

THE WORLD'S MOST IMPORTANT ROAD RACES



T.T. RACES

1964



26

A WORLD CHAMPIONSHIP MEETING
OFFICIAL GUIDE AND PROGRAMME

Top Tyre



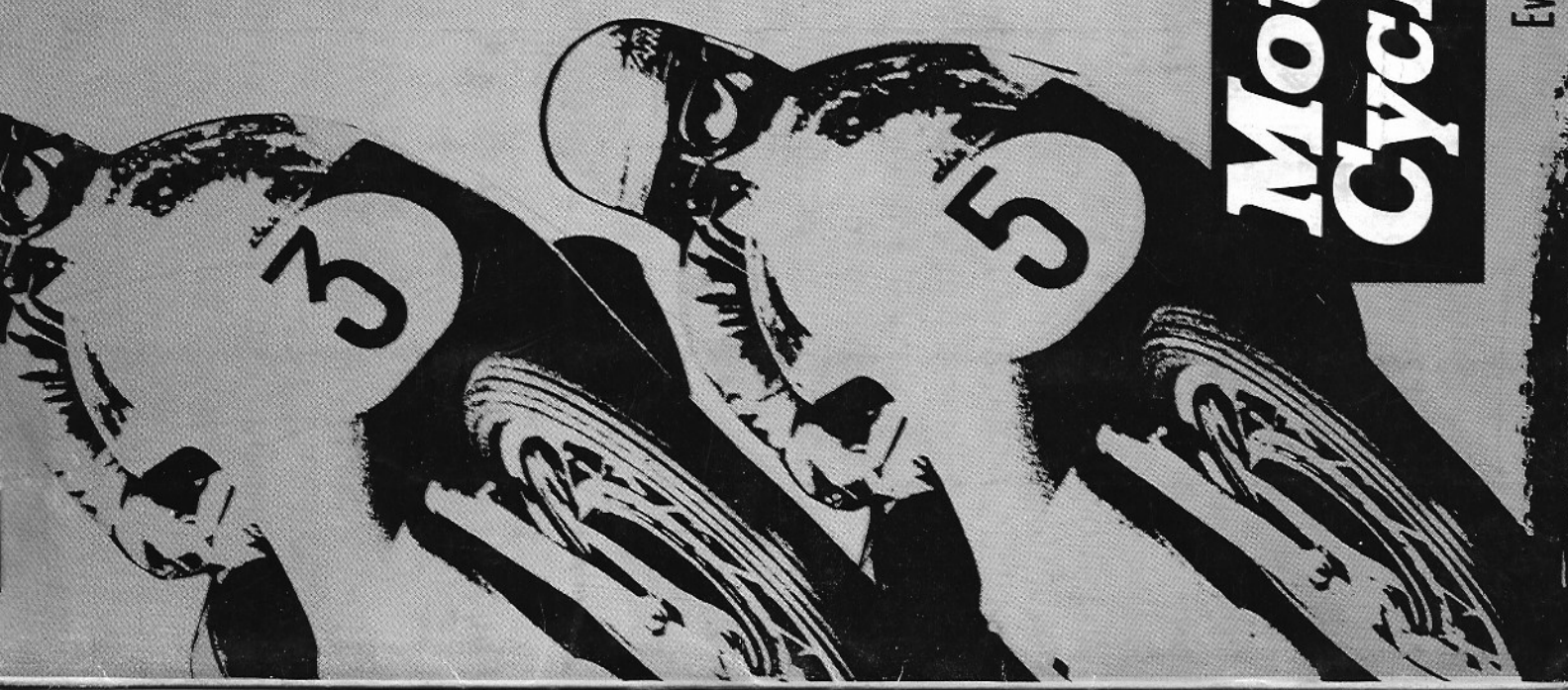
DIUNTOR

Get in
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WITH

Motor Cycling

Every Wednesday 6d



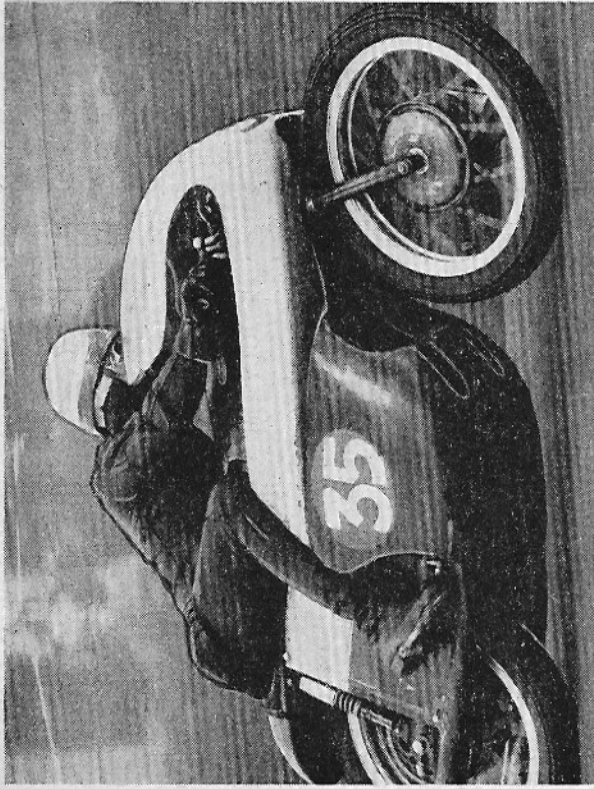


Map of the T.T. course

T.T. Winners since 1951

H. R. ARMSTRONG 500 cc 1952	F. ANDERSON 250 cc 1951 & 53	R. McINTYRE 500 cc 1957 350 cc 1957	C. VINCENT SIDECAR 1962
J. SURTEES 500 cc 1956, 58, 59 & 60 350 cc 1958 & 59	R. W. COLEMAN 350 cc 1954	P. W. READ 350 cc 1961	G. HOCKING 500 cc 1962

LUCAS



T.T. SUPERB SPECIAL ISSUES

11 June T.T. NUMBER

18 June T.T. REPORT

Motor Cycle

THE COMPLETE MAGAZINE · THURSDAY 1s.

ISLE OF MAN—Passenger Sailings to Douglas

FROM LIVERPOOL

Weekdays throughout the year. Also Sundays from 31st MAY to 6th SEPTEMBER.

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Frequent sailings between 29th MAY and 4th SEPTEMBER.

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The new Passenger/Car Ferry "MANX MAID", with "drive on-drive off" facilities, will sail between Liverpool and Douglas this summer.

For particulars of EXTRA SAILINGS and DAY EXCURSIONS, also Rates for conveyance of Motor Vehicles, apply for FREE Sailings Folder to:—

THE ISLE OF MAN STEAM PACKET Co., LTD. (Incorporated in the Isle of Man),
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THOMAS ORFORD & SON, India Buildings, 40, Brunswick Street, LIVERPOOL, 2;
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BRITISH & IRISH STEAM PACKET Co., LTD. 16, Westmoreland Street, DUBLIN.

VILLA MARINA

RACE WEEK
ATTRACTIONS
MORNINGS at 10.30

BILLY DUNCAN at the HAMMOND ORGAN

AFTERNOONS at 2.30

IVY BENSON and her ORCHESTRA

EVENINGS—MONDAY, WEDNESDAY & FRIDAY
PRESENTATION OF PRIZES TO WINNERS OF TT RACES

IN THE ROYAL HALL EVERY EVENING
DANCING TO

IVY BENSON and her ORCHESTRA

SUNDAY AT 8 o'clock

POPULAR CONCERT

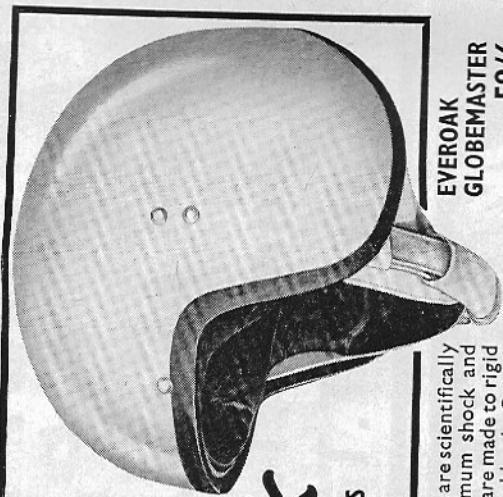
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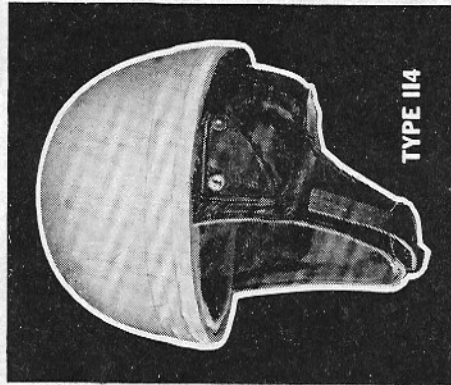
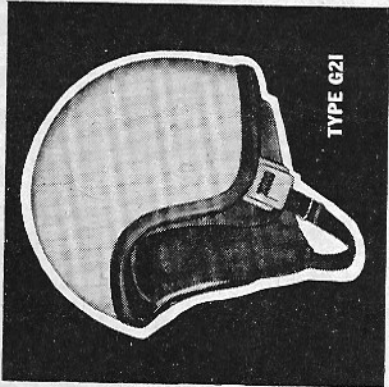


EVEROAK
GLOBEMASTER
59/6

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.

IF THE CAP FITS...

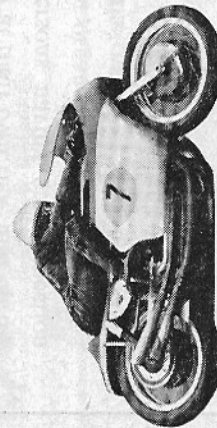


Most riders and racers use their loaf by choosing a helmet from the approved "Cromwell" range. Listen to the old hands talking and you'll hear that the "Cromwell G21", illustrated above, is definitely 'with it'. This is the helmet the powers that be are encouraging for racing. For those who prefer the old traditional style the "Cromwell 114" also depicted, provides a fitting answer.

"Cromwell's" 30 years' experience in the manufacture of protective headwear guarantees top quality, supreme comfort and full compliance with British Standards requirements.

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The AUTO-CYCLE UNION presents

The 1964 International

Tourist Trophy Races

ISLE OF MAN ★

JUNE 8 : 10 : 12

Official Programme & Guide

★

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The 1964 International



Tourist Trophy Race Meeting



Organised by the Auto-Cycle Union

83, Pall Mall, London, S.W.1

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

* * *

PATRON OF THE AUTO-CYCLE UNION

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

* * *

PATRONS OF THE MEETING

His Excellency the Lieutenant Governor of the Isle of Man, SIR RONALD HERBERT GARVEY, K.C.M.G., K.C.V.O., M.B.E.
The Right Hon. LORD BRABAZON OF TARA, G.B.E., M.C., P.C.

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His Worship the Mayor of Douglas, Councillor T. A. CORKISH, M.H.K., J.P.
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The Chairman of the Royal Automobile Club, Mr. WILFRID ANDREWS.

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The Insular Commissioner, Isle of Man Boy Scouts Association, Mr. J. P. WATSON.

* * *

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Mr. W. E. QUAYLE,

M.H.K., J.P.

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Mr. L. J. ARCHER.

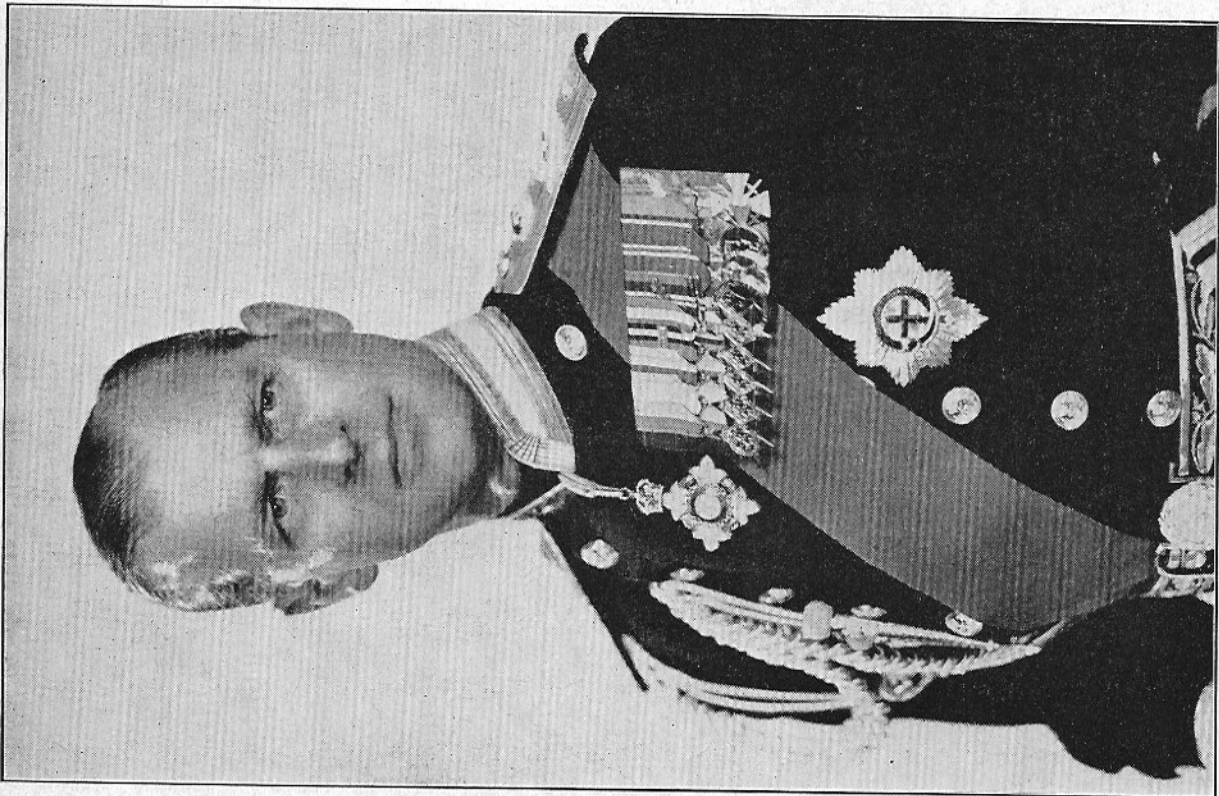
Mr. R. J. HAYERS.

Mr. T. E. RYAN.

Mr. W. E. SWANN.

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Our Royal Patron



Portrait by Anthony Buckley.

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

7

Officials of the Meeting

F.I.M. Representative Stewards of the Meeting (International Jury)	...	Herr Otto Sensburg.
...	...	Mr. N. E. Dixon, O.B.E. (<i>President</i>).
...	...	Mr. V. C. Anstice.
...	...	Mr. Henry Kelly, O.B.E.
...	...	Mr. R. Kopecky (Czecho-Slovakia).
...	...	Mr. J. C. Lowe.
...	...	Mr. T. G. Moore.
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Finishing Flag Marshals	...	Mr. M. Eagles.
Engine Measurer	...	Mr. R. Arnot (I.O.M. Government Analyst).
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Assistant Consulting Chemist	...	Rev. R. H. Reid.
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Sector 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.
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Assistant Controller, Scoring Board	...	Messrs. W. Blezard, P. Burke, D. Cottier, J. Creer, A. E. Kermodie, J. E. Kewley, J. Peacock, E. Stubbs, A. F. Taylor, W. Thoms, A. Weldon, F. Welford.
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Drivers' Liaison and Course Technical Officer ...
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 The British Red Cross Society and the St. John Ambulance Brigade and St. John Association.

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 Mr. W. Lisle,
 Mr. T. Clarke,
 Messrs. G. L. Jackson and E. A. Aspel,
 Mr. H. Cornwell.

Enclosure Manager

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Mr. W. Lisle.

Assistant Clerk of Works

Mr. T. Clarke.

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Assistant Secretary of the Meeting

Mr. H. Cornwell.

Deputy Clerk of the Course and Chief Competitors Marshal

Mr. T. E. Ryan.

Clerk of the Course and Secretary of the Meeting

Mr. K. E. Shierson.

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 Mylchreest Motors, Ltd., Douglas.

Shell-Mex and B.P. Ltd.—Provision of helicopter and fuel facilities.

B.S.A. Motor Cycles, Ltd. }—Loan of motor cycles for Travelling Marshals.

Triumph Engineering Co. Ltd. }

Lambretta Concessionaires, Ltd.—Loan of Scooters for Officials.

Joseph Lucas, Ltd.—Electrical signals and refreshments (pre-race examination).

The Dunlop Rubber Co., Ltd.—Drivers' refreshments and course flag Marshals, Dumlopillo Cushions in Timekeepers' Box.

Victor Horsman, Ltd.—Vehicle recovery service.

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.

Foreword

The Ton Up

By

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



RECENTLY I have been asked on more than one occasion to say what I thought about the "ton-up boys"! What I, and every other genuine motor cyclist concerned with the welfare of the sport, feel about these strange people is generally speaking quite unprintable and as John Hartle said at the Villa Marina "they almost make one feel ashamed to be a motor cyclist".

Perhaps all too easily they have come into possession of truly beautiful pieces of machinery capable of magnificent performances—really too good for *them*—and they affect the most outrageous outer garments and a startling helmet. Thus, equipped they proceed to an unsuitable stretch of public highway and adopting what they imagine to be a racing crouch they indulge in their "ton up" exercises, "chicken runs" and other inanities. For the main part they are silly exhibitionists living in a world of pure make-believe—believing they are the objects of others' admiration, and not their contempt; believing that they have all of what it takes to make a Mike Hailwood or a Geoff. Duke when in fact they have nothing but a good machine; they deceive only themselves and not a single observer of their antics is impressed except by the stupidity of it all.

Perhaps it is not possible to keep these types away from this Mecca of motor cyclists, although they have nothing in common with the true racing enthusiast, but one hopes the Island authorities will find ways of controlling such unwelcome guests. After all the Manx authorities are less squeamish than we appear to be on the mainland and they retain some effective methods of dealing with such naughty little boys which could be very useful during the T.T. period. Another method would have been the ridicule of the great Archdeacon Stenning but unfortunately that splendid sportsman will not be with us this year or ever again. He was of the T.T. and his like will not be found however long the races may survive.

My wish is that you should enjoy a thrilling T.T. week, have a delightful holiday in this beautiful Island, make new friends as well as meet up with the old ones but for the sake of the T.T. as well as your own good name don't be mistaken for—a "TON UP BOY"!

