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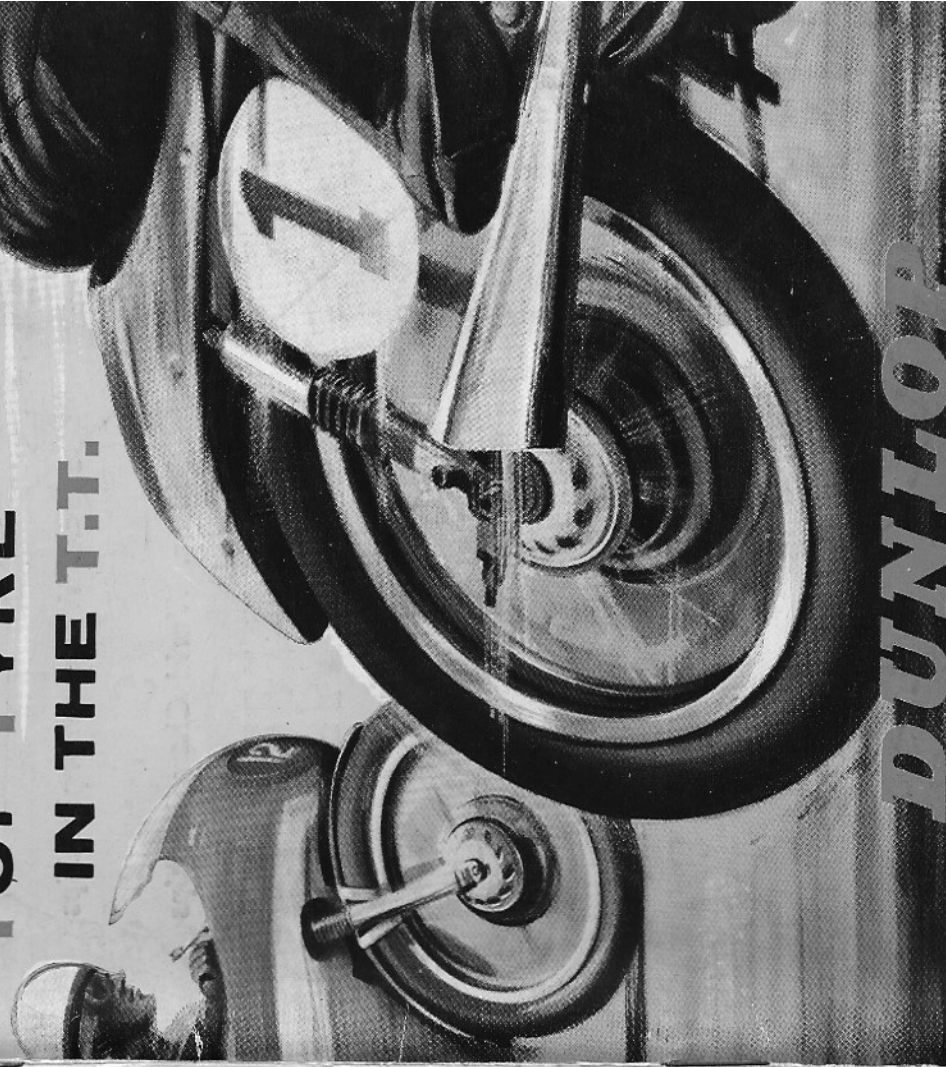


**T.T.
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1968**

A WORLD CHAMPIONSHIP MEETING
OFFICIAL GUIDE AND PROGRAMME

2'6

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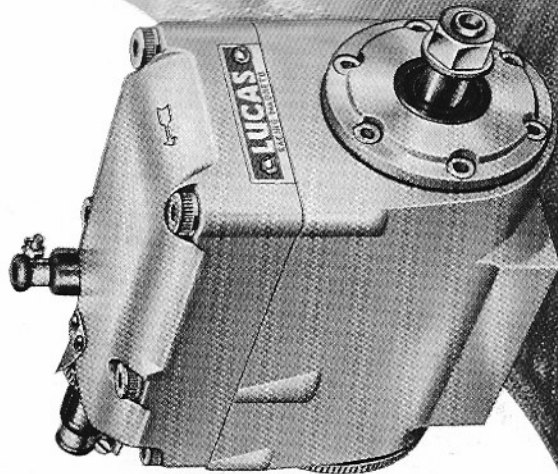
10

500 c.c. World Championships

9

350 c.c. World Championships

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ATTRACTIONS

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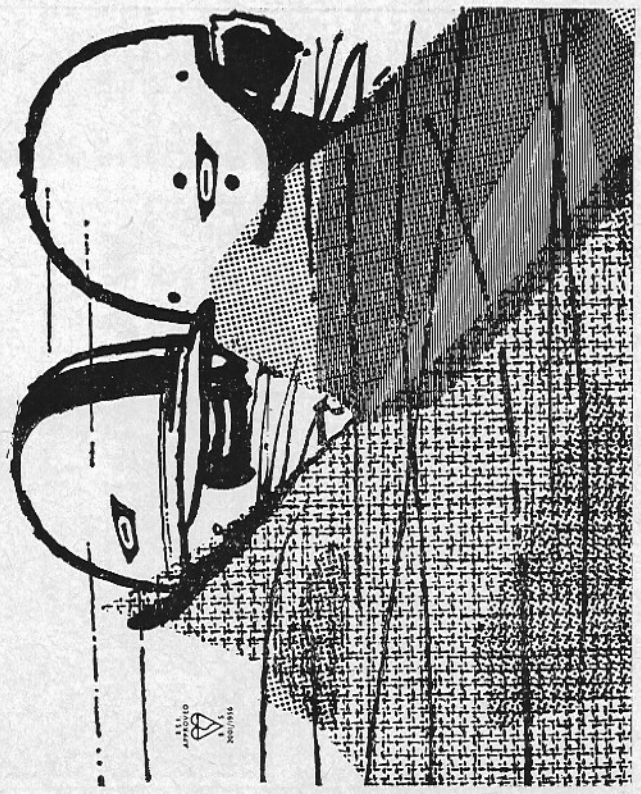
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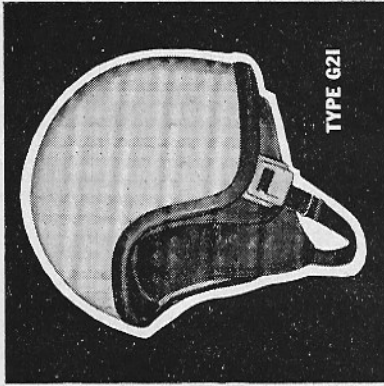
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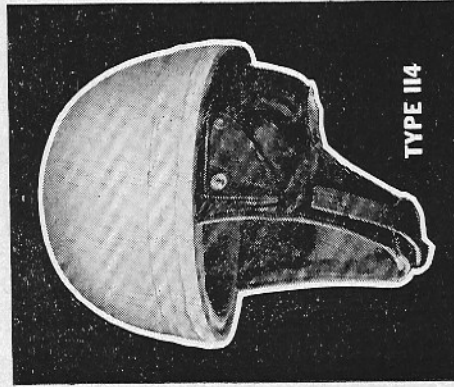
WARNING TO THE PUBLIC

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

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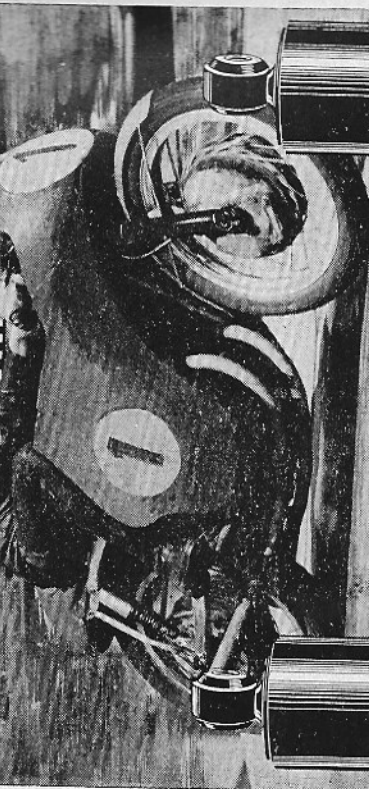
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The 1963 International

Tourist Trophy Races

ISLE OF MAN ★ JUNE 10 : 12 : 14

Official Programme & Guide



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The 1963 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.

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Mr. W. E. SWANN.

Mr. W. E. QUAYLE,

M.H.K., J.P.

Foreword

By

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



It is not, I think, any accident that in this Diamond Jubilee Year of the Auto-Cycle Union the entry for the International Tourist Trophy Races constitutes an all time record. The increasing popularity of road racing with the entry lists over subscribed on all the main-land circuits shows that the riders grasp every opportunity of participating and the public rarely fail to attend in considerable numbers. Now it has been suggested that the Isle of Man, in addition to being the Mecca of motor-cyclists, is also the University of road racers and just as anyone in ordinary life who seeks to get to the top finds it advantageous to have a University degree so does the ambitious road racer find it very much to his benefit to have graduated on the world famous T.T. circuit. But as a degree course at a University is a costly matter so is it quite an expensive item to travel with racing motor-cycles to the Island and sojourn there for the practice period and the race week.

We of the Auto-Cycle Union have tried extremely hard to keep down to the lowest possible level these costs and whereas in the past it has been possible by the generosity of the Isle of Man Authorities to make grants towards the expenses of drivers from overseas we have been precluded, due to shortage of funds, from making any such concession to British drivers. This year, however, our Isle of Man friends have gone even further in their endeavours to assist the Races and for the first time we will be in a position, thanks to them, to make some payment to British drivers. In addition, the entry fee which has been progressively lowered we are now arranging to return in full to any driver who qualifies to start in the Races for which he has entered.

Apart from the 50 c.c. Race there is a truly remarkable entry for the other categories and I am confident that the Tourist Trophy Races of the Diamond Jubilee Year will go down on record as an outstandingly successful week for the sport in general and the Isle of Man in particular.

In conclusion, I must tender the thanks of the Auto-Cycle Union to all who in their various ways make possible this annual festival of motor-cycling which excites such considerable interest at home and abroad.

Officials of the Meeting

Stewards of the Meeting (International Jury)	...	Mr. N. E. Dixon, O.B.E. (<i>President</i>).
	...	Mr. V. C. Anstice.
	...	Mr. A. Harrison (Ireland).
	...	Mr. Henry Kelly, O.B.E.
	...	Mr. J. C. Lowe.
	...	The Venerable E. H. Stenning, M.B.E., T.D., M.A.
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Deputy Chief Marshal	...	Mr. R. J. Kermeen (<i>Deputy Chief Constable</i>).
Chief Scrutineer and Chief Re- plenishment Depot Marshal	...	Mr. R. J. Havers.
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Judge	...	Mr. G. E. Moore.
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Engine Measurer	...	Mr. M. Eagles.
Consulting Chemist	...	Mr. R. Arnot (I.O.M. Government Analyst).
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Replenishment Depot Marshals	...	Messrs. E. Bancroft, R. Clarkson, K. C. Cowley, D. J. Crennell, W. E. Curphey, J. K. Harding, J. W. G. Oates, I. Pendle- bury, H. M. Rowell, S. Wardell.
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Course Travelling Marshals (Motor-cycles)	...	Messrs. P. Crebbin (i.c.), J. W. Beevers, D. Craine, J. Harding, A. Killip and A. Wheeler.
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Marshals on the Course	...	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.
Enclosure Officials	...	Messrs. W. Corlett, D. E. Corkhill, H. Dugdale, G. A. Harding, I. McAdam.
Timekeepers	...	Messrs. S. A. Nicholls (International F.I.M.) (i.c.), T. C. E. Clapp (International F.I.M.), Dr. W. E. Pycraft (National A.C.U.), E. J. Shimmin (Grade "A", A.C.U.).
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Assistant Controller, Scoring Board	...	Mr. C. S. Standen.

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Drivers' Liaison and Course Tech- nical Officer	...	Mr. A. Jefferies.
Chief Press Officer	...	Mr. W. E. Swann.
Deputy Press Officer	...	Mr. W. J. Lucas.
Chief Medical Officer	...	Dr. P. Reel.
Deputy Chief Medical Officer	...	Dr. B. Cousins.
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--	-----	---

Medical Staff	...	Mr. G. E. Faragher.
Enclosure Manager	...	Mr. W. Lisie.
Clerk of Works	...	Mr. T. Clarke.
Assistant Clerk of Works	...	Messrs. G. L. Jackson and E. A. Aspel.
A.C.U. Headquarters' Staff	...	Mr. H. Cornwell.
Assistant Secretary of the Meeting	...	Mr. T. E. Ryan.
Deputy Clerk of the Course and Chief Competitors Marshal	...	Mr. K. E. Shierston.
Clerk of the Course and Secretary of the Meeting	...	

ACKNOWLEDGMENTS

The A.C.U. records its thanks to the following firms and individuals for their contribution to the success of the meeting:—
 The M.G. Car Co., Ltd.—Officials cars loaned through the Mylchreest Motors, Ltd., Douglas.
 Shell Mex and B.P. Ltd.—Provision of helicopter.
 Associated Motorcycles—Loan of motorcycles for Travelling Marshals.
 Avon India Rubber Co., Ltd.—Drivers' Refreshments.
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 The Dunlop Rubber Co., Ltd.—Drivers' refreshments and course flag Marshals, Dunlopillo Cushions in Timekeepers' Box.
 W. & T. Avery, Ltd.—Loan of scales.
 British Broadcasting Corporation—For their excellent commentaries on the Races.
 The Isle of Man Health Services Board—For help with ambulance, hospital services, etc.
 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 ... June 1, 3, 4, 5, 6, 7, 8
 Afternoon ... June 6
 Evenings ... June 3, 4, 5, 7, 8

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.; *Afternoon*—2.15 p.m. and 5.15 p.m.; *Evenings*—6.15 p.m. and 8.45 p.m.

PRELIMINARY EXAMINATIONS

Lightweight (250) International ...	Sunday, 9 June	10.00 a.m.
Sidcar International ...	Sunday, 9 June	
Lightweight (125) International ...	Tuesday, 11 June	9.00 a.m.
Junior International ...	Tuesday, 11 June	
50 c.c. International ...	Thursday, 13 June	9.00 a.m.
Senior International ...	Thursday, 13 June	

RACE DAYS

Monday, 10th June

SIDE CAR INTERNATIONAL—3 Laps		
Enclosure Gates Open ...	...	10.00 a.m.
Race Starts ...	...	11.00 a.m.
Race Stopped ...	...	1.00 p.m.
LIGHTWEIGHT (250) INTERNATIONAL—6 Laps		
Race Starts ...	...	1.30 p.m.
Race Stopped ...	...	5.05 p.m.

Wednesday, 12th June

LIGHTWEIGHT (125) INTERNATIONAL—3 Laps		
Enclosure Gates Open ...	...	10.00 a.m.
Race Starts ...	...	11.00 a.m.
Race Stopped ...	...	1.00 p.m.
JUNIOR INTERNATIONAL—6 Laps		
Race Starts ...	...	1.30 p.m.
Race Stopped ...	...	5.05 p.m.

Friday, 14th June

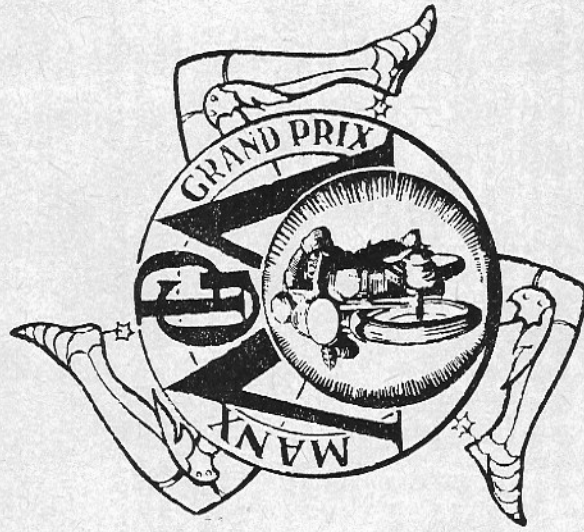
50 c.c. INTERNATIONAL—3 Laps		
Enclosure Gates Open ...	...	10.00 a.m.
Race Starts ...	...	11.00 a.m.
Race Stopped ...	...	1.00 p.m.
SENIOR INTERNATIONAL—6 Laps		
Race Starts ...	...	1.30 p.m.
Race Stopped	5.05 p.m.

The A.C.U. Local Office, at the rear of Grandstand. Phone: Douglas 3227.
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Grandstand Booking Office, The Villa Marina, Douglas. Phone: Douglas 2351.

