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T.T. RACES 1958

OFFICIAL
GUIDE AND
PROGRAMME

26



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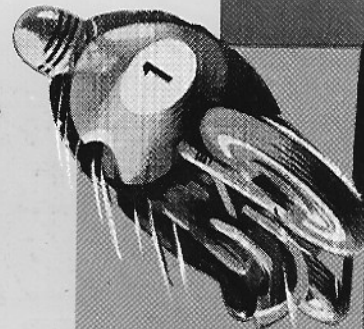
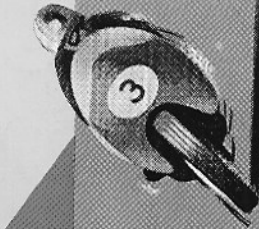
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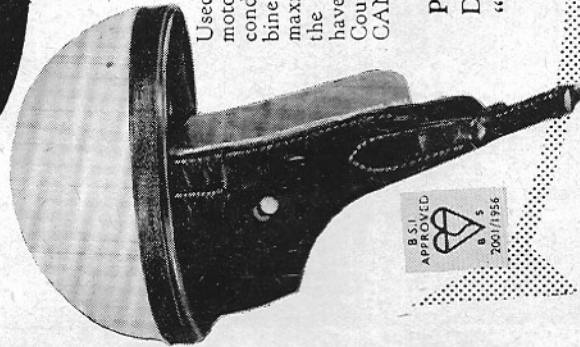
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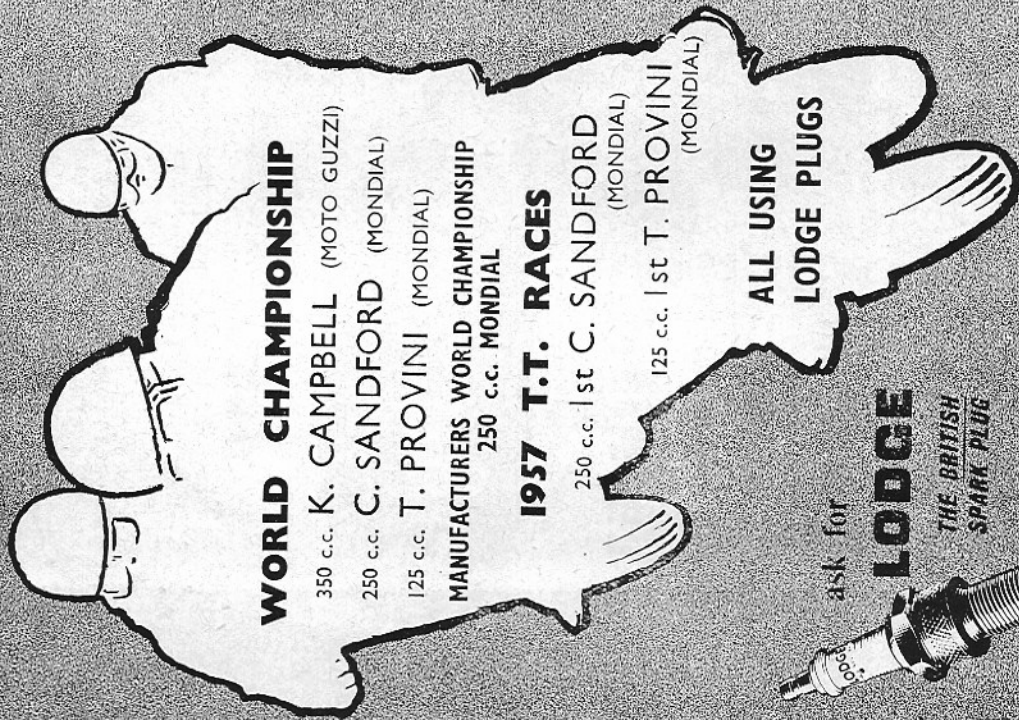


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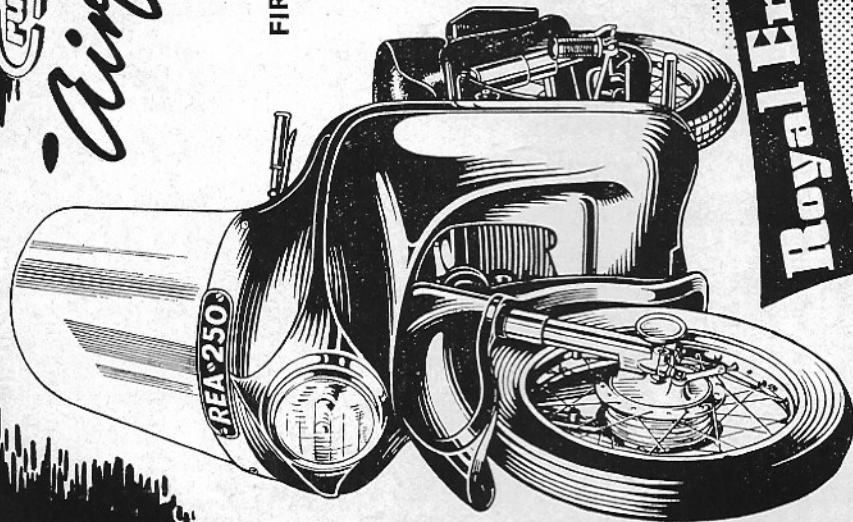


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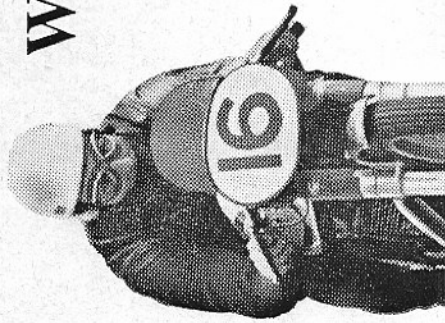
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T.T.P.

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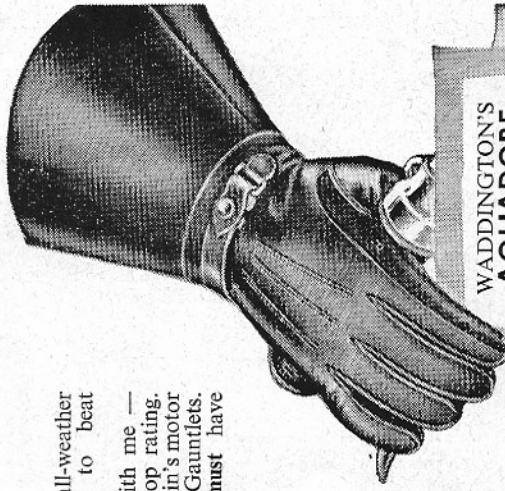


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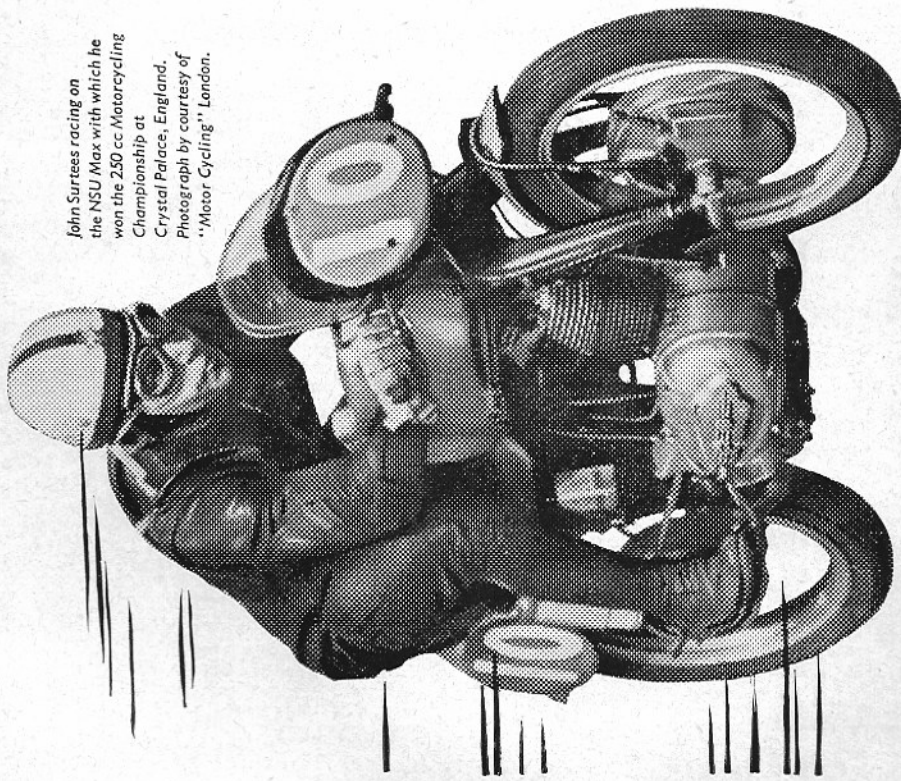
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John Surtees racing on the NSU Max with which he won the 250 cc Motorcycling Championship at Crystal Palace, England. Photograph by courtesy of "Motor Cycling" London.

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The 1958 International

Tourist Trophy Races

ISLE OF MAN ★ JUNE 2 . 4 . 6

Official Programme & Guide



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Photo by "Yorkshire Evening Post"

Foreword

By

CAPT. N. E. DIXON

(Chairman Auto-Cycle Union)

AFTER the undoubted success of the 1957 "Golden Jubilee" Tourist Trophy Races, it has been in the minds of certain enthusiasts that the 1958 series might come as some form of anti-climax.

Have no fear; these Races continue to be the world's most important road races, as indeed they have been for the last 50 years, and when the complete list of entries for 1958 is perused, it might well be considered that while the centre of interest may have moved, the volume is not likely to diminish for many years.

Some marques have disappeared but new ones are here and among the names of many star riders, it will give much pleasure to thousands of fans to find that of Geoff. Duke once more. All will wish him "Best of luck" on his return to the T.T. course. Drivers of many nations will be contending in these wonderful races—some for the first time—but alike to new and old the Auto-Cycle Union extends a very sincere welcome and expresses the wish that they will have a happy and trouble-free time in the Island.

The T.T. meeting has been called, appropriately enough, the "Festival of Motorcycling" but in addition to being one of the world's foremost sporting events, it is also a combination of research laboratory and test bench, and a public demonstration of the superb products of the manufacturers, British and foreign. To be "in the picture" at all when the race finishes demands a triumph of engineering ridden by a brave and skilful driver possessing unerring judgment.

These races are made possible by the generosity of the Island Government in voting a financial grant and allowing their roads to be closed to normal traffic during practice and race periods—impossible on the mainland—and by the co-operation of other bodies and the assistance of hundreds of voluntary officials, some of whom work long hours or are called upon to marshal the course for considerable spells at, for them, inconvenient times and perhaps in cold, bleak spots in adverse weather conditions. To all these good people we owe a debt of deep gratitude and the least we can ask of the spectators is that they shall obey implicitly the requests of officials to keep clear of the course or not to sit with legs dangling over wall or bank. Avoid leaving litter which may blow about the course. Road racing necessarily has its inherent risks and thoughtlessness on the part of spectators can increase these dangers considerably.

Your friends at home, unable to make the journey to the Island, will be well served by the splendid commentaries broadcast by the B.B.C. and the graphic descriptions in the motorcycling Press, but why not assist them to follow the events with even greater interest by posting them copies of the official programme?

This T.T. meeting is the principal promotion of the Auto-Cycle Union but its 800 clubs arrange numerous types of competitions such as racing, scrambles, trials, grass tracking as well as less strenuous events like treasure hunts, main road trials, rallies and social runs. The winter brings a programme of club nights, film shows and social occasions. To any motorcyclist or scooterist who is not a member of an affiliated club I would say, you are missing a tremendous amount of good fun and good companionship, join a club at once.

Finally, on behalf of the Auto-Cycle Union, I wish you all a most enjoyable time in this lovely Island and I hope you will return home feeling that the second half century of the T.T. has started well.

The 1958 International



Tourist 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 PRINCE PHILIP, DUKE OF EDINBURGH, K.G.

* * * *

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.

HIS GRACE THE DUKE OF RICEMOND AND GORDON.

The Right Hon. LORD BRABAZON OF TARA, G.B.E., M.C., P.C.

The Lord Bishop of Sodor and Man, the Right Rev. BENJAMIN POLLARD.

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His Honour the Second Deemster, Mr. B. W. MACPHERSON.

H.M. Attorney General, Mr. G. E. MOORE.

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The Chairman of the Isle of Man Tourist Board, Capt. J. M. CAIN, O.B.E., J.P., M.H.K.

His Worship the Mayor of Douglas, Mr. Councillor J. R. KILLIP, J.P.

The Chief Constable of the Isle of Man, Mr. C. C. BEATY-POWNALL.

The Venerable E. H. STENNING, M.B.E., T.D., M.A., Archdeacon of Man.

The President of the British Cycle and Motor Cycle Industries Association, Ltd., Mr. T. J. BOULSTRIDGE.

The Chairman of the Royal Automobile Club, Mr. WILFRID ANDREWS.

Mr. ROLAND E. DANGERFIELD, Chairman and Managing Director, Temple Press, Ltd.

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

Mr. E. Y. BIRKETT.

Mr. R. B. MOORE.

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

Officials of the Meeting

Representative of the F.I.M.	... Mr. G. Curli.
Stewards of the Meeting (International Jury)	... Mr. N. E. Dixon (<i>President</i>) ... Mr. V. C. Anstice ... Mr. A. Harrison (<i>Ireland</i>) ... Mr. Henry Kelly ... Mr. C. H. King ... The Venerable E. H. Stenning ... Mr. C. C. Beatty-Pownall (<i>Chief Constable</i>) ... A. Herbert ... R. J. Havers ... H. D. Lay ... W. W. Brown ... M. Eagles ... R. Arnot, Public Analyst (I.O.M.) ... G. Jones ... Rev. R. H. Reid ... W. Carter ... E. Brown, C. R. Ducker, W. C. Halsall and ... N. A. James
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Chief Scrutineer	... E. Bancroft, G. P. Bridge, D. M. Brown, ... K. C. Cowley, D. Crossley, A. Fraser, ... G. D. Hanson, J. W. Graham Oates, ... J. E. Oldham, H. M. Rowell and S. ... Wardell
Deputy Scrutineer	... Lt. Col. A. H. Kissack (i/c), Lt. Col. J. B. ... Mylchreest and G. P. Bridge
Judge	... P. Crebbin (i/c), C. Broughton, B. Dowty, ... R. Marsh and J. Moore (<i>Reserve</i> —R. ... Kelly)
Finishing Flag Marshal	... 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.
Engine Measurer	... R. Cubbon, H. Dugdale, E. Godfrey, G. A. ... Harding, W. Ingles and I. McAdam
Consulting Chemist	... H. W. Shuttleworth (International F.I.M.) ... (i/c), C. Audrey (National A.C.U.), ... W. A. Latham (National A.C.U.), S. A. ... Nicholls (National A.C.U.) and W. E. ... Pycraft (Certified A. A.C.U.)
Assistant Consulting Chemist	... R. A. Bimson, R. B. Brown, D. Cain, J. P. ... Callin, K. Cameron, L. Clague, E. E. ... Edge, P. Kelly, G. A. Quinney, B. ... Shimmin, E. J. Shimmin and J. T. K. ... Shimmin
Announcer	... T. F. Nicholson
Chief Control Officer	... C. S. Standen
Assistant Control Officers	... H. Butterworth, D. Cottier, W. Doyle, N. ... Hammond, J. Kelly, J. E. Kewley, H. ... Peers, R. Pickford and A. W. Welden
Chief Replenishment Depot Marshal	... A. Jefferies, assisted by A. Mullee
Replenishment Depot Marshals	...
Travelling Marshals (Cars)	...
Course Travelling Marshals (Motorcycles)	...
Marshals on the Course	...
Enclosure Officials	...
Timekeepers	...
Time Auditors	...
Controller, Scoring Board	...
Assistant Controller, Scoring Board	...
Scoring Board	...
Drivers' Liaison and Course Technical Officer	...

