



T.T. RACES 1959

OFFICIAL
GUIDE AND
PROGRAMME

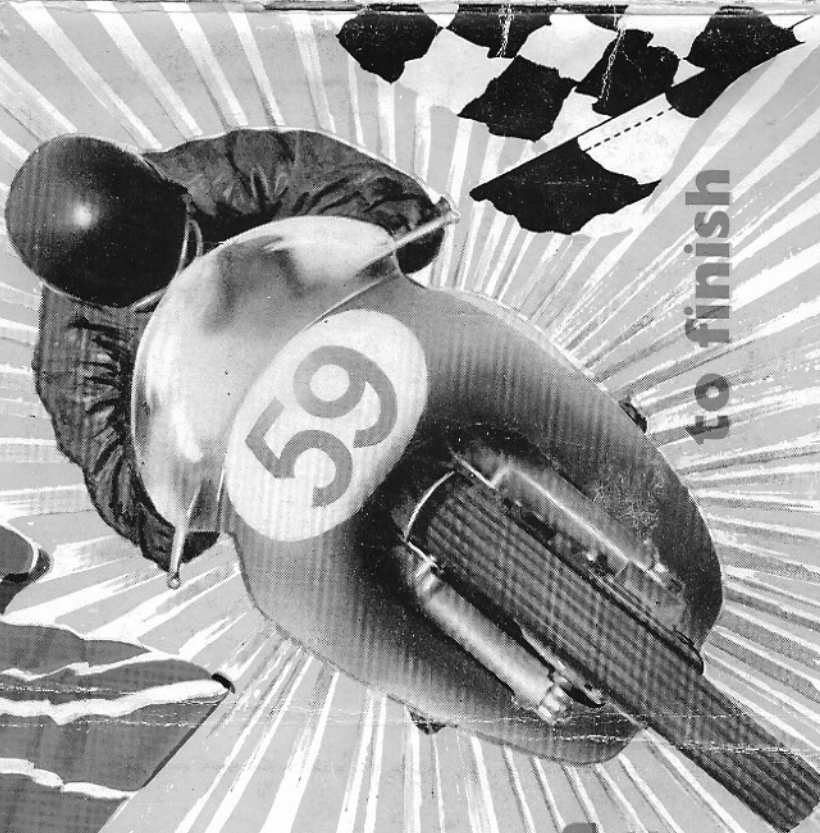
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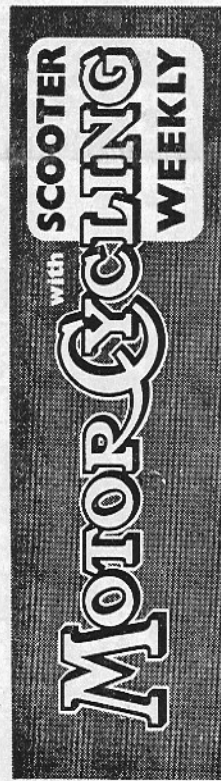
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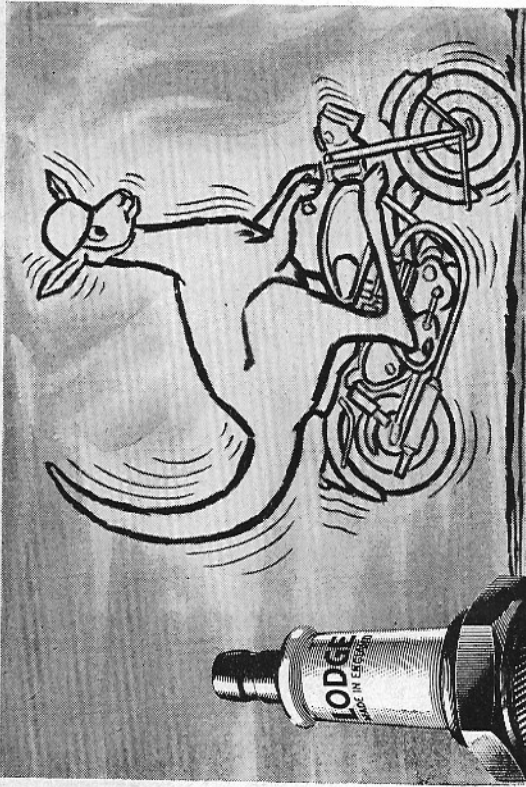
details of a new model, the enthusiast with the facts at his fingertips is the one who reads



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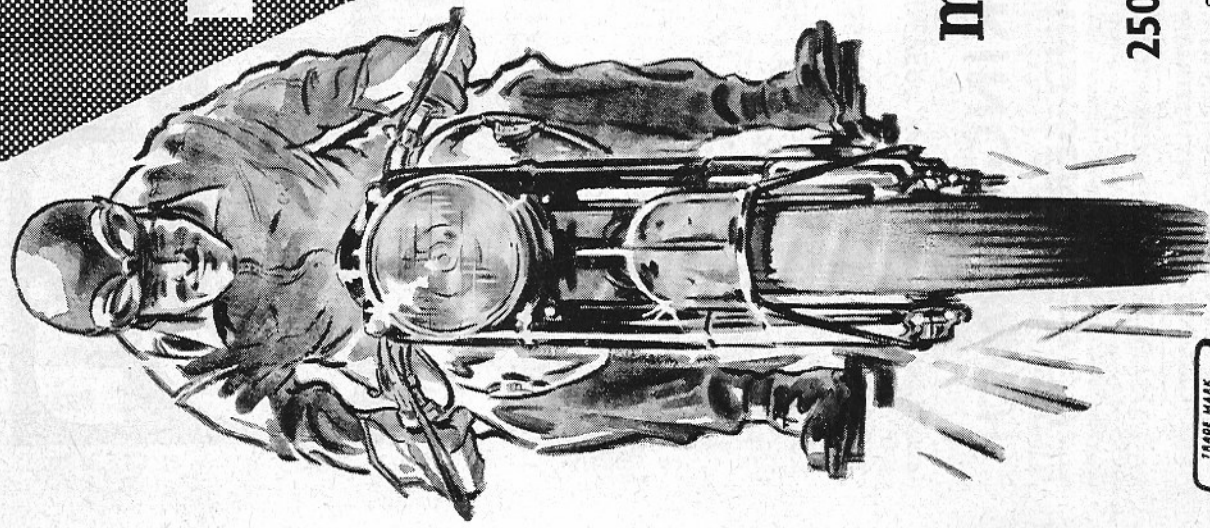
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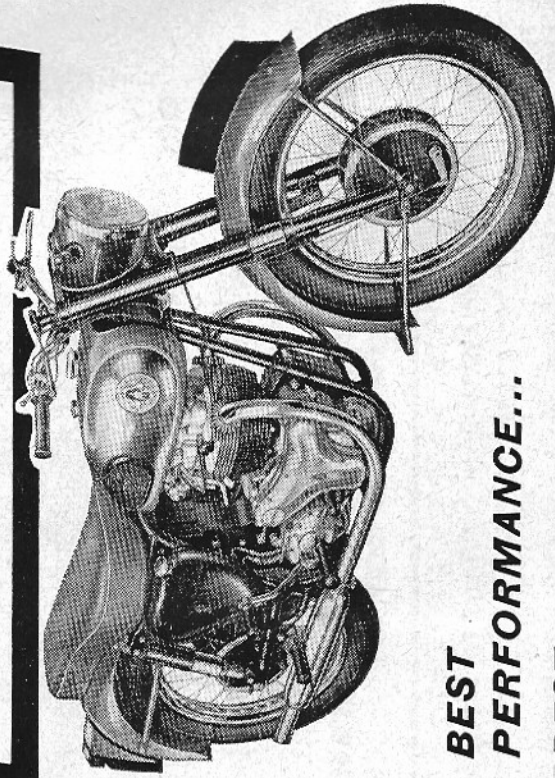
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The 1959 International

Tourist Trophy Races

ISLE OF MAN ★ MAY 30: JUNE 1.3.5

Official Programme & Guide

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Foreword

By
CAPT. N. E. DIXON
(Chairman Auto-Cycle Union)

WELCOME to the Isle of Man! You are about to witness another series of the International Trophy Races, the most important road races in the world, and how international they are a glance at the lists of entries in the programme will prove. Why do they continue to attract, after more than fifty years, such numbers of drivers from all over the world? It might be considered immodest if an official of the promoting body attempted to give a comprehensive answer to the question but perhaps the article on page 23 by Signor Curli will give you some indication. Signor Curli, an ex-motorcyclist, is an important member of the Federazione Internazionale Motoциcliste and a representative of a nation which has provided many winners of T.T. races, reckoning drivers and/or machines. Especially has this been the case in the Lightweight classes over the years.

The atmosphere of the T.T. is most infectious and whether you are attending for the first, or the twentieth, or the thirtieth time, you will find that from the moment you set foot on this beautiful Island you are among friends. The thousands of visitors at this time all share your interest and enthusiasm, and the people of the Island are delighted to welcome you. They have been reared on motorcycle racing and many of them, parsons, lawyers, shopkeepers, doctors, policemen, school teachers, etc.—no order of precedence here!—actually assist by marshalling or performing other important duties in connection with the races. Some wear armbands and are in the public eye whilst others are "back room boys" but all make a valuable contribution to the organisation.

By these services, by allowing their public roads to be closed for early morning and evening practising as well as for the Races, and by their financial assistance, the Manx people make it possible to run these famous races. We are grateful to them.

Because of modern trends the F.I.M. has stipulated that during 1959 every World Championship Meeting shall embody a Formula 1 race. Therefore, you will have the opportunity of seeing, on May 30th, the first Formula 1 race ever run, for the 350 c.c. and 500 c.c. capacities. Not everyone has welcomed this innovation yet others consider it may set the pattern for much of the racing of the future. Time will show! Expressed simply, the machines in this race are "the same as you can buy". That is true of many of the motorcycles in the other races, but not of all.

The 37½ miles of the Mountain Course and the 10¼ miles of the Clype Circuit both reveal much of the beauty of the Island to the visitor who tours round them but do not neglect to visit the less frequented parts. The delightful glens, the headlands, the little bays and the mountains have much charm and provide many surprises.

On behalf of the Auto-Cycle Union, I hope you will thoroughly enjoy your visit to the T.T. and return home determined to come again and again. It is the "Festival of Motorcycling"!



The 1959 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

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* * *

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HIS GRACE THE DUKE OF RICHMOND AND GORDON.

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

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* * *

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Mr. V. C. ANSTICE.

Mr. L. J. ARCHER.

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Assistant Scrutineer	... 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.
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Course Travelling Marshals (Motorcycles)	...
Marshals on the Course	...
Enclosure Officials	...
Timekeepers	...
Time Auditors	...
Controller Scoring Board	...
Assistant Controller, Scoring Board	...
Scoring Board	...

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Assistant Secretary of the Meeting	... Mr. K. E. Shierson
Deputy Clerk of the Course and Chief Competitor's Marshal	... Mr. T. E. Ryan
Assistant to Deputy Clerk of the Course	... Mr. T. Sheppard
Clerk of the Course and Secretary of the Meeting	... Mr. S. T. Huggett

ACKNOWLEDGMENTS

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

The M.G. Car Co., Ltd.—Official cars loaned through the Athol Garage (1945), Ltd., Douglas.

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Esso Petroleum Co., Ltd.—Drivers' Identity Discs.

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

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

The I.O.M. Health Services Board—For help with Ambulances, Hospital Services, etc.

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.

TIME TABLE OF THE MEETING

PRACTICE PERIODS:

Mornings: May 25; 26; 27; 28; 29; 30; at 4.45 a.m.

Evenings: May 23; 25; 27; 28; 29; at 6.30 p.m. (6 p.m. on Clypse 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 Clypse Course).

PRELIMINARY EXAMINATIONS:

Formula I	...	...	Saturday, 30th May, at 5.30 p.m.
Junior International	...	...	Sunday, 31st May, at 9.00 a.m.
Lightweight (250) International	...	...	Tuesday, 2nd June, at 9.00 a.m.
Lightweight (125) International	...	...	Tuesday, 2nd June, at 11.00 a.m.
Sidecar International	...	...	Tuesday, 2nd June, at 2.00 p.m.
Senior International	...	...	Thursday, 4th June, at 9.00 a.m.

RACE DAYS:

		Saturday, 30th May	
FORMULA I—3 Laps			
Enclosure Gates Open	...	...	5.30 p.m.
Race Starts	...	...	6.30 p.m.
Race Stopped	...	...	8.40 p.m.
		Monday, 1st June	
JUNIOR INTERNATIONAL—7 Laps			
Enclosure Gates Open	...	...	9.30 a.m.
Race Starts	...	...	10.30 a.m.
Race Stopped	...	...	approx. 2.35 p.m.
		Wednesday, 3rd June	
(Clypse Course)			
LIGHTWEIGHT INTERNATIONAL—(250)—10 Laps			
Enclosure Gates Open	...	...	9.30 a.m.
Race Starts	...	...	10.30 a.m.
Race Stopped	...	...	approx. 12.25 a.m.
LIGHTWEIGHT INTERNATIONAL—(125)—10 Laps			
Race Starts	...	...	approx. 1.00 p.m.
Race Stopped	...	...	approx. 3.05 p.m.
SIDECAR INTERNATIONAL—10 Laps			
Race Starts	...	...	approx. 3.30 p.m.
Race Stopped	...	...	approx. 5.35 p.m.
		Friday, 5th June	
SENIOR INTERNATIONAL—7 Laps			
Enclosure Gates Open	...	...	9.30 a.m.
Race Starts	...	...	10.30 a.m.
Race Stopped	...	...	approx. 2.25 p.m.

The A.C.U. Local Office, adjoining the Peveril Hotel, Douglas, opens on Thursday, 21st May. Phone Douglas 3227.

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

Our Royal Patron



Photo by]

[Baron

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

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—£20; 17th—£20; 18th—£20; 19th—£20; 20th—£20.
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 Joe Craig Trophy for the best aggregate performance by a British driver.
 The "Newcomer's" Trophy—for the best overseas newcomer not having been entered by a manufacturer.

The Visitors' Cup (presented by *The Motor Cycle*)—for the best performance by a visitor.

The Motor Cycling Challenge Cup—for the best performance by a driver entered by an accredited Agent.

Manufacturers' Team Prizes (one per Race)—for teams of three.

Club Team Prizes (one per Race)—for Club teams of three.

