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# T.T. RACES 1965

A WORLD CHAMPIONSHIP MEETING

OFFICIAL GUIDE AND PROGRAMME

2'6



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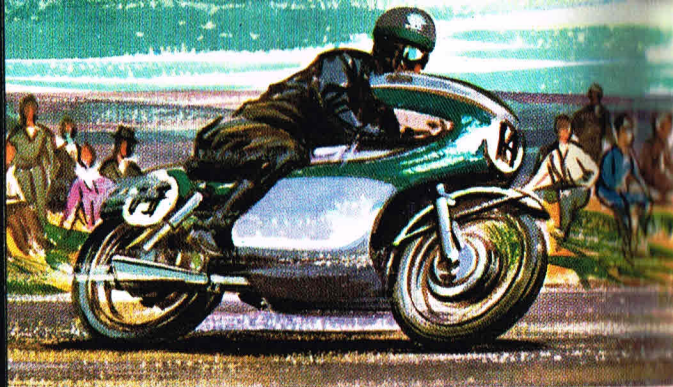


Calibrating a headlamp unit



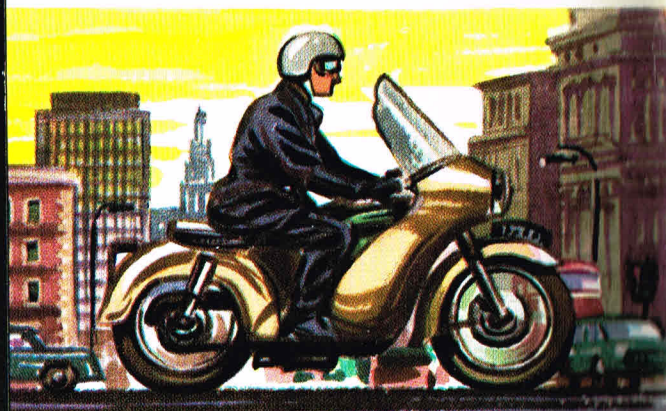
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ISLE OF MAN  
T.T. RACES  
1964

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RACE WEEK  
ATTRACTIONS

**IN THE GARDENS**

RACE WEEK  
ATTRACTIONS

MORNINGS at 10.30

**TONY BARLOW at the HAMMOND ORGAN**

with **NIGEL LITTLE (Drums)**

AFTERNOONS at 2.30

**IVY BENSON and her ORCHESTRA**

EVENINGS at 9 o'clock—MONDAY, WEDNESDAY and FRIDAY

PRESENTATION OF PRIZES TO WINNERS OF T T RACES

**IN THE ROYAL HALL**

EVENINGS at 8 o'clock

DANCING TO **IVY BENSON and her ORCHESTRA**

THURSDAY

**INTERNATIONAL "ALL-IN" WRESTLING**

SUNDAY at 8 p.m.

**POPULAR CONCERT**

with **FAMOUS GUEST ARTISTES**

## WARNING TO THE PUBLIC



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



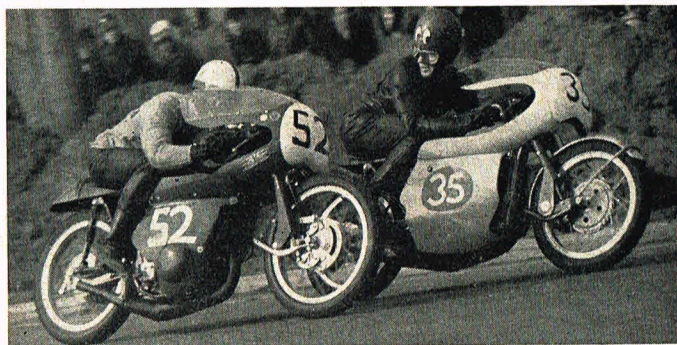
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The **AUTO-CYCLE UNION** presents

*The 1965 International*

## Tourist Trophy Races

ISLE OF MAN



JUNE 14 : 16 : 18

*Official Programme & Guide*



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## The 1965 International



# Tourist Trophy Race Meeting



*Organised by the Auto-Cycle Union*

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

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

\* \* \*

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

\* \* \*

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\* \* \*

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*Portrait by Anthony Buckley*

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Clerk of the Course and Secretary of the Meeting ...	...	Mr. K. E. Shierson.

## ACKNOWLEDGEMENTS

The A.C.U. records its thanks to the following firms and individuals for their contributions to the success of the meetings:—

**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.

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**The Dunlop Rubber Co. Ltd.**—Drivers' refreshments and course flag Marshals, Dunlopillo 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 — Distance Lends Enchantment

By

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



FOR the first time ever, I feel sure, the T.T. Foreword is being written in Russia, in the city of Moscow to be precise. I am here in attendance at the 84th Congress of the Federation Internationale Motocycliste and I can assure you that distance lends enchantment to the view. This is no reflection upon the city of Moscow—a busy thriving capital with magnificent buildings, broad thoroughfares humming with

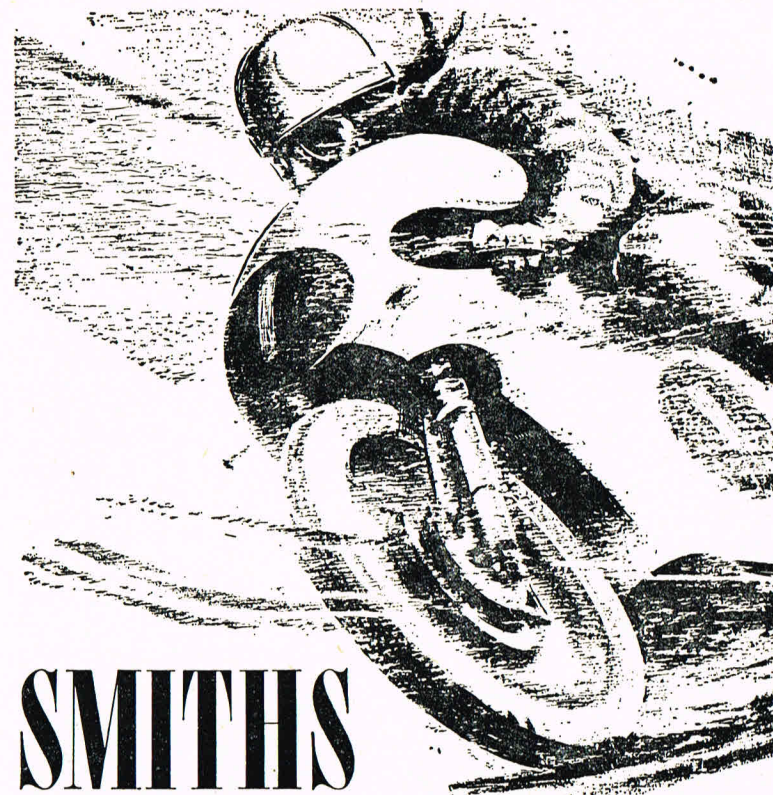
traffic, crowded footpaths and great open squares—often with fountains playing. Nevertheless, one feels that the city is dominated by the brooding Kremlin and the large cobbled expanse of Red Square between the Kremlin and the immense Gum Store; but the people of the city and the visitors from all over Russia appear to be reasonably happy and contented, with money to spend. Lenin's Tomb may be the "Mecca" of all good Communists—one rather feels that it is—but Moscow is not, even temporarily, the Mecca of Motorcycling. That lies some 2,000 miles away, a small but beautiful island in the Irish Sea.

For some years I have been endeavouring to secure some Russian entries for the T.T. Unfortunately, the time is not yet but I believe we are moving nearer. It seems almost certain that General Boris Tramm, the senior U.S.S.R. delegate at F.I.M. Congresses for many years now, will be in the Island during T.T. week. Whilst his prime purpose is to examine the routes for the International Six Days' Trial to be held in the Island in September, he will at the same time consider the Mountain Course—the most important road racing circuit in the world—and the possibility of entering Russian drivers in the T.T. in 1966.

A record entry has been received for this year's Tourist Trophy races. With the Three Day Trial, the T.T., the Manx Grand Prix, the Southern "100", the I.S.D.T., the Isle of Man Grand National Scramble all before us, I think you will readily appreciate why, writing in Moscow, distance lends enchantment for me and I have no doubt whatever where the motorcyclists' Mecca really is.

Make again your pilgrimage and enjoy it in 1965 as never before ! !

The calendar of events justifies your making more than one visit. For instance, it contains the most important road race in the whole world, our famous Tourist Trophy races run in six classes on three separate days, and the season ends with the most arduous of the trials rider's year, the International Six Days' Trial, attracting entries from many foreign countries. Mr. Allan Jefferies has written of this marathon event later in this programme.



# SMITHS

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## THE PRESIDENT OF THE AUTO-CYCLE UNION



*Portrait by Walter Stoneman*

**The Most Honourable THE MARQUIS CAMDEN, D.L., J.P.**

## A MESSAGE FROM THE

### PRESIDENT OF THE AUTO-CYCLE UNION

## **The Most Hon. THE MARQUIS CAMDEN, D.L., J.P.**

**J**UNE is a golden month for motorcyclists all over the world. Whatever the weather may be like—and we have often been fortunate—June means the Tourist Trophy and I doubt if there is a two-wheeler rider in existence who is not prepared to mortgage his house, or work a considerable amount of overtime if it will provide the means to get to “the island” for a magnificent week’s sport.

For many of us, this year will, however, be tinged with sadness because “Brab” will not be here.

Lord Brabazon of Tara was an outstanding President of the A.C.U., a brilliant man, a man of courage. He was, moreover, a good and staunch friend to many of us as individuals and to motorcycling and motorcycle sport collectively.

He would not, I think, wish us to allow what he once called “the most important races in the world” to be clouded by his absence.

Rather would he have rejoiced in the fact that in a day and age when motorcycling often comes in for uninformed criticism from certain quarters, the T.T. races remain not only the big event of the motorcycling year but a major sporting fixture by any international standards.

There can be few other sports and pastimes where such a spirit of camaraderie and friendship is engendered in the midst of keen rivalry and competition.

All that remains is for the races to be closely fought—as I am sure they will be—and for the sun to shine which is something I am not quite so certain about.

*Camden.*



## TIME TABLE OF THE MEETINGS

### PRACTICE PERIODS

*Mornings* ... June 5, 7, 8, 9, 10, 11, 12

*Afternoon* ... June 10

*Evenings* ... June 4, 7, 8, 9, 11, 12

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 9.00 p.m.

### PRELIMINARY EXAMINATIONS

Lightweight (250) International ...	...	Sunday, 13 June	10.00 a.m.
Sidecar International ...	...	Sunday, 13 June	
Lightweight (125) International ...	...	Tuesday, 15 June	9.00 a.m.
Junior International ...	...	Tuesday, 15 June	
50 c.c. International ...	...	Thursday, 17 June	9.00 a.m.
Senior International ...	...	Thursday, 17 June	

### RACE DAYS

**Monday, 14th June**

#### SIDECAR INTERNATIONAL—3 Laps

Enclosure Gates Open ...	...	10.00 a.m.
Race Starts ...	...	11.00 a.m.
Race Stopped ...	... approx.	1.00 p.m.

#### LIGHTWEIGHT (250) INTERNATIONAL—6 Laps

Race Starts ...	...	1.30 p.m.
Race Stopped ...	... approx.	5.05 p.m.

**Wednesday, 16th 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 ...	... approx.	5.05 p.m.

**Friday, 18th June**

#### 50 c.c. INTERNATIONAL—3 Laps

Enclosure Gates Open ...	...	10.00 a.m.
Race Starts ...	...	11.00 a.m.
Race Stopped ...	... approx.	1.00 p.m.

#### SENIOR INTERNATIONAL—6 Laps

Race Starts ...	...	approx. 1.30 p.m.
Race Stopped ...	...	approx. 5.05 p.m.

The A.C.U. Local Office, at the rear of Grandstand. 'Phone: Douglas 3227.  
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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 *Motorcycling* 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.

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## PRESENTATION OF AWARDS

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

\* \* \*

*Sidecar and 250 c.c. Lightweight Internationals—Monday, June 14th,  
at 9.00 p.m.*

Presentation by His Worship the Mayor of Douglas,  
Councillor J. H. Moore, J.P.

\* \* \*

*125 c.c. Lightweight and Junior Internationals—Wednesday, June 16th,  
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 18th, 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.

\* \* \*

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## Other Motor Cycle Sports

By

J. V. SMITH (500 c.c. World Moto-Cross Champion)



I SUPPOSE every motor cyclist at some time has been stirred by thoughts of the Island circuit. Particularly the young. Certainly I was and for years as June approached I rode my bicycle and eventually a trials machine around the countryside with verve, abandon and a Sulby crouch. The circuit and the men who race on it filled my mind. There's an aura of danger, a promise of rich rewards which surrounds the successful road racer not to be found in any other branch of the sport. He is a man of mystery, he defies death, he is cool and calculating. He can argue a good contract and is seemingly always willing to sign autographs. At least that is the way it seemed to me as I set out for my first visit to the Island. After a sleepless night by train and boat and sitting on the hotel steps in Douglas waiting for them to

open and feed us breakfast, we eventually arrived at the Highlander, where we were told the machines jumped. I scanned the road with my youthful eye and noticed nothing more than a ripple. I proclaimed with the certainty and loudness of youth to my friends, "They won't jump here!"

It was a glorious day, the sun shone and looking back down the course past the Highlander there was a coppice of chestnut trees shining out bright green. The road thrusts from this wood down past the Highlander. Complete with pencils, speed charts and a portable radio we waited expectantly. Geoff Duke was No. 1, and about a quarter of an hour after the marshal had gone through at a very sedate speed without, by the way, leaving the ground at the ripple, we heard the far off sound of an approaching single. You could almost count the explosions, it sounded to be labouring. It seemed the bike would never get to us, we could hear it for so long before it burst from the wood. With incredible speed it left us in an instant with only the memory of a blur of red and black and silver, plummeting down the road and flying for yards after the ripple. That I had never seen anything like this before is proved by my memory's retention of the exact scene. I think that in that instant my mind was made up—I could never do this. I never have but I do admire the men who can.

Working with my charts and tables and the help of Graham Walker over the portable radio I soon announced with an air of authority and youthful enthusiasm that Duke had done a standing start lap at 107 m.p.h.! Although this piece of information was accepted by the more intimate of my friends for I was seldom doubted when I put on my authoritative air, it was greeted with cynicism and rude remarks by the majority of the crowd. When Graham Walker announced that Geoff's opening lap had achieved 91 m.p.h. I was reduced to silence for the rest of our stay in the Island.

Whether it was the "loneliness of the mathematician", the breathtaking sight of Duke in full flight, or my father's wishes, I'm not sure but my interest turned away from road racing and centred more on the softer side of our sport. I still find a delightful thrill on taking a racing line through an "S" bend and reap enormous enjoyment from jumping over a hump back bridge, but the Sulby crouch has gone and my road racing takes place only in the mind. Recently I saw Stanley Woods in Dublin and he made a rather novel suggestion. "The Tourist Trophy" he said, "is all right but there's not much touring takes place in the Island these days. I think the races ought to take place on the road as far as Ramsey and then come back across country, farm tracks and the like!" Stanley said this with such a serious face that I think he really meant it. These, I think are the only conditions under which I would be induced to ride in the T.T.