Chief Press Official	... C. Fothergill
Deputy Chief Press Official	... W. E. Swann
Assistant Press Official	... J. Lucas
Chief Medical Officer	... Dr. J. H. J. Stuart
Deputy Chief Medical Officer	... Dr. P. Reel
Medical Officers	... Dr. Beardwood, Dr. S. R. A. Beckett, Dr. ... L. A. Bull, Dr. Cousins, Dr. J. H. ... Ferguson, Dr. J. E. H. Griffiths, Dr. ... T. A. Groves, Dr. T. Hardy, Dr. J. K. ... Hinds, Dr. J. N. Jones, Dr. C. J. Jowett, ... Dr. J. G. Paton, Dr. W. Robertson and ... Medical Officers from Ballamona and ... Nobles Hospitals ... Dr. H. H. Corrigal (Physician), Mr. R. L. ... Lammig, Mr. E. Vernon, Dr. A. R. ... McPherson, Dr. D. Pantin (Surgeons), ... Mr. G. Almond (Orthopaedic Surgeon), ... Dr. C. S. Pantin (Pathologist), Dr. H. H. ... Harrison (Radiologist) ... The British Red Cross Society and the St. ... John Ambulance Brigade and St. John ... Association ... H. W. Shuttleworth and W. A. Latham ... W. E. Swann ... D. B. Auty ... W. C. Craine ... W. Lisle ... T. Clarke ... K. Shierston ... H. Cornwell ... T. E. Ryan ... T. Sheppard ... J. Smith ... S. T. Huggett
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Assistant Secretary of the Meeting	...
Deputy Clerk of the Course and Chief Competitor's Marshal	...
Assistant to Deputy Clerk of the Course	...
Deputy Chief Competitor's Marshal	...
Clerk of the Course and Secretary of the Meeting	...

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.

The Standard Motor Co., Ltd.—Loan of Official Car.

Ecurie Sportive—Loan of Motorcycles for Travelling Marshals.

Murphy Radio Ltd.—Radio Equipment on Motorcycles of Travelling Marshals.

Ryder's Autoservice of Liverpool—Loan of Scooters.

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

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

Slazengers, Ltd.—"Breakdown" transport and other facilities.

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

British Broadcasting Corporation—For their excellent commentaries on the races.

A. P. Chaplin—Official Engraver.

G.P.O. Telephones—Course telephones.

And to all voluntary officials and those who by their contributions or assistance have helped in the compilation of this programme.

Our Royal Patron



Photo by]

[Baron

H.R.H. THE PRINCE PHILIP, DUKE OF EDINBURGH, K.G.

TIME TABLE OF THE MEETING

PRACTICE PERIODS:

Mornings: May 26; 27; 28; 29; 30; at 4.45 a.m.
Evenings: May 26; 27; 28; 30; 31; at 6.30 p.m. (6 p.m. on Clyde Course).
 The course roads will be closed to the public during practices between the hours of: *Mornings*—4.45 a.m. and 7.15 a.m. *Evenings*—6.15 p.m. and 8.45 p.m. (5.40 p.m. and 9.30 p.m. on the Clyde Course).

PRELIMINARY EXAMINATIONS:

Junior International	...	...	Saturday, 31st May, at 9.00 a.m.
Lightweight (250) International	...	...	Tuesday, 3rd June, at 9.00 a.m.
Lightweight (125) International	...	...	Tuesday, 3rd June, at 11.00 a.m.
Sidecar International	...	...	Tuesday, 3rd June, at 2.00 p.m.
Senior International	...	...	Thursday, 5th June, at 11.00 a.m.

RACE DAYS:

	Monday, 2nd June	
JUNIOR INTERNATIONAL—7 Laps		
Enclosure Gates Open	...	10.00 a.m.
Race Starts	...	11.00 a.m.
Race Stopped	...	approx. 3.10 p.m.
Wednesday, 4th June (Clype Course)		
LIGHTWEIGHT INTERNATIONAL—(250)—10 Laps		
Enclosure Gates Open	...	9.00 a.m.
Race Starts	...	10.00 a.m.
Race Stopped	...	approx. 11.55 a.m.
LIGHTWEIGHT INTERNATIONAL—(125)—10 Laps		
Race Starts	...	approx. 12.30 p.m.
Race Stopped	...	approx. 2.35 p.m.
SIDE CAR INTERNATIONAL—10 Laps		
Race Starts	...	approx. 3.00 p.m.
Race Stopped	...	approx. 5.05 p.m.
Friday 6th June,		
SENIOR INTERNATIONAL—7 Laps		
Enclosure Gates Open	...	10.00 a.m.
Race Starts	...	11.00 a.m.
Race Stopped	...	approx. 3.00 p.m.

The A.C.U. Local Office, adjoining the Peveril Hotel, Douglas, opens on Friday, 23rd May. Phone: Douglas 3227.

Grandstand Booking Office: The Villa Marina, Douglas. Phone: Douglas 2351.

THE AWARDS

PREMIER AWARDS

- The Senior Tourist Trophy, a replica and £200.
- The Junior Tourist Trophy, a replica and £200.
- The Lightweight (250 c.c.) Tourist Trophy, a replica and £75.
- The Lightweight (125 c.c.) Tourist Trophy, a replica and £75.
- The Sidecar Tourist Trophy, a replica and £100.

CASH AWARDS

SENIOR and JUNIOR (for drivers finishing within 20 minutes of the winner's time: 2nd—£100; 3rd—£85; 4th—£80; 5th—£75; 6th—£70; 7th—£65; 8th—£60; 9th—£55; 10th—£50; 11th—£35; 12th—£35; 13th—£35; 14th—£35; 15th—£35; 16th—£15; 17th—£15; 18th—£15; 19th—£15; 20th—£15.

LIGHTWEIGHT (250 c.c.) for drivers finishing within 15 minutes of the winner's time: 2nd—£40; 3rd—£30; 4th—£20; 5th—£15; 6th—£10.

LIGHTWEIGHT (125 c.c.) (for drivers finishing within 15 minutes of the winner's time): 2nd—£40; 3rd—£30; 4th—£20; 5th—£15; 6th—£10.

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 in the Junior and Senior Races to drivers finishing within 9/8ths of the winner's time in his race.

In the Lightweight (125 c.c. and 250 c.c.) and the Sidecar Races, Silver Replicas will be awarded in each Race to drivers finishing and qualifying for cash awards.

A Bronze Replica will be awarded in the Junior and Senior Races to each driver finishing within between 9/8ths and 6/5ths of the winner's time for his race.

In the Lightweight (125 c.c. and 250 c.c.) and the Sidecar Races, Bronze Replicas will be awarded to the next four drivers, following the Silver Replica winners, provided they complete at least 8 laps within 15 minutes of the winner's time.

A Silver or Bronze Replica will be awarded to each passenger whose driver has gained a similar award.

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 125 c.c. International Race.

The Walter Handley Trophy—for the fastest lap in the Sidecar Race.

The Ray B. Westover Trophy—for the best newcomer.

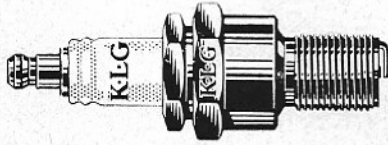
The "Newcomer's" Trophy—for the best overseas newcomer not having been entered by a manufacturer.

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.



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the proved*
performance



* *Bob McIntyre's magnificent win in last year's T.T. riding a GILERA with a record lap of 101.12 m.p.h.*

- * *Libero Liberati—1957 500 c.c. World Champion, riding a GILERA.*
- * *Bill Nilsson—1957 World Scrambles Champion on an A.J.S.*
- * *Gordon Jackson—1958 Winner of the Victory, Gotswold and Lamborelle Trials on an A.J.S.*
- * *Robert Burns' outstanding Motor Cycle and Sidecar speed of 176.42 m.p.h.*

ALL USED **K.L.G.** sparking plugs

from **SMITHS** MOTOR ACCESSORY DIVISION

PRESENTATION OF AWARDS

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

* * *

Junior International—Monday, June 2nd, at 9.00 p.m.

Presentation by Sir Ralph Stevenson, G.C.M.G., M.L.C.

* * *

*250 c.c. and 125 c.c. Lightweight and Sidecar Internationals—
Wednesday, June 4th, at 9.00 p.m.*

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

* * *

Senior International Friday, June 6th, 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.

* * *

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.

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"Motor Cycling".

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"The Sunday News".

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A SPECIAL CHURCH SERVICE IN CONNECTION WITH THE
TOURIST TROPHY RACES WILL BE CONDUCTED BY THE
VENERABLE E. H. STENNING, REV. G. PARR AND REV.
R. H. REID AT ST. THOMAS', CHURCH ROAD, HARRIS
PROMENADE, AT 3 P.M. ON SUNDAY, 1st JUNE

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For lasting performance, and long-term economy, the oil you use is as important as the petrol. To try to save money by using inferior oil in your engine is a costly mistake. You will save money by giving your engine the best oil you can get for it. Give it the grade of Mobiloil your manufacturer recommends.

ROADS OPEN

By
LIEUT.-COLONEL HARRY KISSACK

THE title of this article is an expression well known in the Isle of Man to those of all ages, especially to those connected with the T.T.

Remember that some 45,000 people may be spectators round the course, and up to 18,000 of these may be day visitors, leaving by boat and plane immediately racing is over; that after the early morning practices, the use of the road is required at the earliest possible moment, by all in general and more especially by those officials who have to get home for breakfast, and then do a day's work.

It follows, therefore, that the roads must be opened immediately practice and race periods end, and this is done by the Official "Road Open" car, at speed.

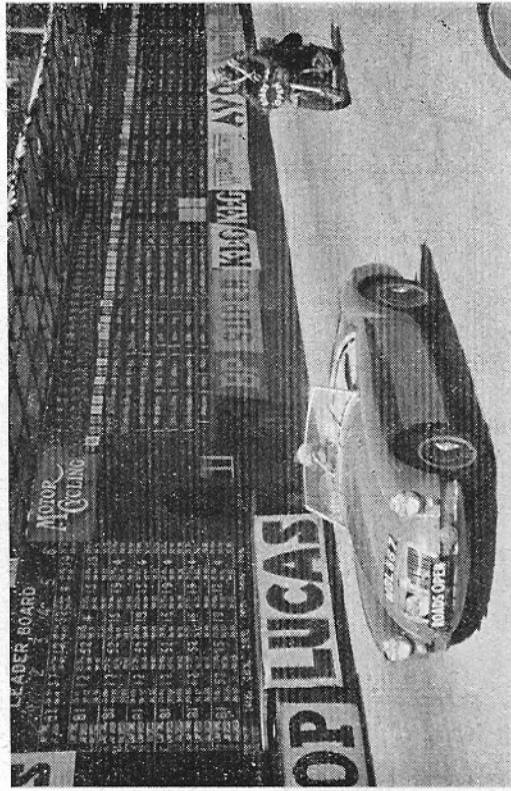


Photo by [W. N. C. Salmmond]
The Author completing the lap with Motorcycle Touring Marshal, Peter Crebblin, in close attendance.

Many different cars have, from year to year, been used for the official "Road Open" run, Riley's, M.G.'s, Austin Healey 100's, but as it's a fine day, let's take an open one, a trusting passenger and goggles. We sit in the car by the barrier at the top of Bray Hill, engine ticking over; a motor cycle Travelling Marshal (an ex-T.T. rider) comes down the road from the Clerk of the Course with a note "Proceed to open roads immediately". Down with our goggles, through the barricade and we're away for Bray Hill, through all gears and on to a steep bumpy descent, with a slight right-hand bend at the bottom taken at about 90 m.p.h., then our tummies, left behind on the descent, return to us on a slight uphill, and the needle sticks around the 90 mark. Now for a steepish



THE 1958

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drop to the Quarter Bridge, a really nasty right-hander, with the camber running away from us, as we come out of the corner, and it feels as if a giant magnet was pulling us towards the wall on the left; that was taken in 2nd at about 35, and before we can get into top we are coming up to slide through the S bends at Braddan Bridge.

A glance at and a word with the passenger, he's O.K., good, because the first 24 miles may be done in 19 to 20 minutes and except for certain difficult bends, the speed will be mostly 80 plus, and the average about 73 m.p.h.

Foot down then and on to Union Mills, but first a nice right-hand bend, almost grazing the black and white edge of the curb to cut it as fine as possible, and then a not so pleasant right and left over the railway bridge in the village, and don't forget we can use all the road to get us through on 3rd with good acceleration out of the corner to take us up the next hill at about 80, then a nice right-hander at Ballagarey corner which can be taken really fast, and a

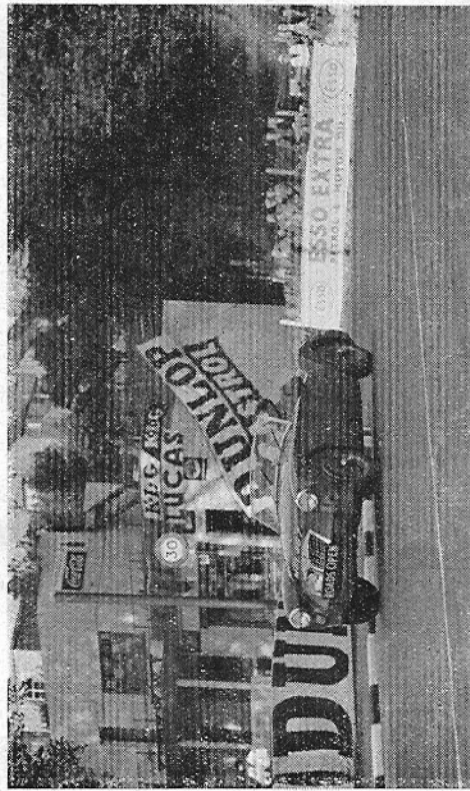


Photo by

At Quarter Bridge.

[W. N. C. Salmon]

glorious down hill run to Crosby, where the needle reaches the 100 mark, just as we strike an unpleasant bump in the road. Now we're in for a climb and then a steep descent to the Highlander, where the 100 mark is passed again, and so on to Greeba Castle S bends.

The series of bends here can be taken fast (say 70), but it is necessary to ease up on a wet day. Some minor bends and then Greeba Bridge, a ticklish left-hander; out to the right-hand curb to open up the corner and then cut across, even now we will find ourselves running out of road rapidly.

Before reaching Ballacraine, where we turn north, there are two bends on a bumpy bit of road, and two straights, the last containing Ballagarraghyn Bridge, then quickly down through 3rd to take the very sharp right-hander at the Ballacraine Hotel in 2nd.

There is a slip road here, in case we are going too fast, but once we start the corner (taken at a good 45) it is a question of getting round or hitting a most unpleasant stone wall. We have now entered the beautiful Glen Helen valley, and are in for a series of bends on a narrow stretch of the Course, and it is doubtful whether we will get into top until we have climbed Craig Willies hill and reached the 10th milestone. In this stretch are several very tricky corners, notably the left-hander before and the right-hander at Laurel Bank; the left-

hander is, in my opinion, the more difficult for a car, and I treat it with great respect.

On then to Craig Willies, a steepish climb with awkward bends in it. This Glen Helen stretch has slowed us down considerably, and it has taken 9½ minutes for 10 miles, leaving us 10½ minutes to do the next 14 to Ramsey, so we must average about 78 m.p.h.

Luckily we have reached a really fast section with long straights and sweeping bends. The Cronk-y-Voddee straight, where the needle reaches 105 before dropping back to 75-80 m.p.h. to take us through the fast right, left at the 11th milestone, and so, on to Handley's Corner taken in 3rd at about 65.

