRIDGE ST • BIRMINGHAM 6**

# CLUBMAN'S ENTRIES—JUNIOR

Racing No. Entrant and Licence No. Driver and Licence No.

(S—Scottish A.C.U.)

Model: 16/M.S.

A.J.S.

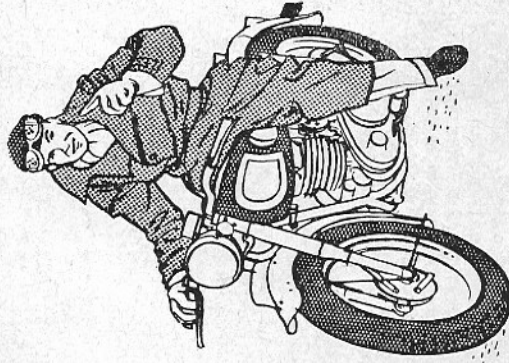
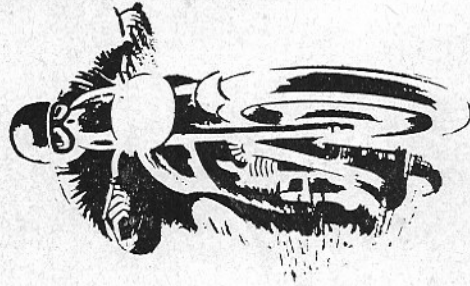
50 Thorne & D.M.C. (1581) ... L. Dunham (2184)

B.S.A. Model: B. 32 Gold Star

1	Rugby M.C.C. (1473) ...	A. F. J. D. Martin (1385)
2	Kirkcaldy & D.M.C. (1630) ...	J. W. Davie (2067)
3	South Liverpool M.C. (1548) ...	K. Barfoot (1946)
4	Grantham Pegasus M.C. & L.C.C. (1513) ...	R. Ebbutt (1519)
5	Meden Valley M.C.C. (1551) ...	H. D. Briggs (2080)
6	Warrington & D.M.C. (1495) ...	J. J. Young (1673)
7	Kilmarnock Tigers M.C.C. (1601) ...	J. D. Morton (S. 302)
8	Bristol M.C. & L.C.C. (1560) ...	R. J. Ashford (1195)
9	Blackmore Vale M.C.C. (1496) ...	J. M. Moore (835)
10	Hindley M.C. & L.C.C. (1570) ...	F. Burgess (980)
11	B.M.C.R.C. (1385) ...	A. Scholefield (1136)
12	Bolton M.C.C. (1549) ...	S. Wilcock (1677)
13	Aberdeen & D.M.C. (1626) ...	J. Drysdale (S. 179)
14	Peveril M.C. & C.C. (1613) ...	D. Quayle (2377)
15	Burton M.C. & L.C.C. (1622) ...	A. H. B. James (2358)
16	Kilmarnock Tigers M.C.C. (1601) ...	W. Gibson (S. 303)
17	Ledbury Cobras M.C. & L.C.C. (1435) ...	R. Thompson (1099)
18	Kings Norton M.C.C. (1421) ...	H. A. Nash (2228)
19	Wirral 100 M.C. (1451) ...	S. Baskett (2179)
20	Peveril M.C. & C.C. (1613) ...	J. Clague (2349)
21	Bow District Garage M.C. (1431) ...	D. J. Smart (1065)
22	Vagabonds M.C.C. (1491) ...	J. F. Blake (1433)
23	Ilkeston & D.M.C. & L.C.C. (1627) ...	B. S. Radford (2233)
24	Falkirk & D.M.C. (1591) ...	W. Robertson (S. 287)
25	Gravesend Eagles M.C.C. (1619) ...	R. Whitehouse (1122)
26	Rochester, Chatham & D.M.C. (1420) ...	W. P. Watson (1110)
27	Kings Norton M.C.C. (1421) ...	P. Whillier (1325)
28	Wakefield & D.M.S.C. (1572) ...	P. Palmer (1619)
29	Ramsey & D.M.C. & C.C. (1600) ...	G. Owen (2325)
30	St. Helens & D.A.C. (1503) ...	R. Boughay (590)
31	Waterloo & D.M.C. (1616) ...	J. Powell (1499)
32	Rochdale & D.M.C. (1628) ...	W. Hillary (2389)
33	Isle of Wight M.C.C. (1485) ...	K. W. James (227)
34	Perth & D.M.C. (1578) ...	J. Buchan (S. 3)
35	South Liverpool M.C. (1548) ...	J. Cunningham (1834)
36	Warrington & D.M.C. (1495) ...	G. Arnold (970)
37	Kings Norton M.C.C. (1421) ...	K. Murphy (1648)
38	Stamford Bridge M.C.C. (1623) ...	F. Sheene (622)
39	West Leeds M.C. (1640) ...	J. H. Morton (892)
40	North Lincolnshire M.C. (1614) ...	J. R. Thurston (366)
41	Dumfries & D.M.C. & C.C. (1618) ...	T. R. Graham (S. 309)
42	Berkswell & D.M.C.C. (1445) ...	V. J. Holcroft (1527)
43	Reading Ace M.C.C. (1410) ...	G. A. Dormer (902)
44	Falcon (Croydon) M.C.C. (1448) ...	A. W. Edgson (112)
45	Hayes & D.M.C.C. (1566) ...	A. R. Singer (1113)
46	North Bucks M.C. (1449) ...	D. Howe (305)
47	Whitehaven M.C. (1603) ...	A. J. Gaunt (1870)
48	Rossendale M.C. & L.C.C. (1418) ...	J. E. Coates (971)
49	Runcorn & D.M.C. (1498) ...	G. H. Brooks (1199)
50	Nottingham Tornado M.C. (1612) ...	F. Wallis (1459)
51	Preston & D.M.C. (1397) ...	H. Nowell (2321)