For the FORMULA 1 RACE

PREMIER AWARDS

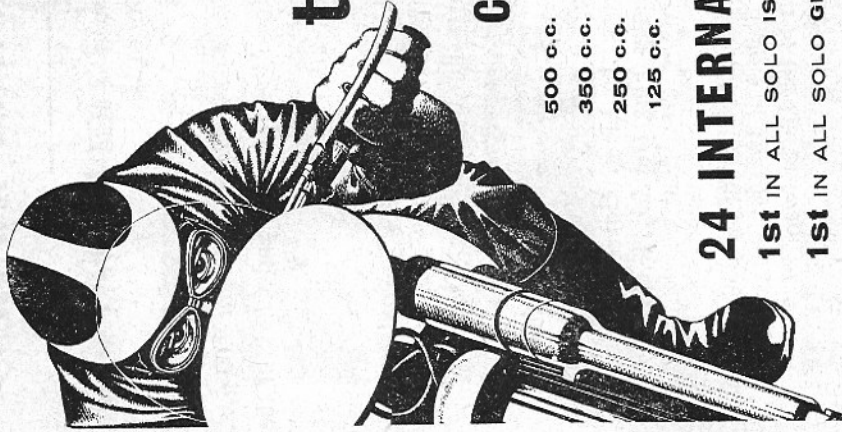
CLASS A—The Avon Trophy and £50.
 CLASS B—The A.C.U. Trophy and £50.

CASH AWARDS

CLASSES A & B—2nd—£40; 3rd—£30; 4th—£20; 5th—£15; 6th—£10; 7th—£5; 8th—£5; 9th—£5; 10th—£5.



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 350 c.c. J. SURTEES M.V. AGUSTA
 250 c.c. T. PROVINI M.V. AGUSTA
 125 c.c. C. UBBIALI M.V. AGUSTA

24 INTERNATIONAL FIRSTS

1st IN ALL SOLO ISLE OF MAN T.T. RACES
 1st IN ALL SOLO GERMAN GRAND PRIX RACES
 1st IN ALL SOLO SPANISH GRAND PRIX RACES
 1st IN ALL SOLO BELGIAN GRAND PRIX RACES
 1st IN ALL SOLO DUTCH T.T. RACES
 1st IN ALL SOLO ULSTER GRAND PRIX RACES

AND

22 SECOND & THIRD PLACES IN THESE RACES

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PRESENTATION OF AWARDS

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

* * *

Junior International and Formula I—Monday, June 1st, at 9.00 p.m.
Presentation by His Honour the First Deemster and Clerk of the
Rolls, Mr. S. J. Kneale, O.B.E.

* * *

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Presentation by His Worship the Mayor of Douglas,
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* * *

Senior International Friday, June 5th, at 9.00 p.m.
Presentation by His Excellency the Lieut. Governor of the
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* * *

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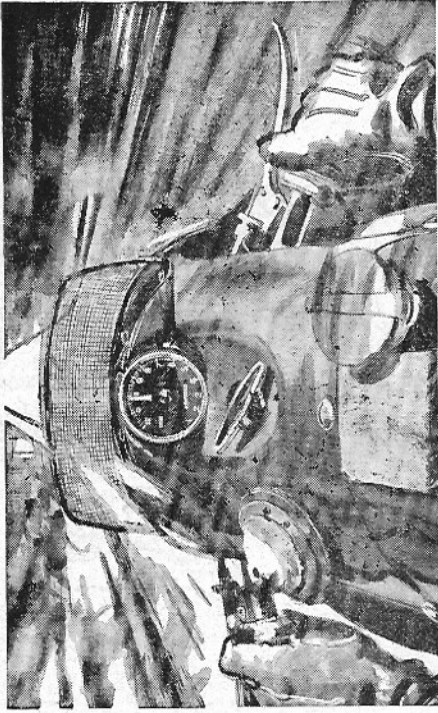
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IN MOTORCYCLE RACING, SMITHS MEANS INSTRUMENTS
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THE ISLAND IN T.T. WEEK

By

SIR AMBROSE DUNDAS FLUX DUNDAS, K.C.I.E., C.S.I.

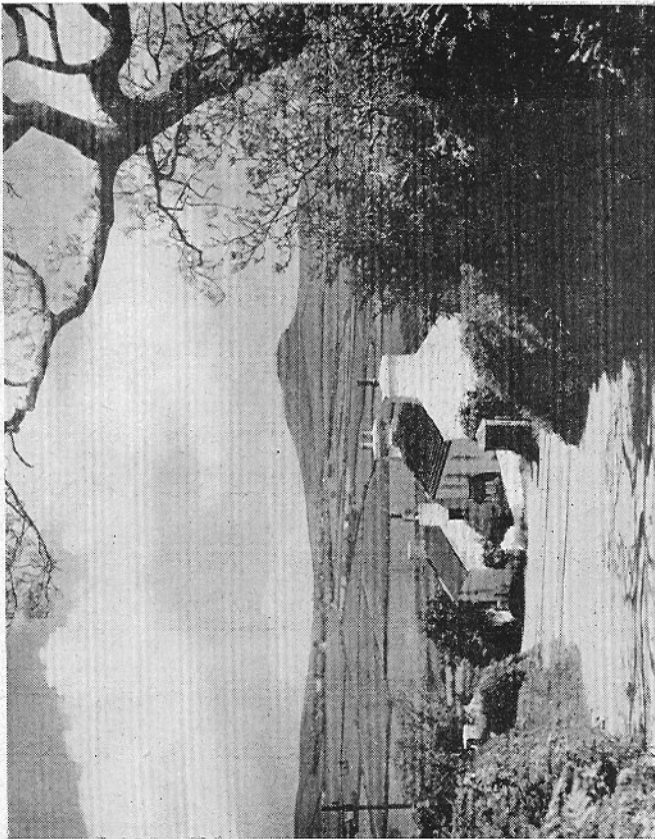
This is not about motor cycling or the T.T. course at all, but about the rest of the Island, to which your motor cycle will give you access.

The races, the riders with their breath-taking skill, and the machines, the perfection of the manufacturers' and the tuners' arts, are of course the attractions which have brought most of those who will study this programme to the Island, but it would be a pity not to see something of its other charms too while you are here.

You are here at the most rewarding time of year for country-lovers, and it is the Island's countryside, reached by its lanes and by-ways and its moor-land tracks that you should explore. T.T. week last year, for example, besides being T.T. week and John Surtees' week, is also recorded in my diary as "May-Blossom week", and there never was such a year for flowering trees as 1958, with may, rowan and elder in the hedges and laburnum, lilac and rhododendrons in the gardens. And the year before, besides marking the Jubilee of the Races and the first 100 m.p.h. lap, T.T. week was also "Wild-Flowers-on-the-Cliffs week". The primroses are usually over, though last year, when everything was very late, they overlapped into June, but the bluebells can be at their best.

Yes, the end of May and the beginning of June is the time to see the Manx countryside. There are few that offer such variety within so small a compass. People will go for holidays to the golden sands of Bournemouth, the cliffs of Cornwall, the glens and waterfalls of Derbyshire, or the moors of Perthshire. You can have golden sands, cliff-scenery, glens and waterfalls or moorland on

[Photos copyright of the Isle of Man Tourist Board



On the lane to Cornaa.



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(SIX LAPS OF THE T.T. COURSE)

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successive days in the Isle of Man, with the sea in all its moods to add to each and every one of them.

If you like sands with plenty of people on them, you have Douglas; if you want them empty or nearly so, you can find what you want in the Island at any time of the year, even in T. T. week, particularly on the north-west coast, while Ramsey, Laxey, Port St. Mary, Port Erin and Peel stand between these extremes.

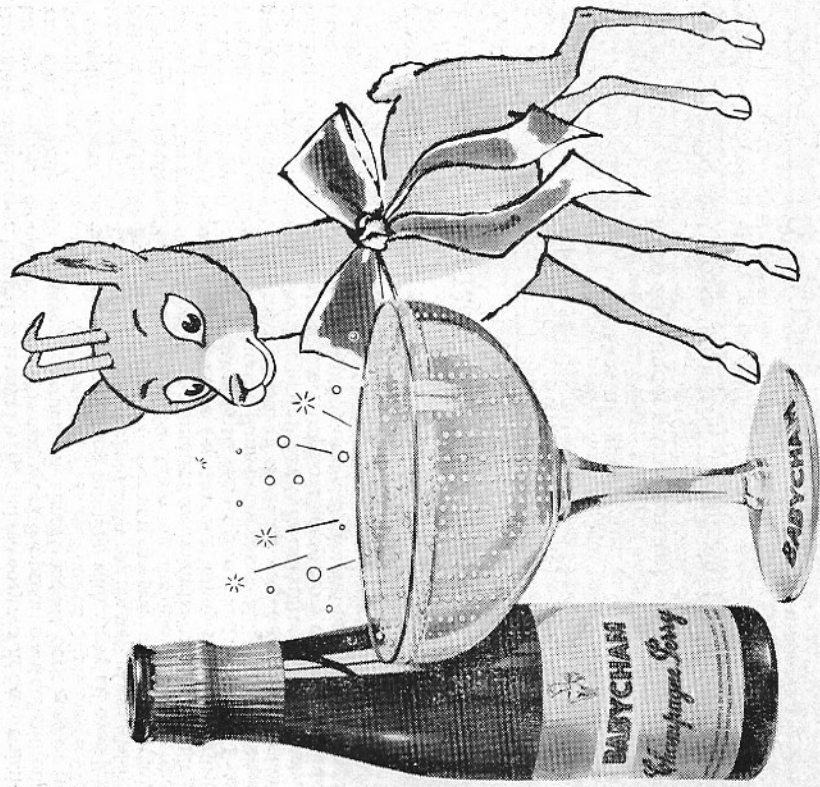
There are cliff-walks everywhere. The nearest is southwards from Douglas Head to Port Soderick, with one of the finest viewpoints in the Island on the way; your mount will not take you through to Port Soderick, but it will take you a mile along the cliffs to just below the viewpoint. There is a slightly more adventurous



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walk from Port Erin to Fleshwick Bay over Bradda Head, also with magnificent views north and south along the coast of the Island, inland to Castletown and Langness and westward across the sea to the Mountains of Mourne—if it is that sort of day. Keep this walk for when the tide is high, so that Fleshwick will be looking its best, and Port Erin, too. The Chasms, Spanish Head and The Sound in the south of the Island, will give you even wilder and grander walks, but by no means difficult or energetic and all accessible from your motor cycles. These are the walks for bird-watchers, too. If you want wild flowers with your coastal scenery, the more level walks along the cliffs between Port Grenagh and Derbyhaven and between Glen Maye and Peel will be gay with them.

Inland you have glens and moorland, country lanes and old Viking roads to choose from. All the glens have running streams and most of them have waterfalls. All of them are bright with flowers. It would be hard to name a favourite, but Glen Maye with its waterfall and deep pools must be very near the mark. Ballaglass, with Cornaa beyond, is always lovely, and memory recalls one particular day down the Dhoon, in "Practice" week, when the primroses were still out and the bluebells were positively dazzling—it almost needed dark glasses to look at them.

On the moors you can wander freely along the tops with views all over the Island and out to sea. The summit of Snaefell (2,014 feet) is well worth a visit, a short steep walk from the Bungalow. From it you can see, on the right day, the hills of England, Scotland, Ireland and Wales, as the Isle of Man is the geographical centre of the British Isles. Among other moorland walks are those from St. Luke's Church to Benn-y-Phott (up the old Viking road), from just West of Brandywell Cottage northwards to Slieau Curn, and from the East Mountain Gate northwards to Park-ne-Earken and Skye Hill along another portion of the same Viking road. None of these are very long and all offer glorious views. If you have not time to walk at all you can still enjoy very nearly, but not quite, the same moorland scenery without going more than a few yards from your car or motor cycle, particularly on the Ballaugh-Brandywell Cottage road, shown as un-metalled on the maps but now metalled.

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Keep dogs under proper control

Do not cross farm-land except on paths

Avoid damaging fences, hedges and walls

* * *
Leave no litter

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Protect wild life including plants and trees

* * *
Go carefully on country roads

* * *
Respect the countryman's way of life

T.T. through Italian Eyes

By G. CURLL.

(Sgr. Giovanni Cwrlì, Member of the Commission Sportive Internationale, has very kindly contributed the following impression of the 1958 T.T., when he acted as a member of the Jury—N. E. D.)

SINCE forty years—yes forty years (sorry, I am no longer so young) I had read about the T.T. with great interest. I had followed the marvellous victories of the great champions, Bennett, Handley, S. Woods, Simpson, Guthrie, Tenni and so on, as far as, and up to the nearer-to-our-time Duke, Ubbiali, Surtees, etc.; but it was only last year that I had the pleasure to see what the famous T.T. really is.

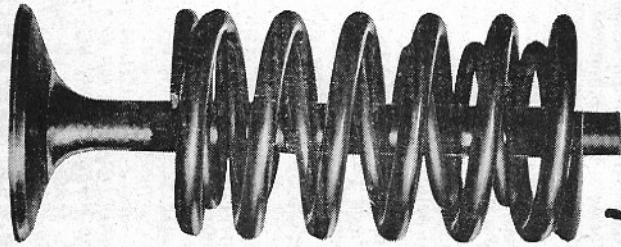
As an old organiser of motorcycle races, my interest was to observe if and what there could be to learn from this great organisation.

I wanted to explain to myself why, after more than fifty years, such a race still retained the position of pre-eminence on all others, and how, notwithstanding the great difficulties of the course, it is possible to attain a speed of 100 m.p.h. around it. The first of these two points I now understand, but in respect of the second, I must confess that, after driving all round the circuit, I am amazed. Maybe this is simply because I used to ride a motorcycle in those far away days of belt drive, and as long ago as when 70 m.p.h. was a sensation! When I started on my journey from Italy, I feared I should suffer a disillusion, for I knew that for the first time there would be missing the entries of some manufacturers who during past years were the strongest competitors in the World Championship. What would be the effect? Well when I landed at London Airport and saw all those flights going off to 'the Island' my gloomy doubts began to fly away with them; any remaining doubts were cancelled when at Douglas I saw the host of motorcyclists landing with a vivacity that created a real festival air. This I have heard described as "T.T. fever", and soon I was feeling it creeping into my own marrow—yes, even when that wretched fog of yours took possession of the gulf and the tedious rain commenced its pranks. But when these two atmospheric fiends vanished, and old Sol appeared, the beautiful Loch Promenade became more and more crowded, as the horses of what you funnily call the "toast racks" pulled up and down lots of laughing lads and lassies, clearly relishing the antiquated means of transport of their ancestors. But the great and wonderful surprise to me was to sense how very much wanted and welcome are all motorcyclists at a holiday resort—a T.T. miracle this.

I have already mentioned about the difficulties of the circuit, apart from those manufactured by the sudden changing of the weather. I must, however, refer to the competent collaboration of the marshal staff. When we think that this little army has put itself voluntarily at the complete disposal of the A.C.U. for so many years, what a right commendation they deserve, for this is one of the fundamental bases of success. Far be it from me to say that other races are not efficient, but do please remember that in other countries the sacrifice of passionate persons is limited to three or four days at most. As it is so universally accepted, I will refrain from any words of praise of the organisation at the starting point. Wherever on the Continent we see similar order and discipline we comment "This is real English style".