My scrambling started, where everyone's should, in trials. Under the tutelage of my father I became fairly proficient at mystifying observers. The more mystified an observer is the more likely he is to succumb to the demand shouted from the top of the section "Clean!" A trial of course is not so much a question of riding ability but more a battle of wits between the competitors on the one hand and the organisers on the other. During a trial observers are employed by the organisers to do what their name suggests, they are a strange breed—they inhabit dark dingles and damp dells like a tribe of troglodytes. They will stand for hours up to their knees in mud, motionless and sphinxlike, with pencils in the poised position. The only thing which seems to distract their serenity is the sight of a dismounted rider in their section. With much shouting they spring into action and push and bundle the offending rider and his machine from their piece of territory. The seemingly never ending parade can continue. I have only observed once in a trial and that was 12 years ago, the memory still haunts me. Cold feet, miserable rain, abuse from chagrin riders, and to cap it all, no one came round to tell me it was all over. There I stood like the other trogs till darkness came at last and I could creep away. An observer's lot is not a happy one, no wonder they seem to be a dying breed. You have to be a super enthusiast to do this job.

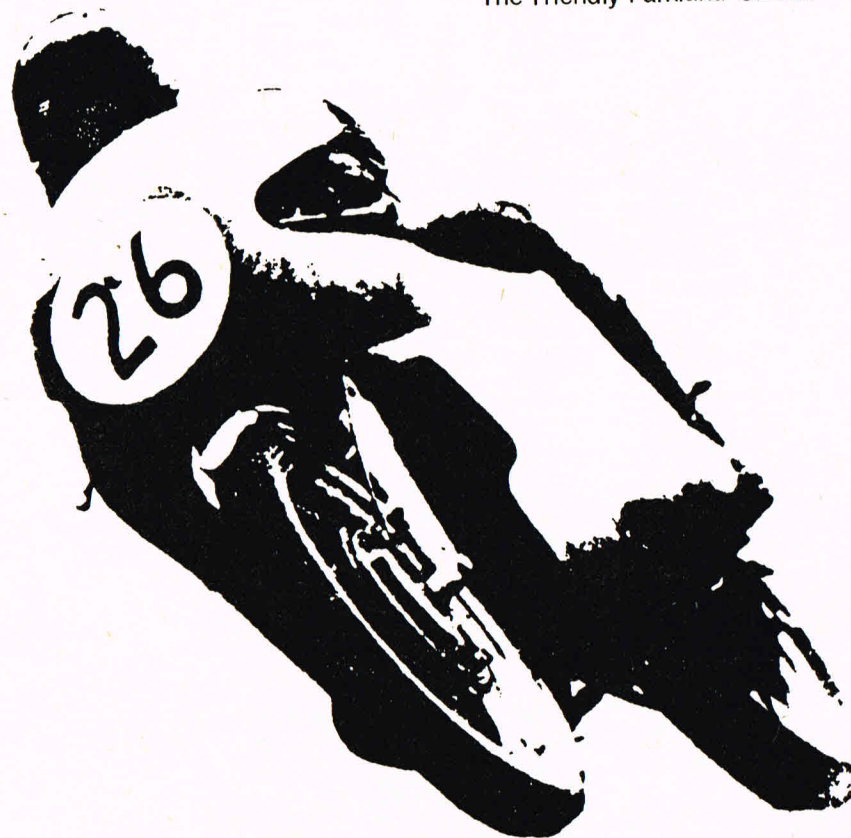
As you can guess this was not my concern, selfishly I clung to riding and by following the example of such established trials' stars as Bill Nicholson, Jim Alves and Hugh Viney, I eventually achieved works' team standard. This just about coincided with my father's last ride on a motor cycle. Unhappy with the way in which I was tackling a long slimy rock gully he told me he would demonstrate. Taking my 500 T. Norton to the foot of the section he let fly and I distinctly heard him engage third, there was no hesitation in his approach. When we retrieved him from the bushes on the right and the machine from those on the left he found his little finger was broken. As mentioned before at this moment he reached the age of discretion and has not ridden since! With a month or two I joined Norton's as the very junior member of their trials team.

When I went to collect my machine Alan Wilson took me up to the Manx shop and showed me the machines Geoff Duke had used the previous weekend. It was after hours, the factory was quiet, so I asked to be allowed to sit on one of them. I leaned it over until the half-moon removed from the megaphone by the road fitted on to the planks. I was impressed beyond measure it seemed impossible. It also served to confirm once again that I had taken the right decision. Norton's dispensed with my services at the end of that year and rightly for I had been a flop. I invested the money I had made out of Norton expenses in a Gold Star Trials machine, from that day I never again looked back or elsewhere from B.S.A.

It's a natural progression for a healthy spirited youngster to move from trials into the more competitive and exciting world of scrambles. I followed the formula. Scrambling is a sport packed with thrills and not too painful spills. One minute slithering round a rutted corner, then six feet in the air and next lying on your back! How the St. John's people love it. They positively run to a fallen rider and hold him down looking eagerly for signs of damage. The sure signal that you are not hurt is when you see a cloud of disappointment cross their faces. If you are hurt watch for the smirk of satisfaction. It's not always the medical staff who get the greatest pleasure out of accidental dismountation. On the Continent it is often the rider. Emilio X is the Champion of Italy, he is thoroughly Italian, almost theatrically so, completely alive to the characteristics of his countrymen. Once at an important International event just outside Milan, I had an opportunity to observe his forceful and daring riding in the 250 race. At the point I selected to watch was a natural ramp of maybe four feet in height, where competitors made tremendous leaps. Some more so than others. Emilio must have caught sight of me and on each lap produced a more spectacular jump. Always at maximum height he turned his face towards me and gave a broad flashing grin. Eventually, of course, he overdid the leap and cartwheeled up the course coming to rest lying against the barrier fence, one arm through the slats, very still. The medical people and stretcher bearers descended on his inert figure and gently pulled him off the fence, placed him on a stretcher with his crash hat on his chest and bore him from the field like a fallen warrior. Which in a sense

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I suppose he was. Just before they left the course his left arm burst from the blanket and dangled limply below the stretcher. The crowd were dumb at the loss of their hero, I followed the bearers quickly for I knew Emilio well, and was sure he was badly hurt. As we entered the medical tent one eye came open and winked at me. Once safely inside he quickly sat up and made it obvious he was not in the least hurt except perhaps his pride. By now a very large crowd was waiting outside the tent, when the flap was pulled back Emilio walked out to an ovation which far exceeded that for the 250 race winner. It was a magnificent performance, the people had loved it and their applause no doubt repaired his pride.

My brief in this article is "other motor cycle sports". Well, I am only competent to write on scrambling and trials since these are my sports. Of grass track and speedway I only know that it is necessary to be able to fight as well as ride! Falling into the category of trials is the International Six Days, which takes place this year in the Island for the first time. Many people have expressed doubts about the feasibility of using the Island, pointing to the small area. After covering most of the Island with Clerk of the Course Geoff Duke, earlier this year, and listening to his enthusiastic descriptions, I have no doubt that this year's I.S.D.T. will be a corker. There surely won't be much time for cleaning machines at checks. The first I.S.D.T. in which I rode was in Italy in 1951. Because of the easy nature of the course quite a lot of time was spent in cleaning machinery while we waited for our time to tick-up. Bringing up this particular Italian event will conjure up unhappy memories for this year's British team Manager Brian Martin. Brian was indulging in a spot of cleaning at the last check of the day on the Friday, his "Gold" was still intact. But so diligently did he apply the rag that he forgot the time. Although he had been waiting some 20 minutes he pushed in one minute late. Bang went his gold medal! This sad little episode took place 14 years ago—Brian will no doubt bring this bitter experience coupled with many successful ones to bear on his team's problems this year. There is no man in Britain more likely to guide our team to success and retrieve the trophy. What better than that it should happen here on the Island.

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## The International Six Day Trial

By

ALLAN JEFFERIES



INCLUSION of an article on the I.S.D.T. in the T.T. PROGRAMME will doubtless cause a raising of eyebrows amongst the dyed in the wool T.T. enthusiasts. I appreciate this but hope that in our nostalgic age group this may tend to camouflage the baldness. Having attended the T.T. since 1923 I ally myself with those who abhor any change in the pattern and presentation of this unique series of races. As a competitor in the I.S.D.T. from 1928 to 1948 I came to sense a great similarity in the atmosphere surrounding this event and the T.T. For the competitors there is that indescribable awe inspiring feeling of being part of something important. The same feeling of urgency to do one's best.

In its span of over 50 years this Six Days Trial has been held in many lands. Time was when the venue was the choice of the winning team of the previous year. Between wars Britain won the event many times and venues from the South Coast to the Lake District and Wales were the choice of the A.C.U. To obviate the risk of any one country hogging the event, the honour, and labour, of organising the trial is given to a different nation each year.

In 1965 the Auto-Cycle Union have been awarded the task and to the great surprise of a number of people they have chosen a route within the Manx Centre. This gives additional reason for using the T.T. PROGRAMME as a medium of publicity for the I.S.D.T. Never has a Six Days Trial been held in the Isle of Man. Probably in the past there was no one who thought there could possibly be found the 1,000 miles of suitable terrain within the Island's compass. The architect of this route in whom the A.C.U. have entrusted the appointment as Clerk of the Course, is one whose name will be forever in the T.T. PROGRAMME by right of conquest. Geoff Duke idol of all T.T. fans, will I am sure, apply himself to the course organisation with the efficiency with which he annihilated all opposition on the mountain circuit.

With T.T. lap speeds around the 100 m.p.h. mark the average speed required of competitors in this Trial may appear uninterestingly low. A speed schedule around 30 m.p.h. sounds rather within the capability of a family car on L plates. Of course there is a catch in it, all the course or almost all of it will be over unmade tracks, footpaths, cart tracks and virgin moors with indescribable surfaces, bogs, boulders, and watersplashes comprising the route lift the task of averaging 30 m.p.h. to the sound barrier bracket. Believe me it calls for a deal of apparently uncontrolled hurtling through space. It is scrambling, it is Moto Cross, but it goes on for a week, requiring bodily fitness of the rider combined with reliability and indestructibility of machine. To render the enjoyment more arduous there is no time allowance for routine servicing like refuelling, tyre changing, adjusting or fettling.

The machines are handed in at the final check each evening and guard is kept to forestall any would be midnight soling and heeling. Granted that the T.T. has through the years been responsible for much of the development of the modern motor cycle but the I.S.D.T. provides a wonderful buyer's guide. It is a Six Days demonstration of reliability under the worst possible conditions that the Clerk of the Course can devise.



I succumbed to the fascination of the "International" in 1928 when it was centred in Harrogate, almost on my own doorstep. From then until my last ride at San Remo in '48 I looked forward eagerly to my annual dice over the variegated roughery in either Austria, France, Germany, Italy, Switzerland or Wales. I place the countries in alphabetical order so as not to indicate any personal preference but my contemporaries will recall that some locations had beautiful beer and some enjoyed wonderful weather. All however shared with the Isle of Man one priceless asset, superb scenery.

The A.C.U. in giving preference to the Manx offer to stage the event, may not have had in mind these scenic attractions but I am sure the Island's known welcome to all motor cyclists will have assisted in the choice. Previous venues had their own special attractions. There was a Casino when the event was at Chamonix and at San Remo so there is at the Mona. The horse cabs along the promenade at Pallanza have their counterparts in the traditional Douglas horse trams. The escalator up to the Falcon Cliff may not be so long nor reach such an altitude as the one at Garmisch but if having ridden up you decide to walk down, as some of us did at German Spa, the cramp induced in the calves will not be so severe. The size of this Island ensures that at no time will riders or spectators be far from base. There is no necessity to use a baggage wagon as in 1929. That year we stopped in a different town, and generally a fresh country, each night and our unshaven faces bore evidence of the unreliability of the wagon as the week wore on. For the British competitors this year there should be no language problem as to the best of my knowledge all the Island's inhabitants speak English. One word they all seem to use for the motor cyclist is Welcome.

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

*(This article was written by the late The Venerable E. H. Stenning in 1958 and is reproduced for the interest of more recent visitors to the Island.)*

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

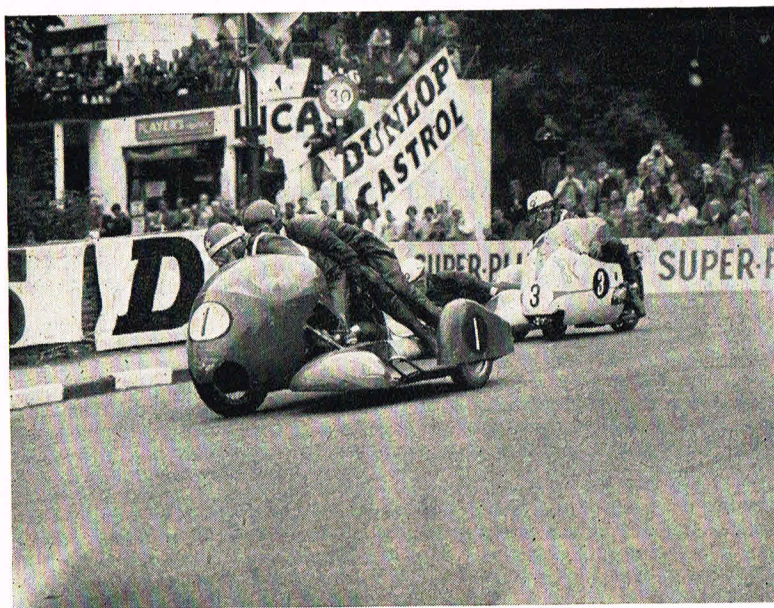
The structure of the island is of interest in that it has made the course what it is. The island is a mass of slate which was laid bare by the glaciers of the Ice Age. The whole of the course lies on this solid mass of slate, starting across the island by a very wonderful central valley which runs from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

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

This article proposes to take the visitor all the way round the course, to point out matters of interest which may be found in almost every acre of this wonderful little Island Kingdom, for everybody should understand quite clearly that the Isle of Man is an independent kingdom which by fortunate accident happens to have the same monarch as Great Britain.