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manufacturers recommend

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ASK FOR THE  
MOBILLOIL GRADE  
RECOMMENDED FOR  
YOUR MACHINE



# Mobiloil

VACUUM OIL COMPANY LIMITED · LONDON · S.W.1

Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>DOUGLAS</b>		
Model: 90 Plus		
5	London Douglas M.C.C. (1504)	C. Willmore (1486)
53	London Douglas M.C.C. (1504)	D. G. Chapman (1295)
<b>NORTON</b>		
Model: 40 International		
3	Ringwood M.C. & L.C.C. (1577)	G. B. Tanner (274)
12	Sheffield North End M.C. & L.C.C. (1477)	B. Shaw (2209)
15	Mont' Christie M.C.C. (1568)	J. Mockett (2354)
26	South Liverpool M.C. (1548)	J. R. Dulsou (512)
38	A.A. of Malaya (1579)	J. Muir (2303)
46	Darwen M.C. & C.C. (1599)	A. W. Brodrick (1767)
51	Chester M.C. (1624)	D. A. Wright (1469)
52	Montrose & D.M.C. (1620)	A. S. Bowle (S. 177)
54	Wrekin M.C. & C.C. (1523)	G. A. Northwood (1388)

**Where to watch and how to get there—Continued from page 42.**

There should be ample facilities for parking of vehicles in a number of fields on that part of the course from Creg-ny-Baa to Hall Corner and in side roads round the remainder of the course.

Spectators will not be permitted at the following points on the course which will be clearly indicated by the Police as "Prohibited Areas":—

- (i) Area on right of course just past four mile mark.
- (ii) Small area on left of course just beyond (i).
- (iii) Whole corner immediately before five mile end.
- (iv) Right and left of course at Hoanes Bends.
- (v) Area on left of course just past Conrheny Road.
- (vi) Area on left of course about 100 yards beyond (v).
- (vii) Area on left of course about 300 yards beyond (vi).
- (viii) Area on left of course opposite Nursery Hotel entrance.
- (ix) Large area on left of course beyond Nursery Bends.

The references to each side of the course are in relation to the direction in which the drivers will travel.

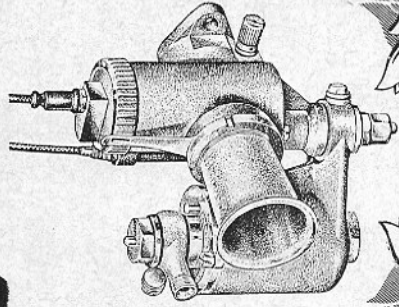
**The Scoreboards**

At the Grandstand the main Scoreboards show the progress of each competitor throughout the race. On a dial beneath each driver's number a hand indicates the last signalling point passed: O—Start; B—Ballacraigne; K—Kirk Michael; R—Ramsey; M—East Mountain Gate; C—Creg-ny-Baa. A bulb above the dial lights when the driver reaches Governor's Bridge. Beneath the dial coloured cards show which lap the driver is on; and beneath this the total time taken in hours, minutes and seconds is entered lap by lap.

From the diagram for a three-lap race you can see that: No. 1 has finished; No. 2 was a non-starter; No. 3, on his third lap, has passed Creg-ny-Baa and is now at Governor's; No. 4 retired on his second lap after passing the E. Mountain Gate.

	1	2	3	4
PROGRESS	C	B	C	B
	M	K	M	K
	R	R	R	R
ON LAP	F	NS	3	2
LAP 1	31.3		31.42	32.16
2	1.5.15		1.4.17	R
3	1.32.57			

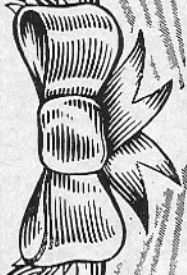
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THE CARBURETTOR  
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*Always in the Lead!*

**1953 SUCCESSES INCLUDE**

- 1st SENIOR T.T.
- 1st JUNIOR T.T.
- 1st DUTCH T.T. 250 c.c. and 125 c.c.
- 1st GERMAN GRAND PRIX 250 c.c.
- 1st ULSTER GRAND PRIX 500 c.c., 350 c.c., 250 c.c. and 125 c.c.
- INTERNATIONAL SIX DAYS' TRIAL at MONTLHERY
- 61 WORLD RECORDS ON NORTON WORLD SIDECAR CHAMPIONSHIP, etc.