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ISLE OF MAN FOR THE MANX GRAND PRIX



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3rd — JUNIOR
 5th — SENIOR
 (SIX LAPS OF THE T.T. COURSE)

Practising will commence on August 26th and continue until September 2nd

- Regulations and Entry Forms from C. R. Ducker, 27 Athol Street, Douglas, I.O.M. (Entries close on 12th July).
- BOOK YOUR GRANDSTAND SEAT NOW—APPLY ENTERTAINMENTS MANAGER, VILLA MARINA, DOUGLAS, I.O.M. (Phone Douglas 2351).
- SUPERB ISLE OF MAN HOLIDAY BOOK (104 pages, including beautifully coloured views), travel accommodation, details of holiday bargains, etc., gladly sent on application to P. G. Bond, Tourist Board, Isle of Man.

Other 1963 MOTORCYCLING EVENTS include SOUTHERN "100"—July 10th & 11th TWO-DAYS TRIAL—Aug. 31st & Sept. 1st.

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 £100.
- The Sidecar Tourist Trophy, a replica and £100.
- The Lightweight (125 c.c.) Tourist Trophy, a replica and £75.
- The 'Avon' Challenge Trophy, a replica and £50.

CASH AWARDS

SENIOR AND JUNIOR (for drivers finishing within 30 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—£40; 12th—£40; 13th—£40; 14th—£40; 15th—£40; 16th—£25; 17th—£25; 18th—£25; 19th—£25; 20th—£25.

LIGHTWEIGHT (250 c.c.) and SIDECAR (for drivers finishing within 20 minutes of the winner's time for the Sidecar Race and within 30 minutes for the Lightweight (250 c.c.) Race): 2nd—£70; 3rd—£50; 4th—£35; 5th—£30; 6th—£25; 7th—£20; 8th—£20; 9th—£20; 10th—£20.

LIGHTWEIGHT (125 c.c.) (for drivers finishing within 20 minutes of the winner's time): 2nd—£40; 3rd—£35; 4th—£25; 5th—£20; 6th—£15; 7th—£15; 8th—£15; 9th—£15; 10th—£15.

50 c.c. (for drivers finishing within 20 minutes of the winner's time): 2nd—£30; 3rd—£25; 4th—£20; 5th—£15; 6th—£10; 7th—£10; 8th—£10; 9th—£10; 10th—£10.

FASTEST LAP in each Race: £25.

REPLICAS

A 'Diamond Jubilee' Replica will be awarded to the driver making the fastest lap in each Race.

Silver Replicas of the Tourist Trophy will be awarded in all Races to drivers finishing within 9/8ths of the winner's time in his race.

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

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 c.c. Lightweight Races.

The Bob Holloway Trophy—for the fastest lap in the 125 c.c. International Race.

The G. J. A. Brown Trophy—for the fastest lap in the 50 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 Overseas '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.

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



OUT IN FRONT

It is difficult to imagine a more exacting test of man and machine than the Isle of Man TT races. It's an impressive testimonial to the reliability and accuracy of SMITHS tachometers that they appear so often on the winning machines.

The spark of victory is also regularly supplied by KLG or Lodge plugs; both brands come from SMITHS. In the racing world, SMITHS are where they have been, ever since motorcycling began—out in front.

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PRESENTATION OF AWARDS

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

* * *

Sidecar and 250 c.c. Lightweight Internationals—Monday, June 10th, at 9.00 p.m.

Presentation by His Worship the Mayor of Douglas, Councillor T. A. Corkish, M.H.K., J.P.

* * *

125 c.c. Lightweight and Junior Internationals—Wednesday, June 12th, at 9.00 p.m.

Presentation by His Honour the First Deemster and Clerk of the Rolls, S. J. Kneale, C.B.E.

* * *

50 c.c. and Senior Internationals—Friday, June 14th, at 9.00 p.m.

Presentation by His Excellency the Lieut. Governor of the Isle of Man, Sir Ronald Herbert Garvey, K.C.M.G., K.C.V.O., M.B.E.

* * *

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

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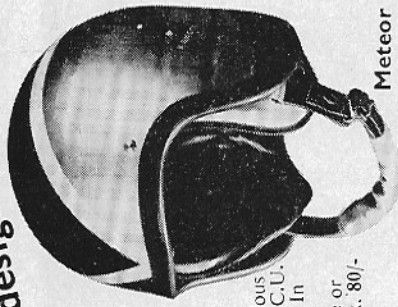


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H.R.H. THE PRINCE PHILIP, DUKE OF EDINBURGH, K.G.

The T.T. Riders Association

By

H. REUBEN HARVEYSON (Hon. Secretary).

THE T.T. Riders' Association was born in Belfast in 1951 over a quiet noggin and natter in the Ivy Bar, which has not yet got a plaque to mark the occasion but jolly well should have.

Assembled therein on the occasion of the Ulster Grand Prix were Norman Scott (now Chairman of the Ulster M.C.C.), Jimmy Simpson (then Shell-Mex and B.P. Competitions Manager), myself, and a journalist who shall be nameless because he had never ridden in the T.T. The rest of us had.

Someone suggested that wouldn't it be a good idea to have a special club tie that T.T. riders could wear—and during the subsequent discussion came the brain wave of Norman Scott: Why not a T.T. Riders' Association?

I had noted that a pre-1914 T.T. Riders' Association had had as members many persons prominently connected with the sport, but very few actual riders. So we laid down one very hard and fast rule—that the Association should be confined to T.T. riders alone.

We also insisted that the Association should in no way become "a trade union" and interfere with the actual government of the races or be associated with any commercial aims.

FOUNDER MEMBERS



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L. to R. Standing:—DICK BIRCH, GRAHAM WALKER, JIMMY SIMPSON, REX JUDD.

Seated:—ALEX FRASER, NORMAN SCOTT, T. W. LOUGHBOROUGH, REUBEN HARVEYSON, HAROLD DANIELL.

Many people having been consulted on these thoughts, a founders' meeting was held at the R.A.C., London, on November 16th, 1951, when the chair was taken by Major T. W. Loughborough, then Secretary-General of the F.I.M., who had been Clerk of the Course at all the T.T. meetings from 1912 to 1939.

Among those present were Graham Walker, Harold Daniell, Norman Scott, Jimmy Simpson, Alex Frazer, Rex Judd, Dick Birch and myself.

The objects of the Association were briefly and simply put—that they should be purely social or benevolent in character—and the first officers were elected. Freddie Frith, O.B.E., became the first President, and the Committee comprised Jimmy Simpson, Rex Judd, Graham Walker, Harold Daniell (Hon. Treasurer) and myself as Hon. Secretary.

A few years later Lord Essendon, better known to many old riders as the Hon. Brian Lewis, of Brooklands and G.P. racing fame, consented to become Patron.

The highlight of the Association's year is the annual lunch, held at the Connaught Rooms in London, during the Cycle and Motorcycle Show, and this has developed into an event "not to be missed" not only by members but by the guests lucky enough to be invited. Then during T.T. week in the Isle of Man the Association, thanks to the co-operation of the A.C.U., is able to have its own enclosure adjoining the grandstand.

The Association, so easy to join—one has merely to have ridden in a T.T. race to secure life membership for £1—and with such simple and direct objectives, has nevertheless brought together a grand lot of chaps. As one well-known journalist commented at our last annual lunch attended by over 200—"You couldn't find a finer bunch of sportsmen anywhere else. You have the cream of the lot here".

I close on a sad note. Since our last T.T., we in the Association have lost two Past-Presidents, Graham Walker and Rem Fowler. We mourn them as old friends and look back with gratitude on their assistance and wise counsel.



T.T. Supporters' Badge 1963

T.T. SUPPORTERS' BADGES were first introduced in 1954 and each year since have been eagerly sought after by road racing enthusiasts throughout the world.

The proceeds from the sale of these Badges go to the A.C.U. Benevolent Fund which exists to give financial aid in cases of necessity to A.C.U. Club Members, or former members and to any person who has held an A.C.U. Competition Licence. To date the sum of over £15,000 has been disbursed to such A.C.U. members and their dependants.

By purchasing a Supporters' Badge you will not only be supporting this worthy cause but will also be gaining an attractive souvenir of your visit to the Isle of Man Tourist Trophy Races.

Badges, price 2s. 6d., are obtainable from many retailers in the Island and also from the A.C.U., 83, Pall Mall, London, S.W.1.

The Structure and Functions of the F.I.M.

By
MAJOR F. D. GOODE (*Secretary General of the F.I.M.*)



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Clubs Motorcyclists. The original authority of this body was not very well defined and in 1912, at a meeting in London, the organisation was reconstituted and has remained basically the same ever since. Its first Secretary General was Major T. W. Loughborough. He was at that time the Secretary of the Auto-Cycle Union and one of the truly great pioneers of motorcycling sport in the world. It is an interesting fact that he remained in control of the office of the F.I.M. until his retirement in 1958.

The office of the F.I.M. was originally in the same building as that of the Auto-Cycle Union, but after the last war Major Loughborough, who on retirement from the A.C.U., moved his office down to Hawkhurst in Kent. During 1958 it was housed temporarily in London and as a result of a decision taken at the London Congress the office moved to Geneva in January, 1959, where it is at present based. Today the F.I.M. is an organisation of 41 member nations and five associate members. Its function is the control of the sport internationally, encouragement of motorcycling generally and the control of touring rallies on an international basis. The F.I.M. makes representations to the United Nations on behalf of world motorcycling generally and does its best to represent the interests of millions of members throughout the world. It is not possible for an individual to join the F.I.M. directly as membership is confined to organised bodies. In each country only one national club or federation may represent the F.I.M. and therefore before a country can be accepted it must be apparent that the body that is applying does in fact exercise a controlling influence over the sport in that country.

The actual F.I.M. office itself is small. It consists of a Secretary General and two assistants. It is kept small for two reasons:—

Firstly, because the work is decentralised to the member federations, and, secondly, because the F.I.M. is a non-profit making organisation that draws its funds from motorcycling throughout the world and therefore is very careful

how it spends the money that it obtains from its members. Therefore, expenses are kept as low as is consistent with the requirement to manage motorcycling internationally.

The actual government of the F.I.M. is carried out at two international Congresses each year, usually held in the spring and autumn, which are attended or may be attended by representatives of all its member nations. Collectively these delegates form the General Council, which is the final authority in the F.I.M. This General Council is a democratic body on which each member has one vote regardless of the status of motorcycling in that country. However, for practical purposes the General Council is too large a body to deal with matters of detail, and it therefore delegates its authority to five other organisations. The first of these is the Bureau Central, which consists of elected Vice-Presidents and other members who control the general administrative policy of the F.I.M. This has also to assist it a Finance Committee, which is also elected by the General Council. In addition to the Bureau Central, there is the Sporting Committee (universally known as the C.S.I.), the Technical Committee (or the C.T.I.), and the Touring Committee (or the C.I.T.M.). Each of these consists of 15 elected members. Broadly speaking the C.S.I. controls all matters dealing with the sport. The C.T.I. has a control over purely technical matters, such as time keeping and technical problems of this nature, technical definitions and also advises the C.S.I. on technical problems that concern sport. The C.I.T.M. is concerned solely with touring, rallies and the general aspects of touring internationally. Usually the C.S.I. has the largest number of problems, because the sport is constantly moving and changing and in order to assist it in this work it has appointed two sub-committees: the Speedway Sub-Committee and the Motorcycle Sub-Committee, which meet separately at Congresses and report to the C.S.I. The members of these three major committees are elected by the General Council from names put forward by the various national bodies and they are chosen not as representatives of any particular nation, but for their experience and for their ability and knowledge of the sport. Therefore, it can be said that in the committees of the F.I.M. we do have a representative collection of experience and all the members, although they naturally put the point of view of their own country, do endeavour to regard the varied problems which they study from an international aspect. Politics plays no part in the F.I.M. We have members from all parts of the world and of all shades of political expression. The only qualification is that they should be sportsmen and enthusiasts for motorcycling. For this reason, it is not so astonishing that it is possible to get agreement in such an international body. When one realises that it is very seldom that we are unable to reach agreement on all problems at Congresses, this is a great tribute to common sense and the sportsmanship of our members. Our present executive officials are drawn from all over Europe and we are fortunate to have a number of very experienced sportsmen.

Our President, Mr. P. J. Nortier, has been a racing motorcyclist, he is a Dutch publisher of motoring journals and is right up to date with the requirements of the sport. In the car world he is well known as the organiser of the Tulip Rally.

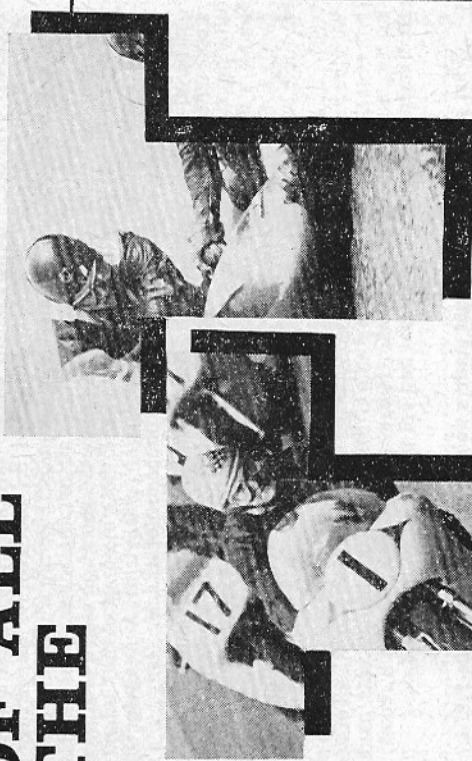
Count Lurani, the President of the C.S.I., is an Italian; he has not only raced motorcycles, but also cars; he, too, has interests in motoring journals and keeps well up to date in both the motorcycle and car worlds.

Mr. Boensch, the President of the Technical Committee, is a technical director of the well known B.M.W. factory, and is therefore well equipped to handle all of the multiple technical questions that arise in the sport.

On the Touring Committee we have Mr. Stienlet, a Belgian, who has devoted many years to rallies and has a positive genius for getting people of all nationalities working together.

Apart from our national members we have a very limited number of associate members who must represent bodies with international interests. These include the Vespa and Lambretta international clubs and the three most devoted supporters of the sport in the oil world, BP, Shell and Castrol, whose advice and co-operation is of the utmost value.

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WEDNESDAYS SIXPENCE

The A.C.U. has a very good representation in the F.I.M. Firstly, one of the Vice-Presidents of the F.I.M. is Mr. Anstice, who is able to bring to our administrative problems a great deal of experience in the sport practically and, indeed, as a rider. On the Sporting Committee, we have Mr. Harold Taylor, who is one of our acknowledged experts on all matters connected with moto-cross and is very often asked by our members to visit their countries to advise them. On the Speedway Sub-Committee, Great Britain is represented by Major Fearnley, the Secretary of the Speedway Control Board. On the Technical Committee, the A.C.U. representative is Mr. Sutton, and on the Touring Committee Mr. Shierson, Secretary of the Auto-Cycle Union. These are what are called permanent delegates and they have a right to attend all Congresses. In addition, each member nation may send two temporary delegates who attend the Congress for the meetings of the General Council and those meetings of the Committees which interest them and which are open. Normally, the Auto-Cycle Union sends its Chairman, Captain Norman Dixon, as one of its delegates.

The official languages of the F.I.M. are French and English and all the discussions take place in these two languages. Occasionally, German is used as this has been found to be a common language not only for Germany, but for many of the countries of Eastern Europe, but the official languages remain now (as they were agreed in 1912) French and English and all our publications appear in these two languages.

The actual work of the F.I.M. takes place during the Congresses which start with the meetings of the various Committees and the Bureau Central, all of which report at the end of the Congress to the General Council, which accepts, modifies or rejects their reports. Once the General Council has accepted a report, the recommendations are then official and are published to the world.

What are the more important matters which are controlled by the F.I.M.?

Firstly, the F.I.M. controls the conditions under which world records for motorcycles are made. By agreement with the International Automobile Federation (F.I.A.) the F.I.M. is responsible for all vehicles with three wheels and less on land. When a world record is attempted, if a record appears to be broken, the details are sent to the F.I.M. for scrutiny and provided it is in order and no protest is received after three months, they are submitted to the next Congress and if accepted become an official world record.

With regard to racing, the F.I.M. is concerned with maintaining a high standard of both driving and safety on the courses. The rules published by the F.I.M. in the International Sporting Code are the result of many years of experience and are designed to protect the drivers from unnecessary risks, the spectators from injury and generally to maintain a high sporting standard throughout the entire international field. It is for this reason that we insist that our member nations lay down strict rules for the issue of international licences. Of course, the F.I.M. has to arrange an International Calendar to prevent clashes of dates and to ensure that drivers can have a reasonable programme. This presents many difficulties and only recently we have succeeded in tidying up the Moto-Cross Calendar so it is now more feasible.