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





Quarter Bridge

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

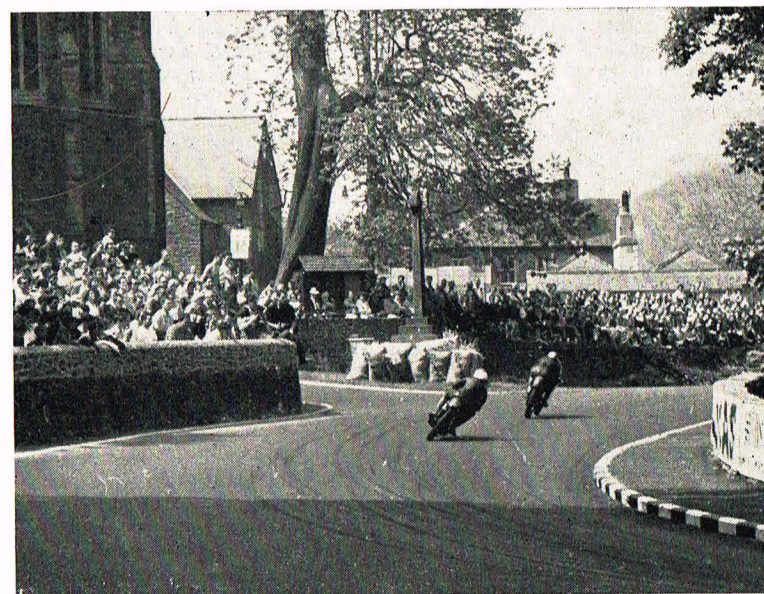
Bray Hill one of the fastest parts of the course, when the races were started fifty years ago, was a steep country lane hedged on both sides, narrow and rutted. At Quarterbridge with its sharp right-turn with the slope of the road all against the machines, the course passes across the River Glass, into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

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

Braddan is the name of an Irish Saint. Here is situated one of the thrills of the course, Braddan Railway Bridge, which forces upon the riders a savage S-bend, which this programme commends as a good out-of-town vantage point. It may be reached by a back road via the Peel-road, Pulrose, and the Saddle-road. Incidentally the Saddle-road is so named from a large saddle-shaped stone built into the wall, almost certainly moved thither from the stone circle in the open-air service site. It was probably either a stone of repentance, or possibly a "fertility" stone. At Braddan bridge is a private grandstand with an excellent view of the cornering. The next good vantage point lies about a mile further on at Union Mills. Here is a much shallower S-bend, taken correspondingly faster and downhill. Union Mills is so called from the presence of an idle tweed-cloth mill formerly worked by water power. The inside of the course offers the best view, and it can be reached via the Strang-road and Tromode from the bottom of Bray Hill. From here there is a straight and fast run at first through the parish of Marown (in Manx Ma Rown, or Saint Ronan, a Scottish Saint). The road runs along the curious mid-island valley known as "The Plains of Heaven", a valley that divides the mountain

mass of the Island into two unequal halves, a valley worn out by what in post-Glacial times must have been an enormous river, but which now is just a trickle known as the Dhoo (dark river) whose banks are very marshy, forming what are called "curraghs" (marshes). This portion of the course is very fast. The village past Marown Church is known as Crosby, a Scandinavian name meaning the village with a cross. On the top of the slight hill is the Halfway House (half way between Douglas and Peel), and on the slight descent of this hill, to the right, stands St. Trinian's Church, a Church that has been roofless for centuries. It was a small abbey built about 1230, on a piece of ground granted by King Olaf, as an oratory where prayers were offered for him and his family. Close by was a hostel for the use of travellers across the island. The Manx legend of the "Buggane of St. Trinian's" ascribes the rooflessness to a huge "buggane" or giant who lived in Greeba mountain and who blew off the roof every time it was completed. The only thing that could prevent such a happening was for a tailor to sit in the chancel and make a pair of breeches. The local tailor volunteered to do this, and indeed had almost completed his task, which was only short of one button when the thread gave out, and he hurried home to get a last hank. On his way back, the buggane returned and off went the roof once more, and the tailor was never seen again. The big tree-covered hill to the right, is Greeba, a Scandinavian name meaning a "Peak". Beside the road at the Greeba bend, also on the right, stand Greeba Castle, the home of Sir Hall Caine, the Victorian writer of Manx novels.

At  $7\frac{1}{2}$  miles from the start is Ballacraigne corner (Ballacraigne is the Farm of the Craine family) — here is the third recommended sight-seeing spot. It is very well known indeed to the writer who used to be in charge here on race-days in the time of the "Old stalwarts" of the Jimmy Simpson, Eric Williams, Wal Handley vintage! In those days it was a menace, a nasty right-angled bend with a wall and path on the right, and a deep ditch on the left, with the only alternative through the "pub" door! But today it is merely a fast corner governed only by the speed of the driver and his judgment as to how far he can go without hitting the wall, well round the corner. There is ample space for hundreds of folk to see here.



Braddan Bridge



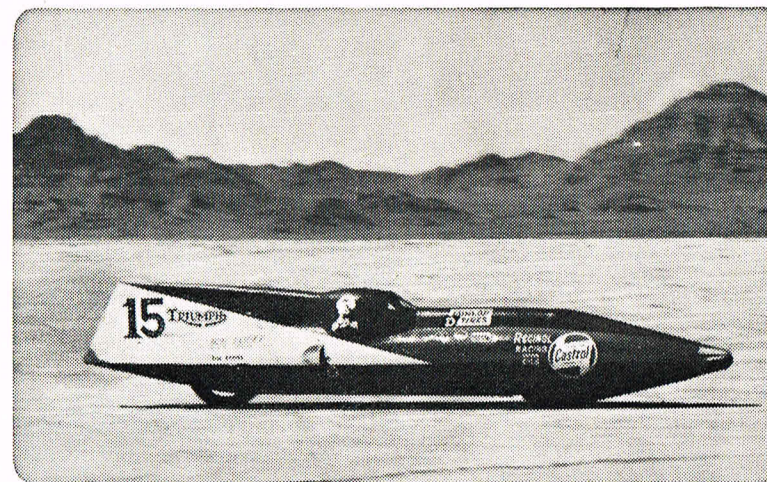
The parish is that of Germain (an Irish Saint said to be the nephew of St. Patrick). The ecclesiastical parish is that of St. John and about 600 yards through Ballacraigne towards Peel stands the Church of St. John in which the House of Keys and Council (Tynwald) meet before the reading of the Law on July 5th (Old Midsummer Day, and Old St. John's Day) on Tynwald Hill, a custom dating from time unknown and introduced by the Scandinavians. The course now enters into a long deep valley known as Glen Helen, but really Glen Rhenass (Rhenass Celt is the "divided waterfall", from the waterfall above the hotel). The Rhenass flows into Peel harbour. "Helen" was the name of a well-known lady of mid-Victorian times, the wife of the owner of the hotel, and a local "toast". Hence the perpetuation of the name, except to the old-fashioned Manx who prefer "Glen Rhenass". A few hundred yards beyond Ballacraigne there is a bridge, Ballig ("little") Bridge which in the "good old days" was hump-backed and at which machines "took to the air" for a matter of anything up to forty feet, a fearsome and very popular sight for the hundreds who used to sit upon the bluebell bank and watch this kangaroo-like performance. But the bridge has now been flattened and is merely a matter of minor steering ability. Glen Helen is the bug-bear of the race control, which it is realised likes to be able to get attention and help to any driver who has a spill. This feature of racing probably has not been thought about by many of the spectators.

The control box at the start has a large scale map of the course showing every road, lane, and track joining the course both from the inside and the outside. In the early days when the race started from St. John's, Boy Scouts were posted along this portion, and were sent "against the traffic" to run to St. John's in case of an accident, and an ambulance was sent to attend, along the course of the machines. But today the telephone has replaced the scouts. Every telephone number along the course is marked on the map, and the ambulance can always get to within a few hundred yards of the greater part of the course either by the inside or outside. But in Glen Helen with its steep sides, control (though it has every means of getting to every foot of the course) dreads any trouble in this sector as rescue parties have great difficulties in getting to some of the stretches. The road is very sinuous, specially past Laurel Bank, but still fast to the hotel, and the ascent of Creg Willy (Willy's, or possibly Quilliam's Hill), the steepest piece of the course, though not so long or arduous as the ascent of the mountain road from Ramsey. Still it has played its part in bygone days in "improving the breed", and in the early days the majority of drivers had perforce to footslog up its steepest part. At the top of Creg Willy, there is a wonderful "straight" with good accommodation on both sides of the road for the family man, who can transport his quiverful of children who can play their own games in the fields, while he can watch, and time the machines from the bank where speeds are fast. This pleasant piece of "straight" ends at the little church of Cronk-y-Voddy (Celt: the hill of the dog), at which point too hair-raising speeds begin. For the first time since Bray Hill, the drivers have had no lengths for downhill speeding, but now there is a stretch of nearly four miles to Kirk Michael, downhill all the way. Here phenomenal pace is made. There is one "snag" known as Handley's corner where for possibly the only occasion in his life that redoubtable driver left the course, for a toboggan over the steep bank to the left. The road here runs along the side of the mountain massif. High up to the right and not easily seen is Sartfell "dark mountain" (pron: Sartell), rising to 1480 feet. Here the course crosses the branch of the mountain road that starts at the Mountain Gate, a most valuable cross road for enabling visitors to see "both sides" of the race. The little hamlet here is known as Barregarrow (pron: Bu-garrow. Celt: "the rough road"). From here there is a steep descent of about a quarter of a mile with a left-hand sweep at its foot, and this is said to be the fastest piece of the course. The best position is inside the course at the foot of the hill where speeds are unthinkable. Just past the thirteenth milestone on the right is a shaggy mound, Cronk Urleigh (Celt: The eagle's hill) one of the Island's ancient Tynwald Hills on which a famous Tynwald was held in 1422 just after the Island came into possession of the Stanley family. The course here is a rather difficult downhill S-bend, before it enters on to the straight road into Kirk Michael. On the right now may be seen the steep slope of Slieu Freoghane (pron: For-ane. Celt: "the hill of the whortleberries"), 1602 feet, with one of the steepest faces

# TRIUMPH

## HOLDER OF THE WORLD MOTORCYCLE SPEED RECORD 224.57 M.P.H.

achieved by a 650 cc Triumph streamliner  
ridden by Bill Johnson at Bonneville Salt Flats  
on the 6th September 1962



TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY



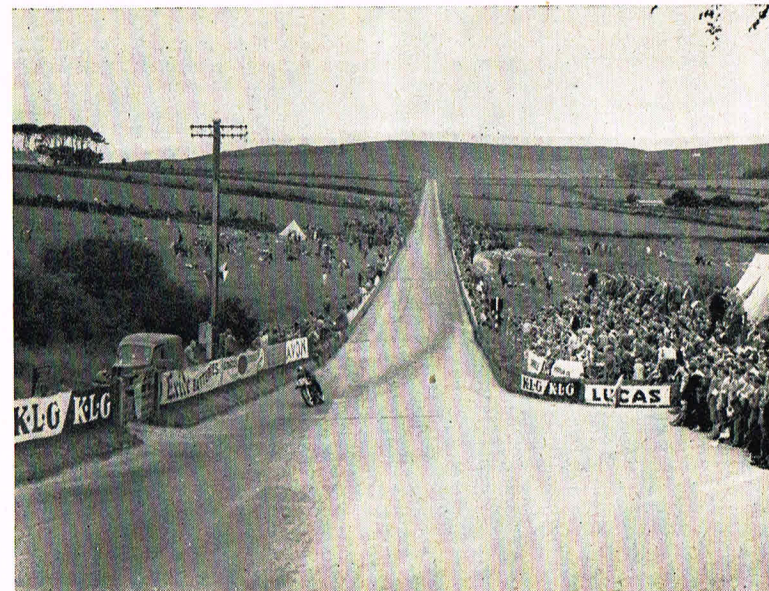
in the insular mountains. Kirk Michael (pron: "Mikkle") is another "recommended vantage point". It may be reached by train from Douglas, or by car via Peel. It cannot be reached from the north, other than by train. It is essentially the "Bishop's village". Five Bishops are buried in its churchyard, and at the gate of the churchyard is a wonderful collection of Celtic and Scandinavian crosses under the lych gate. Just beyond Michael is the famous Rhencullin (Celt: "the holly ridge") corner, a corner which in days gone by was the more dangerous because it looked so simple. However in recent years, the roadway has been considerably widened, giving the drivers a better view ahead. Immediately on leaving Michael, drivers are warned for the early morning practices, to "Beware of the sun", for the road soon turns directly east, and the low-lying sun at sunrise is blinding and very dangerous. Bishops court comes next, a very beautifully placed mansion that has been the home of the Bishops of Sodor and Man since the early twelfth century. The oldest part of the court is the squat square tower known (wrongly) as King Orry's tower, whose walls are over nine feet thick. Bishops court is the pro-cathedral of the diocese. The court was formerly a garrisoned tower only, and the bishop was a sword-bishop with powers of "life and death" over the people around. He had a gallows hill. Incidentally, it may be noted that Bishops court is no quiet and peaceful spot when the races and practices are on. The road runs with gentle curves to Ballaugh (pron: Bal-larf. Celt: "the village by the lough, or lake").

Ballaugh is another recommended spot from which to see the race. It can be reached from Ramsey by road but from Douglas by train only. It provides one of the thrills of the race, for at the entrance to the village is a hump-backed bridge taken by the fast drivers at great speed, so that the machines leap into the air, and only come to earth after about thirty feet, whereupon the driver is faced with a fairly sharp right-hand bend, difficult to negotiate. There follows a very fast stretch to Sulby, with the mountains to the right, and the "curragh" or marsh land to the left. At the "half-way-round" sign, the course passes the Gob-y-volly (Celt: "mouth of the valley—or glen") which marks the entrance of Sulby Glen. At Sulby cross-roads, the road to the right runs right up the



Kirkmichael

Sulby Glen, the finest of all Manx scenery. This road reaches the Bungalow where the "other side" of the race may be watched. Indeed throughout the races there is a constant stream of motor cycles up and down Sulby Glen, their drivers watching alternatively the speeds through Sulby, and those round the Bungalow Bend. It is a comparatively easy matter to see one's favourite pass the Bungalow, and then see him again through Sulby, though the converse is obviously impossible! The "Sulby straight" is very fast, but comes to an abrupt "shut off" with Sulby Bridge with its sharp right turn, a most disconcerting obstacle, and the scene of many a spill, usually by drivers deciding to take the slipway and landing directly into the river, or charging the parapet, and going "over the top". Visitors in the north may spend a very interesting day watching at Ramsey, Sulby Bridge and Ballaugh, by means of the network of side roads which may easily be read from the Ordnance Map.



Hillberry

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





**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.

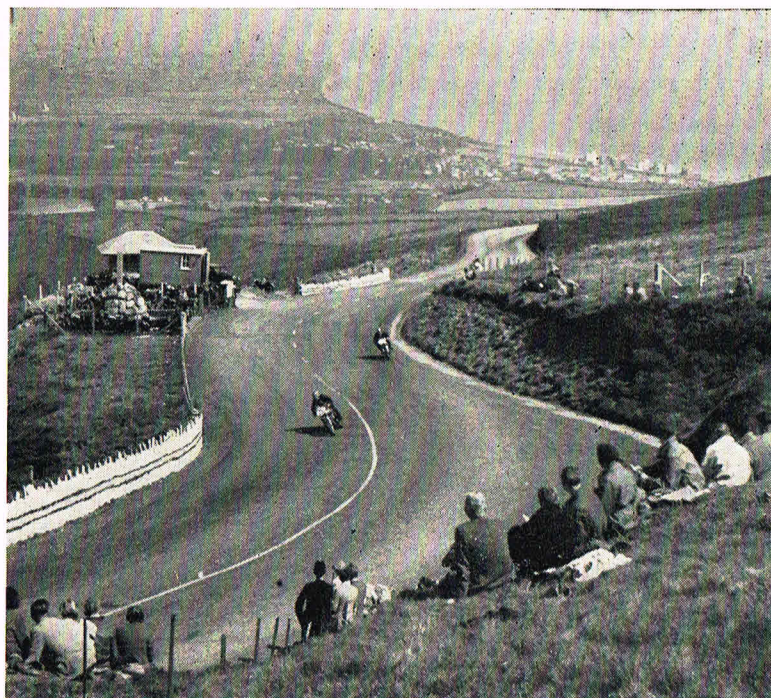
Here the course turns south, with the long stretch of the mountain road immediately ahead and a gruelling test on the mounts to the mountain gate. Immediately outside the town comes the hair-pin bend, another of the major spectacles of the race, and proceeds onwards and upward to the Waterworks Corner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

Ahead to the right is Snaefell, the highest mountain on the Island, now crowned with a multitude of buildings with electric control machines for diverse purposes concerned with air routes, etc. The course now runs along the "verandah", a sort of small cornice road looking down on the village of Laxey. It passes the shelter erected to the memory of R. L. Graham, one of the most popular drivers of his time (1938-53) 125 c.c. Lightweight winner, 1953. The next landmark would have been the Bungalow, which was a most untidy looking sprawling building built as a place of refreshment for the weary and thirsty travellers who essayed to climb Snaefell by electric car, and who reached this particular spot in a very parched condition. This monstrosity of a building survived fifty years of T.T. Racing, but now with no regrets it has been demolished, and nobody mourns its passing. The course here comprises a gentle left-right S-bend, spectacular only in the case of a strong S.W. wind which may interfere with steering. This spot is a very popular vantage point with its long sweep of view of the course. From here the road starts down Sulby glen and again by using this road the spectator may vary his excitement here, with the equally exciting "Sulby Straight". The mountain on the right front is Beinn-y-Phott (more commonly "Penny-pot". Scand: "the turf-mountain) from its mass of peat, formerly used as fuel.

