



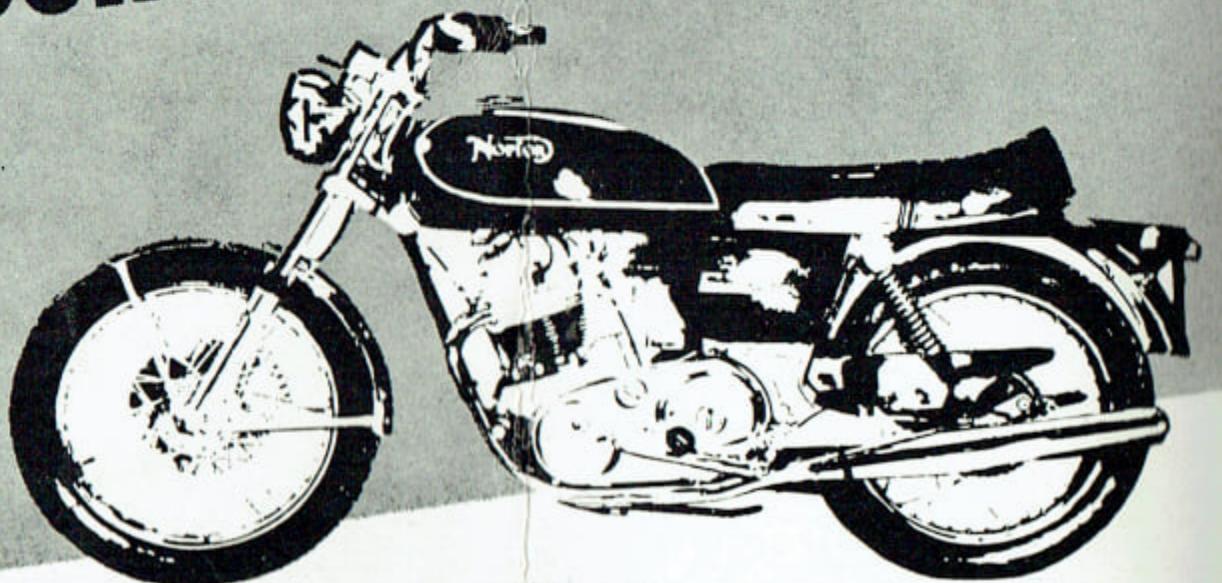
The World
Championship
Road Races.
Official
Programme
and Guide. **30p**



DUNLOP

The best things on two wheels.

Norton Commando



Machine of the Year
Machine de l'année
Motociclette dell'anno
Máquina del año
Motorrad des Jahres
1968 1969 1970 1971
 voted by readers of Motor Cycle News



Norton Villiers Europe Ltd., Andover, Hants.

INTERNATIONAL tourist trophy races and Production Machine Race island of man

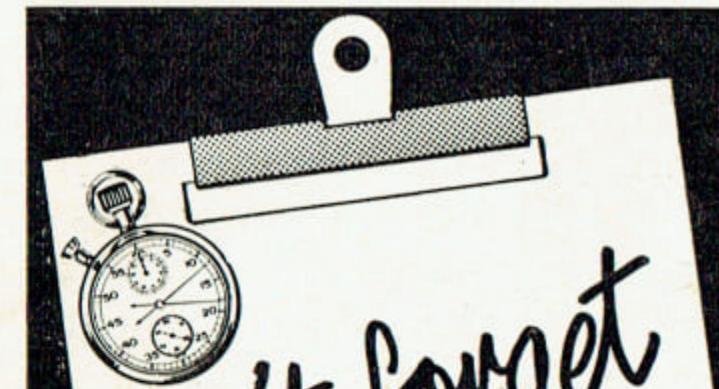
JUNE 3, 5, 7, 9, 1972
 Official Programme and Guide

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Don't forget
The Manx
Grand Prix
September 5th & 6th

The Southern
'100' July 11,
 12 & 13

International Kart Championships
 July 11, 12 and 13
 International Kart Grand Prix
 July 14

The Two Day Motorcycle Trial
 September 2 and 3

Why not combine these great international and national events with a holiday for all the family. Write for details of accommodation together with travel information and guide to Isle of Man attractions for all the family to: T. T. Bond, Director of Tourism, Douglas, Isle of Man.

TT ACTION REPLAY AT MALLORY PARK



This is the meeting that'll iron out the arguments. Whether you watch the TT or not here's a chance to see the top riders from the Isle of Man in action again. The meeting will include a full programme of exciting races for all classes of both solo and sidecar machines so don't miss this star-studded event at Mallory Park.

Reserved Enclosures: Adults 80p (Children 30p) Stands and Paddock 50p each extra. Parking free.

**Rothmans International Post TT
Motor Cycle Races** organised by the
Mallory Park Sunday 11 June.

The promoters reserve the right without notice to make any alteration to the race programme.

timetable of the meeting

PRACTICE PERIODS

Tuesday, 30th May Wednesday, 31st May Friday, 2nd June	6.05 pm — 7.40 pm Solos	7.45 pm — 9.20 pm Sidecars	
Thursday, 1st June			
	2.20 pm — 4.10 pm Solos	6.35 pm — 7.55 pm Sidecars	8.00 pm — 9.20 pm Solos

ROADS CLOSED TO THE PUBLIC

Thursday Afternoon: 2 pm — 5 pm 6.15 pm — 10 pm
Evenings: 5.45 pm — 10 pm

PRE-RACE EXAMINATIONS AT TT GRANDSTAND AREA

Saturday, 3rd June, commencing 9 am
Sunday, 4th June, 4.30 pm — 6 pm (Junior 350cc)
Monday, 5th June, 8 am — 9.30 am (500cc Sidecar)
Tuesday, 6th June, 2.30 pm — 4 pm (250cc Lightweight) 4.30 pm — 6 pm (Formula 750)
Thursday, 8th June, 2.30 pm — 4 pm (125cc Ultra Lightweight) 4.30 pm — 6 pm (Senior 500cc)

RACE DAYS

Saturday, 3rd June,	Production Machine Race over 4 laps (5 pm) 750cc Sidecar Race over 3 laps (7.30 pm)	Race Colours Red Yellow
Monday, 5th June,	350cc (Junior) Race — 5 laps (11 am) 500cc Sidecar Race — 3 laps (approx. 2.30 pm)	Blue Black
Wednesday, 7th June,	250cc Race — 4 laps (11 am) International Formula 750 Race — 5 laps (approx. 2 pm)	Green White
Friday, 9th June,	125cc Race — 3 laps (11 am) 500cc (Senior) — 6 laps (approx. 1.30 pm)	Black Yellow

ROADS CLOSED TO THE PUBLIC

Saturday, 3rd June, from 4.40 pm (4:25 Glencrutchery Road) to 10 pm at latest.
Monday, 5th Wednesday, 7th Friday, 9th } from 10.40 am (10.25 Glencrutchery Road) to 6 pm at latest.
(Delayed start excepted)

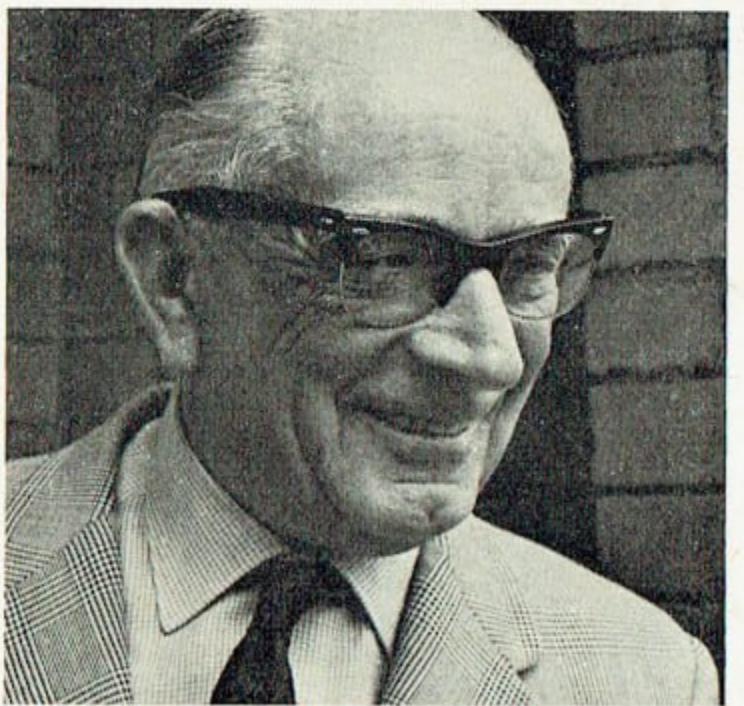
Grandstand admissions from 3 pm Saturday. 10 am other race days.

TT GRANDSTAND BOOKINGS, VILLA MARINA, DOUGLAS (Douglas 4171)

ACU RACE HEADQUARTERS — TT GRANDSTAND DOUGLAS 3227
PRESS OFFICE DOUGLAS 21323

times of change

by Norman E. Dixon, OBE (Chairman of the Auto-Cycle Union)



THE TITLE 'TOURIST TROPHY' must today appear inappropriate when applied to what are, in fact, Britain's premier Grand Prix races. But the change which has taken place in motorcycle competition events over the past 65 years on the Isle of Man has been one of evolution.

In 1911, the difficult Mountain Course was originally seen as a supreme test of a production road machine, its components and, of course, the rider. The Isle of Man Tourist Trophy event became the testing ground where all the world's motorcycle manufacturers could extend their machines to the limit of mechanical endurance in their search for improved performance and reliability, while at the same time proving the superiority of their products against those of competitors.

For many years, Britain's motorcycle manufacturers reigned above all with the knowledge they gained from the racing circuits, then came the Germans and Italians, while in later years it has been the Japanese who have proved that development and success in the world of motorcycle sport pays dividends when it comes to selling their products to the two-wheeler enthusiast.

Honda, Yamaha, Suzuki — all came to the

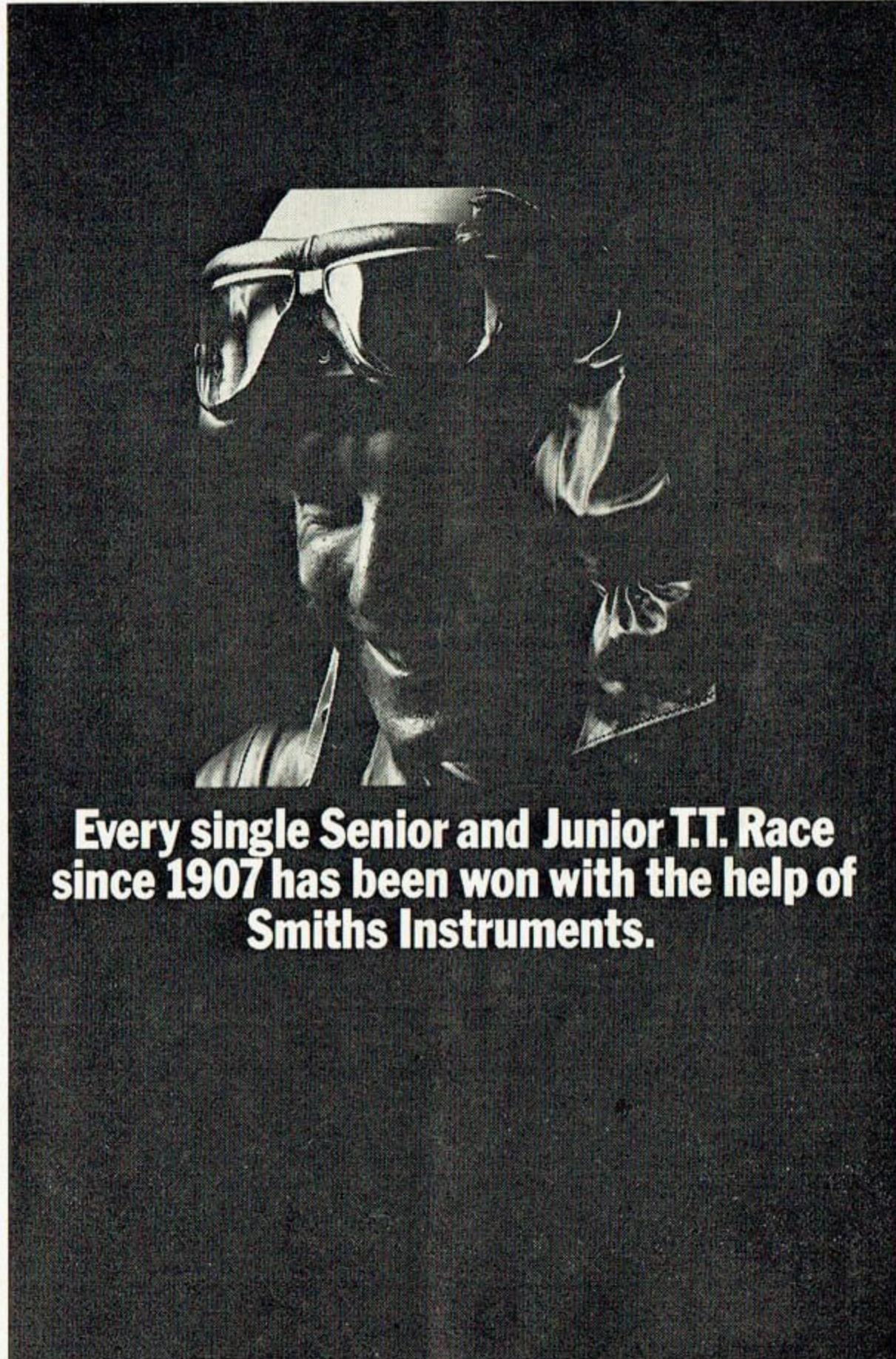
Isle of Man for the Tourist Trophy races to develop and prove their motorcycles, for the Mountain Course is still the most testing and difficult circuit in the world! Some have said that it is also the most dangerous, but as a recent winner commented: 'The TT course is as dangerous as the rider makes it — the twist grip turns both ways!'

This remark must surely sum up the feelings of almost every rider who competes in these unique races and I believe that any aspirant to a World Road Racing Championship must expect to contend with the difficulties of the true road circuits, such as the Sachsenring, Francorchamps, the Opatija circuit, the Dundrod circuit and, of course, the Isle of Man. If a rider doesn't like the TT course, then he doesn't have to ride on the Isle of Man.

The Mountain Course always has been and always will be a really tough circuit for both man and machine and in recent years, with the introduction of production machine and Formula 750 class racing it has reverted slightly to its original concept.

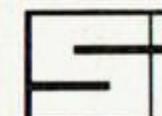
Obviously the Grand Prix type machines will occupy the centre of the stage for a few years longer, but more and more we will see Formula 750 and production machines taking over on the International scene as manufacturers demonstrate to the ordinary buyer the stamina and performance of the motorcycles he can purchase.

In this my 25th year as Chairman of the Auto-Cycle Union, I am sure we are putting on the best ever programme of races and that with the abandonment of all early morning practising we shall please riders and Manx public alike. In spite of these changes, I also believe, as does my friend Otto Sensburg from Munich, Ex-President of the Commission Sportive Internationale, that the TT will remain 'the Classic of all the Classics' for a long time to come and TT Week on the Isle of Man will continue to be the world's 'Festival of Motorcycling'.



Every single Senior and Junior T.T. Race since 1907 has been won with the help of Smiths Instruments.

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CRICKLEWOOD WORKS, LONDON NW2 6NN

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the 1972 international tourist trophy race meeting

Organised by the Auto-Cycle Union
31 Belgrave Square, SW1X 8QQ

under the International Sporting Code of the FIM, the General Competition Rules of the ACU and the Supplementary Regulations.

PATRON OF THE AUTO-CYCLE UNION

HRH The Prince Philip, Duke of Edinburgh, KG

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(Drivers' Liaison)

Maybe you're not a great rider yet. But you could at least behave like one.

You've got to admit that top boys like Tony Rutter, Derek Chatterton, Jarne Saarinen, Steve Machin and Percy Tait must know a thing or two. So if they insist on Castrol oils, there must be something to it.

Maybe you'd like to behave like some of the best riders around.

Well, now you know how to start.



Put heart in with Castrol. The high performer.

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Deputy Clerk of the Course	Mr. A. B. Mullee
Clerk of the Course and Secretary of the Meeting	Mr. K. E. Shierson

the awards

PREMIER AWARDS

TO THE WINNER OF EACH OF THE FIVE RACES COUNTING TOWARDS

THE 1972 WORLD CHAMPIONSHIPS

THE SENIOR, JUNIOR, LIGHTWEIGHT 125, LIGHTWEIGHT 250, AND SIDECAR (500cc)

TOURIST TROPHY

To the Winner of the 750cc Sidecar Race

FRED W. DIXON TROPHY

To the Winner of each Class in the International Production Machine Race

DOUBLE DIAMOND TROPHY

To the Winner of the International Formula 750 Race

THE AVON CHALLENGE TROPHY

	Senior TT	Junior TT	Lightweight (250)	(125)	Sidecar Races (500cc)	(750cc)	Production Machine Classes			Formula 750 Race
							250cc	500cc	750cc	
1st	750	500	400	200	300	200	100	150	250	500
2nd	350	250	200	100	150	100	70	90	150	250
3rd	200	150	125	75	100	60	45	50	100	150
4th	150	100	90	60	75	45	30	35	75	100
5th	125	90	85	50	50	40	25	30	50	75
6th	100	85	80	40	45	35	20	25	45	50
7th	90	80	75	35	40	30			40	30
8th	80	75	70	30	35	25			35	25
9th	75	70	65	25	30	20			30	20
10th	70	65	60	20	25	15			25	15
11th	65	60	55							(Plus 50% of Prize)
12th	60	55	50							Money to the
13th	55	50	45							Passengers)
14th	50	45	40							
15th	45	40	35							
16th	40	35	30							
17th	35	30	25							
18th	30	25	20							
19th	25	20	15							
20th	20	15	12							

(Provided the Drivers finish within the Time Limit set based on the Winner's Time)

FASTEAST LAP AWARDS

Senior TT

The Jimmy Simpson Trophy

Junior TT

The Motor Cycle Trophy

Lightweight (250) TT

The Motor Cycle News Trophy

Lightweight (125) TT

The Bob Holloway Trophy

Sidecar TT (500cc)

The Walter Handley Trophy

Sidecar TT (750cc)

The Peter Chapman Trophy

Production Machine Race

The John Hartle Trophy

Formula 750 Race

The 'TT Special' Trophy

SPECIAL AWARDS

The Ray B. Westover Trophy

For the Best Newcomer.