As I followed the races on your wonderful scoreboard, I remembered that I myself had "pinched" the idea for the 1927 Circuito del Lario. This circuit, because of natural difficulties, even greater than those of your own Mountain course, was named "The Italian T.T." But, alas, my T.T. has long passed away; yours continues to make history.

Maybe the Isle of Man T.T. continues to be a great matter because it has the right circuit, an impeccable organisation, the enviable support of the local authority, the public, the manufacturing and commercial firms and is consistently alimanted by an increasing supply of youthful and daring motorcyclists in Great Britain and the Commonwealth—but, after my visit to Manxland, I am asking myself whether it is not also true that all the parties I have just mentioned—indeed the whole of the motorcycle world does not in turn owe a debt of gratitude to the T.T. Races in the Isle of Man.



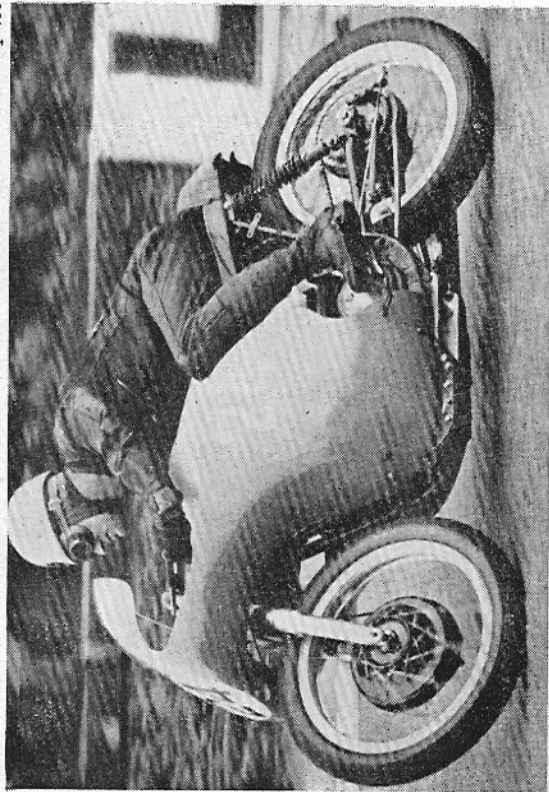
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Australia and the Isle of Man T.T. Races

By

GEORGE LYNN

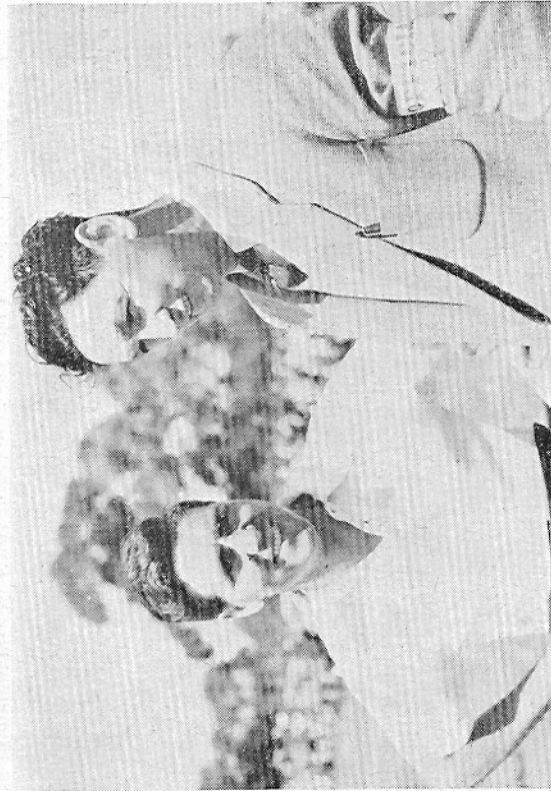
(Editor/Publisher of "Australian Motor Cycle News", Melbourne).

ONCE a year, for a week at least, the thoughts of most of the 120,000 motorcyclists in Australia are "just miles away". In fact 12,000 miles across the other side of the world to a little island, some 80 miles north-west of Liverpool in the testy Irish Sea.

It's not that he knows it is the home of the tail-less cat or where the world's finest smoked kippers come from, but just because of a motorcycle race held there every year in June.

Almost as soon as he joins the ranks of motorcycling he becomes fascinated—and bewildered—by the reputation of the T.T. races run over a 37-mile mountain course. It is just unbelievable. Hungrily he gathers up every scrap of information he can find on the subject of the T.T., studies racing pictures and learns to know the lyrical names of places on the circuit by heart. The star riders, according to the prominence of their performances in the race reports not only become little idols but are the very pinnacle in the artistry of motorcycle racing.

But (sadly) it all must remain just pure conjecture—for he knows his chances of ever getting to the Isle of Man are beyond consideration—the cost and distance could never be fitted into the pocket and annual leave of a working boy.



The first "real touch" of the Isle of Man T.T. Races came to Australia in 1955 with the visit of Geoff Duke, which was arranged by Editor, George Lynn, seen here at a Race Meeting in the Melbourne sunshine with the British star.

But this fact does not dampen his enthusiasm, indeed after meeting those who have been lucky enough to have been to the Isle of Man or taken part in the T.T. races and through the blessing of radio and its sound waves carrying the ecstatic symphony of exhaust noises, his imagination grows until the desire to see it all becomes the most cherished of life's ambitions. And there would not be one of us, who once a lottery or some such windfall made it possible, would think of anywhere else but the T.T. races in the Isle of Man.

To offer my own views on the T.T. races as representing the Commonwealth, with its capital cities separated by thousands of miles, would be presumptuous. Instead I have sought the help of my readers, from one end of the Continent to the other, and in whose frank reports will come the true picture of just what the T.T. races mean to us.

Australia's T.T. History

It was in 1930 that Australia was first officially represented in the T.T. with riders selected and receiving financial assistance to make the trip overseas. Before this however there were some notable private entrants among whom were E. A. "Digger" Simcock and Aub Melrose. Australians have also had a prominent association with the T.T. on the mechanical side with such names as Alan Bruce and P. E. Irving.

The list of our official riders from 1930 until 1948, our first entry on resumption of the T.T. after the war, are—

1930—S. M. Williams (N.S.W.); 1931—S. M. Williams (N.S.W.) and D. Brewster (Vic.); 1932—D. Brewster (Vic.) and J. Pringle (Vic.); 1933—J. Pringle (Vic.) and C. Weatherby (N.S.W.); 1934—W. Balgarnie (N.S.W.); 1935—Geo. Hannaford (Vic.); 1936 to 1938—nil; 1939—Frank Mussett (Vic.); 1948—Eric McPherson (N.S.W.).

Our achievements as private-owners in the T.T. have been very creditable. In 1950, after only their second T.T. appearance, Eric McPherson (N.S.W.), Harry Hinton, Snr. (N.S.W.) and Geo. Morrison (Vic.) won nominations as A.J.S. and Norton team riders.

Other Australians to achieve the honour include Ken Kavanagh (Vic.), Maurie Quincey (Vic.), Ernie Ring (N.S.W.), Gordon Laing (Vic.), Keith Campbell (Vic.), Bob Brown (N.S.W.), Jack Ahearn (N.S.W.) and Keith Bryen (N.S.W.).

Some notable Australian successes are—

1952—Junior T.T.—Ernie Ring (A.J.S.), N.S.W., 7th.
 1953—Junior T.T.—Ken Kavanagh (Norton), Vic., 2nd.
 1954—Senior T.T.—Gordon Laing (Norton), Vic., 6th.
 1955—Senior T.T.—Ken Kavanagh (Guzzi), Vic., 3rd. Junior T.T.—Maurie Quincey (Norton), Vic., 5th.
 1956—Junior T.T.—Ken Kavanagh (Guzzi), Vic., 1st.
 1957—Junior T.T.—Keith Campbell (Guzzi), 2nd; Bob Brown (Gilera), N.S.W., 3rd. Eric Hinton (Norton), N.S.W., 5th. Senior T.T.—Bob Brown (Gilera), N.S.W., 3rd. Keith Campbell (Guzzi), Vic., 5th. Roger Barker (Norton), Vic., 10th. Visitor's Cup, won by Bob Brown.
 1958—Junior T.T.—Keith Campbell (Norton), 7th; Bob Brown (Norton), N.S.W., 14th. Senior T.T.—Bob Brown (Norton), 3rd; Eric Hinton (Norton), N.S.W., 11th. Lightweight T.T.—Bob Brown (N.S.U.), 4th. Visitor's Cup, won by Bob Brown.

* * * *

"The T.T.—the only race in the world that matters"

(by KEN KAVANAGH of Victoria)

(Ken Kavanagh is Australia's greatest T.T. rider by reason that he is the first Australian to win a T.T. race in the Isle of Man, when he won the 1956 Junior T.T. on a Guzzi at 89.29 m.p.h. Ken Kavanagh first went to the Isle of Man in

1951 as Australia's T.T. representative, and such was his outstanding riding ability that he became a member of the Norton team in 1952. In 1953 he finished second in the Junior T.T. on a Norton, and in 1955 was placed third in the Senior T.T. on a Guzzi). He writes—

"The moment I first went to work (at 16) in the motorcycle shop of Sampson Bros., in Melbourne, I became possessed with an obsession just to see the Isle of Man. The conversation at work was always T.T., so quite regardless of other races, it was impressed very early into my skull that the one race in the world that really mattered was the T.T. I swotted up the subject so thoroughly from the year 1940 that when I finally arrived there in 1951, the circuit was almost an open book to me. I studied everything that had been printed on the subject. I was able to go straight round the course with the mental picture in my head. The only things that surprised me was the steepness of Bray Hill, the nearness of Braddon Bridge from Quarter Bridge, and finding the exit from Parliament Square.

"The T.T. is something way above and beyond even the World Championship. World titles can be 'fixed', you know, orders from the factory and all that. But 'fix' the T.T.—that's almost impossible with the length of the race, the starting intervals, the weather. No, George, it's the only real classic today. It's the one race where tactics can still play an important part.

"The T.T. is still the one race that is more or less run for technical development and the enjoyment of the competitors. Spectator interest is a secondary consideration. Most of the Continental Grand Prix meetings are just spectacular shows, in the same class as a speedway or a bull fight.

"You know, George, from the past that with me the T.T. was the "be all" and "end all" of motorcycle sport. To me all other motorcycle races were just stepping stones to the Isle of Man.

"And when after six years and 13 T.T. races I had achieved what was a deep, burning ambition to win, I found myself crying, not so much because of my own success, but because I knew, back home, my greatest friend and mentor; Col. Sampson, would share every bit of the joy of success as if it were his own."

* * * *

The Atmosphere of the T.T. Races

(by BOB BROWN of N.S.W.)

Often I have been asked, "Of the many race circuits all over the world, which is your favourite?" Almost without thinking, and rather automatically, I reply, "The Isle of Man T.T. Course".

One simple explanation is that, "It has everything". But there is more in it than just the one short statement. For one thing the unique atmosphere of the Isle of Man is one of its biggest attractions.

A week of hard work and quite a few early morning practice runs build up to an exciting T.T. week. Rising at around 4 a.m. can, at times, be a little trying, but to see not only other riders, officials up and about and even local residents all round the T.T. course in evidence, takes away the feeling of loneliness and helps one to get on with the job of learning the circuit.

Then there is the wonderful feeling of companionship with all the riders. After practice in the Cadbury cocoa tent there is a babble of voices, each with their own particular experience—the fast and the slow, the champions and the also-rans—they all mingle as one for they are all part of the world's greatest road race. Then there are the mechanics, the officials, and people from far away places who come to watch and make the Isle of Man a fortnight to remember.

The method of starting riders at 10-second intervals in the T.T. does a lot to dispel the nervous feeling generally associated with mass starts of—"Must get away quickly to be with the leaders". To know that ahead of you is a reasonably clean track, manned by trained marshals, gives every rider the same advantage and allows the average rider to settle down to ride his own race—against time. A quick, if possible, refill after three or four laps, also gives the rider a brief rest from his full concentration of racing. But to finish, no matter what the

placing may be, is a great and pleasing reward and makes everything endeavoured worthwhile.
 For those who have met troubles and stopped it is a great disappointment, but which only moves you to vow that you will try again next year.

* * * *

"What the T.T. means to Me"

(by RON BRADBURY (of Perth, West Australia))

What is it about "The Island" that appeals to me—12,000 miles away? To one who has never been there and unlikely to ever do so. Every little piece of information that I have learnt, read or seen in pictures add up to 37½ miles of road winding through villages and over a mountain. Places like Quarter Bridge, Ballaugh and the Craigs we find on our own road circuits, but nowhere do we find anything that can compare with the windswept sections around the 33rd and the sweep down past Kate's Cottage. Mention the Isle of Man and these are the places that spring to my mind. But the circuit is only part of it all. The whole atmosphere of T.T. week is the lure—the mental picture of the Aussies booked-in at "Rose Villa", riders working on their machines in garage and stables; the weigh-in and the riders pitting their memory against the 37½-mile lap. These days it is more personal. We know Geoff Duke, Dickie Dale, Bobbie Brown, and all the Aussie boys, and it gives us a personal interest in the T.T. racing. We have spoken to them and know just how much it means to them. What else could drag me from my bed on a cold winter's morning to listen to a static commentary on the wireless?—all in the hope that we may hear one of them speak or learn of their performance in the race. And how eagerly we await the British motorcycling papers with the description of T.T. models, alterations to old ones and of the ingenious modifications made by private-owners.

To me it has made many names immortal—Ken Kavanagh with his Junior T.T. win, Keith Campbell, Bobbie Brown, Maurie Quincey, Gordon Laing and the Hinton's, and to my mind, the greatest of them all—Geoff Duke. Australians will always be in the T.T. races for it is a challenge—it is the yard-stick by which we can gauge their calibre.

* * * *

"The T.T.—The Race of the Year"

(by PHILLIP STOWE (of Leichhardt, N.S.W.))

It is 7 a.m., June 2nd, and I sit by my radio anxiously awaiting the B.B.C. newscast commentary of the first event of T.T. week—the Isle of Man Junior T.T. Suddenly I hear the blare of a racing single, the scream of a 4-cylinder "fire-engine", and I know that the series of T.T. races which I have been looking forward to all the year have started. As I sit by my radio I am thrilled as I hear the names and machines of famous riders being called as they race on the most famous and difficult road circuit in the world that is also dear to the heart of every Australian motorcycle enthusiast.

And so it goes on, Tuesday, Thursday and Saturday mornings of the week (giving the race commentary of the previous day) and with it all more victories, more excitement of the T.T. week. The following week I read the cable results in brief with the personal performances of our own Aussie riders in "The Australian Motor Cycle News" and it all makes me think of what a marvellous holiday the T.T. week must be.

Each year Australia selects our own team to represent us in the Isle of Man and after following their season of racing in European Grand Prix meetings, I eagerly look forward to their return home. And they are riders who have brought fame to the Commonwealth including Harry Hinton, senior, Ken Kavanagh, Maurie Quincey, Keith Campbell, the Hinton brothers and Jack Ahearn, to name a few.