The right-hand sweep of the S-bend carries the machine round to the Brandywell Gate with its cross road to Barregarrow, and then immediately the road descends by gradual degrees all the way to the Start. From the gate to Windy Corner is comparatively steep. Away on the right is Garraghan (the "rough hill") across the head of the East Baldwin valley. Garraghan is a "witches hill" a place of ill-repute and evil fortune, where lives the "little red witch of Garraghan" to see whom presages the most terrible ill-fortune. This little lady wears a high-crowned hat, and a red cloak, and is never seen very close up, but the nearer she comes the worse the misfortune. Windy Corner at the bottom of the steep descent has a very fast right-hand bend. The corner gets its name from the fact that if there is any wind a-blowing, and it is rare indeed to have no wind in the island, then Windy Corner which is really a col in the hills, has the full force, and gives most unpleasant twists to the handlebars so that Windy is a place of thrills. The descent continues less steeply alongside the East Baldwin Valley down below, to the 33rd milestone. For many years this was a corner with an evil reputation, causing many a spill because of its awkward bends on a very fast piece of the course. But it has been altered out of all recognition from the early days, the corners much reduced and today following a long gentle right hand bend, the road turns rather sharply to the left, this part of the course



being taken at well over three figures in m.p.h. The road here is called the Keppel Gate, a name which has nothing whatever to do with a "gate" but a combination of two Scandinavian words "kapl gata" the road to the summit, a very proper name. From this point the rapid descent gives the machines a terrific speed, up to 130 m.p.h., but the corner at the bottom, Creg-ny-baa, is so severe that in spite of its double lining of straw-sacks, it cannot be negotiated at over 35 m.p.h., which means some vicious braking. Creg-ny-baa (Celt: "the hill of the cow". pron: Creg-ny-bay, and not "baa" as in sheep, for it has nothing to do with sheep), is in the parish of Onchan. St. Conchen is in the dedication of the Church, an Irish saint equivalent to St. Christopher.



The Mountain Road and the Guthrie Memorial

It is easily accessible from Douglas and Onchan by way of the Clypse course. From the "Creg" there is a down hill run of two miles to Hillberry, formerly "Knockberry" (Knock (Celt) and Berry (Scand) both mean a hill). Hillberry corner (right) is a rare thrill at speed, and here the road rises a little to Cronk-ny-Mona where it turns right to Bed-post Corner, so called from the early days because of the array of bed frames used for fencing by the farmer-owner, which showed clearly against the skyline. From Signpost Corner to Governor's Bridge, speeds are greatly reduced by narrow roads and well marked corners. Governor's Bridge is so called because of its proximity to Government House. The actual "bridge" well after the hair-pin corner is over the stream flowing down Glencrutchery, starting from a spring or Chibbyr, famous in bygone days for its use by the farmers' wives, who found that a few drops in the churn would bring along the butter rapidly! From here a short straight road completes the lap to the Grand-stand.

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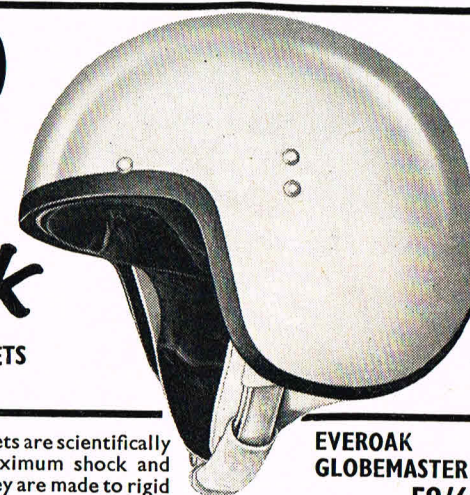
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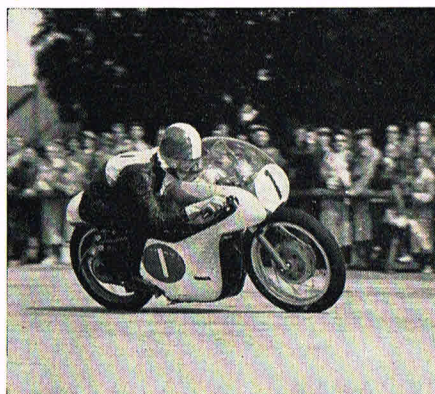
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## Where to Watch, and . . . .

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

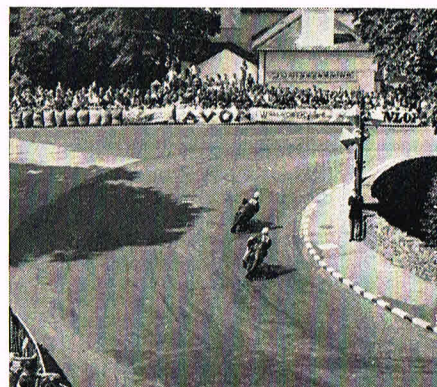


Bray Hill (½ mile)

An exceptionally fast descent between the houses with an awkward right-hand sweep at the bottom where the machines almost touch the curb. 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. Reasonable spectator accommodation, good parking, very easy access.



## . . . . how to get there

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

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

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

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

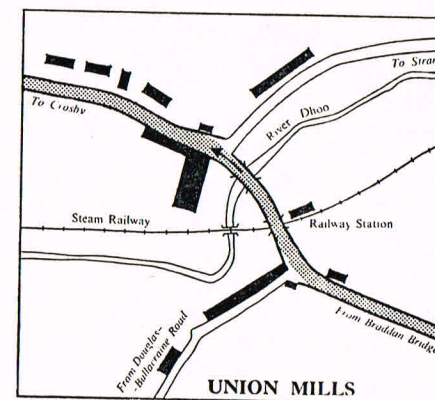
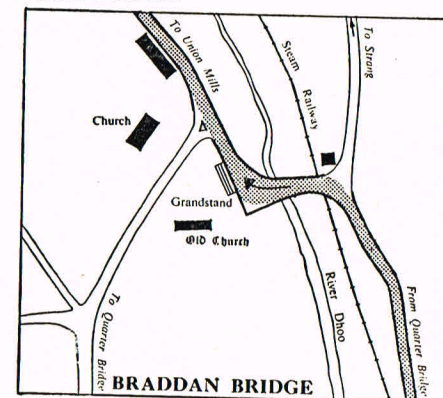
By Manx Electric Railway for the Bungalow (change at Laxey) and Ramsey. A very frequent service of trains is operated but early departure is advisable for the Bungalow.

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

### VANTAGE POINTS

Braddan Bridge (2 miles)

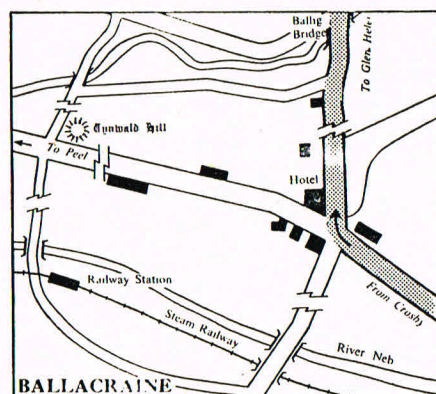
A section demanding rapid acceleration in low gears. After a very fast approach there is an acute left-hand bend followed immediately by an acute right-hand bend. An excellent place to study riding skill and the handling qualities of the machine. Limited free accommodation but excellent accommodation 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.



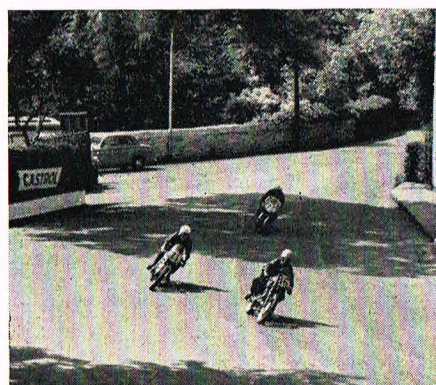
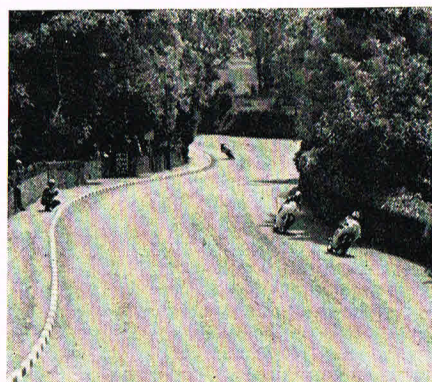


### Ballacraigne (7 1/2 miles)

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

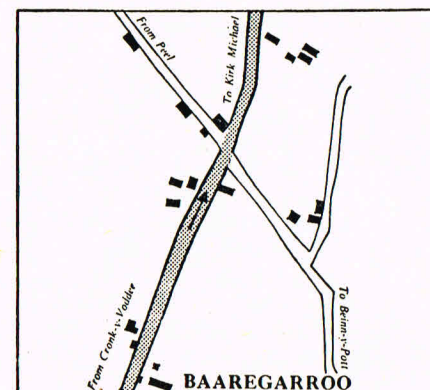
### Laurel Bank (9 miles)

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 Wyllie'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.

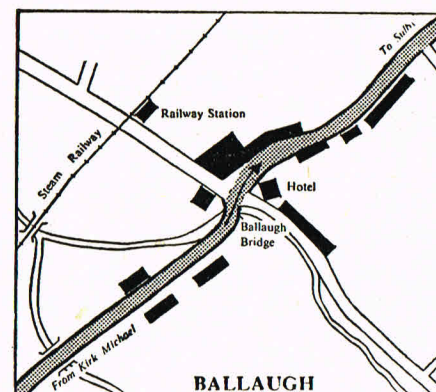
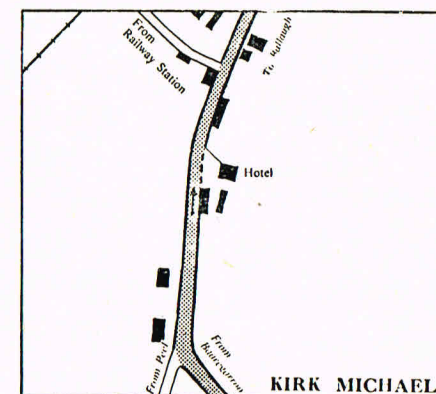


### Bottom of Baaregarroo (13 miles)

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 judgment to be taken at full speed. Reasonable spectator accommodation but no parking except in a field near the Course. Access to top of Baaregarroo Hill during racing where parking is available.

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

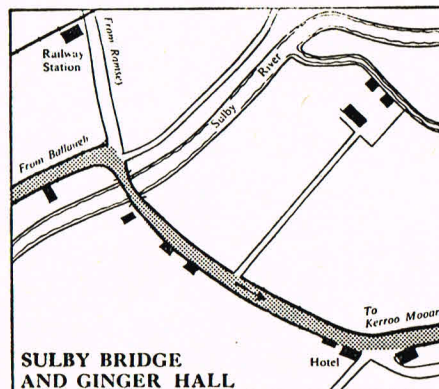
A very fast stretch starting with a right-hand corner approached downhill followed by a twisty section through the village. Reasonable spectator accommodation and good parking. Access by bus and train.



### 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. Limited spectator accommodation. Public House, reasonable parking. Good access and exit during racing both inside and outside the Course. Red buses and steam train.



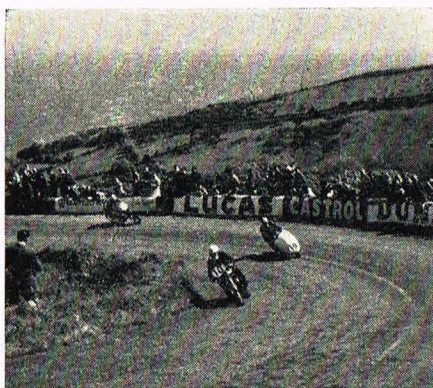
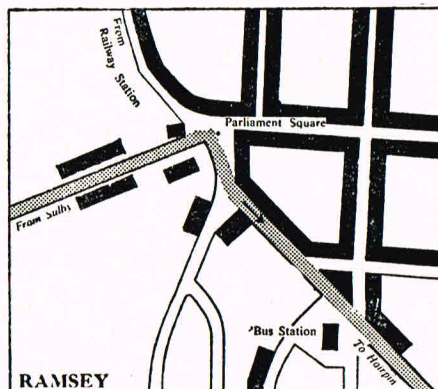


### Sulby Bridge/Ginger Hall (20 miles)

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. 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, May Hill, and the Ramsey Hairpin. Good accommodation, good parking facilities, excellent public transport and meal and refreshment facilities.

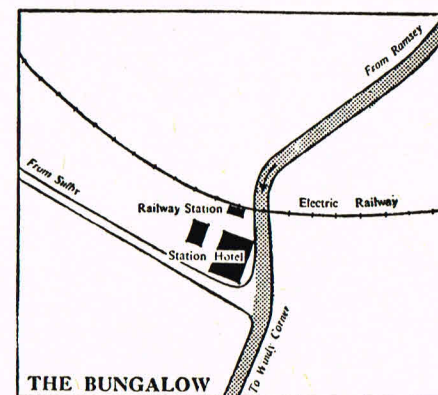


### The Gooseneck (25½ miles)

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

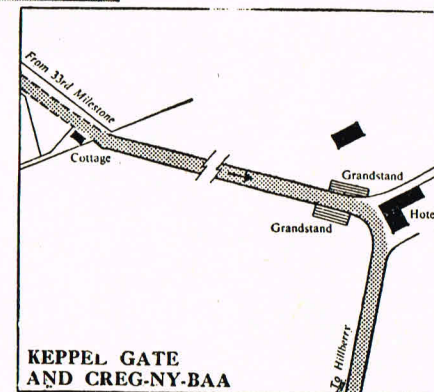


### Windy Corner (32½ miles)

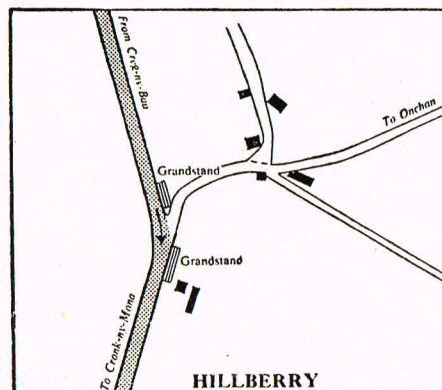
A very fast downhill descent around a sweeping right-hand bend between the 32nd and 33rd milestone sections which are easily accessible on foot. Unlimited free spectator accommodation and good parking. No public transport. Access during racing for motor-cycles and light traffic by the old Pack Road from 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 exacting and thrilling sections of the Course. 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.