Motorcycling is a progressive sport and the motorcycling industry is constantly producing new designs and new ideas. It is the function of the F.I.M. to try to keep pace with these in the international field so that our rules and our sport can be kept up to date. At the same time we recognise that for the amateur motorcycle racing can be a very expensive business and for this reason we do from time to time introduce and encourage the introduction of new formulas which are meant to be cheaper and easier for the private rider. An example of this is Formula Junior introduced this year. A previous attempt, which did not meet with any great success, was Formula One racing. We are hoping that the Formula Junior, which was produced in the light of our experience of Formula One, will be more practical and will enable many more keen drivers to take part in international events because they should not cost so much. At the same time, we must encourage the production of a pure racing machine for it is this that makes progress in the field of motorcycling generally.

One may ask how is the F.I.M. financed? Who pays for all this? Are they subsidised by the manufacturers?

The F.I.M. is self-supporting and it derives its funds from the sport. Motorcycling is not a wealthy sport and therefore we take as little money as possible to run our organisation. Our main expenses are staff, offices and travelling expenses. Travelling expenses are very high and very necessary because constant inspection and visiting is the only way in which we can check that our various members are completely up to date with our rules and that every international event is of the necessary standard.

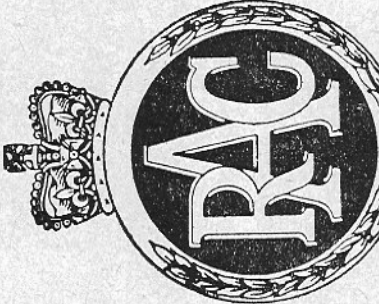
Our income comes from licence fees for international licences and from inscription fees from the international events which are inscribed in our Calendar. The fees of these range from £100 down to as little as £1 10s. In addition each F.M.N., that is member nation, pays a subscription ranging from £20 to £100, which is regulated in accordance with the importance of the sport in that country.

Although the F.I.M. sells its publications, it does not make money on these, and, in fact, loses because we are very anxious that publications should be made available to as many people as possible and this means that we cannot sell them at an economic price.

Here then is the F.I.M. I have tried to show you how it works and what it does. It is an active body constantly keeping an eye on the sport in the interest of yourselves as drivers and spectators and motorcyclists generally. It is your international organisation. It is truly international, truly democratic and it works for you and for the sport. I hope this has given you some ideas about it and that in the future you will have a little more knowledge of what the letters F.I.M. mean.

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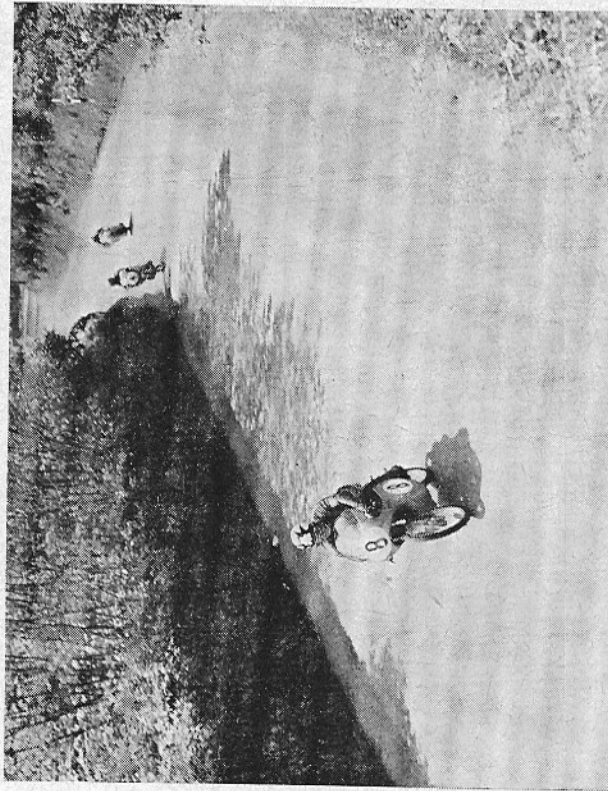
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Place-Name Interests Around the T.T. Course

By
THE VENERABLE E. H. STENNING, T.D., M.A.

IN these days when such a large number of the public spend so much time in touring the countryside, or undertake long distance journeys, or spend their holidays in motoring around definite holiday areas, they take a most intelligent interest in the names of places which they visit or through which they pass, and realise more and more how much of history, and folk-lore and legend these names convey. For example, people touring around Liverpool (presumably on



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Glen Helen.

business, and not for pleasure), pass through, say Fazakerley (Old English "The border strip"), Aintree, (the lone tree), Wallasey (the Welsh island—Norse), Birkenhead (the birch headland), Everton (the boar farm), Toxteth (Toki's landing place (Norse)), Aigburth (oak hill), all these and a multitude more, round Liverpool strangely enough mainly Old English and Norse names. But not far away is Chester (Roman castra, a camp) and a multitude of Roman places scattered all over the country; and many Norman places. Anglo-Saxon names in the east and south, and indeed the history of the two thousand past years written on the face of the country.

So, too, in the Isle of Man. Its history is written all over its map. Thus the thousands of people who come to the Island to see the universally famous races, get to know Manx names just as names, without any sense of their meaning. Indeed, many T.T. fans have named their houses with T.T. names. One hears

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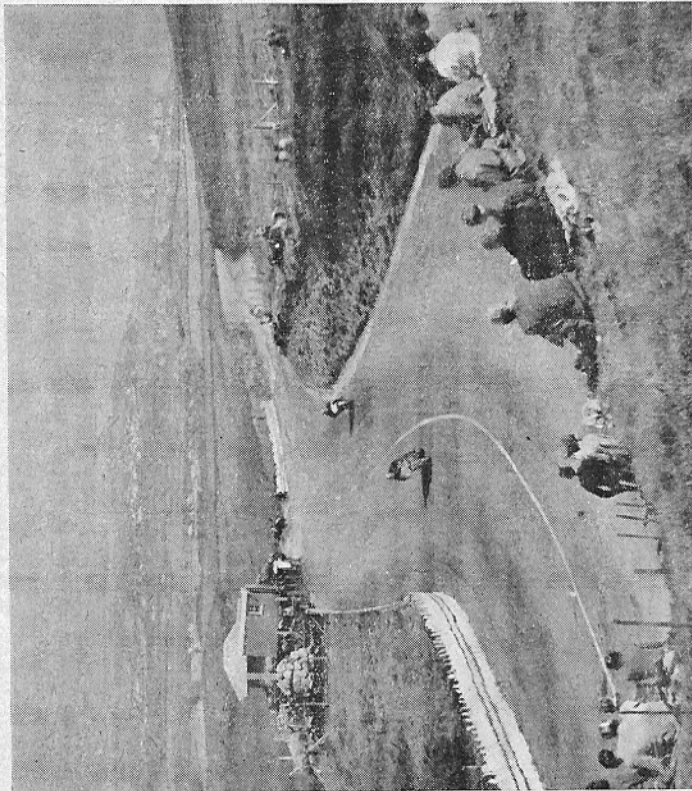
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BRITANNIA'S OUTSTANDING CIGARETTE

Here there is a cross road between Douglas and Cronkbourne, the name of a house and grounds to the right. (Cronkbourne is a hybrid word, "Cronk"—the hill, and "bourne" early English for a river or stream.) Before descending to the Quarterbridge the course is joined by the end of Alexander Drive, known as Brown's Hill, down which the early cars in the early Gordon Bennett trials began their course. They started from the top in the cold, and the hill gave them every chance of beginning to "fire". At Quarter Bridge there is another nasty corner. The bridge formed a boundary between two parishes, Onchan and Braddan. In early days the Island had parishes divided into "treens", or four adjacent farm communities. At this point therefore four treens met, hence the term "Quarterland", and so "Quarterbridge". Turning toward Peel there is, on the



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T.T. RACES.

The Mountain Road and the Guthrie Memorial.

right, a huge flat grassy space, which Douglas hopes some day to convert into a large lake and pleasure ground, known as Port-e-shee (the fort of the fairies or little people). There is a Manx legend that on a bright moonlight night the "little people", who are by description like the Scandinavian "trolls", may be seen gambolling all along the ancient fortress-ridge, covered with trees, nearer Braddan Bridge. On the other side of the road is the estate of Kirby, which has its own grandstand just over Braddan Bridge. Kirby is originally Kirk-by the Church Farm (Scandinavian).

It was the duty of the owner of Kirby always to entertain the Lord Bishop of the Island on occasions when he left, or arrived in the Island.

All the 17 ancient parishes are named after the Patron Saint of their churches. Braddan or Brennan, or Brennan, was the name of several Irish or Scottish saints of the fifth and sixth centuries, the earliest being the teacher of St. Maughold

of "Bugarrow" in New Zealand, "Ballacraigne" in South Africa. So it seems reasonable that those who come to the Isle of Man, who go round the course, who hear accounts of the race broadcast in news bulletins (names often mispronounced not at all surprisingly!) and who, watching from the grandstand, hear every few seconds, of events occurring at definite named places.

A tour round the course in order to consider the Manx names should prove of considerable interest to the readers of this programme, in view of the fact that so many spectators in these erudite days take a genuine interest in (among many other interests) place-names.

To understand Manx names one must remember that the history of the Island is very much simpler than that of Great Britain. Its earliest historical inhabitants were Celtic, closely related to the Celts of Scotland, Ireland, Wales, Cornwall and Brittany. About A.D. 800 the Island was overrun by Norse Scandinavians, the Vikings. These were dominant for about 500 years, but ended up by becoming fused with the Celts, in trade, marriage and ultimately religion. There will be found therefore a large number of Scandinavian names as well as Celtic. The Romans never reached the Island in any great numbers, and there are no recognisable Roman names. The Island in due course was attached to Scotland and in 1266 ceded to England. At first it was governed by English barons of Norman descent, who built Rushen and Peel castles. But there are no signs of Norman names. The Earls of Derby, who ruled for some 350 years, brought over English officials and troops, and left a few English place names, but the Manx remained a definitely Celtic race, and place names are predominantly Celtic, though mountains and sea-features and many rivers have Scandinavian names.

Incidentally the name Douglas is interesting. It is a conjunction of two Celtic words, "dhoo" and "glas". The former means "black" or "dark", and the latter "grey", the words describing two rivers which flow together just outside Douglas near the Quarterbridge. The Glas comes down from the mountain mass from the Injebreck area, and its water is comparatively clear. The Dhoo rises from the "currachs" (marshes) of the Greeba valley, and its water is commonly the dark brown peaty water.

The name "Noble" is closely associated with the T.T. races. Henry Bloom Noble was one of those philanthropists we often read about in British (and Scottish and Welsh) history who, starting as apprentices take such an interest in their work, and work so hard and carefully, that they eventually acquire the whole business and die very wealthy. Noble was an apprentice to a timber business, which he owned completely at his death, and as his era had been one of building and developing in the Island, he left his large fortune for the benefit of the town in which he lived all his life. He founded scholarships, built and endowed a hospital for which so many T.T. riders are grateful, left his house (The Villa Marina used for T.T. prize-giving ceremonies) and a large park for recreational purposes, in which the grandstand stands. (It may be interpolated here that the original Noble's hospital is the present Museum.)

To understand the T.T. course better, it may be stated here that the Island consists of 17 ancient parishes, this division being of Scandinavian origin (for the Vikings were responsible for the government of the Island, through a system that has lasted to this day). These parishes were grouped into "sheadings" or parliamentary divisions, returning members to the "House of Keys". The race-course passes through nine of the 17 "ancient parishes". (These do not include the town parishes which did not come into being till the eighteenth century.)

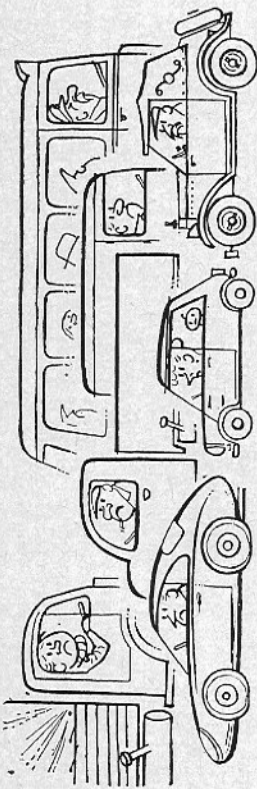
The start of the race is in Glencrutchery Road in the parish of Onchan. These names will be explained at the end of the course. At the very beginning of the course comes Bray Hill. This part of Douglas is very modern, all of it built up in living memory. Formerly it was rough country with gorse and scrub invading former fields, and more or less wild common land, and known as a "brae" (Celtic—a rough hillside above a river). The road ran steeply down rough and furrowed with water channels, till almost the time of the first car races. It was then the Brae road, but when the country was urbanised so was the name of the road, which became the Brae road, and then Bray Hill. At the bottom of this very fast section comes the first real hazard, the Cronkbourne road bend.

and a pupil of St. Patrick. The old church, one of the most interesting in the Island, has early crosses of Scandinavian date, some of them with Runic writing. Behind the new church is the amphitheatre in which the famous Braddan Open-air Services attract visitors by the thousands on summer Sundays. Union Mills, half-a-mile ahead, is named after the water mills that still stand on the left of the road. The existing mills are fairly modern (nineteenth century), but the former name of the village was Mullen Dhoo, the mill of the black (water) the Dhoo river.

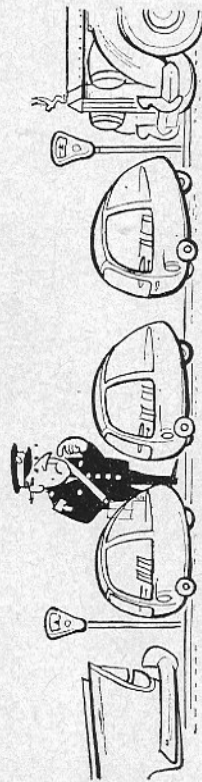
Pursuing our way forward toward Marown, there are no T. T. landmarks, just peaceful farms and small estates, with their Manx names of family homesteads. At Union Mills we leave the parish of Braddan and enter Kirk Marown. The actual boundary is a tiny brook called Trollaby, a reminder of the Scandinavian times, since it means "Troll-brook", the "troll" being the Scandinavian little red-capped green-coated "fairy", who probably was the forerunner of the Manx "little people". Marown is in fact "Ma", "saint", and "Ronan", a Scottish seventh century Bishop of whom legend says he was adroit in using his crozier by fastening it on the devil's lame leg and steering him out of his diocese.

The course steadily ascends without any special T. T. landmark past further ancient Manx farms whose history runs back to the sixteenth century, Ballafrer, Ballig, Ballawilleykilly (Willy Killy's Farm) to Glen Lough (the glen-lake), a rapidly growing settlement of pleasant houses, though the lake has disappeared into the curragh to the south. Past Marown new church we come to Crosby (the farm of the Cross), but whether "cross-roads" or "parish Cross" is not certain. On to Greeba, past St. Trinian's Church, the famous "church without a roof", the name a corruption of St. Ninian's Church, really the chapel, of a small monastery built on land granted by King Olaf II of Man to the Priory of Whitthorn in Scotland, to provide perpetual prayer for the souls of his parents. St. Ninian was the Patron Saint of Whitthorn. It was in 1193 known as "The Church of St. Ninian of Ballacnigiba". Ballacnigiba is the ancient name of Greeba, the huge mountain actually in the next parish of Kirk German, but during the past decade transferred to St. John's, a recent parish, and better known for the fact that here Sir Hall Caine, who in late Victorian times wrote a number of stories of the Isle of Man ("The Deemster", "The Manxman" and several others), which became best sellers in England and did a great deal to put the Isle of Man "on the map" to the intelligent British public. Greeba is a Scandinavian name "Gniba", "a peak". The spelling Gniba was used from twelfth to eighteenth century. After passing Greeba, there was a cottage now pulled down called "Appledene", a name imported by English "comeovers" probably. The cottage is no longer there. It formed a major hazard by embouching on to the course to cause a dangerous bend and was pulled down in a road widening operation by the highway board. A little further on Greeba Bridge crosses the Greeba River, and the course enters the ancient parish of Kirk German in which parish the ancient Cathedral on Peel Island gave its name to the parish. German was an Irish Bishop, the first Bishop of the Isle of Man, probably nephew of St. Patrick.