FOR A WONDERFUL HOLIDAY COME TO THE

ISLE OF MAN FOR THE MANX GRAND PRIX



SEPTEMBER 1st — LIGHTWEIGHT and JUNIOR 3rd — SENIOR

(Junior & Senior 6 laps, Lightweight 4 laps of the T.T. Course)

Practising will commence on August 24th and continue until August 31st.

- Regulations and Entry Forms from C. R. Ducker, 27 Athol Street, Douglas, I.O.M. (Entries close on 10th 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 1964 MOTORCYCLING EVENTS include SOUTHERN "100"—July 8th & 9th, TWO-DAYS TRIAL—Aug. 29th & 30th.

TIME TABLE OF THE MEETING

PRACTICE PERIODS

Mornings ... May 30; June 1, 2, 3, 4, 5, 6
 Afternoon ... June 4
 Evenings ... June 1, 2, 3, 5, 6

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, 7 June	10.00 a.m.
Sidecar International ...	...	Sunday, 7 June	
Lightweight (125) International ...	...	Tuesday, 9 June	9.00 a.m.
Junior International ...	...	Thursday, 11 June	9.00 a.m.
50 c.c. International ...	...	Thursday, 11 June	
Senior International ...	...	Thursday, 11 June	

RACE DAYS

Monday, 8th June

SIDECAR 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, 10th 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, 12th 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.
 Press Office. 'Phone: Douglas 1323.

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



SMITHS

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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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): 1st—£75; 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): 1st—£50; 2nd—£30; 3rd—£25; 4th—£20; 5th—£15; 6th—£10; 7th—£10; 8th—£10; 9th—£10; 10th—£10.

REPLICAS

A 'Silver' 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 Race.
 The *Motor Cycle* Trophy—for the fastest lap in the Junior Race.
 The *Motorcycle News* Trophy—for the fastest lap in the 250 c.c. Race.
 The Bob Holloway Trophy—for the fastest lap in the 125 c.c. Race.
 The G. J. A. Brown Trophy—for the fastest lap in the 50 c.c. 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 *Motor Cycling* Challenge Cups (one per race)—for the best performance by a driver entered by a bona fide motorcycle dealer in the 250 c.c., Junior and Senior Races.

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

SENIOR SERVICE TIPPED 4/1 FOR 20



*A special blend for
filter smoking pleasure*

PRESENTATION OF AWARDS

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

* * *

Sidecar and 250 c.c. Lightweight Internationals—Monday, June 8th, 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 10th, 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 12th, 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:

The Government of the Isle of Man.
The Avon India Rubber Co., Ltd.
Associated Motor Cycles, Ltd.

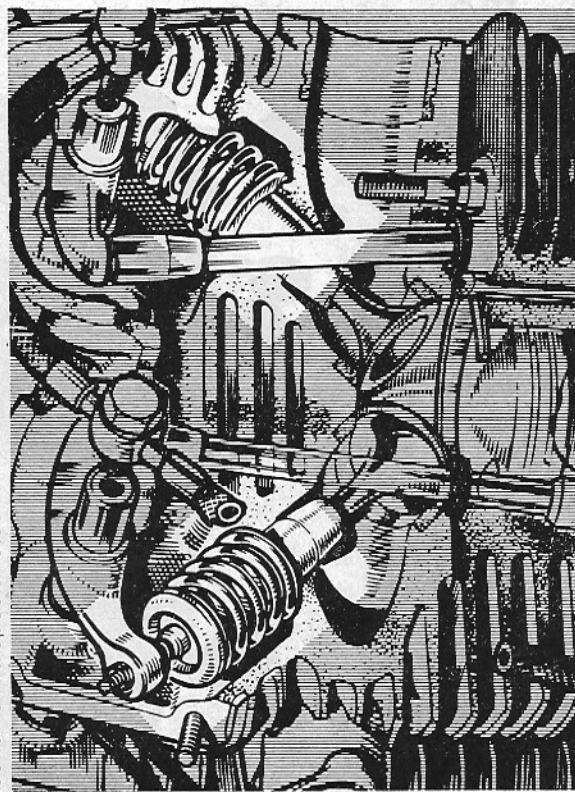
The Family of the late G. J. A. Brown, Esq.
Tom Handley, Esq.
Mrs. J. Craig.

“The Motor Cycle”.
“Motor Cycling”.
“Motorcycle News”.

South Eastern Centre, A.C.U.
Ray B. Westover, Esq.

Out of sight... out of mind... nothing is easier to overlook than a valve spring's work and wear. Yet a worn spring can easily mar your motor cycling pleasure and increase your petrol consumption. Regular spring replacement - every ten thousand miles - will help to keep your engine running at peak efficiency. And to make doubly sure of peak performance at all times, ask for TERRY'S 'aero' valve springs. They are built from a special steel

Out of sight... out of mind
They are engineered from high quality steel for the maximum elasticity under the most severe motor cycling conditions.



Drawing by courtesy of Motor Cycling



Left: PISTON RING CLAMP No. 1182 Available in sizes from 36/38 mm to 85/90 mm.
Right: METRIC SPANNERS No. 1402 Available in sizes from 6/7 mm to 16/17 mm.

TERRY'S

'AERO' VALVE SPRINGS
and Motor Accessories
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Panic in the Paddock, the Workshop and other places

By
REG DEARDEN

HAVING been associated with this Island for so many years, the riders, the Officials, the Manufacturers, Trade Representatives, the Press, B.B.C., the Manx folk, and everyone concerned in making them the finest races in the world, I am at a loss to know where to start, and am sure that by the time this is in print I shall have thought of so many more incidents I should have included. I understand from my father that there was a possibility that the article may never have been written at all, as at the ripe age of two, I was posted as "missing" on the Manx boat, and pandemonium reigned for some time among crew and parents alike.

Each year from then on I have been a regular visitor—or nuisance—until finally I rode in my first September Race, and I was attached like a limpet to this Island, leaving skin on most corners, collecting many bruises and gaining a wealth of experience, and finally acknowledging that "Mona" was the boss, and not to be played around with, without retaliation.

At one time during practice week I and a very famous dirt track rider, used to be one lap practice men, stopping for breakfast in "Glen Helen" and moving off when we thought the practice was about over, rushing back to the start, until finally, one large gentleman by the name of Doug Hanson asked me what sort of "B" lap times I was putting up, and the stopping ceased forthwith.

A press friend said to me recently that probably in the history of these races, no man had so much fun and got so much out of them, without winning them, and never having the machine or the ability to do this, I certainly agree. As a matter of fact when I could ride a little, I could not afford the machine, and when I could afford the machine I could not ride it anyway, and this caused, I think, my sponsorship of quite a few lads, in later years.

My first years as a rider were spent at "Dusty Miller's" Acacia House, Bucks Road, and for 50s. per week you could sleep, eat all you could put away, garage your precious machines and with about 12 or 14 other riders have a whale of a time generally.

One of the great risks of digging at "Dusty's" was the "water hazard", and the steps at this residence continually ran with water poured down on any unsuspecting victim from the upstairs windows, from huge jugs which were in continual operation about 14 hours a day on resident and rider alike.

One speciality was for the upstairs crew to wait until about 7 p.m., when anybody intent on a night out would be changed into their best, and pause on the front steps to take a deep breath of Manx ozone and from two flights up the crew would unload about four gallons of ice-cold water directly on top of the unsuspecting victim, whose next move was to get dried out and get changed again and evacuate, using the rear entrance for safety.

I once recall hearing two very charming old ladies say as they passed the premises how strange it was that even when the sun shone water was always well in evidence in this particular spot. Resident guests like Charlie and Jack Brett, Ben Drinkwater, Mr. Kitchen from Liverpool, Frank Cadman, Doug Price, and many other famous names took a very active part in the proceedings, and I am sure always look back as I do on these very fabulous times, and the atmosphere of friendliness which you had to be part of to believe.

All men helped the fallen when in trouble both with machines, finance and physical training, and the great trouble with most people was of course finance,



SHELLICOPTER



LIFE-SAVER

This year, Shell-Mex and B.P. are again providing a helicopter ambulance service for those parts of the course which cannot be reached by road during racing. Inaugurated last year, the helicopter service proved its value on its very first day. Rider, Tony Godfrey, ran out of road near Ramsey. He was plucked

up by the helicopter and in hospital within eighteen minutes of taking leave of his motor-cycle.

Shell Mex & B.P. Ltd have long had close associations with motor-cycle racing. This life-saving venture strengthens still further their link with the sport.

as you arrived with very limited resources and if you dropped the plot you were really lucky to be able to manage.

Just after the war I swapped Fergus Anderson (with whom I spent a considerable time afloat—he was my Skipper), my ex-Harry Lamacraft Veloette for his 4-cylinder D.K.W., and I still firmly believe even today this to be the noisiest machine ever in the Isle of Man. This machine consumed 21 gallons of fuel during six laps, being filled on number two and number four with seven gallons a stop, and on number four lap proceeding down Bray Hill and shedding the filler cap—from then on life was a nightmare as far as I was concerned as after managing to finish the course, I had to go to the Noble Hospital for eye renovation, and only just managed to be cleared to be able to “do” the Senior.

Whilst preparing the plot for practice in the garage which was situated behind a line of boarding houses, on the Sunday prior to the start of same, I was persuaded to cough the model up at about the start of dinner, and from what I can gather a certain Manx cat took off down the centre of the dining table with rather disastrous results to crockery, guests, food and other things, and I believe, according to one very irate landlady, is still missing.

I well remember too that my good friend Bertie Rowell refused to “tow” me up to “Dusty’s” Acacia with my Junior D.K.W., and told me I ought to be banned from riding same, as the war was only just over.

My one and *only* fishing experience occurred with my good friend Wally Reed, who after coaxing for about five days finally persuaded me to get on the train and spend a day on the water, hiring boat, tackle, etc., both parties taking off in flannel trousers and pullover and very little else. I personally rowed out for about a mile when Wally dropped sea anchor, we prepared rods, etc., and after about 10 minutes Wally was well away and snoring like a horse, and of course I decided this must be part of the fishing ritual and I followed suit.

Waking up considerably later, and heavy rain falling, a rather rough sea had developed, and looking towards Peel, our place of take-off, I was really scared to find the sea anchor *havin’ it* and we were, to say the least, a rather long way out. Wally wanted to change spots and row, but I did not fancy the change-over at all, so proceeded to pull with great vigour in the general direction of Peel, and, on turning round to have a look after about 15 minutes, the gap did not seem any less.

To cut a long story short Dearden was still pulling on those oars, physically finished, wet through, when we made the country of origin, and a very industrious cannery were tipping fishes’ innards into the sea, I am sure timed to a second when we arrived. Ten million sea-gulls then descended and proceeded with great noise to use our expedition for target practice, and I never believed till I went fishing, they ever carried so much ammunition.

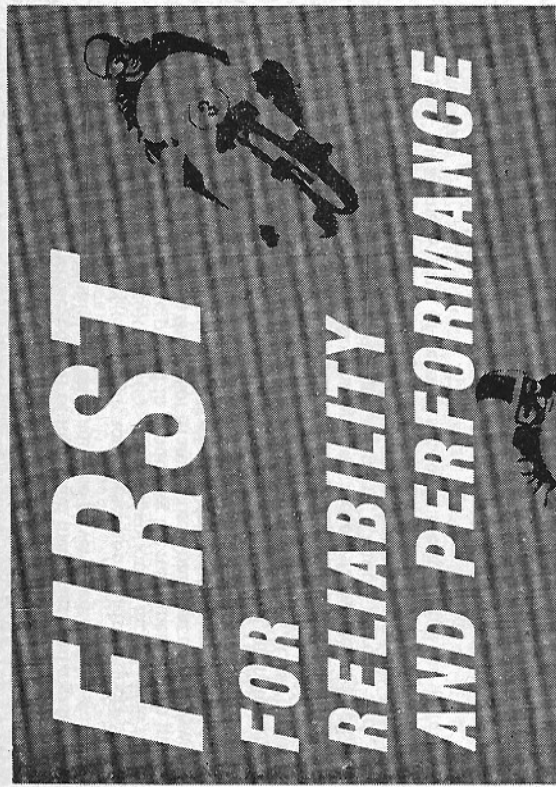
Two sorry sights then missed the last train that day to Douglas and from then on no human ever mentioned fishing to me again.

All my racing career, apart from the odd machine, was spent with Norton Motors, of Bracebridge Street, and my very good friend, Joe Craig, I shall always believe to be the finest team manager who ever lived; his running of the factory team, preparation of machinery, with the help of a very wonderful team—Bill Mewis, Frank Sherratt, Bill Stuart, Ivor Smith, Harry Salter, Charlie Edwards and other faithful henchmen—had to be seen to be believed.

Although Joe was a very hard taskmaster, his sense of humour was fantastic, and when really in the groove he was a wonderful companion, and when not worried about his own machines, he decided to have a break from the garage, had a wonderful charm and wit.

During my many years in connection with M.G.P. and T.T. I often came in contact with Canon Stenning, who was lost to us all very recently, and to me he will always take his place among the great personalities of the Island.

On many occasions his great help to the riders, generosity and wonderful sense of humour, his advice to me on many occasions when feeling a little depressed, and with a weight on my shoulders, will always be amongst my fondest memories of this Island.



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I take this very great opportunity of giving my sincere thanks to the hospital staffs for the work they do for the riders, and give praise for the small hemstitch applied to my bits and pieces on so many occasions.

To the marshals of the T.T. and Grand Prix a hearty back-slap from everyone connected with the sport, and to the Manx Folk who suffer the noise and inconvenience of the mob who invade this island paradise, a particular thought for their kind indulgence, and to the Isle of Man Steam Packet crews for the mess we create on their ships, and the extra work we cause them.

And now to the lads you are to watch in the 1964 T.T. Races, who go round this circuit so quickly and with such great skill, courage and judgment that only a boy in the peak of health and physical and mental fitness, and who takes so much pride in machine preparation could hope to arrive in the finishing enclosure, you will, I know appreciate.

You will also remember that when our country is involved in a spot of bother these boys are the first to apply the knowledge gained from this sport in other directions, and without whom we would be lost altogether.

With me give them all from the winner to the last man home, a special word or thought, both for their safety and the wonderful effort in putting this show on for us all.

I do hope you all go back home with an experience you will never forget, as I do each and every year, my only regret being when I board the boat to leave this island and the many friends I have made, and whom it is my pleasure to meet year after year.

I must now mention the Auto-Cycle Union, the people responsible for the organisation, and the way the races are conducted, and say from the start that no races are put over as well in any country in the world.

The safety of spectators and riders alike are the first and foremost consideration and if you, as a spectator, feel that sometimes an official shows too much brass, remember it is with this thought foremost in mind he seems rather severe.

In my own case as rider and a sponsor of riders, I have many times had a "Bull and Cow" with the officials, but am not afraid to admit that nine times out of ten, when the point has been explained to me, and the heat of argument has died down, they are mostly right, and the rules are in the interests of the sport generally, so please try to be tolerant, and as helpful as possible.

All the experimental machines you watch in these races will eventually be part of the machines you will ride round your home towns, and probably to and from your work each day, so that possibly, in 1966, you will be riding a machine which acquires its road holding qualities, reliability and economy from fabrication and intensive testing in the Isle of Man, and as the type of testing you will witness is not possible "across", we must be very grateful to the Manx Government for providing this most severe testing ground and keeping the circuit generally in such a good state of repair for this purpose.

Having visited circuits in most of the countries who enjoy road racing, I can assure you that in no other country is any road race laid on to compare with the spectacle you will witness here, and I shall, personally, continue to be a "Come Over" until it is no longer possible, and if I was lucky enough to be able to live it all over again, I should do the same thing again exactly. I do hope most sincerely that your visit in 1964 will be as enjoyable as I know mine will be, that the weather is perfect, and the races are the success they deserve to be. To everyone connected with this particular year, may it be the most memorable year ever.

In conclusion to all you would be T.T. riders in between practice and race day (when the roads are open), the "Manx Copper" is a great guy, and hates to give you the treatment, so don't ask for it. "Make haste slowly" especially with that wonderful girl on the tray, and enjoy Race Day watching the boys show you how it should be done, being well and truly satisfied with what you came over to see—I don't half hurt if you drop it.

Another great man and a very personal friend of mine was the late Alan Wilson, whose devotion to Norton Motors and always to the unknown rider, no matter how much time and trouble was required to pull him through to push off on race day, was also a very privileged part of my Island memories, and a great blow to me when he passed away only a young man due to very bad health.

Another man who must get a very particular mention is Mr. Gilbert Smith, the Managing Director of Norton Motors, whose devotion to motor-cycle racing and the very responsible part he played in producing the machinery which put up such wonderful performances in the Isle of Man, on the Continent and everywhere where motor-cycle racing takes place, and whose help and encouragement to me has been invaluable, indeed.

The trade boys also must get a very special mention from me, and starting off with my old friend Dickie Davies, of the Dunlop Rubber Co., Castron Andy, George Williams, Jimmy Hill, Jimmy Simpson (Senior and Junior), Brian Heath, Rex Munday, Sam Foster, Vic Doyle, John Theodosius, Maxe (Smith), Mr. Smith Annals, and his henchman Ray Battersby, R. H. Wood, Lew Ellis of Shell, Mr. Firkin Terry's, C. E. Russell of Girlings, "Tommy" Dunlop, Ferodo, Ltd., and indeed to all the workmen who have done so much for me and the lads who have ridden machines owned by me I must take this great opportunity of saying "thank you" for so many years of devoted service to the sport and the companies they represent.

If I have missed mentioning many people in the trade by name, I beg to be excused, but do assure them I shall always remember their very great kindness to me.

I do know that without the help of the trade many boys would not have been able to race at all, and I extend my thanks on behalf of all of them.

Going back again for a moment to about 1949 when approaching Quarter Bridge on the third lap, and slinging the plot across the road from the Café, I suddenly became aware, far too late, of a large patch of oil on the apex of the bend, and after looping the loop about three times, hitting the deck with great violence and velocity, the machine finished near the slip road and the body near the footpath.

I picked up the old body and asked the marshal what had happened to my Norton, who informed me the sergeant had wheeled the battered model behind the crowd, and as finishing this particular race was a personal thing to me, I galloped across the road to retrieve same. While all this was going on, bikes and clients were flying all over the road (I believe about 10 retired), the main cause being one seven R. A.J.S. shearing the oil tank spout, and shedding about a gallon of oil in the wrong place.

The handlebar on my plot was bent into the petrol tank, so grabbing this component with my knee in the tank I gave a mighty heave and elevated said part to a very reasonable position. I then pushed off and fired up amidst great clapping from the spectators at this point, and in a murderous mood, arrived at Braddan, and on the approach to same, heard a most unholly row, which proved to be half the timing cover and rev counter drive complete with cable swinging around the front wheel, and being rather fascinated as to whether this part would rip the spokes out of the front wheel, almost dropped it again at Braddan.