Whilst there is a T.T. in the Isle of Man there will always be up and coming riders from Australia making a pilgrimage to the T.T. circuit and although some 12,000 miles away the T.T. will always remain to me—THE RACE OF THE YEAR.



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A Parson looks back on Fifty Years of T.T. Racing

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

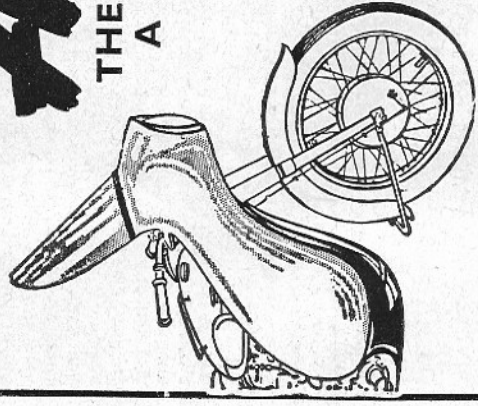
There are of course a number of good folk still remaining who have been interested in fifty-two years of the T.T. There are still a few, a very few riders left with us who actually rode in the 1907 race. Alas! their numbers grow fewer year by year, as Time takes her toll. There are many folk in the Isle of Man who remember the whole series. Few of these have actually watched them all and I cannot claim to belong to their select number. In 1907 I was still up at Cambridge, and had not the ghost of an idea that within a couple of years I myself should be living in what then seemed to me to be an isolated little island outside the control of the British police, who at that time in Cambridge were our natural enemies, since they had their habit of way-laying our brotherhood, specially along the Newmarket road and swearing that we were exceeding the horrific speed of 20 m.p.h. Indeed in those primitive days our speedometers fitted to the axles of our front wheels with flimsy cogs would disintegrate if they approached that speed. To learn then that in this remote Island Rem Fowler and Charles Collier had machines that could cover 160 miles of hilly crooked roads at speeds approaching 40 m.p.h. filled us with amazement. Unfortunately, the University authorities of those days seemed to have a violent antipathy toward the motor cycle, and I understand that antipathy has lasted right up to this year of grace. No motor cycle was allowed to any undergraduate within the University bounds, so that those fortunate men who could afford one (and they were few) had to keep them in the coach houses of the inns of surrounding villages, and ride out on bicycles to exercise them. Of the road radiating from Cambridge, the Newmarket road was the straightest, most level and convenient. Moreover, it led to Newmarket over 14 miles of dusty, thirsty road, and the best machine might hope to complete the journey with very few stops, and not much pushing! Moreover the road ran right past the race-course. I often think that Newmarket may have played quite a part in the rise of the motor cycle.

So then, the 1907 T.T. was to me a sort of *hors-d'œuvre*, an earnest of things to come. Of all the riders, I backed the Colliers, for they presumably were Kentish men, and mine was a Kentish home. The races of 1908, and 1909, again were watched from Cambridge, in company with an increasing number of my fellow undergraduates, for the motor cycle was gaining greatly its popularity among the young intelligentsia of those days. Speeds were rising not very fast, but those who could afford to buy machines (and I certainly was not one such!) were finding that if they were not more reliable, they were at least less unreliable! Our interests were centred on the single-cylinder machines both because they were cheaper, the "mechanics" were simpler, and there were far fewer "parts" that could let us down. Anyhow, speeds rose to above 40 m.p.h. in the "singles" of 1908 and in both categories in 1909. But more important in our eyes a complete "amateur" and a Captain R.N., one Sir R. Arbutnot, very soon to be an Admiral of the Fleet, could gain a place against his "professional" fellow riders. That certainly was one of the greatest flips to the interest of people of the professional classes to invest in one of these "things" for recreation and even for professional purposes, quite apart from making the "Triumph" one of the most popular machines on the market. Most certainly the loss of Admiral Arbutnot in the Battle of Jutland a few years later was deeply felt by many motor-cyclists. But for me, personally, the great event of that year was that I was appointed junior science master at King William's College, and had arrived in the land of the T.T. Races. My arrival was not in any way influenced by the races. Simply, I had the offer of eight or nine good posts in public schools, but was so thrilled with the Island that I had no hesitation in accepting. I arrived in September,

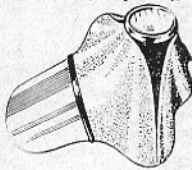
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after the races, but in 1910, I saw the last of the Short-course events, thrilled the more by the knowledge that one of the King William's College Old Boys, D. M. Brown, on a Humber, was riding, and indeed finished fourth. So my motor-cycling temperature was rising.

In 1911, we saw the first of the "real" T.T. Races, on the Mountain course. This, needless to say, was a great thrill because the new course was far longer, had a far greater amount of rough track, and the gigantic uphill of the mountain road to a height of 1,300 ft. in addition to Greg Willy. Again I was a mere spectator. I was only a very junior master. My headmaster was most contemptuous of "disgusting motor-cycles" and it would have been more than my life was worth to ask for any time off work, to give any assistance, much though I longed to do so. It was of course the year for the "Indians", the first foreign challenge to meet with real success. But one curious coincidence occurred, because I had by this time been given a "House", my future wife had been scrutinised and found suitable to help me in the House, and my very minute starting salary raised to a level which justified the purchasing of a motor-cycle and sidecar. I was naturally wildly excited, but quite ignorant of the various sidecar makes. So I asked the advice of a Birmingham cousin, who told me that P. J. Evans of Birmingham recommended a very fine 6-h.p. A.J.S. with coach-built sidecar, with which I closed. As a matter of fact P. J. Evans was the winner of the Junior Race of that year. I often bless his name for starting me off with such a wonderful outfit, which indeed became from its handsome appearance, and complete reliability the most admired sidecar outfit in the Island. I remained faithful to the A.J.S. machine throughout the greater part of my life and was never without one till 1953, when my 1922 model joined the "Old Crocks". Incidentally that same year, 1911, the A.J.S. firm entered their first models into the Junior race, though not with the success that was lying ahead for them; and I became a parson!

So 1912 became for me a vintage year, a "House", a wife (every bit as keen as I), a 6-h.p. A.J.S. and a "dog-collar", and moreover on application to the A.C.U., I was invited to take charge of Ballacraigne Corner for alternate practices and all races, as "marshal". Compared with today, marshalling was a very rickety affair. But this year as far as my memory can be relied on, was the first year that a telephone had been installed, to keep Ballacraigne in touch with the start. I haven't the vaguest idea how things were worked at the "Start" which then was somewhere about the spot where now Selborne Drive joins the Quarterbridge road in Douglas. However, that was no worry to me. My duty began any time after 4.30 a.m. when I went on duty and reported that Ballacraigne was manned. I had no official assistants but from the men, young and old, who were constantly present, I arranged a miniature "police force" for duties.

A reliable fellow had to be appointed to take charge of Ballig Bridge, now a normal piece of road, but then by far the most spectacular spot on the course, where machines with rising speeds year by year literally leapt over the top of this narrow hump-backed bridge, on a sharp corner, with every prospect of charging the opposite wall, unless the rider kept a very cool head. It was the most popular viewpoint on the course at any rate for "South-siders" who could from a bluebell-covered-grandstand watch the thrills that arrived every few minutes throughout the race. Nor let it be forgotten, the Manx roads of those days were not the roads of today. Ballacraigne corner was a major risk. Roads were steeply cambered; on both sides was a wide grass verge; in this verge ran a considerable drainage ditch; the road surface under the trees had patches of vegetation growing in countless places. The actual corner right in front of the farmyard had a very unpleasant wall. Riders dared not swing out to enable a view round it because of the steep slope down to the Foxdale road at that point, so it was a matter of hugging the farmyard wall in faith and hope and fear. The side-roads were not roped or barred, and the crowds which were always thick there, alike in practices and races, were the most sensible and good-tempered folk possible to imagine. When matters were explained to them, they were always most responsive, and to this very day there remains a grand cameraderie among "Old Ballacraignians" who never fail to remind one of those happy days. Furthermore, it must be remembered that there was no "Road

Closing Order" for practice days, and every morning there was a considerable procession of "Fish floats" (one-horsed stiff-carts) carrying fish from Peel to Douglas Market or catching the morning boat for Liverpool, and a procession of up to six such conveyances, meeting the oncoming machines was no joke. The unfortunate marshal could but warn the "Start" that they were on the road, and "Start" could but warn the riders to take care, and the Ballacraigne marshal could only beseech the carters to keep well on their right side, and then hope for the best. And the carters were usually typical "Peel boys" which suggests to any Islander of those times that a polite answer was not to be expected! Nor was it! However in course of time the road-closing order was brought in for practices, and then the anxiety of the marshal at Ballacraigne was greatly relieved. From a personal point of view to get to Ballacraigne meant a start very soon after 4 a.m. My wife devised a plan of filling up every space in our sidecar (and spaces were sufficient in such a handsome outfit with luggage locker complete) with tins of flasks of varying sizes (one famous monster known to multitudes of old riders as the Ballacraigne 1,000 c.c.) and sandwiches, pies and biscuits for riders who stopped at the corner. Indeed, for some years it was remarkable how many riders had mechanical trouble at Ballacraigne!

The question of helping College boys to see the practices was always a major problem. So long as there were no "rules" about it, the boys felt that they were allowed to make their way thither and I felt the same, and indeed it was almost invariable that my wife in the sidecar with a clothes line was able to tow from one to three cyclists up Ballamodha. Unfortunately cycles were not in those days allowed at College, and it was a matter of bribing day boys from Castletown to leave their bicycles in hiding around the College! It was understood, too, that they might help themselves to such coffee and food as remained over after 6.30 a.m. in the sidecar, so we seldom had many fragments to carry home.

Those early days at Ballacraigne were from my point of view most profitable. Through them I came to know so many of the fraternity of motor-cycle drivers of fame, and a very large number of manufacturers and agents who chose to watch from Ballacraigne, including indeed till he reached the invalid stage, Mr. J. L. Norton, the maker of that wonderful machine. Each year he watched the performance of his machines at Ballacraigne for one or two mornings, and though he was almost completely concerned with their performance, was very interesting and indeed entertaining. Still more, it was a good thing in those somewhat "starchy" days to let it be known that a parson could without in any way losing any self-respect, join in with a sport and trade which was certainly not popular. The machines were deemed to be noisy, ill-controlled, "smelly" and dangerous. The drivers were looked upon as being wild, reckless, self assertive and alcohol-fortified. And indeed it has taken years to convince a mass of the public that nothing could be further from the truth, that they are steady young men, to whom alcohol is an enemy too great to be tolerated, that strict training of mind and muscle are essentials, with great pluck and endurance, and who follow their sport-profession with amazing singleness of purpose.

Apart from their initial success in winning the very first race, the Norton machine had had no further "places" in the early races. The Matchless machine improved by that splendid pair of Collier brothers, serious minded, methodical and capable, had placings in every race till 1912. The Triumph always had a stroke, had appeared and steadily improved, magnificent by reason of its low centre of gravity on corners, popular because of its high pitched note and chain drive. It scored its first win in the 1912 Senior race under F. W. Applebee ("Pa") one of the most popular, friendly, and delightful pre-war riders, and the win was repeated in the following year by H. O. Wood, and the Scott machine gained a gigantic popularity. Till this time, little work had been carried out on the clutch, and machines were mostly belt-driven. Spare belts were carried twisted around the torso of the rider, together with spare tubes, and even tyres. There was no regulation clothing scheme, and the crash helmet had never been imagined. The butt-ended inner tube had been devised as a quick means of changing the tube without dismantling the wheel. I do not remember any race being won after a puncture but many an award went to a machine that had

changed inner tube and tyre. Rain of course was the *bête-noir* of the rider, for it meant a constantly slipping belt.

It was in 1914 that I had added to my duties the task of going on the final prize-giving to the Villa Marina, there to create a "friendly feeling" toward the Lieutenant Governor who the two previous years had had a certain amount of barracking from some of the less respectable people in the crowd, with the result that he threatened not to appear. The scheme was suggested by Colonel Madoc, the Chief Constable. I very much doubted the outcome, and was extremely nervous. But it worked, and went on working year after year, after the first European War of 1914-18.

That was a dreary heart-breaking five years, with the one solace of the value of the air-cooled engine in war-time. The vast number of riders of the pre-war period joined the motor-cycle corps. Indeed, I joined it myself only to be thrown out on the grounds that I was needed to command the Officers' Training Corps at King William's College. But the riders covered themselves with glory, and it was grand to realise the value in war of the air-cooled engine. The men selected to form the Motor-cycle Corps had to take their own bicycles, and a cosmopolitan mixture they were. It was months and months before regulation machines were produced, and many an old machine that had plodded steadily round the Mountain course found itself plugging along in Flanders mud or on French granite setts.

The Races returned to us in 1920. There began to be threats to remove them from the Island, and hold them in Belgium, or Holland, and the threat was constantly held over the Island. The A.C.U. wanted considerable improvements in many spheres, and the Island at that time was in a desperately bad financial condition, for it had been virtually "out of work" for five years, and money was scarce. However, negotiations with Douglas Corporation took place, and the town agreed to help considerably by giving the Union much more room for accommodation on the ground they had reserved for recreation purposes above St. Ninian's Church, and there they built a grandstand whence the races could be better controlled, and the crowds could be informed of the state of the race. Of course thousands of folk view the races, far more than could be accommodated in stands, and in order to have a proper view of the state of the contest when not at the stand, requires just a modicum of ingenuity. However, the vast majority of Island enthusiasts preferred to view the race from their own particular thrill-point, and with a programme and score card could follow the race accurately to the very end, and be certain of at least the position of the first twenty riders on their last lap. So while the stand is the obvious place for knowing exactly how things are going, and is the ideal place for the non-mathematical, the mature, and the lazy, there is no doubt that for the enthusiast, it is much more delightful to watch from some interesting vantage point "in the country".

The obvious difference at the resumption of the post-war races was the change of personnel. Very few of the pre-first World War riders returned to the T.T. course. Among those who did were A. H. Alexander, who had left the Indians and joined the Douglas team, while "Pa" Applebee joined the Lewis team, and our own Island rider, D. M. Brown, wounded but game, rode a Norton into second place, and gave a post-war start to that famous line of machines that held the leading place for so many years. Freddy Dixon, of immortal memory, it is true, had ridden in complete obscurity in 1912, and now re-appeared in a succession of triumphs, on Senior machines; while his amazing sidecar made a remarkable stir in motor-cycle tradition. Another Manxman, too, survived the war and rode again, T. M. Sheard, who, in spite of his apparent absence of mind on so many occasions, was a great factor in introducing the A.J.S. to fame. The mounts, too, had changed considerably in the war period; there were many newcomers, and many old friends had disappeared. The 1920 meeting was one of the wettest meetings, and machines did not cover themselves with much glory in spite of the five-year war interval. Pullin's Rudge won the 1914 Senior at 50 m.p.h. De la Hay's Sunbeam won the 1920 Senior at 51½ m.p.h. Eric Williams won the 1914 Junior at 45½ m.p.h., and Cyril Williams the 1920 Junior at under 41 m.p.h. In 1921 the A.J.S. stable had an astonishing year; for the Senior was won for them by Howard Davies astride a 350 machine, and they

bagged all three places in the Junior Race on similar machines. The new Lightweight race was added to the programme, which was monopolised by the Lewis machines.