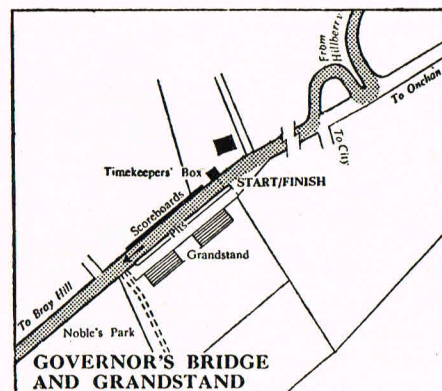
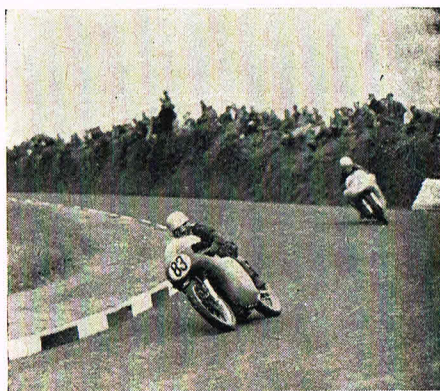


### Hillberry (36 miles)

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

### Signpost Corner (36½ miles)

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



### Governor's Bridge (37 miles)

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

# Tourist Trophy Entry Lists

in alphabetical order of make

## Sidecar International

Motor Cycle: Cubic Capacity and Make

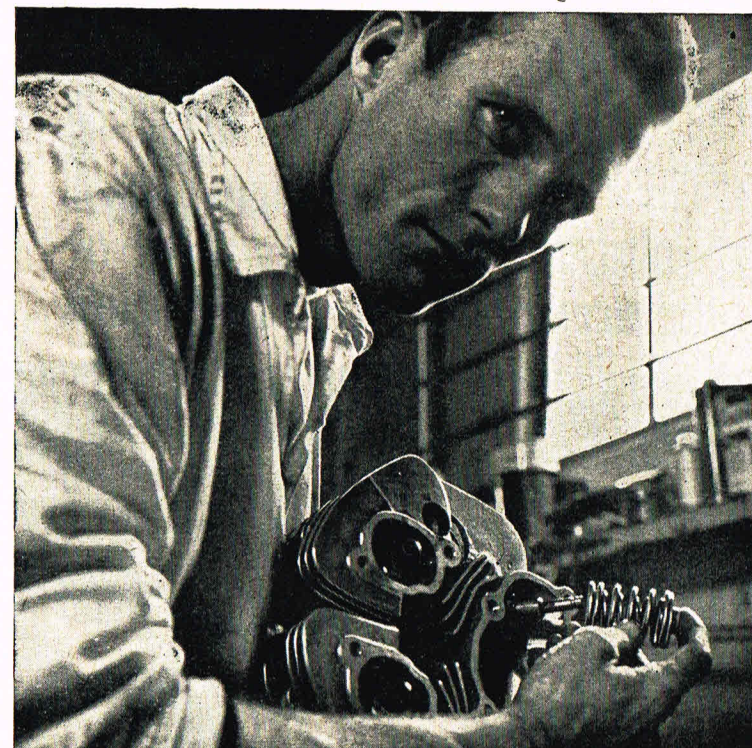
Racing No.	Entrant and Licence No.	Driver	Passenger and Licence No.
<b>500 B.M.S. Twin Cylinder</b>			
22	N. Hankey (201) ...	B. McAnelly (10) ...	P. Horsfield (7555)
<b>492 B.M.W. Twin Cylinder</b>			
1	F. Camathias (1002) ...	Entrant ...	F. Ducret (8705)
2	G. Auerbacher (1598) ...	Entrant ...	P. Rykers (42)
3	P. V. Harris (2823) ...	Entrant ...	J. D. Thornton (5026)
4	F. Scheidegger (1660) ...	Entrant ...	J. Robinson (2926)
6	H. Luthringshauser (1474) ...	Entrant ...	H. Hahn (OMK)
7	M. Deubel (1337) ...	Entrant ...	E. Horner (1479)
8	Bill Hannah Ltd. (193) ...	T. W. Jackson (2917) ...	T. C. McGuffog (125)
9	C. J. Seeley (Sales) Ltd. (167) ...	C. Seeley (4040) ...	W. Rawlings (4038)
11	P. Chapman (177) ...	C. Vincent (2640) ...	T. Harrison (2815)
14	O. Kolle (1364) ...	Entrant ...	H. Marquardt (1490)
17	A. Butscher (1392) ...	Entrant ...	W. Kalauch (1472)
18	R. Pollard (6773) ...	Entrant ...	D. Brooks (6205)
21	H. Wohlfahrt (7908) ...	Entrant ...	R. Kabbe (1553)
38	B. Snajder (3027) ...	Entrant ...	S. Rogan (3028)
45	F. Breu (7927) ...	Entrant ...	D. Heinz (1544)
46	B. Dungworth (5219) ...	Entrant ...	N. Caddow (7440)
49	H. Hubacher (1150) ...	Entrant ...	R. Burkhalter (8720)
50	A. Wolf (1504) ...	Entrant ...	W. Zielaff (7995)
53	Nova Racing Equipe (230) ...	B. Thompson (41) ...	R. Bradley (429)
<b>499 B.S.A. Twin Cylinder</b>			
19	T. W. Kirby Motorcycles Ltd. (103) ...	T. Vinicombe (8196) ...	J. Flaxman (212)
<b>500 Deross Twin Cylinder</b>			
27	W. E. H. Derry (170) ...	C. C. Cross (7466) ...	R. W. Derry (8118)
<b>496 Matchless Single Cylinder</b>			
34	C. J. Seeley (Sales) Ltd. (167) ...	N. L. Huntingford (11) ...	R. Lindsay (7702)
47	D. Egalton (202) ...	H. R. Egalton (473) ...	J. W. Gammage (476)
<b>497 M.J.C. Twin Cylinder</b>			
20	Ass. of American Motor Cycle Road Racers Inc. ...	M. J. Candy (1814) ...	C. Larkin (492)
<b>499 Norton Single Cylinder</b>			
5	Elms Metals Ltd. (124) ...	W. G. Boddice (2747) ...	E. Bulgin (2663)
10	L. C. Green and Son (Beccles) Ltd. (232) ...	B. N. Green (6) ...	D. E. Fynn (108)
12	Charles Freeman (Motor Cycles) Ltd. (125) ...	C. Freeman (5030) ...	B. Nelson (5036)
15	G. D. Bell (Motor Cycles) Ltd. (210) ...	G. D. Bell (129) ...	G. B. Bewley (128)
16	D. R. Ajax (2445) ...	Entrant ...	M. D. Caley (4)
26	F. K. Sharpe (Motor Cycles) Ltd. (40) ...	T. Layton (7420) ...	T. Willerton (2772)
39	F. Mumford (679) ...	Entrant ...	A. Barton (144)
40	F. G. Ellis (600) ...	Entrant ...	R. S. Cunningham (662)
44	Nova Racing Equipe (230) ...	B. J. Boswerger (43) ...	J. D. Mawby (268)
48	D. Egalton (202) ...	J. O. Sweet (216) ...	G. M. Beaujeux (475)
52	S. M. Applegate (373) ...	Entrant ...	J. W. Poyzer (384)
<b>498 Tribanot Twin Cylinder</b>			
28	J. H. C. Steer (7736) ...	Entrant ...	M. J. Skevington (100)



Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>498 Triumph Twin Cylinder</b>		
23 M. Tombs (8345) ...	Entrant ...	... T. Tombs (8342)
24 S. Nightingale (5067) ...	Entrant ...	... P. Ogden (163)
25 I. McDonald (7400) ...	Entrant ...	... H. H. Walker (6180)
30 E. Parkinson (155) ...	Entrant ...	... D. V. Bayley (685)
31 L. F. Barton (5112) ...	Entrant ...	... F. Gelder (8105)
32 P. Hardcastle (2570) ...	Entrant ...	... T. L. Halliday (643)
33 M. J. C. Potter (7431) ...	Entrant ...	... G. Stewart (446)
35 W. Copson (7430) ...	Entrant ...	... H. Sunderland (9)
36 Sharp & Woollett Motor Cycles (152) ...	A. T. Baitup (8187) ...	... R. G. Miriam (402)
37 H. C. Munson (678) ...	Entrant ...	... R. H. Ashenden (687)
41 B. W. Lock (472) ...	Entrant ...	... J. E. Denton (484)
42 R. Smith (567) ...	Entrant ...	... R. Fiddes (568)
43 A. R. Digby (387) ...	Entrant ...	... J. B. Jackson (541)
51 R. E. M. Wray (435) ...	Entrant ...	... A. Haddock (7356)
54 Charles Freeman (Motor Cycles) Ltd. (125) ...	R. G. Ford (276) ...	... G. Hughes (221)
55 C. B. Golesworthy (399) ...	Entrant ...	... P. R. Rutterford (348)
56 R. D. Carling (7410) ...	Entrant ...	... T. R. Carling (7409)
<b>498 Triumph Norton Twin Cylinder</b>		
29 T. Cowie Ltd. (204) ...	M. Hobson (5195) ...	... G. Atkinson (587)

## 250 c.c. Lightweight International

Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>249 Adler Twin Cylinder</b>		
86 H. Henninger (1541) ...	Entrant ...	... Entrant
89 W. Friend (2897) ...	Entrant ...	... Entrant
<b>248 Aermacchi Single Cylinder</b>		
7 A. Pagani (3347) ...	Entrant ...	... Entrant
25 Lawton & Wilson (141) ...	Entrant ...	... B. P. Setchell (2771)
34 G. Milani (3346) ...	Entrant ...	... Entrant
41 C. W. Hunt (5496) ...	Entrant ...	... Entrant
46 G. Visenzi (3407) ...	Entrant ...	... Entrant
51 G. Senior (5416) ...	Entrant ...	... Entrant
68 J. Nielsen (8482) ...	Entrant ...	... Entrant
81 E. Pasolini (1007) ...	Entrant ...	... Entrant
84 Patricroft Motor Cycles (188) ...	C. H. Ward (7419) ...	... Entrant
94 P. McGarrity (4124) ...	Entrant ...	... Entrant
95 C. A. Parsonage (105) ...	Entrant ...	... Entrant
96 C. Hayman Eng. (194) ...	J. Blanchard (8348) ...	... Entrant
102 T. Finlay (7518) ...	Entrant ...	... Entrant
<b>248 A.R.C./B.S.A. Single Cylinder</b>		
72 Spa Motorcycles (253) ...	A. R. Capner (4023) ...	... Entrant
<b>249 Ariel Twin Cylinder</b>		
76 A. Haddock (7356) ...	Entrant ...	... Entrant
78 Colmore Depot Ltd. (179) ...	A. E. Moule (2507) ...	... Entrant
<b>250 Benelli Four Cylinder</b>		
1 S.A.S. F.LLI Benelli G.F. & C. (F.M.I.) ...	T. Provini (3364) ...	... Entrant
<b>249 Benelli Single Cylinder</b>		
100 A. Woodman (1778) ...	Entrant ...	... Entrant
<b>196 Bultaco Single Cylinder</b>		
67 Raynes Park Motorcycles (139) ...	F. W. J. Launchbury (2620) ...	... Entrant
<b>249 Bultaco Single Cylinder</b>		
6 Dr. J. Ehrlich (199) ...	R. A. Avery (7465) ...	... Entrant
21 T. Robb 4106) ...	Entrant ...	... Entrant
23 R. Torras (8564) ...	Entrant ...	... Entrant
36 Lindsays (M.C.U.I.) ...	C. Goosen (5827) ...	... Entrant
38 G. Marsovszky (1022) ...	Entrant ...	... Entrant
43 F. Sheene (114) ...	I. Burne (6120) ...	... Entrant
64 P. Conran (5826) ...	Entrant ...	... Entrant
65 Spa Motorcycles (253) ...	L. Allen (6792) ...	... Entrant
69 R. J. Curran (5871) ...	Entrant ...	... Entrant
70 J. B. O'Brien (4145) ...	Entrant ...	... Entrant



When decoking it usually costs only a few shillings extra to put in a new set of Terrys valve springs

## Hey! Don't put back those old valve springs

WHEN an engine is being reassembled after a decoke it's madness to put back the old valve springs. That's asking for trouble.

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For an engine to give of its best it is essential for valve springs to be in first rate condition. That means replacing them at regular intervals — and the easiest and cheapest time to do this is when the engine is already dismantled for a decoke. Then on average, it costs only a few shillings,

takes only a few minutes to fit them. So make it a rule—when you decoke, fit new valve springs.

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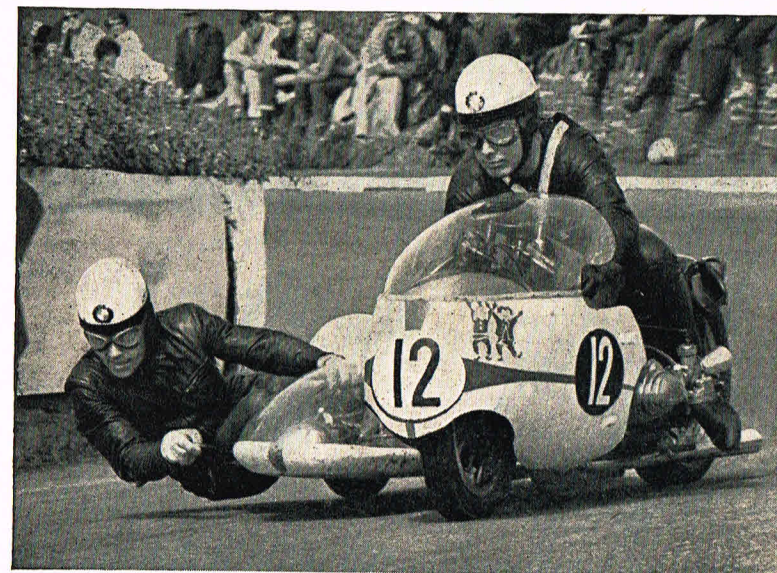
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Racing No.	Entrant and Licence No.	Driver and Licence No.
85	New Zealand A.C.U. ... ..	J. Nelson (353)
90	J. M. Leslie (130) ... ..	Entrant
92	R.A.C. of S. Africa ... ..	G. E. Smyth (6119)
93	Lindsays (M.C.U.I.) ... ..	F. O'Reilly (M.C.U.I.)
99	New Zealand A.C.U. ... ..	B. Scobie (552)
101	New Zealand A.C.U. ... ..	R. C. Haldane (553)
<b>247 Cotton Single Cylinder</b>		
11	E. Cotton (Motorcycles) Ltd. (228) ... ..	D. Minter (7407)
12	J. Kidson (7451) ... ..	Entrant
19	G. Monty and Dudley Ward (137) ... ..	C. R. Conn (4274)
45	T. W. Kirby Motor Cycles Ltd. (103) ... ..	W. Ivy (6796)
63	E. Weiss (6384) ... ..	Entrant
98	K. B. Cass (522) ... ..	Entrant
<b>247 D.M.W. Single Cylinder</b>		
79	Lakeland Garage Ltd. (226) ... ..	B. Richards (7460)
<b>220 Ducati Single Cylinder</b>		
57	Scuderia Libera (219) ... ..	A. Georgeades (508)
<b>248 Ducati Single Cylinder</b>		
105	R. J. T. du Pont (7288) ... ..	N. Williams (4427)
106	Teejay Racing Equipe (206) ... ..	T. Wood (8341)
<b>247 F.A.N. Special Twin Cylinder</b>		
39	F. A. Norris (154) ... ..	Entrant
<b>246 Greeves Single Cylinder</b>		
20	C. J. Seeley (Sales) Ltd. (167) ... ..	W. S. Mizen (2736)
32	L. Stevens Limited (175) ... ..	J. Cooper (391)
49	Bob King Motorcycles (134) ... ..	R. C. Ritchie (4276)
71	L. Stevens Limited (175) ... ..	E. Cowan (247)
73	North East M.C.R.C. (214) ... ..	E. A. Johnson (5247)
77	B. Smith (7758) ... ..	Entrant
104	H. G. Evans (269) ... ..	Entrant
107	J. Ball (126) ... ..	B. Lund (562)
<b>250 Honda Six Cylinder</b>		
2	Honda Motor Co. (1955) ... ..	J. Redman (7065)
16	Rhodesia Motor Sports Assn. ... ..	B. Beale (7519)
<b>250 Honda Twin Cylinder</b>		
4	Honda Motor Co. (1955) ... ..	To be nominated
3	Bill Smith Motors Ltd. (106) ... ..	W. A. Smith (7502)
22	Honda Motor Co. (1955) ... ..	To be nominated
26	Bill Smith Motors (106) ... ..	J. Findlay (7817)
48	Jim Pink (Wallingford) (133) ... ..	D. A. Simmonds (7422)
54	G. Jensen (4353) ... ..	Entrant
58	G. O. Plenderleith (2831) ... ..	Entrant
61	K. Finney (7076) ... ..	Entrant
87	Super Sport Services (225) ... ..	J. Howe (8310)
<b>247 Jawa Twin Cylinder</b>		
9	F. Stastny (3606) ... ..	Entrant
24	F. Srna (3526) ... ..	Entrant
<b>249 L.E./B.S.A. Single Cylinder</b>		
74	Patricroft Motor Cycles (188) ... ..	L. E. Evans (7472)
<b>203 M.V. Single Cylinder</b>		
40	P. J. Walsh (2797) ... ..	Entrant
<b>249 M.Z. Twin Cylinder</b>		
15	D. Woodman (2874) ... ..	Entrant
18	VEB Motorradwerk Zschopau (1) ... ..	D. Krumpholz (6319)
28	VEB Motorradwerk Zschopau (1) ... ..	H. Rosner (1252)
42	VEB Motorradwerk Zschopau (1) ... ..	K. Enderlein (1202)
<b>249 Mondial Single Cylinder</b>		
27	S. T. Mularney (218) ... ..	D. Williams (2590)
60	S. G. Purvis (4118) ... ..	Entrant
<b>250 Montesa</b>		
29	J. M. Busquets (R.F.M.E.) ... ..	Entrant



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**Max Deubel, 1964 World Champion in the Isle of Man International "Sidecar" TT Race, wins and wins again on BP fuels and oils. Here this leading German driver corners his BMW outfit at Sulby Bridge, partnered by E. Horner.**

Whether you drive a racing outfit or a standard road machine, you want to know that you're taking proper care of it . . . getting the performance and reliability you need. That's where BP fuels and oils come in. Every BP product is designed to get the *most* out of your engine—with *least* wear. Leading drivers like Max Deubel choose BP both for racing and everyday use. Take it from them—get BP products wherever you see the well-known sign.