The Overseas Newcomers Trophy

For the Best Newcomer from Overseas.

The Joe Craig Trophy

For the Best Overall Performance (Other than the Winner) by a British Driver and Machine in the Solo Races.

The Terry Vinicombe Trophy

For the Best Overall Performance (Other than the Winners) by a British crew and Machine in the Sidecar Races.

The Motor Cycle Challenge Cups

To the Dealer Entrant with the best Performance in each of the Senior, Junior and Lightweight 250cc Races.

Motor Cycle News Gold Star

To the driver achieving his first 100 mph lap speed.

TEAM AWARDS

Manufacturer's Team Prizes

To the teams of three entered by a Manufacturer or Agent in each Race (other than the Production Machine Race).

Club Team Prizes

For a Club team of 3 in each of the Races.

REPLICAS

'Silver' Replicas

To the Driver in each Race who finishes within 3/16th (18.75%) of the aggregate time of the first six finishers. Passengers in the Sidecar Races will also receive the Award.

'Bronze' Replicas

To the Driver in each Race who finishes within 3/16th and 1/5th (20%) of the aggregate time of the first six finishers. Passengers in the Sidecar Races will also receive the Award.

presentation of awards

The Presentation of Awards will be held at the VILLA MARINA, Douglas, in the open air if weather permits.

Junior, Sidecar (500cc), Sidecar (750cc) and Production Machine International Races — Monday, 5th June, at 9.30 pm.

Presentation by

His Honour the First Deemster and Clerk of the Rolls, G. E. Moore.

250cc Lightweight and Formula 750 International Races — Wednesday, 7th June, at 9.30 pm.

Presentation by

His Worship the Mayor of Douglas, Councillor F. Griffin, JP.

125cc Lightweight and Senior International Races — Friday, 9th June, at 9.30 pm.

Presentation by

**His Excellency the Lieutenant Governor of the Isle of Man,
Sir Peter Stallard, KCMG, CVO, MBE.**

The ACU wishes to record its appreciation of the generosity of the following donors of Awards: The Government of the Isle of Man; Associated Motorcycles Limited; Arthur Birkett, Esq.; Tom Handley, Esq.; Mrs. Joe Craig; 'The Motor Cycle'; 'Motor Cycle News'; South Eastern Centre, ACU; Ray B. Westover, Esq.; Messrs. Ind Coope Ltd.; The Middlesbrough & DMC; Peter Chapman, Esq.; Mrs. Shelagh Hartle; Mrs. Maureen Vinicombe; 'TT Special'.

acknowledgements

The ACU records its thanks to the following firms and individuals for their contributions to the success of the meeting

**British Leyland (Austin Morris) Ltd.,
Longbridge, Birmingham**

**Triumph Engineering Co. Ltd. and Norton —
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**Palace Entertainments Ltd., in association
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**BMW Concessionaires GB Ltd. and The Isle
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The Isle of Man Health Services Board

Williams Motor Co. (Manchester)

W. & T. Avery Ltd.

**Ashworth Transport Ltd. (Isle of Man),
and Avis Truck Rental**

**Loan of cars for official Road Opening and Closing duties
(through Mylchreest Motors Ltd., Douglas)**

Loan of motorcycles for Travelling Marshals

Electrical signs, and pre-race examination refreshments

Drivers' refreshments

**Welding services for entrants, under expert supervision of
Ken Sprayson**

Drivers' refreshments during practice periods.

**Financial assistance towards provision of a Helicopter
Ambulance Service.**

Fuel facilities for competitors

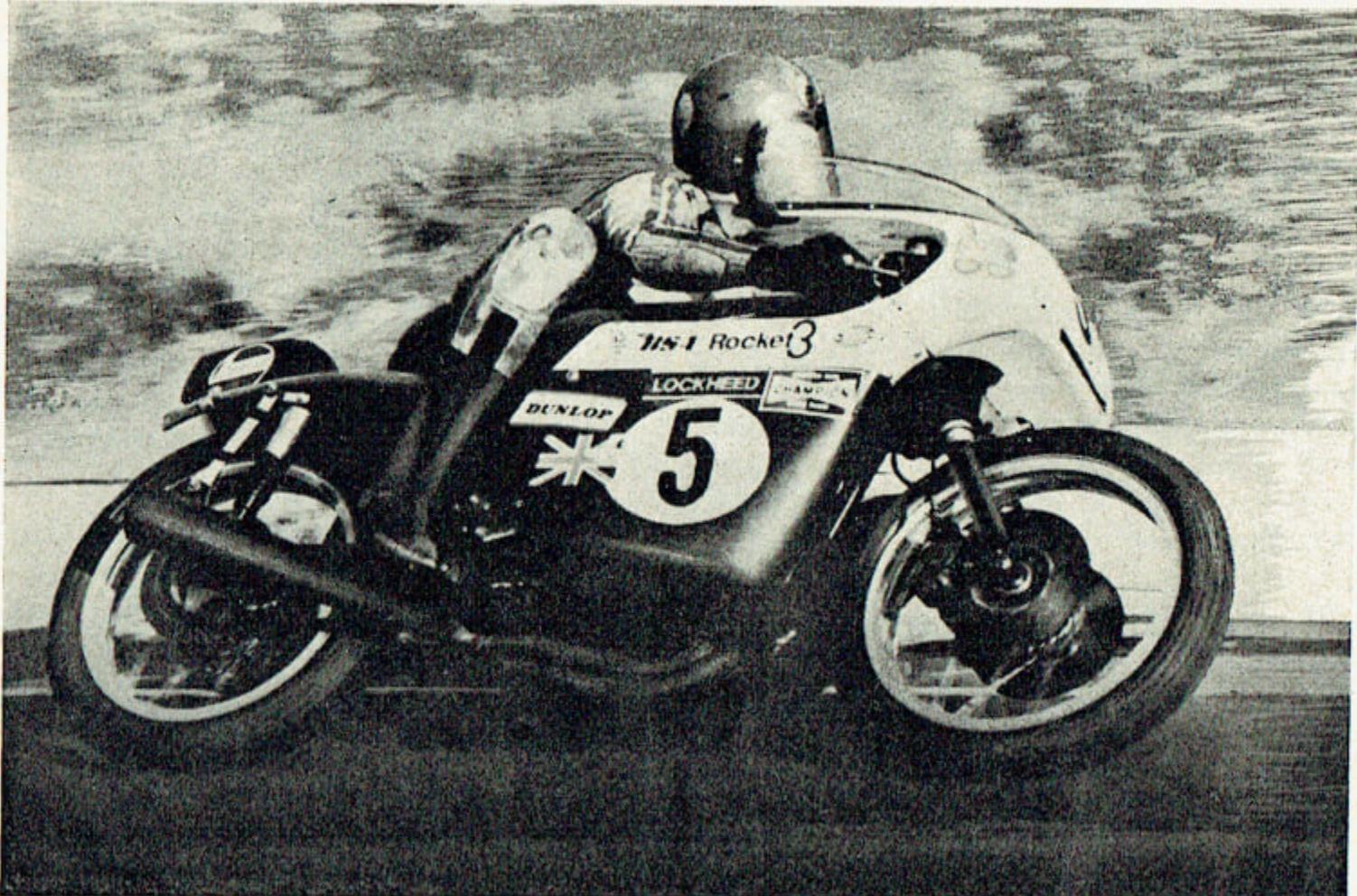
For help with ambulance, hospital services, etc.

Loan of BMW Car

Loan of scales

**Loan of vehicles for machine recovery service (through
Mylchreest Motors Ltd., Douglas).**

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



BSA First Again.

**A.M.A. Grand National
Championship 1971**

Daytona 1971

Race of the year 1971

Race of the South 1971

Ontario 1971



**BSA/Triumph Motor Cycle Division
Meriden Works, Allesley, Coventry CV5 9AU.**

isle of man— magic isle

FOR THE FAMILY, the loner, the jet set, the sportsman and the nature lover, the 'Magic Island' offers magnificent natural and man-made facilities as a background to the most thoughtful plan carried out by any tourist authority to ensure that its visitors enjoy their stay.

The Isle of Man was one of the first resorts to emerge as the 'annual holiday', caught-on in the 19th century, and has grown with demand, to provide what the tourist wants. The Manx found that they liked playing host to people enjoying themselves, and much of their own planning has kept the needs of the tourist in mind since the formation of the Steam Packet shipping company opened the Island up to tourist travel at reasonable



prices about the middle 1800's. By 1913 over 600,000 holidaymakers went to the Isle of Man every year between May and September in the most modern and fastest passenger ships in the world.

With this longer experience of catering for the holidaymaker than most areas, the Magic Isle has kept pace with the changes in public tastes and still provides a profusion of events and facilities against a background of natural beauty unmatched for variety.

In its 227 square miles the Isle of Man provides every facet of fun, sport and relaxation—as much holiday fun as the most inexhaustible traveller could cram into a day. There is hardly a day in the holiday season when the Tourist Board have not either organised or inspired an event somewhere on the Island, add to this the continental-style all-day licensing, dining, dancing, theatre clubs in several parts of the Island, and drinking and gambling and you have a real jet-age holiday.

As day fades on the Isle of Man the enchantment of the night takes over, and once again it is the incredible range of facilities that makes the Isle of Man like no other holiday venue. From casual sing-along entertainment in the friendly setting of pubs and hotel lounges, to gourmet restaurants with cabaret and dancing, the holidaymaker will get 'Manximum' pleasure and good value.

Douglas is the Island's 'night-life' centre. There the Palace Lido has a full nightly programme of dancing, cabaret, gaming and cash bingo until 2 a.m. five nights a week. Next door, the Palace Casino is open until 5 a.m., seven days a week.

As the licensing hours on the Isle of Man begin at 10.30 a.m. in the summer and are continuous through the day until 10.45 p.m. it will be seen that Man also has the magic of continental attitudes.

BE SAFE-BE SMART- BUY CROMWELL

Introducing the **NEW** Cromwell G72
Motor Cycling
Racing Helmet.



- **Shell** Moulded from polyester resin reinforced with glass roving cloth, finished externally with polyurethane paint in high visibility colours.

- **Shell Edge** Protected by new plastic clip-on beading.

- **Shock Absorption** Light-weight expanded polystyrene moulding lined with brushed nylon covered foam cushioning.

- **Cheek Linings** Padded with brushed nylon covered foam cushioning on $\frac{1}{4}$ " granulated cork.

- **Chin Strap** Soft pliable tubular terylene webbing covered with soft leather over cheek areas, fastening by two 'D' rings. The chin strap is fitted on the inside of the cheek padding to lay close to the face and not to distort the padding when tightened.

- **Stud Fastening** This helmet is fitted to accept most popular styles of button-on accessories.

Available in two sizes: smaller, covering 61-7, 53-57
larger, covering 7 $\frac{1}{2}$ -7 $\frac{1}{2}$, 58-61

Ask to see the CROMWELL G72 at your local stockist.

CROMWELL Safety Headwear by Helmets Limited,
Wheathampstead, St. Albans, Herts, England.

This year's greatest piece of magic, however, is Summerland, the £2 million 'resort of the future'. With 3½ acres of floor space under a transparent roof, giving the impression and atmosphere of the open air on a perfect summer's day, this holiday fun-spot with the guaranteed sun has expansive terraces and areas for just sitting in deck chairs and listening to music, gay garden restaurants and bars, an amusement arcade, entertainment stage, a funfair, discotheque, colour TV lounge, and the Sundome, where a sun-tan is guaranteed. Linked with the Summerland complex is the Aquadrome, where two swimming pools are fed with filtered, heated sea-water, and there is a range of remedial treatments including Sauna, Turkish, Vapour, and Aerotone baths, showers and massage.

The Isle of Man, with its wealth of natural facilities as well as intelligently planned arenas is a sportsman's Mecca. The IoM Tourist Board and local amateur and sporting promoters provide a programme of

activity that should appeal to sportsmen of all types throughout the year.

Associated with the great occasion of the TT in the Isle of Man are a series of rallies for the enthusiasts. On Tuesday, 6th June—the International BMW Assembly at Castletown; the International Norton Owners' Reunion at Ballacraine; the Vincent HRD Owners' Rally at Laxey and the Vintage Motorcycle Club's visit to Ramsey. The Vintage MCC visit Peel on Thursday, 8th June, and relive the early days of the TT with a trial round the original course from St. Johns in the afternoon.

The Manx Grand National Scramble known as one of the star attractions of TT Week takes place under Castrol sponsorship at Douglas Head on the evening of 6th June organised by Peveril (IoM) MC and LCC. A scramble will also take place at Santon on 8th June.

Other TT Week events are the Onchan Stadium Gymkhanas on 6th and 8th June and the Ramsey Promenade Sprint on 8th June.

ANOTHER GREAT WINNER IN 1973

THE ISLE OF MAN MOTOR CYCLE EXHIBITION

to be held next year between

2-8 JUNE AT NOBLE'S PARK - DOUGLAS

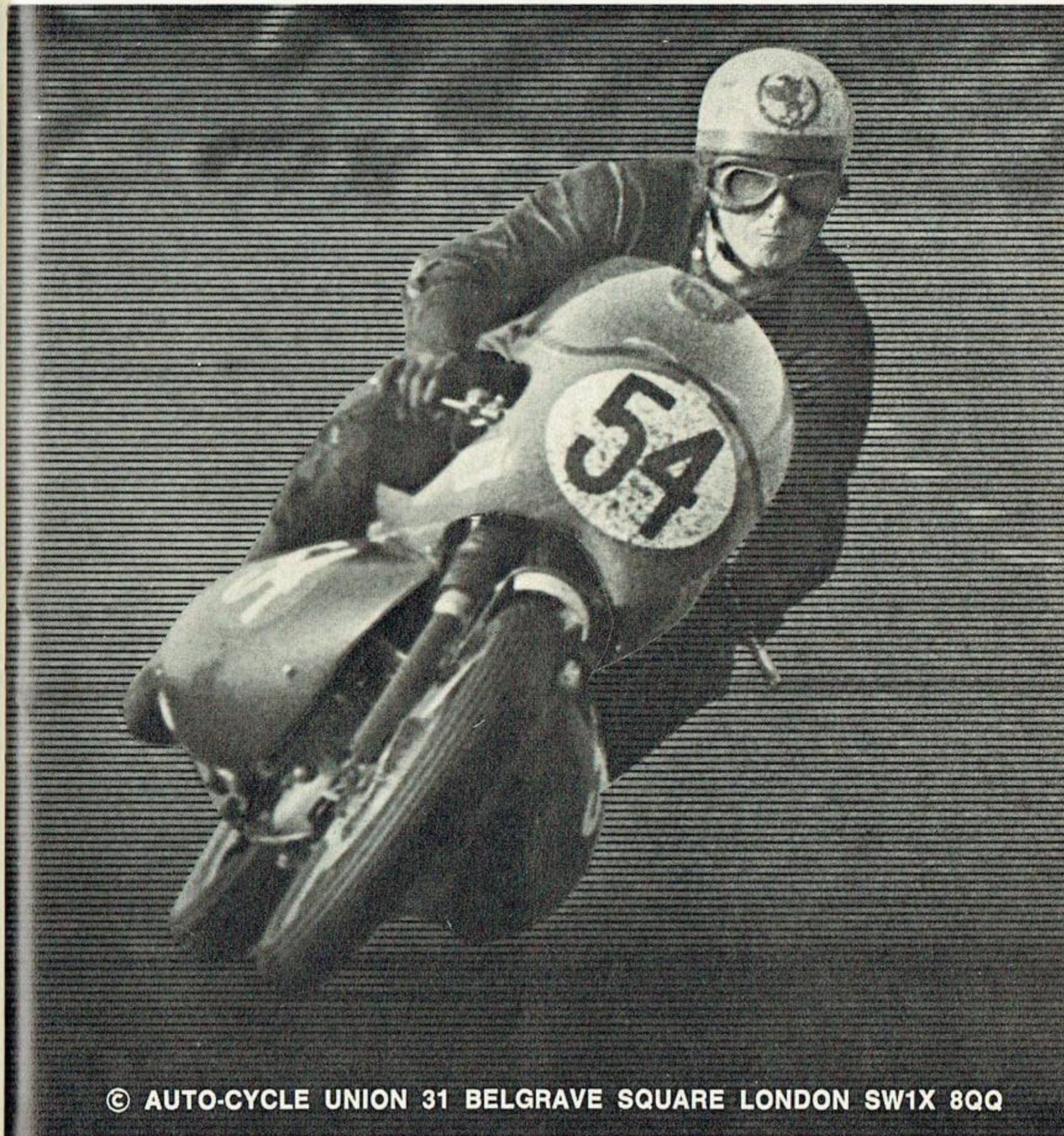
where there will be on show a display of interest to every single motor cycling enthusiast.