Into top again for a spell, and then a swoop down Baaregarroo to take a slightly banked bend at the bottom at about 85 (my favourite corner), and on to Kirk Michael through a series of bends, culminating in a final right-hander

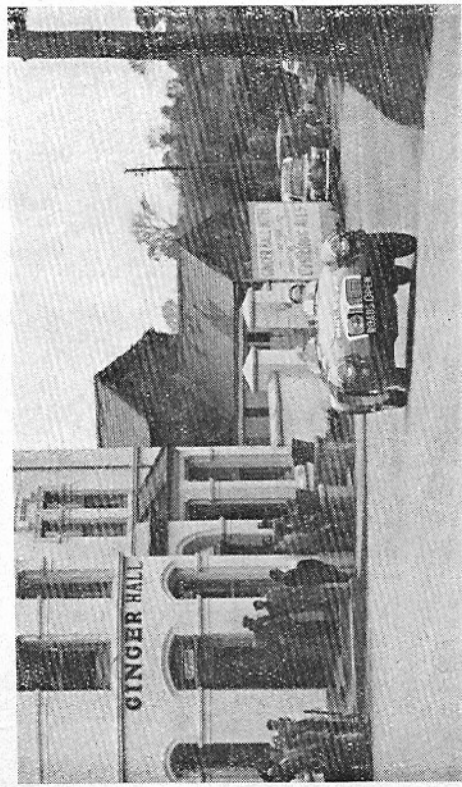


Photo by

Taking Ginger Hall at speed.

[W. N. C. Salmon]

(taken in 3rd) at over 60, tyres screaming a protest, and so through the narrow village street, and perhaps this closeness of the houses gives us the greatest impression of speed on our journey. Anyhow it was nice to do 90 in a 20 m.p.h. speed limit.

On past Bishopscourt (the 700-year-old residence of the Lord Bishop of Sodor and Man) and through a series of bends when, as you clip a right-hander, with no footpath, the grass on the hedge brushes against the windscreen, and so on the Ballaugh Bridge, strictly speaking the only real hump back left.

In the car this cannot be taken at more than about 35 without all wheels leaving the ground.

On through a series of fast corners to the Quarry Bends, which will be taken in 3rd at 50, and must be treated with great respect in wet weather, and so to the Sulby Straight, the half-way mark, and Sulby Bridge. In top and foot right down to the boards, 100, 110 and just as the needle reaches 115 it is time to brake and go down through the gears to 2nd for this most unpleasant stone wall right-hander. In fact it is just a question of getting round or going through the wall into the river and the choice is obvious.

Now for Ginger Hall, a left-hander, taken really fast, using all the road available and then on to Ramsey through many bends; at Glenrammon the Flag Marshal in his white coat waves his yellow flag signifying danger—slowing down we see

oil on the road, someone has been off; ah! there he is, giving a thumbs up sign. On past Mintown, and then a 70 m.p.h. School corner, brings us in sight of Ramsey and one of the broadcasting boxes.

Brakes, gears, and take this very sharp right-hander in 2nd; if we go straight ahead we pick off a very gallant Flag Marshal, who stands his ground hopefully. Foot down a shade early and the car swings in a dry skid, then on through a series of bad corners up the mountain.

There is a comparatively slow climb from sea level to 1,200 feet in the next 2½ miles, starting with the well-known Hairpin, Waterworks, Gooseneck and the corner at the Guthrie Memorial, erected to the famous Scotsman, Jimmy Guthrie.

I said, comparatively slow, meaning 60 m.p.h., but after the trip to Ramsey it seems slow.

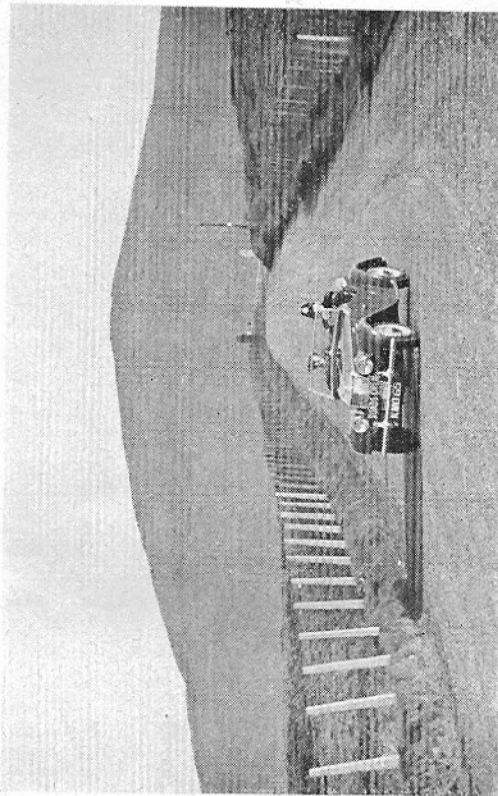


Photo by]

The Author at Windy Corner.

[W. N. C. Salmond

From the 27th to 31st milestone (1,400 feet) it is almost level, and except for six somewhat difficult corners and the Verandah bends, on the edge of a steepish drop, we are up between 80 and 90 again, then after skidding the bend at the Bungalow, down goes the accelerator and we are close to the start of the downhill section.

The speedo reaches 90 again and then comes a series of sweeping bends at between 75 and 80, bringing us to the sharp right-hander at Windy corner (well named), which is taken at about 55, and once again the 100 shows, before slowing up for the 33rd milestone and Keppel Gate.

In the next 2½ miles we drop nearly 800 ft., and with the 100 showing on three occasions, brakes and gears, especially the former are well in use to get us round some difficult corners and down to Hillberry, a fast bend now, taken at 70 plus.

It is in this last 2½ miles that spectators are thickest, and both sides of the road are a continuous sea of faces, many to study sheer speed and others to watch such difficult bends as Keppel Gate, Kate's Cottage, Craig-ny-Baa, Brandish.

A few years back one of the official car drivers was dropping down to Craig at about 90, when a seagull (attracted by the litter) came through his windscreen

and landed on his lap, but he still retained control of the car. The last 1½ miles of the lap again need brakes and gears—Cronk-ny-Mona—Signpost, Bedstead, the Nook and finally Governor's Bridge, where the road turns and twists like an eel, and our speed is down to 5 m.p.h. On our left was Government House, and our Governor a very keen follower of the races, and liking to get first-hand knowledge of everything, has already done two fast trips, as passenger in the Road Opening car. And so to the last half-mile to the Grandstand, pits and scoreboards, and as we pass, at about 90, a maroon is fired signifying the completion of the day's racing.

A word with your passenger, who is still smiling and has evidently not been unduly worried, as he has managed to note down the place of retirement and racing numbers of all competitors seen at the roadside. This is his primary job and the details are announced to friends of the individuals concerned.

Well, I have tried to give you some impression of a trip round the T.T. Course in the official car, but it is quite impossible to paint the sheer thrill of driving, with a clear road ahead of you and taking corners as you please.

Mind you, as with most things, there is the nigger in the woodpile, albeit a small nigger, and that is that most practices are in the early morning, and this means getting up at about 4 a.m. whatever the weather, and whilst I have described a lap under perfect conditions on a race day, we may have rain, fog, greasy roads, with skids, and visibility on the mountain down to 20 yards, when one must constantly be alert. In such foggy conditions an actual race would not be held, but anyone who wants to practise can do so, and it is here that I take my hat off to those other voluntary officials to the tune of 200 or more, who take a pride in turning out daily in all kinds of weather. I think more especially of those stalwarts who have found their way up to the mountain stretches on a dark foggy morning, ready to assist in case of misadventure.

Since 1948 I have been responsible for the provision and organising of the official drivers, and a very happy time it has been with a team composed almost invariably of a bunch of local sportsmen, who enjoy every minute of it. Normally a team of three drivers taking turn about is adequate.

The time for a lap will vary from 32 to 39 minutes according to weather conditions.




Photo by]

The "Roads Open" Cars at Governors Bridge.

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GREEN SHIELD

Introducing the Isle of Man to Visitors to the Tourist Trophy Race Meeting

By

THE VENERABLE E. H. STENNING, M.B.E., T.D., M.A.
(Archdeacon of Man).

People who come to the Isle of Man in June, need not necessarily imagine that the most important event on the Isle of Man is the Tourist Trophy races. It may be that, to many of them, the most interesting matter about the island is its very wonderful history for its very interesting structure. These are matters of importance to the Race itself. Historically, the island has been occupied by two races, the Celts who have won all along the line, and the Scandinavians who occupied it round about the years 700-1200 A.D. The English never conquered it, and never became anything more than a ruling class in the persons of the Stanley family who ruled it and kept a garrison there from 1405 till 1765, when its kingship was bought by the English Government who also kept a garrison here for some time but eventually were quite content just to appoint a Lieutenant Governor. The Scandinavians left their form of government known as a Tynwald Court. The Westminster Parliament has only very nominal powers over here. That is why the Tourist Trophy races are possible. They would not be possible in Britain because they must be run on closed roads, and British roads may not be closed. Beside giving the Island its Government, the Scandinavians in their time gave many places in the island Scandinavian names. However, the Manx people are Celts, and the greater number of place names are Celtic, and sound strange on English ears. There are many of these around the course, that have become household words in the ears of motor cyclists.

The structure of the island is of interest in that it has made the course what it is. The island is a mass of slate which was laid bare by the glaciers of the Ice Age. The whole of the course lies on this solid mass of slate, starting across the island by a very wonderful central valley which runs from Douglas to Peel, then taking a run up one of its loveliest glens, Glen Rhenass (vulgarily known as Glen Helen) then circling the slate mountains as far as Ramsey, and ending up by climbing up the mountain road to a point high up on its highest mountain—Snaefell (Scand: snow mountain).

Of the many thousands of enthusiasts who cross to the Island in order to see the thrills of the Tourist Trophy Races, the greatest number get no further than Douglas, which is understandable, though every visitor would be well advised to go out on the course to see the race from one or other of the vantage points which the A.C.U. suggests in its programme year by year.

This article proposes to take the visitor all the way round the course, to point out matters of interest which may be found in almost every acre of this wonderful little Island Kingdom, for everybody should understand quite clearly that the

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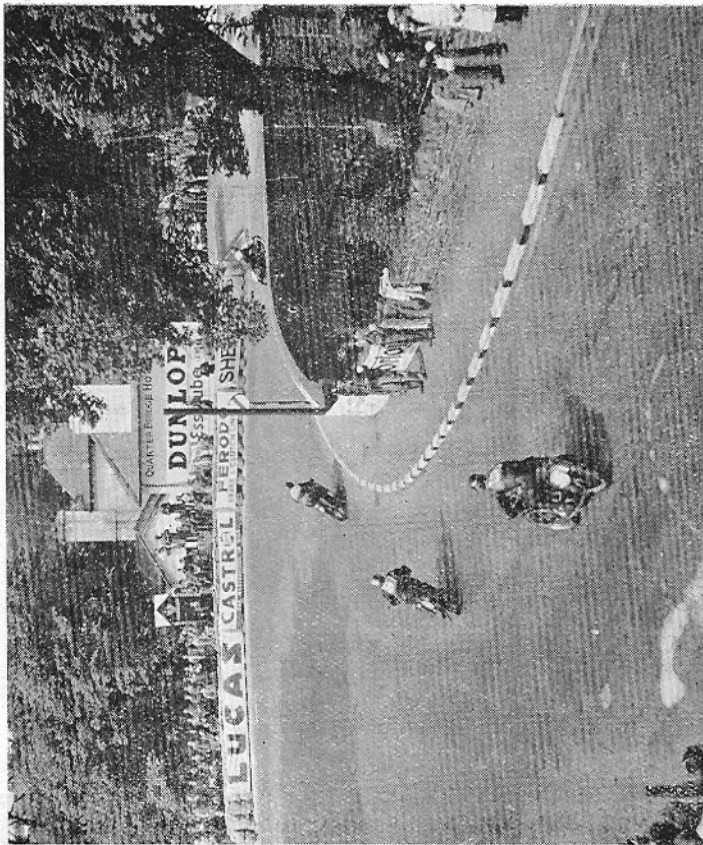
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Isle of Man is an independent kingdom which by fortunate accident happens to have the same monarch as Great Britain.

Starting from the present official start at the grandstand, we note that the grandstand and all the land around it are the property of the Douglas Corporation, and the land is known as Noble's Park, for it was bought for the corporation out of the bounty of Henry Bloom Noble, who as a young man of humble birth, started his working life in a timber yard of which he lived to become the owner, with a large fortune. He also founded our very efficient hospital to which so many riders damaged in the race have owed the treatment that restored them to race again. He also bequeathed the grounds on the promenade, now known as the



Quarter Bridge

Villa Marina in which the prize-giving takes place, and where his own house formerly stood. In gratitude he left these to the Island, as well as a large charitable and educational bequest.

Bray Hill one of the fastest parts of the course, when the races were started fifty years ago, was a steep country lane hedged on both sides, narrow and rutted. At Quarterbridge with its sharp right-turn with the slope of the road all against the machines, the course passes across the River Glass, into the ancient parish of Braddan, from the ancient parish of Onchan. It is called the Quarterbridge, because it was the boundary between the two quarterlands of Ballabrooie (river-bank farm) and Ballaquayle. Many farms were arranged in groups of four quarterlands, which made up a "treen", an arrangement of Celtic origin traceable right back to the time of St. Patrick.

In the Island there are seventeen ancient parishes. The T. T. course traverses nine of them.

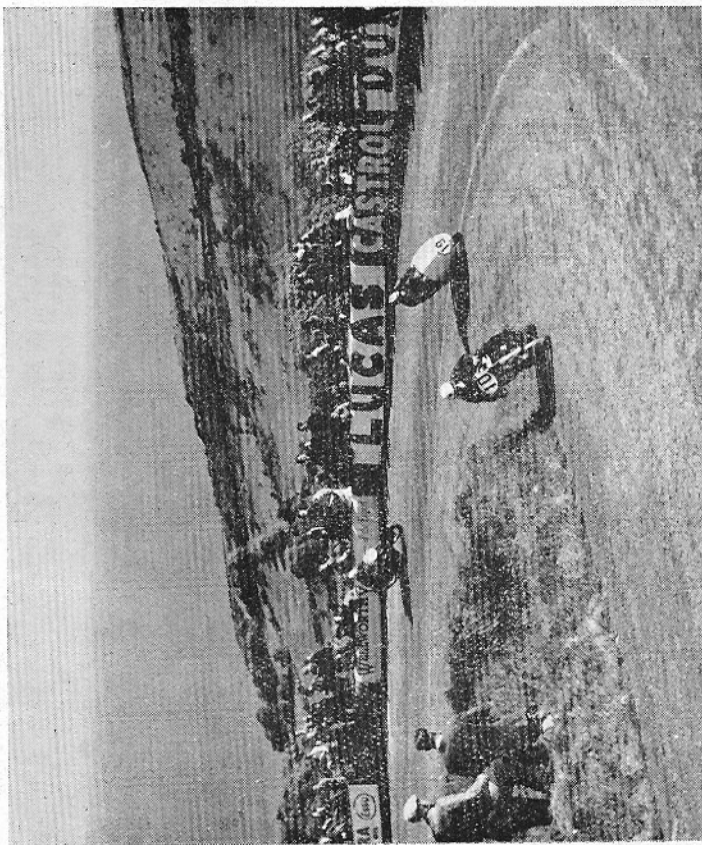
Braddan is the name of an Irish Saint. Here is situated one of the thrills of the course, Braddan Railway Bridge, which forces upon the riders a savage S-bend, which this programme commends as a good out-of-town vantage point. It may be reached by a back road via the Peel-road, Pulrose, and the Saddle-point. Incidentally the Saddle-road is so named from a large saddle-shaped stone built into the wall, almost certainly moved thither from the stone circle in the open-air service site. It was probably either a stone of repentance, or possibly a "fertility" stone. At Braddan bridge is a private grand stand with an excellent view of the cornering, and the broadcast comments on the race are heard here. The next good vantage point lies about a mile further on at Union Mills. Here is a much shallower S-bend, taken correspondingly faster and down hill. Union Mills is so called from the presence of an idle tweed-cloth mill formerly worked by water power. The inside of the course offers the best view, and it can be reached via the Strang-road and Tromode from the bottom of Bray Hill. From here there is a straight and fast run at first through the parish of Marown (in Manx Ma Rowa, or Saint Ronan, a Scottish Saint). The road runs along the curious mid-island valley known as "The Plains of Heaven", a valley that divides the mountain mass of the island into two unequal halves, a valley worn out by what in post-Glacial times must have been an enormous river, but which now is just a trickle known as the Dhoo (dark river) whose banks are very marshy, forming what are called "currachs" (marshes). This portion of the course is very fast. The village past Marown Church is known as Crosby, a Scandinavian name meaning the village with a cross. On the top of the slight hill is the Halfway House (half way between Douglas and Peel), and on the slight descent of this hill, to the right, stands St. Trinian's Church, a Church that has been roofless for centuries. It was a small abbey built about 1230, on a piece of ground granted by King Olaf, as an oratory where prayers were offered for him and his family. Close by was a hostel for the use of travellers across the island. The Manx legend of the "Buggane of St. Trinian's" ascribes the rooflessness to a huge "buggane" or giant who lived in Greeba mountain and who blew off the roof every time it was completed. The only thing that could prevent such a happening was for a tailor to sit in the chancel and make a pair of breeches. The local tailor volunteered to do this, and indeed had almost completed his task, which was only short of one button when the thread gave out, and he hurried home to get a last hank. On his way back, the buggane returned and off went the roof once more, and the tailor was never seen again. The big tree-covered hill to the right, is Greeba, a Scandinavian name meaning a "Peak". Beside the road at the Greeba bend, also on the right, stands Greeba Castle, the home of Sir Hall Caine, the Victorian writer of Manx novels.