The T. T. course runs on toward St. John's where stands Tynwald Hill, with its famous ceremony of Tynwald. This ceremony arose in very ancient times as a midsummer (June 24th) ceremony. But the Island did not accept the new calendar when it was changed in the seventeenth century, to replace the 11 days lost by the Gregorian calendar. The Manx people refused to accept the new style calendar, and St. John's Day and several other Saints' days, are kept on the old style dates—St. John's Day on July 5th. But before it reaches St. John's the course turns northward at Ballacraire (the farm of the Craine family) corner, in the early days one of the very worst corners on the course with its gully to the right and wall to the left, dreaded by everybody, but now, owing to road reconstruction, quite a fast corner causing little trouble. Strangely enough many corners scarcely considered worth while calling corners, in days of slower speed, are now given danger boards. Such is just above Ballacraire at Ballaspur ("the home on the bluff"), before the road passes the famous tweed mills. At Ballig ("the farm in the hollow"), formerly was Ballig Bridge, where the old riders made spectacular leaps as their machines shot over its hump, one of the most famous sight-spots, but now with the bridge rebuilt and level, attracting nobody. On the right, and forming the east wall of Glen Helen, is the Beary district (Beary House,



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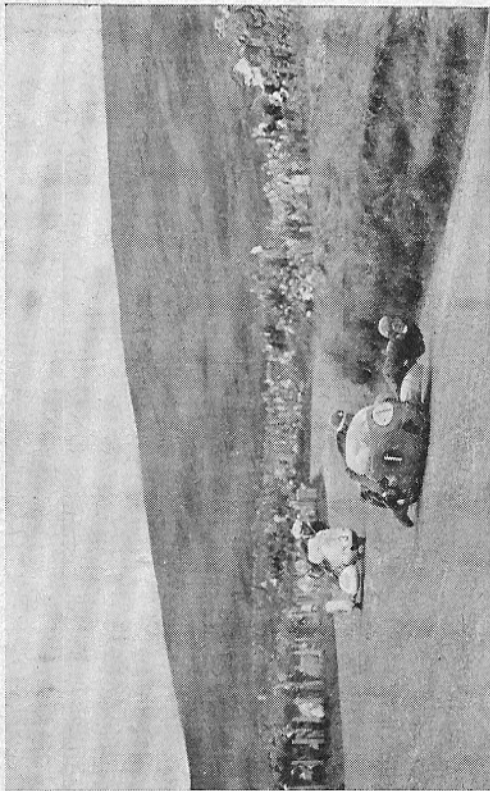
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Beary Pairk, Beary Mountain). Beary is a "shepherd's working area", and this is true today for the Pairk (moorland) has a famous flock. The left wall of the glen has Laurel Bank as a bastion, a modern name, but in Manx "Creg ny Killey" ("the hill with the church"), a reference to a completely ruined treen chapel that was built at the top of the ridge. The river of the glen is the Neb which goes to sea at Peel and rises in Glen Rhenass, in the grounds of the hotel at the head of the glen. In the upper part of the glen the western ridge is called "Ballavaish", or the "thigh farm" from the formation shaped like a human thigh. From the glen, the hill climbs Creg Willy, generally called "Creg Willy Hill", but the word "hill" is redundant, "Creg" meaning hill. "Sarah's Cottage" at the bend in the steep part of the hill, is a modern name.

The flat fields at the top of Creg Willy are known as Lammall or Lambfell, pure Scandinavian for "the lambs' mountain". Across to the left is a famous group of stones called "Mannanan's Chair", one of the few name-records of the famous



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T. T. 1961 SIDECAR INTERNATIONAL.

F. Scheidegger and H. Burkhart at Keppel Gate.

legendary magician who first took over the protection of the Island by covering it with a fog on the approach of any foreign chieftain. Away to the right is Little London, very picturesquely placed. Legend says that a former Bishop, in order to shorten his route to Douglas, gradually bought land over which he could construct a road into the Baldwin Valley, but at last came to the farm of a man at Injebreck who was obdurate and refused to sell or compromise. The road therefore ended nowhere! Cronk y voddee Church marks the highest point of the course on its western leg. The name means "hill of the dog". Here the very fast descent to Kirk Michael begins. The first careened bend is just beyond the 11th milestone. The hill on the right is the "Cronk ny Vodiagh" (Plovers' Hill). Almost immediately we come to Handley's Corner still "danger" marked, commemorating one of the most unexpected events of motorcycle racing, when, in 1932, the "ace" of his time, the immaculate Wal Handley, misjudged his cornering speed, rode straight through the hedge and slid for many yards into the depth beneath, only to find himself and his machine comparatively unharmed, and he climbed back into the road completely crestfallen, but the event was far too important to be forgotten, and "Handley's corner" remains to this day. Handley was the first rider to have won all four trophies. He lost his life as a pilot officer in the R.A.F. in the last war.

The road has been widened since then, though it is still a difficult corner, but nothing at all the hazard it used to be. On the right rises one of the highest Manx mountains, Sarfell (Scan.: the black mountain) (1,480 ft.). After passing the Brandywell Cross road which runs to East Snaefell gate, comes Baairegarrow Hill, named from the farm at the top (and pronounced "Bu-garrow"), meaning the "rough road". The hill is one of the fastest portions of the course. At the 13th (course) milestone, a mound on the right is Cronk Urleigh, the eagle hill, and formerly a Tynwald hill for the north of the Island. Possibly Urleigh is not the right name, and there are records of it being "Raneurling", the "Hill of Slaughter", and there are several records in Manx history of attacks being carried out on the members of Tynwald while meeting here.

Overhanging Michael is the frowning mountain Sliu Freoghane (pronounced Ffrrane) (1,602 ft.)—the whortleberry hill, with very steep grassy slopes. Having passed through the village street of Michael there are two close corners formerly dangerous, but now straightened out, Balrhenney (the farm of ferns) and Rhenecullen (the holly ridge) before we come to Bishop's Court in its lovely grounds laid out in the eighteenth century by Bishop Wilson. In the early days of Manx history the Bishop was a sword Bishop, maintained a body of soldiers, and guarded the only road from south to north. His court then was the present square tower, which through the centuries has been extended into the present picturesque court. To the left is Orrisdale, a reminder of the great King Orry of Scandinavia, who conquered the Island and introduced so much that remains in the Island of Scandinavian culture and government.

Ballaugh (pronounced "Ballarf") is the village by the lough or lake. But the lough is silted up with water plants and forms a part of the curragh. There is a movement on foot to make the curragh into a nature preserve, an ideal place in which birds, plants and insects might be protected. To the right is a long ridge ending in a grand bluff the Gob-y-volley ("Mouth of the Valley") (Sulby Glen). Before this is reached the course passes through the Quarry Bends, a sinuous piece of road passing a former road quarry, now little used, since the whole road-stone road metal is now quarried at Poortown, near Peel, for very right reasons of economy. In this Sulby quarry were found the earliest of Manx fossils.

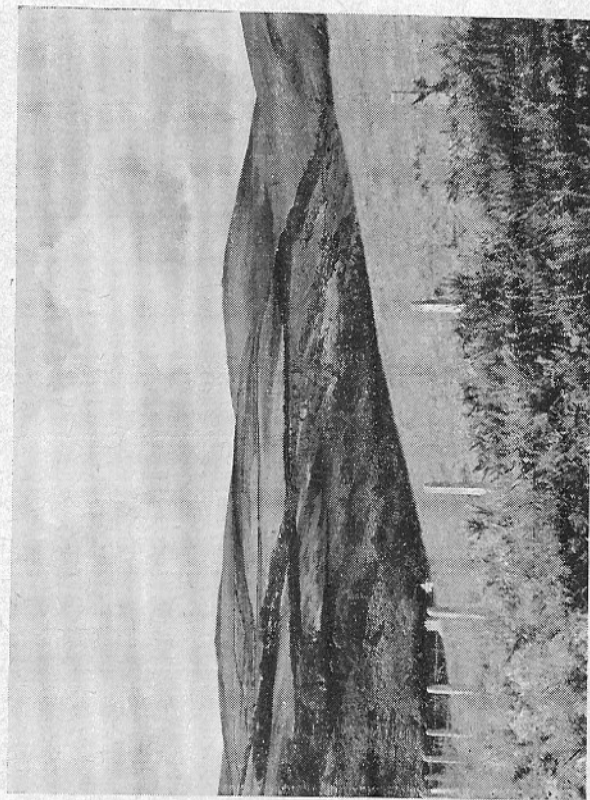
Sulby (Solva's Farm) commemorates an ancient Viking otherwise unknown. Here the name of a Treen in Lezayre and gives its name to the village and river. Here the ancient parish of Lezayre is entered. Its first record of the name, in 1231, is Lezayre, and so it remained until 1515 when it appears in its present spelling. It is the largest parish in the Island. The name is probably from the name of the Church Kirk Christ in le ayre, the ayre being the name of the Sheading. On the right, just before Sulby Bridge, is a hill, Cronk Sumark (Primrose Hill) with an ancient vitrified fort, and a long history of connection with witchcraft ceremonies and gatherings. Over Sulby Bridge is the well-known inn "Ginger Hall", a modern name (first record in 1869). Next comes Kerroo-mooar. Of recent years it has been promoted to be important enough because of its double bend to have a warning board. The name means "the big quarterland". Immediately to the right round the bend is Glenduff (the dark glen) and Glentramnon (elder trees). The trammon to be found near all Manx ancient houses was the great protector against witchcraft. (No witch could practice her craft within smell of an elder tree.) Further on, towering up on the right, is Skyhill on the slopes of which, in 1079, Godred Crovan defeated the Manx by hiding 300 men in the woodland (Skyhill is Scaca fell or wooded hill) and enticing the Manx army to take up a position between him and the 300 with disastrous results for the Manx, and so finally won the Island for the Scandinavians. Passing the entrance to Glen Auldyn (the swan's glen), a glen running south to the base of Snaefell, and Milntown, the home of the famous Manx-Cumberland family of Christian. This brings the course to Ramsey, whose name is disputed in origin. Formerly it was said to be Hrafnsey, or Ravens' island; but more recently it is thought to be more prosaic ("Rams-ey"), a Rams (Scand.: wild garlic—a very common Manx plant). Skirting Ramsey the course leaves the town by Cruickshank's Corner (Cruickshank was a famous Manx Advocate of last century). The course makes for the famous

hair-pin bend with its steep rocky face known as "Claghbane" (the white stone). Above and out of sight is the Albert Tower, a tower built where Prince Albert in his and Queen Victoria's visit to the Island, stood to enjoy the views over to the north. Then come the corners so well known as the "Little Gooseneck", "Water Works corner" and the "Goose Neck", the meaning of all three being obvious; there follows the steady mountain climb up to the culminating point 1,369 ft. abreast of Snaefell (2,034 ft.). To the left of the road after Ramsey is the very beautifully shaped mountain of North Barrule (1,860 ft.), one of the hills of Watch and Ward, where in times of danger a 24-hour watch was kept by a rota of the Island inhabitants on about a dozen hills on the Island. No excuse was allowed under pain of death, no able-bodied man was allowed exemption, and even the highest dignitaries, the deacons, had to take their turn. The ridge on the left of the course ends in Clagh-Ouyr (1,804 ft.) 'The brown stone'.

The old name of the Mountain Road was the "Royal Way", a name running back in history for many centuries.

Round about the thousand foot contour is the Guthrie Memorial, a monument built to commemorate on the Island one of its most welcome visitors and one of the finest riders in motorcycle history, the modest, natural gentleman, "Jimmy" Guthrie. On this spot, in 1937, while riding for another victory, he had to abandon the race. He had had six victories. He had won Senior and Junior in 1936, but before the 1938 race he had been killed in Germany. From this spot on any fine day can be seen Scotland, Guthrie's beloved country, and even the hills around his home at Hawick.

At the near top of the climb there is a fairly level stretch which was entered by the Mountain Gate, now demolished except in name. Snaefell lies straight ahead, and on the right is the Black Hut, quite an eyesore, but with a nasty bend in front of it. Then comes the "Verandah", a name applied fairly recently to the road from which the edge falls away so steeply that in riding along the road one seems to be literally riding along a verandah of what might be a precipice beneath, overlooking Laxey (salmon river) and its wide glen up which the Manx electric railway wearily conveys visitors to the top of Snaefell on all other than T.T. days. Where the railway crosses the road used to stand a railway "station", and cor-



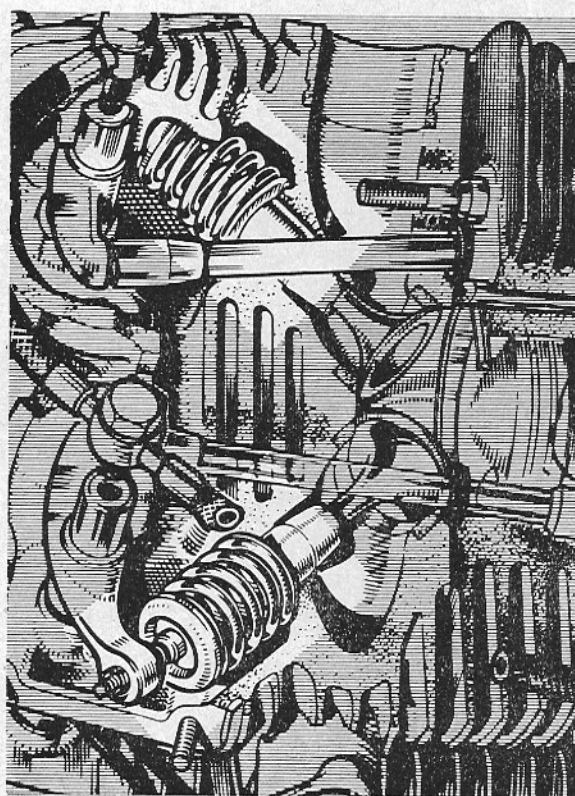
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A View of Snaefell.

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rugated iron refreshment house. But with the years the "buildings" rusted and were finally removed and the corner smartened up. Away to the right falls away Sulby Glen whose northern end was passed at Gob-y-volley, and its river crossed at Sulby Bridge. On the other side of the glen-head was the East Snaefell gate of the earlier years of the Race. On the left is Mullagh Ouyr (the grey summit). Snaefell is in Lezayre, but Mullagh Ouyr is in the parish of Lonan (an Irish Saint). For about a mile from the Bungalow-bends the "Royal Way" is the boundary between Lonan and Braddan. At the East Snaefell gate a road turns off westward called the "Brandywell Gate". The real Brandywell is about five miles away. Its name, in spite of many legendary and more realistic possibilities, is probably the "branding well", for hither were driven flocks of mountain sheep which comprised many small flocks, and here they were separated to their several masters, whose shepherds made branding marks on horn or hoof to make the ownership mark permanent. However, the old Manx name was Chitbyr (well) "phunch", which though not pure Manx might be "punch". On the right at East Snaefell gate is the mountain Beinn-y-Phott (the fourth highest mountain in the Island, 1,790 ft.), which has a name of uncertain origin. The peinn is like the Scottish "Ben" (a mountain), and the popular "Penny Pot", as trippers call it, may possibly be right. "Windy corner" is well named. The gap in the hills is the easiest way for air currents from east to west, over the Island, and whatever the state of the weather there is always a considerable "draught", here, for its "little witch", dressed in red and green whom to see is terribly unfortunate and often fatal. The fast course ends for this portion between the 32nd and 33rd milestones, each with a corner which has been greatly lessened in danger by road widenings. There was formerly a gate just above the Shepherd's Cottage known as "Keppel Gate". Curiously enough, the name "gate" did not refer to the road-gate. It is in fact "Kapalla-gata", "the horse-road", "gata" being the old Viking word for a road. Then comes the steep hill down to Greg-ny-baa, which should be pronounced "Greg-ny-bay" (nothing to do with sheep!), but literally "Hill of the Cows". A very fast stretch is spoilt by a nasty corner named after a very popular driver, W. Brandish, who in practice in 1923 came off here and broke a leg and brought his very promising racing career to a premature end. There follow Hilberry (formerly Cronk-ny-berry, the "Berry" a surname). Then follows Cronk-ny-Mona (Hill of the peat turbarry), and nothing to do with the Roman name of this Island! Then Bodstead corner, a term now no longer necessary, but until the past few years the field boundary was decorated with old iron bedsteads, much in vogue in earlier years because they formed good field fences. Then come a series of "Governors' bends", for Government house is immediately on the left. Until the middle of the last century the Governors lived in Castle Rushen and later in a private house in Castletown; but when the Government was removed to Douglas a new house had to be provided for the Governor and after several trials it was decided to buy for him in 1903, to rebuild, and re-fit a house that had been leased as the Governor's residence, known as "Bemahague" (origin uncertain, probably By "homestead of Mckeig", an ancient Manx family name).

The Governor's Bridge turnings lie beside the Glencrutchery estate (in 1600 "Glen Crugery, the harper's glen"), and so back to the start, passing in one of the avenues running off to the right, the "White Lady", an ancient (probably Neolithic) white stone the remains of a "barrow", preserved in the title deeds of the land around as an "ancient monument", presumably from sentimental reasons, but now occupying the middle of the road.