This Exhibition will be held during the spectacular Isle of Man T.T. Races.

Full information for this outstanding annual event commencing in 1973 may be obtained from:



ACU official 1972 international TT races scorecard





SATURDAY JUNE 3 5 p.m.
INTERNATIONAL PRODUCTION MACHINE RACE
 RACE COLOUR RED LE MANS START — 2 min. interval between



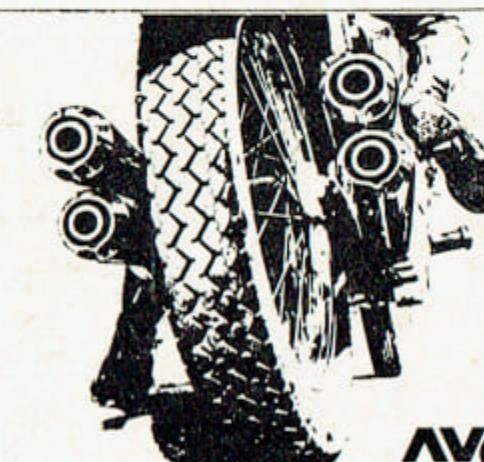
— 4 LAPS — 150.92 MILES — 750cc CLASS
 classes

Race No.	Driver	Nationality	Entrant	Machine
750 c.c. CLASS				
1 *Ray Pickrell	GB	Boyer of Bromley Ltd.	741	Triumph T150
2 Tony Rutter	GB	Norton Villiers (Europe)	745	Norton Commando
3 Jeff Wade	GB	Roger Slater	744	Laverda SFC
4 Dave Nixon	GB	Boyer of Bromley Ltd.	741	Triumph T150
5 Peter Williams	GB	Norton Villiers (Europe)	745	Norton Commando
6 Percy Tait	GB	Driver	750	Moto Guzzi
7 Doug Cash	GB	Mazz Racing	745	Norton Commando
8 Keith Turner	NZ	New Zealand A.C.U.	745	Norton Commando
9 Tony Jefferies	GB	Allan Jefferies	745	Norton Commando
10 Martyn Ashwood	GB	Comerfords Limited	745	Norton Commando
11 Ken Huggett	GB	Gomm. Metal Devel.	649	Triumph T120
12 Alan Walsh	GB	British Formula Racing Club	741	Triumph T150
14 Richard Browne	GB	L. C. Lee Motorcycles	745	Norton Commando
15 Alistair Copland	GB	K. Buckmaster	741	Triumph T150
16 Darryl Pendlebury	GB	A. Bennett & Sons	741	Triumph T150
17 Ron Baylie	GB	Driver	736	Honda CB750
18 Brian Moses	GB	Driver	745	Norton Commando
19 Walter Baxter	GB	Driver	745	Norton Commando
20 Helmut Dähne	D	Hubert Hähne	750	BMW R75/5
21 Luigi Rinaudo	I	Driver	750	Ducati Sport
22 Ted Redford	CDN	F. Manley (1971) Ltd.	750	Kawasaki
23 Tom Waterer	GB	Driver	745	Norton Commando
24 Doug. Lunn	GB	Driver	736	Honda CB750
25 Chris Bond	GB	Driver	654	Triumph T120
26 Peter Bates	GB	Reg Allen Motorcycles	741	BSA A75R
27 David Jones	GB	Driver	741	Triumph T150
28 James Peters	GB	B. Vincent	745	Norton Commando
29 Tony Smith	GB	Rugge's of Woodford	649	Triumph
30 Graham Bailey	GB	Driver	745	Norton Commando
31 Derek Filler	GB	Stewart Willis	745	Norton Commando

LUCAS
 leaders across
 the board

No.	Lap 1	Lap 2	Lap 3	Lap 4
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RIDE EASY
RIDE AVON



AVON



SATURDAY JUNE 3 5 p.m.

INTERNATIONAL PRODUCTION MACHINE RACE — 4 LAPS — 150.92 MILES — 500cc CLASS

RACE COLOUR RED LE MANS START — 2 min. interval between classes



Race No.	Driver	Nationality	Entrant	Machine
500 c.c. CLASS				
40	Gordon Pantall	GB	Two Wheel Services	492 Suzuki T500R
41	Roger Bowler	GB	R. S. May	490 Triumph T100T
42	Brian Warburton	GB	E. B. Bardsley Motorcycles	492 Suzuki T500R
43	Clive Brown	GB	Mead & Tomkinson (Hereford) Ltd.	499 BSA B50
44	Terry Grotfeld	GB	Motorcycle Mechanics	496 Kawasaki Mach 3
45	Nigel Rollason	GB	Mead & Tomkinson (Hereford) Ltd.	499 BSA B50
46	Stan Woods	GB	Eddie Crooks Ltd.	492 Suzuki T500R
47	*Bill Smith	GB	J. Skellern Motorcycles	498 Honda CB500
48	Len Phelps	GB	Driver	490 Triumph T100T
49	*Ray Knight	GB	British Formula Racing Club	490 Triumph T100T
50	Bill Milne	GB	T. B. Oliver	498 Kawasaki H1
51	*Graham Penny	GB	D. MacHarris Motorcycles	498 Honda CB500
52	Tom Loughridge	GB	Eddie Crooks Ltd.	492 Suzuki T500
53	Hugh Evans	GB	Roger Slater	499 Kawasaki H1
54	Tony Godfrey	GB	Driver	499 BSA B50
55	Roy Boughey	GB	Derek Eastham	498 Honda CB500
56	James Heath	IRL	Driver	499 Velocette Thruxton
57	Dennis Brew	GBM	Driver	492 Suzuki T500
58	Ray Ashcroft	GB	Driver	498 Honda CB500
59	Roger Nicholls	GB	Two Wheel Services	492 Suzuki T500R

Lap 1	Lap 2	Lap 3	Lap 4	No.
.....	40
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SATURDAY JUNE 3 5 p.m.

INTERNATIONAL PRODUCTION MACHINE RACE
RACE COLOUR RED LE MANS START — 2 min. interval between

Race No.	Driver	Nationality	Entrant	Machine
250 c.c. CLASS				
70	* John Williams	GB	J. Skellern Motorcycles	250 Honda CB250
71	Mick Grant	GB	Padgetts (Batley) Ltd.	250 Kawasaki
72	Tommy Robb	IRL	J. Skellern Motorcycles	250 Honda CB250
73	Dudley Robinson	GB	Padgetts (Batley) Ltd.	247 Yamaha YDS7
74	Danny Shimmin	GBM	Eddie Crooks Ltd.	247 Suzuki T20
75	Keith Heckles	GB	Dickinson Steele M/cycles	250 Honda CB250
76	Neil Tuxworth	GB	J. R. Meredith	247 Suzuki T20
77	John Kiddie	GB	Driver	250 Honda CB250
78	Charlie Williams	GB	H. Dugdale Motors	248 Yamaha YDS7
79	John Hughes	GB	P. Biggs	250 Suzuki T250R Hustler
80	Alex George	GB	R. Hamblin	250 Kawasaki S2
81	Steve Murray	GB	J. Skellern Motorcycles	250 Honda CB250
82	Lindsay Porter	GB	Porters Motors (Spalding) Ltd.	247 Suzuki T20
83	Roy Simmons	GB	Cray Motorcycles	248 Suzuki T250R
84	George Barker	GB	Driver	249 Kawasaki S2
85	Jan Kostwinder	NL	Bill Smith Motors	250 Honda CB250
86	Charlie Garner	GB	Bill Smith Motors	250 Honda CB250
87	Carl Ward	GB	Driver	250 Ducati Desmo
88	Mal Kirwan	GB	Driver	250 Bultaco Metralla
89	Andy Morris	GB	Driver	250 Kawasaki S2
90	Dave Arnold	GB	R.A.F.M.S.A.	248 Ducati Mk III
91	Mick Taylor	GB	M. Walker Motorcycles	250 Ducati 24 Hr. Model
92	Leo Castles	GB	J. Skellern Motorcycles	250 Honda CB250
93	Dave Barton	GB	Staffordshire Motorcycles	247 Yamaha YDS7
94	Jim Evans	GB	British Formula Racing Club	247 Yamaha YDS7
95	Brian O'Neill	GB	Driver	247 Suzuki T250R Hustler
96	Gary Fulton	GB	Motor Cycle & Marine Centre	247 Yamaha YDS7
97	Eddie Roberts	GB	Fred Marriott Motorcycles	247 Suzuki T250
98	Leigh Notman	GB	Driver	247 Yamaha YDS7
99	Mike Grant	ZA	Two Wheel Services	247 Suzuki T250

* Previous winners of International Production Machine Race

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— 4 LAPS — 150.92 MILES — 250cc CLASS
 classes



	Lap 1	Lap 2	Lap 3	Lap 4	No.
	70
	71
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	99



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INTERNATIONAL PRODUCTION MACHINES (750cc)

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Lap Time						
4 Lap Speed						
Av. Speed						

INTERNATIONAL PRODUCTION MACHINES (500cc)

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Lap Time						
4 Lap Speed						
Av. Speed						
Total Time of Final Leaders						

INTERNATIONAL PRODUCTION MACHINES (250cc)

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Lap Time						
4 Lap Speed						
Av. Speed						

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SATURDAY JUNE 3 7.30 p.m.
INTERNATIONAL 750cc SIDECAR RACE
 RACE COLOUR YELLOW START IN PAIRS — 10 sec. intervals — 3 LAPS — 113.19 MILES



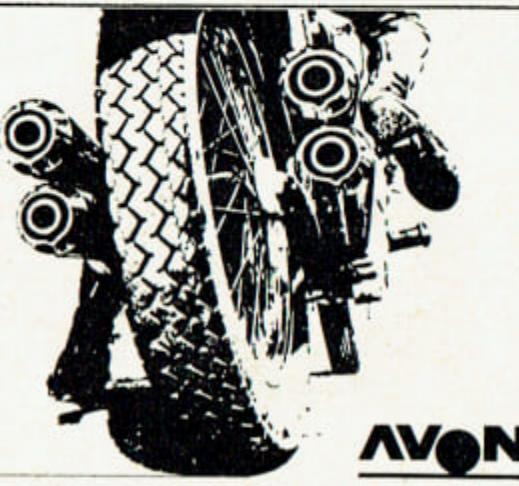
Race No.	Driver	Nationality	Entrant	Machine
1	H. Luthringshauser/ J. Cusnik	D	Driver	560 BMW
2	R. Hanks/ G. Daniel	GB	Fred Hanks Motorcycles	734 BSA
3	C. Vincent/M. Casey	GB	P. Chapman	750 Munch
4	*S. Schauzu/W. Kalauch	D	Driver	560 BMW
5	R. Wegener/A. Heinrichs	D	Driver	520 BMW
6	P. Brown/R.B. Haddrell	GB	P. Chapman	750 BSA
7	K. Enders/R. Engelhardt	D	Driver	750 BMW
8	*G. Auerbacher/H. Hahn	D	Driver	750 BMW
9	R. Williamson/D. Smith	GB	W. H. Balderston	745 WHB Triumph
10	A.J. Sansum/C. Emmins	GB	R. T. Quaife Eng. Ltd.	750 Quaife Triumph
11	D. F. Wood/K. Lacey	GB	Driver	750 R.S.Atlas
12	R. Woodhouse/ D. Woodhouse	GB	J. Skellern Motorcycles	736 Honda
14	J. Gawley/ F. Knights	GB	Driver	748 BMW
15	T. W. Windle/ R. Hinchcliffe	GB	Driver	740 Windle BSA
16	D. Plummer/M. Brett	GB	Driver	748 Triumph
17	E.H.Leece/J.D.Logan	GBM	Driver	725 LMS Triumph
18	R. J. Hawes/E. Kiff	GB	Rivetts Champion	745 YCE-Kuhn Norton
19	M. J. C. Potter/ A. D. Lodge	GB	Revetts (Norwich Rd.) Ltd.	750 BSA
20	R. Kurth/Miss D. Rowe	CH	Driver	532 Crescent
21	M.Horspole/G.Horspole	GB	J. Bingham	650 Bingham Triumph
22	M. Tombs/T. Tombs	GB	Driver	750 BSA
23	L. W. Currie/K. Scott	GB	Driver	740 Weslake
24	A. Swindells/D. Bayer	GB	Driver	750 R.S.Atlas
25	M. Hobson/J. Hartridge	GB	Driver	750 BSA
26	D. Saville/P. Godfrey	GB	Sabre Tools	650 Sabre BSA
27	T. J. Ireson/N. B. Smith	GB	Driver	690 ETY Weslake
28	J. Brandon/C. Holland	GB	C. G. Chell Motorcycles	750 JCLS Honda
29	B. Copson/G. Townley	GB	Driver	750 BMW
30	F. G. Lewin/ Miss L. W. Broadley	GB	Driver	745 Norton
31	J. L. Barker/D. A. Jose	GB	Les Mason (Devimead)	749 Devimead BSA
32	P. Krukowski/ F. Krukowski	GB	Driver	654 BSA
33	S. Sinnott/J. Williamson	GB	Driver	745 SWS Norton

Start Interval M S	Lap 1	Lap 2	Lap 3	Race No.
00 00	1
00 00	2
00 10	3
00 10	4
00 20	5
00 20	6
00 30	7
00 30	8
00 40	9
00 40	10
00 50	11
00 50	12
01 00	14
01 10	15
01 10	16
01 20	17
01 20	18
01 30	19
01 30	20
01 40	21
01 40	22
01 50	23
01 50	24
02 00	25
02 00	26
02 10	27
02 10	28
02 20	29
02 20	30
02 30	31
02 30	32
02 40	33



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SIDECAR (750cc) INTERNATIONAL

Race No.	Driver	Nationality	Entrant	Machine
34	G. O'Dell/W. Boldison	GB	Arbuckle Smith & Co.	654 BSA
35	D. Keen/D. Lockett	GB	Bob Webb Racing Motors	649 Triumph
36	J. Crick/S. Collins	GB	Driver	750 Jaycee
37	G. Boret/N. Boret	GB	Renwick Devts.	680 Renwick Konig
38	O. Salter/J. C. Gudel	AUS	Driver	750 Honda
39	N. Rollason/P. Hall	GB	Driver	654 BSA
40	M. Whitton/P. Cartwright	GB	Driver	750 Windle BSA
41	R. Richards/M. Davis	GB	Driver	745 Rickman Triumph
42	D. North/N. Panter	GB	Greenwood Racing	750 Greenwood Triumph
43	P. Williams/R. F. Angus	GB	Vale Onslow Motorcycles	748 KGB Imp
44	J. Coxon/W. Costelloe	IRL	Driver	654 Rumble BSA
45	E. B. Bardsley/ P. R. Cropper	GB	Bardsley Motorcycles	740 Triumph
46	M. D. Wortley/J. Service	GB	Bournville Works M/C	741 MDW Trident
47	P. L. Hardy/R. S. Hardy	GB	Driver	730 HTS Triumph
48	R. Dutton/T. Wright	GB	Driver	501 BMW
49	P. Tyack/J. Meehan	GB	Arbuckle Smith & Co.	650 Triumph
50	A. R. Moss/J. Moss	GB	Driver	650 Triumph
51	S. Applegate/ M. Worsley	GB	Driver	750 Norton
52	D. V. Bayley/L. J. King	GB	Driver	748 P.R.B. Weslake
53	R. Coxon/L. Fisher	GB	Driver	736 Honda
54	I. McDonald/D. Bickley	GB	A. Jones	749 Devimead BSA
55	R. Cass/A. Barclay	GB	Driver	740 RCS Triumph
56	B. Mee/C. Newbold	GB	Derby Phoenix MCC	750 BSA
57	J. Graham/B. Forrest	GB	Driver	654 BSA
58	F. G. Cornbill/ M. G. Tinkler	GB	Driver	649 Parker BSA
59	D. Yorke/D. E. Flynn	GB	Driver	750 YCE BSA
60	B. R. Moran/K. B. Moran	GB	Unity Special Equip.	750 Unity Norton
61	E. L. Vant/W. Taylor	GB	Driver	741 Weslake
62	E. N. Lloyd/ T. J. Harrington	GB	Driver	654 BSA
63	K. Graham/D. J. Booth	GB	Driver	750 BSA
64	K. Griffin/M. Sharrocks	GBM	Driver	687 SG Triumph
65	M. B. Blakemore/ R. Worrall	GB	Driver	750 Triumph
66	J. Campbell/P. Sales	GB	Driver	750 Campbell Norton
67	D. F. Dickinson/ S. Cooper	GB	Driver	734 BMW
68	R. J. Beales/P. Meehan	GB	Reg Allen Motorcycles	650 Triumph
69	D. Rumble/V. G. Biggs	GB	D. Rumble Racing Devts.	654 Rumble BSA

Start Interval M S	Lap 1	Lap 2	Lap 3	Race No.
02 40	34
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 40	45
03 40	46
03 50	47
03 50	48
04 00	49
04 00	50
04 10	51
04 10	52
04 20	53
04 20	54
04 30	55
04 30	56
04 40	57
04 40	58
04 50	59
04 50	60
05 00	61
05 00	62
05 10	63
05 10	64
05 20	65
05 20	66
05 30	67
05 30	68
05 40	69



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WINNING WAYS

SIDECAR 750cc) INTERNATIONAL

Race No.	Driver	Nationality	Entrant	Machine
70	B. Rust/D. Jacobs	GB	P. Rust	750 BSA
71	D. M. Mallon/J. E. Maher	GB	C.S.M.A.	745 BMW
72	A. Lewis/J. Law	GB	Driver	650 Triumph
73	M. Wharton-Harrison/ M. Raistrick	GB	Driver	690 BSA
74	W. J. Uren/P. Matthews	GB	Driver	650 Triumph
75	G. C. Davis/ M. A. Mitchinson	GB	Driver	750 Triumph
76	M. White/P. Oliver	GB	Driver	744 Triumph
77	E. R. Bregazzi/ J. J. Creer	GBM	Driver	654 Rumble BSA
78	A. L. Oates/B. Oates	GBM	Driver	725 Triumph
79	E. Creaser/J. D. Teal	GB	Stable Engineering	746 Stable BSA
80	G. Nottingham/ J. Mundey	GB	Driver	745 Glanford Weslake
81	D. N. Houghton/ D. L. Walton	GB	Driver	727 UBGS Weslake
82	D. French/N. Thomson	GB	Stable Engineering	730 Stable BSA
83	J. G. Trustham/M. Yetty	GB	Roger Slater	750 Norton
84	M. N. Cain/ Mrs. B. H. Martin	GB	Driver	650 Triumph
85	W. Hodkins/J. Parkins	GB	Driver	749 Kuhn Norton
86	H. R. Langham/ D. Johnson	GB	Eboracum MC of York	735 BSA
87	B. Crook/K. Arthur	GB	Unity Special Equipe	740 Unity BSA
88	A. G. Betts/J. G. Betts	GB	Driver	750 Windrick Triumph
89	T. Greening/R. Parker	GB	Driver	750 Triumph

* Previous 750cc Sidecar TT winner

The 'in' thing this year for all TT enthusiasts
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31 BELGRAVE SQUARE, LONDON, SW1X 8QQ

Start Interval M S	Lap 1	Lap 2	Lap 3	Race No.
05 40	70
05 50	71
05 50	72
06 00	73
06 00	74
06 10	75
06 10	76
06 20	77
06 20	78
06 30	79
06 30	80
06 40	81
06 40	82
06 50	83
06 50	84
07 00	85
07 00	86
07 10	87
07 10	88
07 20	89

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						
Total Time of Final Leaders						



MONDAY JUNE 5 11 a.m.