No. Racing	Entrant and Licence No.	Driver and Licence No.
<b>248 Moto Guzzi Single Cylinder</b>		
75	P. Moore Motor Cycles (110) ... ..	A. C. Lawn (8111)
<b>249 N.M.W. Single Cylinder</b>		
59	S. Nilsson (135) ... ..	Entrant
<b>250 Norton Single Cylinder</b>		
52	Matthews & Co. (Stratford-on-Avon) Ltd. (160)	A. C. Willmott (7796)
88	N. Stephenson (7558) ... ..	Entrant
<b>248 N.S.U. Single Cylinder</b>		
50	H. O. Butenuth (1585) ... ..	Entrant
82	D. L. Croxford (342) ... ..	Entrant
103	D. P. Warren (2446) ... ..	Entrant
<b>248 Parvel Single Cylinder</b>		
66	F. J. Curry (4260) ... ..	Entrant
<b>250 Paton Twin Cylinder</b>		
56	B. Gustafsson (259) ... ..	Entrant
<b>247 Royal Enfield Single Cylinder</b>		
30	Scuderia Duke (197) ... ..	P. H. Tait (2641)
31	Enfield Cycle Co. Ltd. (165) ... ..	G. Keith (140)
53	J. G. Rudge (8175) ... ..	Entrant
55	Michaels' Garage (Selby) Ltd. (221)	B. D. Prangnell (5)
97	Beart Mortimer Training School Ltd. (144)	R. E. Butcher (7416)
<b>247 Suzuki Four Cylinder</b>		
10	Suzuki Motor Co. Ltd. (907) ... ..	F. Perris (2633)
14	Suzuki Motor Co. Ltd. (907) ... ..	J. Ahearn (7539)
17	Suzuki Motor Co. Ltd. (907) ... ..	To be nominated
<b>248 Velocette Single Cylinder</b>		
83	D. Whelan (234) ... ..	I. Rhodes (5233)
<b>247 Villiers Single Cylinder</b>		
47	Villiers Engineering Co. Ltd. (173) ... ..	P. G. Inchley (511)
<b>250 Yamaha Twin Cylinder</b>		
5	Yamaha Motor Co. Ltd. (M.F.J.) ... ..	P. W. Read (2701)
8	Yamaha Motor Co. Ltd. (M.F.J.) ... ..	M. Duff (5650)
33	T. Collins & Sons (257) ... ..	R. Boughey (2708)
35	R. J. T. du Pont (7288) ... ..	Entrant
37	Bill Smith Motors Ltd. (106) ... ..	S. Murray (47)
44	H. Dugdale Motors Ltd. (105) ... ..	A. Dugdale (19)
62	F. Sheene (114) ... ..	I. E. Plumridge (69)
80	New Zealand A.C.U. ... ..	S. C. Mellsop (673)
91	G. B. Neveling (489) ... ..	Entrant
45	Yamaha Motor Co. Ltd. (M.F.J.)	W. Ivy (6796)

## 125 c.c. Lightweight International

No. Racing	Entrant and Licence No.	Driver and Licence No.
<b>123 Allegro Bantam Single Cylinder</b>		
62	I. D. James (564) ... ..	Entrant
<b>125 B.S.A. Single Cylinder</b>		
44	A. V. Blundell (76) ... ..	Entrant
65	F. M. Cripps (661) ... ..	Entrant
66	T. W. Bracey-Wright (363) ... ..	Entrant
<b>125 Bulcato Single Cylinder</b>		
5	R. Torras (8564) ... ..	Entrant
14	T. Robb (4106) ... ..	Entrant
25	G. Keith (140) ... ..	Entrant
27	Lindsays (M.C.U.I.) ... ..	C. Goosen (5827)
29	F. Sheene (114) ... ..	I. Burne (6120)
36	V. Granum (1067) ... ..	Entrant
40	T.S. Engine Designs (138) ... ..	R. A. Minster (2642)
41	Spa Motor Cycles (253) ... ..	L. Allen (6792)
42	R. J. Curran (5871) ... ..	Entrant
45	F. Sheene (114) ... ..	A. Dawson (6181)

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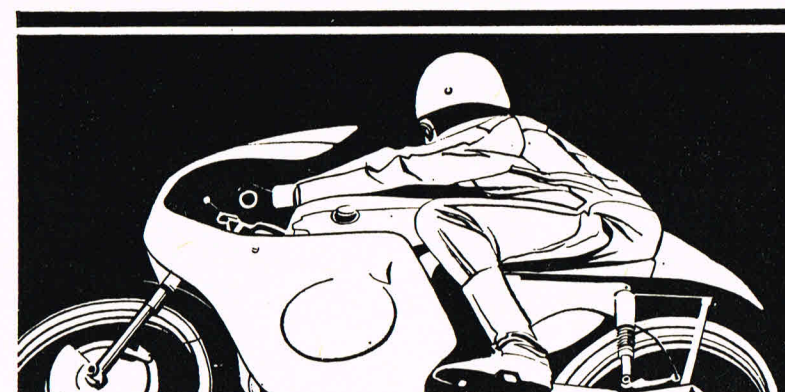
RENOLD CHAINS LIMITED · MANCHESTER



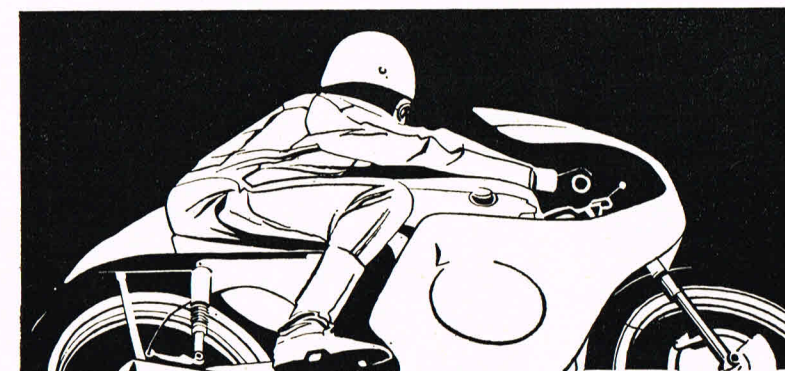




Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>350 Aermacchi Single Cylinder</b>		
21	Lawton & Wilson (141) ...	... B. P. Setchell (2771)
37	A. Pagani (3347) ...	... Entrant
52	C. W. Hunt (5496) ...	... Entrant
58	G. Visenzi (3407) ...	... Entrant
70	G. Milani (3346) ...	... Entrant
75	B. Smith (7758) ...	... Entrant
81	J. Nielsen (8482) ...	... Entrant
84	E. Pasolini (1007) ...	... Entrant
97	J. Saunders (529) ...	... Entrant
115	C. Hayman (Eng.) (194) ...	... J. Blanchard (8348)
<b>348 A.R.C./B.S.A. Single Cylinder</b>		
73	Spa Motorcycles (253) ...	... A. R. Capner (4023)
<b>350 Benelli Four Cylinder</b>		
11	S.A.S. F. LLI. Benelli G. F. and C. (F.M.I.) ...	... T. Provini (3364)
<b>348 Hallets Norton Single Cylinder</b>		
12	Hallet's of Canterbury Ltd. (155) ...	... D. Minter (7407)
<b>350 Honda</b>		
7	Honda Motor Co. (1955) ...	... J. Redman (7065)
17	Honda Motor Co. (1955) ...	... To be nominated
29	Rhodesia Motor Sports Assn. ...	... B. Beale (7519)
<b>350 Honda Twin Cylinder</b>		
59	Bill Smith Motors Ltd. (106) ...	... S. Murray (47)
76	G. Jensen (4353) ...	... Entrant
<b>305 Honda Twin Cylinder</b>		
72	J. Pink (Wallingford) (133) ...	... D. A. Simmonds (7422)
<b>349 Jawa Twin Cylinder</b>		
1	F. Stastny (3606) ...	... Entrant
9	G. Havel (3523) ...	... Entrant
32	F. Srna (3526) ...	... Entrant
<b>293 Jawa Twin Cylinder</b>		
45	F. Bocek (3623) ...	... Entrant
<b>348 Lancefield Norton Single Cylinder</b>		
23	S. S. Lancefield (122) ...	... G. A. Jenkins (84)
<b>350 M.V. Four Cylinder</b>		
6	G. Agostini (7651) ...	... Entrant
14	S.M.B. Hailwood (7520) ...	... Entrant
<b>348 M.W. Norton Single Cylinder</b>		
25	S. T. Mularney (218) ...	... D. Williams (2590)
<b>251 M.Z. Twin Cylinder</b>		
18	D. Woodman (2874) ...	... Entrant
<b>348 Norton Single Cylinder</b>		
2	A.C.C. of Australia ...	... J. Ahearn (7539)
4	R.A.F. Motor Sports Assn. (136) ...	... C. R. Conn (4274)
15	F. Beart (239) ...	... J. Dunphy (2536)
33	D. F. Shorey (2415) ...	... Entrant
34	G. Leigh Ltd. (195) ...	... A. Dugdale (19)
39	Bob King Motor Cycles (134) ...	... R. C. Ritchie (4276)
41	G. Marsovszky (1022) ...	... Entrant
42	Charles Freeman (Motorcycles) Ltd. (125) ...	... B. Nelson (5036)
46	N. I. Glick (231) ...	... C. E. Ward (2554)
47	J. Gow (7542) ...	... Entrant
50	P. Moore Motorcycles (110) ...	... J. Kidson (7451)
51	M.C.R.C. of New South Wales ...	... E. Hinton (528)
54	B. M. Povey (242) ...	... L. G. Povey (2449)
55	Matthews & Co. (Stratford-upon-Avon) Ltd. (160) ...	... A. C. Willmott (7796)
61	S. G. Brassey (7235) ...	... Entrant
63	C. Watts (4111) ...	... Entrant
65	R. Bisbey (4284) ...	... Entrant
67	R. Satchwell (250) ...	... A. M. Ward (266)
74	B. J. Randle (7392) ...	... Entrant
77	Colmore Depot Ltd. (179) ...	... A. E. Moule (2507)
80	A. E. Shaw (2375) ...	... Entrant
83	Z. V. Motorrad (294) ...	... E. Lenz (6460)



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Racing No.	Entrant and Licence No.	Driver and Licence No.
91 P. McGarrity (4124) ... ..	...	Entrant
95 H. H. Sommerhalder (8502) ... ..	...	Entrant
99 M. Wright (1994) ... ..	...	Entrant
100 M. J. Stanton (593) ... ..	...	Entrant
101 B. Jespersen (117) ... ..	...	Entrant
103 Beart Mortimer Training School Ltd. (144) ... ..	...	R. E. Butcher (7416)
104 N. Stephenson (7558) ... ..	...	Entrant
105 W. L. Walton (192) ... ..	...	Entrant
106 F. I. Chambers (262) ... ..	...	Entrant
109 A. Rutter (410) ... ..	...	Entrant
110 R. A. Gould (31) ... ..	...	Entrant
112 R. J. Flack (8319) ... ..	...	Entrant
113 D. C. Blackmore (376) ... ..	...	Entrant
116 D. Johnson (132) ... ..	...	Entrant
<b>348 R.D. Norton Single Cylinder</b>		
5 R. Dearden (190) ... ..	...	R. Ingram (2886)
24 R. Dearden (190) ... ..	...	J. Cooper (391)
44 R. Dearden (190) ... ..	...	D. Williams (2559)
<b>348 Velocette Single Cylinder</b>		
78 E. A. Lavington (2613) ... ..	...	Entrant
<b>254 350 Yamaha</b>		
19 Yamaha Motor Co. (M.F.J.) ... ..	...	P. Read (2701)
<b>Unspecified</b>		
79 R. J. Curran (5871) ... ..	...	Entrant

## 50 c.c. International

Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>50 Derbi Single Cylinder</b>		
5 Nacional Motor S.A. Derbi (R.F.M.E.) ... ..	...	J. M. Busquets (3036)
8 Nacional Motor S.A. Derbi (R.F.M.E.) ... ..	...	A. Nieto (4567)
12 Nacional Motor S.A. Derbi (R.F.M.E.) ... ..	...	S. Canellas (5366)
17 F. Sheene (114) ... ..	...	I. E. Plumridge (69)
21 F. Sheene (114) ... ..	...	A. Dawson (6181)
24 Spa Motorcycles (253) ... ..	...	L. Allen (6792)
25 B. Smith (7758) ... ..	...	Entrant
<b>50 Foster Single Cylinder</b>		
34 B. G. Foster (255) ... ..	...	B. C. Dickinson (677)
<b>50 Ducson Single Cylinder</b>		
37 W. Friend (2897) ... ..	...	Entrant
<b>50 Honda Single Cylinder</b>		
18 J. Pink (Wallingford) (133) ... ..	...	P. Horsham (5436)
20 J. Pink (Wallingford) (133) ... ..	...	C. C. W. Mates (72)
23 P. R. Latham (6206) ... ..	...	Entrant
26 E. L. Griffiths (2730) ... ..	...	Entrant
27 J. Pink (Wallingford) (133) ... ..	...	J. Pink (6761)
28 W. Ryan (254) ... ..	...	G. F. Ashton (32)
30 Keith Manning Motorcycles (166) ... ..	...	B. Gleed (375)
31 Heath Bros Ltd. (227) ... ..	...	B. W. Kettle (8133)
<b>50 Honda Twin Cylinder</b>		
1 Honda Motor Co. (1955) ... ..	...	L. Taveri (1081)
4 Honda Motor Co. (1955) ... ..	...	N. Taniguchi (7173)
10 Honda Motor Co. (1955) ... ..	...	R. Bryans (5823)
<b>50 Ital Single Cylinder</b>		
35 New Zealand A.C.U. ... ..	...	S. C. Mellsop (673)
<b>50 Iom Single Cylinder</b>		
22 B.W.E. Racing (Norwich) (101) ... ..	...	D. A. Juler (6182)
32 K. Burgess (546) ... ..	...	Entrant
33 L. C. James & Son (192) ... ..	...	G. E. Meadows (2705)
36 Colletts of Basildon (353) ... ..	...	C. M. Walpole (521)

Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>50 Kreidler Single Cylinder</b>		
2 Kreidler Fahrzeugbau (505) ... ..	...	H. G. Anscheidt (8253)
7 Kreidler Fahrzeugbau (505) ... ..	...	R. Kunz (1521)
<b>50 Suzuki Twin Cylinder</b>		
6 Suzuki Motor Co. Ltd. (907) ... ..	...	M. Ichino (7157)
9 Suzuki Motor Co. Ltd. (907) ... ..	...	H. Anderson (2628)
11 Suzuki Motor Co. Ltd. (907) ... ..	...	E. Degner (1587)
14 Suzuki Motor Co. Ltd. (907) ... ..	...	M. Itoh (7162)
<b>50 T.I.S. Single Cylinder</b>		
38 T. E. Burgess (45) ... ..	...	Entrant
<b>50 Tohatsu Twin Cylinder</b>		
16 J. Pink (Wallingford) (133) ... ..	...	D. A. Simmonds (7422)
19 J. Pink (Wallingford) (133) ... ..	...	M. J. Simmonds (5497)
<b>50 Yamaha Single Cylinder</b>		
29 Two Stroke Improvements (252) ... ..	...	H. Crowder (2746)
<b>Unspecified</b>		
3 A. Pagani (3347) ... ..	...	Entrant
15 G. Keith (140) ... ..	...	Entrant

## Senior International


Racing No.	Entrant and Licence No.	Driver and Licence No.
<b>372 A.J.S. Single Cylinder</b>		
40 A. V. Andersson (164) ... ..	...	Entrant
<b>498 A.R.C./B.S.A. Single Cylinder</b>		
51 Spa Motorcycles (253) ... ..	...	A. R. Capner (4023)
<b>492 B.M.W. Twin Cylinder</b>		
56 H. O. Butenuth (1585) ... ..	...	Entrant
<b>499 B.S.A. Single Cylinder</b>		
83 D. A. Jones (458) ... ..	...	Entrant
<b>499 B.S.A./Norton Single Cylinder</b>		
41 W. H. Hawthorne (65) ... ..	...	Entrant
<b>500 Dresda-Triton Twin Cylinder</b>		
44 J. H. Williams (60) ... ..	...	Entrant
<b>499 Hallets-Norton Single Cylinder</b>		
7 Hallet's of Canterbury Ltd. (155) ... ..	...	D. Minter (7407)
<b>499 Lancefield Norton Single Cylinder</b>		
6 S. S. Lancefield (122) ... ..	...	G. A. Jenkins (84)
<b>496 Matchless Single Cylinder</b>		
3 D. Woodman (2874) ... ..	...	Entrant
9 Arter Bros. Ltd. (149) ... ..	...	W. A. Smith (7502)
11 W. M. McCosh (4114) ... ..	...	Entrant
12 Arter Bros. Ltd. (149) ... ..	...	F. J. Stevens (2753)
18 T. W. Kirby Motorcycles Ltd. (103) ... ..	...	E. G. Driver (2397)
19 C. J. Seeley (Sales) Ltd. (167) ... ..	...	W. S. Mizen (2736)
20 Arter Bros. Ltd. (149) ... ..	...	M. Duff (5650)
21 R. Cowles (132) ... ..	...	S. Griffiths (2847)
22 Bill Smith Motors Ltd. (106) ... ..	...	J. Findlay (7817)
27 J. Ball (126) ... ..	...	S. Graham (5478)
28 D. Lee (5090) ... ..	...	Entrant
30 V. F. Duckett (6967) ... ..	...	Entrant
31 G. Marsovszky (1022) ... ..	...	Entrant
36 T. W. Kirby Motor Cycles Ltd. (103) ... ..	...	W. Ivy (6796)
37 Scuderia Libera (219) ... ..	...	A. Georgeades (508)
47 R. S. Chandler (2617) ... ..	...	Entrant
48 J. Ball (126) ... ..	...	B. Lund (562)
50 B. Granath (222) ... ..	...	Entrant
55 E. Cowan (247) ... ..	...	Entrant
60 T. R. Gill (131) ... ..	...	Entrant




# Racing

No.	Entrant and Licence No.	Driver and Licence No.
61	A. Woodman (1778) ... ..	... Entrant
62	New Zealand A.C.U. ... ..	... R. C. Haldane (553)
68	J. Ryhanen (1295) ... ..	... Entrant
69	H. H. Sommerhalder (8502) ... ..	... Entrant
70	J. Saunders (529) ... ..	... Entrant
78	E. C. Oakley (246) ... ..	... D. L. Croxford (342)
<b>499 M.V. Four Cylinder</b>		
5	S. M. B. Hailwood (7520) ... ..	... Entrant
8	G. Agostini (7651) ... ..	... Entrant
<b>499 M.W. Norton Single Cylinder</b>		
10	S. T. Mularney (218) ... ..	... D. Williams (2590)
<b>499 Norton Single Cylinder</b>		
1	F. Beart (239) ... ..	... J. Dunphy (2536)
2	Mortimer Bros. (249) ... ..	... A. R. C. Hunter (6170)
4	F. Higley (200) ... ..	... J. Ahearn (7539)
14	R.A.F. Motor Sports Assn. (136) ... ..	... C. R. Conn (4274)
23	E. T. Pink (Harrow) Ltd. (159) ... ..	... J. C. Simmonds (2537)
24	D. F. Shorey (2415) ... ..	... Entrant
25	G. Leigh Ltd. (195) ... ..	... A. Dugdale (19)
26	I. Burne (6120) ... ..	... Entrant
29	Bob King Motorcycles (134) ... ..	... R. C. Ritchie (4276)
32	Charles Freeman (Motor Cycles) Ltd. (125) ... ..	... B. Nelson (5036)
34	N. I. Glick (231) ... ..	... C. E. Ward (2554)
35	J. Gow (7542) ... ..	... Entrant
38	G. Keith (140) ... ..	... Entrant
39	M.C.R.C. of New South Wales ... ..	... E. Hinton (528)
42	B. M. Povey (242) ... ..	... L. G. Povey (2449)
43	Matthews & Co. (Stratford-on-Avon) Ltd. (160) ... ..	... A. C. Willmott (7796)
45	S. G. Brassey (7235) ... ..	... Entrant
46	R. Satchwell (250) ... ..	... A. M. Ward (266)
49	Marsh & Fry Ltd. (212) ... ..	... L. Carr (477)
52	F. Hartley Motor Cycles Ltd. (247) ... ..	... J. R. Hudson (7446)
53	Colmore Depot Ltd. (179) ... ..	... A. E. Moule (2507)
54	A. E. Shaw (2375) ... ..	... Entrant
58	Z. V. Motorrad (294) ... ..	... E. Lenz (6460)
59	W. E. H. Derry (170) ... ..	... C. C. Cross (7466)
63	A.C.C. of Australia ... ..	... P. R. Richards (592)
64	E. Weiss (6384) ... ..	... Entrant
65	D. Johnson (138) ... ..	... Entrant
66	New Zealand A.C.U. ... ..	... B. Scobie (552)
71	R.A.C. of South Africa ... ..	... A. E. W. de Kock (6118)
72	M. Wright (1994) ... ..	... Entrant
73	A.C.C. of Australia ... ..	... M. J. Stanton (593)
74	Beart Mortimer Training School Ltd. (144) ... ..	... R. E. Butcher (7416)
75	W. L. Walton (192) ... ..	... Entrant
76	J. Denty (414) ... ..	... Entrant
77	R. A. Gould (31) ... ..	... Entrant
79	R. J. Flack (8319) ... ..	... Entrant
80	P. J. Smith (233) ... ..	... D. C. Blackmore (376)
81	J. Ball (126) ... ..	... B. G. Proctor (4285)
82	A. Haring (6348) ... ..	... Entrant
<b>500 Norton/Triumph Twin Cylinder</b>		
57	J. G. Rudge (8175) ... ..	... Entrant
<b>499 R.D. Norton Single Cylinder</b>		
16	R. Dearden (190) ... ..	... J. Cooper (391)
17	R. Dearden (190) ... ..	... R. Ingram (2886)
33	R. Dearden (190) ... ..	... D. Williams (2559)
<b>448 Triumph Twin Cylinder</b>		
67	R.A.C. of South Africa ... ..	... B. Duncan (6121)
<b>Unspecified</b>		
15	Rhodesia Motor Sports Assn. ... ..	... J. Redman (7065)

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# T.T. Winners

1907-1964

## SHORT COURSE

				LAP	M.P.H.
1907	Single Cyl. Class	C. R. Collier	3 1/2 Matchless	10	38.22
	Twin Cyl. Class	H. Rem Fowler	5 Norton	10	36.22
1908	Single Cyl. Class	J. Marshall	3 1/2 Triumph	10	40.49
	Twin Cyl. Class	H. Reed	5 Dot	10	38.59
1909	—	H. A. Collier	6 Matchless	10	49.01
1910	—	C. R. Collier	5 Matchless	10	50.63

## MOUNTAIN AND CLYPSE COURSES

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

				LAP	M.P.H.
<b>LIGHTWEIGHT—125 Class</b>					
1951	W. A. C. McCandless	124	Mondial	2	74.85
1952	C. C. Sandford	125	M.V.	2	75.54
1953	R. L. Graham	125	M.V.	3	77.79
1954	R. Hollaus	125	N.S.U.	10	*69.57
1955	C. Ubbiali	125	M.V.	9	*69.67
1956	C. Ubbiali	125	M.V.	9	*69.13
1957	T. Provini	124	Mondial	10	*73.69
1958	C. Ubbiali	124	M.V.	10	*72.86
1959	T. Provini	125	M.V.	10	*74.06
1960	C. Ubbiali	125	M.V.	3	85.60
1961	S. M. B. Hailwood	125	Honda	3	88.23
1962	L. Taveri	125	Honda	3	89.88
1963	H. R. Anderson	125	Suzuki	3	89.27
1964	L. Taveri	125	Honda	3	92.14

				LAP	M.P.H.
<b>LIGHTWEIGHT—250 Class</b>					
1922	G. S. Davison	24	Levis	5	49.89
1923	J. A. Porter	249	New Gerrard	6	51.93
1924	E. Twemlow	249	New Imperial	6	55.44
1925	E. Twemlow	246	New Imperial	6	57.74
1926	C. W. Johnston	249	Cotton	7	60.20
1927	W. L. Handley	248	Rex-Acme	7	63.30
1928	F. A. Longman	249	O.K. Supreme	7	62.90
1929	S. A. Crabtree	246	Excelsior	7	63.87
1930	J. Guthrie	248	A.J.S.	7	64.71
1931	G. W. Walker	249	Rudge	7	68.98
1932	L. H. Davenport	246	New Imperial	7	70.48
1933	S. Gleave	246	Excelsior	7	71.59
1934	J. H. Simpson	249	Rudge	7	70.81
1935	S. Woods	248	Moto Guzzi	7	71.56
1936	A. R. Foster	246	New Imperial	7	74.28
1937	O. Tenni	248	Moto Guzzi	7	74.72
1938	E. Kluge	248	D.K.W.	7	78.48
1939	E. A. Mellors	246	Benelli	7	74.25
1947	M. Barrington	248	Moto Guzzi	7	73.22
1948	M. Cann	248	Moto Guzzi	7	75.18
1949	M. Barrington	248	Moto Guzzi	7	77.96
1950	D. Ambrosini	248	Benelli	7	78.08
1951	T. L. Wood	248	Moto Guzzi	4	81.39
1952	F. Anderson	248	Moto Guzzi	4	83.82
1953	F. Anderson	248	Moto Guzzi	4	84.73
1954	W. Haas	249	N.S.U.	3	90.88
1955	W. A. Lomas	202	M.V.	9	*71.37
1956	C. Ubbiali	250	M.V.	9	*67.05
1957	C. C. Sandford	250	Mondial	10	*75.80
1958	T. Provini	250	M.V.	10	*76.89
1959	T. Provini	250	M.V.	10	*77.77
1960	G. Hocking	250	M.V.	5	93.64
1961	S. M. B. Hailwood	250	Honda	5	98.38
1962	D. W. Minter	250	Honda	6	96.68
1963	J. Redman	250	Honda	6	94.85
1964	J. Redman	250	Honda	6	97.45

				LAP	M.P.H.
<b>JUNIOR</b>					
1911	P. J. Evans	24	Humber	4	41.45
1912	W. H. Bashall	24	Douglas	4	39.65
1913	H. Mason	24	N.U.T.	6	43.75
1914	E. Williams	24	A.J.S.	5	45.58
1920	C. Williams	24	A.J.S.	5	40.74
1921	E. Williams	24	A.J.S.	5	52.11
1922	T. M. Sheard	24	A.J.S.	5	54.75
1923	S. Woods	348	Cotton	6	55.73
1924	K. Twemlow	345	New Imperial	6	55.67
1925	W. L. Handley	348	Rex-Acme	6	65.02

				LAP	M.P.H.
1926	A. Bennett	348	Velocette	7	66.70
1927	F. W. Dixon	344	H.R.D.	7	67.19
1928	A. Bennett	348	Velocette	7	68.65
1929	F. G. Hicks	348	Velocette	7	69.71
1930	H. G. Tyrell Smith	349	Rudge Whitworth	7	71.08
1931	P. Hunt	348	Norton	7	73.94
1932	S. Woods	349	Norton	7	77.16
1933	S. Woods	348	Norton	7	78.08
1934	J. Guthrie	348	Norton	7	79.16
1935	J. Guthrie	348	Norton	7	79.14
1936	F. L. Frith	349	Norton	7	80.14
1937	J. Guthrie	349	Norton	7	84.43
1938	S. Woods	348	Velocette	7	84.08
1939	S. Woods	348	Velocette	7	83.19
1947	A. R. Foster	348	Velocette	7	80.31
1948	F. L. Frith	348	Velocette	7	81.45
1949	F. L. Frith	348	Velocette	7	83.15
1950	A. J. Bell	349	Norton	7	86.33
1951	G. E. Duke	349	Norton	7	89.90
1952	G. E. Duke	349	Norton	7	90.29
1953	W. R. Amm	349	Norton	7	90.52
1954	R. W. Coleman	348	A.J.S.	5	91.51
1955	W. A. Lomas	349	Moto Guzzi	7	92.33
1956	T. K. Kavanagh	350	Moto Guzzi	7	89.29
1957	R. McIntyre	350	Gilera	7	94.99
1958	J. Surtees	350	M.V.	7	93.97
1959	J. Surtees	350	M.V.	7	95.38
1960	J. Harle	350	M.V.	6	96.70
1961	P. W. Read	349	Norton	6	95.10
1962	S. M. B. Hailwood	350	M.V.	6	99.59
1963	J. Redman	350	Honda	6	94.91
1964	J. Redman	350	Honda	6	98.50