The Isle of Man of course has interesting names, interesting folklore and other interests of history and pre-history, which would give tremendous interests to all classes of visitors, but I have dealt just with the names and interests around the course. The riders presumably have little time to think when they get to, say, the Guthrie Memorial, what the memorial stands for, nor look for the "white lady"! But there is a vast crowd of intelligent people interested in names (and who should not be interested in both place and sur-names?). It is to be hoped that such folk will be interested first in names of the T.T. course, and after the Race is over, stray and interest themselves in the thousand other place and farm names nearly all Celtic or Scandinavian to be found all over the map of the Island, every name a piece of history, ancient or modern.

Helicopter to Aid T.T. Safety

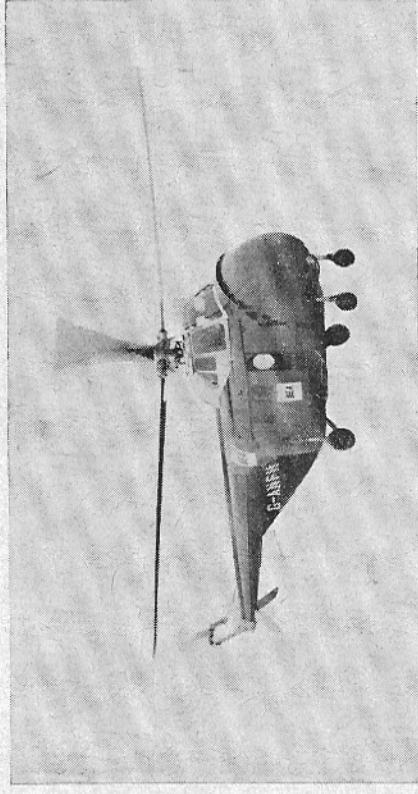
THE comprehensive helicopter rescue service to be operated at the T.T. Races this year is due to the generosity of Shell-Mex and B.P. Ltd.

A B.E.A. Westland Whirlwind helicopter capable of carrying pilot, mechanic, doctor and policeman, two stretchers and full first-aid equipment including blood plasma, will be based behind the grandstand.

In event of an accident, the helicopter will fly to the scene, pick up any injured, and fly them direct to hospital.

One difficulty hitherto experienced at the T.T. Races has been the inaccessability of many parts of the mountainous 37-mile circuit. Many difficult sections, for instance the Thirty-second and Thirty-third milestones and East Mountain Gate and other parts of the course cannot be reached by side roads. In event of accidents at these points delay could be experienced in treating casualties.

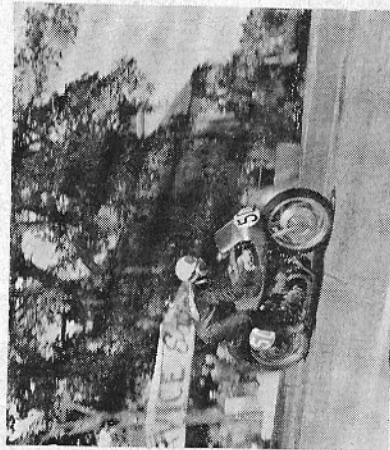
The offer by Shell-Mex and B.P. Ltd., of a helicopter service, to improve the safety arrangements was gratefully accepted by the A.C.U.



Where to Watch, and

ON a Course which is 37½ miles long there are so many vantage points that it would require a book to describe each one adequately. All the popular vantage points are well served by public transport but if you wish to reach one of the less frequented points—and in many cases these are the places where the finer aspects of riding skill are to be seen, private transport is necessary. A 1 inch to the mile O.S. is a great help. Remember that the roads which form the Course are closed approximately 30 minutes before the start of the first race and remain closed even between races. If you are using private transport and wish to move between races, you should park with a view to your departure—even though this may mean walking a short distance to your vantage point.

VANTAGE POINTS

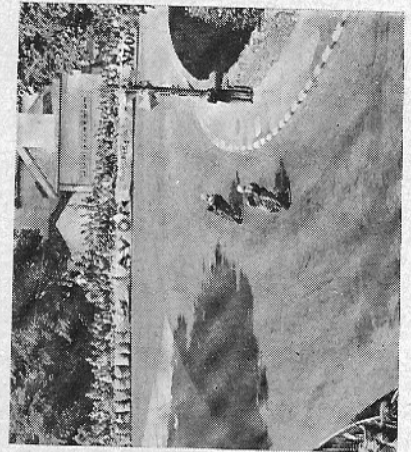


Bray Hill (¼ mile)

An exceptionally fast descent between the houses with an awkward right-hand sweep at the bottom where the machines almost touch the curb. Public Address System, restricted free accommodation but paid accommodation available in private gardens fronting the Hill. Good parking, very easy access.

Quarter Bridge (1 mile)

An acute right-hand bend from a downhill approach over the bridge with an adverse camber. Public Address System, reasonable spectator accommodation, good parking, very easy access.



. how to get there

By Douglas Corporation Yellow Buses for the Start, Governor's Bridge, top of Bray Hill and Quarter Bridge. It is approximately 1 mile to walk from Quarter Bridge to Braddan Bridge.

By Isle of Man Road Services Red Buses for all sections between Douglas and Ballacraine; Douglas and Onchan (for Governor's Bridge, The Nook, Signpost Corner and Hillberry), Ballacraine and Kirk Michael (over the Course) and between Douglas and Ramsey (not over the Course).

Both the Yellow Buses and the Red Buses leave the new Bus Terminal in Lord Street, Douglas, at frequent intervals for approximately 2 hours prior to the commencement of racing.

By Isle of Man Railway trains from Douglas Railway Station (top of Douglas Harbour) for Crosby, St. John's (for Ballacraine and Ballig), Kirk Michael, Ballaugh, Sulby and Ramsey. Service continues during racing.

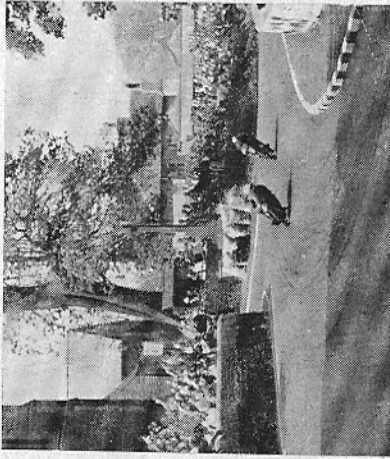
By Manx Electric Railway for the Bungalow (change at Laxey) and Ramsey. A very frequent service of trains is operated but early departure is advisable for the Bungalow.

By private coach to many parts of the Course. A large fleet of modern coaches operate excursions from all towns in the Island to all the most popular positions. Pre-booking is advisable but not essential.

VANTAGE POINTS

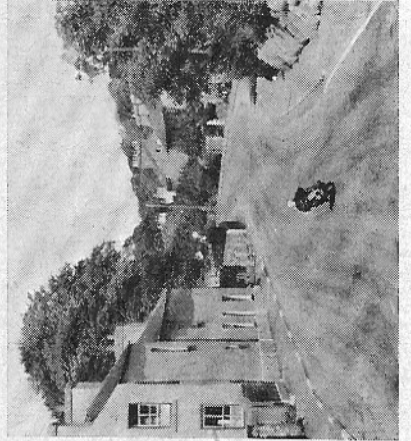
Braddan Bridge (2 miles)

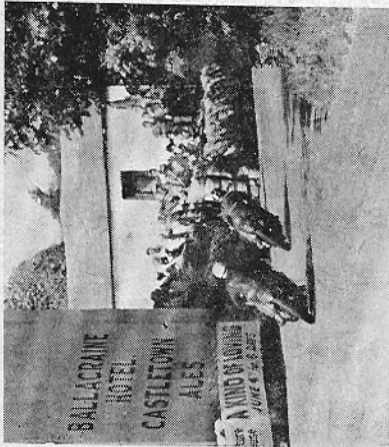
A section demanding rapid acceleration in low gears. After a very fast approach there is an acute left-hand bend followed immediately by an acute right-hand bend. An excellent place to study riding skill and the handling qualities of the machine. Public Address System, limited free accommodation but excellent accommodation in private grandstands on the outside of the Course. Restricted parking, reasonable access.



Union Mills (3 miles)

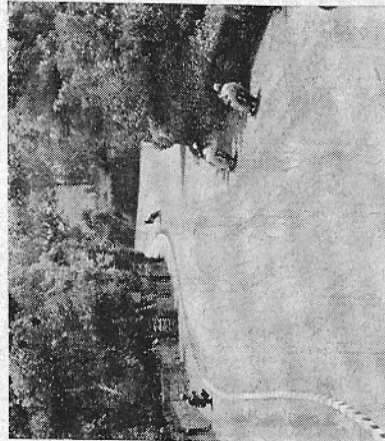
A very fast right and left downhill sweep through the village. Limited spectator accommodation and reasonable parking. Access by private transport from outside and inside the Course. Red buses before the commencement of racing.





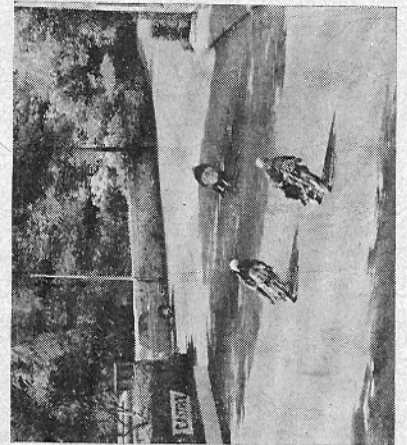
Ballacraine (7 1/4 miles)

A very fast right-hand corner with very little favourable camber. Public Address System. Reasonable spectator accommodation. Public House. Good access and exit facilities during racing. Good parking. Easy access by public transport.



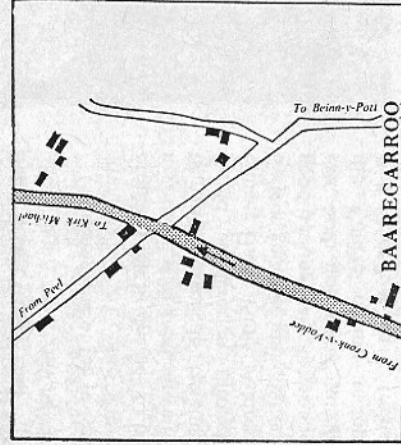
Laurel Bank (9 miles)

One of the most interesting sections of the Course. A series of right and left-hand bends. Plenty of accommodation beside the road. Very restricted parking. Access for motor-cycles during racing over a difficult track from the Staavey Road



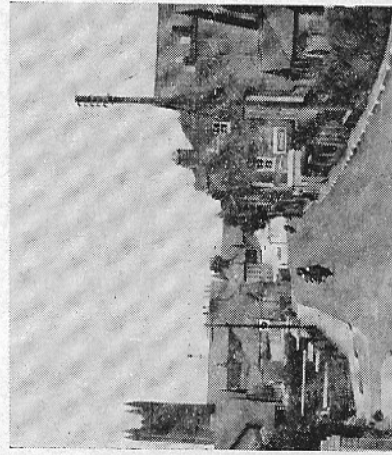
Glen Helen (10 miles)

One of the more inaccessible parts of the Course which provides very good spectator value. A fast uphill bend to Greg Wylie's Hill with an 'S' bend in the middle of the hill. Refreshment facilities available at Glen Helen. Good parking but no access or exit during racing. Red buses Douglas/Kirk Michael before the race.



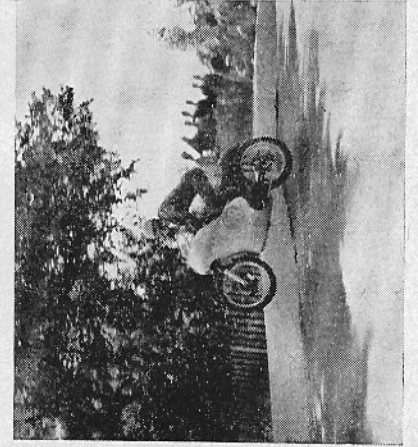
Bottom of Baaregarroo (13 miles)

Halfway between Cronk-y-Voddee and Kirk Michael. This spot well justifies the trouble taken to get there. One of the fastest parts of the Course with a steep drop down Baaregarroo Hill and a half-left bend at the bottom which requires precise judgement to be taken at full speed. Reasonable spectator accommodation but no parking except in a field near the Course. Access to top of Baaregarroo Hill during racing where parking is available.



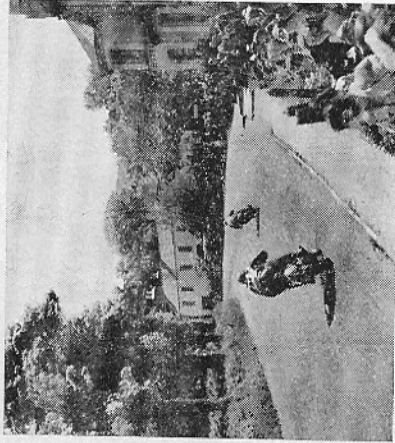
Kirk Michael (14 1/2 miles)

A very fast stretch starting with a right-hand corner approached downhill followed by a twisty section through the village. Reasonable spectator accommodation and good parking. Access by bus and train.



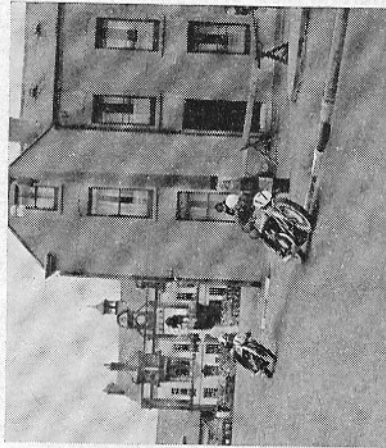
Ballagha (17 miles)

A section renowned for the spectacular leaps caused by the Bridge which is on a left-hand bend from the approach. The exit to the right needs great care. First-class riding skill is necessary. A favourite spot for photographers. Public Address System. Limited spectator accommodation. Public House, reasonable parking. Good access and exit during racing both inside and outside the Course. Red buses and steam train.



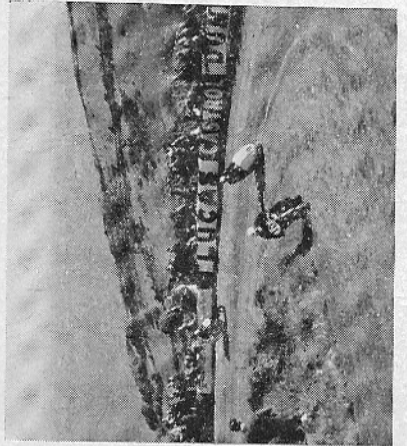
Sulby Bridge/Ginger Hall
(20 miles)

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, good accommodation, good parking, easy access and exit, both inside and outside the Course during racing. Red buses and steam trains.



Ramsey (24 miles)

A very good centre with many interesting vantage points, including Parliament Square (Public Address System), May Hill and the Ramsey Hairpin. Good accommodation, good parking facilities, excellent public transport and meal and refreshment facilities.

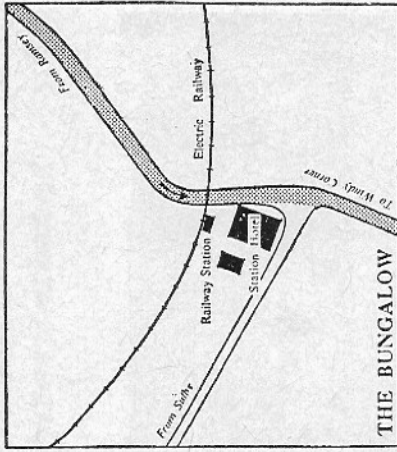


The Gooseneck (25½ miles)

Another vantage point for the expert. An acute rising right-hand bend (almost a hairpin) with a difficult approach, excellent spectator accommodation, no access by public transport. Access by light traffic from the Douglas/Ramsey Road at the Hilbernia. Very limited parking (the narrow access road must be kept clear for use in emergencies).

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. Public Address System. Good parking. Access during racing from Sulby on the inside of the Course. Public transport by Manx Electric Railway from Laxey.