INTERNATIONAL JUNIOR TT — 350cc
RACE COLOUR BLUE START IN PAIRS — 10 sec.

**— 5 LAPS — 188.65 MILES**

intervals Qualifies for 1972 FIM World Championship

Race No.	Driver	Nationality	Entrant	Machine
1	Chas Mortimer	GB	Danfay Distributors	349 Yamaha
2	*Tony Jefferies	GB	Allan Jefferies	348 Yamaha
3	*Giacomo Agostini	I	MV Agusta	350 MV
4	Jack Findlay	F	Driver	350 Yamaha
5	Rod Gould	GB	Hostettler Yamaha	348 Yamaha
6	Derek Chatterton	GB	Chattertons Motors	348 Chat Yamaha
7	Alberto Paganini	I	MV Agusta	350 MV
8	Bill Smith	GB	J. Skellern Motorcycles	350 Honda
9	*Phil Read	GB	Driver	350 Yamaha
10	Renzo Pasolini	I	Aermacchi H.D.	349 Aermacchi H.D.
11	Terry Grotefeld	GB	Padgett (Batley) Ltd.	348 Padgett Yamaha
12	Hideo Kanaya	J	Yamaha Motor NV	350 Yamaha
14	Barry Sheene ^{J. COOPER}	GB	Driver	350 Yamaha
15	Dudley Robinson	GB	Padgett (Batley) Ltd.	350 Padgett Yamaha
16	Tony Rutter	GB	R. Priest	348 Yamaha
17	Mick Chatterton	GB	Chattertons Motors	348 Chat Yamaha
18	Werner Pfirter	CH	Driver	347 Yamaha
19	Dieter Braun	D	Mitsui Maschinen GMBH	350 Yamaha
20	Barry Randle	GB	Reg Gower	348 Yamaha
21				350 MZ
22	John Williams	GB	J. Skellern Motorcycles	350 Honda
23	Laszlo Szabo	H	Driver	346 Yamaha
24	Billy Guthrie	IRL	H. Dugdale Motors	348 Dugdale Yamaha
25	Steve Murray	GB	Bill Smith Motors	350 Aermacchi
26	Gordon Pantall	GB	Two Wheel Services	349 Yamaha
27	Mick Grant	GB	Padgett (Batley) Ltd.	350 Padgett Yamaha
28	Tommy Robb	IRL	J. Skellern Motorcycles	350 Honda
29	Tom Dickie	GB	Ray Cowles	348 Yamaha
30	Gilberto Parlotti	I	Morbidelli	348 Morbidelli
31	Mike Grant	ZA	Driver	350 Yamaha

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Race No.
00 00	1
00 00	2
00 10	3
00 10	4
00 20	5
00 20	6
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00 50	12
01 00	14
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01 50	24
02 00	25
02 00	26
02 10	27
02 10	28
02 20	29
02 20	30
02 30	31

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RIDE EASY RIDE AVON



AVON

JUNIOR INTERNATIONAL (350cc)

Race No.	Driver	Nationality	Entrant	Machine
32	Dave Harris	GB	B. Picksley	350 Yamaha
33	Geoff Barry	GB	E. C. Oakley	349 Oakley Seeley
34	Gerry Mateer	IRL	Driver	348 Yamaha
35	Roger Bowler	GB	Syd Mularney	348 Mularney Norton
36	George Fogarty	GB	Bernard Cunningham	349 Cunningham Yamaha
37	Tom Herron	IRL	Driver	346 Yamaha
38	Janos Drapal	H	Driver	348 Yamaha
39	Walter Sommer	D	Mitsui Maschinen GMBH	350 Yamaha
40	Roy Graham	GB	J. Tickle Eng. Ltd.	346 Yamsel
41	John Hughes	GB	P. Biggs	348 Yamaha
42	Billie McCosh	IRL	Driver	350 Yamsel
43	Bill Tomlinson	GB	F. Parkinson	350 Maxton Yamaha
44	Roger Sutcliffe	GB	Ray Cowles	348 Cowles Aermacchi
45	Helmut Dahne	D	Hubert Hahne	350 Yamaha
46	Norman Dunn	IRL	Driver	348 Yamaha
47	Bill Henderson	GB	Brackley Racing	348 Yamsel
48	Paul Cott	GB	Stewart Willis	348 Yamsel
49	Selwyn Griffiths	GB	Ray Cowles	349 Cowles Yamaha
50	Alex George	GB	Team Ecosse	346 Yamaha
51	Charlie Williams	GB	H. Dugdale Motors	348 Dugdale Yamaha
52	Brian Warburton	GB	Norman Ball	348 Yamaha
53	Brian Lee	GB	Driver	349 Aermacchi
54	Ken Daniels	GB	F. Parkinson	348 Yamaha
55	Tony Anderson	GB	Driver	344 Aermacchi
56	Tony Godfrey	GB	Driver	348 Goddard Bultaco
57	Walter Dawson	GB	Auto 66 Club	348 Yamaha
58	Carl Ward	GB	Driver	350 Ducati
59	Mick Burns	GB	Jervis Motorcycles	348 Yamaha
60	Tom Loughridge	GB	Eddie Crooks Ltd.	254 Crooks Suzuki
61	Dennis Trollope	GB	C. J. Trollope	346 Yamaha
62	Ron Fursman	GB	Park Road Motorcycles	349 Petty Manx
63	Norman Price	GB	Syd Mularney	350 Mularney Norton
64	Malcolm Moffat	GB	J. Ball	349 AJS
65	Ken Tilley	GB	Driver	348 Norton
66	Roger Nicholls	GB	Ray Cowles	349 AJS
67	Jan Kostwinder	NL	Bill Smith Motors	346 Yamaha
68	Ken Kay	GB	Stewart Willis	348 Yamsel
69	Danny Keany	IRL	Danfay Distributors	348 Yamaha
70	Charlie Garner	GB	Driver	348 Bultaco
71	Brian Moses	GB	Gp. Capt. S. P. Coulson	344 Aermacchi

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Race No.
02 30	32
02 40	33
02 40	34
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 40	45
03 40	46
03 50	47
03 50	48
04 00	49
04 00	50
04 10	51
04 10	52
04 20	53
04 20	54
04 30	55
04 30	56
04 40	57
04 40	58
04 50	59
04 50	60
05 00	61
05 00	62
05 10	63
05 10	64
05 20	65
05 20	66
05 30	67
05 30	68
05 40	69
05 40	70
05 50	71



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JUNIOR INTERNATIONAL (350cc)

Race No.	Driver	Nationality	Entrant	Machine
72	Jeff Wade	GB	Roger Slater	348 Yamaha
73	Ron Hackett	GB	Burnsall Eng. Co.	273 Honda
74	Ralph Ridley	CDN	Driver	348 Yamsel
75	Alan Lawton	GB	James Rowlinson	348 Norton
76	James Ashton	GB	Driver	348 Yamaha
77	Chris Neve	GB	Driver	349 AJS
78	Roy Simmons	GB	Cray Motorcycles	344 Aermacchi
79	Dave Gladwin	GB	Driver	340 Ducati
80	Bill Fulton	GB	Driver	350 Yamsel
81	Roy Bisbey	GB	Driver	348 Yamaha
82	Lindsay Porter	GB	Porters Motors (Spalding) Ltd.	347 Honda
83	Fred Walton	GB	R. F. Seymour Motorcycles	348 Velocette Metisse
84	Ray Ashcroft	GB	Driver	348 Yamaha
85	Bill Rae	GB	Driver	346 Yamaha
86	James Pearson	GB	Driver	350 Bultaco
87	John Stanley	GB	Central Garage	346 Yamsel
88	Jeff Boniface	GB	Jeffs Motor Spares	349 Kettle Norton
89	Keith Walley	GB	Driver	348 Yamaha
90	Kevin Cowley	GB	Syd Mularney	350 Mularney Norton
91	Peter Elmore	GB	Driver	348 Petty Norton
92	Frank Shortt	IRL	Driver	344 Aermacchi Drixton
93	Jack Wilkin	IRL	W. E. Wilson	348 Yamaha
94	Henry McEwan	GB	Bill Robertson Motorcycles	348 Yamaha
95	Trevor Smith	ZA	Driver	348 Yamsel
96	Charlie Watts	IRL	Driver	348 Norton

* Previous 350cc TT Race Winner

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Race No.
05 50						72
06 00						73
06 00						74
06 10						75
06 10						76
06 20						77
06 20						78
06 30						79
06 30						80
06 40						81
06 40						82
06 50						83
06 50						84
07 00						85
07 00						86
07 10						87
07 10						88
07 20						89
07 20						90
07 30						91
07 30						92
07 40						93
07 40						94
07 50						95
07 50						96

Lap Time						
4 Lap Speed						
Av. Speed						
Lap Time						
5 Lap Speed						
Av. Speed						
Total Time of Final Leaders						



MONDAY JUNE 5 2.30 p.m.

INTERNATIONAL 500cc SIDECAR TT
RACE COLOUR BLACK START IN PAIRS — 10 sec.
— 3 LAPS — 113.19 MILES

intervals Qualifies for 1972 FIM World Championship



Race No.	Driver/Passenger	Nationality	Entrant
1	R. Wegener/A. Heinrichs	D	Driver
2	J. Gawley/F. Knights	GB	Driver
3	*K. Enders/ R. Engelhardt	D	Driver
4	*C. Vincent/M. Casey	GB	P. Chapman
5	*S. Schauzu/W. Kalauch	D	Driver
6	R. Hanks/G. Daniel	GB	Fred Hanks Motorcycles
7	H. Luthringshauser/J. Cusnik	D	Driver
8	R. Kurth/Miss D. Rowe	CH	Driver
9	G. Auerbacher/H. Hahn	D	Driver
10	B. Dungworth/G. Alcock	GB	Driver
11	L. W. Currie/K. Scott	GB	Driver
12	P. Brown/R. B. Haddrell	GB	P. Chapman
14	D. Saville/P. Godfrey	GB	Sabre Tools
15	D. Plummer/M. Brett	GB	Driver
16	A. J. Sansum/C. Emmins	GB	R. T. Quaife Eng. Ltd.
17	H. Binding/H. Fleck	D	Driver
18	J. Crick/S. Collins	GB	Driver
19	D. Keen/D. Lockett	GB	Bob Webb Racing Motors
20	W. Klenk/N. Scheerer	D	Driver
21	R. Williamson/D. Smith	GB	W. H. Balderston
22	E. Parkinson/R. Osborn	GB	Driver
23	E. B. Bardsley/P. R. Cropper	GB	D. C. Bardsley
24	B. Copson/G. Townley	GB	Driver
25	T. W. Windle/R. Hinchcliffe	GB	Driver
26	R. Dutton/T. Wright	GB	Driver
27	J. L. Barker/D. A. Jose	GB	Les Mason (Devimead)
28	S. Sinnott/J. Williamson	GB	Driver
29	G. Boret/N. Boret	GB	Renwick Developments
30	M. E. Horspole/G. Horspole	GB	J. Bingham
31	J. S. Brandon/C. Holland	GB	Market Drayton & D.M. & L.C.C.
32	G. O'Dell/W. Boldison	GB	Arbuckle Smith & Co.
33	R. J. Hawes/E. Kiff	GB	Rivetts Champion
34	M. Whitton/B. Cartwright	GB	Driver
35	T. J. Ireson/M. B. Smith	GB	Driver
36	E. H. Leece/J. D. Logan	GBM	Driver
37	M. D. Wortley/J. Service	GB	Bournville Works M.C.
38	B. Mee/C. Newbold	GB	Derby Phoenix MCC
39	R. Cass/A. Barclay	GB	Driver
40	I. McDonald/D. Bickley	GB	A. Jones
41	M. J. C. Potter/A. D. Lodge	GB	Revetts (Norwich Rd.) Ltd.
42	F. G. Lewin/Miss L. Broadley	GB	Driver
43	P. L. Hardy/R. S. Hardy	GB	Driver
44	D. North/N. Panter	GB	Greenwood Racing
45	R. Woodhouse/D. Woodhouse	GB	J. Skellern Motorcycles
46	D. Yorke/D. E. Fynn	GB	Driver
47	T. Tyack/J. Meehan	GB	Arbuckle Smith & Co.
48	D. F. Wood/K. Lacey	GB	Driver
49	J. Coxon/W. Costelloe	IRL	Driver
50	J. Graham/B. Forrest	GB	Driver
51	J. G. Trustham/M. Yetty	GB	Roger Slater
52	P. Krukowski/F. Krukowski	GB	Driver
53	M. Tombs/T. Tombs	GB	Driver
54	F. G. Cornbill/M. G. Tinkler	GB	Driver
55	R. Coxon/L. Fisher	GB	Driver

Machine	Start Interval M S	Lap 1	Lap 2	Lap 3	Race No.
498 BMW	00 00	.....	.....	.....	1
494 BMW	00 00	.....	.....	.....	2
492 BMW	00 10	.....	.....	.....	3
500 Munch	00 10	.....	.....	.....	4
492 BMW	00 20	.....	.....	.....	5
498 BSA	00 20	.....	.....	.....	6
500 BMW	00 30	.....	.....	.....	7
498 Crescent	00 30	.....	.....	.....	8
492 BMW	00 40	.....	.....	.....	9
492 BMW	00 40	.....	.....	.....	10
492 Weslake	00 50	.....	.....	.....	11
500 BSA	00 50	.....	.....	.....	12
498 Sabre BSA	01 00	.....	.....	.....	14
498 Triumph	01 10	.....	.....	.....	15
500 Quaife Triumph	01 10	.....	.....	.....	16
496 BMW	01 20	.....	.....	.....	17
500 Jaycee BSA	01 20	.....	.....	.....	18
500 Triumph	01 30	.....	.....	.....	19
500 BMW	01 30	.....	.....	.....	20
498 WHB Triumph	01 40	.....	.....	.....	21
500 E. P. Konig	01 40	.....	.....	.....	22
498 Triumph	01 50	.....	.....	.....	23
492 BMW	01 50	.....	.....	.....	24
498 Windle BSA	02 00	.....	.....	.....	25
499 BMW	02 00	.....	.....	.....	26
499 Devimead BSA	02 10	.....	.....	.....	27
500 SWS Triumph	02 10	.....	.....	.....	28
492 Renwick Konig	02 20	.....	.....	.....	29
500 Bingham Triumph	02 20	.....	.....	.....	30
498 JCLS Triumph	02 30	.....	.....	.....	31
500 BSA	02 30	.....	.....	.....	32
498 YCE Norton	02 40	.....	.....	.....	33
500 Windrick BSA	02 40	.....	.....	.....	34
498 ETY Triumph	02 50	.....	.....	.....	35
498 BSA	02 50	.....	.....	.....	36
498 MDW Triumph	03 00	.....	.....	.....	37
500 BSA	03 00	.....	.....	.....	38
499 RCS Triumph	03 10	.....	.....	.....	39
498 Devimead BSA	03 10	.....	.....	.....	40
500 Triumph	03 20	.....	.....	.....	41
498 Norton	03 20	.....	.....	.....	42
498 HTS Triumph	03 30	.....	.....	.....	43
500 Greenwood Triumph	03 30	.....	.....	.....	44
496 Honda	03 40	.....	.....	.....	45
500 YCE BSA	03 40	.....	.....	.....	46
500 Triumph	03 50	.....	.....	.....	47
500 Norton	03 50	.....	.....	.....	48
500 Rumble BSA	04 00	.....	.....	.....	49
499 Hi-Tac Suzuki	04 00	.....	.....	.....	50
500 Seeley	04 10	.....	.....	.....	51
492 BSA	04 10	.....	.....	.....	52
500 BSA	04 20	.....	.....	.....	53
494 Parker BSA	04 20	.....	.....	.....	54
450 Honda	04 30	.....	.....	.....	55



MONDAY JUNE 5 2.30 p.m.
INTERNATIONAL 500cc SIDECAR TT
 RACE COLOUR BLACK START IN PAIRS — 10 sec.