At 7½ miles from the start is Ballacraigne corner (Ballacraigne is the Farm of the Craine family). Here is the third recommended sight-seeing spot where also the "Round the Course" commentary can be heard. It is very well known indeed to the writer who used to be in charge here on race-days in the time of the "Old stalwarts" of the Jimmy Simpson, Eric Williams, Wal Handley vintage! In those days it was a menace, a nasty right-angled bend with a wall and path on the right, and a deep ditch on the left, with the only alternative through the "pub" door! But today it is merely a fast corner governed only by the speed of the driver and his judgment as to how far he can go without hitting the wall, well round the corner. There is ample space for hundreds of folk to see here. The parish is that of Germain (an Irish Saint said to be the nephew of St. Patrick). The ecclesiastical parish is that of St. John and about 600 yards through Ballacraigne towards Peel stands the Church of St. John in which the House of Keys and Council (Tynwald) meet before the reading of the Law on July 5th (Old Midsummer Day, and Old St. John's Day) on Tynwald Hill, a custom dating from time unknown and introduced by the Scandinavians. The course now enters into a long deep valley known as Glen Helen, but really Glen Rhenass (Rhenass Celt is the "divided waterfall", from the waterfall above the hotel). The Rhenass flows into Peel harbour. "Helen" was the name of a well-known lady of mid-Victorian times, the wife of the owner of the hotel, and a local "toast". Hence the perpetuation of the name, except to the old-fashioned Manx who prefer "Glen Rhenass". A few hundred yards beyond Ballacraigne there is a bridge, Ballig ("little") Bridge which in the "good old days" was hump-backed

and at which machines "took to the air" for a matter of anything up to forty feet, a fearsome and very popular sight for the hundreds who used to sit upon the bluebell bank and watch this kangaroo-like performance. But the bridge has now been flattened and is merely a matter of minor steering ability. Glen Helen is the bug-bear of the race control, which it is realised likes to be able to get attention and help to any driver who has a spill. This feature of racing probably has not been thought about by many of the spectators.

The control box at the start has a large scale map of the course showing every road, lane, and track joining the course both from the inside and the outside. In the early days when the race started from St. John's, Boy Scouts were posted along this portion, and were sent "against the traffic" to run to St. John's in case of an accident, and an ambulance was sent to attend, along the course of the machines. But today the telephone has replaced the scouts. Every telephone number along the course is marked on the map, and the ambulance can always get to within a few hundred yards of the greater part of the course either by the inside or outside. But in Glen Helen with its steep sides, control (though it has every means of getting to every foot of the course) dreads any trouble in this sector as rescue parties have great difficulties in getting to some of the stretches. The road is very sinuous, specially past Laurel Bank, but still fast to the hotel, and the ascent of Creg Willy (Willy's, or possibly Quilliam's Hill), the steepest piece of the course, though not so long or arduous as the ascent of the mountain road from Ramsey. Still it has played its part in bygone days in "improving the breed", and in the early days the majority of drivers had performed to footlog up its steepest part. At the top of Creg Willy, there is a wonderful "straight" with good accommodation on both sides of the road for the family man, who can transport his quiverful of children who can play their own games in the fields, while he can watch, and time the machines from the bank where speeds are fast. This pleasant piece of "straight" ends at the little church of Cronk-y-Voddy (Celt: the hill of the dog), at which point too hair-raising speeds begin. For the first time since Bray Hill, the drivers have had no lengths for downhill speeding, but now there is a stretch of nearly four miles to Kirk Michael, downhill all the way. Here phenomenal pace is made. There is one "snag" known as Handley's corner where for possibly the only occasion in his life that redoubtable driver left the course, for a toboggan over the steep bank to the left. The road here runs along the side of the mountain massif. High up to the right and not easily seen is Sartfell "dark mountain" (pron: Sartell), rising to 1480 feet. Here the course crosses the branch of the mountain road that starts at the Mountain Gate, a most valuable cross road for enabling visitors to see "both sides" of the race. The little hamlet here is known as Barregarrow (pron: Bu-garrow. Celt: "the rough road"). From here there is a steep descent of about a quarter of a mile with a left-hand sweep at its foot, and this is said to be the fastest piece of the course. The best position is inside the course at the foot of the hill where speeds are unthinkable. Just past the thirteenth milestone on the right is a shaggy mound, Cronk Urleigh (Celt: The eagle's hill) one of the Island's ancient Tynwald Hills on which a famous Tynwald was held in 1422 just after the Island came into possession of the Stanley family. The course here is a rather difficult downhill S-bend, before it enters on to the straight road into Kirk Michael. On the right now may be seen the steep slope of Sliciu Frooghane (pron: For-ane. Celt: "the hill of the whortleberries"), 1602 feet, with one of the steepest faces in the insular mountains. Kirk Michael (pron: "Mikk-le") is another "recommended vantage point". It may be reached by train from Douglas, or by car via Peel. It cannot be reached from the north, other than by train. It is essentially the "Bishop's village". Five bishops are buried in its churchyard, and at the gate of the churchyard is a wonderful collection of Celtic and Scandinavian crosses. Just beyond Michael is the famous Rhenacullin (Celt: "the holly ridge") corner, a corner which in days gone by was the more dangerous because it looked so simple. However in recent years, the roadway has been considerably widened, giving the drivers a better view ahead. Immediately on leaving Michael, drivers are warned for the early morning practices, to "Beware of the sun", for the road soon turns directly east, and the low-lying sun at sunrise is blinding and very dangerous. Bishopscount comes next, a very beautifully placed mansion that has

been the home of the Bishops of Sodor and Man since the early twelfth century. The oldest part of the court is the squat square tower known (wrongly) as King Orry's tower, whose walls are over nine feet thick. Bishopscourt is the pro-cathedral of the diocese. The court was formerly a garrisoned tower only, and the bishop was a sword-bishop with powers of "life and death" over the people around. He had a gallows hill. Incidentally, it may be noted that Bishopscourt is no quiet and peaceful spot when the races and practices are on. The road runs with gentle curves to Ballaugh (pron: Bal-larf. Celt: "the village by the lough, or lake").



The Gooseneck

Ballaugh is another recommended spot from which to see the race. It can be reached from Ramsey by road but from Douglas by train only. It provides one of the thrills of the race, for at the entrance to the village is a hump-backed bridge taken by the fast drivers at great speed, so that the machines leap into the air, and only come to earth after about thirty feet, whereupon the driver is faced with a fairly sharp right-hand bend, difficult to negotiate. There follows a very fast stretch to Sulby, with the mountains to the right, and the "curragh" or marsh land to the left. At the "half-way-round" sign, the course passes the Gob-y-volly (Celt: "mouth of the valley—or glen") which marks the entrance of Sulby Glen. At Sulby cross-roads, the road to the right runs right up the Sulby Glen, the finest of all Manx scenery. This road reaches the Bungalow where the "other side" of the race may be watched. Indeed throughout the races there is a constant stream of motor cycles up and down Sulby Glen, their drivers watching alternately the speeds through Sulby, and those round the Bungalow Bend. It is a comparatively easy matter to see one's favourite pass the Bungalow, and then see him again through Sulby, though the converse is obviously im-

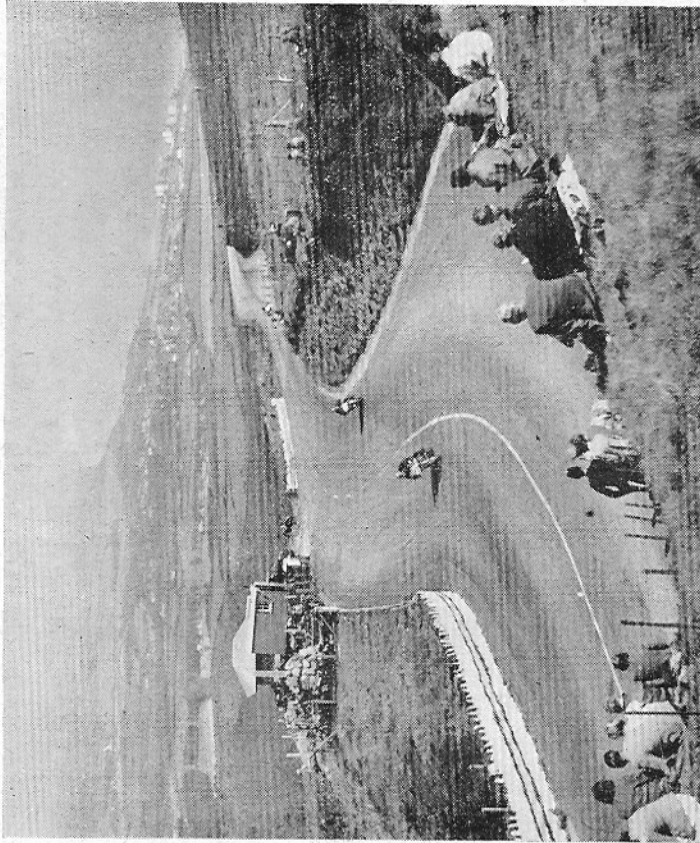
possible! The "Sulby straight" is very fast, but comes to an abrupt "shut off" with Sulby Bridge with its sharp right turn, a most disconcerting obstacle, and the scene of many a spill, usually by drivers deciding to take the slipway and landing directly into the river, or charging the parapet, and going "over the top". It is a favourite vantage point, and again the "Round the Course" broadcast may be heard. Visitors in the north may spend a very interesting day watching at Ramsey, Sulby Bridge and Ballaugh, by means of the network of side roads which may easily be read from the Ordnance Map.

The course still hugs the mountain massif, passing Ginger Hall, the Narradale-road (Scand: "the dale of the shepherd's hut) and Keroo-moar (Keroo: quarter-land; moar: great). From here to Ramsey the road is sinuous, never very fast, but easily reached by a network of lanes and tracks outside the course. Next comes Glen Trammon (Celt: "Glen of the elder trees"). It must be remembered that Manx witches will not face the elder tree, which grows beside all old Manx cottages. Then comes the church and village of Lezayre in which parish the route runs from Gob-y-volly to the Gooseneck, the largest parish in the Island. On the right as the course enters Lezayre, the road is dominated by Sky Hill, or Scafell (Scand: "The wooded hill"), on the side of which Orry the Scandinavian chief defeated the Manx in 1077 and won the Island for the Scandinavians. Immediately after this, the Glen Auldyn-road runs up into the mountains, and by motorcycle and footslogging, by way of Fern Glen, the race may be watched again at the Gooseneck, or using the main glen, the mountain gate (north) may be reached. Then the course reaches Ramsey (Scand: "the islet of garlic"). "Royal Ramsey" because monarchs made a habit of landing there, King Orry, Queen Victoria, not to mention Cromwell's soldiery! The course only just skirts Ramsey, and Parliament Square receives the "Round the Course" broad-

Here the course turns south, with the long stretch of the mountain road immediately ahead and a gruelling test on the mounts to the mountain gate. Immediately outside the town comes the hair-pin bend, another of the major spectacles of the race, and proceeds onwards and upward to the Waterworks Corner (the Ramsey reservoir lies a few hundred feet below) to the Gooseneck, a nasty right-hand turn on a steep gradient. For a few hundred yards the road runs in the parish of Maughold and is steep up to the Cutting, the old name for the bend in the road where the Guthrie Memorial now stands. The memorial stands at this spot where Jimmy Guthrie came to a stop when leading the race in 1937, his last appearance in the Island before the end of his delightful, happy, and amazingly successful racing career. On the left hand side is North Barrule, the hill of Watch and Ward guarding the north of the Island. Above the Guthrie Memorial comes the mountain straight, uphill, but very fast. On both sides of the road from the Gooseneck to the Shepherd's Cottage, the course runs in the parish of Lonan through mountain land, any point of which can be reached before the race, and from which completely uncrowded views may be had "close-up" of the race from beginning to end. Speeds are terrific. At the end of the "Mountain Straight" comes what used to be called the East Mountain Gate, a complete misnomer as the road is running north and south, and this was the northern gate as opposed to that to the south of the Bungalow which was the South Mountain Gate. But in any case, the gates have been removed though at the southern gate there is a "sheep-gate" leading to the Brandywell-road, and Barregarrow.

Ahead to the right is Snaefell, the highest mountain on the Island, now crowned with a multitude of buildings with electric control machines for diverse purposes concerned with air routes, etc. The course now runs along the "verandah", a sort of small cornice road looking down on the village of Laxey. It passes the shelter erected to the memory of R. L. Graham, one of the most popular drivers of his time (1938-53) 125 c.c. Lightweight winner, 1953. The next landmark would have been the Bungalow, which was a most untidy looking sprawling building built as a place of refreshment for the weary and thirsty travellers who essayed to climb Snaefell by electric car, and who reached this particular spot in a very parched condition. This monstrosity of a building survived fifty years

of T. T. Racing, but now with no regrets it has been demolished, and nobody mourns its passing. The course here comprises a gentle left-right S-bend, spectacular only in the case of a strong S.W. wind which may interfere with steering. This spot is a very popular vantage point with its long sweep of view of the course. Moreover spectators here get the "Round the Course" transmissions. From here the road starts down Sulby glen and again by using this road the spectator may vary his excitement here, with the equally exciting "Sulby Straight". The mountain on the right front is Beinn-y-Phott (more commonly "Penny-pot". Scand: "the turf-mountain) from its mass of peat, formerly used as fuel.