The heroes of the "between-the-wars" years are many, and remain still with us, to my great joy. During this time the Manx Amateur Race was inaugurated. Its story is no part of my memories of the T.T., but it ought to be set on record here how much it has done to provide riders of fame for the June Race; and this is borne out by the brief recitation of such names as Dodson, Hunt, Frith, White, Daniell, Duke. But such a recital is getting much too far ahead. We have to look at the "giants" of the earlier years. What a grand crowd! Graham Walker appeared in 1920 and earned his first "place" in the sidecar race of 1923. He had been a casualty in the first war, but he rode gallantly and was always and still is a true sportsman. Nobody knows more of the sport than he, and his skill and ability over the "air" have worked wonders in making motor-cycling so exciting for the "man in the street". What can one say about Jimmy Simpson, for years and years the most admired rider of his time, apparently built of steel, a wizard for speed, always cheerful under the worst spell of luck, who came into instant fame in 1922 when he arrived, and remained the popular idol till 1934 when he made his final bow with a first and two seconds, and a career that had included eight fastest laps. Still I maintain that the best rider of all my fifty years of T.T. Races is Stanley Woods, the Irish "gallant". Starting in 1922, he won his first Junior in 1923 on a Cotton, relic of the past! and went on to win in all, ten races (the last in 1939), and always he was the same gay, debonair and happy-go-lucky fellow. But there were so many good fellows who come to one's mind, many still with us. For what could one say of Eric Williams, Geoffrey Davison, Alec Bennett, Wal Handley, Charles Dodson, "Crasher" White, Freddy Frith, H. L. Daniell, among a host of others, all stand as men one has been delighted and proud to meet, and one must record in golden letters Jimmy Guthrie, that gallant and straight little Scot who alas has left us. It was a sad but proud duty to dedicate his memorial and to be allowed to pay a small tribute to the memory of a modest and strongly Christian character whom it had been a joy to know.

Often, of course, I have been asked how I, a parson, have allowed my name to become mixed up with a dangerous sport in which so many young men had been killed. I always deny very strongly that motor cycle racing is a dangerous sport and in it very few young men have been killed. During the fifty years the T.T. has been run, the fatalities in races and practices are far fewer than those of one year of the mountain climbers in Britain alone, far fewer than those drowned each year while bathing at our seaside resorts. Viewed in terms of the hundreds of thousands of miles run in the races, the fatalities are infinitesimal compared with normal road casualty deaths. Further, the motor cycle is the poor man's car, and has brought joy and health to poor families by the thousand, and be it said the parson forms an appreciable number of the nation's poor men. The motor cycle has helped "the cloth" greatly, including me!

I could say much about the post-second war races. After a break of seven years they were mercifully restored to us. A new course, the Clypse, was added to the "field" at great expense to the Island, but adding very little to its fame, for it has none of the glories of the world-famed T.T. course, on which the fame of our Island depends. It is useful in giving a little variety to life in the matter of tiny machines and sidecars. But my main interest is in the Mountain course. The same famous machines returned. For some years the Norton machine carried all before it, and then came the foreign challenge. Harold Daniell and Artie Bell were among the few riders who returned to ride, and they were major factors in the Norton success. But a host of other youngsters who were to make fame soon emerged. Geoffrey Duke became the ever winning hero, modest but all conquering, probably the greatest exponent of forming a part of his machine, and most certainly supplying the cool calculating brain. I cannot refrain from stating again my pride in the Manx Grand Prix, for its provision of such sterling young riders, and as in duty bound, I should like to commend the succession of young Manx riders who have come into the picture, Derek Ennett (alas! no longer with us), Alan Holmes, George Costain, Eddie Crooks and Denis Christiani.

And what of the future? That to a very large extent depends upon the manufacturer. He, poor fellow, has had to spend untold thousands on a machine, for what? That indeed is the question. Obviously the only excuse for making motor cycles is to sell them. Abroad, Italian and German manufacturers have developed machines of terrific speed, but these can only be bought at a fabulous price, and depend upon intricate devices demanding highly paid mechanics. They are too fast for road use, and indeed too fast for anything except a banked closed track. Even the 500 c.c. machine of today is too fast for the main road, and just as much joy and speed can be obtained with the 350 c.c. on the open road. So buyers of motor cycles come mainly under three categories (a) the young man whose recreation is motor-cycle racing (or perhaps "scrambling") for whom are provided each year a full card of fixtures, (b) the young or indeed middle-aged man who wishes to have a motor cycle to get to and from work and use it at the week-end, wife or girl friend on the pillion and even family in the sidecar, to seek change of scenery, and (c) the small trader who needs a motor cycle for delivery van purposes. The manufacturers seem to be answering the question in reducing their expenses in race-research. They do not wish directly to sponsor race teams, to keep large staffs on research, but rather to produce machines easy to sell. They seem to think that the speed and efficiency of the ordinary motor cycle is assured. Will the T.T. Races then last? We in the Island sincerely trust that they will, with them our season begins and ends. The burden will fall more and more upon the agent, who will provide mounts for promising riders, thus relieving manufacturers of a great deal of research cost and team expenses. There will be for some years less experimentation, possibly the fate of the T.T. will rest on the lap of the gods. Then perhaps some strange twist of fate will bring it once more to the fore, the use of atomic "fuel" or "radiation engines"! In these wonderful days, anything may happen (seventy years ago it was announced that a speed of forty miles an hour would kill by reason of blood pressure dangers!). We shall see, in due course; to every generation its problems. To my generation among other wonderful inventions has been the air-cooled petrol engine, and for fifty years I have enjoyed watching its progress. But far, far more valuable, it has brought into my life a magnificent succession of good folk, young and old, among the riders, the A.C.U. officials, the general public, all of whom have surrounded me with a grand friendship. Year by year, through fifty years, the coming of the T.T. has been the first sign of summer, the time when this multitude of friends returns to wake up the Island season and convince at least one old stager, that perhaps he isn't quite so elderly after all!

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SOME THOUGHTS ON FORMULA 1 RACING

By
DENIS JENKINSON

ONE of the reasons for the introduction of Formula 1 into motorcycle racing was to try and instil some new interest into a sport which was showing signs of becoming monotone. Factory opposition had worked itself into a fury in the great days of not so long ago when teams from Moto-Guzzi, Gilera, M.V., Norton, A.J.S., B.M.W., N.S.U. and Horex vied against each other with unlimited technical resources, power and complication chasing each other round in circles with resultant mounting costs. Finally the whole thing reached a head when factory after factory called a halt to their racing activities before financial ruin set in. This left the private-owner with his standard machine forming the bulk of Grand Prix entries, opposed and easily beaten by lone factory machines from only one concern.

In an attempt to introduce a form of racing that would encourage manufacturers to take greater interest in competitions, the idea was born of having a category for production racing machines, in the hope that more manufacturers would build production racers that would be cheaper and less complicated than the specialised Grand Prix machines. It is a little unfortunate that the F.I.M. chose the title of Formula 1 for this new scheme, for that title is already in use in the car racing world, where it represents the greatest and ultimate form of motor racing, where rules are at a minimum and designers have a very free hand. Formula 1 represents the best in motor racing and produces cars that are unhampered by any small regulations, in other words, an out-and-out racing machine, of similar character to the motorcycles built for the 500 c.c. class of Grand Prix racing. However, Formula 1 they chose, so that is the title given to a new category of racing that would seem to lie somewhere between Clubman's racing and Grand Prix racing and which, if successful, should benefit the production sports motorcycle, which is rapidly coming back into fashion.

This Formula 1 category decided upon by the F.I.M. is for production racing machines, of which at least 25 have been sold, and there is a long list of things which cannot be altered or modified, and a short list of things that can, and it is interesting that in car racing a very similar category exists. This is the type of car known as a Grand Touring machine, though most people prefer to use the Italian title which is Gran Turismo. To qualify for this type of racing the cars must be made in series production and at least 100 such vehicles must have been built within 12 months. As with the Formula 1 motorcycles, the G.T. cars have a long list of "don'ts" and a short list of "do's" and this form of racing has developed a very usable and interesting type of machine. As a direct result of the encouragement of Gran Turismo racing, it is now possible to buy production cars that are truly race-bred, whereas Grand Prix racing cars pass on little to production machines. Thanks to G.T. racing we now have such splendid cars as the Porsche Carrera, the Ferrari 250 G.T., the Alfa Romeo Giulietta, the Fiat Abarth, the Aston Martin DB4, the Lotus Elite, and so on, all cars that are a most usable cross between a family saloon and a sports car, and very much racing machines that are suitable for touring as well.

If the F.I.M.'s Formula 1 develops along the right lines it is not difficult to see that in a few years time we shall be having race-bred machines that are also

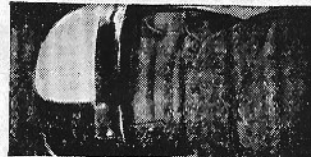
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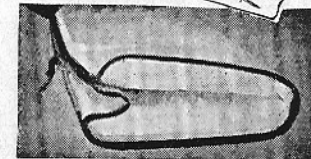
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very suitable for fast touring. At the moment the rules encourage pure racing machines such as the Manx Norton and the 7R A.J.S. and strict adherence to the rules will mean that all machines of any one make should be identical, so that the rider will count for more than the designer or tuner. If the M.V. Agusta firm were to build 25 of their 4-cylinder "fire engines" and find 25 wealthy customers, then that motorcycle would be eligible for Formula 1 and this new category would merely be another version of the existing 500 c.c. class in Grand Prix racing. But if the development of Formula 1 can be gently guided towards the sports machine rather than the out-and-out racer, then this new category could benefit the ordinary rider by encouraging the production of what might be termed a super-sports machine that the really sporting rider could use as a road-machine. In the car world no one is interested in using a good G.T. machine such as a Porsche Carrera or a Ferrari 250 for pottering about or going shopping, there are plenty of more mundane machines for that purpose, but equally owners of G.T. machinery do not necessarily want to race, but they do like to travel at very high speed and in complete safety and with a good standard of comfort and convenience and the G.T. car offers just that. There is no reason why Formula 1 motorcycle racing should not produce similar machines for the man who wants to do long distances at high-speed in comfort and safety, and though there are plenty of sports machines on the market nowadays that nearly fulfil this requirement already, many of them leave a lot to be desired and could well benefit from being a little closer to a racing machine as regards steering, braking and general efficiency. It has always been the hope of the F.I.M. that "racing should improve the breed" but alas, this seldom happens, though it is not completely unknown, and if the introduction of this new form of racing does anything to further this excellent thought then it will not be in vain.

Protecting the Riders

It is a long while ago, in 1923 to be precise, that the Auto-Cycle Union's Insurance Brokers were able first to offer Competitors in the Tourist Trophy Races Personal Accident Insurance facilities. Previously no stable market had been established for this somewhat hazardous risk, and riders were charged premiums by various Insurers computed without the specialist knowledge so essential to fair rating.

During the many years which have passed, the insurance facilities have been extended and a market established for the insurance of machines against damage during the racing.

The Auto-Cycle Union have now for several years so appreciated the value of Personal Accident Insurance that they have arranged such insurance for all competitors in speed events held under their permit, including, of course, the International Tourist Trophy Races.

These facilities for insurance are available for Competitors in all events and advice will gladly be given if you care to communicate with:—

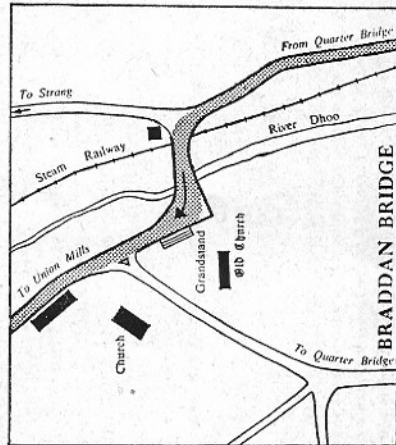
MUIR BEDDALL & CO. LTD.
 37, GRACECHURCH STREET · LONDON E.C.3

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.)



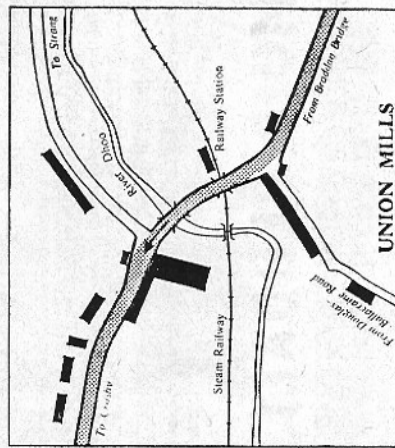
Braddan Bridge (2 miles)

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.

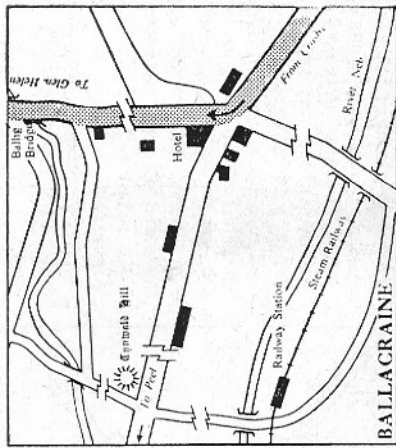
Coach Trips: Serve numerous parts of the course before the roads close. Bookings can be made at kiosks in most towns in the Island.

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.

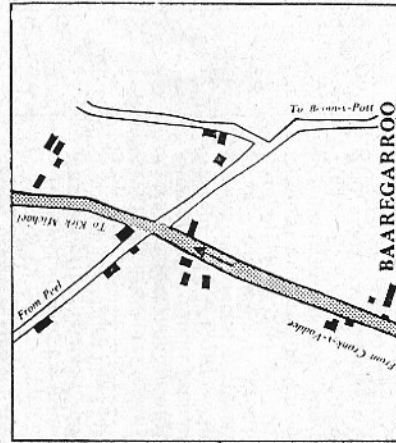
Ballacraigne/Ballig Bridge (7½ and 8 miles)

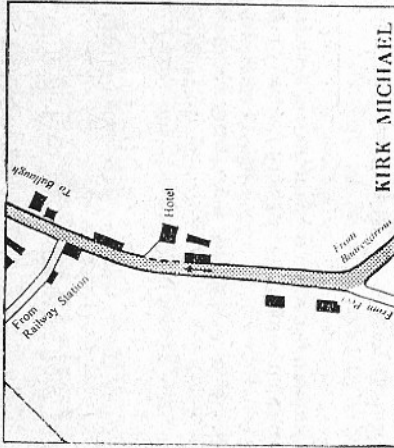
Ballacraigne: A fast corner with very little favourable camber. Public address system and "Round the Course" broadcast commentaries.
Ballig Bridge: A once famous jump, now much smoothed, provides high-speed spectacle, followed by the famous Laurel Bank. Steam Trains to St. John's (Douglas)—30-mins.: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



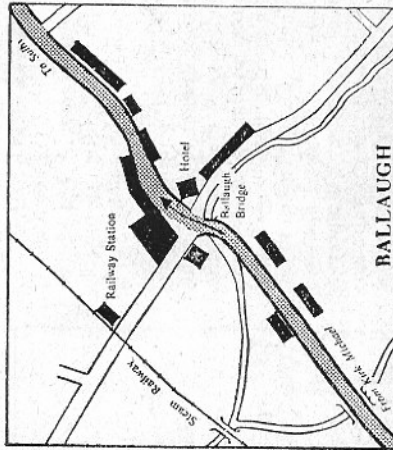


Kirk Michael (14 1/2 miles)

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.).