Race No.	Driver/Passenger	Nationality	Entrant
56	E. Vant/W. Taylor	GB	Driver
57	B. R. Moran/K. B. Moran	GB	Unity Special Equip.
58	E. N. Lloyd/T. J. Harrington	GB	Driver
59	K. Graham/D. J. Booth	GB	Driver
60	K. Griffin/M. Sharrocks	GBM	Driver
61	M. B. Blakemore/R. Worrall	GB	Driver
62	J. Campbell/P. Sales	GB	Driver
63	W. J. Uren/P. Matthews	GB	Driver
64	A. Lewis/J. Law	GB	Driver
65	D. M. Mallon/J. E. Maher	GB	C.S.M.A.
66	R. Richards/M. Davis	GB	Driver
67	M. Wharton-Harrison/M. Raistrick	GB	Driver
68	D. F. Dickinson/S. Cooper	GB	Driver
69	R. J. Beales/P. Meehan	GB	Reg Allen Motorcycles
70	S. Applegate/M. Worsley	GB	Driver
71	A. R. Moss/J. R. Moss	GB	Driver
72	D. Rumble/V. G. Biggs	GB	D. Rumble Racing Devts.
73	B. Rust/D. Jacobs	GB	Peter Rust
74	N. Rollason/P. Hall	GB	Driver
75	O. Salter/J. C. Gudel	AUS	Driver
76	P. Williams/R. F. Angus	GB	Vale Onslow Motorcycles
77	W. Hodgkins/J. Parkins	GB	Driver
78	H. R. Langham/D. Johnson	GB	Eboracum MC of York
79	B. Crook/K. Arthur	GB	Unity Special Equipe
80	G. Davis/M. A. Mitchinson	GB	Driver
81	M. N. Cain/Mrs. B. H. Martin	GB	Driver
82	D. N. Houghton/D. L. Walton	GB	Driver
83	D. French/N. Thomson	GB	Stable Engineering
84	M. White/P. Oliver	GB	Driver
85	E. R. Bregazzi/J. J. Creer	GBM	Driver
86	A. L. Oates/E. B. Oates	GBM	Driver
87	E. Creaser/J. D. Teal	GB	Stable Engineering
88	G. Nottingham/J. Mundey	GB	Driver
89	T. Greening/R. Parker	GB	Driver

* Previous 500cc Sidecar TT Winner.

SIDECAR (500cc) INTERNATIONAL

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						

— 3 LAPS — 113.19 MILES

intervals Qualifies for 1972 FIM World Championship

Machine	Start Interval M S	Lap 1	Lap 2	Lap 3	Race No.
498 Triumph	04 30				56
500 Unity Norton	04 40				57
498 BSA	04 40				58
500 BSA	04 50				59
498 SG Triumph	04 50				60
500 BSA	05 00				61
500 Campbell Norton	05 00				62
500 Triumph	05 10				63
499 Triumph	05 10				64
498 BMW	05 20				65
499 Triumph	05 20				66
500 BSA	05 30				67
492 BMW	05 30				68
500 Triumph	05 40				69
450 Honda	05 40				70
500 Triumph	05 50				71
498 Rumble BSA	05 50				72
500 BSA	06 00				73
498 BSA	06 00				74
500 Honda	06 10				75
498 K.G.B.	06 10				76
497 Kuhn Norton	06 20				77
498 BSA	06 20				78
490 Unity BSA	06 30				79
500 Triumph	06 30				80
500 Triumph	06 40				81
498 UBCS Triumph	06 40				82
500 Stable BSA	06 50				83
490 Triumph	06 50				84
500 Rumble BSA	07 00				85
498 Triumph	07 00				86
499 Stable BSA	07 10				87
499 Glanford Weslake	07 10				88
500 Triumph	07 20				89

SIDECAR (500cc) INTERNATIONAL

Lap Time							
3 Lap Speed							
Av. Speed							
Total Time of Final Leaders							

WEDNESDAY JUNE 7 11 a.m.

INTERNATIONAL LIGHTWEIGHT TT 250cc

RACE COLOUR GREEN

Start in pairs — 10 sec. intervals



Race No.	Driver	Nationality	Entrant	Machine
1	Derek Chatterton	GB	Chattertons Motors	246 Chat-Yamaha
2	Renzo Pasolini	I	Aermacchi H-D	249 Aermacchi H-D
3	Tony Rutter	GB	R. Priest	246 Yamaha
4	Rod Gould	GB	Hostettler Yamaha	248 Yamaha
5	Charles Mortimer	GB	Danfay Distributors	247 Yamaha
6	Keith Turner	NZ	New Zealand A.C.U.	246 Yamaha
7	Borje Jansson	S	Driver	249 Yamaha
8	Barry Sheene	GB	Driver	250 Yamaha
9	*Phil Read	GB	Driver	250 Yamaha
10	Barry Randle	GB	Reg Gower	246 Yamaha
11				250 M.Z.
12	Charlie Sanby	GB	Hitac	246 Hitac Yamaha
14	Peter Williams	GB	Driver	250 M.Z.
15	Terry Grotfeld	GB	Padgetts (Batley) Ltd.	246 Padgett Yamaha
16	Mick Chatterton	GB	Chattertons Motors	246 Yamaha
17	Tom Dickie	GB	Ray Cowles	246 Yamaha
18	Dudley Robinson	GB	Padgetts (Batley) Ltd.	250 Padgett Yamaha
19	Mick Grant	GB	Padgetts (Batley) Ltd.	250 Padgett Yamaha
20	Werner Pfirter	CH	Driver	246 Yamaha
21	Gyula Maroszky	CH	Driver	246 Yamaha
22	Billy Guthrie	IRL	H. Dugdale Motors	248 Dugdale Yamaha
23	Hideo Kanaya	J	Driver	250 Yamaha
24	Alex George	GB	Team Ecosse	246 Yamaha
25	Charlie Williams	GB	H. Dugdale Motors	248 Dugdale Yamaha
26	Mike Grant	ZA	Driver	250 Yamaha
27	Kaarla Koivuniemi	SF	Driver	250 Kawasaki
28	Stan Woods	GB	Eddie Crooks Ltd.	250 Yamaha
29	Janos Drapal	H	Driver	248 Yamaha
30	Stephen Murray	GB	H. Dugdale Motors	250 Yamaha

YAMAHA

THE WORLD CHAMPIONS

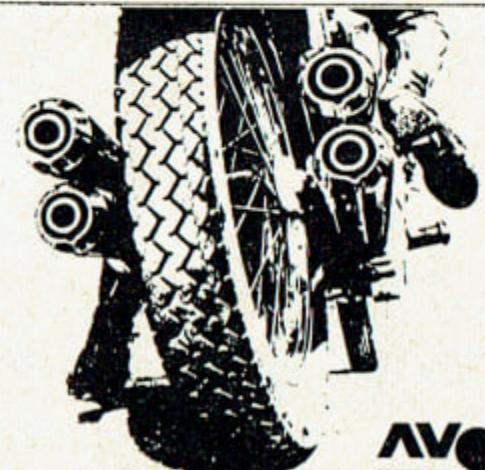
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— 4 LAPS — 150.92 MILES

Qualifies for 1972 FIM World Championship

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Race No.
00 00	1
00 00	2
00 10	3
00 10	4
00 20	5
00 20	6
00 30	7
00 30	8
00 40	9
00 40	10
00 50	11
00 50	12
01 00	14
01 10	15
01 10	16
01 20	17
01 20	18
01 30	19
01 30	20
01 40	21
01 40	22
01 50	23
01 50	24
02 00	25
02 00	26
02 10	27
02 10	28
02 20	29
02 20	30

RIDE EASY RIDE AVON





WEDNESDAY JUNE 7 11 a.m.

INTERNATIONAL LIGHTWEIGHT TT 250cc

RACE COLOUR GREEN Start in pairs — 10 sec. intervals

Race No.	Driver	Nationality	Entrant	Machine
31	Walter Sommer	D	Mitsui Maschinen GMBH	250 Yamaha
32	Tommy Robb	IRL	Danfay Distributors	246 Yamaha
33	Horst Kassner	D	Mitsui Maschinen GMBH	250 Yamaha
34	John Weed	USA	Driver	248 Yamaha
35	Bill Henderson	GB	Brackley Racing	246 Yamaha
36	Tom Herron	IRL	Driver	246 Yamaha
37	Heinz Schmid	CH	K. Weber	247 Yamaha
38	Billie McCosh	IRL	Driver	250 Yamaha
39	Jan Kostwinder	NL	Bill Smith Motors	248 Yamaha
40	Norman Dunn	IRL	Driver	246 Ewing-Yamaha
41	Roger Sutcliffe	GB	Wilson & Collins Ltd.	248 Crooks Suzuki
42	John Kiddie	GB	Driver	182 Honda
43	Paul Cott	GB	Stewart Willis	246 Yamaha
44	Neil Tuxworth	GB	J. R. Meredith	248 Ossa
45	Brian Warburton	GB	Norman Ball	250 Yamaha
46	Ken Daniels	GB	F. Parkinson	246 Yamaha
47	Danny Keany	IRL	Danfay Distributors	246 Yamaha
48	Noel Clegg	GB	Driver	248 Yamaha
49	Fred Launchbury	GB	Raynes Park Motorcycles	247 Bultaco
50	Jackie Robinson	IRL	Bill Smith Motors	250 Yamaha
51	Carl Ward	GB	Driver	250 Yamaha
52	Tom Loughridge	GB	Eddie Crooks	247 Crooks Suzuki
53	Ralph Watts	GB	Driver	182 Honda
54	Bill Rae	GB	Driver	246 Yamaha
55	Lindsay Porter	GB	Porters Motors (Spalding) Ltd.	247 Suzuki
56	Chris Gregory	GB	Driver	246 Kawasaki
57	Eamon McHenry	IRL	Driver	246 Yamaha
58	Roy Tolan	IRL	Driver	247 Yamaha



— 4 LAPS — 150.92 MILES

Qualifies for 1972 FIM World Championship

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Race No.
02 30	31
02 30	32
02 40	33
02 40	34
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 40	45
03 40	46
03 50	47
03 50	48
04 00	49
04 00	50
04 10	51
04 10	52
04 20	53
04 20	54
04 30	55
04 30	56
04 40	57
04 40	58

YAMAHA

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YAMAHA

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WEDNESDAY JUNE 7 11 a.m.

INTERNATIONAL LIGHTWEIGHT TT 250cc

RACE COLOUR GREEN Start in pairs — 10 sec. intervals



— 4 LAPS — 150.92 MILES

Qualifies for 1972 FIM World Championship

Race No.	Driver	Nationality	Entrant	Machine
59	Alan Capstick	GB	Padgetts (Batley) Ltd.	246 Padgett Yamaha
60	Garth Neveling	ZA	Driver	250 Yamsel
61	Mick Potter	GB	Revetts (Norwich Rd.) Ltd.	250 Yamaha
62	Ivan Hodgkinson	GB	Taggs Motorcycles	246 Tagg Yamaha
63	Bob Sheeran	IRL	P. Djerassi	247 Jerasi
64	Roy Bebbington	GB	Brookside Garage (Racing)	248 Yamaha
65	John Caven	GB	Driver	246 Yamaha
66	Eric Houston	GB	Stark Knitwear	248 Stark Yamaha
67	Keith Walley	GB	Driver	248 Yamaha
68	Jack Wilkin	GB	W. E. Wilson	246 Yamaha
69	Andy Morris	GB	Driver	250 Kawasaki
70	Mike Evans	GB	Motorcycle Shop Tamworth Ltd.	246 Shemey Yamaha

* Previous 250cc TT race winner

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Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Race No.
04 50	59
04 50	60
05 00	61
05 00	62
05 10	63
05 10	64
05 20	65
05 20	66
05 30	67
05 30	68
05 40	69
05 40	70

LIGHTWEIGHT (250cc) INTERNATIONAL

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
Lap Speed						
Av. Speed						
Lap Time						
Lap Speed						
Av. Speed						
Lap Time						
Lap Speed						
Av. Speed						
Total Time of Final Leaders						



WEDNESDAY JUNE 7 2 p.m.
INTERNATIONAL FORMULA 750cc RACE
RACE COLOUR WHITE Clutch start in pairs — 10 sec.



— 5 LAPS — 188.65 MILES

intervals

Race No.	Driver	Nationality	Entrant	Machine
1	*Tony Jefferies	GB	Allan Jefferies	750 Triumph
2	Bill Smith	GB	Bill Smith Motors	750 Honda
3	Percy Tait	GB	Driver	750 Moto Guzzi
4	Jack Findlay	F	Saiad S.R.L. (Turin)	750 Suzuki
5	Phil Read	GB	John Player Norton	745 Norton
6	Ray Pickrell	GB	Driver	741 Triumph
7	Hans-Otto Butenuth	D	Driver	745 BMW
8	Peter Williams	GB	John Player Norton	745 Norton
9	Gordon Pantall	GB	Two Wheel Services	750 Suzuki
10	Charlie Sanby	GB	Driver	500 Suzuki
11	Dudley Robinson	GB	Padgetts (Batley) Ltd.	750 Padgett Kawasaki
12	Tony Rutter	GB	John Player Norton	745 Norton
14	Selwyn Griffiths	GB	Ray Cowles	740 Triumph
15	Geoff Barry	GB	E. C. Oakley	745 Oakley Dunstall
16	Terry Grotfeld	GB	Motorcycle Mechanics	496 Kawasaki
17	Ray Knight	GB	British Formula Racing Club	741 Hughes-Trident
18	John Williams	GB	Bill Smith Motors	749 Honda
19	Mick Grant	GB	Padgetts (Batley) Ltd.	350 Yamaha
20	Alex George	GB	Team Ecosse	354 Yamaha
21	Keith Heckles	GB	B. Vincent	750 Norton
22	Charlie Williams	GB	H. Dugdale Motors	348 Dugdale Yamaha
23	Dave Nixon	GB	Boyer of Bromley Ltd.	741 Boyer Seeley Triumph
24	Billy Guthrie	IRL	H. Dugdale Motors	348 Dugdale Yamaha
25	Ron Baylie	GB	Driver	736 Honda
26	Gerry Mateer	IRL	Driver	348 Yamaha
27	Stan Woods	GB	Eddie Crooks Ltd.	492 Crooks Suzuki
28	Tony Godfrey	GB	Driver	750 Norton

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Race No.
00 00	1
00 00	2
00 10	3
00 10	4
00 20	5
00 20	6
00 30	7
00 30	8
00 40	9
00 40	10
00 50	11
00 50	12
01 00	14
01 10	15
01 10	16
01 20	17
01 20	18
01 30	19
01 30	20
01 40	21
01 40	22
01 50	23
01 50	24
02 00	25
02 00	26
02 10	27
02 10	28

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AVON



WEDNESDAY JUNE 7 2 p.m.
INTERNATIONAL FORMULA 750cc RACE
RACE COLOUR WHITE Clutch start in pairs — 10 sec.

Race No.	Driver	Nationality	Entrant	Machine
29	Brian Moses	GB	Driver	745 Norton
30	Jeff Wade	GB	Roger Slater	744 Laverda
31	Nigel Rollason	GB	Driver	496 BSA
32	Roger Nicholls	GB	Two Wheel Services	492 Suzuki
33	Charlie Garner	GB	Driver	745 Seeley Norton
34	Darryl Pendlebury	GB	A. Bennett & Son	741 BSA
35	Ken Kay	GB	Stewart Willis	498 Seeley
36	Jan Kostwinder	NL	Bill Smith Motors	346 Yamaha
37	Hugh Evans	GB	British Formula Racing Club	654 BSA
38	Mick Potter	GB	Revetts Ltd.	650 Triumph Metisse
39	Tom Loughridge	GB	Eddie Crooks Ltd.	492 Crooks Suzuki
40	Tom Herron	IRL	Driver	750 Norton
41	Tony Smith	GB	L. C. Lee Motorcycles	654 BSA
42	Bob Steele	GB	T. E. Rutherford	745 Norton
43	Roy Bisbey	GB	Driver	348 Yamaha
44	Helmut Dahne	D	Hubert Hahne	750 BMW
45	Doug Cash	GB	Mazz Racing	741 Boyer Seeley Trident
46	Dennis Trollope	GB	C. J. Trollope	749 Triumph
47	Ralph Ridley	CDN	Driver	348 Yamsel
48	Danny Keany	IRL	Danfay Distributors	348 Yamaha
49	John Hughes	GB	P. Biggs	348 Yamaha
50	Alan Capstick	GB	Padgetts (Batley) Ltd.	746 Seeley-Norton
51	Ted Redford	CDN	F. Manley (1971) Ltd.	748 Kawasaki
52	Bob Biscardine	GB	Reg Allen Motorcycles	741 BSA
53	Ray Ashcroft	GB	Driver	348 Yamaha
54	Alistair Copland	GB	B. Winters	649 Triumph Norton
55	Walter Baxter	GB	Driver	745 Norton

— 5 LAPS — 188.65 MILES

Intervals

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Race No.
02 20	29
02 20	30
02 30	31
02 30	32
02 40	33
02 40	34
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 40	45
03 40	46
03 50	47
03 50	48
04 00	49
04 00	50
04 10	51
04 10	52
04 20	53
04 20	54
04 30	55

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WEDNESDAY JUNE 7 2 p.m.
INTERNATIONAL FORMULA 750cc RACE
RACE COLOUR WHITE Clutch start in pairs — 10 sec.