This component finally flew off the model on the last lap at Bedstead, and I arrived at the Grandstand to finish about 17th with many bruises, but a great sense of achievement.

The particular practice week prior to this occurrence was spent in parties every night at various villas and hotels throughout the Isle of Man, and just before the start, my very good friend Mr. Maxstead, of Smiths, had begged me to wheel the model behind the stands and "not bother" as the same gentleman had been in the same state as myself for about seven nights, and as I mentioned previously "Mona" will not stand this sort of treatment and allow a "rider" to get away with same. Take notice all you young men, that crime does not pay when racing, and I was a very fortunate man to finish the circuit at all.

The Isle of Man T.T. Marshals Association

By
A. C. UNDERHILL

THE inauguration of the Isle of Man T.T. Marshals Association is of very recent origin, but in order to trace the beginning of marshalling in the Isle of Man it is necessary to delve deeply into the past, perhaps long before most of us were born.

Many have seen films of bygone races in the Isle of Man, both car and motorcycle, and having seen the tortuous tracks these machines were required to negotiate, there is little wonder that marshals were necessary to assist these intrepid heroes who must have had constitutions of iron! The reliability of the machines in those days must have left much to be desired, and the condition of the road surfaces left much more to be desired!

There is no doubt that the duties of the marshals then were to try and keep the machines on the track by pointing the direction of the course to the riders and if once they left the track to assist them back on to it. The incidence of engine breakdowns must have been fairly high and marshals were permitted to assist riders in pushing their vehicles to get them going again once repairs had been effected. This of course, is not permitted today, but I rather doubt whether many of the mechanical wonders of yesteryear would ever have sprung into life again if this worthy band of marshals had not been there ready and willing to assist.

What facilities had these marshals? Firstly there was no telephone, and I have it on good authority that the marshals kept in touch with each other around the Course by means of blowing a whistle! We have certainly come a long way since then to our present novel method of assistance—the helicopter.

The roads were not closed for the first car Races, but in 1907 on the eve of the first motorcycle T.T. race a Special Tynwald Court met at St. Johns to empower the Governor to close the Insular Roads for Road Races. The experience gained in these Races must have indicated the urgent necessity for some organised assistance to supplement the Police Force in enforcing the Road Closing Order and generally to assist the organisation. At the 1908 race first appeared the Special Constables, sworn in, decorated with brassards and all addressed by the Governor, Lord Raglan, on the importance of their powers and duties. Thus the first semblance of organised marshalling was born.

In 1909 the "Short Course"—St. Johns, Ballacraine, Kirk Michael, Peel and back to St. Johns—was considered not safe for machines travelling at such speeds! (Lap record 50 m.p.h.) In 1911 the Races were transferred to the new Course, although it was not quite the same course as today. This longer and more isolated course together with the increased speeds, demanded a greater degree of marshalling both for the benefit of the rider and of the organisation. Local interest, particularly amongst the younger set, grew and before long the initial small band of marshals grew to considerable proportions.

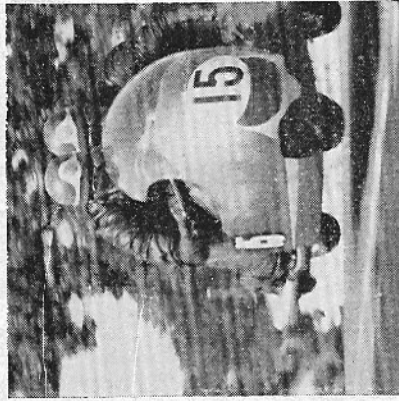
After the Second World War the Chief Constable of the Isle of Man was invited by the Auto-Cycle Union to become Chief Marshal for the T.T. Races, and due to the increasing popularity of the Races and the high speeds involved it was found necessary to have a greater number of marshals and to put the whole question of marshals on a proper footing. It was then that the present system of marshalling was devised. Many who read this and having marshalled will know the drill but I will briefly explain how the system operates.

The Chief Constable has divided the Course into eight Sectors, and appointed in each Sector a Sector Chief Marshal, who is someone well known locally and who has been associated with Marshalling for a number of years. About three

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weeks before the practising begins the Chief Constable causes a notice to be published in the local press asking for volunteer marshals to give their names to either their Sector Chief Marshal or the local Police Station. Marshals, who are required to be sixteen years and above, supply such particulars as their address, dates when they can do duty, and the place where they wish to perform duty. After collaboration by the Police and Sector Chief Marshals, rotas are drawn up for the whole Course and each Marshal has a postcard sent to him giving him information regarding his duties and the time and date of the "Swearing In".

This card is in fact the marshals warrant card and although I have used the term "Swearing In", such a ceremony does not now take place. By virtue of The Highway (Races and Entertainment) Act, 1962, the Chief Constable is empowered to "appoint" marshals and when so appointed they have the full powers of Special Constables for the Race period.

On three evenings prior to the Races a senior police official with his assistant goes along to the points named on the marshals' cards and each marshal is presented with the following:

- (1) Marshal's armet;
- (2) Instructions to marshals;
- (3) List of riders;
- (4) Invitation to Marshals' Supper;
- (5) Yellow duster to be used as emergency yellow flag.

This arrangements works exceedingly well, and provides that personal touch between Police, Sector Chief Marshals, Marshals Association and marshals which is so essential in a large voluntary organisation such as ours.

It is worthy of mention that the interest in marshalling often runs in families, and it is not uncommon to find both father and son as marshals.

Local marshals are supplemented by enthusiastic club men, etc., who visit the Isle of Man for the Races, and they are particularly helpful on certain Race days when not all the local marshals are free.

It was not, however, until the 1960 T.T. Marshals' Supper that the first suggestion was put forward that a Marshals' Association should be formed. It was indeed surprising that a body which then numbered no less than 450, and which had been in existence for over fifty years had taken so long to form an Association.

This suggestion was put forward by Superintendent Kermeen, who as a youth was a most enthusiastic marshal in the North of the Island. The idea was quickly taken up by quite a number who were present at the supper.

A meeting of all marshals was called for the 5th April, 1962, and it was at this meeting that the Isle of Man T.T. Marshals Association was inaugurated. A set of rules was drawn up and these set out the objects of the Association:

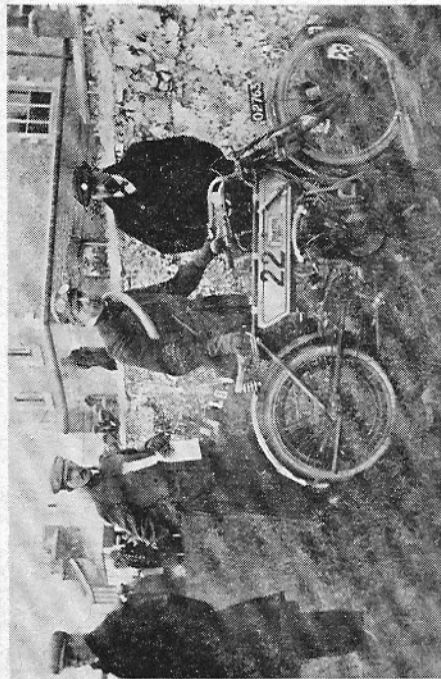
- (1) To maintain and improve the standard of marshalling at road racing and other events;
- (2) To foster *esprit de corps* amongst the marshals;
- (3) To establish liaison between the marshals and the Race Committee;
- (4) To encourage training of marshals in first aid, Race procedure and rules, handling of crashed vehicles, handling of crowds, and in exercising the powers of Special Constables.

The Association has the blessing of the Auto-Cycle Union, the Manx Motor Cycle Club, and the Southern (I.O.M.) Motor Cycle Club, the patrons of the Association being the Chairman of each of the first two clubs mentioned, together with Rev. R. H. Reid.

The President is Mr. C. C. Beatty-Pownall, Chief Constable and Chief Marshal, and the Chairman is Superintendent R. J. Kermeen. The Secretary, from the inauguration of the Association until the present year, was Sergeant A. C. Underhill who still lends a hand as Assistant Secretary; the present Secretary is Constable G. A. Lowe. The police are keenly interested in the Association

and it is therefore not surprising that these four positions are held by police officers.

When the Association was first formed the Isle of Man Tourist Board were extremely helpful in matters of finance, and it is now hoped that the Association will continue to be self-supporting.



The late Rem Fowler
First Honorary Member of the Isle of Man T.T.
Marshals Association.

It is with regret that we record the death of our First Honorary Member, Mr. Rem Fowler (winner of 1907 Twin Cylinder Class at average speed of 36 m.p.h.).

The present Honorary Members are Superintendent R. J. Kermeen, Mr. G. D. Hanson (Clerk of the Course for Manx Grand Prix Races), and Mr. Alec Bennett (first rider to average 60 m.p.h. in 1924!).

During the past two winters, meetings have been arranged when speakers, which included Mr. Geoff Duke and Mr. G. D. Hanson, and a doctor, have addressed the meetings. These talks which were followed by films on racing proved most popular.

The Association has brought to the notice of the Isle of Man Highway and Transport Board a number of points on the T.T. course where the road surface needed attention; immediate steps were taken by the Board to have these matters rectified.

A number of suggestions have also been submitted to the Race Organisers and these were favourably received.

The multifarious duties required of marshals such as keeping the Course clear, picking up motor cycles and treating injured riders, passing information to the Start, manning telephones, etc., make them invaluable in the race organisation. It has been said on many occasions that the Races could not be run without the marshals, and when it is considered that there were over 500 members of the Association in its first year, some idea is given of their valuable contribution to racing.

It is not without some considerable effort that marshals attend morning and evening practices in addition to their daily work during the whole of each practice week. It has even been known for marshals to take their annual holidays to enable them to marshal during the Race period.

To this worthy band who carry out their duties year by year in all weathers without any thought of reward other than the thrill of racing and the companionship of fellow marshals, we salute you!

Two-Strokes in the Tourist Trophy Races, 1909-1963

By
GEORGE STEVENS

FOR sheer mechanical simplicity, the "utility" two-stroke engine has been unbeatable for over half a century; in lawn mowers, mopeds, modest outboard motors . . . and touring motorcycles. Attempts to increase the performance without complicating the engine too much have usually led to violent seizures or bearing failures, for with higher running temperatures and only marginal lubrication (large quantities of oil being impossible in a crankcase which is part of the induction system), there is very little in the way of a "safety margin" under racing conditions. The late Joe Craig used to say that a given amount of development work would always show a greater dividend when lavished on a four-stroke motor . . . and many engineers agree with him! Nevertheless, there have been racing two-stroke motorcycles for nearly as many years as the T. T. itself . . .

When the first motorcycle T.T. was held, in 1907, every competing machine was powered by a four-stroke engine. Although a few experimental cars and motorcycles had been constructed, two-strokes were virtually unknown outside the spheres of industrial gas engines and crude marine motors—both running at low speeds, without much variation in load; and by no means approaching the then existing standards of four-stroke efficiency.

In 1908 the T.T. entry was again exclusively four-stroke, but in the same year the rapidly growing motorcycle fraternity was startled by the appearance of a revolutionary new design. This "elaborate freak"—as one critic dubbed it—was the prototype two-stroke Scott, a neat little bicycle with telescopic spring forks, all-chain drive, a foot-operated two-speed gear and a compact twin-cylinder motor of only 333 c.c. capacity. It was the result of nearly ten years' painstaking development by its Bradford designer, Alfred Scott, and was planned in its final form while he was laid flat on his back with a broken leg—the result of an accident on an experimental model. ("Enforced leisure", he called it!)

Six of these 1908 Scotts were built (by the Jowett brothers, later of car fame) and one of them, ridden by Alfred Scott himself, scored heavily at a Midlands hill climb, winning several awards on formula. There were numerous protests on the grounds that the two-stroke engine, firing twice as often as its four-stroke counterpart, would naturally develop more power and should therefore be handicapped in some way. There was little or no truth in this claim of "extra power", but nevertheless the early A.C.U. authorities agreed to impose such a handicap; and late in 1908 it was announced that a special "equalising factor" would be applied to all two-stroke machines entered in open competition. The capacity was to be multiplied by 1.25 in the case of air-cooled engines, and 1.32 if they were water-cooled. This formula was enforced for the first-ever two-stroke entries in the 1909 T.T.: a Scott, a Premo, and a Rex. The last named were air-cooled singles with a capacity of about 470 c.c., so that when the formula was applied their effective capacity came well over the limit for *single-cylinder* machines. The Rex Company withdrew their machine and substituted a four-stroke model; and the Premier Motor Co., who made the Premo, undertook to fit a smaller barrel and piston in order to comply with the regulations. The watercooled Scott, although liable to a greater handicap, escaped such severe treatment because it was a twin-cylinder machine, and these—being considered inefficient at that time—were given an upper limit of 750 c.c.! The cubic capacity of the Scott when handicapped was only 584 c.c.; so that it was eligible without any modification. The 1909 T.T. was held in

September, over the "old" course from St. John's to Kirkmichael and Peel, and then back to the start—a distance of nearly sixteen miles, which had to be covered nine times. The Premo and the Scott both turned out for practice, ridden by J. Leno and E. S. Myers respectively. Leno, restarting and riding the *wrong* way round the course, collided with another competitor and was disqualified for his dangerous antics (although many others did the same thing at that period!) and the Premo entry never reached the starting line. Eric Myers, on the first two-stroke machine to contest a T.T., got a rousing cheer when he

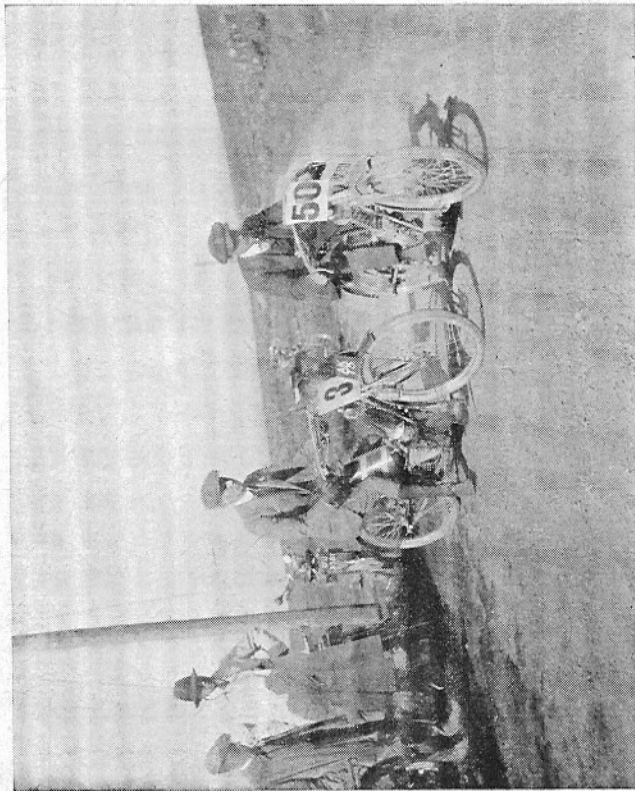


Photo: courtesy of Harold Scott
Pioneers: a picture taken at the Ramsey-Snaefell hillclimb held after the 1910 T.T. On the left is J. Hoffman astride a standard 1909 Scott (the first production version) and on the right, Eric Myers with the 1910 'racer', which carried him to 24th place in the T.T., despite punctures. (Frank Philipp, first man to finish an Island race on a two-stroke machine, came 9th on a similar model.)

kick-started and got away smoothly and quietly. (The Scott featured the first kickstarter.) The machine was not particularly fast, but it ran steadily for seven of the nine laps before Myers crashed, loosening footrests and magneto and causing retirement. Although he did not finish the race, Myers repaired his Scott in time for a hill climb held, in two parts, on the Friday following the T.T. In the morning riders attacked Crogga, near Port Soderick; and in the afternoon they climbed Snaefell. Myers finished third on his overall performance.

In 1910 two Scotts were entered—and this time they were specially built racers, rather than "off-the-line", as had been the 1909 entry. The forks on the 1909 machine were solid bicycle forks, whereas the 1910 racers had spring "telescopic" forks; the engine was larger and featured deeper-than-usual fins. The T.T. regulations once again assumed that twin-cylinder machines were

slower than singles—but that they had improved slightly! While the limit for singles remained 500 c.c., that for twins was reduced to 670 c.c. The new Scott engines, after handicap formula had been applied, had a capacity of 640 c.c. Both finished the ten laps of the old course—Frank Philipp in 9th place at an average speed around 40 m.p.h.; and Eric Myers, after punctures and constant plug trouble, in 24th position. Philipp did not compete in the Snaefell hill climb, but went along to watch Myers ride his T.T. Scott in company with J. Hoffman, on a standard 4 h.p. machine. The latter made a particularly good climb—"one of the very best and neatest performances" as *Motor Cycling* put it.

In 1911 one of the most important-ever changes in the T.T. was made: the course was altered and the famous "Mountain circuit" adopted. Once again,



Photo: Midwood
H. O. ("Tim") Wood with the Scott he rode to 1st place in the 1913 Senior—a picture taken outside the "Prince of Wales", Ramsey.

Alfred Scott prepared special machines for the race—three of them. In an attempt to increase the power output of his engines, chain-driven rotary valves were incorporated in the form of horizontal rotors at the rear of each cylinder block. (These undoubtedly improved the "breathing" by lengthening the induction and transfer periods.) The three Scott riders were Frank Philipp, Frank Applebee and Eric Myers. Myers retired during the race, and so did Frank Philipp—but not before he had set the record lap for the new course at 50.11 m.p.h. In doing so, however, Philipp extended the Scott somewhat; and the chain drive to the rotary valve began to break up. Eventually the sprocket slipped on its taper, and he joined the list of retirements. Frank Applebee, on the only remaining Scott, ran into similar trouble with his valve-chain; but by stopping regularly and re-adjusting, he struggled on to finish—the last man home! He was certainly unlucky in 1911, but the T.T. gremlins relented the following year, when he became the first two-stroke mounted T.T. winner. In April, 1912, the 1908 A.C.U. two-stroke formula (which required a 32 per cent increase in the stated capacity of Scott machines) was abandoned; and by the end of May the little Bradford works had prepared two new racers—reduced in capacity to 486 c.c. and with a higher compression ratio. The rotary valve chain drive, which had given so much trouble the previous year, was replaced

Since Castrol
was introduced in 1910
more Senior T.T. races
have been won on
CASTROL
than on all other oils
put together



by a chain of gearwheels; two plugs per cylinder were fitted, and the fuel tank sported a huge 4 inch filler cap. (This was to assist in a remarkably well-organised pit routine, whereby only 15 second stops were necessary for oil and petrol refills.) In practice, the Scotts showed excellent form and were obviously strong favourites. Frank Philipp was again unlucky: in practice he "collected" a large bird in his front wheel while at speed, and when lying in second place on the last lap of the race, his rear tyre blew off at Ballaugh Bridge. His colleague, Applebee, led the race from start to finish, fractionally increasing his lead on every lap despite trouble from a trailing rear stand. He made fastest lap at 49.44 m.p.h., with an overall average of 48.69—speeds which were down on



Photo: "Motor Cycling"

Although his name is well-known to generations of T.T. spectators, few will recognise him in this photograph! Geoff Davison astride the 250 c.c. Levis with which he won the lightweight classes of the T.T., the Belgian Grand Prix and the French Grand Prix in 1922—a "hat trick" which was not repeated until 1938, when E. Kluge won the same events on his 250 c.c. D.K.W.

those of 1911. Orders for Scott machines rocketed and the firm opened a new factory at Shipley in order to increase production, as well as to continue two-stroke development. Scott "tidied up" his racing machines for 1913, but in the main details they were very similar to the successful 1912 models. Four Scotts were entered for the 1913 Senior, ridden by Frank Applebee, Percy Butler, "Fluffy" Longfield and a youngster by the name of "Tim" Wood—who distinguished himself on the first race day (the 1913 race was held over two days) by coming from 74th to 1st place and putting up an absolute record for the course on his last lap, at 52.12 m.p.h. On the second day he ran into various troubles—mainly a leak in the water cooling system—but just managed to maintain his lead, winning the race by a mere 5 seconds at an average speed of 50.87 m.p.h.