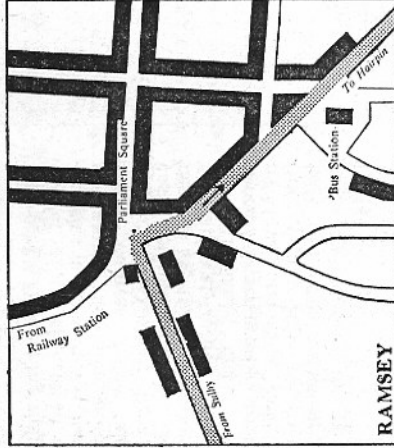
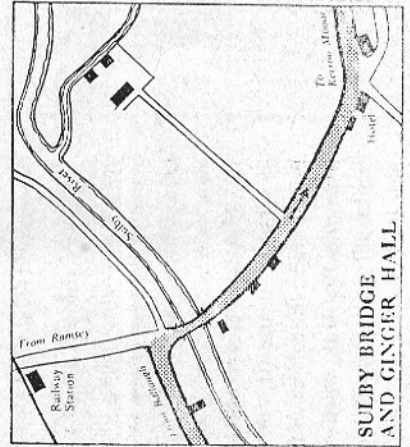
Ballaugh (17 miles)

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.).

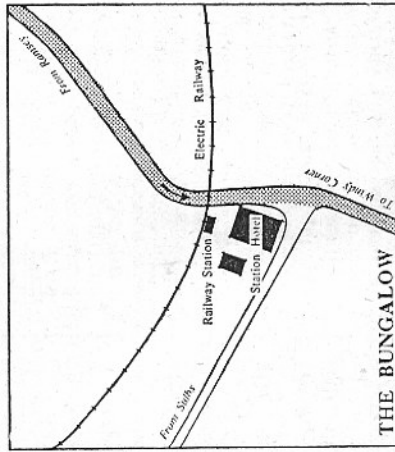


Ramsey (24 miles)

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.).

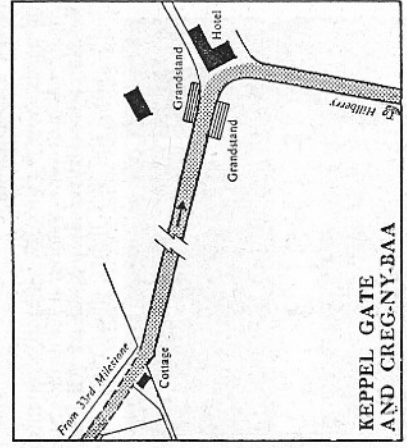
The Bungalow (31 miles)

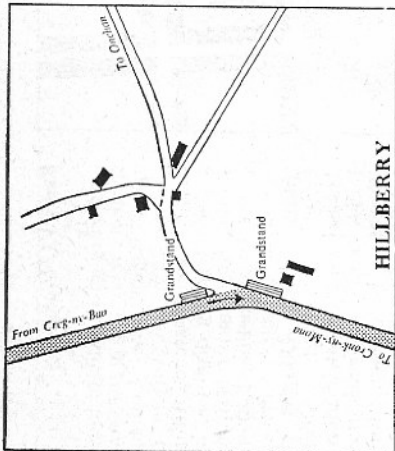
This very fast left and right hand bend forms the focal point of the Mountain stretch for the walker, who has free access to the many fast corners for miles on either side. Access from Sulby by road inside the course. Public address system and "Round the Course" broadcast commentaries. Electric Trains 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.



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.



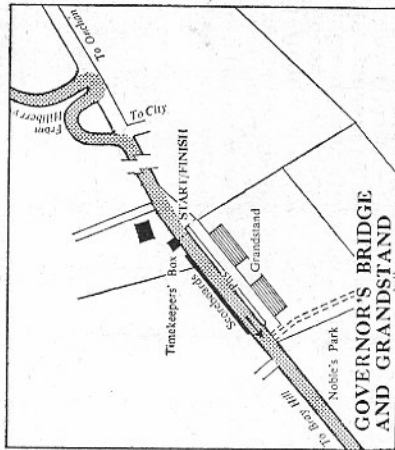


Hillberry (36 miles)

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 Cronkny-Mona and Signpost Corner. Buses run frequently inside the course between nearby Cronkny-Mona and St. Ninian's (top of Bray Hill). A short walk from Onchan which is served by frequent buses from Douglas.

Governor's Bridge to Quarter Bridge

Between these two difficult corners lies the fast stretch past the Grandstand and down Bray Hill. At the Grandstand a continuous commentary on 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.



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—Ballacraire; 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	1	2	3	4
	M	B	B	B
	R	K	R	K
	F	N	S	3
LAP 1	3:13		3:42	3:16
	2	1:3:15		1:4:17
	3	1:32:57		

THE CLYPSE COURSE

The Clype Course is sufficiently localized to Douglas as to require no special directions so far as public transport is concerned. The general notes on page 40 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. Clype 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 Cronkny-Mona and Cregny-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 Cronkny-Garroo, Begoade and Hall Corner. Here a right turn is taken on to the main Douglas-Laxey road, down Whitebridge Hill into Onchan village to the Manx Arms and another sharp right hand turn to Signpost Corner, where the course joins the Mountain Circuit back to the Start, except that the hairpin at Governor's Bridge is avoided.

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

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

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

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

Tourist Trophy Entry Lists

in alphabetical order of make

Formula 1 International

Motor Cycle: Cubic Capacity; Make; Bore and Stroke

500 c.c. CLASS

Racing No.	Entrant and Licence No.	Driver and Licence No.
492	B.M.W. Twin Cylinder 66 x 72	
4	Bob Foster (1292)	R. H. Dale (726)
14	Canadian M.C.A.	E. F. La Belle (3230)
499	Matchless Single Cylinder 90 x 78	
11	Jenkin & Purser Ltd. (1294)	D. Powell (708)
499	Norton 30 Single Cylinder 86 x 85.6	
1	Denis Parkinson (1343)	J. Buchan (3139)
2	Double Five Kent M.C.C. (1319)	B. J. Daniels (439)
3	G. Pennington (520)	Entrant
5	Reg. Dearden (1153)	T. Shepherd (922)
6	Joseph Potts Ltd. (715)	R. McIntyre (835)
7	S. T. Mularney (1329)	B. P. Setchell (623)
8	A.C.C. of Australia	R. Miles (932)
9	J. Difazio Motorcycles (1303)	R. Ingram (1694)
10	J. Miller (Motorcycles) (1155)	D. Jarman (424)
12	Eleanor Motors Ltd (1328)	T. K. Kavanagh (660)
15	L. B. Ranson (3094)	Entrant
16	Vic Camp Motorcycles (1282)	L. P. Young (462)
17	A.C.C. of Australia	R. N. Brown (926)

350 c.c. CLASS

349	A.J.S. Single Cylinder 75.5 x 78	
18	W. Robertson (893)	Entrant
25	W. S. Mizen (724)	Entrant
28	R. E. Fox (3114)	Entrant
30	Arter Bros. Ltd. (1285)	W. A. Smith (407)

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

349 A.J.S. Single Cylinder 74 x 81

26 Bill Jackson & Sons Ltd. (1341) P. Carr (3124)

348 B.S.A. Single Cylinder 71 x 88

23 D. J. Beckett (988) Entrant

348 Norton 40 Single Cylinder 76 x 76.7

19 Reg. Dearden (1153) D. Chadwick (912)

20 A. J. Dudley-Ward (720) R. H. F. Anderson (579)

21 Southern Rhodesian M.C. J. A. Redman (636)

22 H. W. Fiddament & Sons (1281) V. W. Cottle (611)

24 A.C.C. of Australia T. Phillis (887)

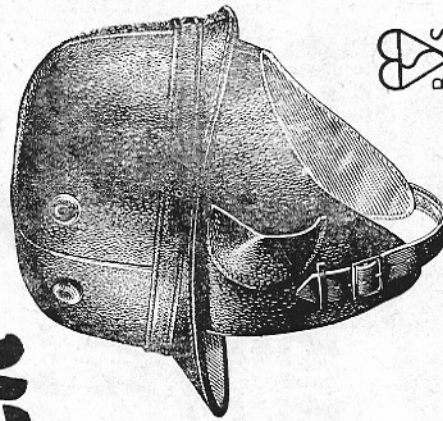
27 Joseph Potts Ltd. (715) A. King (466)

29 Ecurie Sportive (1289) S. M. B. Hallwood (787)

31 J. Glazebrook (860) Entrant

The CORKER

As worn by
police patrolmen and
experienced
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Every Corker carries the
British Standards Institution Mark

61/3 from all main dealers

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		
7	Arter Bros Ltd (1285)	R. H. Dale (726)
15	Arter Bros Ltd (1285)	G. Caclin (736)
25	New Zealand A.C.U.	P. G. R. Pawson (886)
29	Bill Bancroft (1280)	A. Shepherd (408)
32	New Zealand A.C.U.	D. L. McNeill (888)
34	Bob Foster (1292)	L. Carr (410)
35	W. S. Mizzen (724)	Entrant
36	Jenkin & Purser Ltd. (1294)	D. T. Powell (708)
37	Arter Bros. Ltd. (1285)	W. A. Smith (407)
38	Bill Bancroft (1280)	H. Plews (527)
39	W. Robertson (893)	Entrant
41	B. R. Cortvriend (601)	Entrant
42	Marsh & Fry Ltd. (1291)	K. W. James (650)
45	Wheeler Motors of Epsom (1344)	A. Wheeler (460)
46	K. F. Andrew (1322)	D. Jarman (424)
53	New Zealand A.C.U.	S. R. Cameron (404)
54	Roy Claridge Motor Cycles (1267)	G. J. Turner (597)
62	Mead & Tomkinson (1335)	H. D. Gorman (913)
64	R. E. Fox (3114)	Entrant
65	F. J. Stevens (519)	Entrant
72	A. R. Taylor Garages Ltd. (3063)	J. Righton (669)
76	L. Richter (1523)	Entrant
349 A.J.S. Single Cylinder 74 x 81		
52	L. B. Ranson (3094)	Entrant
71	Bill Jackson & Sons Ltd. (1341)	P. Carr (3124)
74	T. Schmitz (1985)	Entrant
348 B.S.A. Single Cylinder 71 x 88		
57	G. Pennington (520)	Entrant
58	A. R. Capner (3140)	Entrant
66	W. R. Prowting (648)	Entrant
68	D. J. Beckett (988)	Entrant
350 M.V. Agusta Four Cylinder 47.5 x 49		
1	Meccanica Verghera Agusta (1216)	J. Hartle (457)
5	Meccanica Verghera Agusta (1216)	J. Surtees (495)
26	Meccanica Verghera Agusta (1216)	R. Venturi (2348)
348 Norton Single Cylinder 76 x 76.6		
2	A. J. Dudley-Ward (720)	R. H. F. Anderson (579)
3	Joseph Potts Ltd. (715)	R. McIntyre (835)
6	A.C.C. of Australia	R. N. Brown (926)
8	Reg. Dearden (1153)	D. Chadwick (912)
9	Joseph Potts Ltd. (715)	A. King (466)
10	Reg. Dearden (1153)	T. Shepherd (922)
11	Eleanor Motors Ltd. (1328)	T. K. Kavanagh (660)
12	Hallett's of Canterbury Ltd. (1275)	D. Minter (406)
14	A. Trow (735)	Entrant
16	Denis Parkinson (1343)	J. Buchan (3139)

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**32 OUT OF 37
SENIOR T.T. RACES
HAVE BEEN WON
ON CASTROL**



Racing No.	Entrants and Licence No.	Driver and Licence No.
17	Ecurie Sportive (1289)	S. M. B. Hallwood (787)
18	L. J. B. R. French (1342)	D. G. Chapman (927)
19	A.C.C. of Australia	E. Hinton (3138)
20	Reg. Dearden (1153)	R. B. Rensen (420)
21	Reg. Dearden (1153)	E. Haldane (960)
22	R.A.C. of South Africa	E. G. Driver (879)
23	Southern Rhodesian M.C.	J. A. Redman (636)
24	A.C.C. of Australia	T. Phillis (887)
27	R. Fay (964)	Entrant
28	Reg. Dearden (1153)	G. Costain (3129)
30	Reg. Dearden (1153)	G. Hocking (480)
31	A.C.C. of Australia	R. Miles (932)
33	S. T. Mulroney (1329)	B. P. Setchell (623)
40	H. Kassner (1960)	Entrant
43	G. Perkins (1148)	R. A. Rowbottom (608)
44	H. W. Fiddament & Sons (1281)	V. W. Cottle (611)
47	Victor Horsman Ltd. (1338)	E. Cheers (962)
48	Colmore Depot Ltd. (1326)	A. E. Moule (596)
49	A. F. J. D. Martin (3137)	Entrant
50	H. Grant (3132)	Entrant
51	Wolverhampton M.C. & C.C. (1316)	J. T. Shakespeare (494)
55	J. Glazebrook (860)	Entrant
59	J. Bullock (3081)	Entrant
60	Double Five Kent M.C.C. (1319)	B. J. Daniels (439)
61	B. Schneider (1552)	Entrant
63	Bryant's (1159)	J. N. P. Wright (675)
67	Canadian M.C.A.	E. F. La Belle (3230)
69	G. Monty & Dudley Ward (716)	T. H. Robb (2563)
70	W. Spinnier (2129)	Entrant
73	J. Findlay (797)	Entrant
75	G. Monty & Dudley Ward (716)	R. Graham (3127)
77	Reg. Dearden (1153)	T. C. Hesketh (720)