Race No.	Driver	Nationality	Entrant	Machine
56	Bill Fulton	GB	Driver	750 BSA
57	Richard Browne	GB	L. C. Lee Motorcycles	745 Norton
58	Eric Houston	GB	Stark Knitwear	748 Norton
59	Alan Walsh	GB	British Formula Racing Club	750 Triumph
60	Tom Waterer	GB	Driver	745 Norton
61	Keith Walley	GB	Driver	745 Seeley-Norton
62	Graham Bailey	GB	Tartan School of Motoring	745 Norton
63	Trevor Smith	ZA	Driver	741 BSA
64	Peter Elmore	GB	Driver	650 Triumph
65	Derek Filler	GB	Stewart Willis	745 Norton

* Previous Formula 750 race winner

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						

— 5 LAPS — 188.65 MILES

Intervals

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Race No.
04 30	56
04 40	57
04 40	58
04 50	59
04 50	60
05 00	61
05 00	62
05 10	63
05 10	64
05 20	65

Lap Time							
4 Lap Speed							
Av. Speed							
Lap Time							
5 Lap Speed							
Av. Speed							
Total Time of Final Leaders							



FRIDAY JUNE 9 11 a.m.

INTERNATIONAL ULTRA LIGHTWEIGHT TT

RACE COLOUR BLACK Start in pairs—10 sec. intervals

Race No.	Driver	Nationality	Entrant	Machine
1	*Charles Mortimer	GB	Danfay Distributors	124 Yamaha
2	Borje Jansson	S	Driver	124 Maico
3	Barry Sheene	GB	Driver	125 Yamaha
4	Terry Grotfeld	GB	Padgett's (Batley) Ltd.	124 Padgett-Yamaha
5	John Kiddie	GB	Driver	125 Honda
6	Tom Loughridge	GB	Eddie Crooks Ltd.	124 Honda
7	Peter Courtney	GB	Padgett's (Batley) Ltd.	124 Padgett-Yamaha
8	Carl Ward	GB	Driver	125 Maico
9	Lindsay Porter	GB	Porters Motors (Spalding)	125 Honda
10	Laszlo Szabo	H	Driver	124 MZ
11	Luigi Rinaudo	I	Moto Club Trieste	124 Yamaha
12	Gilberto Parlotti	I	Morbidelli	124 Morbidelli
14	John Weed	USA	Driver	124 Yamaha
15	Bill Rae	GB	Driver	124 Maico
16	James Pearson	GB	Driver	125 Bultaco
17	Ron Hackett	GB	Burnsall Eng. Co.	124 Honda
18	Ralph Watts	GB	Driver	124 Honda
19	Fred Launchbury	GB	Raynes Park M/cycles	125 Maico
20	Bill Tomlinson	GB	F. Parkinson	125 Honda
21	Jan Kestwinder	NL	Bill Smith Motors	124 Yamaha
22	Jackie Robinson	IRL	Bill Smith Motors	125 Honda
23	Charlie Garner	GB	Driver	124 Tohatsu
24	John McNeil	GB	Driver	124 Yamaha
25	George Barker	GB	Driver	125 Honda
26	Danny Keany	IRL	Danfay Distributors	125 Yamaha
27	Eamon McHenry	IRL	Driver	125 Yamaha
28	Charlie Williams	GB	D. Johnson M/Cycles	124 Johnson Yamaha
29	John Lawley	GB	Market Drayton & DMC & LCC	124 Honda
30	Dave Barton	GB	Staffordshire M/cycles	124 Honda

**— 125cc — 3 LAPS — 113.19 MILES**

Qualifies for 1972 FIM World Championship

Start Interval M S	Lap 1	Lap 2	Lap 3	Race No.
00 00	1
00 00	2
00 10	3
00 10	4
00 20	5
00 20	6
00 30	7
00 30	8
00 40	9
00 40	10
00 50	11
00 50	12
01 00	14
01 10	15
01 10	16
01 20	17
01 20	18
01 30	19
01 30	20
01 40	21
01 40	22
01 50	23
01 50	24
02 00	25
02 00	26
02 10	27
02 10	28
02 20	29
02 20	30

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FRIDAY JUNE 9 11 a.m.

INTERNATIONAL ULTRA LIGHTWEIGHT TT
RACE COLOUR BLACK Start in pairs—10 sec. intervals

Race No.	Driver	Nationality	Entrant	Machine
31	Lawrie Carter	GB	Mrs. F. Evans	125 Spondon Yamaha
32	Don Ryder	GB	G. Brown	125 Honda
33	Chris Gregory	GB	Driver	122 BSA Bantam
34	Harold Cosgrove	CDN	Driver	125 Maico
35	Tony Godfrey	GB	Driver	124 Goddard-Bultaco
36	Roy Bisbey	GB	Driver	124 Maico
37	Roy Boughey	GB	Derek Eastham	125 Yamaha
38	Ivan Hodgkinson	GB	Granby Motors Ltd.	124 Granby Yamaha
39	Roy Bebbington	GB	Brookside Garage (Racing)	125 Yamaha
40	Richard Stevens	GB	Driver	124 Maico
41	Rex Caunt	GB	A. E. Milnes & Son	124 Yampert
42	Mick Scutt	GB	Driver	125 RJW Bantam
43	Mike Evans	GB	Motorcycle Shop Tamworth Ltd.	124 Shemey Yamaha
44	Leigh Notman	GB	A. Butler Motorcycles	124 Lojo-Yamaha
45	Andy Morris	GB	Sondel Sport Ltd.	124 Scitsu Yamaha
46	Brian Kaye	GB	Driver	124 Honda

* Previous 125cc TT race winner

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— 125cc — 3 LAPS — 113.19 MILES
 Qualifies for 1972 FIM World Championship

Start Interval M S	Lap 1	Lap 2	Lap 3	Race Race No.
02 30	31
02 30	32
02 40	33
02 40	34
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 40	45
03 40	46

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time 1						
Lap Speed						
Lap Time 2						
Lap Speed 2						
Av. Speed						
Lap Time 3						
Lap Speed 3						
Av. Speed						
Total Time of Final Leaders						





FRIDAY JUNE 9 1.30 p.m.
INTERNATIONAL SENIOR TT — 500cc
RACE COLOUR YELLOW Start in pairs — 10 sec.

Race No.	Driver	Nationality	Entrant	Machine
1	Tom Dickie	GB	Ray Cowles	496 Cowles Matchless
2	Gordon Pantall	GB	Two Wheel Services	500 Suzuki
3	Alberto Pagani	I	MV Agusta	498 MV
4	Phil Read	GB	Suzuki (GB) Ltd.	492 Suzuki
5	Tony Jefferies	GB	Allan Jefferies	351 Yamaha
6	Renzo Pasolini	I	Aermacchi H.D.	498 Aermacchi H.D.
7	Bill Smith	GB	Bill Smith Motors	500 Honda
8	*Giacomo Agostini	I	MV Agusta	500 MV
9	Dudley Robinson	GB	Padgett (Batley) Ltd.	500 Padgett Kawasaki
10	Peter Williams	GB	Driver	496 Arter Matchless
11	Jack Findlay	F	Driver	500 Jada
12	Charlie Sanby	GB	Hi-Tac	492 Hi-Tac Suzuki
14	Mick Grant	GB	Padgett (Batley) Ltd.	354 Padgett Yamaha
15	John Williams	GB	Bill Smith Motors	496 Arter Matchless
16	Derek Chatterton	GB	Chattertons Motors	351 Chat Yamaha
17	Hans-Otto Butenuth	D	Driver	498 BMW
18	Terry Grotfeld	GB	Padgett (Batley) Ltd.	496 Kawasaki
19	Gerry Mateer	IRL	Driver	499 Norton
20	Keith Turner	NZ	New Zealand ACU	496 Suzuki
21	Selwyn Griffiths	GB	Ray Cowles	496 Cowles Matchless
22	Roger Sutcliffe	GB	Ray Cowles	499 Cowles Matchless
23	Geoff Barry	GB	E. C. Oakley	496 Oakley Seeley
24	Heinz Schmid	CH	K. Weber	500 Suzuki
25	Billy Guthrie	IRL	H. Dugdale Motors	351 Dugdale Yamaha
26	Stan Woods	GB	Eddie Crooks Ltd.	492 Crooks Suzuki
27	Steve Murray	GB	Bill Smith Motors	500 Kawasaki
28	Billie McCosh	IRL	Driver	500 Suzuki
29	Kaarla Koivuniemi	SF	Driver	498 Kawasaki
30	Alex George	GB	Team Ecosse	354 Yamaha
31	George Fogarty	GB	Bernard Cunningham	492 Cunningham Suzuki
32	Nigel Rollason	GB	Driver	351 Yamaha

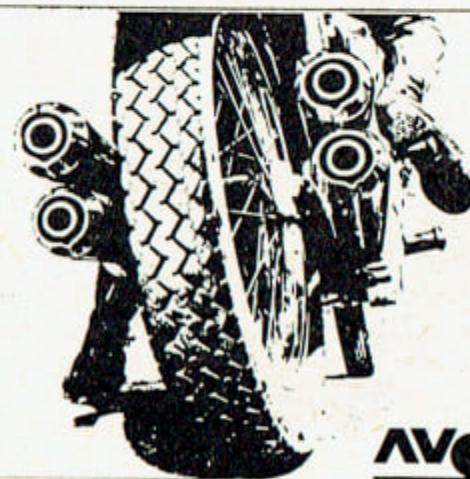


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Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Race No.
00 00	1
00 00	2
00 10	3
00 10	4
00 20	5
00 20	6
00 30	7
00 30	8
00 40	9
00 40	10
00 50	11
00 50	12
01 00	14
01 10	15
01 10	16
01 20	17
01 20	18
01 30	19
01 30	20
01 40	21
01 40	22
01 50	23
01 50	24
02 00	25
02 00	26
02 10	27
02 20	28
02 20	29
02 30	30
02 30	31
	32

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SENIOR INTERNATIONAL

Race No.	Driver	Nationality	Entrant	Machine
33	Bill Henderson	GB	Brackley Racing	365 Yamsel
34	Paul Cott	GB	Stewart Willis	496 Seeley
35	Alan Lawton	GB	James Rowlinson	499 Norton
36	Roy Graham	GB	J. Tickle Eng. Ltd.	496 Tickle T5
37	Roger Bowler	GB	Syd Mularney	499 Mularney-Norton
38	Brian Moses	GB	Driver	499 Norton
39	Brian Lee	GB	Driver	410 Aermacchi
40	Mike Grant	ZA	Suzuki (GB) Ltd.	492 Suzuki
41	John Hughes	GB	P. Biggs	498 Matchless
42	Roger Nicholls	GB	Two Wheel Services	492 Suzuki
43	Jeff Wade	GB	Roger Slater	354 Yamaha
44	Dave Foulkes	GB	Driver	499 Manx Norton
45	Dave Harris	GB	B. Picksley	354 Yamaha
46	Jan Kostwinder	NL	Bill Smith Motors	354 Yamaha
47	Graham Bailey	GB	Tartan School of Motoring	498 Kawasaki
48	Roy Bisbey	GB	Driver	499 Norton
49	Charlie Williams	GB	H. Dugdale Motors	365 Dugdale Yamaha
50	Keith Heckles	GB	B. Vincent	499 Norton
51	Ken Tilley	GB	Driver	499 Norton
52	Tom Loughridge	GB	Eddie Crooks Ltd.	492 Crooks Suzuki
53	Otto Labitzke	D	Driver	494 Honda
54	Brian Warburton	GB	Norman Ball	354 Yamaha
55	Bob Biscardine	GB	B. Vincent	499 Norton
56	Malcolm Moffat	GB	J. Ball	496 Seeley
57	Eddie Johnson	GB	Driver	500 Suzuki
58	Doug Cash	GB	Mazz Racing	498 Norton
59	Tony Godfrey	GB	Driver	499 Norton
60	Ken Kay	GB	Stewart Willis	498 Seeley
61	John Stanley	GB	Central Garages	499 Seeley
62	Norman Price	GB	Syd Mularney	500 Mularney Norton
63	Ron Baylie	GB	R. S. May	496 Triumph
64	Jeff Boniface	GB	Jeffs Motor Spares	499 Kettle Norton
65	Bill Fulton	GB	Driver	500 Stafford Matchless

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Race No.
02 40	33
02 40	34
02 50	35
02 50	36
03 00	37
03 00	38
03 10	39
03 10	40
03 20	41
03 20	42
03 30	43
03 30	44
03 40	45
03 40	46
03 50	47
03 50	48
04 00	49
04 00	50
04 10	51
04 10	52
04 20	53
04 20	54
04 30	55
04 30	56
04 40	57
04 40	58
04 50	59
04 50	60
05 00	61
05 00	62
05 10	63
05 10	64
05 20	65


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SENIOR INTERNATIONAL

Race No.	Driver	Nationality	Entrant	Machine
66	Chris Neve	GB	Driver	496 Seeley
67	Dennis Trollope	GB	C. J. Trollope	496 Seeley
68	Ralph Ridley	CDN	Driver	354 Yamsel
69	Don Grant	GB	Driver	499 Norton
70	Ron Fursman	GB	Park Rd. Motorcycles	496 Seeley
71	Graham Penny	GB	D. MacHarris Motorcycles	498 Honda
72	Abe Alexander	IRL	Driver	499 Seeley
73	Walter Dawson	GB	Auto 66 Club	351 Yamaha
74	Hugh Evans	GB	British Formula Racing Club	499 Kawasaki
75	Ray Knight	GB	British Formula Racing Club	490 Hughes Triumph
76	Ray Ashcroft	GB	Driver	351 Yamaha
77	Fred Walton	GB	R. F. Seymour Motorcycles	499 Velocette Metisse
78	James Ashton	GB	Driver	496 Seeley
79	Garth Neveling	ZA	Driver	500 Norton
80	Ivan Hodgkinson	GB	Granby Motors	498 Granby Suzuki
81	Kevin Cowley	GB	Syd Mularney	496 Seeley
82	Richard Browne	GB	L. C. Lee Motorcycles	499 Norton
83	Bob Sheeran	IRL	Paul Djerassi	492 Hi-Tac Suzuki
84	Peter Elmore	GB	Driver	499 Petty Norton
85	Steve Moynihan	GB	Driver	499 Norton
86	Brian Teggart	IRL	Driver	499 Norton
87	David Knowles	IRL	Driver	496 Matchless Metisse
88	Tom Waterer	GB	Driver	499 Norton
89	Robert Ramsey	IRL	Driver	496 Matchless
90	Rod Tingate	AUS	Driver	496 Seeley
91	Trevor Smith	ZA	Driver	496 Seeley
92	Derek Filler	GB	Stewart Willis	496 Seeley

* Previous 500cc TT winner

LAP	1st	2nd	3rd	4th	5th	6th
Lap Time						
1 Lap Speed						
Lap Time						
2 Lap Speed						
Av. Speed						
Lap Time						
3 Lap Speed						
Av. Speed						

Start Interval M S	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Race No.
05 20	66
05 30	67
05 30	68
05 40	69
05 40	70
05 50	71
05 50	72
06 00	73
06 00	74
06 10	75
06 10	76
06 20	77
06 20	78
06 30	79
06 30	80
06 40	81
06 40	82
06 50	83
06 50	84
07 00	85
07 00	86
07 10	87
07 10	88
07 20	89
07 20	90
07 30	91
07 30	92

Lap Time							
4 Lap Speed							
Av. Speed							
Lap Time							
5 Lap Speed							
Av. Speed							
Lap Time							
6 Lap Speed							
Av. Speed							
Total Time of Final Leaders							

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TT mountain course speed table

The calculation of times in these Speed Tables is to the nearest second and consequently these times do not constitute an accurate guide when split seconds are in fact recorded by the Timekeepers.