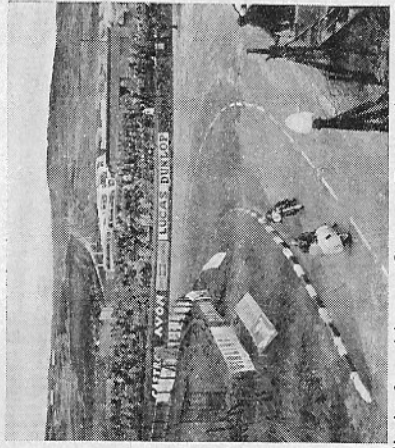


Windy Corner (32½ miles)

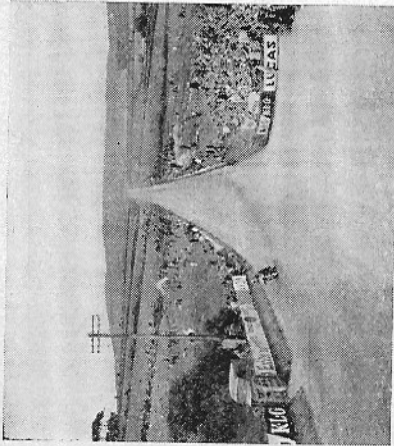
A very fast downhill descent around a sweeping right-hand bend between the 32nd and 33rd milestone sections, which are easily accessible on foot. Unlimited free spectator accommodation and good parking. No public transport. Access during racing for motor-cycles and light traffic by the old Pack Road from Glenroy. Not recommended for motor cars.

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

After accelerating to maximum speed, after dropping down to the left-hand section of Keppel Gate and Kate's Cottage, drivers must brake to almost 30 m.p.h. for the right-hand corner at Creg-ny-Baa, followed by immediate acceleration down to Brandish Corner—one of the most exciting and thrilling sections of the Course. Public Address System at Creg-ny-Baa and Keppel Gate. Excellent accommodation including grandstands at Creg-ny-Baa. Unlimited parking at Creg-ny-Baa and restricted parking at Keppel Gate. Creg-ny-Baa is easily accessible by the back road from Douglas and Laxey. No public transport but hundreds of private coaches serve the Creg-ny-Baa area.

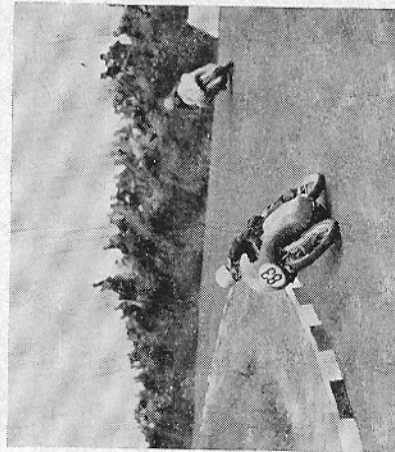


Where to watch and how to get there—cont.



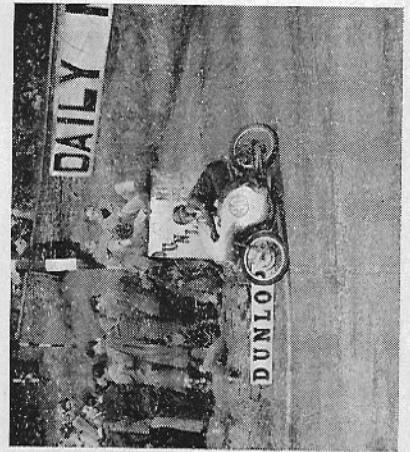
Hillberry (36 miles)

A very fast sweeping right-hander within easy reach of Douglas and with good spectator accommodation. Public Address System, good parking, no public transport but access during racing by the Little Mill Road.



Signpost Corner (36½ miles)

A slow right-hand bend with a falling gradient and adverse camber after a difficult approach. Limited spectator accommodation, good parking. No public transport but an easy walk from Governor's Bridge or the Manx Arms, Onchan.



Governor's Bridge (37 miles)

Probably the slowest section of the Course. A twisty narrow downhill approach to an acute right-hand hairpin with adverse camber followed by a sharp drop, a sharp left-hand hairpin and an exit on a rising gradient through a fast right-hand bend into the final straight before the grandstands. Public Address System, reasonable accommodation, good parking, plenty of public transport by Douglas Corporation Yellow buses.

Tourist Trophy Entry Lists

in alphabetical order of make

Sidcar International

Motor Cycle: Cubic Capacity and Make

Racing No.	Entrant and Licence No.	Driver	Passenger and Licence Nos.
492	B.M.W. Twin Cylinder		
1	Watsonian Sidcars Ltd. (2660)	P. Harris (2823)	R. Campbell (3990)
2	H. Luthringshauer (1474)	Entrant	H. Knopp (6001)
3	F. Camathias (1002)	Entrant	A. Herzig (1175)
5	F. Scheidegger (6550)	Entrant	J. Robinson (2926)
6	O. Kollé (1364)	Entrant	K. D. Hess (1410)
7	C. Lambert (1055)	Entrant	"Fiston" (1195)
8	M. Deubel (1337)	Entrant	E. Horner (1479)
14	G. Auerbacher (1598)	Entrant	E. Dein (O.M.K.)
16	A. Ritter (1497)	Entrant	L. Bottcher (7914)
19	A. Butscher (1392)	Entrant	A. Leissing (0962)
20	J. Smallwood (2642)	A. Birch (6228)	P. S. Birch (6193)
24	Andrew Downie Ltd. (2306)	T. W. Jackson (2917)	J. Hartill (5031)
31	H. Curchod (1023)	Entrant	A. Beyeler (1091)
41	R. Pollard (6773)	Entrant	D. Brooks (6205)
43	P. R. Blackshaw (2295)	E. E. Sanders (7516)	H. Eastwick (5204)
499	B.S.A. Single Cylinder		
23	D. F. Brindley (3984)	Entrant	J. Waugh (3986)
38	P. L. Schimpf (7234)	Entrant	T. O'Shields (7238)
498	B.S.A. Twin Cylinder		
9	Watsonian Sidcars Ltd. (2660)	C. Vincent (2640)	K. Scott (2711)
490	C. and D. Special Twin Cylinder		
33	M. J. Candy (3115)	Entrant	R. J. T. du Pont (7241)
497	Hannah B.S.A. Twin Cylinder		
40	Bill Hannah Ltd. (2484)	D. Rumble (2402)	J. A. Crane (7703)
499	Horex—Imperator Twin Cylinder		
26	H. Wohlfahrt (7908)	Entrant	H. Glieshe (7978)
496	Matchless Single Cylinder		
10	C. J. Seeley (Sales) Ltd. (2475)	C. Seeley (4040)	W. Rawlings (4038)
15	Arbours Motors (2585)	O. Greenwood (2768)	T. Fairbrother (7510)
39	D. H. Overall (2599)	A. J. Thurgood (2735)	R. C. Vallance (6241)
499	Norton Single Cylinder		
4	The Elms Metals Ltd. (2284)	W. G. Boddice (2747)	J. W. Tanner (2944)
12	C. Freeman (Motor Cycles) Ltd. (2568)	C. Freeman (5030)	B. Nelson (5036)
17	F. Hanks Motor Cycles (2565)	F. Hanks (2828)	J. Thornton (5026)
18	L. C. Green & Son (Beccles) Ltd. (2655)	D. R. Yorke (2994)	G. W. Mason (2702)
22	E. A. G. Vincent (2775)	Entrant	R. W. Harding (2565)
26	P. J. Hardcastle (2570)	Entrant	M. Dimmock (7449)
28	B. McAnally (5060)	Entrant	T. I. Gardiner (7704)
29	S. Nightingale (5067)	Entrant	R. C. Bean (7767)
32	R. E. Cheney (2861)	P. Russell (5238)	C. Cross (7466)
34	Eleanor Motors Ltd. (2600)	P. T. Field (7087)	A. C. Poulton (7469)
35	F. K. Sharpe (M/Cycles) Ltd. (2596)	T. C. Layton (7420)	T. Willerton (2772)
37	B. Beevers (2641)	B. Dungworth (5219)	N. Caddow (7440)
44	C. Anderson (6739)	Entrant	O. Moeller (8463)

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Racing No.	Entrant and Licence No.	Driver and Licence Nos.	Passenger
46	Andrew Downie Ltd. (2306)	J. R. Foggin (7551)	W. F. Blair (7570)
48	M. Hall (5258)	... Entrant	...
25	R. E. Hackman (2655)	... Entrant	T. Hughes (7023)
27	I. McDonald (7400)	... Entrant	B. Ward (7022)
30	J. R. L. Worthington (7517)	... Entrant	...
42	Reverts Ltd. (2577)	M. J. C. Potter (7431)	R. W. Carrol (7405)
45	A. Maltby (6940)	... Entrant	T. E. Fenwick (2664)
47	W. E. H. Derry (2310)	"V. E. R. Boten" (4005)	G. A. Cross (2592)

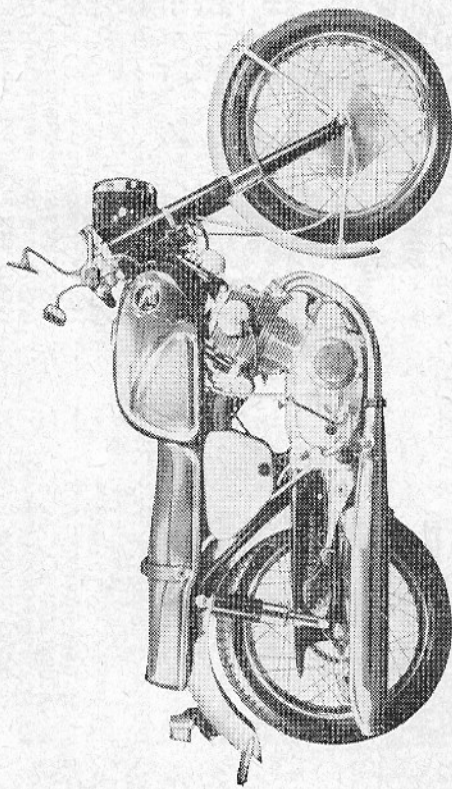
250 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver and Licence No.
248	Adler Twin Cylinder	...
66	S. Lohmann (1335)	... Entrant
246	Aermacchi Single Cylinder	...
18	A. Pagani (3347)	... Entrant
22	G. Milani (3346)	... Entrant
29	J. Ball (2283)	... Entrant
31	R. Foll (6547)	... Entrant
33	A. V. Andersson (0164)	... Entrant
34	W. Robertson (2965)	... Entrant
35	C. L. F. Anderson (2967)	... Entrant
50	G. Senior (5416)	... Entrant
53	D. Wilkinson (2458)	... Entrant
55	C. W. Hunt (5496)	... Entrant
58	J. B. Hyde (2493)	... Entrant
68	Spa Motor Cycles (2303)	L. G. Rodda (2505)
74	R. J. T. du Pont (7241)	L. Allen (6792)
76	W. Ashworth (2557)	... Entrant
83	G. Visenzi (5407)	W. Rac (7458)
250	Ariel Twin Cylinder	...
42	P. J. Walsh (2797)	... Entrant
45	Colmore Depot Ltd. (2462)	A. E. Moule (2507)
54	R. W. Boughiey (2708)	... Entrant
248	Benelli Single Cylinder	...
25	H. Dugdale (Motors) Ltd. (2558)	A. Dugdale (2659)
28	Front Purslow Motor Cycles (2574)	R. Bryans (4180)
41	A. R. Capner (4023)	... Entrant
196	Bultaco Single Cylinder	...
16	Bultaco Concessionaires Ltd. (2575)	D. F. Shorey (2415)
37	Bultaco Concessionaires Ltd. (2575)	K. Martini (6172)
61	W. Maddreik (2552)	B. Richards (7460)
65	M. E. Low (7571)	... Entrant
73	Dublin & D.M.C.C. (M.C.U.I.)	R. J. Curran (4186)
77	Dublin & D.M.C.C. (M.C.U.I.)	P. Conran (5826)
84	Dublin & D.M.C.C. (M.C.U.I.)	C. Goosen (5827)
247	Cotton Single Cylinder	...
36	B. Duffy (2866)	... Entrant
250	C.Z. Single Cylinder	...
7	Ustredni Automotoklub C.S.S.R.	F. Stasiny (3606)
12	Ustredni Automotoklub C.S.S.R.	S. Malina (3524)
248	Ducati Single Cylinder	...
39	D. J. Gallagher (7468)	... Entrant
56	D. E. Patrick (7391)	... Entrant
246	Greeves Single Cylinder	...
20	J. Dunphy (2536)	... Entrant

HONDA

World Champion 1962

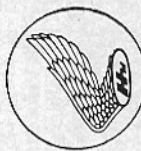
125 cc, 250 cc, 350 cc.



HONDA 250cc DREAM SUPER SPORT

Price £259.19.0. Tax Paid

Specification: Engine twin cylinder 1-66, 3rd 1-171, 4th 1-0. Tyres 2.75x18 front, 3-00x18 rear. Brakes twin b.h.p. at 9,000 r.p.m. Maximum torque 2.06 kgm at 7,500 r.p.m. Capacity 247cc. Carburettor two 22 mm. Bore X stroke 54 mm. x 54 x 2. Compression ratio 9.5:1. Lubrication system wet sump and gear pump. Lubricant capacity 3 1/2 pints. Ignition coil. Generator A.C. dynamo and rectifier. Clutch wet multiple disc type. Gears 4 speed foot operated. Gearbox internal ratios 1st 2-788, 2nd



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Telephone: Kingston 4551.

Racing No.	Entrant and Licence No.	Driver and Licence No.
23	Yamaha Motor Co. Ltd. (1951)	Y. Sunako (7105)
27	Yamaha Motor Co. Ltd. (1951)	H. Hasegawa (7104)
52	Motor Cycle Mechanics Mag. (2659)	D. W. Weightman (6844)
63	Canadian Motor Cycle Association	G. W. Kellond (4321)

125 c.c. Lightweight International

49	R. H. Bacon (2621)	Entrant
68	M. H. Benn (7506)	Entrant
123 B.S.A. Single Cylinder		
5	Escuderia 2T (John Grace) (3002)	M. Duff (1729)
17	Bultaco Concessionaires Ltd. (2575)	D. F. Shorey (2415)
19	H. G. Ansheidit (1441)	Entrant
25	F. Sheene (2590)	M. P. O'Rourke (2668)
27	J. Huberts (5702)	Entrant
36	P. J. Walsh (2797)	Entrant
37	Bultaco Concessionaires Ltd. (2575)	K. Martin (6172)
39	B. Boyd (4264)	Entrant
41	L. J. B. R. French (2482)	D. G. Chapman (2694)
42	A. Carlsson (0139)	Entrant
44	A. T. Campbell (5027)	Entrant
47	W. W. L. Insley (2566)	W. W. R. Insley (2652)
48	G. Marsovszky (1022)	Entrant
50	F. Sheene (2590)	W. D. Ivy (6796)
51	R. W. Boughey (2708)	Entrant
52	Pope Bros (2500)	A. E. Dawson (6181)
54	R. Maw (7762)	Entrant
55	R. Blanning (2662)	Entrant
57	J. P. Beltoise (0464)	Entrant
58	L. J. Iles (2441)	Entrant
59	J. R. Pepper (2540)	Entrant
60	D. E. Patrick (7391)	Entrant
62	W. Maddrick (2552)	B. Richards (7460)
63	R. M. Udall (2956)	Entrant
64	C. J. Bennett Motors (2483)	P. Preston (7457)
67	Spa Motor Cycles (2303)	L. Allen (6792)
71	V. Granum (3871)	Entrant
78	J. Nielsen (D.M.U.)	Entrant
79	J. B. O'Brien (4145)	Entrant
125 Cotton Honda		
76	H. Webster (7240)	Entrant
124 C.Z. Single Cylinder		
14	Ustredni Automotoklub C.S.S.R.	S. Malina (3524)
125 Ducati Single Cylinder		
20	A. Pagani (3347)	Entrant
31	R. Foll (6547)	Entrant
65	T. Fearn (7545)	Entrant
72	B. G. Foster (2308)	P. J. Foster (6770)
124 E.M.C. Single Cylinder		
12	Dr. J. Ehrlich (2570)	R. A. Avery (7465)
23	Dr. J. Ehrlich (2570)	P. G. Inehley (5011)
124 Hannah Honda Twin Cylinder		
35	Bill Hannah Ltd. (2484)	R. J. G. Dickinson (2695)