# CLUBMAN'S ENTRIES - SENIOR

Racing No. Entrant and Licence No. Driver and Licence No.

(S—Scottish A.C.U.)

## ARIEL

Model: V.H.

1 Wirral 100 M.C. (1451) ... N. F. Sweetman (1720)

## B.S.A.

Model: B. 34 Gold Star

5 Menstrie M.C.C. (1588) ... E. McG. Haldane (S. 178)  
 8 Bradford & D.M.C. (1604) ... J. B. Denton (2345)  
 9 Manchester Eagle M.C. (1637) ... J. Newall (2334)  
 10 Kings Norton M.C.C. (1421) ... F. O. Coleman (2352)  
 20 Edware, Mill Hill & D.M.C. ... G. J. Turner (1141)  
 21 Ely & D.M.C.C. (1608) ... G. W. Walker (279)  
 26 Bristol M.C.C. (1456) ... P. Flakett (473)  
 30 Frome & D. United M.C.C. (1635) ... M. R. Baigent (1496)  
 35 Oldham Ace M.C.C. (1483) ... D. R. Andrews (2171)  
 39 Kings Norton M.C.C. (1421) ... S. T. Seston (113)  
 40 Castle (Colchester) M.C.C. (1518) ... D. J. Hunt (237)  
 41 Antelope M.C.C. (Coventry) (1638) ... J. F. Hambling (114)  
 43 Leicester Query M.C.C. (1486) ... W. E. Dow (1542)  
 46 Mercury M.C.C. (Glasgow) (1639) ... A. King (805)

## NORTON

Model: Dominator

11 Scunthorpe M.C.C. (1587) ... T. F. Watson (1074)  
 32 Thorne & D.M.C. (1581) ... A. H. Frost (2332)

Model: 30 International

2 Solihull M.C.C. (1545) ... P. E. Walsh (789)  
 4 Cheadle Hulme M.C.C. (1576) ... D. V. Chadwick (1979)  
 6 County Border A.C. (1462) ... J. E. Guest (162)  
 7 North Lincolnshire M.C. (1614) ... C. Watson (1678)  
 18 Kings Norton M.C.C. (1421) ... W. H. Allen (628)  
 23 Mid-Bucks M.C.C. (1506) ... H. German (1188)  
 24 Workop & D.M.C. (1492) ... A. D. Craib (1498)  
 28 Thornton Cleveleys M.C.C. (1571) ... F. Bishop (1077)  
 29 Horsforth & D.M.C. (1598) ... D. Andrews (513)  
 31 B.M.C.R.C. (1385) ... J. Hedley (536)  
 37 Swinton & D.M.C. (1621) ... W. Barlow (2346)  
 38 Peveril M.C. & C.C. (1613) ... R. Mawson (2443)  
 42 Southampton & D.M.C.C. (1602) ... R. E. Jerrard (1774)  
 44 Leatherhead & D.M.C. (1636) ... T. R. Cattell (2442)  
 45 Worcester A.C. (1399) ... G. W. Shekell (494)

## TRIUMPH

Model: T. 100

3 Galloway M.C. & C.C. (1632) ... H. McKenzie (S. 363)  
 12 Vintage M.C.C. (1391) ... J. R. Hurlstone (998)  
 14 Oswestry & D.M.C. (1609) ... E. Cheers (1485)  
 15 Middlesbrough & D.M.C. (1511) ... P. Cooper (134)

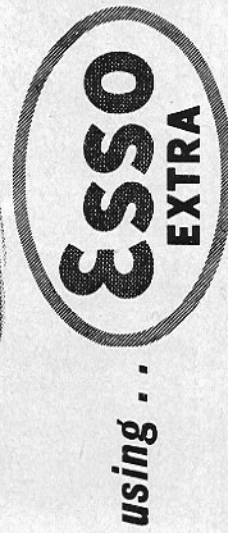
# BOB KEELER

winner of the 1953 Senior Clubman's T.T.

Bob Keeler, Britain's newest racing star, crowned his brilliant 1953 season by winning outright the Isle of Man Senior Clubman's T.T. He achieved this outstanding victory at an average speed of 84.14 m.p.h., and set up a new lap record of 84.50 m.p.h. . .