But what of smaller machines? In the immediate pre-Kaiser-War days, something of a lightweight boom took place in Britain, as more and more manufacturers began to produce inexpensive two-stroke touring machines. Among those of note were the single-cylinder Levis motorcycles, made by the Butterfield brothers; and the Ivy. Both were entered in Junior T.T. races—a Levis coming

home 13th in 1913 and repeating this result exactly in 1914, while in the latter year the Ivy "midget" (a 70 x 70 m.m. single), the smallest machine in the race, finished just a few minutes inside maximum time. The single-cylinder air-cooled lightweight was not yet fast enough to challenge the winning four-strokes, at that time represented by N.U.T. and A.J.S. machines.

In 1914 Alfred Scott announced his intention of building a machine that would "really go round corners", and designed a most unusual engine to go with it. (Still a 180° twin-cylinder motor of "conventional" Scott layout, it incorporated a "twisting" valve rotor actuated by a link from a point halfway



Photo: "Motor Cycle"

E. Kluge on the 250 c.c. D.K.W. which won the 1938 lightweight T.T. These "blown" twin-piston two-strokes were extremely fast—and noisier than any other motorcycle, before or since!

up the connecting rod—rather like the Corliss steam valve, on which it was based.) "Tim" Wood justified Scott's claim by putting up the fastest 1914 (and record) lap at 53.23 m.p.h., and led the race until magneto failure put him out during the fifth lap. His colleagues met various troubles, the first to finish being Roy Lovegrove in 18th position. It was generally agreed that most of the Scott performance came from superior roadholding, the four-strokes being slightly faster on long straight sections.

Only a few weeks after the 1914 T.T. came the European crisis which disorganised nearly all forms of motorcycle racing until 1920, in which year the T.T. races were once again held. Levis celebrated their return to the Island with a 1-2-3 win in the Junior (250 c.c.) class, and it is worth recording that their first-place man (R. O. Clark) was at one point in the race second in the 350 c.c. class, run concurrently; and might even have won it but for a last-lap crash just above Keppel Gate. He managed to sort out the wreckage and ride to the finish to take 4th place in the Junior. The Senior race was once again a four-stroke benefit, Scotts not having recovered from the War effort and not entering any machines. In 1921, however, they returned with an advanced new model designed by the 1913 T.T. winner, Tim Wood. The new Scott featured

4 speeds and a lined aluminium engine—quite an advanced specification for 1921. It was not satisfactory, however, and made a poor showing—although the exhaust notes as the rider changed through four gears was likened to a well-known hymn! (One of the riders, Harry Langman, making his first Island appearance, was lying 7th when an overheated chain snapped. Langman was to become the best-known two-stroke racer of the 'twenties, and remained loyal to Scott machines throughout his career.)

In the 1921 250 c.c. class, four-stroke versus two-stroke competition was extremely hot, New Imperial favouring the former, and Levis and Velocette



Photo: "Motor Cycle"

One of the most interesting and promising of the post-war racing two-strokes—the three-cylinder 350 c.c. D.K.W. of the early 'fifties. This picture, taken at the 1954 Belgian G.P., shows the low build and carefully arranged exhaust system.

the latter. That also represented the order of makes at the finish, Geoff Davison and W. Harrison bringing home the "buzz-boxes" in 2nd and 3rd places. In 1922 Geoff Davison—who should be around the Island somewhere this week!—won the Lightweight on his Levis at an average speed fractionally under 50 m.p.h., and S. J. Jones brought a Velocette into 3rd place. In the lightweight class, that was the end of two-stroke superiority (or even equality) for over a decade, and the knowalls began to refute all possibility of a successful small racing two-stroke. From time to time various manufacturers contested the larger-capacity classes with two-stroke machines (e.g. the Italian Garelli with a 350 c.c. split-single in 1926), but the only firm continuing successfully to race two-strokes in the T.T., during the 'twenties, was probably the most famous of all—that West Riding factory which had already provided two T.T. winners. After the 1921 debacle, they reverted to a really "hot" version of the classic open-frame two-speeder, forerunner of the famous "Super Squirrel". In the hands of capable riders like Harry Langman and his brother-in-law Clarry Wood, these machines often came on the leader board, the best finishing result being Langman's 2nd place at 61.23 m.p.h. in 1924, just 87 seconds behind the winner. Certainly the most spectacular two-stroke performance of the period



Consistent efficiency under all conditions to give extra stability at speed and greater comfort—these are the qualities motor cyclists look for, and find, in race proved Girling Suspension Units.

ISLE OF MAN
T.T. RACES
1963

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LIGHTWEIGHT AND
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TWO EXAMPLES OF MODERN ORIENTAL DESIGN

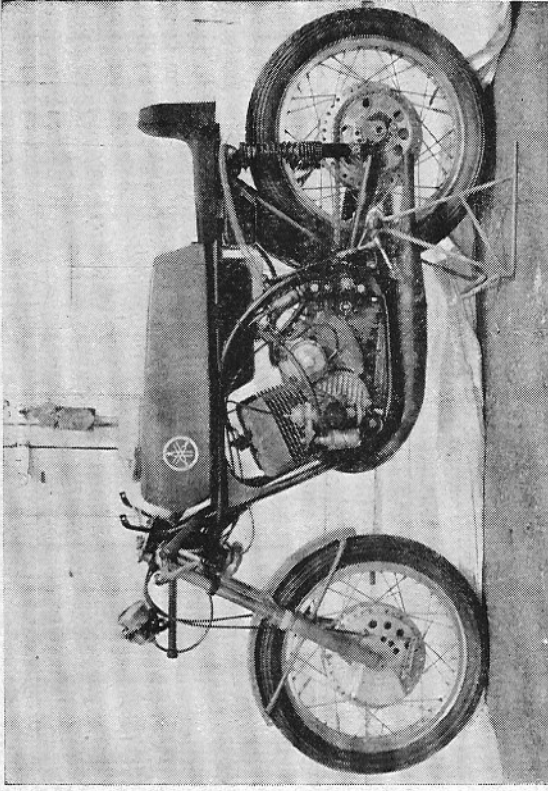


Photo: "Motor Cycle"

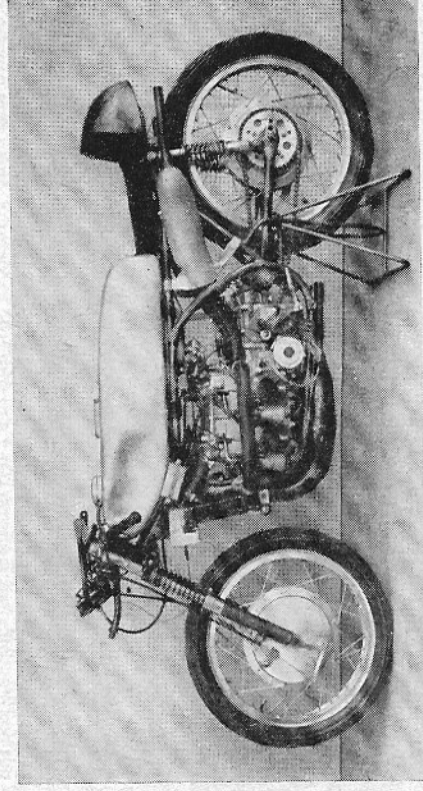


Photo: Suzuki Motor Co.

Top—one of the 1963 Yamaha 250 c.c. twins, which last year caused quite a stir in the hands of Fumio Ito and Tony Godfrey.

Below—Plumber's nightmare—the fascinating Suzuki four-cylinder liquid-cooled 250, virtually a "doubled-up" version of the highly successful 125 c.c. models.

was Harry Langman's scorching ride in the first sidecar T.T., held in 1923. He led from the start, put up the fastest lap at 54.69 m.p.h., and then crashed at Braddan on the last lap. Thereafter, Scott fortunes began to decline steadily as the four-strokes developed more rapidly; and the 2-speeder was not raced in the T.T. after 1925. It lived on in older enthusiasts' memories, however, as is shown by the following words by the late Ven. Stenning, from his article in the T.T. Programme for 1960: "Who of those who know it will ever forget the racing Scott? Its lovely note approaching Ballacraigne, its change down, then, streaking away towards Ballig (and the loss of Ballig Bridge is also pathetic!), its fading away in the distance, towards Glen Helen; its superb balance, its low centre of gravity, its water cooling and early chain drive—a machine that haunts one's dreams. Why did it disappear?" The answer to that one is fairly straightforward: it was outclassed. The heavyweight Scotts which were raced from 1926 to 1930, with massive frames and hand-change 3-speed boxes, were not a great deal better, and were considered by many to have inferior steering qualities. The best place obtained on such a Scott was by Tommy Hatch, who rode superbly in the rain-lashed 1928 Senior and came 3rd at 60.89 m.p.h.—slower than the lightweight winner's speed of the same year, and well down on the 1925-6-7 Senior speeds. In 1930 the Yorkshire firm produced a new racing machine with a massive crankshaft fully supported in Elektron castings, but it was rushed to completion, found unsatisfactory, and never raced. Scotts went into voluntary liquidation the same year, and although a new company was formed to manufacture touring machines, the racing Scott was dead. Or was it? In 1933 the T.T. organisers planned the reintroduction of the sidecar event, after a long lapse; and entries were invited. The Scott Company designed a racing machine bearing some resemblance to the standard Scott, but fitted with strengthened forks, frame and 4-speed close ratio box; and a mainly Elektron 596 c.c. engine developing around 33 b.h.p. Two outfits were to be entered—one ridden by former ace Harry Langman, the other by Tommy Hatch. Regrettably, the sidecar race was cancelled owing to inadequate entries; but enthusiast-dealer Albert Reynolds of Liverpool persuaded the Scott Co. to complete a 498 c.c. version, and allow him to sponsor a "high speed reliability demonstration" by entering it in the 1933 Senior, with Tommy Hatch aboard. This was done, and Hatch managed to force the relatively slow machine into 15th place—the swansong of the *marque*, for it was the last time a Scott entered or finished a T.T. race. The racing two-stroke, Press pundits assured us, was impracticable; and with o.h.c. four-strokes dominating the racing scene, it certainly looked like it.

Continental engineers thought otherwise, and soon Manx ear drums were shattered by an exhaust note of unprecedented amplitude—that of the racing D.K.W. These machines, like the Scott many years before, were the result of considerable development; and they appeared at pre-war International race meetings with mechanics and riders of Teutonic super-efficiency, in the charge of Herr Prussing. They followed the engine design sometimes referred to as "twingles" (i.e. twin pistons in twin bores, but with a single common combustion head . . . rather like the earlier Puch or Trojan motors), and featured an extra pumping piston, in a "non-working" cylinder, whose purpose was to increase the charge during induction and transfer phases. This arrangement was generally referred to as a supercharger, although this is not strictly correct. In any event, there was no ban on supercharging in the immediate pre-war years, and the D.K.Ws were not handicapped. They first appeared in the Island, in 250 c.c. form, in 1935; and kicked off with a 7th place by Authin Geiss, his two team-mates retiring with that greatest of all two-stroke bogies—plug trouble. In 1936 Geiss returned and took 3rd place, but once again his colleagues faded out during the race. One of them was Stanley Woods, who put up a new lightweight record lap at 76.2 m.p.h., but retired when only eight miles from the finish. In 1937 the "Deek" team manager, Herr Prussing, signed up Ernie Thomas, who justified his inclusion by coming home 3rd at 73.17 m.p.h. Siegfried Wunsche finished 5th, but the third D.K.W. rider, Ewald Kluge, retired.

The water-cooled, highly specialised D.K.W. racing engine was obviously a potent device, and in 1938 the Saxony factory announced *three* entirely new ver-

sions! There was a new 350 c.c. model, which won its first race at Eilenreide early in the year; an experimental 500, and an improved 250 with even greater potential. The fuel consumption of the 500 must have been prodigious, for even the 250 consumed about 15 m.p.g. under racing conditions! Notwithstanding the need for huge petrol tanks, these were the fastest—and certainly the noisiest—two-strokes seen in the T.T. up to that time, and no other manufacturer attempted to copy the D.K.W. type of engine for racing purposes. A lone British enthusiast produced a supercharged 250 c.c. two-stroke for the 1938 Lightweight—C. B. Taylor with his "C.B.T."—but it failed to reach the starting line.

Kluge made history in the Lightweight T.T. of 1938. He won the race at 78.48 m.p.h.—a record—and also made fastest lap at 80.35 m.p.h., the first time an 80 m.p.h. lap had been made in the 250 class. Kluge was the first two-stroke rider to win a T.T. since Geoff Davison in 1922, and if any doubt still existed about the "impracticability" of racing two-strokes, this dispelled it: Stanley Woods was the second man home, on an Excelsior, over *eleven minutes* after the Deek! But if the four-strokes were temporarily outclassed in the lightweight class, no such situation existed in the Junior and Senior classes, where Norton and Velocette machines seemed invincible, and capable of lapping at around the ninety mark with a skilled jockey. One machine which did not, unfortunately, ever appear in racing trim in the Island was the 500 c.c. V-8 blown two-stroke which the Italian Galbusera concern produced in 1938—that *would* have caused a sensation! The 500 c.c. racing D.K.W. never appeared in the T.T.—it proved much too temperamental—but in 1939 the 350 made its Island debut; and the late Fergus Anderson entered one in both the Junior and Senior races. He retired in the Junior, but finished 28th in the Senior—missing a bronze replica by only 10 seconds, because he made a pit stop to refix a loosened exhaust pipe. H. Fleischmann brought his Junior D.K.W. into 3rd place at 82.51 m.p.h., seconds behind Stanley Woods (Velocette) and Harold Daniells (Norton).

In the Lightweight race, run in the wet, Kluge could not quite catch Ted Mellors on a Benelli, but finished 2nd at 72.97 m.p.h., followed by S. Wunsche in 5th place and Ernie Thomas in 8th; and this 2-5-8 finishing sequence marked the last T.T. performances of the 250 D.K.Ws. Both the 350 and 250 models used rotary blowers instead of pumping pistons in 1939, and obviously a very great deal of money was being spent in the search for racing supremacy at any cost. Had the D.K.W. development continued, and forced induction remained acceptable, it is fascinating to conjecture on the machine which might have evolved. There is a noticeable parallel between the immediate pre-Kaiser War days and the pre-Hitler War days, as far as racing two-strokes are concerned, in that during those periods there were machines of this type fast enough, and reliable enough, to give serious competition to the best four-stroke machines; and that after a few years' international upheaval the whole picture changed. When the T.T. was resumed, in 1947, supercharging was banned; and once again the experts could be heard saying that now unfair advantages had been removed, *obviously* no normally-aspirated two-stroke could be expected to develop enough power to win races: the racing two-stroke had "had it". And for several years they seemed to be right. When the first 125 c.c. T.T. was held in 1951, it was treated indifferently by many followers of the sport—in much the same way as the more recently introduced 50 c.c. class. There was much scoffing at the noisy but unimpressive performances of privately-modified B.S.A. Bantams, Villiers-engined machines, Anelay Specials, and the like, in the early 'fifties; but a certain amount of admiration for the quiet, diminutive Spanish Montesas which finished 5th and 6th behind the all-conquering o.h.c. Mondials. The first British machine to finish was E. Hardy's D.O.T. in 7th place—in fact this make took 11th and 12th positions as well and won the manufacturers' team prize.

In the early years of the 125 c.c. T.T., two-strokes were badly outclassed by such speedy machines as M.V. and N.S.U., and two-stroke racing prestige was as much in the doldrums as it had been around 1930. Enthusiastic engineers like Joe Ehrlich continued to produce 125 c.c. machines that were very good,

but not quite good enough; and generally speaking the Italian o.h.c. motors were regarded as unbeatable. Two-stroke competition in the larger classes was non-existent.

The ban on pressure-assisted induction forced the D.K.W. firm to turn their attention to the simple three-port two-stroke, and as a direct result they produce three entirely new racing air-cooled engines—three-cylinder, twin-cylinder and single-cylinder versions of 350 c.c., 250 c.c. and 125 c.c. respectively. The biggest model was mounted in an ultra-light frame and showed fantastic acceleration, but although fast it was not notably reliable.

Siegfried Wunsche, before finally retiring, brought one of the lightweight D.K.W.'s into 3rd place in the 1953 250 c.c. race, at an average speed of 81.34 m.p.h.; and versatile Cecil Sandford brought one of the three-cylinder 350s into 4th place in the 1956 Junior. The D.K.W. concern, after abandoning their pre-war racing design and starting again from scratch, had shown that simple two-strokes *could* be made fast and reliable—at a price. Shortly afterwards, the Zschopau firm underwent reorganisation, the old "D.K.W." designation being used exclusively for three-cylinder cars whose engines owed much to the motor-cycle racing programme. Motorcycles continued to be made at the East German factory... and a new name came into the T.T. programme in 1958—M.Z. (Motorrad Zschopau). The M.Z. development engineer, Walter Kaaden, evolved a new type of racing unit which has been adopted by several other firms—the common feature being a rotary disc inlet valve on the crankcase—and since then racing two-strokes have developed in a quite unprecedented way. Enthusiasts, encouraged by seeing Luigi Taveri (M.Z.) put up a fastest lap in the 1959 125 c.c. event, at 74.99 m.p.h., were even more pleasantly surprised when Mike O'Rourke the following year brought a Herman-Meier-tuned Ariel "Arrow", into 7th place in the 250 race, at over 80 m.p.h. Another British machine came into the limelight in 1962, when Mike Hailwood astonished many a critic by his determined and very fast ride on an E.M.C. 125 c.c. machine, unfortunately brought to an end by gearbox failure.