The Mountain Road and the Guthrie Memorial

The right-hand sweep of the S-bend carries the machine round to the Brandywell Gate with its cross road to Barregarrow, and then immediately the road descends by gradual degrees all the way to the Start. From the gate to Windy Corner is comparatively steep. Away on the right is Garraghan (the "trough hill") across the head of the East Baldwin valley. Garraghan is a "witches hill", a place of ill-repute and evil fortune, where lives the "little red witch of Garraghan" to see whom presages the most terrible ill-fortune. This little lady wears a high-crowned hat, and a red cloak, and is never seen very close up, but the nearer she comes the worse the misfortune. Windy Corner at the bottom of the steep descent has a very fast right-hand bend. The corner gets its name from the fact that if there is any wind a-blowing, and it is rare indeed to have no wind in the island, then Windy Corner which is really a col in the hills, has the full force, and gives most unpleasant twists to the handlebars so that Windy is a place of thrills. The descent continues less steeply alongside the East Baldwin

Valley down below, to the 33rd milestone. For many years this was a corner with an evil reputation, causing many a spill because of its awkward bends on a very fast piece of the course. But it has been altered out of all recognition from the early days, the corners much reduced and today following a long gentle right-hand bend, the road turns rather sharply to the left, this part of the course being taken at well over three figures in m.p.h. The road here is called the Keppel Gate, a name which has nothing whatever to do with a "gate" but a combination of two Scandinavian words "kapl gata", the road to the summit, a very proper name. From this point the rapid descent gives the machines a terrific speed, up to 130 m.p.h., but the corner at the bottom, Creg-ny-baa, is so severe that in spite of its double lining of straw-sacks, it cannot be negotiated at over 35 m.p.h., which means some vicious braking. Creg-ny-baa (Celt: "the hill of the cow", pron: Creg-ny-bay, and not "baa" as in sheep, for it has nothing to do with sheep), is in the parish of Onchan. St. Conchen is in the dedication of the Church, an Irish saint equivalent to St. Christopher. The Creg has always been a popular vantage point, and here are always good private stands with the "Round the Course" broadcasts. There is too, a "bridge over". It is easily accessible from Douglas and Onchan by way of the Clypse course. From the "Creg" there is a down hill run of two miles to Hillberry, formerly "Knockberry" (Knock (Celt) and Berry (Scand) both mean a hill). Hillberry corner (right) is a rare thrill at speed, and here the road rises a little to Cronk-ny-Mona where it turns right to Bed-post Corner, so called from the early days because of the array of bed frames used for fencing by the farmer-owner, which showed clearly against the skyline. From Signpost Corner to Governor's Bridge, speeds are greatly reduced by narrow roads, and well marked corners. Governor's Bridge is so called because of its proximity to Government House. The actual "bridge" well after the hair-pin corner is over the stream flowing down Glencrutchery, starting from a spring or Chibbyr, famous in bygone days for its use by the farmers' wives, who found that a few drops in the churn would bring along the butter rapidly! From here a short straight road completes the lap to the Grand-

WARNING TO THE PUBLIC

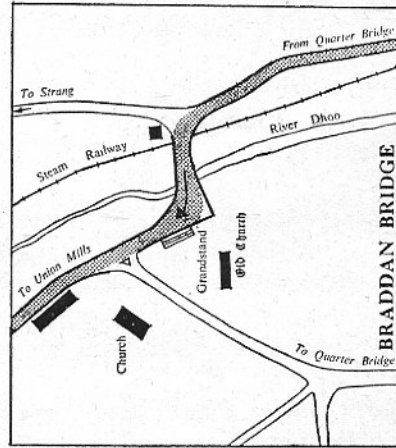
Motor Racing is DANGEROUS, and spectators attending this meeting do so entirely at their own risk, and on the understanding that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles,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

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 **half-an-hour** 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.)



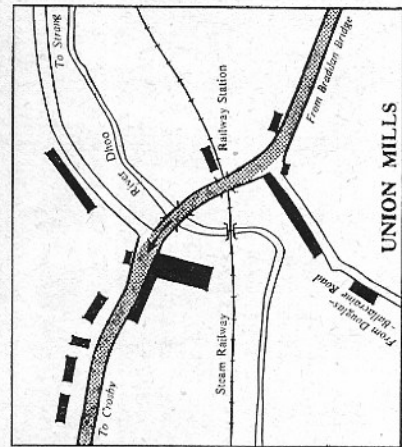
Braddan Bridge (2 miles)

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. Public address system and "Round the Course" broadcast commentaries. Yellow buses from Douglas to Quarter Bridge. Red buses to Braddan 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-mins.; Peel — 25-mins.; Ramsey — 1-hr. 10-mins.).

Buses from Douglas and Peel before the roads are closed.



. how to get there

PUBLIC TRANSPORT

Buses: Douglas—Ballacraigne: leave from Lord Street, Douglas, from 7.15 a.m. onwards.

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

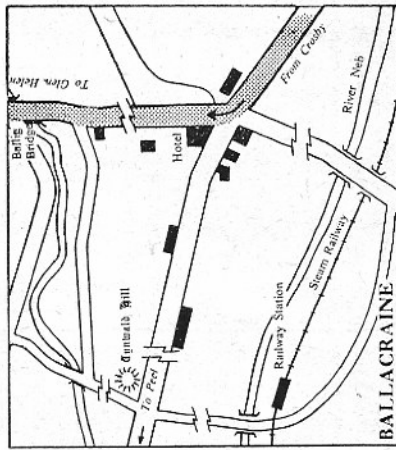
Manx Electric Railway: Douglas—Laxey (for Bungalow)—Ramsey: start at 7 a.m. Early departure for the Bungalow is advisable.

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 Tourist Board for the information on public transport.

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

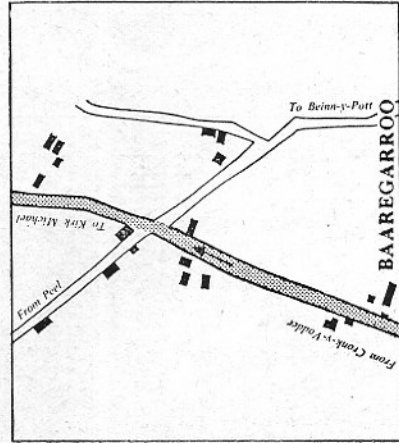
Ballacraigne/Ballig Bridge (7½ and 8 miles)

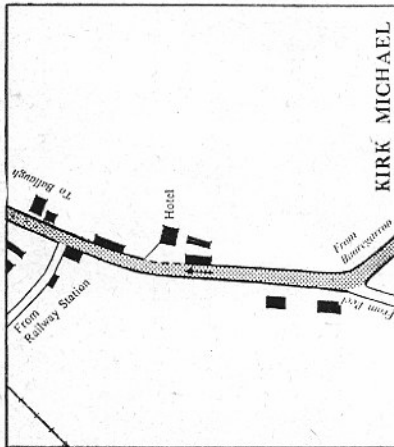
Ballacraigne: A fast corner with very little favourable camber. Public address system and "Round the Course" broadcast commentaries. **Ballig Bridge:** A once famous jump, now much smoothed, provides high-speed spectacle, followed by the famous Laurel Bank. Steam Trains to St. John's (Douglas—30-mins.; Peel—10-mins.; Ramsey—50-mins.). 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.





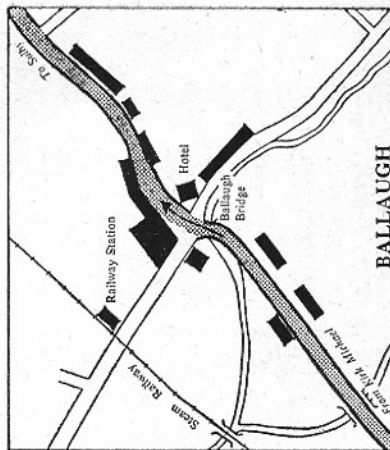
Kirk Michael (14½ miles)

A very fast stretch starting with a right-hand corner approached downhill, this is the next easily accessible spot to Ballacraige by public transport, though private transport can reach Baaregarroo and Cronk-y-Voddee, and also Glen Helen, before the roads close. Public address system and "Round the Course" broadcast commentaries.

Steam Trains (Douglas—50 mins.; Peel—15-mins.; Ramsey 30-mins.).

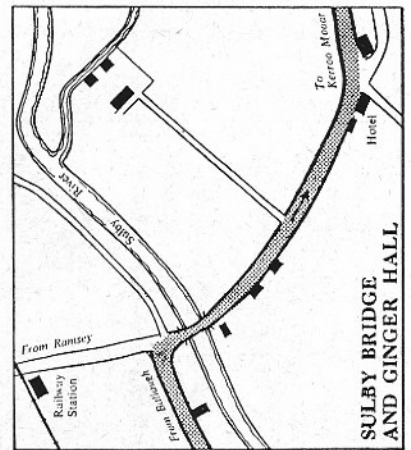
Ballaugh (17 miles)

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, Sulby Bridge and from Douglas, Braddan Bridge and St. Ninians. Steam Trains Douglas—55-mins.; Peel—20-mins.; Ramsey—20-mins.).

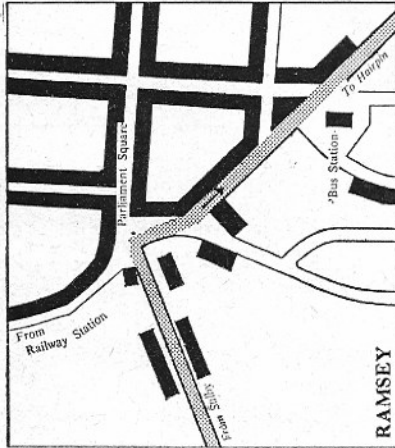


Sulby Bridge—Ginger Hall (20 miles)

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. Public address System and "Round the Course" broadcast commentaries. 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-mins.; Peel—30-mins.; Ramsey—10-mins.).



SULBY BRIDGE AND GINGER HALL

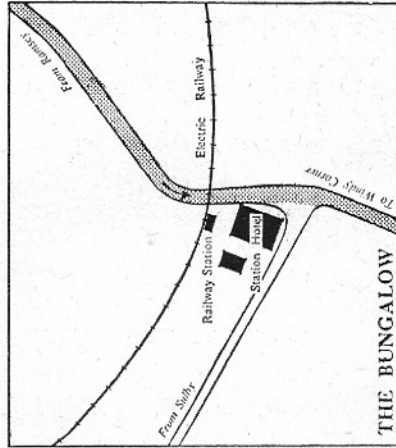


Ramsey (24 miles)

In Parliament Square loudspeakers relay the grandstand and "Round the Course" 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-mins.; Peel—50-mins. Electric train (Douglas—1-h. 15-mins.; Bungalow via Laxey—1-h. 15-mins.

The Bungalow (31 miles)

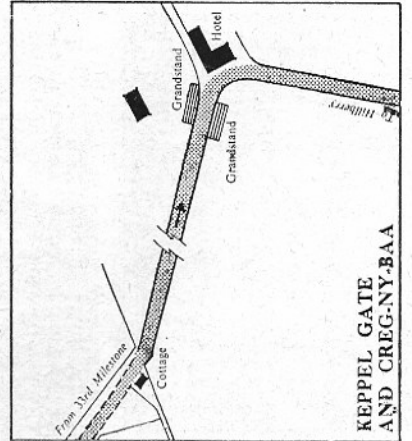
This very fast left and right hand bend forms the focal point of the Mountain stretch for the walker, who has free access to the many fast corners for miles on either side. Access from Sulby by road inside the course. Public address system and "Round the Course" broadcast commentaries. Electric Trains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



THE BUNGALOW

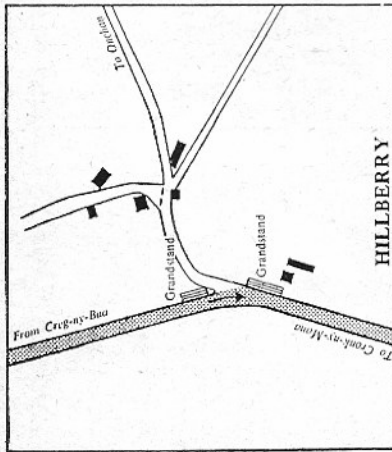
Keppel Gate and Creg-ny-Baa (34 miles)

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 exciting and thrilling sections of the course. Public address system and "Round the Course" broadcast commentaries at Creg-ny-Baa. 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.



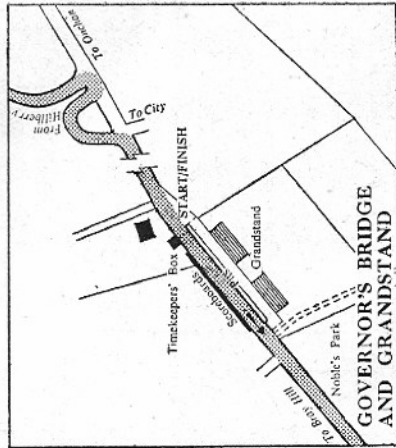
Hillberry (36 miles)

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

HILLBERRY

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 the races is broadcast from various parts of the course and scoreboards keep the public informed of the progress of every rider (see below). Public address system and "Round the Course" broadcast commentaries have also been arranged at Governor's Bridge, St. Ninian's, Bray Hill and Quarter Bridge. Buses from Victoria Pier and the Villa Marina give access, and a shuttle service runs between the two bridges.



GOVERNOR'S BRIDGE AND GRANDSTAND

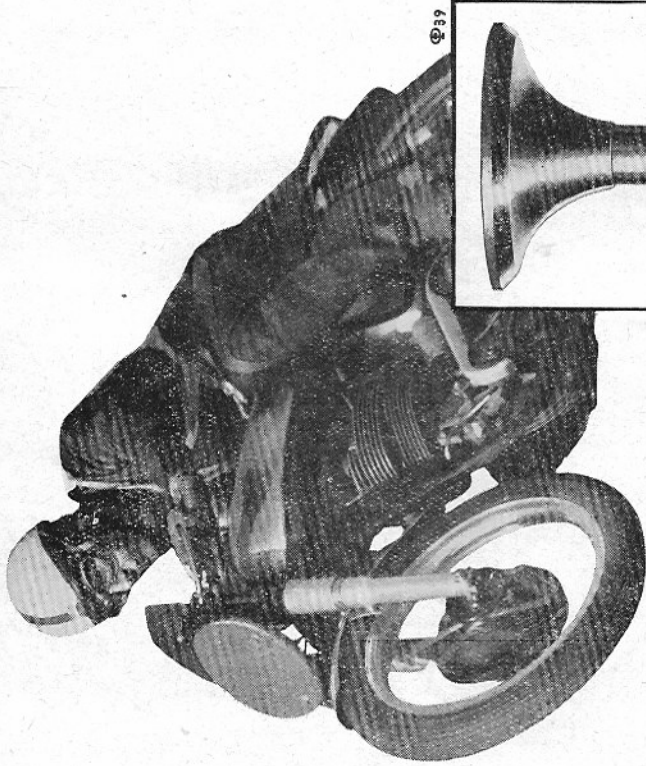
The scoreboards

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—Ballacraine; K—Kirk Michael; R—Ramsey; M—Bungalow. A bulb above the dial lights when the driver reaches Signpost Corner. 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 the Bungalow and is now at Signpost Corner; No. 4 retired on his second lap after passing Ramsey

PROGRESS	0	1	2	3	4						
						O	B	M	B	M	B
						R	K	F	K	R	K
						F	N	S	3	2	
LAP 1	31-3					31-42	32-16				
2	1-3-15					1-4-17	R				
3	1-32-57										

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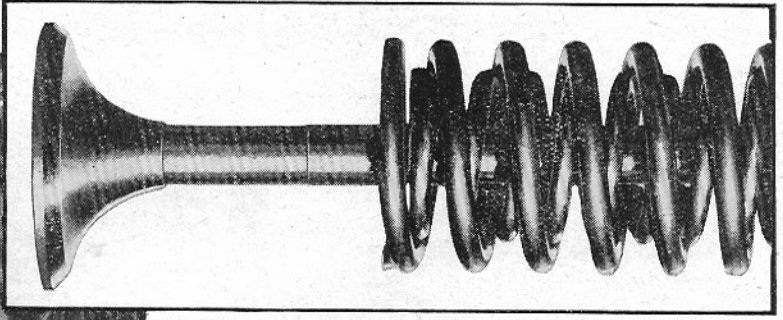


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THE CLYPSE COURSE

The Clypse Course is sufficiently localized to Douglas as to require no special directions so far as public transport is concerned. The general notes on page 32 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 Ballacoar where a sharp right-hander leads back to Cronk-y-Garrou, 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.

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 Conrbenny 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.