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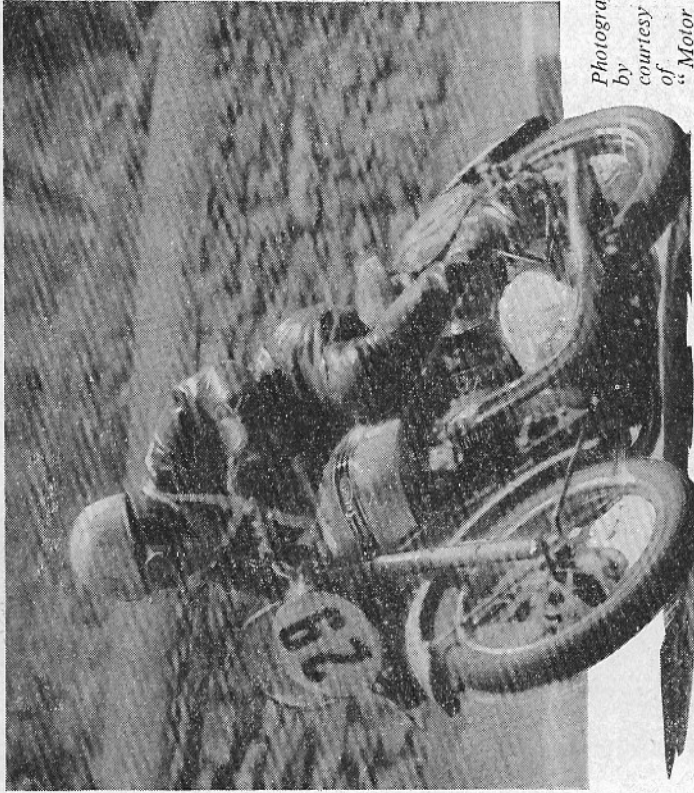
THE TOP QUALITY MOTOR OIL



Racing No.	Entrant and Licence No.	Driver and Licence No.
16	South Liverpool M.C. (1548)	A. Johnstone (2444)
17	Preston & D.M.C. (1397)	B. E. Hazelwood (978)
19	Cirencester M.C.C. (1580)	T. A. Owens (383)
22	Worcester A.C. (1399)	L. R. King (1792)
25	St. Helens & D.A.C. (1503)	D. S. Cholerton (956)
34	North Lincolnshire M.C. (1614)	W. R. Smith (663)
36	Border M.C. (1615)	A. S. Avis (1309)
47	Camborne-Redruth & D.M.C. & L.C.C. (1597)	K. Brough (2336)
Model: T. 100 C.		
27	Watford & D.M.C. & L.C.C. (1465)	W. H. Wilshere (261)
33	Southern M.C.C. (I.O.M.) (1396)	W. S. Mizen (2348)

### International Sidecar

Racing No.	Entrant and Licence No.	Driver and Licence No.	Passenger.
494	B.M.W. Twin Cylinder 66 x 68	...	M. Grunwald (2497)
12	F. Hillbrand (2305) ... Entrant	...	F. Cron (2259)
23	492 B.M.W. Twin Cylinder 66 x 72	...	H. Strauss (2461)
	Bayerische Motoren Werke (54) ... W. Noll (2258) ... Entrant	...	E. G. Allen (1428)
25	W. Schneider (2397) ... Entrant	...	L. Nutt (1462)
11	498 Matchless Twin Cylinder 66 x 72.8	...	L. Taveri (107)
	G. Bryant (1470) ... E. J. Davis (1464)	...	R. Taylor (1584)
2	499 Norton Single Cylinder 86 x 85.6	...	I. Stoll-Laforge (2271)
	Watsonian Sidecars, Ltd. (1679) ... E. Oliver (1304) ... Entrant	...	S. Dibben (1165)
10	H. Haldemann (109) ... Entrant	...	B. Morris (1553)
15	Par-Kinsons (Wakefield), Ltd. (1665) ... F. Taylor (1583) ... Entrant	...	P. Glover (1517)
21	J. Dron (304) ... Entrant	...	J. Vervoort (7)
22	Eleanor Motors, Ltd. (1655) ... C. Smith (1256) ... Entrant	...	W. Storr (1544)
9	499 Norton Single Cylinder 85 x 88	...	V. H. Hope (1538)
20	T. C. Munday & Co., Ltd. (1404) J. W. Beevers (1018) ... Motor Cycle Mart (Walsall), Ltd. (1666) ... L. W. Taylor (1346) ... Entrant	...	E. J. Green (1557)
1	499 Norton Single Cylinder 79.62 x 100	...	C. Billingham (1577)
3	J. Wijs (17) ... Entrant	...	J. Hartle (1363)
5	Elms Metals (1479) ... W. Boddice (1225) ... Entrant	...	I. Paskin (1593)
3	Victor Horsman, Ltd. (1651) ... R. G. Douglas (1539) ... Entrant	...	D. Craig (1496)
6	E. Bowers (1476) ... D. R. Yorke (1556) ... Entrant	...	P. Overall (1552)
8	T. Garner & Son, Ltd. (1432) ... E. Walker (1397) ... Entrant	...	D. A. Overall (1580)
14	J. Beeton (1576) ... Entrant	...	...
16	H. Tozer (Bromsgrove), Ltd. (1653) ... P. V. Harris (1302) ... Entrant	...	...
17	G. Lathie (1678) ... F. G. Garrington (1589) ... Entrant	...	...
18	M. Masny (3605) ... Entrant	...	...
19	Bermondsey M.C.C. (1461) ... D. H. Overall (1551) ... Entrant	...	...
24	Bob Foster (1494) ... A. H. Skein (1343) ... Entrant	...	...
7	498 Triumph Twin Cylinder 63 x 80	...	...
	Premier Motor Co. (B'ham), Ltd. (1672) ... E. T. Young (1574) ... Entrant	...	...
4	499 Vincent Single Cylinder 84 x 90	...	...
	C. E. Cope & Sons, Ltd. (1384) A. McIntosh (1578) ... Entrant	...	...