Events of the past two years have seen a profound change in two-stroke racing fortunes: 50 c.c. and 125 c.c. Suzuki machines have proved virtually unbeatable, and spectators who saw the 250 c.c. Yamahas in action last year will not forget them in a hurry...! Less spectacular, but worthy of mention, were the fine performances put up by A. Harris, who finished 8th at 81.47 m.p.h. on his 250 Greeves; and Dan Shorey, who came into 9th position just a minute later with his 196 c.c. Bultaco.

That brings us right up to date—and in this day and age motorcyclists are well served by a lively Trade Press, which publishes full details of all modern racing machinery. This week, two-strokes will be out in force in the smaller classes; and judging by their previous form they are well able to challenge the contemporary four-strokes for speed... but whether or not they can prove reliable in this, the World's Greatest Road Race, remains to be seen.

Watch them keenly—more than one rider will have anxious, sensitive fingers resting lightly on the clutch lever!

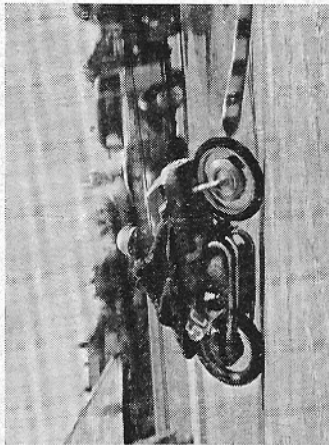
Where to Watch, and

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

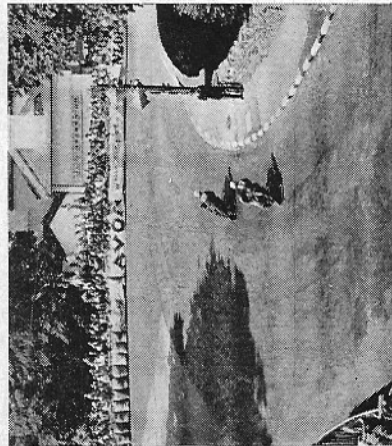
Bray Hill (¼ mile)

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.



40

. 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.

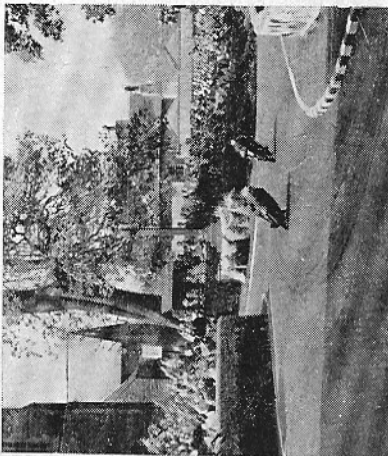
By Manx Electric Railway for the Bungalow (change at Laxey) and Ramsey. A very frequent service of trains is operated but early departure is advisable for the Bungalow.

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

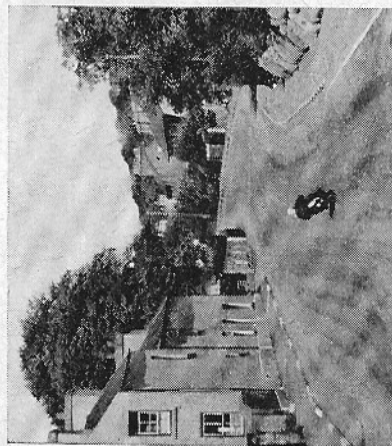
Braddan Bridge (2 miles)

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.

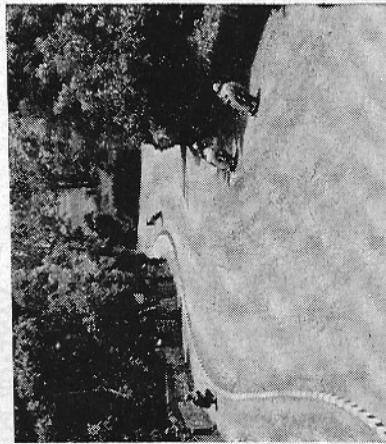


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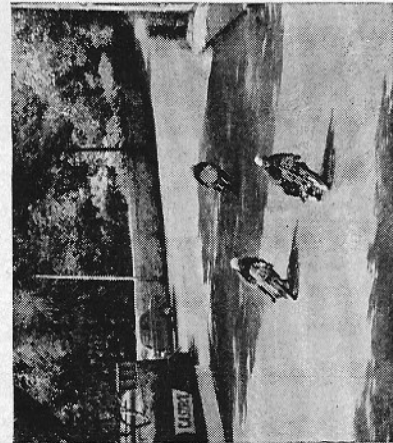
Ballacraigne (7½ miles)

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.



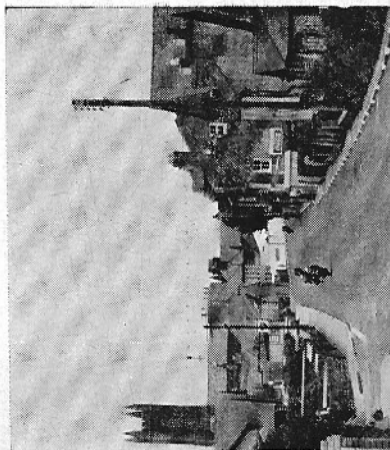
Glen Helen (10 miles)

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.



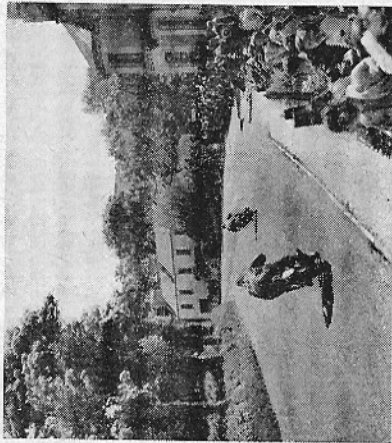
Kirk Michael (14½ miles)

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.



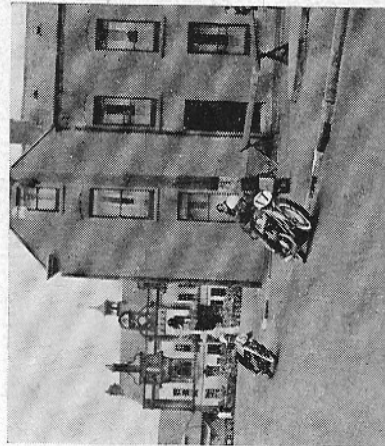
Ballaugh (17 miles)

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.



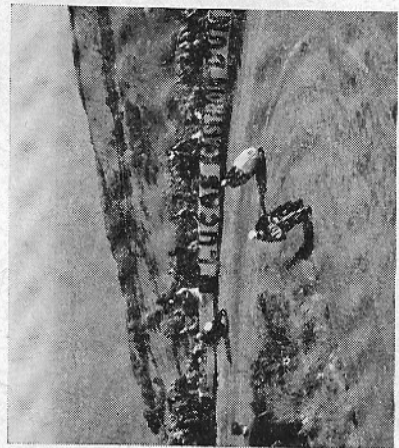
Sulby Bridge/Ginger Hall
(20 miles)

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.

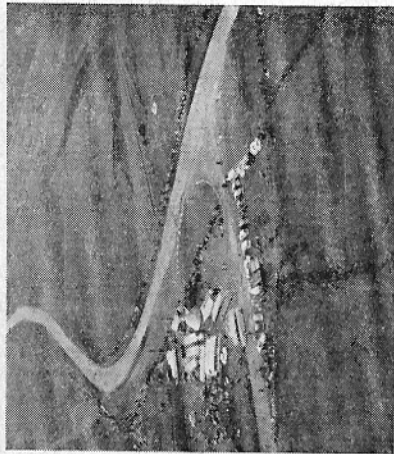


The Gooseneck (25½ miles)

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 Hibernia. 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.

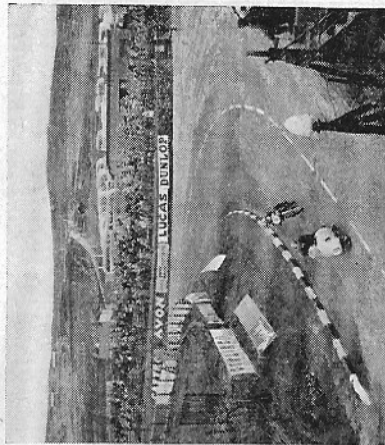


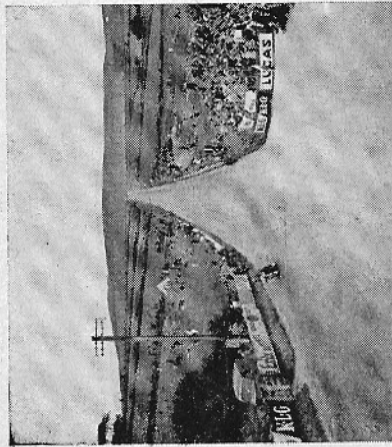
Windy Corner (32½ miles)

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)

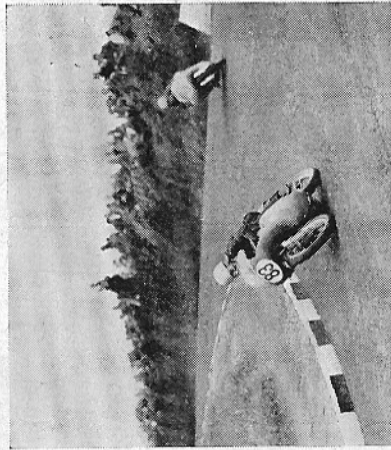
After accelerating to maximum speed, after dropping down to the left-hand section of Keppel Gate and Kate's Cottage, drivers must brake to almost 30 m.p.h. for the right-hand corner at Creg-ny-Baa, followed by immediate acceleration down to Brandish Corner—one of the most exciting and thrilling sections 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.





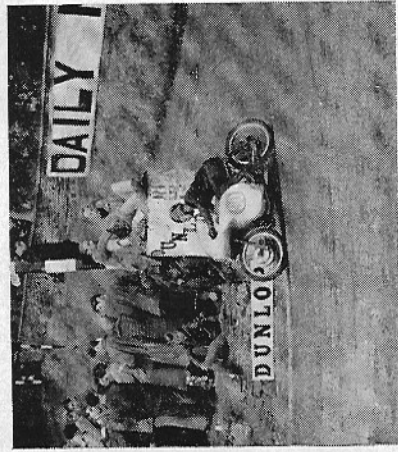
Hillberry (36 miles)

A very fast sweeping right-hand bend 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 (36 1/4 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

Sidcar International

in alphabetical order of make

Motor Cycle: Cubic Capacity and Make

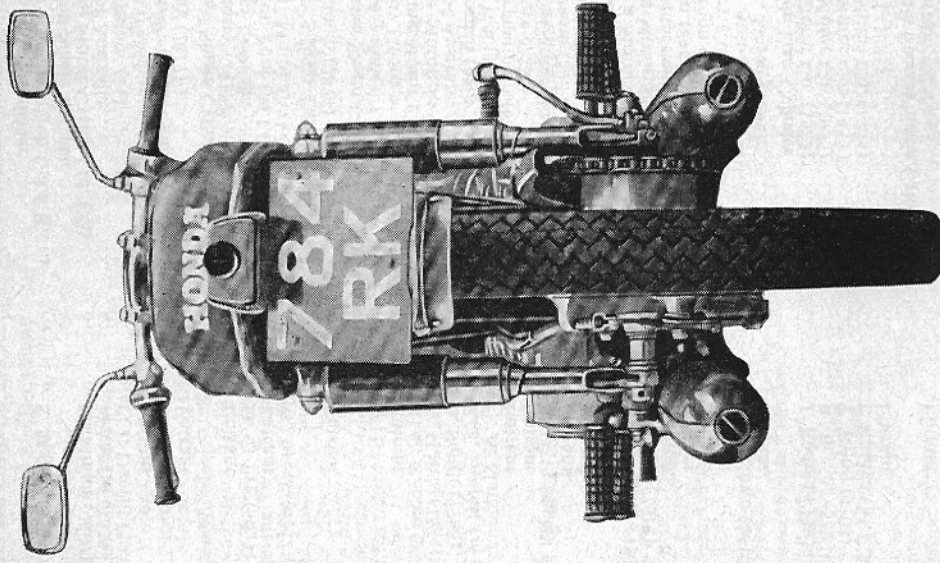
Racing No.	Entrant and Licence No.	Driver	and Licence No.	Passenger
500	B.M.S. Twin Cylinder			
30	B. McAnelly (10) ... Entrant			P. Horsfield (7555)
492	B.M.W. Twin Cylinder			
1	A. Birch (6228) ... Entrant			P. Cropper (171)
3	G. Auerbacher (1598) ... Entrant			B. Heim (8370)
6	O. Kollé (1364) ... Entrant			H. Marquardt (237)
7	R. Pollard (6773) ... Entrant			D. Brooks (6205)
8	F. Scheidegger (6550) ... Entrant			J. G. Robinson (2926)
9	Selside Garage Ltd. (42) ... Entrant	T. W. Jackson (2917)		J. Hartill (5031)
11	A. Butscher (1392) ... Entrant			W. Kalauch (679)
12	M. Deubel (1337) ... Entrant			E. Horner (1479)
14	T. Schmitz (1362) ... Entrant			K. Peters (226)
19	P. Chapman (2706) ... Entrant			C. Vincent (2640)
28	F. K. Sharpe (Motor Cycles) Ltd. (2728) ... Entrant	T. C. Layton (7420)		T. Willerton (2772)
32	L. Hahn (1479) ... Entrant			H. Schafer (8356)
39	H. Hubacher (1150) ... Entrant			R. Burkhalter (8720)
46	H. Wohlfahrt (7908) ... Entrant			W. Schweiberger (OMK)
499	B.S.A. Single Cylinder			
21	L. C. Green & Son (Beccles) Ltd. (2702) ... Entrant	B. N. Green (6)		D. E. Fynn (108)
47	L. F. Barton (5112) ... Entrant			F. Gelder (8105)
500	B.S.A. Twin Cylinder			
38	G. T. Downes (4005) ... Entrant			G. Cross (2592)
500	Derriss Twin Cylinder			
37	W. E. H. Derry (39) ... Entrant	C. C. Cross (7466)		R. W. Derry (8118)
492	F.C.S.B. Twin Cylinder			
15	C. J. Seelye (Sales) Ltd. (2354) ... Entrant	C. Seelye (4040)		W. Rawlings (4038)
500	Gilera Four Cylinder			
4	F. Camathias (1002) ... Entrant			A. Herzig (1175)
496	Matchless Single Cylinder			
20	D. H. Overall (2714) ... Entrant	A. J. Thurgood (2735)		R. C. Vallance (6241)
49	C. J. Seelye (Sales) Ltd. (2354) ... Entrant	N. L. Huntingford (11)		L. P. Essery (2906)
50	Midland Motorcycle Racing Club (74) ... Entrant	T. K. Davies (172)		J. R. Gauge (183)
499	Norton Single Cylinder			
2	Fred Hanks Motor Cycles (2345) ... Entrant	F. Hanks (2828)		J. Thornton (5026)
5	L. C. Green & Son (Beccles) Ltd. (2702) ... Entrant	D. R. Yorke (2994)		G. W. Mason (2702)
16	Charles Freeman (Motor Cycles) Ltd. (2739) ... Entrant	C. Freeman (5030)		B. Nelson (5036)
17	Elms Metals Ltd. (3) ... Entrant	W. G. Boddice (2747)		E. Bulgin (2663)
22	'Speedy Gonzales' (87) ... Entrant	P. Hardcastle (2570)		M. Dinmook (7449)
23	Selside Garage Ltd. (42) ... Entrant	J. R. Foggini (7551)		T. C. McGuffog (125)
24	R. E. Cheney (60) ... Entrant	P. Russell (5238)		T. Harrison (2815)
27	P. T. Field (7087) ... Entrant			K. K. J. Plomgren (104)
35	Reg Dearden (40) ... Entrant	S. Nightingale (5067)		A. J. Barnes (99)
40	G. D. Bell (Motor Cycles) Ltd. (8) ... Entrant	G. D. Bell (129)		G. B. Bewley (128)
41	D. R. Ajax (2445) ... Entrant			M. D. Caley (4)
42	W. Copson (7430) ... Entrant			H. Sunderland (9)
43	Sharp & Woollett Motor Cycles (2725) ... Entrant	A. T. Baitup (8187)		B. W. Cockell (8311)
500	Norton Twin Cylinder			
52	C. Andersen (1127) ... Entrant			O. Moller (1139)

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Racing No.	Entrant and Licence No.	Driver	and Licence No.	Passenger
499	Skitsu Twin Cylinder			
26	P. L. Schimpf (1474) ... Entrant			D. Rudland (27)
18	Jones Garage Ltd. (37)	O. Greenwood (2768)		T. Fairbrother (7510)
25	Midland Motorcycle Racing Club (74)	J. R. L. Worthington (7517)		
29	I. McDonald (7400) ... Entrant			H. H. Walker (6180)
31	Bill Hannah Ltd. (2335)	D. Kumble (2402)		E. J. Williams (218)
33	Revett's Ltd. (14)	M. J. C. Potter (7431)		R. Carrol (7405)
34	A. Maltby (6940) ... Entrant			T. Fenwick (2664)
45	A. Haddock (7356) ... Entrant			G. Hughes (215)
48	Eleanor Motors (Stadium) Ltd. (2743) ...	T. Vinicombe (8196)		G. Golder (122)
51	E. Parkinson (155) ... Entrant			R. Philpott (177)
53	Midland Motorcycle Racing Club (74)	M. Tombs (8345)		B. Whitworth (8343)
54	Derby Phoenix M.C.C. (75) ...	W. E. Cooper (64)		T. E. Rowen (158)
55	Fred Hanks ... Motor Cycles (2345) ...	N. Hanks (7524)		
498	Triumph/Norton Twin Cylinder			
36	T. Cowie Ltd. (16)	M. Hobson (5195)		J. Hartridge (201)
44	Bill Hannah Ltd. (2335)	I. Ablett (2)		D. Molyneux (74)
56	P. J. Kiely (4294) ... Entrant			
57	J. H. C. Steer (7736) ... Entrant			M. J. Skevington (100)
498	Tri-Special Twin Cylinder			
10	R. E. Hackman (2655) Entrant			T. Hughes (7022)