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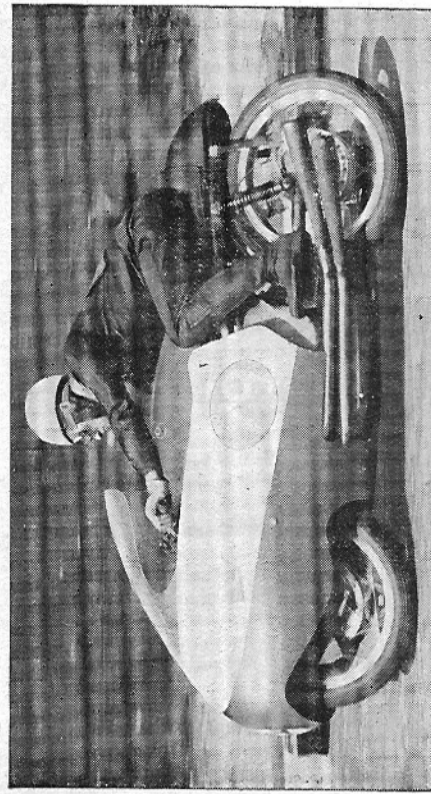
Tourist Trophy Entry Lists

in alphabetical order of make

Junior International

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

Racing No.	Entrant and Licence No.	Driver and Licence No.
349 A.J.S. Single Cylinder 75.5 x 78		
1	Bermondsey M.C.C. (1098)	L. S. Rutherford (698)
2	Arter Bros., Ltd. (947)	L. Flury (837)
3	Western Suburbs M.C.C. (Australia)	A. Burt (2639)
17	Arter Bros., Ltd. (947)	F. J. Higgins (2693)
18	A.C.C. of Australia	J. Ahearn (995)
22	Marsh & Fry, Ltd. (1062)	K. W. James (577)
24	Canadian M.C.A.	I. M. McGuffie (1101)
26	M.C.R.C. of N.S.W.	R. Thomson (2640)
28	Arter Bros., Ltd. (947)	J. J. Wood (2661)
29	Wheeler Motors of Epsom (1091)	A. Wheeler (927)
32	New Zealand A.C.U.	N. C. McCutcheon (2690)
37	Excel Cycle & Motor Works (1104)	L. P. Young (697)
39	J. R. Marcotte (984)	Entrant
43	Parramatta & D.M.C.C. (Australia)	C. A. Dunn (3257)
50	J. F. Antram (2692)	Entrant
55	Bill Bancroft (1087)	P. Palmer (2635)
56	New Zealand A.C.U.	J. D. Anderson (2669)
57	A.C.C. of Australia	R. N. Brown (2659)
59	Arter Bros., Ltd. (947)	W. A. Smith (801)
60	Fairfield M.C.C. (Australia)	J. L. Tompsett (3256)
72	Bob Foster (1077)	L. Carr (628)
348 A.J.S. Single Cylinder 74 x 81		
5	D. Jarman (650)	Entrant
16	W. S. Mizzen (2733)	Entrant
71	I. R. Langlands (634)	Entrant
82	H. W. Fiddament (1120)	V. W. Cottle (741)
348 B.S.A. Single Cylinder 71 x 88		
20	Victor Horsman, Ltd. (1129)	E. Cheers (2710)
76	A. R. Capner (3269)	Entrant
350 M.V. Four Cylinder 47.5 x 49		
53	M.V. Agusta (992)	J. Hartle (873)
62	M.V. Agusta (992)	J. Surtees (876)
81	M.V. Agusta (992)	R. Venturi (1829)
348 Norton Single Cylinder 71 x 88		
79	G. A. Northwood (3267)	Entrant
348 Norton Single Cylinder 76 x 76.7		
4	R. E. Geeson (1085)	D. Minter (508)
6	Reg Dearden (950)	D. G. Chapman (818)
7	J. Siffert (1451)	Entrant
8	Denis Parkinson (1126)	J. Buchan (935)
10	B. P. Setchell (767)	Entrant
11	Ecurie Sportive (1125)	M. Hailwood (501)



Bob McIntyre on his Gilera (photograph by courtesy of "Motor Cycling")

BOB MCINTYRE
riding Gileras won both
the Senior T.T.

(lap record 101.12 m.p.h.)

and Junior T.T.

(lap record 97.42 m.p.h.)

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12	Lawton & Wilson, Ltd. (1068)	D. T. Powell (841)
14	J. Findlay (2729)	Entrant
15	M. van Son (2387)	Entrant
19	Reg Dearden (950)	G. E. Duke (696)
21	Len Turner (Motor Cycles), Ltd. (1096)	W. C. Hancock (880)
23	New Zealand A.C.U.	P. R. Pawson (2691)
25	Southern Rhodesia M.C.C.	D. D. Wolff (967)
27	Reg Dearden (950)	K. Campbell (2684)
30	A. H. Mustard (942)	Entrant
31	Reg Dearden (950)	R. B. Rensen (592)
33	George Perkins (940)	R. A. Rowbottom (760)
34	R.A.C. of South Africa	E. G. Driver (698)
35	G. K. Rae (936)	G. B. Tanner (590)
36	Motor Cycle & Sidecar Club of Australia	T. Phillis (994)
38	Canadian M.C.A.	R. J. Webster (1104)
40	John Surtees Developments, Ltd. (1115)	G. A. Catlin (866)
41	T. S. Shepherd (1130)	W. M. Webster (754)
42	Reg Dearden (950)	G. R. Costain (3263)
44	Slazengers, Ltd. (1095)	A. Trow (2644)
45	J. Furneaux Motors (1123)	A. K. Howth (3266)
46	A.C.C. of Australia	E. Hinton (2656)
47	"J. Alexander" (640)	Entrant
48	Robertson & Hinks (1108)	W. Robertson (2698)
49	Jenkin & Purser, Ltd. (1117)	R. Ferguson (2270)
51	E. V. C. Hardy (518)	Entrant
54	Fron Purslow (1083)	F. Purslow (881)
58	Reg Dearden (950)	E. McG. Haldane (943)
61	Joseph Potts, Ltd. (1067)	A. King (637)
63	Reg Dearden (950)	R. Anderson (507)
64	Slazengers, Ltd. (1095)	M. O'Rourke (924)
65	Bill Bancroft (1087)	H. Plews (785)
67	J. W. Beevers (846)	Entrant
68	Southern Rhodesia M.C.C.	J. A. Redman (677)
69	J. Vogelzang (2391)	Entrant
70	Reg Dearden (950)	W. A. Holmes (744)
73	J. G. Hempleman (2658)	Entrant
74	K. H. Tostevin (542)	Entrant
75	R. Fay (931)	Entrant
77	Barrow Motor Co., Ltd. (946)	D. V. Chadwick (503)
78	Colmore Depot, Ltd. (1109)	A. E. Moule (911)
80	Slazengers, Ltd. (1095)	J. Brett (2643)
83	John Surtees Developments, Ltd. (1115)	R. H. Dale (963)
52	348 Norton Single Cylinder 78 x 73	R. McIntyre (779)
9	348 Velocette Single Cylinder 74 x 81	Entrant
66	E. A. Lavington (998)	H. Hinton (2657)
	M.C.R.C. of N.S.W.	

250 c.c. Lightweight International

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

Racing No.	Entrant and Licence No.	Driver and Licence No.
16	247 Adler Twin Cylinder 54 x 54	
20	D. Falk (2036)	Entrant
	Leicester Motor Cycle Auto Sales (1122)	A. Jones (777)

Since Castrol was introduced in 1910



32 OUT OF 36
SENIOR T.T. RACES
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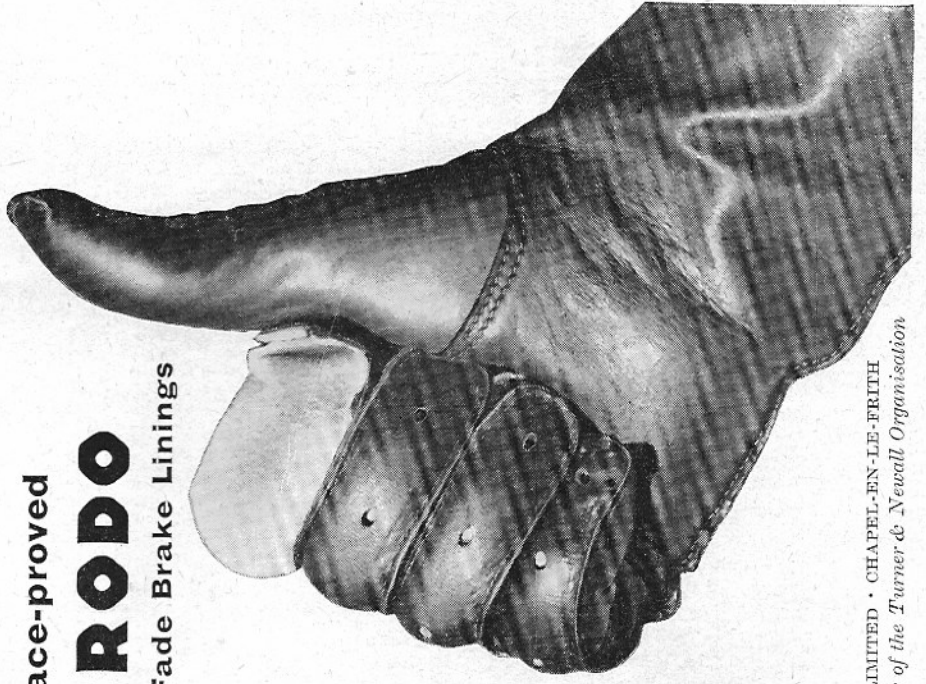
Racing No.	Driver and Licence	No.	Driver and Licence	No.
1	248 CZ Single Cylinder 68 x 68	1	248 CZ Single Cylinder 68 x 68	1
	Motokov-Foreign Trade Corporation (721)		S. H. Miller (2250)	
2	248 Furneaux-N.S.U. Single Cylinder 69 x 66	2	248 Furneaux-N.S.U. Single Cylinder 69 x 66	2
	J. Furneaux Motors (1123)		A. K. Howth (3266)	
27	249 G.M.S. Single Cylinder 71 x 63	27	249 G.M.S. Single Cylinder 71 x 63	27
	M. P. O'Rourke (924)		Entrant	
12	249 M. & F. Excelsior Single Cylinder 67 x 70.65	12	249 M. & F. Excelsior Single Cylinder 67 x 70.65	12
	Marsh & Fry, Ltd. (1062)		K. W. James (577)	
28	250 Mondial Single Cylinder 69 x 57.8	28	250 Mondial Single Cylinder 69 x 57.8	28
	Wheeler Motors of Epsom (1091)		A. Wheeler (927)	
14	248 Moto Guzzi Single Cylinder 68 x 68	14	248 Moto Guzzi Single Cylinder 68 x 68	14
	Porters of Spalding (948)		R. W. Porter (2707)	
25	201 M.V. Agusta Single Cylinder 68 x 56	25	201 M.V. Agusta Single Cylinder 68 x 56	25
	A. R. Capner (3269)		Entrant	
6	250 M.V. Agusta Single Cylinder 72.7 x 60	6	250 M.V. Agusta Single Cylinder 72.7 x 60	6
	M.V. Agusta (992)		T. Provini (1836)	
11	M.V. Agusta (992)	11	M.V. Agusta (992)	11
	Ron Harris (1064)		C. Ubbiali (1826)	
24	M.V. Agusta (992)	24	M.V. Agusta (992)	24
			D. V. Chadwick (503)	
			F. Libanori (1849)	
22	250 M.Z. Twin Cylinder 54 x 54	22	250 M.Z. Twin Cylinder 54 x 54	22
	VEB Motorradwerk (1161)		E. Degner (2981)	
29	VEB Motorradwerk (1161)	29	VEB Motorradwerk (1161)	29
			H. Fugner (2978)	
15	248 Norton Single Cylinder 70 x 64.4	15	248 Norton Single Cylinder 70 x 64.4	15
	Charles E. Cope & Sons, Ltd. (938)		E. F. Cope (506)	
5	247 N.S.U. Single Cylinder 69 x 66	5	247 N.S.U. Single Cylinder 69 x 66	5
	L. E. Evans (786)		Entrant	
7	Fron Purslow (1083)	7	Fron Purslow (1083)	7
	Hill's Engineering Works, Ltd. (14)		F. Purslow (881)	
8	A.C.C. of Australia	8	A.C.C. of Australia	8
	M.C.R.C. of N.S.W.		D. Andrews (2289)	
17	Ecurie Sportive (1125)	17	Ecurie Sportive (1125)	17
	Hill's Engineering Works, Ltd. (14)		R. N. Brown (2659)	
21	N.S.U. Works M.C.C. (1105)	21	N.S.U. Works M.C.C. (1105)	21
	N.S.U. Works M.C.C. (1105)		H. Hinton (2657)	
26	N. C. McCutcheon (2690)	26	N. C. McCutcheon (2690)	26
	Glen Henderson Motorcycles (1114)		M. Hailwood (501)	
31	Roy Claridge Motor Cycles (1097)	31	Roy Claridge Motor Cycles (1097)	31
			T. Robb (2256)	
			A. S. Pavey (783)	
			W. Peden (554)	
			Entrant	
			G. Henderson (2714)	
4	249 R.E.G. Twin Cylinder 54 x 54	4	249 R.E.G. Twin Cylinder 54 x 54	4
	R. E. Geeson (1085)		G. J. Turner (959)	
10	248 Velocette Single Cylinder 68 x 68	10	248 Velocette Single Cylinder 68 x 68	10
	Reg Dearden (950)		D. Minter (508)	
			W. A. Holmes (744)	

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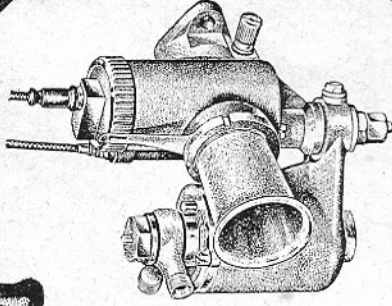


FERODO LIMITED • CHAPEL-FN-LE-FRITH
A Member of the Turner & Newall Organisation

125 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver and Licence No.
124 Ducati Single Cylinder 52 x 55.25		
6	Ducati Meccanica (981) ...	R. Ferri (1825)
14	Ducati Meccanica (981) ...	L. Taveri (1450)
18	Ducati Meccanica (981) ...	F. Purslow (881)
24	Ducati Meccanica (981) ...	A. Gandossi (1824)
28	Ducati Meccanica (981) ...	S. H. Miller (2250)
125 E.M.C. Single Cylinder 55 x 52.8		
16	Josef Ehrlich (11118) ...	J. Baughn (3265)
125 Fruin Special Single Cylinder 55 x 52.5		
22	H. L. Fruin (805) ...	Entrant
125 L.C.H. Single Cylinder 55 x 52.5		
15	Totton & D.M.C.C. (1116) ...	L. C. Harfield (2711)
125 L.E.F. Single Cylinder 55 x 52.5		
10	Lewis, Ellis & Foster, Ltd. (1066) ...	R. A. Avery (652)
124 Mondial Single Cylinder 53 x 56		
29	D. H. Allen (676) ...	Entrant
30	Wheeler Motors of Epsom (1091) ...	A. Wheeler (927)
124 Montesa Single Cylinder 56 x 51		
1	J. G. Bound (1107) ...	S. A. Fairchild (757)
5	J. G. Bound (1107) ...	W. Peden (554)
17	J. G. Bound (1107) ...	J. G. Bound (2668)
124 M.V. Agusta Single Cylinder 53 x 56		
2	Porters of Spalding (948) ...	R. W. Porter (2707)
4	M.V. Agusta (992) ...	F. Libanori (1849)
8	M.V. Agusta (992) ...	T. Provini (1836)
9	Anelays (Blackburn), Ltd. (1089) ...	R. J. G. Dickinson (890)
11	W. M. Webster of Crewe (1069) ...	W. M. Webster (754)
12	M.C.R.C. of N.S.W. ...	R. Thomson (2640)
19	Chas. E. Cope & Sons, Ltd. (938) ...	E. F. Cope (506)
20	M.V. Agusta (992) ...	C. Ubbiali (1826)
21	Ecurie Sportive (1125) ...	M. Hailwood (501)
23	C. J. Percival (576) ...	Entrant
25	A.C.C. of Australia ...	R. N. Brown (2659)
26	Ron Harris (1064) ...	D. V. Chadwick (503)
27	Moore's (951) ...	D. C. Moore (510)
125 M.Z. Single Cylinder 54 x 54		
3	VEB Motorradwerk (1161) ...	E. Degner (2981)
7	VEB Motorradwerk (1161) ...	H. Fugner (2978)

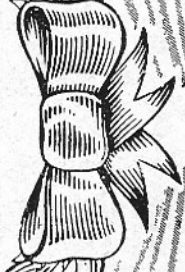
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A.231