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# T.T. Winners on the Mountain Course

## LIGHTWEIGHT—125 Class

Year	Winner	LAP	M.P.H.
1951	W. A. McCandless	2	74.85
1952	C. C. Sandford	2	75.54
1953	R. L. Graham	3	77.79

## LIGHTWEIGHT—250 Class

1922	G. S. Davison	2 1/2	49.89
1923	J. A. Porter	2	51.93
1924	E. Twemlow	6	55.44
1925	E. Twemlow	6	57.74
1926	C. W. Johnston	6	60.20
1927	W. L. Handley	7	63.30
1928	F. A. Longman	7	62.90
1929	S. A. Crabtree	7	63.87
1930	J. Guthrie	7	64.71
1931	G. W. Walker	7	68.98
1932	L. H. Davenport	7	70.48
1933	S. Gleave	7	71.59
1934	J. H. Simpson	7	70.81
1935	S. Woods	7	71.56
1936	A. R. Foster	7	74.28
1937	O. Tenni	7	74.72
1938	E. Kluge	7	78.48
1939	E. A. Mellors	7	74.25
1940	M. Barrington	7	73.22
1941	M. Cann	7	75.17
1942	M. Barrington	7	77.96
1943	D. Ambrosini	7	78.08
1944	T. L. Wood	4	81.39
1945	F. Anderson	4	83.82
1946	F. Anderson	4	84.73

## JUNIOR

1911	P. J. Evans	4	41.46
1912	W. H. Bashall	4	39.65
1913	H. Mason	4	41.08
1914	E. Williams	6	45.72
1920	C. Williams	5	40.74
1921	E. Williams	5	52.11
1922	T. M. Sheard	5	54.75
1923	S. Woods	6	55.73
1924	K. Twemlow	6	56.57
1925	W. L. Handley	6	65.02
1926	A. Bennett	7	66.70
1927	F. W. Dixon	7	67.19
1928	A. Bennett	7	68.55
1929	F. G. Hicks	7	69.71
1930	H. G. Tyrrell Smith	7	71.08
1931	P. Hunt	7	73.94
1932	S. Woods	7	77.16
1933	S. Woods	7	78.08
1934	J. Guthrie	7	79.16
1935	J. Guthrie	7	79.14
1936	F. L. Frith	7	80.14
1937	J. Guthrie	7	84.43
1938	S. Woods	7	84.08
1939	S. Woods	7	83.19
1940	A. R. Foster	7	80.31
1941	F. L. Frith	7	81.45
1942	F. L. Frith	7	83.15
1943	A. J. Bell	7	86.33
1944	G. E. Duke	7	89.90
1945	G. E. Duke	7	90.29
1946	W. R. Amm	7	90.52

## SENIOR

1911	O. C. Godfrey	5	47.60
1912	F. A. Applebee	5	48.70
1913	H. O. Wood	3	48.27
1914	C. G. Pullin	6	49.49
1920	T. C. de la Hay	6	51.79
1921	H. R. Davies	6	54.49
1922	A. Bennett	6	58.31
1923	T. M. Sheard	6	55.55
1924	A. Bennett	6	61.64
1925	H. R. Davies	6	66.13
1926	S. Woods	7	67.54
1927	A. Bennett	7	68.41
1928	C. J. P. Dodson	7	62.98
1929	C. J. P. Dodson	7	73.05
1930	W. L. Handley	7	74.24
1931	P. Hunt	7	77.90

1932	S. Woods	490	Norton	79.38
1933	S. Woods	490	Norton	81.04
1934	J. Guthrie	490	Norton	78.01
1935	S. Woods	499	Moto Guzzi	84.68
1936	J. Guthrie	499	Norton	85.80
1937	F. L. Frith	499	Norton	86.21
1938	H. L. Daniell	499	Norton	89.11
1939	G. Meier	494	B.M.W.	89.38
1940	H. L. Daniell	499	Norton	82.81
1941	A. J. Bell	499	Norton	84.97
1942	H. L. Daniell	499	Norton	86.93
1943	H. L. Daniell	499	Norton	92.27
1944	G. E. Duke	499	Norton	93.83
1945	H. R. Armstrong	499	Norton	91.97
1946	W. R. Amm	499	Norton	93.85

## ULTRA LIGHTWEIGHT

1924	J. A. Porter	174	New Gerrard	51.20
1925	W. L. Handley	174	Rex-Acme	53.45

## SIDECAR

1923	F. W. Dixon	596	Douglas	53.15
1924	G. H. Tucker	588	Norton	51.31
1925	L. Parker	596	Douglas	55.22

## LIGHTWEIGHT CLUBMAN'S

1947	W. McVeigh	249	Triumph	65.30
1948	M. V. Lockwood	249	Excelsior	64.93
1949	C. V. Tait	249	Excelsior	68.10
1950	F. Fletcher	249	Excelsior	66.89