M.P.H.	1			2			3			LAPS			4			5			6		
										DISTANCE (MILES)											
	37.733			75.467			113.200			150.933			188.667			226.400					
75	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.	
75	30	11	1	00	22	1	30	34	2	00	45	2	30	56	3	01	07				
76	29	47	0	59	35	1	29	22	1	59	09	2	28	57	2	58	44				
77	29	24	0	58	48	1	28	12	1	57	37	2	27	01	2	56	25				
78	29	02	0	58	03	1	27	05	1	56	06	2	25	08	2	54	09				
79	28	39	0	57	19	1	25	58	1	54	38	2	23	17	2	51	57				
80	28	18	0	56	36	1	24	54	1	53	12	2	21	30	2	49	48				
81	27	57	0	55	54	1	23	51	1	51	48	2	19	45	2	47	42				
82	27	37	0	55	13	1	22	50	1	50	26	2	18	03	2	45	39				
83	27	17	0	54	33	1	21	50	1	49	06	2	16	23	2	43	40				
84	26	57	0	52	54	1	20	51	1	47	49	2	14	46	2	41	43				
85	26	38	0	53	16	1	19	54	1	46	32	2	14	11	2	39	49				
86	26	20	0	52	39	1	18	59	1	45	18	2	11	38	2	37	57				
87	26	01	0	52	03	1	18	04	1	44	05	2	10	07	2	36	08				
88	25	44	0	51	27	1	17	11	1	42	55	2	08	38	2	34	22				
89	25	26	0	50	53	1	16	19	1	42	45	2	07	11	2	32	38				
90	25	09	0	50	19	1	15	28	1	40	37	2	05	47	2	30	56				
91	24	52	0	49	45	1	14	38	1	39	31	2	04	24	2	29	16				
92	24	37	0	49	13	1	13	50	1	38	26	2	03	03	2	27	39				
93	24	21	0	48	41	1	13	02	1	37	23	2	01	43	2	26	04				
94	24	05	0	48	10	1	12	15	1	36	20	2	00	26	2	24	31				
95	23	50	0	47	40	1	11	30	1	35	20	1	59	10	2	22	59				
96	23	35	0	47	10	1	10	45	1	34	20	1	57	55	2	21	30				
97	23	20	0	46	41	1	10	01	1	33	22	1	56	42	2	20	02				
98	23	06	0	46	12	1	09	18	1	32	24	1	55	31	2	18	37				
99	22	52	0	45	44	1	08	36	1	31	28	1	54	21	2	17	13				
100	22	38	0	45	17	1	07	55	1	30	34	1	53	12	2	15	50				
101	22	25	0	44	50	1	07	15	1	29	40	1	52	05	2	14	30				
102	22	12	0	44	24	1	06	35	1	28	47	1	50	59	2	13	10				
103	21	59	0	43	58	1	05	56	1	27	55	1	49	54	2	11	52				
104	21	46	0	43	32	1	05	18	1	27	04	1	48	50	2	10	36				
105	21	34	0	43	08	1	04	41	1	26	15	1	47	49	2	09	22				
106	21	21	0	42	42	1	04	04	1	25	25	1	46	46	2	08	08				
107	21	09	0	42	18	1	03	28	1	24	37	1	45	47	2	06	57				
108	20	58	0	41	56	1	02	54	1	23	52	1	44	50	2	05	47				
109	20	46	0	41	32	1	02	18	1	23	04	1	43	50	2	04	37				
110	20	35	0	41	10	1	01	45	1	22	20	1	42	55	2	03	29				

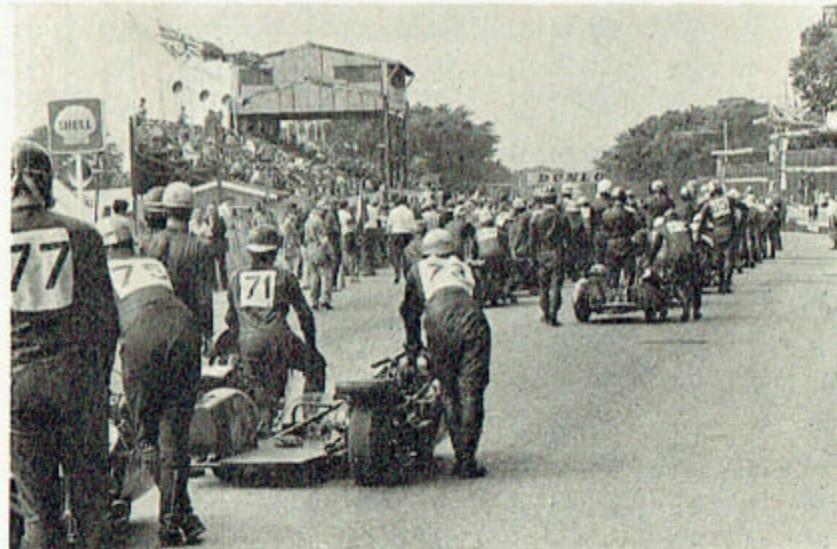
where to watch

THE TT CIRCUIT is practically a $37\frac{3}{4}$ mile long grandstand where, from behind the safety of walls and hedges, the motorcycle enthusiast can watch the world's greatest racing motorcyclists hurtling along public roads in a race against time and for the honour of winning a replica in what is considered to be the ultimate event in the racing calendar. There are numerous vantage spots where the finer points of riders' skill may be seen and here we illustrate some of the more exacting sections for riders and exciting places for spectators.

If you have private transport, then any point on the circuit can be reached while roads are open, but remember that all roads which form the Course are closed approxi-

THE START

The grandstand in Nobles Park gives a perfect view of the start and finish of racing with complete information of every rider's progress shown on the giant scoreboard opposite. The frenzied excitement in the pits can also be seen as riders come in to refuel during the longer races. Parking facilities are good in the park but it is necessary to pay for entry to the grandstand enclosure. Some free spectating is available.



BRAY HILL ($\frac{1}{2}$ mile)

A nerve shattering, fast descent from the start, with an awkward, right-hand sweep across the corner at the bottom of the hill where the machines almost touch the kerb. There is restricted, free spectating at the crossroads at the bottom of the hill on both inside and outside the circuit, but paid accommodation is available in enclosures fronting on to the hill. Parking is good and access is very easy.



mately 30 minutes before the start of the first race and remain closed even between races. Therefore, once you have chosen to spectate either from the inside or outside of the circuit, you are committed to remain there unless you are able to use side roads or one of a number of public footbridges.

Should you wish to move around from one vantage point to another while racing is in progress, park your vehicle with a view to your departure even though this may mean walking a short distance.

Public transport serves the majority of popular spectator areas on race days, while private coach excursions carry other passengers from practically every town on the Island to the Course to see the racing.

how to get there

Douglas Corporation (Yellow) Buses to Glencrutchery Road (the start); Governor's Bridge; top of Bray Hill and Quarter Bridge. Braddan Bridge is approximately 1 mile to walk from Quarter Bridge.

Isle of Man Road Services (Red) Buses to all sections between Douglas and Ballacraine; Douglas and Onchan (for Governor's Bridge, the Nook, Signpost Corner and Hillberry); Ballacraine and Kirk Michael (along the course); and between Douglas and Ramsey (not along the course). Both yellow and red buses leave the terminal in Lord Street, Douglas, at

frequent intervals for approximately two hours prior to the start of the racing.

Manx Electric Railway to the Bungalow (change at Laxey) and Ramsey. A frequent service is operated but early departure is advised for spectators wishing to reach the Bungalow.

Private coaches make excursions to many sections of the TT circuit. Coaches operate from all major towns on the Island and visit all the most popular vantage points. Although booking seats isn't essential it is normally advisable, to avoid disappointment.

QUARTER BRIDGE (1 mile)

This is an acute right-hand bend with a downhill approach to the bridge with an adverse camber. Not a fast section but very testing on rider and machine where extreme braking skill is required. Spectator accommodation is reasonable with both free and charged grandstand facilities. Refreshments are available at the Quarter Bridge pub. Parking is good and access from outside the circuit is extremely easy.



BRADDAN BRIDGE (2 miles)

After a fast straight from Quarter Bridge comes the fairly hard braking and changing down gear for the acute left-hand bend followed immediately by the acute right-hand bend on Braddan Bridge. Riding skill at its greatest can be witnessed here together with the handling qualities of the machines. There is limited free spectating but excellent private grandstands on the outside of the course. Restricted parking, reasonable access.



where to watch

UNION MILLS (3 miles)

A very fast right and left downhill sweep takes riders through the village at Union Mills. There is limited spectator accommodation in roads adjoining the course which provide reasonable parking facilities. Access is available from both inside and outside the circuit while racing is in progress and by Red bus before the closing of the course. Refreshments are available at the pub on the outside of the circuit.



BALLACRAINE (7½ miles)

A very fast, sharp, right-hand bend with the famous hotel on the corner. Here the riders get very little help from the camber of the road as they turn away from Peel and head towards Ramsey. Braking and gear-changing has to be spot-on to negotiate the bend at speed and avoid taking to the slip road. The first commentary spot after the start. Reasonable spectator facilities, good access and excellent parking.



GLEN HELEN (10 miles)

After the testing bends of Laurel Bank, riders arrive at one of the more inaccessible parts of the course — Glen Helen. A fast, uphill bend to Creg Willey's Hill with an 's' bend in the middle of the hill, it provides excellent viewing for spectators. Glen Helen Hotel provides refreshments and there is good parking, but no access or exit during racing. Red buses Douglas to Kirk Michael before roads are closed.



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British 750cc Championship 1971

Thruxtion 500 Mile 1971

Hutchinson 100 1971

'Motor Cycle News' Superbike
Championship 1971

where to watch

KIRK MICHAEL (14½ miles)

The furthest point which can be reached going round the outside of the course while racing is in progress. It is a very fast stretch starting with a right-hand corner approached downhill, followed by a twisty section through the village. Spectator facilities are reasonable with good parking. The Peel coast road takes spectators to Douglas Road corner. Red bus from Douglas before the roads are closed.



BALLAUGH (17 miles)

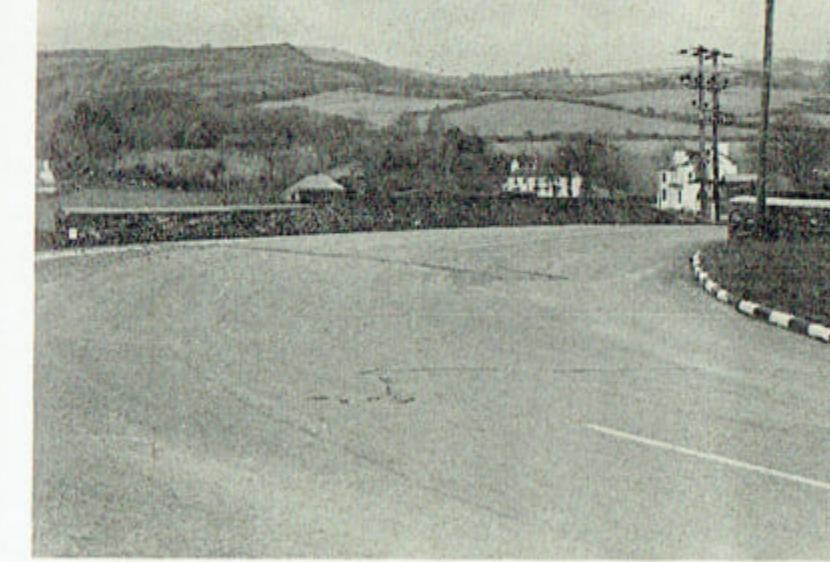
After the tricky Birkin's Bends and Rhencullen comes Ballaugh Bridge, a slow, deceiving hump-back bridge which is on a left-hand bend from the approach and a tricky exit to the right. To negotiate the Bridge at reasonable speed extreme riding skill is necessary. Most riders make spectacular leaps on their bikes at Ballaugh, making it a favourite vantage point for photographers who want slow but good action shots. Spectator facilities are limited although parking is reasonable on access and exit roads during racing both inside and outside the circuit. This is the second radio commenting point and can be reached from Douglas inside the circuit via Injebreck, Brandywell Cottage and Druidale. From outside it is from Ramsey via St. Jude's and Sandgate. Also Red buses when course is open.



where to watch

SULBY BRIDGE (20 miles)

The long, fast and very bumpy Sulby Straight is one of the fastest parts of the TT course and hard, skilful braking is necessary to safely negotiate the right-hand bend leading on to the Bridge which exits towards Ginger Hall. Good spectator accommodation and parking both inside and outside the circuit on access roads from Ramsey (outside) and from the Bungalow via Tholt-y-Will (inside). Red buses.



RAMSEY HAIRPIN (24½ miles)

Ramsey town offers superb spectating facilities including good parking, food and refreshments. Parliament Square is where the crowds collect to see the riders, but the tortuous Ramsey Hairpin is where the action is if one cares to walk via the footpath from town. Reasonable spectating, but no parking. Another good spot for slow action pictures of the star riders.



GUTHRIE'S MEMORIAL (26½ miles)

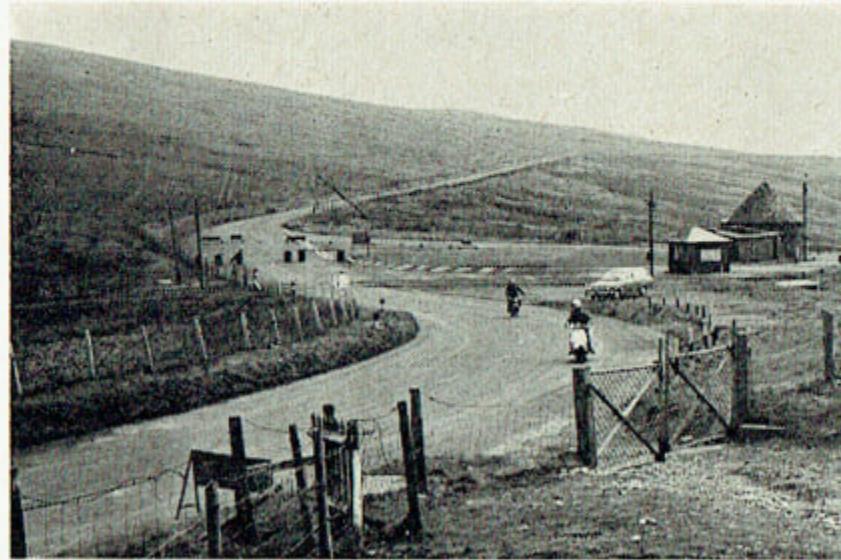
The steep winding climb up from Ramsey is well worthwhile if only for the view from Guthrie's Memorial. Completely inaccessible when roads are closed for racing, this vantage point is well worth spending the day at to get a really excellent close-up of the riders and machines as they climb the mountain. Parking for two-wheelers is possible but very limited and it will mean a packed lunch and good weather protection.



where to watch

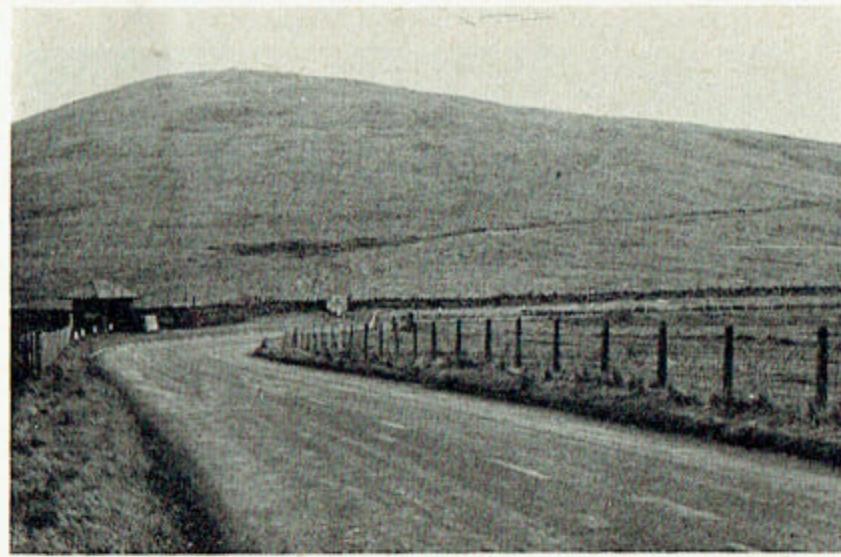
THE BUNGALOW (31 miles)

This very fast left and right-hand bend is the focal point of the mountain stretch of the circuit. Parking is good although the only access when roads are closed is on the inside of the circuit on the road from Sulby. Spectators can walk in the fields alongside the circuit for miles to the many fast corners on the mountain. Public transport is by Manx Electric Railway from Laxey. Motorcycle museum is also at the Bungalow.