Racing No.	Entrant and Licence No.	Driver and Licence No.
32	R. H. King (Motor Cycles) (2555)	R. C. Ritchie (4276)
67	B. Smith (7758)	Entrant
69	Rhodesian Motor Sports Association	A. Harris (7534)
71	F. Higley Racing (2304)	T. F. Phillips (2605)
85	Two Stroke Improvements (2584)	R. J. Everett (7413)
249 Guzzi Special Single Cylinder		
30	J. Kidson (7451)	Entrant
250 Honda Twin Cylinder		
3	Honda Motor Co. Ltd. (1955)	T. Robb (4106)
6	Honda Motor Co. Ltd. (1955)	K. Takahashi (7115)
8	Honda Motor Co. Ltd. (1955)	J. Redman (2954)
10	Honda Motor Co. Ltd. (1955)	L. Taveri (1081)
19	Bill Smith Motors Ltd. (2290)	W. A. Smith (7502)
24	A.C.C. of Australia	J. Ahearn (7539)
46	G. O. Plenderleith (2831)	Entrant
57	Binns Group (2587)	C. Ward (2554)
62	Bill Smith Motors Ltd. (2290)	J. R. Hudson (7446)
70	G. B. Williamson (7495)	Entrant
72	R.A.C. of South Africa	B. W. Marriner (6105)
79	R.A.C. of South Africa	B. A. Marriner (6106)
81	J. Nielsen (D.M.U.)	Entrant
250 L.E./B.S.A. Single Cylinder		
48	Patricroft Motor Cycles (2487)	W. Brock (6232)
49	Patricroft Motor Cycles (2487)	L. E. Evans (7472)
250 Mondial		
26	J. Findlay (0481)	Entrant
249 M.V. Privat Twin Cylinder		
9	M. Hailwood (7520)	Entrant
250 M.Z. Twin Cylinder		
5	A. Shepherd (7576)	Entrant
248 Norton Single Cylinder		
38	G. A. Northwood (2749)	Entrant
75	B. J. Randle (7392)	Entrant
247 N.S.U. Single Cylinder		
44	H. O. Butenuth (1585)	Entrant
47	A. T. Campbell (5027)	Entrant
59	S. Nilsson (0135)	Entrant
78	B. A. Dennis (2418)	Entrant
80	J. Isherwood (5419)	Entrant
248 R.E.G. Twin Cylinder		
40	P. Chapman (2298)	C. J. Vincent (2640)
248 Royal Enfield Single Cylinder		
60	Eric Williams Ltd. (2291)	B. M. Potter (6809)
247 Suzuki Four Cylinder		
1	Suzuki Motor Co. Ltd. (1941)	H. R. Anderson (2628)
2	Suzuki Motor Co. Ltd. (1941)	B. Schneider (0824)
4	Suzuki Motor Co. Ltd. (1941)	E. Degner (1587)
14	Suzuki Motor Co. Ltd. (1941)	F. Perris (2633)
199 Triumph Single Cylinder		
51	D. Guy (4283)	Entrant
248 Velocette Single Cylinder		
43	D. Gallagher (7503)	Entrant
82	D. P. Hewartson (6235)	Entrant
249 Villiers Grand Prix Twin Cylinder		
64	R. F. Phillips (7016)	Entrant
249 Yamaha Twin Cylinder		
15	T. Godfrey (2516)	Entrant
17	Yamaha Motor Co. Ltd. (1951)	F. Ito (7103)

Racing

Racing No.	Entrant and Licence No.	Driver and Licence No.
125 Honda Twin Cylinders		
2	Honda Motor Co. Ltd. (1955)	... T. Robb (4106)
6	Honda Motor Co. Ltd. (1955)	... J. Redman (2954)
7	Honda Motor Co. Ltd. (1955)	... K. Takahashi (7115)
8	Honda Motor Co. Ltd. (1955)	... L. Taveri (1081)
29	A.C.C. of Australia	... J. Ahearn (7539)
30	H. Dugdale (Motors) Ltd. (2558)	... A. Dugdale (2659)
32	Bill Smith Motors Ltd. (2290)	... S. Murray (2684)
33	Fron Purslow Motor Cycles (2574)	... R. Bryans (4180)
34	J. Ball (2283)	... D. Woodman (2874)
40	W. Scheimann (1429)	... Entrant
46	R. D. Evans (2545)	... Entrant
61	Binns Group (2587)	... C. Ward (2554)
66	B. Smith (7758)	... Entrant
69	E. A. Johnson (5247)	... Entrant
70	R.A.C. of South Africa	... B. A. Marriner (6106)
73	A. Cox (6970)	... Entrant
74	P. Eser (1326)	... Entrant
75	A. Chadwick (7351)	... Entrant
79	G. Visenzi (3407)	... Entrant
124 M.V. Agusta Single Cylinder		
43	Colmore Depot Ltd. (2462)	... A. E. Moule (2507)
45	Patricroft Motor Cycles (2487)	... L. E. Evans (7472)
53	P. Munday (2833)	... Entrant
124 M.V. Privat Single Cylinder		
3	M. Hailwood (7520)	... Entrant
125 M.Z. Single Cylinder		
1	A. Shepherd (7576)	... Entrant
22	Veb Motorradwerk Zschopau (2361)	... H. Fischer (1264)
26	Veb Motorradwerk Zschopau (2361)	... L. Szabo (2361)
124 Suzuki Twin Cylinder		
4	Suzuki Motor Co. Ltd. (1941)	... H. R. Anderson (2628)
9	Suzuki Motor Co. Ltd. (1941)	... E. Degner (1587)
10	Suzuki Motor Co. Ltd. (1941)	... B. Schneider (0824)
15	Suzuki Motor Co. Ltd. (1941)	... F. Ferris (2633)
123 Todd B.S.A. Single Cylinder		
56	Raynes Park Motorcycles (2465)	... F. W. J. Launchbury (2620)
125 Tohatsu Twin Cylinder		
16	Tokyo Hatsudoki Co. Ltd. (1952)	... T. Godfrey (2516)
38	Tokyo Hatsudoki Co. Ltd. (1952)	... D. A. Simmonds (7422)
80	A. F. Roth (6545)	... Entrant
125 Yamaha Single Cylinder		
18	Yamaha Motor Co. Ltd. (1951)	... F. Ito (7103)
24	Yamaha Motor Co. Ltd. (1951)	... H. Hasegawa (7104)
28	Yamaha Motor Co. Ltd. (1951)	... Y. Sunako (7105)
Junior International		
254	Aernacchi Single Cylinder	... Entrant
49	C. L. F. Anderson (2967)	... Entrant
349	A.J.S. Single Cylinder	... M. A. Duff (1729)
5	Arter Bros. Ltd. (2592)	... D. Woodman (2874)
17	James Ball (2283)	... D. Shorey (2415)
22	Arter Bros. Ltd. (2592)	... E. G. Driver (2397)
23	T. W. Kirby Motorcycles Ltd. (2293)	...

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more Senior T.I. races
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CASTROL
than on all other oils
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Racing

Racing No.	Entrant and Licence No.	Driver and Licence No.
24	M. Templeton (M.C.U.I.)	W. M. McCosh (4114)
25	Francis Beart (2467)	J. Dunphy (2536)
27	S. T. Mulaney (2292)	W. S. Mizen (2736)
34	A. V. Andersson (0164)	Entrant
36	J. C. Simmonds (2537)	Entrant
40	A. Carlsson (0139)	Entrant
46	E. T. Pink (Harrow) Ltd. (2472)	D. J. Ellis (2567)
50	D. W. Smith (7564)	Entrant
59	New Zealand A.C.U.	M. E. Low (7571)
60	D. Duncan (2896)	Entrant
61	G. Barnacle (7418)	Entrant
63	New Zealand A.C.U.	G. C. Dickson (7494)
66	Rhodesian Motor Sports Association	A. Harris (7534)
68	T. Cowie Ltd. (2567)	M. Hobson (5195)
69	H. Webster (7240)	Entrant
71	Canadian Motor Cycle Association	D. Haddock (5655)
73	Rhodesian Motor Sports Association	B. G. Beale (7519)
76	New Zealand A.C.U.	W. E. Wetzel (7791)
79	R.A.C. of South Africa	I. M. Burne (6104)
80	C. W. Hunt (5496)	Entrant
82	K. Kay (6922)	Entrant
85	H. W. Rayner (2502)	Entrant
86	R. Foster (2503)	Entrant
88	B. Granath (0222)	Entrant
89	R. Shaw (7762)	Entrant
91	R.A.C. of South Africa	B. W. Marriner (6105)
95	D. P. Hewarison (6235)	Entrant
347 B.S.A. Single Cylinder		
47	A. R. Capner (4023)	Entrant
350 Gilera Four Cylinders		
8	Scuderia Duke (2643)	J. Hartle (2315)
10	Scuderia Duke (2643)	P. W. Read (2701)
350 Honda		
1	Honda Motor Co. Ltd. (1955)	J. Redman (2954)
7	Honda Motor Co. Ltd. (1955)	T. Robb (4106)
350 Jawa Twin Cylinder		
9	Ustredni Automotoklub C.S.S.R.	F. Stastny (3522)
348 J.S.D. Twin Cylinder		
3	John Surtees Racing Ltd. (2561)	A. Shepherd (7576)
350 M.V. Privat Four Cylinders		
2	M. Hailwood (7520)	Entrant
349 Norton Single Cylinder		
6	Lawton & Wilson (2286)	T. Godfrey (2516)
12	Lord Montagu of Beaulieu (2582)	C. R. Conn (4274)
14	H. Middleton (2471)	F. J. Stevens (2753)
15	G. E. Leigh (Motorcycles) Ltd. (2477)	E. Boyce (2690)
16	G. Monty & A. J. Dudley-Ward (2461)	Entrant
18	B. P. Seichell (2771)	J. Ahearn (7539)
20	A.C.C. of Australia	J. S. Rae (2992)
26	W. & R. Murray Car Sales (2563)	Entrant
29	G. Milani (3346)	J. C. Buxton (2820)
30	R. Satchwell (2564)	R. C. Ritchie (4276)
33	R. H. King (Motorcycles) (2555)	M. A. McStay (7556)
35	S. T. Mulaney (2292)	Entrant
37	S. O. Gunnarsson (5124)	D. C. Fry (5097)
39	H. Grant (7781)	B. Nelson (5036)
41	A.C.C. of Australia	Entrant
42	Charles Freeman (Motor Cycles) Ltd. (2568)	B. Nelson (5036)
43	J. R. Cripps (2616)	Entrant

HAILWOOD'S HERE

His final - definitely his final season on bikes. Champion last year. Bearing down on the 500cc crown again this year!

MIKE HAILWOOD SCORES ON BP FUEL AND OILS



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Racing No.	Entrant and Licence No.	Driver and Licence No.
44	Colmore Depot Limited (2462)	A. E. Moule (2507)
48	L. B. Ranson (7788)	Entrant
51	H. Stanford (Motor Cycles) (2569)	M. J. Gittins (2639)
52	A. E. Shaw (2375)	Entrant
53	G. A. Northwood (2749)	Entrant
54	H. O. Butenuth (1585)	Entrant
55	J. Gow (7542)	Entrant
56	G. Marsovszky (1022)	Entrant
57	P. R. Evans (2453)	Entrant
58	E. Lenz (0802)	Entrant
62	N. Pugh (2595)	Entrant
64	J. Ball (2283)	P. Bettison (7470)
67	Border Motor Racing Club (2474)	B. B. Carr (2451)
70	A. V. McVeigh (5813)	A. Fisher (3442)
72	R. Satchwell (2564)	Entrant
74	J. Simpson (4280)	R. Bisbey (4284)
75	C. J. Bennett Motors (2483)	Entrant
77	A.C.C. of Australia	P. C. Preston (7457)
78	G. Seward (5498)	R. Robinson (7764)
81	S. G. Brassey (7235)	Entrant
83	C. Watts (4111)	Entrant
84	Canadian Motor Cycle Association	Entrant
87	B. J. Randle (7392)	G. W. Kellond (4321)
90	D. E. Watson (6790)	Entrant
92	W. Ashworth (2557)	Entrant
93	R.A.C. of South Africa	W. Rae (7458)
94	J. Lindh (0157)	B. A. Marriner (6106)
32	W. Robertson (2965)	Entrant
38	H. Riley (2442)	Entrant
65	T. Walker (6929)	Entrant
4	R.D. Norton Single Cylinder	R. Ingram (2886)
19	R. Dearden Ltd. (2466)	F. Reynolds (6784)
28	R. Dearden Ltd. (2466)	A. Pagani (3347)
45	E.A. Lavington (2613)	Entrant
34	Jim Pink (Wallingford) (2553)	Entrant
49	C.G.S. Special Single Cylinder	A. G. Hutchings (7433)
37	B. C. Goldthorp (7424)	Entrant
9	Derbi Single Cylinder	Entrant
15	Nacional Motor S.A. (Derbi) (R.F.M.E.)	R. Avery (7465)
18	Nacional Motor S.A. (Derbi) (R.F.M.E.)	J. M. Busquets (3067)
20	Frank Sheene (2590)	J. Asensio (5295)
24	Nacional Motor S.A. (Derbi) (R.F.M.E.)	W. D. Ivy (6796)
47	D.O.T. Single Cylinder	C. Gracia (R.F.M.E.)
28	B. G. Foster (2308)	P. J. Foster (6770)
27	H. L. Fruin (7790)	Entrant
19	Two-Stroke Improvements (2584)	Entrant
17	Fron Purslow Motor Cycles (2574)	H. Crowder (2746)
29	Jim Pink (Wallingford) (2553)	R. Bryans (4180)
32	P. Eser (1326)	A. J. Pink (6761)
		Entrant

50 c.c. International

Racing No.	Entrant and Licence No.	Driver and Licence No.
50	Irom Single Cylinder	Entrant
26	D. A. Juler (6182)	Entrant
33	D. Armstrong (7477)	Entrant
35	B. Smith (7758)	Entrant
2	50 Kreidler Single Cylinder	H. G. Ansheid (1441)
3	Kreidler Fahrzeugbau (1930)	A. Pagani (3347)
6	Kreidler Fahrzeugbau (1930)	R. Torras (5304)
12	Kreidler Fahrzeugbau (1930)	Entrant
7	50 N.N. Single Cylinder	Entrant
30	J. Huberts (5702)	Entrant
49	Pope Special Single Cylinder	A. E. Dawson (6181)
50	Suzuki Single Cylinder	B. Schneider (0824)
1	Suzuki Motor Co. Ltd. (1941)	H. R. Anderson (2628)
5	Suzuki Motor Co. Ltd. (1941)	E. Degner (1587)
8	Suzuki Motor Co. Ltd. (1941)	M. Iroh (7112)
10	Suzuki Motor Co. Ltd. (1941)	M. Ichino (7116)
14	Suzuki Motor Co. Ltd. (1941)	I. Morishita (7111)
22	C. C. W. Mates (2802)	Entrant
25	P. R. Latham (6206)	Entrant
49	Tohatsu Single Cylinder	M. J. Simmonds (5497)
16	Tokyo Haisudoki Co. Ltd. (1952)	Entrant
31	A. F. Roth (6545)	Entrant
23	49 Tohatsu Twin Cylinder	D. A. Simmonds (7422)
36	49 Val Knapp Honda Single Cylinder	Entrant
	I. E. Plumridge (7754)	Entrant

Senior International

42	498 B.S.A. Single Cylinder	Entrant
	A. R. Capner (4023)	Entrant
4	500 Gilera Four Cylinder	J. Hartle (2315)
7	Scuderia Duke (2643)	P. W. Read (2701)
10	385 Jawa Twin Cylinder	F. Stasny (3522)
	Ustredni Automotoklub C.S.S.R.	M. A. Duff (1729)
3	496 Matchless Single Cylinder	D. Woodman (2874)
15	J. Ball (2283)	D. Shorey (2415)
19	Arter Bros. Ltd. (2592)	Entrant
20	J. Findlay (0481)	E. G. Driver (2397)
22	T. W. Kirby Motorcycles Ltd. (2293)	W. M. McCosh (4114)
23	M. Templeton (M.C.U.I.)	A. Dugdale (2659)
30	H. Dugdale (Motors) Ltd. (2558)	Entrant
31	R. Foil (6547)	Entrant
34	J. C. Simmonds (2537)	Entrant
36	Marsh & Fry Ltd. (2645)	L. Carr (2792)
41	E. T. Pink (Harrow) Ltd. (2472)	D. J. Ellis (2567)
45	D. Lee (5090)	Entrant
46	J. D. Morton (7565)	Entrant
48	G. Marsovszky (1022)	M. E. Low (7571)
51	New Zealand A.C.U.	G. C. Dickson (7494)
54	New Zealand A.C.U.	Entrant
59	H. Webster (7240)	Entrant