## JUNIOR CLUBMAN'S

1947	D. Parkinson	348	Norton	70.74
1948	R. J. Hazlehurst	348	Velocette	70.33
1949	H. Clarke	348	B.S.A.	75.81
1950	B. A. Jackson	348	B.S.A.	74.25
1951	B. G. Purslow	348	B.S.A.	75.36
1952	E. Housley	348	B.S.A.	78.92
1953	D. T. Powell	348	B.S.A.	80.17

## SENIOR CLUBMAN'S

1947	E. E. Briggs	490	Norton	78.67
1948	J. D. Daniels	998	Vincent H.R.D.	80.51
1949	G. E. Duke	490	Norton	82.97
1950	P. H. Carter	490	Norton	75.60
1951	L. K. Arber	490	Norton	79.70
1952	B. J. Hargreaves	498	Triumph	82.45
1953	R. D. Keeler	490	Norton	84.14

## 1000 C.C. CLUBMAN'S

1949	D. G. Lashmar	998	Vincent H.R.D.	76.30
1950	A. Phillip	998	Vincent H.R.D.	78.58
1953	G. P. Douglas	998	Vincent H.R.D.	81.54

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THE TOURIST TROPHY RACES

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# T.T. Fastest Laps

LIGHTWEIGHT—125 Class		M.P.H.
1951 W. A. C. McCandless	Mondial	75.34
1952 C. C. Sandford	M.V.	76.07
LIGHTWEIGHT—250 Class		M.P.H.
1922 W. L. Handley	O.K. Supreme	51.01
1923 W. L. Handley	O.K. 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	O.K. Supreme	64.42
1928 F. A. Longman	O.K. 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	74.03
1933 S. Gleave	Excelsior	72.62
1934 J. H. Simpson	Rudge	73.64
JUNIOR		M.P.H.
1911 P. J. Evans	Humber	42.00
1912 E. Kichham	Douglas	41.76
1913 H. Mason	N.J.U.T.	45.42
1914 E. Williams	A.J.S.	47.57
1920 E. Williams	A.J.S.	51.36
1921 H. R. Davies	A.J.S.	55.15
1922 H. le Vack	New Imperial	56.46
1923 J. H. Simpson	A.J.S.	59.38
1924 J. H. Simpson	A.J.S.	64.54
1925 W. L. Handley	Rex-Acme	65.85
1926 A. Bennett	Velocette	68.75
1927 W. L. Handley	Rex-Acme	69.18
1928 A. Bennett	Velocette	70.28
1929 F. G. Hicks	Velocette	70.95
1930 G. E. Nott	Rudge	72.02
1931 P. Hunt	Norton	75.27
SEN OR		M.P.H.
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	55.62
1921 F. G. Edmond	Triumph	56.44
1922 A. Bennett	Sunbeam	59.99
1923 A. Whalley	Douglas	59.74
1924 F. W. Dixon	Douglas	63.75
1925 J. H. Simpson	A.J.S.	68.97
1926 J. H. Simpson	A.J.S.	70.93
1927 S. Woods	Norton	70.89
1928 J. H. Simpson	A.J.S.	67.94
1929 C. J. P. Dodson	Sunbeam	73.55
1930 W. L. Handley	Rudge	76.28
1931 J. H. Simpson	Norton	80.82
ULTRA LIGHTWEIGHT		M.P.H.
1924 J. A. Porter	New Gerrard	52.61
SIDE CAR		M.P.H.
1923 H. Langman	Scott	54.69
1925 F. W. Dixon	Douglas	57.18
LIGHTWEIGHT CLUBMAN'S		M.P.H.
1947 W. McVeigh	Triumph	65.95
1948 M. V. Lockwood	Excelsior	66.40
JUNIOR CLUBMAN'S		M.P.H.
1947 D. Parkinson	Norton	72.92
1948 R. Pratt	Norton	73.76
1949 H. Clarke	B.S.A.	75.81
SENIOR CLUBMAN'S		M.P.H.
1947 E. E. Briggs	Norton	80.02
1948 G. Brown	Vincent H.R.D.	82.65
1949 G. E. Duke	Norton	83.70
1000 c.c. CLUBMAN'S		M.P.H.
1949 C. Horn	Vincent H.R.D.	85.57
1950 A. Phillip	Vincent H.R.D.	81.01