International Sidecar

Racing No.	Entrant and Licence No.	Driver and Licence No.
499 B.S.A. Single Cylinder 85 x 86		
23	F. Muhlemann (1455) ... Entrant	... J. Siffert (1451)
492 B.M.W. Twin Cylinder 68 x 72		
4	L. Neusser (1985) ... Entrant	... K. D. Hess (2189)
5	A. Ritter (2079) ... Entrant	... E. Blauth (2090)
21	H. Fath (2092) ... Entrant	... F. Rudolf (2180)
28	E. Strub (1421) ... Entrant	... M. Woollett (2694)
492 B.M.W. Twin Cylinder 70 x 64		
1	W. Schneider (2155) ... Entrant	... H. Strauss (2150)
25	F. Camathias (1436) ... Entrant	... H. Cecco (1973)
498 E.T.Y. Triumph Twin Cylinder 63 x 80		
14	Fred Warnell (Motors), Ltd. E. T. Young (810) ... (1113)	... A. D. Young (2647)
498 Matchless Twin Cylinder 66 x 72.8		
20	T. P. Folwell (558) ... Entrant	... P. M. Knocker (561)
499 Norton Single Cylinder 86 x 85.6		
2	L. Marcelli (1823) ... Entrant	... L. Dobelli (1860)
3	P. J. Millard (804) ... Entrant	... H. G. Winter (989)
6	M. Beauvais (64) ... Entrant	... A. Coudert (63)
7	G. de Orfe (3250) ... Entrant	... D. E. Fynn (3264)
8	Eric Oliver (Motor Cycles), Ltd. P. V. Harris (2638) ... (1119)	... R. Campbell (2646)
9	Sharp & Woollett Motor Cycles P. Woollett (2687) ... (1111)	... G. H. Loft (2724)
10	L. C. Green & Son (959) ... B. N. Green (954)	... W. E. Rushmere (953)
11	Eric W. Bowers (1127) ... E. Walker (2708)	... D. G. Roberts (3254)
15	Freemans Motor Cycles (1112) C. Freeman (2702)	... J. Chisnall (2664)
17	Croydon Motor Club (1124) ... A. Young (660)	... R. Q. Cairncross (661)
18	Watsonian Sidecars, Ltd. (1106) C. Smith (759)	... E. J. Bliss (973)
19	A. H. Skein (2703) ... Entrant	... D. A. Overall (3262)
22	Denis Par-Kinson (1126) ... F. Taylor (2731)	... R. Whitehouse (762)
24	Reg Cross (Racing Clothing) J. Beeton (965) ... (1121)	... E. Bulgin (768)
26	Eric W. Bowers (1127) ... R. A. Robinson (982)	... L. P. Young (697)
27	J. W. Beevers (846) ... Entrant	... F. M. Fox (3274)
497 Norton Twin Cylinder 66 x 72.6		
16	Eric Oliver (Motor Cycles), Ltd. E. Oliver (3261) ... (1119)	... Mrs. P. Wise (3249)
498 Triumph Twin Cylinder 63 x 80		
12	Arbour Motors (1128) ... O. E. Greenwood (2732)	... T. Fairbrother (2704)



Manx Grand Prix men, super-fast T.T. men,

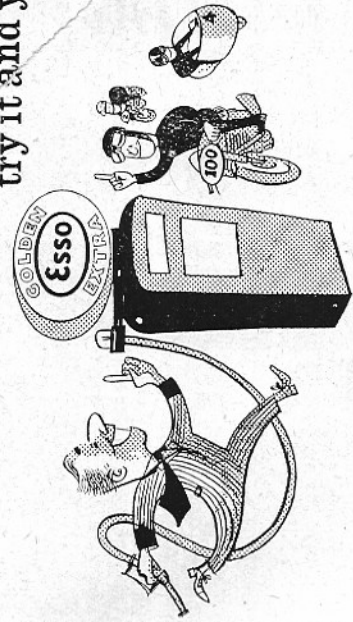
Clubmen, marshals and folk who throng to see,

Record lap men and 'never-in-a-flap' men,

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"Esso for Extra"

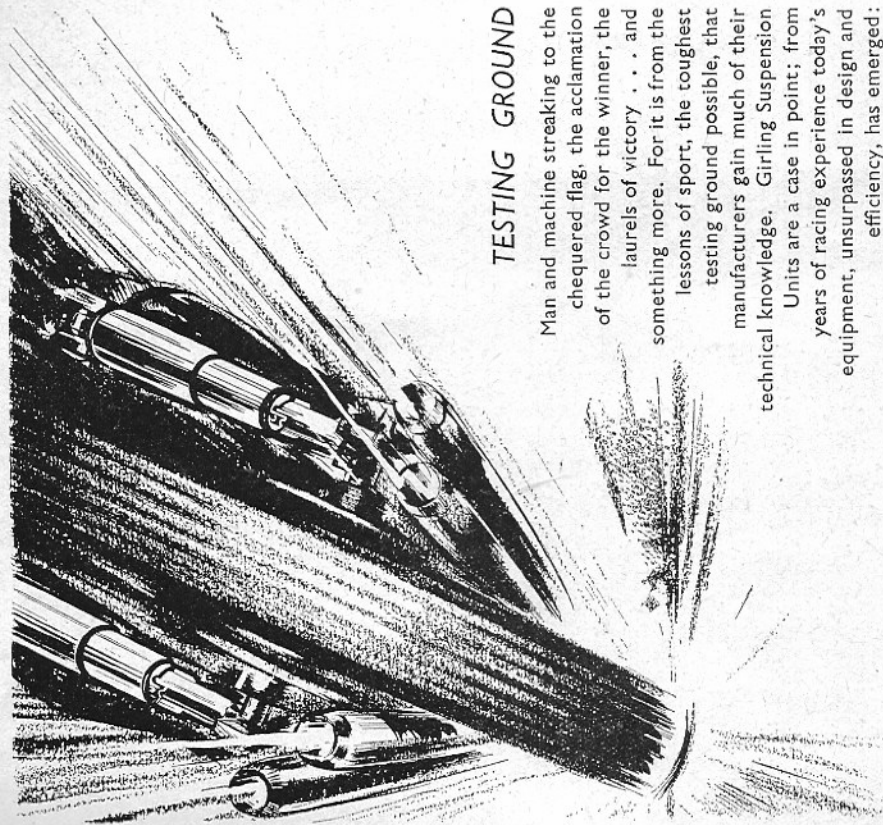
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FINEST PETROL IN THE WORLD

Senior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
349	A.J.S. Single Cylinder 75.5 x 78	
32	J. R. Marcotte (984)	Entrant
46	Parramatta Dist. M.C.C. (Australia)	C. A. Dunn (3257)
81	J. F. Antram (2692)	Entrant
82	Fairfield Motor Cycle Club (Australia)	J. L. Tompsett (3256)
498	B.S.A. Single Cylinder 85 x 88	
37	A. R. Capner (3269)	Entrant
50	Victor Horsman, Limited (1129)	E. Cheers (2710)
492	B.M.W. Twin Cylinder 70 x 64	
20	Bayerische Motoren Werke AG (3)	G. E. Duke (696)
498	B.M.W. Twin Cylinder 66 x 72	
75	Austin Munks (1110)	R. H. Dale (963)
498	Matchless Twin Cylinder 66 x 72.8	
3	Arter Bros., Ltd. (947)	J. J. Wood (2661)
12	Western Suburbs M.C.C. (Australia)	A. Burt (2639)
17	New Zealand A.C.U.	J. D. Anderson (2669)
30	Arter Bros., Ltd. (947)	F. Higgins (2693)
39	Arter Bros., Ltd. (947)	L. Flury (837)
59	Bermondsey M.C.C. (1098)	L. S. Rutherford (698)
61	R. B. Ortvriend (2671)	Entrant
500	M.V. Agusta Four Cylinder 52 x 58	
42	M.V. Agusta (992)	J. Harrie (873)
52	M.V. Agusta (992)	R. Venturi (1829)
65	M.V. Agusta (992)	J. Surtees (876)
348	Norton Single Cylinder 76 x 76.7	
1	Robertson & Hinks (1108)	W. Robertson (2698)
10	Jenkin & Purser, Ltd. (1117)	R. Ferguson (2270)
21	J. Findlay (2729)	Entrant
51	Len Turner (Motor Cycles), Ltd. (1096)	W. C. Hancock (880)
348	Norton Single Cylinder 71 x 88	
49	G. A. Northwood (3267)	Entrant
499	Norton Single Cylinder 79.6 x 100	
9	E. V. C. Hardy (518)	Entrant
499	Norton Single Cylinder 90 x 78	
24	Joseph Potts, Ltd. (1067)	R. McIntyre (779)



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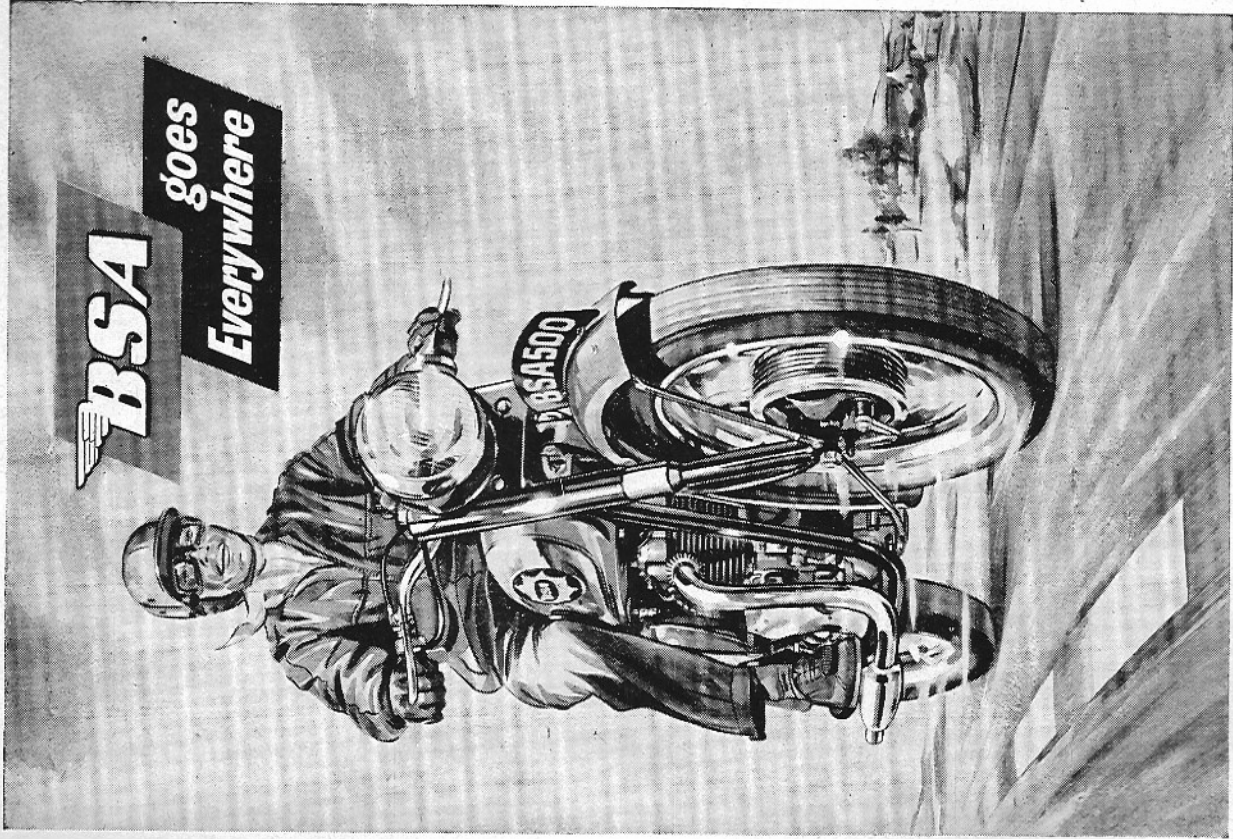
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Racing No. Entrant and Licence No. Driver and Licence No.

499 Norton Single Cylinder 86 x 85.6

2	Lawton & Wilson, Ltd. (1068)	...	D. T. Powell (841)
4	Southern Rhodesia M.C. ...	...	J. A. Redman (677)
5	W. S. Mizen (2733)	...	Entrant
6	Canadian M.C.A.	...	I. McGuffie (1101)
7	New Zealand A.C.U.	...	N. C. McCutcheon (2690)
8	Bill Bancroft (1087)	...	P. Palmer (2635)
11	Fron Purslow (1083)	...	F. Purslow (881)
14	Bob Foster (1077)	...	L. Carr (628)
15	Reg Dearden (950)	...	R. Anderson (507)
16	R. E. Geeson (1085)	...	D. Minter (508)
18	H. A. Voice (2662)	...	Entrant
19	G. Pennington (2653)	...	Entrant
22	Wheeler Motors of Epsom (1091)	...	A. Wheeler (927)
23	Ecurie Sportive (1125)	...	B. Castellani (3268)
25	R. Vigorito (1821)	...	Entrant
26	R.A.C. of South Africa	...	E. G. Driver (699)
27	Westminster Motor Cycles Depot (1078)	...	W. A. Smith (801)
28	G. Perkins (940)	...	R. A. Rowbottom (760)
29	Reg Dearden (950)	...	W. M. Webster (754)
31	Barrow Motor Co., Ltd. (946)	...	D. V. Chadwick (503)
33	Bill Bancroft (1087)	...	H. Plews (785)
34	Reg Dearden (950)	...	E. McG. Haldane (943)
35	Reg Dearden (950)	...	R. B. Rensen (592)
36	R.A.C. of South Africa	...	D. Clark (709)
38	New Zealand A.C.U.	...	P. R. Pawson (2691)
40	K. H. Tostevin (542)	...	Entrant
41	M.C.R.C. of N.S.W.	...	R. Thomson (2640)
43	Canadian M.C.A.	...	R. J. Webster (1104)
44	Reg Dearden (950)	...	G. Costain (3263)
45	J. G. Hempleman (2658)	...	Entrant
47	G. K. Rae (956)	...	G. B. Tanner (590)
48	Slazengers, Ltd. (1095)	...	A. Trow (2644)
53	Reg Dearden (950)	...	K. Campbell (2684)
54	M.C.R.C. of N.S.W.	...	H. Hinton (2657)
55	Roy Claridge Motor Cycles (1097)	...	G. J. Turner (959)
56	Slazengers, Ltd. (1095)	...	M. O'Rourke (924)
57	Ecurie Sportive (1125)	...	M. Hailwood (501)
58	K. H. Draper (934)	...	Entrant
60	A.C.C. of Australia	...	E. Hinton (2656)
62	D. Parkinson (1126)	...	J. Buchan (935)
63	A.C.C. of Australia	...	R. N. Brown (2659)
64	B. P. Setchell (767)	...	Entrant
66	Reg Dearden (950)	...	W. A. Holmes (744)
67	J. W. Beevers (846)	...	Entrant
68	R. H. King (708)	...	Entrant
69	J. Difazio (1082)	...	R. Ingram (2699)
70	Motor Cycle & Sidecar Club of Australia	...	T. Phillis (994)
71	John Surtees Developments, Ltd. (1115)	...	G. A. Catlin (866)
72	Slazengers, Ltd. (1095)	...	J. Brett (2643)
73	Colmore Depot, Ltd. (1109)	...	A. E. Moule (911)
74	Reg Dearden (950)	...	D. G. Chapman (818)
76	R. Fay (931)	...	Entrant
77	H. W. Fiddament (1120)	...	V. W. Cottle (741)
78	Joseph Potts, Ltd. (1067)	...	A. King (637)
79	A.C.C. of Australia	...	J. Ahearn (995)
80	Southern Rhodesia M.C.C.	...	D. D. Wolff (967)



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T.T. Winners

1907—1957

SHORT COURSE

Year	Class	Driver	LAP	M.P.H.
1907	Single Cyl. Class	C. R. Collier	10	38.23
1908	Twin Cyl. Class	H. Rem Fowler	10	36.22
1909	Single Cyl. Class	J. Marshall	10	40.49
1909	Twin Cyl. Class	H. Reed	10	38.59
1910	---	H. A. Collier	10	49.00
1910	---	C. R. Collier	10	50.63