250 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver	and Licence No.
246	Alpha Single Cylinder		
72	Raynes Park Motorcycles (2339)		F. W. J. Launchbury (2620)
247	A.R.C./B.S.A. Single Cylinder		
56	North East Motor Cycle Racing Club (47)		A. R. Capner (4023)
248	Ariel Twin Cylinder		
57	Colmore Depot Ltd. (2712) ...		A. E. Moule (2507)
64	Colmore Depot Ltd. (2712) ...		P. J. Walsh (2797)
249	Aernacchi Single Cylinder		
27	S. O. Gunnarsson (5124)		Entrant
30	G. Milani (3346)		Entrant
33	Lawton & Wilson Ltd. (2735)		T. Phillips (2605)
39	Peter Chapman (2706)		C. Vincent (2640)
44	C. Hunt (3496)		Entrant
54	W. Robertson (2965)		Entrant
61	C. L. F. Anderson (2967)		Entrant
75	J. B. Hyde (2731)		L. G. Rodda (2505)
81	Lawton & Wilson Ltd. (2735)		O. Draxl (6378)
86	Jayce Racing Equipe (62)		F. J. Curry (4260)
87	B. Brolin (0143)		Entrant
92	P. Carrana (6805)		Entrant
250	Benelli Single Cylinder		
17	Moto Benelli (F.M.I.)		T. Provini (3364)
58	K. W. Yearley (72)		F. A. Norris (154)
78	M. Toussaint (4969)		Entrant
196	Bultaco Single Cylinder		
40	A. Carisson (0139)		Entrant
45	New Zealand A.C.U.		G. C. Dickson (7494)
51	Bultaco Concessionaires Ltd. (2715)		K. Martin (6172)
52	C. Goosen (5827)		Entrant
68	P. Conran (5826)		Entrant
70	J. B. O'Brien (4145)		Entrant
71	Spa Motorcycles (78)		L. Allen (6792)
73	R. J. Curran (5871)		Entrant



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Racing No.	Entrant and Licence No.	Driver and Licence No.
250 C.Z. Single Cylinder
49 Ustredni Automotoklub C.S.S.R.	S. Malina (3524)
250 Cotton Single Cylinder
5 E. Cotton Motor Cycles Ltd. (52)	...	D. Minter (7407)
21 A.C.C. of Australia	J. Ahearn (7539)
37 R. F. Seymour (11)	P. J. Darvill (5006)
80 E. Weiss (6384)	Entrant
250 D.M.W. Single Cylinder
38 J. Findlay (7817)	Entrant
248 Ducati Single Cylinder
36 D. F. Shorey (2415)	Entrant
44 A.C.C. of Australia	D. C. Fry (5097)
48 R. J. T. du Pont (M.I.C.U.S.)	Entrant
53 Patricroft Motor Cycles (2348)	W. Brock (6232)
250 D.W. Special Twin Cylinder
25 D. Woodman (2874)	Entrant
248 Greeves Single Cylinder
22 C. J. Scoley (Sales) Ltd. (2354)	W. S. Mizzen (2736)
23 J. Dunphy (2536)	Entrant
34 R. H. King Motor Cycles (2341)	R. C. Ritchie (4276)
46 Rhodesia Motor Sports Association	...	A. Harris (7534)
62 A.C.C. of Australia	B. Smith (7758)
63 D. A. Cornell (Motor Cycles) Ltd. (54)	...	R. J. Everett (7413)
67 J. Pink (Wallingford) (2733)	D. A. Simmonds (7422)
74 D. W. Weightman (6844)	Entrant
82 P. W. Price (7535)	Entrant
84 Michael's Garage (Selby) Ltd. (77)	...	B. D. Prangnell (5)
88 L. Johansson (5133)	Entrant
96 B. M. Cox (7763)	Entrant
250 Honda Twin Cylinder
18 Bill Smith Motors Ltd (5)	...	W. A. Smith (7501)
35 Rhodesia Motor Sports Association	...	B. Beale (7519)
50 G. O. Plenderleith (2831)	Entrant
69 J. Nielsen (8482)	Entrant
76 F. A. Kroon (1158)	Entrant
90 K. Finney (7076)	Entrant
93 Graham Auto (51)	J. G. Howe (8310)
95 G. H. K. Jensen (1092)	Entrant
250 Honda Four Cylinder
1 Honda Motor Co. (1955)	J. Redman (2954)
3 Honda Motor Co. (1955)	R. Bryans (5823)
9 Honda Motor Co. (1955)	T. Robb (4103)
11 Honda Motor Co. (1955)	I. Kaseya (M.F.J.)
12 L. Taveri (1081)	Entrant
250 Impala Special Single Cylinder
59 P. Hewarson (6235)	Entrant
250 Mondial Single Cylinder
83 R.A.C. of South Africa	A. Georgeades (6108)
250 Moto Guzzi Single Cylinder
2 J. Kidson (7451)	Entrant
32 R. Foll (6547)	Entrant
91 Revetts Ltd. (14)	A. C. Lawn (8111)
249 M.V. Twin Cylinder
20 S. M. B. Hailwood (7520)	Entrant
248 M.Z. Twin Cylinder
10 A. Shepherd (7576)	Entrant
250 Norton Single Cylinder
89 Matthews & Co. (Stratford-upon-Avon) Ltd. (67)	...	A. C. Willmott (8339)
250 N.S.U. Single Cylinder
60 J. Gow (7542)	Entrant
65 G. E. Leigh Motor Cycles Ltd. (2350)	G. E. Leigh (8323)
79 T. Fenwick (2664)	Entrant
94 S. Nilsson (0135)	Entrant
250 Paton Twin Cylinder
26 A. Pagani (3347)	Entrant

Racing No.	Entrant and Licence No.	Driver and Licence No.
250 Royal Enfield Single Cylinder
15 Scuderia Duke (2356)	J. Hartle (171)
28 Charles Mortimer (2)	G. A. Jenkins (84)
43 Scuderia Duke (2356)	J. H. Cooper (2862)
247 Suzuki Four Cylinder
4 Suzuki Motor Co. Ltd. (1967)	...	E. Perris (2633)
6 Suzuki Motor Co. Ltd. (1967)	...	B. Schneider (6459)
14 Suzuki Motor Co. Ltd. (1967)	...	H. R. Anderson (2628)
31 Suzuki Motor Co. Ltd. (1967)
249 Velocette Single Cylinder
41 A. V. Andersson (0164)	Entrant
47 John Clark Motor Engineer (63)	...	D. Gallagher (7503)
250 Yamaha Twin Cylinder
7 Yamaha Motor Co. Ltd. (1951)	...	T. Godfrey (2516)
8 Yamaha Motor Co. Ltd. (1951)	...	M. A. Duff (5650)
16 Yamaha Motor Co. Ltd. (1951)	...	P. W. Read (2701)
19 Yamaha Motor Co. Ltd. (1951)	...	F. Ito (7138)
24 Frank Sheene (2330)	E. Boyce (2690)
29 H. Dugdale (Motors) Ltd. (2741)	...	A. Dugdale (19)
55 A. E. Shaw (2375)	Entrant
66 Tom Collins & Sons Ltd. (60)	...	R. W. Boughey (2708)
85 T. O. Dale (8147)	Entrant
Unspecified
77 T. Gill (131)	Entrant

125 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver and Licence No.
123 B.S.A. Single Cylinder
44 Raynes Park Motorcycles (2339)	...	F. W. J. Launchbury (2620)
46 M. H. Benn (7506)	Entrant
47 R. H. Bacon (2621)	Entrant
65 R. A. Smart (204)	Entrant
67 D. H. Baulch (70)	Entrant
68 M. A. Cook (8155)	Entrant
70 A. V. Blundell (76)	Entrant
125 Bultaco Single Cylinder
2 Frank Sheene (2330)	E. Boyce (2690)
26 D. F. Shorey (2415)	Entrant
28 Rhodesia Motor Sports Association	...	A. Harris (7534)
32 Bultaco Concessionaires Ltd. (2715)	...	K. Martin (6172)
40 J. B. O'Brien (4145)	Entrant
41 Spa Motorcycles (78)	...	L. Allen (6792)
42 B. Boyd (4264)	Entrant
43 J. R. Pepper (2540)	Entrant
48 R. J. Curran (5871)	Entrant
53 L. J. Iles (2441)	Entrant
58 V. Gramum (3929)	Entrant
59 A. T. Campbell (5027)	...	Entrant
60 John Tickle (Racing Equipe) (68)	...	G. Marsovszky (1022)
61 P. Munday (2833)	Entrant
62 R. M. Udall (2956)	Entrant
71 L. A. Geeson (8183)	Entrant
73 T. Tombs (8342)	Entrant
75 W. Sharp (7275)	Entrant
76 R. A. Minster (2642)	Entrant
79 R. Howarth (6158)	Entrant
125 C.Z. Twin Cylinder
30 Ustredni Automotoklub C.S.S.R.	S. Malina (3524)
125 Ducati Single Cylinder
19 Jaycee Racing Equipe (62)	J. Kidson (7451)
29 John Clark Motor Engineer (63)	...	D. Gallagher (7503)
36 A.C.C. of Australia	B. Smith (7758)
63 B. G. Foster (88)	D. P. Clarke (75)
78 A. Gebauer (872)	Entrant

Racing No.	Entrant and Licence No.	Driver and Licence No.
125	E.M.C. Single Cylinder	...
14	Dr. J. Ehrlich (21) ...	R. Avery (7465)
125	Honda Twin Cylinder	...
1	C. T. Atkins (56) ...	J. Dunphy (2536)
17	Bill Hannah Ltd. (2335) ...	R. J. G. Dickinson (2695)
20	A.C.C. of Australia ...	J. Ahearn (7539)
21	W. Scheimann (1429) ...	Entrant
23	R. Foll (6547) ...	Entrant
24	Rhodesia Motor Sports Association	...
25	Bill Smith Motors Ltd. (5) ...	B. Beale (7519)
27	Bill Hannah Ltd. (2335) ...	S. Murray (47)
31	G. O. Pienderleith (2831) ...	C. Vincent (2640)
38	G. E. Leigh Motor Cycles Ltd. (2350)	Entrant
45	B. G. Foster (88) ...	G. E. Leigh (8323)
49	M. Toussaint (4969) ...	P. J. Foster (6770)
51	Jaycee Racing Equipe (62) ...	Entrant
52	K. Finney (7076) ...	F. J. Curry (4260)
54	Patricroft Motor Cycles (2348) ...	Entrant
55	Bill Smith Motors (5) ...	L. E. Evans (7472)
56	W. Maddrick (2726) ...	J. R. Hudson (7446)
57	R. D. Evans (2545) ...	B. Richards (7460)
66	H. Ebert (1492) ...	Entrant
69	K. Johansson (291) ...	Entrant
72	P. Eser (8270) ...	Entrant
74	F. Gustafson (3190) ...	Entrant
77	Len Meredith Ltd. (71) ...	D. Trollope (8156)
80	Bill Smith Motors Ltd. (5) ...	K. Webster (8168)
125	Honda Four Cylinder	...
4	Honda Motor Co. (1955) ...	J. Redman (2954)
5	Honda Motor Co. (1955) ...	R. Bryans (4180)
7	Honda Motor Co. (1955) ...	T. Robb (4103)
9	Honda Motor Co. (1955) ...	J. Kaseya (M.F.J.)
11	L. Taveri (1081) ...	Entrant
18	Honda Motor Co. (1955) ...	K. Takahashi (7115)
124	Lube Renn Single Cylinder	...
50	T. O. Dale (8147) ...	Entrant
123	Moto Rumi Twin Cylinder	...
33	North East M.C.R.C. (47) ...	A. R. Capner (4023)
125	M.V. Augusta Single Cylinder	...
34	Colmore Depot Ltd. (2712) ...	A. E. Moule (2507)
35	F. A. Norris (154) ...	Entrant
37	Colmore Depot Ltd. (2712) ...	P. J. Walsh (2797)
123	M.Z. Single Cylinder	...
8	A. Shepherd (7576) ...	Entrant
125	N.N.	...
15	J. Huberts (3234) ...	Entrant
22	A. Paganì (3347) ...	Entrant
124	Pope Montesa Single Cylinder	...
64	Erith & D.M.C.C. (83) ...	A. E. Dawson (6181)
124	Suzuki Twin Cylinder	...
3	Suzuki Motor Co. Ltd. (1967) ...	Koshino (M.F.J.)
6	Suzuki Motor Co. Ltd. (1967) ...	F. Perris (2633)
10	Suzuki Motor Co. Ltd. (1967) ...	B. Schneider (6459)
12	Suzuki Motor Co. Ltd. (1967) ...	H. R. Anderson (2628)
16	Suzuki Motor Co. Ltd. (1967) ...	...
124	Tohatsu Twin Cylinder	...
39	J. Pink (Wallingford) (2733) ...	D. A. Simmonds (7422)

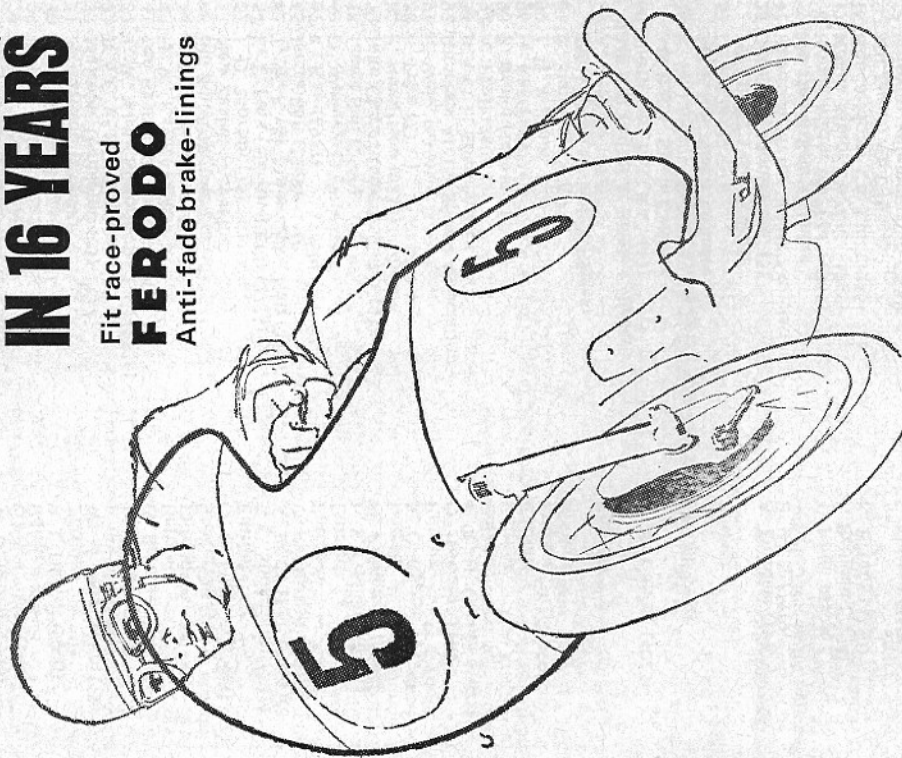
Junior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
254	Aermacchi Single Cylinder	...
87	C. L. F. Anderson (2967) ...	Entrant
344	Aermacchi Single Cylinder	...
16	A.C.C. of Australia	J. Ahearn (7539)

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FN Ferodo Limited, Chapel-en-le-Frith, England - A Turner & Newall company

Racing No.	Entrant and Licence No.	Driver and Licence No.
348	Norton Single Cylinder	
1	Francis Beart (31)	J. Dunphy (2536)
7	Hallett's of Canterbury Ltd. (2722)	D. Minter (7407)
10	J. Hartle (2315)	Entrant
11	Reg Dearden (40)	R. Ingram (2886)
21	T. Godfrey (2516)	Entrant
24	S. T. Mulroney Motor Cycle Shop (33)	S. O. Gunnarson (5124)
27	R. H. King Motor Cycles (2341)	R. C. Ritchie (4276)
28	D. F. Shorey (2415)	Entrant
33	Norman Pugh (24)	D. E. Watson (6790)
35	R.A.F. M.S.A. (2740)	C. R. Conn (4274)
36	Reg Dearden (40)	P. Bettison (7470)
38	W. J. Knight (2747)	G. Saward (5498)
40	R. Saichwell (38)	J. C. Buxton (2820)
43	Charles Freeman (Motor Cycles) Ltd. (2739)	B. Nelson (5036)
46	Wragg's of Sheffield (2331)	J. Cooper (2862)
49	A.C.C. of Australia	D. C. Fry (5097)
50	W. & R. Murray Car Sales (2332)	J. S. Rae (98)
55	E. Cheers (6210)	Entrant
56	Rhodesia Motor Sports Association	A. Harris (7534)
58	G. A. Northwood (2749)	Entrant
59	A. E. Shaw (2375)	Entrant
61	E. Lenz (6460)	Entrant
64	S. T. Mulroney Motor Cycle Shop (33)	N. J. Price (2603)
68	Colmore Depot Ltd. (2712)	A. E. Moule (2507)
70	N. I. Glick (17)	C. E. Ward (2554)
71	H. O. Butensy (1585)	Entrant
72	S. G. Brassay (7235)	Entrant
74	R. Satchwell (38)	R. R. Bisbey (4284)
75	John Tickle (Racing Equipe) (68)	G. Marsovszky (1022)
77	B. J. Randle (7392)	Entrant
80	J. Gow (7542)	Entrant
81	L. G. Povey (2449)	Entrant
83	Brian Purslow (Motors) (81)	M. J. Gittins (2639)
84	J. Simpson (4280)	Entrant
86	C. Watts (4111)	Entrant
90	D. Johnson (132)	Entrant
97	New Zealand A.C.U.	A. Dobbs (138)
98	Canadian M.C.A.	K. King (4362)
100	G. E. Leigh Motor Cycles Ltd. (2350)	J. Evans (18)
102	B. Withers (64)	J. G. Rudge (8175)
103	Mathews & Co. (Stratford-upon-Avon) Ltd. (67)	A. C. Willmott (8339)
104	R. Fursman (8169)	Entrant
348	Velocette Single Cylinder	
66	E. A. Lavington (2613)	Entrant
73	C. Hayman Engineering (2732)	B. A. Denniss (2418)