1953 R. L. Graham	M.V.	M.P.H.
1953 S. Woods	Moto Guzzi	74.19
1956 S. Woods	D.K.W.	76.20
1937 O. Tenni	Moto Guzzi	77.72
1938 E. Kluge	D.K.W.	80.35
1939 S. Woods	Moto Guzzi	78.16
1947 M. Cann	Moto Guzzi	74.78
1948 M. Cann	Moto Guzzi	76.72
1949 R. H. Dale	Moto Guzzi	80.44
1950 D. Ambrosini	Benelli	80.91
1951 F. Anderson	Moto Guzzi	83.70
1952 B. Ruffo	Moto Guzzi	84.82
1953 F. Anderson	Moto Guzzi	85.52
1932 S. Woods	Norton	78.62
1933 S. Woods	Norton	79.22
1934 J. Guthrie	Norton	80.11
1935 W. F. Rusk	Norton	79.96
1936 F. L. Frith	Norton	81.94
1937 F. L. Frith	Norton	85.18
1938 S. Woods	Velocette	85.30
1939 H. L. Daniell	Norton	85.03
1947 M. D. Whitworth	Velocette	81.61
1948 F. L. Frith	Velocette	82.45
1949 F. L. Frith	Velocette	84.23
1950 A. J. Bell	Norton	86.49
1951 G. E. Duke	Norton	91.38
1952 G. E. Duke	Norton	91.00
1953 W. R. Amm	Norton	91.82
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	B.M.W.	90.75
1947 A. J. Bell	Norton	84.07
1948 P. Goodman	Velocette	88.06
1949 O. Tenni	Moto Guzzi	89.75
1949 A. R. Foster	Moto Guzzi	93.33
1950 G. E. Duke	Norton	93.33
1951 G. E. Duke	Norton	92.22
1952 G. E. Duke	Norton	92.88
1953 W. R. Amm	Norton	97.41
1925 W. L. Handley	Rex-Acme	54.08
1924 F. W. Dixon	Douglas	53.24
1949 C. V. Taft	Excelsior	68.71
1950 F. Fletcher	Excelsior	67.48
1950 B. A. Jackson	B.S.A.	76.12
1951 K. R. V. James	Norton	76.55
1952 R. McIntyre	B.S.A.	80.09
1953 D. T. Powell	B.S.A.	80.96
1950 I. B. Wicksteed	Triumph	79.48
1951 I. B. Wicksteed	Triumph	81.06
1952 B. J. Hargreaves	Triumph	83.05
1953 R. D. Keeler	Norton	84.50
1953 G. P. Douglas	Vincent H.R.D.	82.80

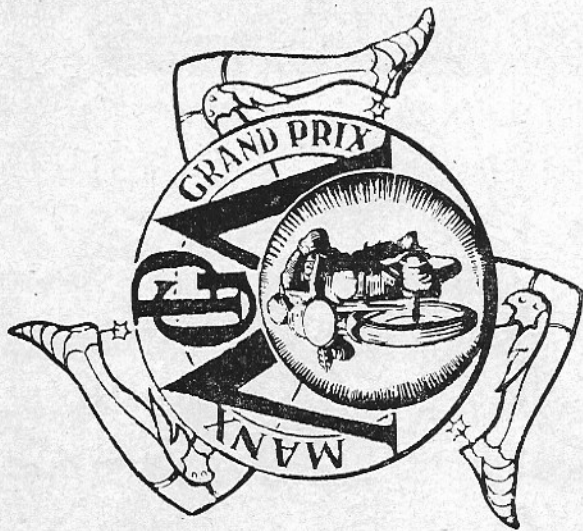
*faster, smoother...  
for racing, trials,  
scrambles,  
or just touring.*

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## DIRECT ACTION TYPE DAMPERS

*Way Out Ahead*

GIRLING LTD.,  
KINGS RD., TYSELEY, BIRMINGHAM, 11.



THE 1954

# MANX GRAND PRIX

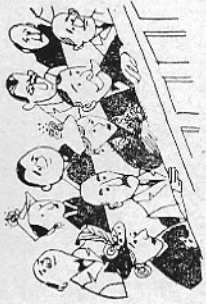
## MOTOR CYCLE ROAD RACES

WILL BE HELD ON

SEPTEMBER 7th — JUNIOR  
 9th — SENIOR

(SIX LAPS OF THE T.T. COURSE)

- Obtain your Entry Forms, etc., from :—  
 C. R. DUCKER, 32, ATHOL STREET, DOUGLAS, I.O.M.  
 (Entries close 6 p.m. July 19th).
- FREE GUIDE TO THE ISLE OF MAN . . .  
 Accommodation List, Travel Details, etc.  
 Apply to:—P. G. Bond, Tourist Board, Isle of Man.

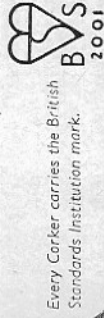


## Wigs for Barristers . . . but Corkers for motorcyclists

When the witness gets hot under his collar, does the lawyer get hot under his wig? If so, it must be somewhat embarrassing — for to doff one's wig to mop one's pate would surely amount to gross contempt of court? Motorcyclists, on the other hand, are lucky people — for the fashionable Corker is both stylish *and* sensible. In appearance, it adds the finishing touch

to a smart turn-out of man (or girl) and machine. In action, it meets every requirement of comfort, convenience and common sense — it's the hall-mark of a knowledgeable motorcyclist.

# The CORKER



Every Corker carries the British Standards Institution mark.

Obtainable from all main dealers, at 65/- complete



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### FROM LIVERPOOL

Double Daily Service (Sundays excepted) from JUNE 4th to SEPTEMBER 13th.