Racing No.	Entrant and Licence No.	Driver and Licence No.
60	Canadian Motor Cycle Association	...
62	J. Simpson (4280)	D. Haddow (5655)
64	New Zealand A.C.U.	Entrant
69	B. Granath (0222)	W. Wetzel (7791)
70	R. Shaw (7762)	Entrant
78	M. Hayward (2519)	Entrant
498 M.V. Privat Four Cylinders		
5	S. M. B. Hailwood (7520)	Entrant
8	A. Shepherd (7576)	Entrant
499 Norton Single Cylinder		
2	Lawton & Wilson (2286)	...
6	H. Middleton (2471)	...
12	G. E. Leigh (Motor Cycles) Ltd. (2477)	C. R. Conn (4274)
14	G. Monty & A. J. Dudley-Ward (2461)	F. J. Stevens (2753)
16	B. P. Seitchell (2771)	E. Boyce (2690)
18	A.C.C. of Australia	Entrant
24	Francis Beart (2467)	J. Ahearn (7539)
25	W. & R. Murray Car Sales (2563)	J. Dunphy (2536)
26	S. T. Mularney (2292)	J. S. Rae (2992)
27	G. Milani (3346)	W. S. Mizzen (2736)
28	R. Satchwell (2564)	Entrant
29	R. H. King (Motor Cycles) (2555)	J. C. Buxton (2820)
32	A. V. Andersson (0164)	R. C. Ritchie (4276)
33	S. T. Mularney (2292)	Entrant
35	S. O. Gunnarsson (5124)	M. A. McStay (7556)
37	A.C.C. of Australia	Entrant
38	C. Freeman (Motor Cycles) Ltd. (2568)	D. C. Fry (5097)
39	J. R. Cripps (2616)	B. Nelson (5036)
40	Colmore Depot Ltd. (2464)	Entrant
43	A. E. Shaw (2375)	A. E. Moule (2507)
47	W. Scheimann (1429)	Entrant
49	P. R. Evans (2453)	Entrant
50	E. Lenz (0802)	Entrant
52	D. J. Duncan (2896)	Entrant
53	N. Pugh (2595)	P. Bettison (7470)
55	J. Ball (2283)	B. B. Carr (2451)
56	T. Walker (6929)	Entrant
58	Border Motor Racing Club (2474)	A. Fisher (3442)
61	Rhodesian Motor Sports Association	B. G. Beale (7519)
63	C. J. Bennett Motors (2483)	P. C. Preston (7457)
65	A.C.C. of Australia	R. Robinson (7764)
66	R.A.C. of South Africa	L. M. Burne (6104)
67	S. G. Brassey (7235)	Entrant
68	Canadian Motor Cycle Association	G. W. Kellond (4321)
71	R.A.C. of South Africa	B. W. Marriner (6105)
72	W. E. H. Derry (2310)	C. C. Cross (7466)
74	R.A.C. of South Africa	B. A. Marriner (6106)
75	R. H. Knott (7204)	Entrant
76	T. Heaton (7456)	Entrant
77	B. Walmsley (7513)	Entrant
499 Norton/Triumph Twin Cylinder		
44	J. Gow (7542)	Entrant
499 R.D. Norton Single Cylinder		
9	Reg. Dearden Ltd. (2466)	R. Ingram (2886)
17	Reg. Dearden Ltd. (2466)	F. Reynolds (6784)
498 Triton Twin Cylinder		
1	Lord Montagu of Beaulieu (2582)	T. Godfrey (2516)
499 Velocette Single Cylinder		
57	Rhodesian Motor Sports Association	A. Harris (7534)
73	B. A. Dennis (2418)	Entrant

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T.T. Winners

1907-1962

SHORT COURSE

Year	Class	Winner	LAP	M.P.H.
1907	Single Cyl. Class	C. R. Collier	10	36.22
1908	Twin Cyl. Class	H. Rem Fowler	10	36.22
1909	Single Cyl. Class	J. Marshall	10	40.49
1910	Twin Cyl. Class	H. A. Collier	10	49.01
	---	C. R. Collier	10	50.63

MOUNTAIN AND CLYPSSE COURSES

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

LIGHTWEIGHT—125 Class

Year	Winner	LAP	M.P.H.
1951	W. A. C. McCandless	2	74.85
1952	C. Sandford	2	75.54
1953	R. L. Graham	2	77.79
1954	R. Hollis	3	*69.57
1955	C. Ubbiali	9	*69.67
1956	C. Ubbiali	9	*69.13
1957	C. Ubbiali	10	*73.69
1958	C. Ubbiali	10	*74.86
1959	T. Provini	10	*74.06
1960	C. Ubbiali	3	85.60
1961	S. M. B. Hailwood	3	88.23
1962	L. Taveri	3	89.88

LIGHTWEIGHT—250 Class

Year	Winner	LAP	M.P.H.
1922	G. S. Davison	5	49.89
1923	J. A. Porter	6	51.93
1924	E. Twemlow	6	55.44
1925	E. Twemlow	6	57.74
1926	C. W. Johnston	6	60.20
1927	W. L. Handley	7	63.30
1928	F. A. Longman	7	62.90
1929	S. A. Crabtree	7	63.87
1930	J. Guthrie	7	64.71
1931	G. W. Walker	7	68.98
1932	L. H. Davenport	7	70.48
1933	S. Gleave	7	71.59
1934	J. H. Simpson	7	70.81
1935	S. Woods	7	71.56
1936	A. R. Foster	7	74.28
1937	O. Tenni	7	74.72
1938	E. Kluge	7	78.48
1939	E. A. Mellors	7	74.25
1940	M. Barrington	7	73.22
1941	M. Cann	7	77.96
1942	M. Barrington	7	78.08
1943	M. Barrington	7	78.98
1944	D. L. Wood	7	81.39
1945	F. Anderson	7	83.82
1946	F. Anderson	7	84.73
1947	W. A. Lomas	7	90.88
1948	W. Ubbiali	9	*71.37
1949	C. C. Sandford	9	*67.05
1950	T. Provini	10	*75.80
1951	T. Provini	10	*76.89
1952	G. Hocking	10	*77.77
1953	S. M. B. Hailwood	5	93.64
1954	D. W. Minter	5	98.38
1955	H. G. Tyrrell Smith	6	98.88

JUNIOR

Year	Winner	LAP	M.P.H.
1911	P. J. Evans	4	41.45
1912	W. H. Bashall	4	39.45
1913	H. Mason	6	43.75
1914	C. Williams	5	45.58
1915	C. Williams	5	40.74
1916	T. M. Sheard	5	52.11
1917	A. J. S.	5	54.75
1918	A. J. S.	6	55.73
1919	Carton	6	55.67
1920	New Imperial	6	65.02
1921	Rex-Acme	7	66.70
1922	K. Twemlow	7	67.19
1923	L. Handley	7	68.65
1924	A. Bennett	7	67.19
1925	F. W. Dixon	7	68.65
1926	H. R. D.	7	69.71
1927	A. Bennett	7	69.71
1928	F. G. Hicks	7	71.08
1929	F. G. Hicks	7	71.08
1930	H. G. Tyrrell Smith	7	71.08

Year	Winner	LAP	M.P.H.	Notes
1931	P. Hunt	...	...	...
1932	S. Woods	348	...	Norton
1933	S. Woods	349	...	Norton
1934	J. Guthrie	348	...	Norton
1935	J. Guthrie	348	...	Norton
1936	F. L. Frith	349	...	Norton
1937	J. Guthrie	349	...	Norton
1938	S. Woods	348	...	Velocette
1939	S. Woods	348	...	Velocette
1940	A. R. Foster	348	...	Velocette
1941	F. L. Frith	348	...	Velocette
1942	F. L. Frith	348	...	Velocette
1943	A. J. Bell	349	...	Norton
1944	G. E. Duke	349	...	Norton
1945	W. R. Amm	349	...	Norton
1946	W. A. Lomas	348	...	Norton
1947	T. Kavanagh	349	...	Moto Guzzi
1948	T. McIntyre	350	...	Moto Guzzi
1949	R. Surtees	350	...	M.V.
1950	J. Surtees	350	...	M.V.
1951	P. W. Read	349	...	Norton
1952	S. M. B. Hailwood	350	...	M.V.
1953	W. R. Amm	...	...	...
1954	W. R. Amm	...	...	...
1955	G. E. Duke	...	...	...
1956	J. Surtees	...	...	...
1957	R. McIntyre	...	...	...
1958	J. Surtees	...	...	...
1959	J. Surtees	...	...	...
1960	J. Surtees	...	...	...
1961	S. M. B. Hailwood	...	...	...
1962	G. Hocking	...	...	...
1963	J. A. Porter	174	...	New Gerrard
1964	W. L. Handley	174	...	Rex-Acme
1965	F. W. Dixon	...	...	...
1966	G. H. Tucker	...	...	...
1967	L. Parker	...	...	...
1968	E. S. Oliver	...	...	...
1969	W. Schneider	...	...	...
1970	F. Hillbrand	...	...	...
1971	F. Hillbrand	...	...	...
1972	W. Schneider	...	...	...
1973	W. Schneider	...	...	...
1974	M. Faith	...	...	...
1975	C. Vincent	...	...	...

ULTRA LIGHTWEIGHT

Year	Winner	LAP	M.P.H.
1924	J. A. Porter	...	...
1925	W. L. Handley	...	...
1926	F. W. Dixon	...	...
1927	G. H. Tucker	...	...
1928	L. Parker	...	...
1929	E. S. Oliver	...	...
1930	W. Schneider	...	...
1931	F. Hillbrand	...	...
1932	F. Hillbrand	...	...
1933	W. Schneider	...	...
1934	W. Schneider	...	...
1935	M. Faith	...	...
1936	C. Vincent	...	...

Fastest Laps

SHORT COURSE

Year	Single Cyl. Class	Twin Cyl. Class	Triumph	M.P.H.
1907	H. A. Collier	...	...	41.81
1908	H. Rem Fowler	...	...	42.91
1909	J. Marshall	...	...	42.48
1910	W. J. Bashall	...	...	44.25
	H. A. Collier	...	...	52.27
	H. H. Bowen	...	...	53.15

MOUNTAIN AND CLYPSSE COURSES

Year	W. A. C. McCandless	Mondial	M.P.H.
1951	W. A. C. McCandless	75.34	74.44
1952	C. C. Sandford	76.07	74.13
1953	R. L. Graham	78.21	74.99
1954	R. Hollaus	*71.53	86.10
1955	C. Ubbiali	M.V.	88.45
1956	C. Ubbiali	*70.65	90.13

LIGHTWEIGHT—250 Class

Year	W. L. Handley	O.K. Supreme	Moto Guzzi	M.P.H.
1922	W. L. Handley	51.00	...	74.78
1923	E. Twemlow	53.95	...	76.72
1924	W. L. Handley	58.28	...	80.44
1925	P. Ghersi	60.22	...	80.91
1926	G. Bennett	63.12	...	83.70
1927	F. A. Longman	64.45	...	84.82
1928	P. Ghersi	66.63	...	85.52
1929	W. L. Handley	66.86	...	91.22
1930	G. E. Nott	71.73	...	*73.13
1931	W. L. Handley	74.08	...	*69.17
1932	S. Gleave	72.62	...	*78.00
1933	J. H. Simpson	73.64	...	*79.90
1934	S. Woods	74.19	...	*80.32
1935	S. Woods	76.70	...	95.47
1936	O. Tennil	77.72	...	99.58
1937	E. Kluge	80.35	...	99.06
1938	S. Woods	78.16	...	...

JUNIOR

Year	P. J. Evans	Humber	M.P.H.
1911	P. J. Evans	42.00	85.18
1912	E. Kichham	41.76	85.30
1913	H. Mason	45.42	85.05
1914	E. Williams	47.57	81.61
1920	E. Williams	51.36	82.45
1921	H. R. Davies	55.15	84.23
1922	H. le Vack	56.46	86.49
1923	J. H. Simpson	59.59	91.38
1924	J. H. Simpson	64.54	91.00
1925	W. L. Handley	65.89	91.82
1926	A. Bennett	68.75	94.81
1927	W. L. Handley	69.18	94.13
1928	A. Bennett	70.28	93.13
1929	F. G. Hicks	70.95	93.13
1930	G. E. Nott	71.02	97.42
1931	P. Hunt	75.27	97.42
1932	S. Woods	78.62	97.18
1933	S. Woods	79.22	99.20
1934	J. Guthrie	80.11	99.80
1935	W. F. Rusk	79.96	101.58
1936	F. L. Frith	81.94	...

*On Clypsse Course.

Year	50 c.c.	50 Suzuki	75.12
1962	E. Degner	...	...

LIGHTWEIGHT CLUBMAN'S

Year	W. McVeigh	Triumph	65.30
1947	W. McVeigh	...	64.93
1948	M. V. Lockwood	...	66.10
1949	C. V. Taft	...	66.89
1950	F. Fletcher	...	...

JUNIOR CLUBMAN'S

Year	D. Parkinson	Norton	70.74
1947	D. Parkinson	...	70.33
1948	R. J. Hazlehurst	...	75.81
1949	H. Clarke	...	71.25
1950	B. A. Jackson	...	73.36
1951	B. G. Parslow	...	80.77
1952	E. Holey	...	81.83
1953	T. Powell	...	*66.23
1954	P. Palmer	...	82.02
1955	J. Buchanan	...	...
1956	B. D. Codd	...	...

SENIOR CLUBMAN'S

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

1000 c.c. CLUBMAN'S

Year	D. G. Lashmar	Vincent	76.30
1949	D. G. Lashmar	...	78.58
1950	A. Phillip	...	81.54
1953	G. P. Douglas	...	...

FORMULA I

Year	350 c.c. Class	A. King	94.66
1959	350 c.c. Class	A. King	97.79
500 c.c. Class	R. McIntyre

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SENIOR

1911 F. Phillips	...	Scott	M.P.H.
1912 F. A. Applebee	...	Scott	50.11
1913 H. O. Wood	...	Scott	49.44
1914 H. O. Wood	...	Scott	52.12
1920 G. Dance	...	Sunbeam	55.62
1921 F. G. Edmond	...	Triumph	56.40
1922 J. Bennett	...	Sunbeam	59.99
1923 J. Whalley	...	Douglas	59.74
1924 F. W. Dixon	...	Douglas	63.75
1925 J. H. Simpson	...	A.J.S.	68.97
1926 J. H. Simpson	...	A.J.S.	70.43
1927 S. Woods	...	Norton	70.90
1928 J. H. Simpson	...	A.J.S.	47.94
1929 C. J. P. Dodson	...	Sunbeam	73.55
1930 W. L. Handley	...	Rudge	74.28
1931 J. H. Simpson	...	Norton	81.52
1932 J. H. Simpson	...	Norton	82.74
1933 S. Woods	...	Husvervina	80.49
1934 S. Woods	...	Moto Guzzi	86.53
1935 S. Woods	...	Velocette	86.98

ULTRA LIGHTWEIGHT

1924 J. A. Porter ... New Gerrard 52.61

SIDECAR

1923 H. Langman	...	Scott	54.69
1924 F. W. Dixon	...	Douglas	53.23
1925 F. W. Dixon	...	Douglas	57.18
1954 E. S. Oliver	...	Norton	70.85
1955 W. Noll	...	B.M.W.	71.93
1956 W. Noll	...	B.M.W.	71.72

50 C.C.

1962 E. Degner ... Suzuki 75.52

LIGHTWEIGHT CLUBMAN'S

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

JUNIOR CLUBMAN'S

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

SENIOR CLUBMAN'S

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

1000 C.C. CLUBMAN'S

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

FORMULA I

1959 ...
 350 c.c. Class A. King ... A.J.S. 95.27
 500 c.c. Class R. McIntyre ... Norton 98.35

*On Clypse Course.

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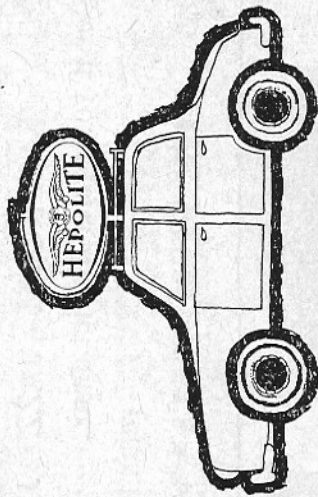
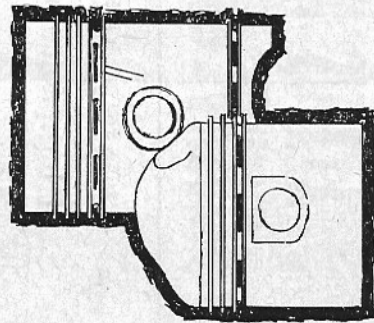
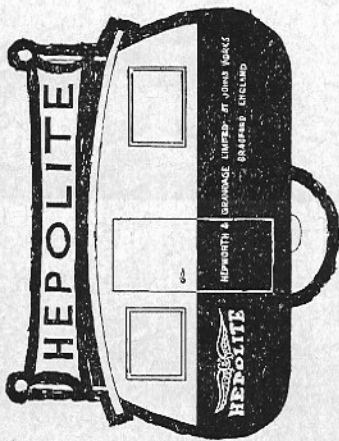
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