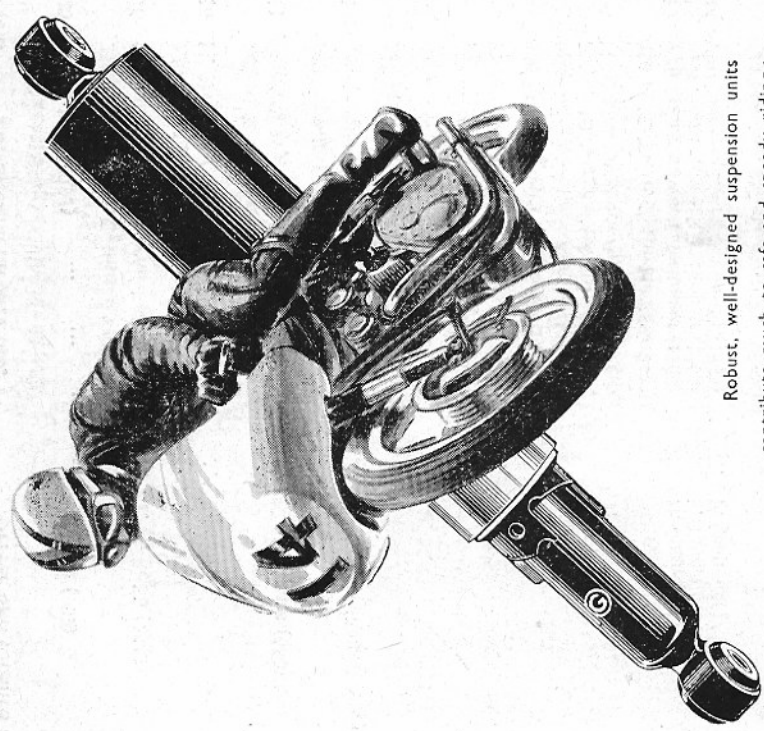
348 Norton Single Cylinder 71 x 88
56 G. A. Northwood (3085) ... Entrant

349 Norton Single Cylinder 80 x 69.5
4 Reg. Armstrong Motor Cycles Ltd. ... G. E. Duke (917)

250 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver and Licence No.
9	H. Scheifel (1912)	Entrant
17	Bradbury & Brown (1337)	A. Jones (915)
26	S. Lohmann (1812)	Entrant
33	G. Beer (1833)	Entrant

250 Benelli	Driver and Licence No.
29	Soc. Fr. Benelli (1227) ... R. H. Dale (726)
30	Soc. Fr. Benelli (1227) ... S. Grasseti (2371)



Robust, well-designed suspension units contribute much to safe and speedy riding; and whether you ride for sport, for pleasure or for necessity, you will find a Girling suspension unit—and that means the best of its type—to meet your requirements

GIRLING

SUSPENSION UNITS

Racing No.	Entrant and Licence No.	Driver and Licence No.
175 Ducati Single Cylinder 62 x 58		
20	T. Lambert (1297) ...	B. Clark (997)
250 GMS Single Cylinder 71 x 63		
36	G. Monty & Dudley-Ward (716) ...	T. H. Robb (2563)
248 Mead Norton Single Cylinder 66 x 72.5		
16	H. Stanford (3090) ...	Entrant
249 M. & F. Excelsior 67 x 70.6		
11	Marsh & Fry, Ltd. (1291) ...	K. W. James (650)
248 Mondial Single Cylinder 69 x 57.8		
14	Ecurie Sportive (1289) ...	S. M. B. Hailwood (787)
249 Mondial Single Cylinder 75 x 56		
22	R.A.C. of South Africa ...	W. M. Grobler (3111)
203 M.V. Agusta Single Cylinder 68 x 56		
21	R. Harris (1279) ...	D. Chadwick (912)
250 M.V. Agusta Single Cylinder 72.7 x 60		
3	Meccanica Verghera Agusta (1216) ...	C. Ubbiali (2321)
8	Meccanica Verghera Agusta (1216) ...	R. Venturi (2348)
25	Meccanica Verghera Agusta (1216) ...	T. Provini (2350)
250 M.Z. Twin Cylinder 54 x 54		
10	VEB Motorradwerk Zschopau (1366)	H. Fugner (1739)
15	VEB Motorradwerk Zschopau (1366)	L. Taveri (2148)
34	VEB Motorradwerk Zschopau (1366)	E. Degner (1736)
248 Norton Single Cylinder 70 x 64		
32	Chas. E. Cope & Sons Ltd. (1150) ...	E. F. Cope (829)
247 N.S.U. Single Cylinder 69 x 66		
1	Fron Purslow Motor Cycles (1304) ...	F. Purslow (301)
2	S. E. Hanson (1276) ...	G. A. Catlin (736)
4	Moore's Garage (703) ...	D. C. Moore (490)
6	J. Autengruber (1532) ...	Entrant
7	H. Kassner (1960) ...	Entrant
12	Hill's Engineering Works Ltd (16) ...	N. Orr (2572)
18	R. Thalhammer (1511) ...	Entrant
23	Wheeler Motors of Epsom (1344) ...	A. Wheeler (460)
24	Reg. Armstrong Motor Cycles Ltd. (17) ...	R. McIntyre (835)
27	W. J. Maddrick (539) ...	Entrant
28	Glen Henderson Motorcycles (1308) ...	A. King (466)
31	Hill's Engineering Works Ltd. (16) ...	D. G. Andrews (2595)
249 N.S.U. Twin Cylinder 54 x 54		
5	Reg. Armstrong Motor Cycles Ltd. (17) ...	G. E. Duke (917)
249 R.E.G. Twin Cylinder 54 x 54		
19	R. E. Geeson (1340) ...	D. Minter (406)
248 Velocette Special Single Cylinder 68 x 68		
35	B. Andersson (1044) ...	Entrant

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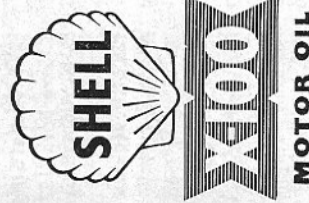
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From the moment your engine starts Shell X-100 Motor Oil gives complete engine lubrication, protects against wear and corrosion, keeps the inside of the engine clean and helps with the cooling. Then, when you reach high speeds, Shell X-100 Motor Oil is tough enough to keep modern engine bearings and working surfaces perfectly lubricated.

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Change to Shell X-100 Motor Oil now and keep your motor cycle at top performance.

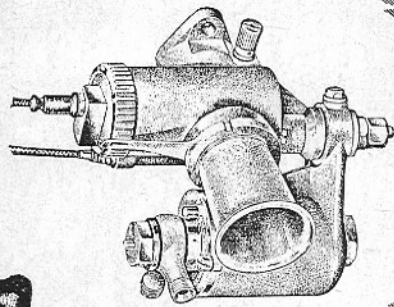


YOUR ENGINE'S BEST FRIEND

125 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver and Licence No.
125 Ducati Single Cylinder 55.2 x 52		
1	W. J. Maddrick (539) ...	Entrant
4	Ducati Meccanica (1217) ...	S. M. B. Hailwood (787)
6	Eleanor Motors Ltd. (1328) ...	T. K. Kavanagh (660)
11	Ducati Meccanica (1217) ...	F. Villa (2377)
19	Bill Jackson & Sons Ltd. (1341) ...	P. Carr (3124)
20	J. E. Field (431) ...	Entrant
21	Fron Purslow Motor Cycles (1304) ...	F. Purslow (501)
24	B. Nicklasson (1081) ...	Entrant
26	L. E. Evans (3128) ...	Entrant
28	A. J. West (426) ...	Entrant
32	Geneva Motors (1331) ...	K. E. Tully (973)
33	W. Spinnler (2129) ...	Entrant
35	Ducati Meccanica (1217) ...	B. Spaggiari (2368)
37	Wheeler Motors of Epsom (1344) ...	A. Wheeler (460)
38	L. Hedlund (1092) ...	Entrant
41	G. Monty & Dudley-Ward (716) ...	T. H. Robb (2563)
122 E.M.C. Single Cylinder 53.2 x 53		
15	J. Ehrlich (1307) ...	J. Baughn (930)
125 Fruin Special Twin Cylinder 42.5 x 45		
7	H. L. Fruin (816) ...	Entrant
125 Honda Twin Cylinder 44 x 41		
8	Honda Motor Co. Ltd. (684) ...	N. Taniguchi (3893)
9	W. J. Hunt (3890) ...	Entrant
17	Honda Motor Co. Ltd. (684) ...	J. Suzuki (3892)
27	Honda Motor Co. Ltd. (684) ...	T. Tanaka (3894)
29	Honda Motor Co. Ltd. (684) ...	G. Suzuki (3891)
125 L.C.H. Single Cylinder 53 x 56		
22	L. C. Harfield (959) ...	Entrant
125 Mondial Single Cylinder 53 x 56		
12	T. Saverborn (1524) ...	Entrant
23	D. H. Allen (846) ...	Entrant
125 M.V. Agusta Single Cylinder 57 x 50		
14	R. Harris (1279) ...	D. Chadwick (912)
125 M.V. Agusta Single Cylinder 53 x 56		
2	Porters Motors (Spalding) Ltd. (1287) ...	R. W. Porter (914)
3	E. L. Griffiths (515) ...	Entrant
5	Meccanica Verghera Agusta (1216) ...	T. Provini (2350)
16	P. J. Walsh (826) ...	Entrant
18	Anelays (Blackburn) Ltd. (709) ...	R. J. G. Dickinson (884)
25	C. J. Percival (412) ...	Entrant
34	Meccanica Verghera Agusta (1216) ...	E. Vezzalini (2364)
36	Meccanica Verghera Agusta (1216) ...	C. Ubbiali (2321)
40	R.A.C. of South Africa ...	W. M. Grobler (3111)

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The same manufacturing experience, the same precision design and precision-machining of every part goes into all AMAL Carburettors. Whether you race, ride in trials or just motor cycle for convenience or pleasure, you can rely *absolutely* on the economy and trouble-free performance that every rider has come to expect from AMAL.

Racing No.	Entrant and Licence No.	Driver and Licence No.
125 M.Z. Single Cylinder 54 x 54		
10	VEB Motorradwerk Zschopau (1366)	... E. Degner (1736)
30	VEB Motorradwerk Zschopau (1366)	... L. Taveri (2148)
39	VEB Motorradwerk Zschopau (1366)	... H. Fugner (1739)
124 Paton Single Cylinder 53 x 56.4		
31	Moore's Garage (703) ...	... D. C. Moore (490)

Sidecar International

Racing No.	Entrants and Licence No.	Driver and Licence Nos.	Passenger and Licence Nos.
492 B.M.W. Twin Cylinder 70 x 64			
3	Bayerische Motoren Werke (2)	W. Schneider (2004)	H. Strauss (1996)
496 B.M.W. Twin Cylinder 70 x 66			
9	F. Camathias (2100) ...	... Entrant	... H. Cecco (2133)
492 B.M.W. Twin Cylinder 66 x 72			
1	J. W. Beevers (405) ...	... Entrant	... J. Chisnall (763)
5	O. Kollé (1810) ...	... Entrant	... R. Kamm (1866)
10	L. Neussner (1969) ...	... Entrant	... E. Blauth (2025)
12	Watsonian Sidecars Ltd. (1315)	P. V. Harris (918)	R. M. Campbell (952)
17	E. Strub (2141) ...	... Entrant	... R. N. Woollett (937)
20	A. Young (824) ...	... Entrant	... R. Cairncross (823)
25	F. Scheidegger (2136) ...	... Entrant	... H. Burkhardt (2137)
29	A. Ritter (1913) ...	... Entrant	... H. Luttringshauser (1953)
31	H. Fath (1886) ...	... Entrant	... A. Wohlgemuth (1824)
499 B.S.A. Single Cylinder 85 x 88			
*34	Dick Ward (Motor Cycles) Ltd. (1335)	D. F. Brindley (528)	J. Waugh (538)
30	F. Muhlemann (2145) ...	... Entrant	... W. Spinnler (2129)
499 E.T.Y. Norton Single Cylinder 86 x 85.6			
7	J. Horan (943) ...	... Entrant	... J. A. Bowden (993)
498 Matchless Twin Cylinder 66 x 72.8			
*32	H. Scholes (3133) ...	... Entrant	... B. Daniells (439)
499 Norton Single Cylinder 90 x 78			
26	Watsonian Sidecars Ltd. (1315)	C. Smith (499)	... E. Bliss (638)
499 Norton Single Cylinder 86 x 85.6			
2	D. H. Saywood (822) ...	... Entrant	... "J. Mac" (875)
6	Freemans Motor Cycles (1323)	C. Freeman (791)	... B. Nelson (314)
8	Watsonian Sidecars Ltd. (1315)	J. Beeton (832)	... E. Bulgin (885)
11	S. H. Hoskison (706) ...	... Entrant	... J. W. Tanner (911)
15	M. J. Candy (3126) ...	... Entrant	... C. E. Larkin (3118)
16	T. P. Folwell (475) ...	... Entrant	... P. M. Knocker (514)
18	R.P.M. (Chelmsford) Ltd. (1332)	G. de Orfe (3101)	... D. E. Fynn (3102)
19	L. C. Green & Son (704) B. N. Green (585)	... R. Eden (518)



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manufacturers fit **RENOLD** chains



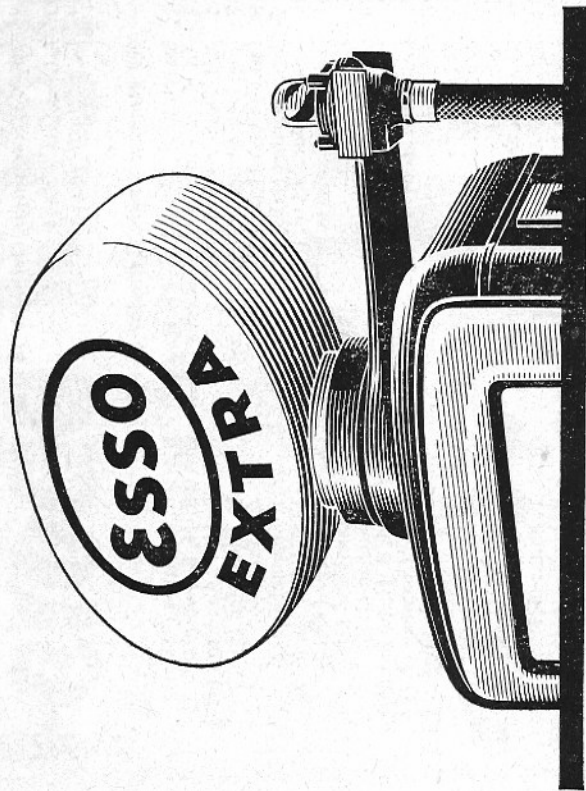
RENOLD CHAINS LIMITED · MANCHESTER

Racing No.	Entrants and Licence No.	Driver and Licence Nos.	Passenger
22	R. E. Cheney (966) ... Entrant	...	J. Gibbins (967)
23	Vic Camp Motor Cycles (1282) P. J. Millard (516) ... A. Tressland (929)	...	M. Merrick (3096)
24	Wheeler's Cycles Ltd. (1327) ... Entrant	D. R. Yorke (3095) ... H. G. Winter (414)	...
27	L. Wells (649) ... Entrant	...	J. Biggs (839)
*33	E. Pickup (845) ... Entrant	...	...
499 Norton Single Cylinder 79.62 x 100			
4	A. G. Vincent (443) ... Entrant	...	R. W. Harding (442)
21	Warburton Bros. (Motor Cycles) Ltd. (1314) ... S. Nightingale (896)	...	E. Sheldon (877)
498 Triumph Twin Cylinder 63 x 80			
28	Arbour Motors (1317) ... O. Greenwood (3080)	T. Fairbrother (1000)	...
498 W.R.B. Triumph Twin Cylinder 63 x 80			
14	Eric W. Bowers (1336) ... E. Walker (958)	...	J. Bollington (956)

* Denotes reserve.