### FROM FLEETWOOD

Daily Service (Sundays excepted) from MAY 29th to SEPTEMBER 13th.

### FROM ARDROSSAN

Frequent sailings between June 4th and SEPTEMBER 13th.

### FROM BELFAST

Frequent sailings between JUNE 3rd and SEPTEMBER 10th.

### FROM DUBLIN

Frequent sailings between JUNE 17th and SEPTEMBER 16th.

*For particulars of EXTRA SAILINGS, also Rates for conveyance of Motor Cycles and Cars, apply for FREE Sailings Booklet to:—*

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

THOMAS ORFORD & SON (Agents), India Buildings, 40, Brunswick Street, LIVERPOOL.

T. TULLOCH (Agent), Dock Manager, British Transport Commission, FLEETWOOD, E. & A. LTD. (Agents), 120, Promenade, BLACKPOOL.

RENNIE & WATSON (Agents), 73, Robertson Street, GLASGOW.

W. E. WILLIAMS & Co. (Agents), 8, Victoria Street, BELFAST.

BRITISH & IRISH STEAM PACKET CO., LTD. (Agents), 16, Westmoreland Street, DUBLIN.

## BOROUGH OF DOUGLAS

### Villa Marina — Royal Hall

SUNDAY, 13th JUNE at 8 p.m.

**The Ferodo Works Band** (Winners Leicester Brass Band Festival 1953)

MUSICAL DIRECTOR:

GEORGE W. HESPE, L.R.A.M., A.R.C.M.

SUNDAY, 20th JUNE at 8 p.m.

**MAX JAFFA, JACK BYFIELD and REG KILBEY**

WITH THEIR FAMOUS B.B.C.

**PALM COURT PLAYERS**

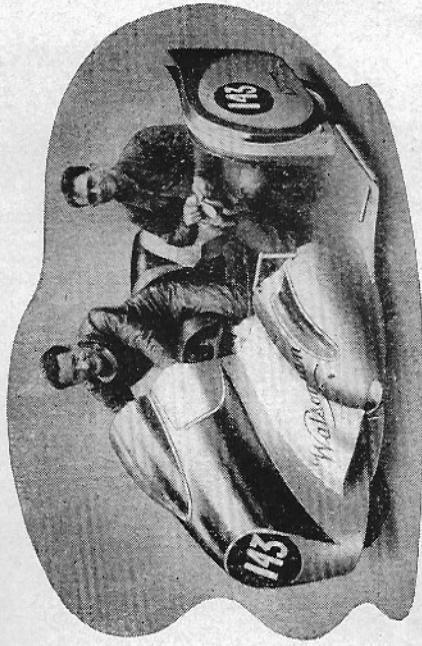
and

**ALFRED ORDA**

The Celebrated International Baritone

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### ERIC OLIVER WITH HIS STREAMLINER WATSONIAN

35 years experience goes with a Watsonian Sidecar — winner of every World's Championship and the Experts choice for touring and racing

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## CROMWELL HELMETS

will again be used by the majority of competitors during the T.T. Races. They are still the first choice of racing men in the U.K. as they were in the early days of racing in the Island. Their popularity continues to increase overseas, wherever speed events take place.

Manufactured strictly in accordance with B.S. Specification 1869 : 1952, the wearing of a "Cromwell" gives confidence to a rider under the gruelling conditions of competitive racing.

**HELMETS Ltd.** Specialists in protective headwear for over 25 years

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## DANCING

NIGHTLY at 7.30 p.m.

**HAROLD MOORHOUSE and his BAND**

SATURDAY, 12th JUNE  
7.30 to 11.0 p.m.

**Grand T.T. Welcome Ball**

THURSDAY, 17th JUNE  
7.30 to 11.45 p.m.

**Grand Carnival Ball**

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**1** st. to offer **IMMEDIATE DELIVERY.**

of any machine **WITHOUT REFERENCES**  
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The simple scheme whereby you can choose your bike and then save the deposit by small instalments. When you have saved up the deposit just ride away on the machine of your choice

**1** st. to offer **Payments Insurance Policy**

Just another way King's have made it safe and easy for you to own a bike. If you become sick, unemployed or have an accident your instalments will be paid for you—yes paid, not just deferred.

**3000 NEW & USED MACHINES** **24 hr. SERVICE** **POSTAL SERVICE**



**EXCHANGES**—We specialise in exchanges and will be pleased to take your present machine, 3-wheeler or car in Part Exchange for one of our new or used models.

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LEICESTER. King's of Leicester, Belgrave Gate, LEICESTER.  
HALIFAX. King's of Halifax, 25, Horton Street, HALIFAX.  
HASTINGS. King's of Hastings London Road, St. Leonard's, HASTINGS.  
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TO-DAY'S

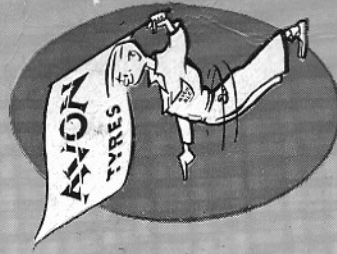
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