## SENIOR

				LAP	M.P.H.
1911	O. C. Godfrey	34	Indian	5	47.63
1912	F. A. Applebee	34	Scott	5	48.69
1913	H. O. Wood	34	Scott	7	48.27
1914	C. G. Pullin	34	Rudge	6	49.49
1920	T. C. de la Hay	34	Sunbeam	6	51.48
1921	H. R. Davies	24	A.J.S.	6	54.49
1922	A. Bennett	34	Sunbeam	6	58.31
1923	T. M. Sheard	497	Douglas	6	55.55
1924	A. Bennett	490	Norton	6	61.64
1925	H. R. Davies	490	H.R.D.	6	66.13
1926	S. Woods	490	Norton	7	67.54
1927	A. Bennett	490	Norton	7	68.41
1928	C. J. P. Dodson	493	Sunbeam	7	62.98
1929	C. J. P. Dodson	493	Sunbeam	7	72.05
1930	W. L. Handley	499	Rudge Whitworth	7	74.24
1931	P. Hunt	490	Norton	7	77.90
1932	S. Woods	490	Norton	7	79.38
1933	S. Woods	490	Norton	7	81.04
1934	J. Guthrie	490	Norton	7	78.01
1935	S. Woods	499	Moto Guzzi	7	84.68
1936	J. Guthrie	499	Norton	7	85.80
1937	F. L. Frith	499	Norton	7	88.21
1938	H. L. Daniell	499	Norton	7	89.11
1939	G. Meier	494	B.M.W.	7	89.38
1947	H. L. Daniell	499	Norton	7	82.81
1948	A. J. Bell	499	Norton	7	84.97
1949	H. L. Daniell	499	Norton	7	86.93
1950	G. E. Duke	499	Norton	7	92.27
1951	G. E. Duke	499	Norton	7	93.83
1952	H. R. Armstrong	499	Norton	7	92.97
1953	W. R. Amm	499	Norton	7	93.85
1954	W. R. Amm	499	Norton	4	88.12
1955	G. E. Duke	493	Gilera	7	97.93
1956	J. Surtees	500	M.V.	7	96.57
1957	R. McIntyre	500	Gilera	8	98.99
1958	J. Surtees	500	M.V.	7	98.63
1959	J. Surtees	500	M.V.	7	87.94
1960	J. Surtees	500	M.V.	6	102.44
1961	S. M. B. Hailwood	499	Norton	6	100.60
1962	G. Hocking	500	M.V.	6	103.51
1963	S. M. B. Hailwood	500	M.V.	6	104.64
1964	S. M. B. Hailwood	500	M.V.	6	100.95

## ULTRA LIGHTWEIGHT

				LAP	M.P.H.
1924	J. A. Porter	174	New Gerrard	3	51.20
1925	W. L. Handley	174	Rex-Acme	4	53.45



# SIDECAR

						LAP	M.P.H.
1923	F. W. Dixon	...	...	596	Douglas	...	3 53.15
1924	G. H. Tucker	...	...	588	Norton	...	4 51.31
1925	L. Parker	...	...	596	Douglas	...	4 55.22
1954	E. S. Oliver	...	...	499	Norton	...	10 *68.87
1955	W. Schneider	...	...	492	B.M.W.	...	9 *70.01
1956	F. Hillebrand	...	...	496	B.M.W.	...	9 *70.03
1957	F. Hillebrand	...	...	492	B.M.W.	...	10 *71.89
1958	W. Schneider	...	...	492	B.M.W.	...	10 *73.01
1959	W. Schneider	...	...	492	B.M.W.	...	10 *72.69
1960	H. Fath	...	...	492	B.M.W.	...	3 84.10
1961	M. Deubel	...	...	500	B.M.W.	...	3 87.65
1962	C. Vincent	...	...	497	B.S.A.	...	3 83.57
1963	F. Camathias	...	...	492	F.C.S.	...	3 88.38
1964	M. Deubel	...	...	492	B.M.W.	...	3 89.12

# 50 c.c.

1962	E. Degner	...	...	50	Suzuki	...	3 75.12
1963	M. Itoh	...	...	50	Suzuki	...	3 78.81
1964	H. R. Anderson	...	...	50	Suzuki	...	3 80.64

## Fastest Laps

### SHORT COURSE

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

### MOUNTAIN AND CLYPESE COURSES

#### LIGHTWEIGHT—125 Class M.P.H.

1951	W. A. C. McCandless	Mondial	75.34	1958	C. Ubbiali	...	M.V. *74.13
1952	C. C. Sandford	M.V.	76.07	1959	L. Taveri	...	M.Z. *74.99
1953	R. L. Graham	M.V.	78.21	1960	C. Ubbiali	...	M.V. 86.10
1954	R. Hollaus	N.S.U.	*71.53	1961	L. Taveri	...	Honda 88.45
1955	C. Ubbiali	M.V.	*71.65	1962	L. Taveri	...	Honda 90.13
1956	C. Ubbiali	M.V.	*70.65	1963	H. R. Anderson	Suzuki	91.32
1957	T. Provini	Mondial	*74.44	1964	L. Taveri	...	Honda 93.53

#### LIGHTWEIGHT—250 Class

1922	W. L. Handley	...	O.K. Supreme	51.00	1948	M. Cann	...	Moto Guzzi	76.72
1923	W. L. Handley	...	O.K. Supreme	53.95	1949	R. H. Dale	...	Moto Guzzi	80.44
1924	E. Twemlow	...	New Imperial	58.28		T. L. Wood	...	Moto Guzzi	80.91
1925	W. L. Handley	...	Rex-Acme	60.22	1950	D. Ambrosini	...	Benelli	80.91
1926	P. Ghersi	...	Moto Guzzi	63.12	1951	F. Anderson	...	Moto Guzzi	83.70
1927	A. Bennett	...	O.K. Supreme	64.45	1952	B. Ruffo	...	Moto Guzzi	84.82
1928	F. A. Longman	...	O.K. Supreme	64.45	1953	F. Anderson	...	Moto Guzzi	85.52
1929	P. Ghersi	...	Moto Guzzi	66.63	1954	W. Haas	...	N.S.U.	91.22
1930	W. L. Handley	...	Rex-Acme	66.86	1955	W. A. Lomas	...	M.V.	*73.13
1931	G. E. Nott	...	Rudge	71.73	1956	H. Baltisberger	...	N.S.U.	*69.17
1932	W. L. Handley	...	Rudge	74.08	1957	T. Provini	...	Mondial	*78.00
1933	S. Gleave	...	Excelsior	72.62	1958	T. Provini	...	M.V.	*79.90
1934	J. H. Simpson	...	Rudge	73.64	1959	T. Provini	...	M.V.	*80.22
1935	S. Woods	...	Moto Guzzi	74.19	1960	C. Ubbiali	...	M.V.	95.47
1936	S. Woods	...	D.K.W.	76.20	1961	R. McIntyre	...	Honda	99.58
1937	O. Tenni	...	Moto Guzzi	77.72	1962	R. McIntyre	...	Honda	99.06
1938	E. Kluge	...	D.K.W.	80.35	1963	J. Redman	...	Honda	97.23
1939	S. Woods	...	Moto Guzzi	78.16	1964	P. W. Read	...	Yamaha	99.42
1947	M. Cann	...	Moto Guzzi	74.78					

# JUNIOR

1911	P. J. Evans	...	Humber	42.00	1926	A. Bennett	...	Velocette	68.75
1912	E. Kickham	...	Douglas	41.76	1927	W. L. Handley	...	Rex-Acme	69.18
1913	H. Mason	...	N.U.T.	45.42	1928	A. Bennett	...	Velocette	70.28
1914	E. Williams	...	A.J.S.	47.57	1929	F. G. Hicks	...	Velocette	70.95
1920	E. Williams	...	A.J.S.	51.36	1930	G. E. Nott	...	Rudge	72.02
1921	H. R. Davies	...	A.J.S.	55.15	1931	P. Hunt	...	Norton	75.27
1922	H. le Vack	...	New Imperial	56.46	1932	S. Woods	...	Norton	78.62
1923	J. H. Simpson	...	A.J.S.	59.59	1933	S. Woods	...	Norton	79.22
1924	J. H. Simpson	...	A.J.S.	64.54	1934	J. Guthrie	...	Norton	80.11
1925	W. L. Handley	...	Rex-Acme	65.89	1935	W. F. Rusk	...	Norton	79.96
					1936	F. L. Frith	...	Norton	81.94

\*On Clype Course.

1937	F. L. Frith	...	Norton	85.18	1954	W. R. Amm	...	Norton	94.61
	J. Guthrie	...	Norton		1955	W. A. Lomas	...	Moto Guzzi	94.13
1938	S. Woods	...	Velocette	85.30	1956	T. K. Kavanagh	...	Moto Guzzi	93.15
1939	H. L. Daniell	...	Norton	85.05	1957	R. McIntyre	...	Gilera	97.42
1947	M. D. Whitworth	...	Velocette	81.61	1958	J. Surtees	...	M.V.	95.42
1948	F. L. Frith	...	Velocette	82.45	1959	J. Surtees	...	M.V.	97.08
1949	F. L. Frith	...	Velocette	84.23	1960	J. Surtees	...	M.V.	99.20
1950	A. J. Bell	...	Norton	86.49	1961	G. Hocking	...	M.V.	99.80
1951	G. E. Duke	...	Norton	91.38	1962	S. M. B. Hailwood	...	M.V.	101.58
1952	G. E. Duke	...	Norton	91.00	1963	J. Redman	...	Honda	101.30
1953	W. R. Amm	...	Norton	91.82	1964	J. Redman	...	Honda	100.76

# SENIOR

					M.P.H.
1911	F. Philipps	...	Scott	50.11	
1912	F. A. Applebee	...	Scott	49.44	
1913	H. O. Wood	...	Scott	52.12	
1914	H. O. Wood	...	Scott	53.50	
1920	G. Dance	...	Sunbeam	55.62	
1921	F. G. Edmond	...	Triumph	56.40	
1922	A. Bennett	...	Sunbeam	59.99	
1923	J. Whalley	...	Douglas	59.74	
1924	F. W. Dixon	...	Douglas	63.75	
1925	J. H. Simpson	...	A.J.S.	68.97	
1926	J. H. Simpson	...	A.J.S.	70.43	
1927	S. Woods	...	Norton	70.90	
1928	J. H. Simpson	...	A.J.S.	67.94	
1929	C. J. P. Dodson	...	Sunbeam	73.55	
1930	W. L. Handley	...	Rudge	76.28	
1931	J. H. Simpson	...	Norton	80.82	
1932	J. H. Simpson	...	Norton	81.50	
1933	S. Woods	...	Norton	82.74	
1934	S. Woods	...	Husqvarna	80.49	
1935	S. Woods	...	Moto Guzzi	86.53	
1936	S. Woods	...	Velocette	86.98	
1937	F. L. Frith	...	Norton	90.27	

# ULTRA LIGHTWEIGHT

1924	J. A. Porter	...	New Gerrard	52.61	1925	W. L. Handley	...	Rex-Acme	54.12
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# SIDECAR

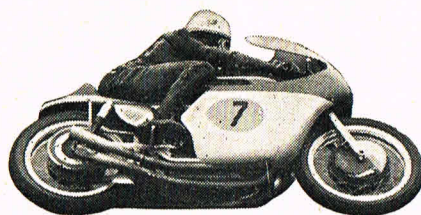
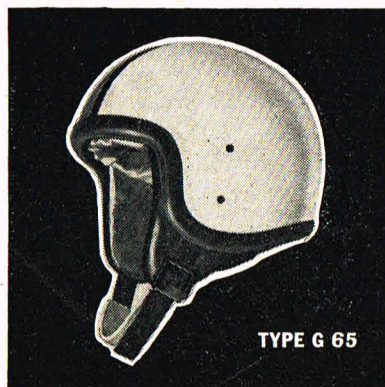
1923	H. Langman	...	Scott	54.69	1958	W. Schneider	...	B.M.W.	*74.07
1924	F. W. Dixon	...	Douglas	53.23	1959	W. Schneider	...	B.M.W.	*73.32
1925	F. W. Dixon	...	Douglas	57.18	1960	H. Fath	...	B.M.W.	85.79
1954	E. S. Oliver	...	Norton	*70.85	1961	M. Deubel	...	B.M.W.	87.97
1955	W. Noll	...	B.M.W.	*71.93	1962	M. Deubel	...	B.M.W.	90.70
1956	W. Noll	...	B.M.W.	*71.72	1963	F. Camathias	...	B.M.W.	89.42
1957	F. Hillebrand	...	B.M.W.	*72.55	1964	M. Deubel	...	B.M.W.	89.63

# 50 c.c.

1962	E. Degner	...	Suzuki	75.52	1964	H. R. Anderson	...	Suzuki	81.13
1963	E. Degner	...	Suzuki	79.10					



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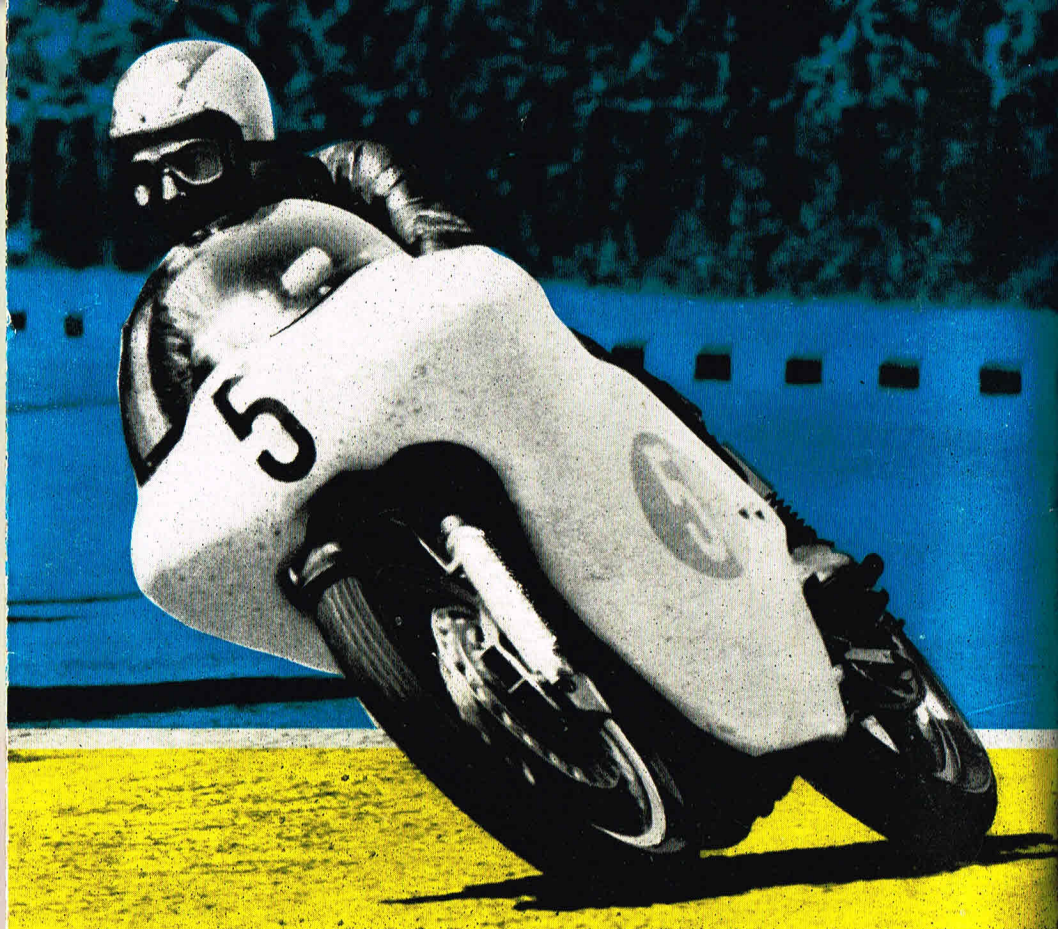


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