50 c.c. International

Racing No.	Entrant and Licence No.	Driver and Licence No.
49	Benelli Single Cylinder	
22	A. G. Hutchings (7433)	Entrant
49	Foster 50 Single Cylinder	
24	B. G. Foster (88)	D. P. Clarke (75)
28	B. G. Foster (88)	P. J. Foster (6770)
50	Honda Single Cylinder	
10	Val Knaapp Scooters Ltd. (26)	I. E. Plumridge (69)
12	P. Esser (8270)	Entrant
15	J. Pink (Wallingford) (2733)	C. C. W. Mates (72)
21	Patricroft Motor Cycles (2348)	L. E. Evans (7472)
25	J. Pink (Wallingford) (2733)	J. Pink (6761)
26	Chisholm's of Maidstone (2727)	J. Tompsett (168)
27	J. Pink (Wallingford) (2733)	P. Horsham (5436)
29	R. Gardner (69)	R. J. Smith (22)
50	Honda Twin Cylinder	
5	Honda Motor Co. Ltd. (1955)	R. Bryans (4180)

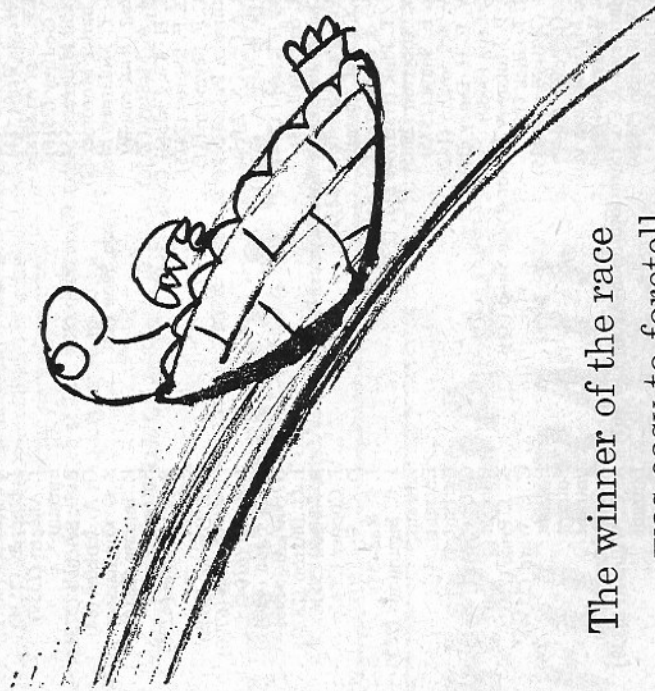
Racing No.	Entrant and Licence No.	Driver and Licence No.
26	Lawton & Wilson Ltd. (2735)	T. Phillips (2605)
39	G. Milani (3346)	Entrant
45	Peter Chapman (2706)	C. Vincent (2640)
51	C. W. Hunt (5496)	Entrant
63	Lawton & Wilson Ltd. (2735)	O. Dixell (6378)
85	Bill Hannah Ltd. (2335)	T. Featins (7545)
349	A.J.S. Single Cylinder	
4	James Ball (2349)	D. Woodman (2874)
5	Arter Bros. Ltd. (1)	M. A. Duff (5630)
8	Arter Bros. Ltd. (1)	F. Stevens (2753)
9	Arter Bros. Ltd. (1)	W. A. Smith (7502)
12	T. W. Kirby Motorcycles Ltd. (2336)	E. G. Driver (2397)
14	T. W. Kirby Motorcycles Ltd. (2336)	P. W. Read (2701)
15	S. T. Mulroney Motor Cycle Shop (33)	W. S. Mizzen (2736)
22	Charles Mortimer (2)	G. A. Jenkins (84)
29	R. Foll (6547)	Entrant
30	R. F. Seymour (11)	P. J. Darvill (5006)
31	A. Carlsson (139)	Entrant
32	Malcolm Templeton (85)	W. M. McCosh (4114)
34	R.A.C. of South Africa	I. Burne (6104)
37	T. W. Kirby Motorcycles Ltd. (2336)	J. Findlay (7817)
41	Len Bayliss (Ellbee) Ltd. (41)	G. Barnacle (7418)
42	H. W. Rayner (2502)	Entrant
44	A. V. Andersson (164)	Entrant
48	Bill Smith Motors Ltd. (5)	S. Murray (47)
52	New Zealand A.C.U.	G. C. Dickson (7494)
53	J. D. Morton (95)	Entrant
54	E. T. Pink (Harrow) Ltd. (2733)	J. C. Simmonds (2537)
62	T. W. Kirby Motorcycles Ltd. (2336)	A. R. C. Hunter (6170)
65	James Ball (2349)	V. F. Duckett (6967)
67	K. Kay (6922)	Entrant
69	D. Williams (2559)	Entrant
78	James Ball (2349)	L. S. Graham (5478)
79	John Clark Motor Engineer (63)	D. J. Duncan (2896)
82	P. Hewartson (6235)	Entrant
88	B. Price (2705)	R. C. Capper (8178)
91	E. Weiss (6384)	Entrant
92	Rhodesia Motor Sports Association	O. Howard (153)
93	R.A.C. of South Africa	E. R. H. Cowan (6107)
94	A. Fladl (880)	Entrant
95	B. Brolin (143)	Entrant
96	H. Ebert (1492)	Entrant
99	J. H. Williams (60)	Entrant
101	R. Standing (5490)	Entrant
350	Apfelbeck Single Cylinder	
89	A. Gebauer (872)	Entrant
348	A.R.C./B.S.A. Single Cylinder	
60	North East M.C.C. (47)	A. R. Capner (4023)
348	B.S.A. Single Cylinder	
76	K. A. Lindsay (2875)	Entrant
348	E.R.S. Single Cylinder	
57	D. J. Ellis (2567)	Entrant
350	Honda Twin Cylinder	
23	Bill Smith Motors Ltd. (5)	A. Dugdale (19)
47	Rhodesia Motor Sports Association	B. Beale (7519)
350	Honda Four Cylinder	
6	Honda Motor Co. Ltd. (1955)	T. Robb (4103)
17	Honda Motor Co. Ltd. (1955)	J. Redman (2954)
18	Honda Motor Co. Ltd. (1955)	R. Bryans (4180)
350	Jawa Twin Cylinder	
2	Ustredni Automotoklub CSSR	F. Stastny (3606)
19	Ustredni Automotoklub CSSR	G. Havel (3523)
349	Monk Special Single Cylinder	
25	M. A. McStay (7556)	Entrant
350	M.V. Four Cylinder	
3	S. M. B. Hailwood (7520)	Entrant
350	M.Z.	
20	A. Shepherd (7376)	Entrant

Racing No.	Entrant and Licence No.	Driver and Licence No.
14	Honda Motor Co. Ltd. (1955)	T. Robb (4106)
16	Honda Motor Co. Ltd. (1955)	K. Takahashi (7115)
50	Irom Single Cylinder	Entrant
19	D. A. Iuler (6182)	Entrant
50	Kreidler Single Cylinder	H. G. Anscheidt (1441)
1	Kreidler Fahrzeugbau (2754)	L. Taveri (1081)
9	Kreidler Fahrzeugbau (2754)	T. Provint (3364)
20	Kreidler Fahrzeugbau (2754)	Entrant
50	Mondial Single Cylinder	Entrant
4	A. Pagani (3347)	Entrant
50	N.N.	Entrant
6	J. Huberts (3234)	Entrant
50	Sheene Special	A. E. Dawson (6181)
23	Frank Sheene (2330)	Entrant
49	S.N.S. Single Cylinder	Entrant
11	L. Johansson (5133)	Entrant
50	Suzuki Single Cylinder	H. Koshino (M.F.J.)
2	Suzuki Motor Co. Ltd. (1967)	H. R. Anderson (2628)
3	Suzuki Motor Co. Ltd. (1967)	I. Morishita (7136)
7	Suzuki Motor Co. Ltd. (1967)	M. Itoh (7133)
18	Suzuki Motor Co. Ltd. (1967)	Entrant
49	Tohatsu Twin Cylinder	D. A. Simmonds (7422)
8	J. Pink (Wallingford) (2733)	M. J. Simmonds (5497)
17	J. J. Pink (Wallingford) (2733)	Entrant

Senior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
498	A.R.C./B.S.A. Single Cylinder	Entrant
51	North East M.C.R.C. (47)	A. R. Capner (4023)
498	B.M.W. Twin Cylinder	Entrant
62	H. O. Buteruth (1585)	Entrant
499	B.S.A. Single Cylinder	Entrant
60	D. Williams (2359)	Entrant
74	W. H. Hawthorne (65)	Entrant
80	W. Sharp (7275)	Entrant
497	Dunstall Dominator Twin Cylinder	W. S. Mizen (2736)
9	Paul Dunstall (2745)	Entrant
499	F.A.N. Special Single Cylinder	Entrant
52	F. A. Norris (154)	Entrant
500	Glera Four Cylinder	J. Hartle (171)
15	Scuderia Duke (2386)	B. Caldarella (F.A.M.)
20	Moto Glera (F.M.I.)	Entrant
496	Matchless Single Cylinder	D. Woodman (2874)
1	James Ball (2349)	F. Stevens (2753)
3	Arter Bros. Ltd. (1)	M. A. Duff (5650)
4	Arter Bros. Ltd. (1)	W. A. Smith (7502)
6	Arter Bros. Ltd. (1)	E. G. Driver (2397)
7	T. W. Kirby Motor cycles Ltd. (2336)	P. W. Read (2701)
10	T. W. Kirby Motorcycles Ltd. (2336)	A. Dugdale (19)
17	H. Dugdale (Motors) Ltd. (2741)	Entrant
24	R. Foll (6547)	W. M. McCosh (4114)
26	Malcolm Templeton (85)	Entrant
30	D. Lee (5090)	J. Findlay (7817)
32	T. W. Kirby Motorcycles Ltd. (2336)	L. Carr (2792)
34	Marsh & Fry Ltd. (2709)	S. Murray (47)
39	Bill Smith Motors, Ltd. (5)	G. C. Dickson (7494)
42	New Zealand A.C.U.	Entrant
43	J. D. Morton (95)	A. Harris (7534)
45	Rhodesia Motor Sports Association	Entrant
46	D. J. Ellis (2567)	Entrant
47	B. Walsley (7513)	Entrant
54	P. L. Schimpf (1474)	A. R. C. Hunter (6170)
56	T. W. Kirby Motorcycles Ltd. (2336)	Entrant
58	J. Nielsen (8482)	Entrant

Aesop Shell



The winner of the race
was easy to foretell.
The hare had all the pace —
But the tortoise had the Shell.



Go well - go Shell

Racing No.	Entrant and Licence No.	Driver and Licence No.
59	James Ball (2349)	V. F. Duckett (6967)
64	R. Shaw (124)	Entrant
66	John Tickle (Racing Equipe) (68)	G. Marsovszky (1022)
67	James Ball (2349)	L. S. Graham (5478)
68	D. J. Duncan (2896)	Entrant
73	Brian Price (2705)	R. C. Capper (8178)
78	R.A.C. of S. Africa	A. Georgeades (6108)
82	R.A.C. of S. Africa	E. R. H. Cowan (6107)
5	500 M.V. Four Cylinder	Entrant
5	S. M. B. Hailwood (7520)	Entrant
2	Norton Single Cylinder	D. Minter (7407)
8	Hallet's of Canterbury Ltd. (2722)	J. Dunphy (2536)
8	Francis Beart (31)	J. Ahearn (7539)
11	A.C.C. of Australia	Entrant
12	T. Godfrey (2516)	B. P. Setchell (2771)
14	S. T. Mularney Motor Cycle Shop (33)	G. A. Jenkins (84)
16	Charles Mortimer (2)	S. O. Gunnarsson (5124)
18	S. T. Mularney Motor Cycle Shop (33)	R. Ingram (2886)
19	Reg Dearden (40)	Entrant
21	M. A. McStay (7356)	R. C. Ritchie (4276)
22	R. H. King Motor Cycles (2341)	Entrant
23	D. F. Shorey (2415)	P. J. Darvill (5006)
25	R. F. Seymour (11)	D. E. Watson (6790)
27	Norman Pugh (24)	I. Burne (6104)
28	R.A.C. of S. Africa	C. R. Conn (4274)
29	R.A.F. M.S.A. (2740)	G. Seward (5498)
33	W. J. Knight (2747)	J. C. Buxton (2820)
35	R. Satchwell (38)	B. Nelson (5036)
36	Charles Freeman (Motor Cycles) Ltd. (2739)	J. Cooper (2862)
38	Wraggs of Sheffield (2331)	D. C. Fry (5097)
40	A.C.C. of Australia	J. S. Rae (98)
41	W. & R. Murray Car Sales (2332)	J. C. Simmonds (2537)
44	E. T. Pink (Harrow) Ltd. (2723)	Entrant
48	W. Robertson (2965)	Entrant
49	A. E. Shaw (2375)	Entrant
50	W. Scheimann (1429)	C. C. Cross (7466)
53	W. E. H. Derry (39)	Entrant
55	E. Lenz (6460)	Entrant
57	S. T. Mularney Motor Cycle Shop (33)	N. J. Price (2603)
61	N. J. Glick (17)	C. E. Ward (2554)
63	S. G. Brassay (7235)	Entrant
69	L. G. Povey (2449)	Entrant
72	G. M. Bradburn (1)	Entrant
77	B. Withers (64)	J. G. Rudge (8175)
81	Matthews & Co. (Stratford-upon-Avon) Ltd. (67)	A. C. Willmott (8339)
83	J. Wilkinson (5489)	Entrant
84	A. Fladl (6880)	Entrant
85	P. Stulz (8712)	Entrant
86	New Zealand A.C.U.	A. Dobbs (138)
87	Canadian M.C.A.	K. King (4362)
88	G. E. Leigh Motor Cycles Ltd. (2350)	J. Evans (18)
90	R. A. Stallard (135)	Entrant
498	Norton Twin Cylinder	Entrant
79	E. Weiss (6384)	Entrant
499	R.D. Norvelo Single Cylinder	P. Bettison (7470)
31	Reg Dearden (40)	Entrant
500	Springbok Special Single Cylinder	Entrant
70	P. Hewarson (6235)	M. J. Gittins (2639)
498	Triumph Twin Cylinder	Entrant
71	Brian Purslow (Motors) (81)	B. A. Denmiss (2418)
75	P. Whittaker (5652)	Entrant
499	Velocette Single Cylinder	Entrant
65	C. Hayman (2732)	Entrant
	Unspecified	Entrant
37	A. V. Andersson (164)	Entrant
76	D. Johnson (132)	Entrant
89	T. Gill (131)	Entrant

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T.T. Winners

1907-1963

SHORT COURSE

Year	Class	Winner	LAP	M.P.H.
1907	Single Cyl. Class	C. R. Collier	10	38.22
1908	Twin Cyl. Class	H. Rem Fowler	10	36.22
1909	Single Cyl. Class	J. Marshall	10	40.49
1910	Twin Cyl. Class	H. Reed	10	38.59
1911	—	H. A. Collier	10	49.01
1912	—	C. R. Collier	10	50.63

MOUNTAIN AND CLYPSSE COURSES

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

Year	Class	Winner	LAP	M.P.H.
1911	W. A. C. McCandless	124 Mondial	2	74.85
1912	C. C. Sandford	125 M.V.	3	75.54
1913	R. L. Graham	125 M.V.	3	77.79
1914	R. C. Hollaus	125 N.S.U.	10	*69.57
1915	C. C. Ubbiali	125 M.V.	9	*69.67
1916	C. C. Ubbiali	125 M.V.	9	*69.13
1917	T. Provini	124 Mondial	10	*73.69
1918	C. Ubbiali	124 M.V.	10	*72.86
1919	T. Provini	125 M.V.	10	*74.06
1920	C. Ubbiali	125 M.V.	3	85.60
1921	S. M. B. Hallwood	125 Honda	3	88.23
1922	L. Taveri	125 Honda	3	89.88
1923	H. R. Anderson	125 Suzuki	3	89.27

LIGHTWEIGHT—125 Class

1922	G. S. Davison	249	49.89
1923	J. A. Porter	249	51.93
1924	E. Twemlow	249	55.44
1925	E. Twemlow	246	57.74
1926	C. W. Johnston	249	60.20
1927	W. L. Handley	248	63.30
1928	F. A. Longman	249	62.90
1929	S. A. Crabtree	248	63.87
1930	J. Guthrie	246	64.71
1931	L. H. Walker	249	68.98
1932	L. H. Davenport	246	70.48
1933	S. Gleave	249	70.81
1934	J. H. Simpson	249	71.59
1935	S. Woods	246	71.56
1936	A. R. Foster	248	74.28
1937	O. Tenni	248	74.72
1938	E. A. Mallors	246	78.48
1939	M. Barrington	248	78.25
1940	M. Cann	248	73.22
1941	D. Ambrosini	248	75.18
1942	T. L. Wood	248	77.96
1943	F. Anderson	248	78.08
1944	W. H. Atkinson	248	81.39
1945	W. H. Atkinson	207	90.88
1946	C. Ubbiali	250	*71.37
1947	C. C. Sandford	250	*67.05
1948	T. Provini	250	*75.80
1949	T. Provini	250	*76.89
1950	G. Hocking	250	*77.77
1951	D. W. Minter	250	93.64
1952	S. M. B. Hallwood	250	98.38
1953	J. Redman	250	96.68
1954	R. J. Evans	250	94.85

LIGHTWEIGHT—250 Class

1922	G. S. Davison	249	49.89
1923	J. A. Porter	249	51.93
1924	E. Twemlow	249	55.44
1925	E. Twemlow	246	57.74
1926	C. W. Johnston	249	60.20
1927	W. L. Handley	248	63.30
1928	F. A. Longman	249	62.90
1929	S. A. Crabtree	248	63.87
1930	J. Guthrie	246	64.71
1931	L. H. Walker	249	68.98
1932	L. H. Davenport	246	70.48
1933	S. Gleave	249	70.81
1934	J. H. Simpson	249	71.59
1935	S. Woods	246	71.56
1936	A. R. Foster	248	74.28
1937	O. Tenni	248	74.72
1938	E. A. Mallors	246	78.48
1939	M. Barrington	248	78.25
1940	M. Cann	248	73.22
1941	D. Ambrosini	248	75.18
1942	T. L. Wood	248	77.96
1943	F. Anderson	248	78.08
1944	W. H. Atkinson	248	81.39
1945	W. H. Atkinson	207	90.88
1946	C. Ubbiali	250	*71.37
1947	C. C. Sandford	250	*67.05
1948	T. Provini	250	*75.80
1949	T. Provini	250	*76.89
1950	G. Hocking	250	*77.77
1951	D. W. Minter	250	93.64
1952	S. M. B. Hallwood	250	98.38
1953	J. Redman	250	96.68
1954	R. J. Evans	250	94.85