Senior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
349 A.J.S. Single Cylinder 75.5 x 78		
44	Wheeler Motors of Epsom (1344) ...	A. Wheeler (460)
57	G. E. Leigh (Motor Cycles) Ltd. (1345) ...	F. J. Stevens (519)
64	R. E. Fox (3114) ...	Entrant
492 B.M.W. Twin Cylinder 70 x 64		
6	Bayerische Motoren Werke (2) ...	R. H. Dale (726)
498 B.M.W. Twin Cylinder 66 x 72		
61	Canadian M.C.A. ...	E. F. La Belle (3230)
499 B.S.A. Single Cylinder 85 x 88		
46	Victor Horsman Ltd. (1338) ...	E. Cheers (962)
498 Matchless Twin Cylinder 66 x 72.8		
41	B. R. Cortvriend (601) ...	Entrant
66	J. Bullock (3081) ...	Entrant
498 Matchless Single Cylinder 90 x 78		
14	Arter Bros. Ltd. (1285) ...	G. Catlin (736)
29	W. Bancroft (1280) ...	A. Shepherd (408)
36	Jenkin & Purser Ltd. (1294) ...	D. T. Powell (708)
37	Arter Bros. Ltd. (1285) ...	W. A. Smith (407)
51	New Zealand A.C.U. ...	S. R. Cameron (404)
52	Roy Claridge Motor Cycles (1267) ...	G. J. Turner (597)
500 M.V. Augusta 4-Cylinder 52 x 58		
2	Meccanica Verghera Augusta (1216) ...	J. Hartle (457)
4	Meccanica Verghera Augusta (1216) ...	J. Surtees (495)
26	Meccanica Verghera Augusta (1216) ...	R. Venturi (2348)

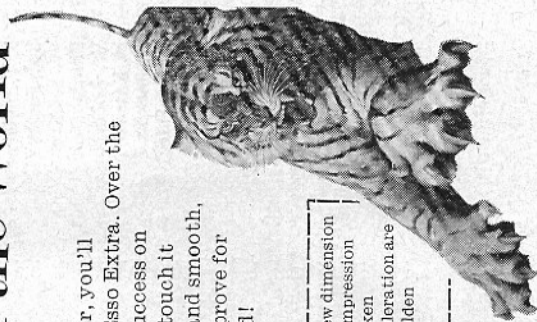


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Racing No.

Entrant and Licence No.

Driver and Licence No.

348 Norton Single Cylinder 76 x 76.7

53 J. Glazebrook (860) Entrant
 54 G. A. Northwood (3085) Entrant

499 Norton Single Cylinder 86 x 85.6

1 Joseph Potts Ltd. (715) R. McIntyre (835)
 3 A.C.C. of Australia R. N. Brown (926)
 5 A. J. Dudley-Ward (720) R. H. F. Anderson (579)
 7 Reg. Dearden (1153) D. Chadwick (912)
 8 Joseph Potts Ltd. (715) A. King (466)
 9 Reg. Dearden (1153) T. Shepherd (922)
 10 Eleanor Motors Ltd. (1328) T. K. Kavanagh (660)
 11 Hallett's of Canterbury Ltd (1275) D. Minter (406)
 12 A. Trow (735) Entrant
 15 Denis Parkinson (1343) J. Buchan (3139)
 16 Ecurie Sportive (1289) S. M. B. Hallwood (787)
 17 L. J. B. R. French (1342) D. G. Chapman (927)
 18 A.C.C. of Australia E. Hinton (3138)
 19 Reg. Dearden (1153) R. B. Rensen (420)
 20 Reg. Dearden (1153) E. Haldane (960)
 21 R.A.C. of South Africa E. G. Driver (879)
 22 Southern Rhodesian M C J. A. Redman (636)
 23 A.C.C. of Australia T. Phillis (887)
 24 J. Difazio Motorcycles (1303) R. Ingram (694)
 25 New Zealand A.C.U. P. G. R. Pawson (886)
 27 R. Fay (964) Entrant
 28 Reg. Dearden (1153) G. Costain (3129)
 30 Reg. Dearden (1153) G. Hocking (480)
 31 A.C.C. of Australia R. Miles (932)
 32 New Zealand A.C.U. D. L. McNeill (888)
 33 S. T. Muirney (1329) B. P. Setchell (623)
 34 Bob Foster (1292) L. Carr (410)
 35 W. S. Mizen (724) Entrant
 38 Bill Bancroft (1280) H. Plews (527)
 39 W. Robertson (893) Entrant
 40 H. Kassner (1960) Entrant
 42 G. Perkins (1148) R. A. Rowbottom (608)
 43 H. W. Fiddament & Sons (1281) V. W. Cottle (611)
 45 J. Miller (Motorcycles) (1155) D. Jarman (424)
 47 Colmore Depot Ltd. (1326) A. E. Moule (596)
 48 A. F. J. D. Martin (3137) Entrant
 49 H. Grant (3132) Entrant
 50 L. B. Ranson (3094) Entrant
 55 Vic Camp Motorcycles (1282) L. P. Young (462)
 56 Double Five Kent M.C.C. (1319) B. J. Daniels (439)
 58 G. Monty & Dudley-Ward (716) R. Graham (3127)
 60 T. Schmitz (1985) Entrant
 62 Reg. Dearden (1153) T. C. Hesketh (720)
 63 Bryant's (1159) J. N. P. Wright (675)
 65 J. Findlay (797) Entrant

498 Triumph Twin Cylinder 63 x 80

59 Arbour Motors (1317) O. Greenwood (3080)

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T.T. Winners

1907-1958

SHORT COURSE

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

MOUNTAIN AND CLYSE COURSES

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

LIGHTWEIGHT-125 Class

Year	Winner	LAP	M.P.H.
1951	W. A. C. McCandless	124	74.85
1952	C. C. Sandford	125	75.54
1953	R. L. Graham	125	77.78
1954	R. Hollaus	125	N.S.U.
1955	C. Ubbiali	125	69.57
1956	C. Ubbiali	125	69.57
1957	T. Provini	124	73.69
1958	C. Ubbiali	124	72.86

LIGHTWEIGHT-250 Class

Year	Winner	LAP	M.P.H.
1922	G. S. Davison	21	49.89
1923	J. A. Porter	249	51.93
1924	E. Twenlow	246	55.44
1925	C. W. Twenlow	246	57.74
1926	C. W. Twenlow	249	60.20
1927	W. L. Handley	246	63.30
1928	F. A. Longman	246	63.87
1929	S. A. Crabtree	249	64.71
1930	J. Guthrie	246	70.49
1931	G. W. Walker	246	71.59
1932	L. H. Davenport	246	70.81
1933	S. Gleve	249	71.56
1934	J. H. Simpson	246	74.28
1935	S. Woods	248	74.72
1936	A. R. Foster	248	78.48
1937	O. Tenni	246	73.22
1938	E. Kluge	246	75.17
1939	E. A. Mellors	248	77.96
1940	M. Barrington	248	78.08
1941	M. Cann	248	81.39
1942	M. Barrington	248	84.73
1943	D. Ambrosini	248	90.88
1944	T. L. Wood	202	*71.37
1945	F. Anderson	250	*67.05
1946	W. Haas	250	*75.80
1947	W. A. Lomas	250	*76.89
1948	C. C. Sandford	250	
1949	T. Provini	250	

JUNIOR

Year	Winner	LAP	M.P.H.
1911	P. J. Evans	21	41.46
1912	W. H. Bashall	21	39.65
1913	H. Mason	21	41.08
1914	E. Williams	21	45.72
1915	C. Williams	21	40.74
1916	E. Williams	21	52.11
1917	T. M. Sheard	21	54.75
1918	S. Woods	21	55.73
1919	K. Twenlow	21	56.57
1920	W. L. Handley	21	65.02
1921	A. Bennett	21	66.70
1922	F. W. Dixon	21	67.19
1923	A. Bennett	21	68.65
1924	F. G. Hicks	21	69.71

Year	Winner	LAP	M.P.H.
1930	H. G. Tyrell Smith	349	71.08
1931	P. Hunt	348	73.94
1932	S. Woods	349	77.16
1933	S. Woods	348	78.08
1934	J. Guthrie	348	79.16
1935	J. Guthrie	349	80.14
1936	F. L. Frith	349	84.43
1937	J. Guthrie	349	84.08
1938	S. Woods	348	83.19
1939	S. Woods	348	80.31
1940	A. R. Foster	348	81.45
1941	F. L. Frith	348	83.15
1942	F. L. Frith	349	86.33
1943	A. J. Bell	349	89.90
1944	G. E. Duke	349	90.29
1945	G. E. Duke	349	90.52
1946	W. R. Amm	349	91.51
1947	R. W. Coleman	349	92.33
1948	W. A. Lomas	350	89.29
1949	T. K. Kavanagh	350	94.99
1950	R. McIntyre	350	91.97
1951	J. Surtees	350	

SENIOR

Year	Winner	LAP	M.P.H.
1911	O. C. Godfrey	31	47.60
1912	F. A. Applebee	31	48.70
1913	H. C. Wood	31	48.27
1914	C. G. Pullin	31	49.49
1915	C. de la Hay	31	51.79
1916	H. R. Davies	31	54.49
1917	A. Bennett	31	58.31
1918	A. Bennett	31	55.55
1919	M. Sheard	31	61.64
1920	A. Bennett	31	66.13
1921	H. R. Davies	31	67.54
1922	S. Woods	31	68.41
1923	A. Bennett	31	62.98
1924	C. J. P. Dodson	31	72.05
1925	C. J. P. Dodson	31	74.24
1926	W. L. Handley	31	77.90
1927	S. Woods	31	79.38
1928	S. Woods	31	81.04
1929	J. Guthrie	31	78.01
1930	S. Woods	31	84.68
1931	J. Guthrie	31	88.21
1932	J. Guthrie	31	85.80
1933	F. L. Frith	31	89.11
1934	H. L. Daniell	31	89.28
1935	G. Meier	31	82.81
1936	H. L. Daniell	31	84.97
1937	H. L. Daniell	31	86.93
1938	A. J. Bell	31	92.27
1939	H. L. Daniell	31	93.83
1940	G. E. Duke	31	92.57
1941	G. E. Duke	31	93.85
1942	H. R. Armstrong	31	88.12
1943	W. R. Amm	31	97.93
1944	W. R. Amm	31	96.57
1945	G. E. Duke	31	98.99
1946	J. Surtees	31	98.63
1947	J. Surtees	31	

ULTRA LIGHTWEIGHT

Year	Winner	LAP	M.P.H.
1924	J. A. Porter	174	51.20
1925	W. L. Handley	174	53.45

SIDECAR

Year	Winner	LAP	M.P.H.
1923	F. W. Dixon	596	53.15
1924	G. H. Tucker	588	51.31
1925	L. Par-ker	596	55.22
1926	E. S. Oliver	499	*68.87
1927	W. Schneider	492	*70.01
1928	F. Hillebrand	492	*70.03
1929	F. Hillebrand	492	*71.89
1930	W. Schneider	492	*73.01

LIGHTWEIGHT CLUBMAN'S

Year	Winner	LAP	M.P.H.
1947	W. McVeigh	249	65.30
1948	M. V. Lockwood	249	64.93
1949	C. Y. Taft	249	68.10
1950	F. Fletcher	249	66.89

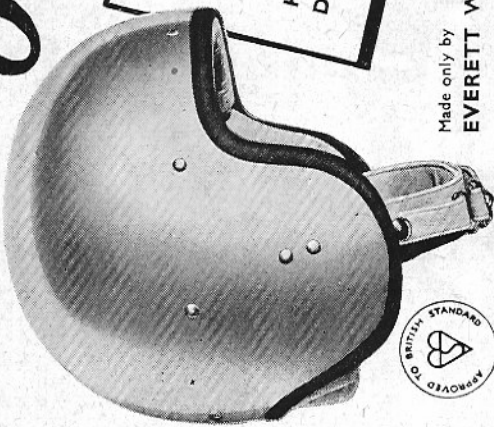
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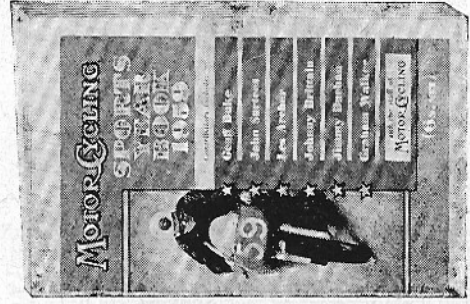
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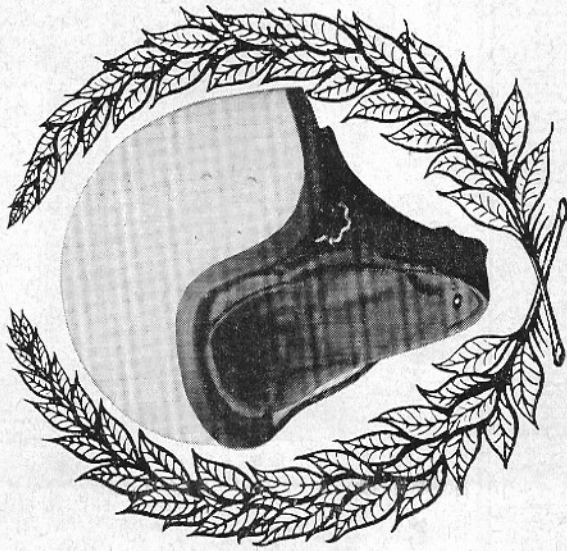
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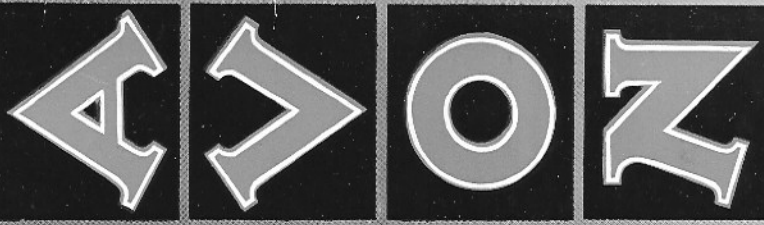


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