MOUNTAIN AND CLYPSSE COURSES

(All races on the Mountain Course except where marked with an asterisk, these events being held on the Clypsse Course)

LIGHTWEIGHT—125 Class

Year	Driver	Class	LAP	M.P.H.
1951	W. A. C. McCandless	Mondial	2	74.85
1952	C. C. Sandford	M.V.	3	75.54
1953	R. L. Graham	N.S.U.	10	77.79
1954	R. Hollaus	M.V.	9	*69.57
1955	C. Ubbiali	M.V.	9	*69.13
1956	C. Ubbiali	Mondial	10	*73.69

LIGHTWEIGHT—250 Class

Year	Driver	Class	LAP	M.P.H.
1922	G. S. Davison	Levis	5	49.89
1923	J. A. Porter	New Gerrard	6	51.93
1924	E. Twemlow	New Imperial	6	55.74
1925	E. Twemlow	New Imperial	7	57.74
1926	W. Johnston	Cotton	7	60.20
1927	W. L. Handley	Rex-Acme	7	63.30
1928	F. A. Longman	O.K. Supreme	7	62.90
1929	A. Crabtree	Excelsior	7	63.87
1930	G. Currie	A.J.S.	7	64.71
1931	J. Walker	Rudge	7	68.98
1932	L. H. Davenport	New Imperial	7	70.48
1933	S. Gleave	Excelsior	7	71.59
1934	J. H. Simpson	Rudge	7	70.81
1935	S. Woods	Moto Guzzi	7	71.56
1936	A. R. Foster	Moto Guzzi	7	74.28
1937	E. Kluge	Moto Guzzi	7	74.72
1938	O. Tenni	D.K.W.	7	78.48
1939	E. A. Mellors	Benelli	7	73.22
1940	M. Barrington	Moto Guzzi	7	74.25
1941	M. Cann	Moto Guzzi	7	77.96
1942	D. Ambrosini	Benelli	7	81.39
1943	T. L. Wood	Moto Guzzi	4	81.39
1944	F. Anderson	Moto Guzzi	4	83.82
1945	W. Haas	Moto Guzzi	4	84.73
1946	W. A. Lomas	N.S.U.	3	90.88
1947	C. Ubbiali	M.V.	3	*71.37
1948	C. C. Sandford	M.V.	9	*67.05
1949	C. C. Sandford	Mondial	10	*75.80

LIGHTWEIGHT CLUBMAN'S

Year	Driver	Class	LAP	M.P.H.
1911	P. J. Evans	Humber	4	41.46
1912	W. H. Bashall	Douglas	4	39.65
1913	H. Mason	N.U.T.	6	41.08
1914	E. Williams	A.J.S.	5	45.72
1920	C. Williams	A.J.S.	5	40.74
1921	E. Williams	A.J.S.	5	52.11
1922	T. M. Sheard	A.J.S.	5	54.75
1923	K. Twemlow	Cotton	6	55.73
1924	K. Twemlow	New Imperial	6	56.57
1925	W. L. Handley	Rex-Acme	6	63.02
1926	A. Bennett	Velocette	7	62.70
1927	F. W. Dixon	H.R.D.	7	67.19
1928	A. Bennett	Velocette	7	66.55
1929	F. G. Hicks	Velocette	7	69.71

JUNIOR

Year	Driver	Class	LAP	M.P.H.
1911	P. J. Evans	Humber	4	41.46
1912	W. H. Bashall	Douglas	4	39.65
1913	H. Mason	N.U.T.	6	41.08
1914	E. Williams	A.J.S.	5	45.72
1920	C. Williams	A.J.S.	5	40.74
1921	E. Williams	A.J.S.	5	52.11
1922	T. M. Sheard	A.J.S.	5	54.75
1923	K. Twemlow	Cotton	6	55.73
1924	K. Twemlow	New Imperial	6	56.57
1925	W. L. Handley	Rex-Acme	6	63.02
1926	A. Bennett	Velocette	7	62.70
1927	F. W. Dixon	H.R.D.	7	67.19
1928	A. Bennett	Velocette	7	66.55
1929	F. G. Hicks	Velocette	7	69.71

Year	Driver	Class	LAP	M.P.H.
1930	H. G. Tyrell Smith	Rudge Whitworth	349	71.08
1931	P. Hunt	Norton	348	73.94
1932	S. Woods	Norton	349	77.16
1933	S. Woods	Norton	348	78.08
1934	J. Guthrie	Norton	348	79.16
1935	J. Guthrie	Norton	348	79.14
1936	L. Frith	Norton	349	80.14
1937	J. Guthrie	Norton	349	84.43
1938	S. Woods	Velocette	348	84.08
1939	S. Woods	Velocette	348	83.19
1940	A. R. Foster	Velocette	348	80.31
1941	F. L. Frith	Velocette	348	81.45
1942	F. L. Frith	Velocette	348	83.15
1943	A. J. Bell	Norton	349	86.33
1944	G. E. Duke	Norton	349	89.90
1945	G. E. Duke	Norton	349	90.29
1946	W. R. Amm	Norton	349	90.52
1947	R. W. Coleman	A.J.S.	348	91.51
1948	W. A. Lomas	Moto Guzzi	349	92.33
1949	T. K. Kavanagh	Moto Guzzi	350	89.29
1950	R. McIntyre	Gilera	350	94.99

SENIOR

Year	Driver	Class	LAP	M.P.H.
1911	C. Godfrey	Indian	348	47.60
1912	F. Applebee	Scott	347	48.70
1913	H. O. Widdowson	Rudge	347	48.27
1914	C. G. Pullin	Sunbeam	347	49.49
1915	T. C. de la Hay	A.J.S.	347	51.79
1916	H. R. Davies	Sunbeam	347	54.19
1917	A. Bennett	Sunbeam	347	58.31
1918	T. H. Sheard	Douglas	347	55.35
1919	A. Bennett	Norton	347	61.64
1920	H. R. Davies	H.R.D.	347	66.13
1921	S. Woods	Norton	347	67.54
1922	A. Bennett	Norton	347	68.41
1923	C. J. P. Dodson	Sunbeam	347	62.98
1924	C. J. P. Dodson	Sunbeam	347	72.05
1925	W. L. Handley	Rudge Whitworth	347	74.24
1926	P. Hunt	Norton	347	77.90
1927	S. Woods	Norton	347	79.38
1928	S. Woods	Norton	347	81.04
1929	J. Guthrie	Norton	347	78.01
1930	S. Woods	Norton	347	84.68
1931	J. Guthrie	Moto Guzzi	347	85.80
1932	F. L. Frith	Norton	347	88.21
1933	H. L. Daniell	Norton	347	89.11
1934	H. L. Daniell	B.M.W.	347	89.38
1935	A. J. Bell	Norton	347	82.81
1936	H. L. Daniell	Norton	347	84.97
1937	H. L. Daniell	Norton	347	86.93
1938	G. E. Duke	Norton	347	92.27
1939	G. E. Duke	Norton	347	93.83
1940	H. R. Armstrong	Norton	347	92.97
1941	W. R. Amm	Norton	347	93.85
1942	W. R. Amm	Norton	347	88.12
1943	G. E. Duke	Norton	347	97.93
1944	G. E. Duke	Gilera	347	96.57
1945	R. McIntyre	Gilera	347	98.99

ULTRA LIGHTWEIGHT

Year	Driver	Class	LAP	M.P.H.
1924	J. A. Porter	New Gerrard	3	51.20
1925	W. L. Handley	Rex-Acme	4	53.45

SIDECAR

Year	Driver	Class	LAP	M.P.H.
1923	F. W. Dixon	Douglas	3	53.15
1924	G. H. Tucker	Norton	4	51.31
1925	L. Parker	Douglas	4	55.22
1926	E. S. Oliver	Norton	10	*68.87
1927	W. Schneider	B.M.W.	9	*70.01
1928	F. Hillebrand	B.M.W.	9	*70.03
1929	F. Hillebrand	B.M.W.	10	*71.89

LIGHTWEIGHT CLUBMAN'S

Year	Driver	Class	LAP	M.P.H.
1947	W. McVeigh	Triumph	3	65.30
1948	M. V. Lockwood	Excelsior	3	64.93
1949	C. V. Tait	Excelsior	3	68.10
1950	F. Fletcher	Excelsior	3	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. Purshaw	...	...	...	...	...	...	...	348	B.S.A.	75.36
1952	E. Hodley	...	...	...	...	...	...	...	348	B.S.A.	78.92
1953	D. T. Powell	...	...	...	...	...	...	...	348	B.S.A.	80.17
1954	P. Palmer	...	...	...	...	...	...	...	348	B.S.A.	81.83
1955	J. Bennett	...	...	...	...	...	...	...	348	B.S.A.	*68.23
1956	B. D. Codd	...	...	...	...	...	...	...	348	B.S.A.	82.02

SENIOR CLUBMAN'S

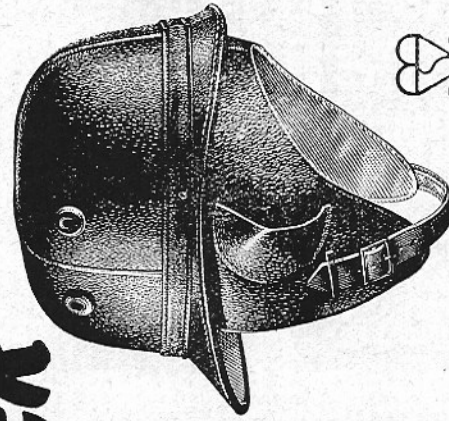
1947	E. E. Briggs	...	...	...	...	...	...	...	490	Norton	78.67
1948	J. D. Daniels	...	...	...	...	...	...	...	490	Vincent	80.51
1949	G. E. Duke	...	...	...	...	...	...	...	490	Norton	82.97
1950	P. H. Carter	...	...	...	...	...	...	...	490	Norton	75.60
1951	L. K. Arber	...	...	...	...	...	...	...	490	Norton	79.70
1952	B. J. Hargreaves	...	...	...	...	...	...	...	498	Triumph	82.45
1953	R. D. Keeler	...	...	...	...	...	...	...	490	Norton	84.14
1954	A. King	...	...	...	...	...	...	...	499	B.S.A.	85.76
1955	W. E. Dow	...	...	...	...	...	...	...	499	B.S.A.	*70.73
1956	B. D. Codd	...	...	...	...	...	...	...	499	B.S.A.	86.33

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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1907	Single Cyl. Class	H. A. Collier	M.P.H.
1908	Twin Cyl. Class	H. Rem Fowler	J. Marshall	41.81
1909	Single Cyl. Class	W. J. Bashall	...	...	...	...	B.A.T.	...	...	42.91
1910	Twin Cyl. Class	H. A. Collier	...	...	...	...	Matchless	...	...	42.48
		H. H. Bowen	...	...	...	...	Rex	...	...	42.25
			...	...	...	...		...	...	52.27
			...	...	...	...		...	...	53.15

MOUNTAIN AND CLYPSSE COURSES

LIGHTWEIGHT-125 Class			M.P.H.
1951	W. A. C. McCandless	Mondial	75.34
1952	C. C. Sandford	M.V.	76.07
1953	R. L. Graham	M.V.	78.21
1954	R. Hollas	N.S.U.	*71.53
LIGHTWEIGHT-250 Class			
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	Rev-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	Rev-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
1935	S. Woods	Moto Guzzi	74.19
1936	S. Woods	D.K.W.	76.20
M.V.			M.P.H.
1955	C. Ubbiali	...	77.72
1956	C. Ubbiali	...	80.35
1957	T. Provini	Mondial	78.16
			74.78
			76.72
			80.44
			80.91
			83.70
			84.82
			85.52
			90.88
			N.S.U.
			*69.13
			*73.17
			*78.00

JUNIOR

1911	P. J. Evans	...	...	...	...	...	Humber	42.00
1912	E. Kichham	...	...	...	...	...	Douglas	41.76
1913	H. Mason	...	...	...	...	...	N.U.T.	45.42
1914	E. Williams	...	...	...	...	...	A.J.S.	47.57
1920	H. R. Davies	...	...	...	...	...	A.J.S.	51.36
1921	H. Le Vack	...	...	...	...	...	A.J.S.	55.15
1922	H. Le Vack	...	...	...	...	...	New Imperial	56.46
1923	J. H. Simpson	...	...	...	...	...	A.J.S.	59.58
1924	J. H. Simpson	...	...	...	...	...	A.J.S.	64.54
1925	W. L. Handley	...	...	...	...	...	Velocette	65.85
1926	W. L. Handley	...	...	...	...	...	Rev-Acme	68.75
1927	A. Bennett	...	...	...	...	...	Rev-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
1932	S. Woods	...	...	...	...	...	Norton	78.62
1933	S. Woods	...	...	...	...	...	Norton	79.22

SENIOR

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	J. 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.	70.43
1927	S. Woods	...	...	...	...	...	A.J.S.	70.99
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
1932	J. H. Simpson	...	...	...	...	...	Norton	81.50
1933	S. Woods	...	...	...	...	...	Norton	82.74

*On Clyde Course.

ULTRA LIGHTWEIGHT M.P.H.
1924 J. A. Porter ... New Gerrard 52.61

SIDECAR

1923 H. Langman ... Scott 54.69
1924 F. W. Dixon ... Douglas 53.24
1925 F. W. Dixon ... Douglas 57.18

LIGHTWEIGHT CLUBMAN'S

1947 W. McVeigh ... Triumph 65.95
1948 M. V. Lockwood ... Excelsior 66.40

JUNIOR CLUBMAN'S

1947 D. Parkinson ... Norton 72.92
1948 R. Pratt ... Norton 73.76
1949 H. Clarke ... B.S.A. 75.81
1950 B. A. Jackson ... B.S.A. 76.12
1951 K. R. V. James ... Norton 76.55

SENIOR CLUBMAN'S

1947 E. E. Briggs ... Norton 80.02
1948 G. Brown ... Vincent H.R.D. 82.65
1949 G. E. Duke ... Norton 83.70
1950 I. B. Wicksteed ... Triumph 79.48
1951 I. B. Wicksteed ... Triumph 81.06

1000 c.c. CLUBMAN'S

1949 C. Horn ... Vincent H.R.D. 85.57
1950 A. Phillip ... Vincent H.R.D. 81.01

*On Clipse Course.

The references to World Records in advertisements in this programme are "subject to confirmation or ratification" by the F.I.M.

1925 W. L. Handley ... Rex-Acme M.P.H. 54.08

1954 E.S. Oliver ... Norton *70.85
1955 W. Nell ... B.M.W. *71.93
1956 W. Nell ... B.M.W. *71.72
1957 F. Hillebrand ... B.M.W. *72.55

1949 C. V. Tait ... Excelsior 68.71
1950 F. Fletcher ... Excelsior 67.48

1952 R. McIntyre ... B.S.A. 80.09
1953 D. T. Powell ... B.S.A. 80.96
1954 D. A. Wright ... B.S.A. 83.05
1955 D. Joubert ... B.S.A. *69.78
1956 B. D. Codd ... B.S.A. 82.33

1952 B. J. Hargreaves ... Triumph 83.05
1953 R. D. Keeler ... Norton 84.50
1954 A. King ... B.S.A. 87.02
1955 J. Drysdale ... B.S.A. *72.53
1956 B. D. Codd ... B.S.A. 86.52

1953 G. P. Douglas ... Vincent H.R.D. 82.80

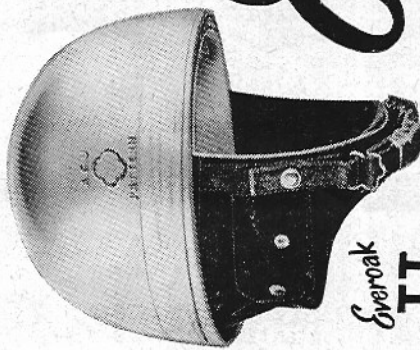


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