JUNIOR

1911	W. H. Bashall	21	41.45
1912	H. Mason	21	39.65
1913	E. Williams	21	43.75
1914	C. Williams	21	45.58
1915	E. Williams	21	40.74
1916	E. Williams	21	57.11
1917	M. Sheard	21	54.75
1918	S. Woods	348	55.75
1919	K. Twemlow	348	55.67
1920	W. L. Handley	348	55.02
1921	A. Bennett	348	65.70
1922	F. W. Dixon	344	67.19

Year	Class	Winner	LAP	M.P.H.
1928	A. Bennett	348	68.65	
1929	F. G. Hicks	348	69.71	
1930	H. G. Tyrrell Smith	349	71.08	
1931	P. Hunt	348	73.94	
1932	S. Woods	349	77.16	
1933	S. Woods	348	78.08	
1934	J. Guthrie	348	79.14	
1935	J. Guthrie	348	80.14	
1936	F. L. Frith	349	81.43	
1937	J. Guthrie	349	84.63	
1938	S. Woods	348	85.08	
1939	S. Woods	348	83.19	
1940	A. R. Foster	348	80.31	
1941	F. L. Frith	348	81.45	
1942	F. L. Frith	348	83.15	
1943	F. L. Frith	349	86.33	
1944	F. L. Frith	349	89.90	
1945	G. E. Duke	349	90.29	
1946	G. E. Duke	349	90.52	
1947	W. R. Amm	349	91.51	
1948	W. R. Amm	349	92.33	
1949	W. A. Lomas	350	89.29	
1950	T. K. Kavanagh	350	94.95	
1951	R. McInyre	350	93.97	
1952	J. Surtees	350	95.38	
1953	J. Surtees	350	96.70	
1954	J. Harle	350	95.10	
1955	P. W. Read	349	99.59	
1956	S. M. B. Hallwood	350	94.91	
1957	J. Redman	350	94.91	

SENIOR

1911	O. C. Godfrey	32	47.63
1912	F. A. Applebee	31	48.67
1913	H. O. Wood	31	48.27
1914	C. G. Pullin	31	49.49
1915	C. C. de la Hay	31	51.48
1916	H. R. Davies	21	54.49
1917	A. Bennett	31	58.31
1918	T. M. Sheard	497	55.55
1919	A. Bennett	490	61.64
1920	H. R. Davies	490	66.13
1921	S. Woods	490	67.54
1922	A. Bennett	490	68.41
1923	J. P. Dodson	493	62.98
1924	J. P. Dodson	493	72.05
1925	W. L. Handley	499	74.24
1926	P. Hunt	490	77.90
1927	S. Woods	490	79.38
1928	J. Guthrie	490	81.04
1929	S. Woods	490	81.04
1930	J. Guthrie	490	84.68
1931	S. Woods	499	85.80
1932	J. Guthrie	499	88.21
1933	F. L. Frith	499	89.11
1934	H. L. Daniell	494	89.38
1935	H. L. Daniell	499	82.81
1936	A. J. Bell	499	84.97
1937	H. L. Daniell	499	86.93
1938	G. E. Duke	499	92.27
1939	G. E. Duke	499	93.83
1940	H. R. Armstrong	499	92.97
1941	W. R. Amm	499	93.85
1942	W. R. Amm	499	88.12
1943	G. E. Duke	493	97.93
1944	G. E. Duke	500	96.57
1945	J. Surtees	500	98.99
1946	R. McInyre	500	98.63
1947	J. Surtees	500	87.94
1948	J. Surtees	500	102.44
1949	J. Surtees	500	100.60
1950	S. M. B. Hallwood	500	103.51
1951	G. Hocking	500	104.64
1952	S. M. B. Hallwood	500	104.64

ULTRA LIGHTWEIGHT

1924	A. Porter	174	51.20
1925	W. L. Handley	174	53.45

SIDECAR

1923	F. W. Dixon	596	53.15
1924	G. H. Tucker	588	51.31
1925	L. Parker	596	55.22
1926	E. S. Oliver	499	*68.87
1927	W. Schneider	492	*70.01
1928	F. Hillebrand	496	*70.03

SENIOR

	M.P.H.				M.P.H.
1911 F. Phillipps	50.11	Scott	1937 F. L. Frith	Norton	84.07
1912 F. A. Applebee	49.44	Scott	1938 H. L. Daniell	Norton	88.96
1913 H. O. Wood	52.12	Scott	1939 G. Meier	B.M.W.	89.75
1914 H. O. Wood	53.50	Scott	1940 A. J. Bell	Norton	93.33
1920 G. G. Dance	55.62	Sunbeam	1947 P. Goodman	Valocette	94.86
1921 F. G. Edmond	56.40	Triumph	1948 O. Tenni	Moto Guzzi	97.41
1922 A. Bennett	59.74	Triumph	1949 A. R. Foster	Norton	89.82
1923 J. Whalley	63.75	Douglas	1950 G. E. Duke	Norton	97.97
1924 F. W. Dixon	68.97	Douglas	1951 G. E. Duke	Norton	101.12
1925 J. H. Simpson	70.43	A.J.S.	1952 G. E. Duke	Norton	100.58
1926 J. H. Simpson	70.90	A.J.S.	1953 W. R. Amm	Norton	101.18
1927 S. Woods	73.55	Norton	1954 W. R. Amm	Norton	104.08
1928 J. H. Simpson	67.94	A.J.S.	1955 G. E. Duke	Norton	102.62
1929 C. J. P. Dodson	73.55	Sunbeam	1956 W. R. Amm	Norton	105.75
1930 W. L. Handley	76.28	Rudge	1957 R. McIntyre	Gilera	106.41
1931 J. H. Simpson	80.82	Norton	1958 J. Surtees	Gilera	54.12
1932 J. H. Simpson	81.50	Norton	1959 J. Surtees	M.V.	
1933 S. Woods	82.74	Norton	1960 J. Surtees	M.V.	
1934 S. Woods	80.49	Husqvarna	1961 G. Hocking	M.V.	
1935 S. Woods	86.53	Moto Guzzi	1962 G. Hocking	M.V.	
1936 S. Woods	86.98	Valocette	1963 S. M. B. Hallwood	M.V.	

ULTRA LIGHTWEIGHT

	M.P.H.				M.P.H.
1924 J. A. Porter	52.61	New Gerrard	1925 W. L. Handley	Rex-Acme	79.10
1923 H. Langman	54.69	Scott	1958 W. Schneider	B.M.W.	74.07
1924 F. W. Dixon	53.23	Douglas	1959 W. Schneider	B.M.W.	73.32
1925 F. W. Dixon	57.18	Douglas	1960 H. Fath	B.M.W.	85.79
1954 E. S. Oliver	70.85	Norton	1961 M. Deubel	B.M.W.	87.97
1955 W. Noll	71.93	B.M.W.	1962 M. Deubel	B.M.W.	90.70
1956 W. Noll	71.72	B.M.W.	1963 F. Camathias	B.M.W.	89.42
1957 F. Hillebrand	72.55	B.M.W.			

50 C.C.

	M.P.H.				M.P.H.
1962 E. Degner	75.52	Suzuki	1963 E. Degner	Suzuki	79.10

SIDECAR

	M.P.H.				M.P.H.
1923 H. Langman	54.69	Scott	1958 W. Schneider	B.M.W.	74.07
1924 F. W. Dixon	53.23	Douglas	1959 W. Schneider	B.M.W.	73.32
1925 F. W. Dixon	57.18	Douglas	1960 H. Fath	B.M.W.	85.79
1954 E. S. Oliver	70.85	Norton	1961 M. Deubel	B.M.W.	87.97
1955 W. Noll	71.93	B.M.W.	1962 M. Deubel	B.M.W.	90.70
1956 W. Noll	71.72	B.M.W.	1963 F. Camathias	B.M.W.	89.42
1957 F. Hillebrand	72.55	B.M.W.			



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	M.P.H.	LAP			M.P.H.
1957 F. Hillebrand	471.89	10	1958 M. Cann	Moto Guzzi	74.78
1958 W. Schneider	473.01	10	1948 M. Cann	Moto Guzzi	76.72
1959 W. Schneider	472.69	10	1949 R. H. Dale	Moto Guzzi	80.44
1960 M. Deubel	84.10	3	1950 T. L. Wood	Benelli	80.91
1961 M. Deubel	87.45	3	1951 D. Ambrosini	Moto Guzzi	83.70
1962 C. Vincent	83.57	3	1952 B. Ruffo	Moto Guzzi	84.82
1963 F. Camathias	88.36	3	1953 F. Anderson	Moto Guzzi	85.52

Fastest Laps

SHORT COURSE

	M.P.H.				M.P.H.
1907 H. A. Collier	41.81	Matchless	1958 C. Ubbiali	M.V.	74.13
1908 H. Rem Fowler	42.91	Norton	1959 L. Taveri	M.Z.	74.99
1909 W. J. Bashall	42.48	Triumph	1960 C. Ubbiali	M.V.	86.10
1910 H. A. Collier	52.27	B.A.T.	1961 L. Taveri	Honda	88.45
	53.15	Matchless	1962 L. Taveri	Honda	90.13
		B.A.T.	1963 H. R. Anderson	Suzuki	91.32

MOUNTAIN AND CLYPE COURSES

LIGHTWEIGHT—125 Class

	M.P.H.				M.P.H.
1951 W. A. C. McCandless	73.34	Mondial	1947 M. Cann	Moto Guzzi	74.78
1952 C. C. Sandford	76.07	M.V.	1948 M. Cann	Moto Guzzi	76.72
1953 R. L. Graham	78.21	M.V.	1949 R. H. Dale	Moto Guzzi	80.44
1954 R. Hollaus	71.53	N.S.U.	1950 T. L. Wood	Benelli	80.91
1955 C. Ubbiali	71.65	M.V.	1951 D. Ambrosini	Moto Guzzi	83.70
1956 C. Ubbiali	70.65	M.V.	1952 B. Ruffo	Moto Guzzi	84.82
1957 T. Provini	74.44	Mondial	1953 F. Anderson	Moto Guzzi	85.52

LIGHTWEIGHT—250 Class

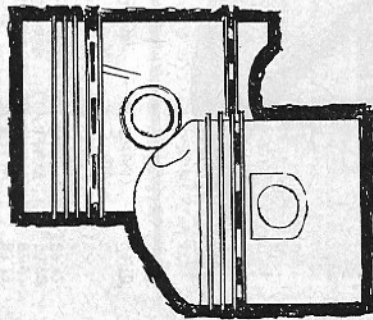
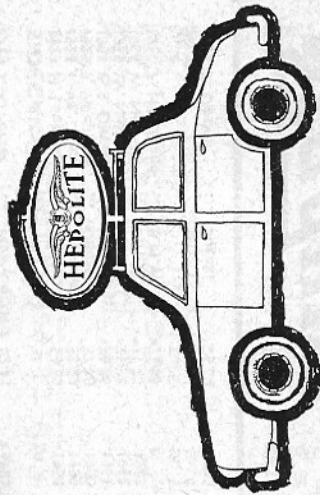
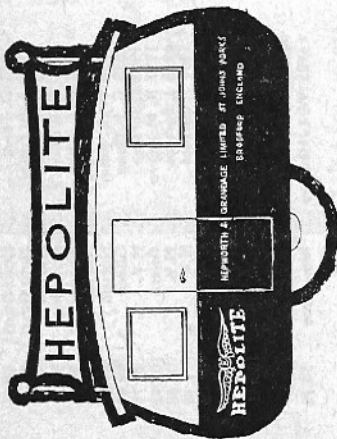
	M.P.H.				M.P.H.
1922 W. L. Handley	51.00	O.K. Supreme	1947 M. Cann	Moto Guzzi	74.78
1923 W. L. Handley	53.95	O.K. Supreme	1948 M. Cann	Moto Guzzi	76.72
1924 E. Twemlow	58.28	New Imperial	1949 R. H. Dale	Moto Guzzi	80.44
1925 W. L. Handley	60.22	Rex-Acme	1950 T. L. Wood	Benelli	80.91
1926 P. Ghersi	63.12	Moto Guzzi	1951 D. Ambrosini	Moto Guzzi	83.70
1927 A. Bennett	64.45	O.K. Supreme	1952 B. Ruffo	Moto Guzzi	84.82
1928 F. A. Longman	64.45	O.K. Supreme	1953 F. Anderson	Moto Guzzi	85.52
1929 P. Ghersi	66.63	Moto Guzzi	1954 W. Haas	N.S.U.	91.22
1930 W. L. Handley	66.86	Rex-Acme	1955 W. A. Lomas	M.V.	73.13
1931 G. E. Nott	71.73	Rudge	1956 H. Baltisberger	N.S.U.	69.17
1932 W. L. Handley	74.08	Rudge	1957 T. Provini	Mondial	78.00
1933 S. Gleave	72.62	Excelsior	1958 T. Provini	M.V.	79.90
1934 J. H. Simpson	73.64	Rudge	1959 T. Provini	M.V.	80.22
1935 S. Woods	74.19	Moto Guzzi	1960 C. Ubbiali	M.V.	95.47
1936 S. Woods	76.20	D.K.W.	1961 R. McIntyre	Honda	99.58
1937 O. Tenni	77.72	D.K.W.	1962 R. McIntyre	Honda	99.06
1938 E. Kluge	80.35	D.K.W.	1963 J. Redman	Honda	97.23
1939 S. Woods	78.16	Moto Guzzi			

JUNIOR

	M.P.H.				M.P.H.
1911 P. J. Evans	42.00	Humber	1937 F. L. Frith	Norton	85.18
1912 E. Kichham	41.76	Douglas	1938 J. Guthrie	Norton	85.30
1913 H. Mason	45.42	N.U.T.	1939 S. Woods	Velocette	85.05
1914 E. Williams	47.57	A.J.S.	1947 M. L. Daniell	Norton	81.61
1915 E. Williams	51.36	A.J.S.	1948 M. D. Whitworth	Velocette	82.45
1916 H. R. Davies	55.15	A.J.S.	1949 F. L. Frith	Velocette	84.23
1917 H. le Yack	56.46	New Imperial	1950 A. J. Bell	Norton	86.49
1918 J. H. Simpson	59.59	A.J.S.	1951 G. E. Duke	Norton	91.38
1919 J. H. Simpson	64.54	A.J.S.	1952 G. E. Duke	Norton	91.00
1920 W. L. Handley	65.89	Rex-Acme	1953 W. R. Amm	Norton	91.82
1921 A. Bennett	68.75	Velocette	1954 W. R. Amm	Norton	94.61
1922 W. L. Handley	69.18	Rex-Acme	1955 W. A. Lomas	Moto Guzzi	94.13
1923 A. Bennett	70.28	Velocette	1956 T. K. Kavanagh	Moto Guzzi	93.15
1924 F. G. Hicks	70.95	Velocette	1957 R. McIntyre	Gilera	97.42
1925 P. E. Nott	72.02	Rudge	1958 J. Surtees	M.V.	95.42
1926 P. Hunt	73.27	Norton	1959 J. Surtees	M.V.	97.18
1927 S. Woods	78.62	Norton	1960 J. Surtees	M.V.	99.20
1928 S. Woods	79.22	Norton	1961 G. Hocking	M.V.	99.80
1929 F. G. Hicks	80.11	Norton	1962 S. M. B. Hallwood	M.V.	101.58
1930 W. F. Kuak	79.96	Norton	1963 J. Redman	Honda	101.30
1931 F. L. Frith	81.94	Norton			

*On Clype Course.

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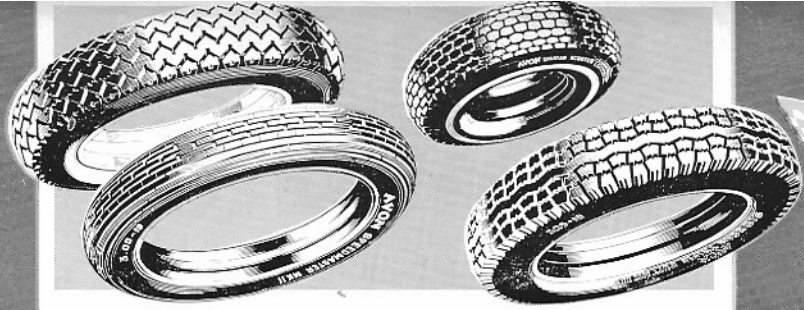
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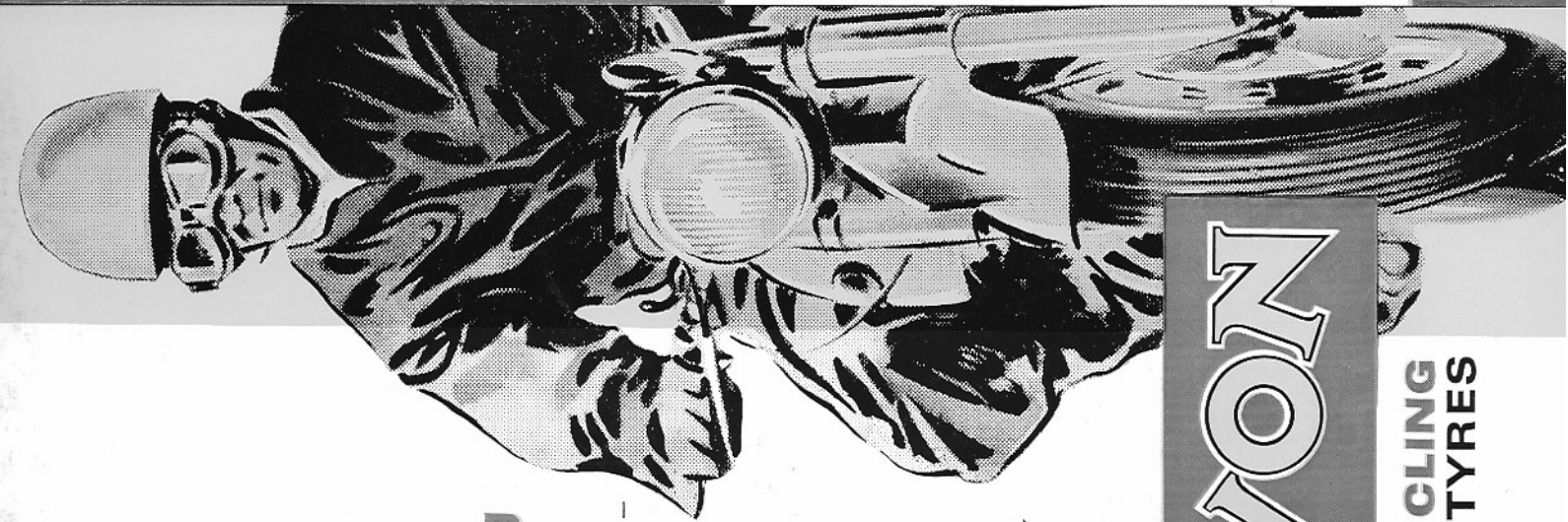
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