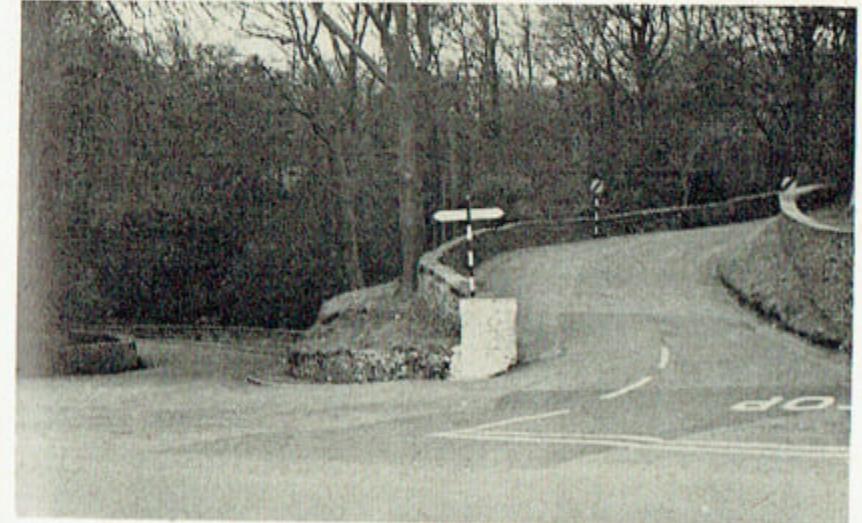
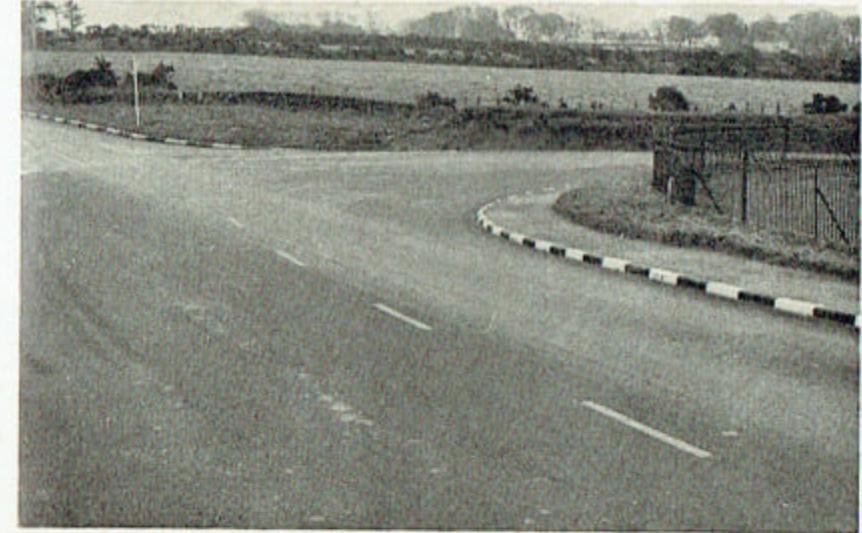
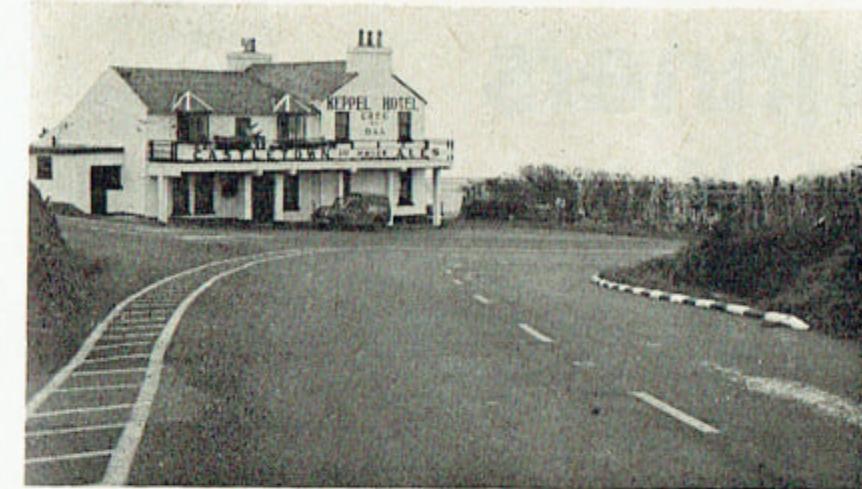
WINDY CORNER (32½ miles)

No public transport visits this very fast downhill, right-hand corner, but parking facilities are good and free spectator accommodation is excellent. Both the 32nd and 33rd milestone sections are easily reached on foot and there is access to Windy Corner via the old pack road from Glenroy while racing is in progress. It is not recommended for cars. No refreshments are available for spectators, so take your own supplies.



KATE'S COTTAGE (33½ miles)

Looking uphill towards Kate's Cottage from Creg-ny-Baa it's possible to see the riders plunging at maximum speed down the undulating mountain road. Both Keppel Gate and Kate's Cottage are inaccessible when roads are closed unless spectators walk up from the Creg. The two left-handers are both excellent spots from which to spectate, but there is no public transport and parking facilities are poor for two-wheelers. Once again, take food for the day.



CREG-NY-BAA (34 miles)

A tight, right-hand bend at the bottom of the maximum speed plunge down the mountain is where stands the Keppel Hotel. Spectator and parking facilities are excellent with refreshments available from the hotel. Paid grandstand facilities offer spectators a first-class view of the corner and there is a footbridge to cross from outside to inside the circuit. It is easily accessible from Laxey or Douglas.

HILLBERRY (36 miles)

This very fast, sweeping right-hand bend is easily accessible from both inside and outside the circuit while racing is in progress. No public transport is available but there is good parking for both two and four wheels. Free spectator accommodation is also good in the fields alongside the course. Douglas and refreshments are only a couple of miles along Little Mill Road.

SIGNPOST CORNER (36½ miles)

A slow right-hand bend with a slip road for those riders who misjudge their braking. Here the 'warning light' is switched on to notify the pits of rider almost completing the lap. There is limited spectator accommodation although parking is good with easy access from the road alongside the Manx Arms, Onchan.

GOVERNOR'S BRIDGE (37 miles)

The last nadgery bend on the course and probably the slowest part with a twisty downhill approach to the acute right-hand hairpin which drops into a sharp, left-hand hairpin with an exit on to the Glencrutchery Road and the home straight. There is reasonable spectator accommodation both free and paid with excellent parking facilities. Access is good. Yellow buses when roads are open.

TTwinners

1907—1971

SHORT COURSE

				LAP	MPH
1907	Single Cyl. Class	C. R. Collier	3½ Matchless	10	38.22
	Twin Cyl. Class	H. Rem Fowler	5 Norton	10	36.22
1908	Single Cyl. Class	J. Marshall	3½ Triumph	10	40.4
	Twin Cyl. Class	H. Reed	5 Dot	10	38.5
1909	—	H. A. Collier	6 Matchless	10	49.01
1910	—	C. R. Collier	5 Matchless	10	50.63

MOUNTAIN AND CLYPSOE COURSE

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

LIGHTWEIGHT 125 Class

			LAP	MPH
1951	W. C. McCandless	124 Mondial	2	74.85
1952	C. C. Sandford	125 MV	2	75.54
1953	R. L. Graham	125 MV	3	77.79
1954	R. Hollaus	125 NSU	10	*69.57
1955	C. Ubbiali	125 MV	9	*69.67
1956	C. Ubbiali	125 MV	9	*69.13
1957	T. Provini	124 Mondial	10	*73.69
1958	C. Ubbiali	124 MV	10	*72.86
1959	T. Provini	125 MV	10	*74.06
1960	C. Ubbiali	125 MV	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
1965	P. W. Read	125 Yamaha	3	94.28
1966	W. Ivy	125 Yamaha	3	97.66
1967	P. W. Read	125 Yamaha	3	97.48
1968	P. W. Read	125 Yamaha	3	99.12
1969	D. A. Simmonds	124 Kawasaki	3	91.08
1970	D. Braun	124 Suzuki	3	89.27
1971	C. Mortimer	125 Yamaha	3	83.96

LIGHTWEIGHT 250 Class

			LAP	MPH
1922	G. S. Davison	2½ 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. Johnson	249 Cotton	7	60.20
1927	W. L. Handley	248 Rex-Acme	7	63.30
1928	F. A. Longman	249 OK Supreme	7	62.90
1929	S. A. Crabtree	246 Excelsior	7	63.87
1930	J. Guthrie	248 AJS	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 DKW	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

			LAP	MPH
1952	F. Anderson	...	...	...
1953	F. Anderson	...	...	...
1954	W. Haas	...	...	...
1955	W. A. Lomas	...	...	...
1956	C. Ubbiali	...	...	...
1957	C. C. Sandford	...	...	...
1958	T. Provini	...	...	...
1959	T. Provini	...	...	...
1960	G. Hocking	...	...	...
1961	S. M. B. Hailwood	...	...	...
1962	D. W. Minter	...	...	...
1963	J. Redman	...	...	...
1964	J. Redman	...	...	...
1965	J. Redman	...	...	...
1966	S. M. B. Hailwood	...	...	...
1967	S. M. B. Hailwood	...	...	...
1968	W. D. Ivy	...	...	...
1969	K. Carruthers	...	...	...
1970	K. Carruthers	...	...	...
1971	P. Read	...	...	...

JUNIOR

			LAP	MPH
1911	P. J. Evans	...	...	...
1912	W. H. Bashall	...	...	...
1913	H. Mason	...	...	...
1914	E. Williams	...	...	...
1920	C. Williams	...	...	...
1921	E. Williams	...	...	...
1922	T. M. Sheard	...	...	...
1923	S. Woods	...	...	...
1924	K. Twemlow	...	...	...
1925	W. L. Handley	...	...	...
1926	A. Bennett	...	...	...
1927	F. W. Dixon	...	...	...
1928	A. Bennett	...	...	...
1929	F. G. Hicks	...	...	...
1930	H. G. Tyrell Smith	...	...	...
1931	P. Hunt	...	...	...
1932	S. Woods	...	...	...
1933	S. Woods	...	...	...
1934	J. Guthrie	...	...	...
1935	J. Guthrie	...	...	...
1936	F. L. Frith	...	...	...
1937	J. Guthrie	...	...	...
1938	S. Woods	...	...	...
1939	S. Woods	...	...	...
1947	A. R. Foster	...	...	...
1948	F. L. Frith	...	...	...
1949	F. L. Frith	...	...	...
1950	A. J. Bell	...	...	...
1951	G. E. Duke	...	...	...
1952	G. E. Duke	...	...	...
1953	W. R. Amm	...	...	...
1954	R. W. Coleman	...	...	...
1955	W. A. Lomas	...	...	...
1956	T. K. Kavanagh	...	...	...
1957	R. McIntyre	...	...	...
1958	J. Surtees	...	...	...
1959	J. Surtees	...	...	...
1960	J. Hartle	...	...	...
1961	P. W. Read	...	...	...
1962	S. M. B. Hailwood	...	...	...
1963	J. Redman	...	...	...
1964	J. Redman	...	...	...
1965	J. Redman	...	...	...
1966	G. Agostini	...	...	...
1967	S. M. B. Hailwood	...	...	...
1968	G. Agostini	...	...	...
1969	G. Agostini	...	...	...
1970	G. Agostini	...	...	...
1971	A. Jefferies	...	...	...

SENIOR

			LAP	MPH
1911	O. C. Godfrey	...	3½	Indian ...
1912	F. A. Applebee	...	3½	Scott ...
1913	H. O. Wood	...	3½	Scott ...
1914	C. G. Pullin	...	3½	Rudge ...
1920	T. C. de la Hay	...	3½	Sunbeam ...
1921	H. R. Davies	...	2½	AJS ...
1922	A. Bennett	...	3½	Sunbeam ...
1923	T. M. Sheard	...	497	Douglas ...
1924	A. Bennett	...	490	Norton ...
1925	H. R. Davies	...	490	HRD ...
1926	S. Woods	...	490	Norton ...
1927	A. Bennett	...	490	Norton ...
1928	C. J. P. Dodson	...	493	Sunbeam ...
1929	C. J. P. Dodson	...	493	Sunbeam ...
1930	W. L. Handley	...	499	Rudge Whitworth ...
1931	P. Hunt	...	490	Norton ...
1932	S. Woods	...	490	Norton ...
1933	S. Woods	...	490	Norton ...
1934	J. Guthrie	...	490	Norton ...
1935	S. Woods	...	499	Moto Guzzi ...
1936	J. Guthrie	...	499	Norton ...
1937	F. L. Frith	...	499	Norton ...
1938	H. L. Daniell	...	499	Norton ...
1939	G. Meier	...	494	BMW ...
1947	H. L. Daniell	...	499	Norton ...
1948	A. J. Bell	...	499	Norton ...
1949	H. L. Daniell	...	499	Norton ...
1950	G. E. Duke	...	499	Norton ...
1951	G. E. Duke	...	499	Norton ...
1952	H. R. Armstrong	...	499	Norton ...
1953	W. R. Amm	...	499	Norton ...
1954	W. R. Amm	...	499	Norton ...
1955	G. E. Duke	...	493	Gilera ...
1956	J. Surtees	...	500	MV ...
1957	R. McIntyre	...	500	Gilera ...
1958	J. Surtees	...	500	MV ...
1959	J. Surtees	...	500	MV ...
1960	J. Surtees	...	500	MV ...
1961	S. M. B. Hailwood	...	499	Norton ...
1962	G. Hocking	...	500	MV ...
1963	S. M. B. Hailwood	...	500	MV ...
1964	S. M. B. Hailwood	...	500	MV ...
1965	S. M. B. Hailwood	...	500	MV ...
1966	S. M. B. Hailwood	...	500	Honda ...
1967	S. M. B. Hailwood	...	500	Honda ...
1968	G. Agostini	...	500	MV ...
1969	G. Agostini	...	500	MV ...
1970	G. Agostini	...	500	MV ...
1971	G. Agostini	...	500	MV ...

ULTRA LIGHTWEIGHT

1924	J. A. Porter	...	174	New Gerrard
1925	W. L. Handley	...	174	Rex-Acme

SIDECAR (500cc)

1923	F. W. Dixon	...	596	Douglas ...
1924	G. H. Tucker	...	588	Norton ...
1925	L. Parker	...	596	Douglas ...
1954	E. S. Oliver	...	499	Norton ...
1955	W. Schneider	...	492	BMW ...
1956	F. Hillebrand	...	496	BMW ...
1957	F. Hillebrand	...	492	BMW ...
1958	W. Schneider	...	492	BMW ...
1959	W. Schneider	...	492	BMW ...
1960	H. Fath	...	492	BMW ...
1961	M. Deubel	...	500	BMW ...
1962	C. Vincent	...	497	BSA ...
1963	F. Camathias	...	492	FCS ...
1964	M. Deubel	...	492	BMW ...
1965	M. Deubel	...	492	BMW ...
1966	F. Scheidegger	...	492	BMW ...

1967	S. Schauzu	...	...	...	...	...	492	BMW
1968	S. Schauzu	...	...	...	...	...	492	BMW
1969	K. Enders	...	...	...	...	...	492	BMW
1970	K. Enders	...	...	...	...	...	492	BMW
1971	S. Schauzu	...	...	...	...	...	492	BMW

SIDECAR (750cc)

1968	T. Vinicombe	...	...	...	...	...	654	BSA
1969	S. Schauzu	...	...	...	...	...	560	BMW
1970	S. Schauzu	...	...	...	...	...	560	BMW
1971	G. Auerbacher	...	...	...	...	...	560	BMW

50cc

1962	E. Degner	...	...	...	...	...	50	Suzuki
1963	M. Itoh	...	...	...	...	...	50	Suzuki
1964	H. R. Anderson	...	...	...	...	...	50	Suzuki
1965	L. Taveri	...	...	...	...	...	50	Honda
1966	R. Bryans	...	...	...	...	...	50	Honda
1967	S. Graham	...	...	...	...	...	50	Suzuki
1968	B. Smith	...	...	...	...	...	50	Derbi

PRODUCTION MACHINES

1967	W. A. Smith	...	...	...	...	...	250	Bultaco
	N. Kelly	...	...	...	...	...	500	Velocette
	J. Hartle	...	...	...	...	...	750	Triumph
1968	T. E. Burgess	...	...	...	...	...	250	Ossa
	R. Knight	...	...	...	...	...	500	Triumph
	R. Pickrell	...	...	...	...	...	750	Dunstall
1969	A. M. Rogers	...	...	...	...	...	250	Ducati
	W. G. Penny	...	...	...	...	...	500	Honda
	M. Uphill	...	...	...	...	...	750	Triumph
1970	C. Mortimer	...	...	...	...	...	250	Ducati
	F. Whiteway	...	...	...	...	...	500	Suzuki
	M. Uphill	...	...	...	...	...	750	Triumph
1971	B. Smith	...	...	...	...	...	250	Honda
	J. Williams	500	Honda
	R. Pickrell	750	Triumph

FORMULA 750

1971	A. Jefferies	750	Triumph
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£30,000

No, not the TT Prize Money

This amount has been disbursed amongst our less fortunate enthusiasts by the A.C.U. Benevolent Fund.

Help this worthy cause by purchasing for only 20p a Genuine TT Badge before leaving the Island.

AUTO-CYCLE UNION BENEVOLENT FUND, 31 BELGRAVE SQUARE,
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Chairman: Allan Jefferies.

fastest laps

SHORT COURSE

					MPH
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	BAT	42.25
1909	—	...	H. A. Collier	Matchless	52.27
1910	—	...	H. H. Bowen	BAT	53.15

MOUNTAIN AND CLYPSOE COURSES

LIGHTWEIGHT 125 Class

			MPH		MPH
1951	W. A. C. McCandless	Mondial	75.34	1961 L. Taveri	...
1952	C. C. Sandford	MV	76.07	1962 L. Taveri	...
1953	R. L. Graham	MV	78.21	1963 H. R. Anderson	Suzuki
1954	R. Hollaus	NSU	*71.53	1964 L. Taveri	Honda
1955	C. Ubbiali	MV	*71.65	1965 H. R. Anderson	Suzuki
1956	C. Ubbiali	MV	*70.65	1966 W. D. Ivy	Yamaha
1957	T. Provini	Mondial	*74.44	1967 P. W. Read	Yamaha
1958	C. Ubbiali	MV	*74.13	1968 W. D. Ivy	Yamaha
1959	L. Taveri	MZ	*74.99	1969 D. A. Simmonds	Kawasaki
1960	C. Ubbiali	MV	86.10	1970 D. A. Simmonds	Kawasaki
				1971 C. Mortimer	Yamaha
					87.05

LIGHTWEIGHT 250 Class

					MPH
1922	W. L. Handley	OK Supreme	51.00	1950 D. Ambrosini	Benelli
1923	W. L. Handley	OK Supreme	53.95	1951 F. Anderson	Moto Guzzi
1924	E. Twemlow	New Imperial	58.28	1952 B. Ruffo	Moto Guzzi
1925	W. L. Handley	Rex-Acme	60.22	1953 F. Anderson	Moto Guzzi
1926	P. Ghersi	Moto Guzzi	63.12	1954 W. Haas	NSU
1927	A. Bennett	OK Supreme	64.45	1955 W. A. Lomas	MV
1928	F. A. Longman	OK Supreme	64.45	1956 H. Baltisberger	NSU
1929	P. Ghersi	Moto Guzzi	66.63	1957 T. Provini	Mondial
1930	W. L. Handley	Rex-Acme	66.86	1958 T. Provini	MV
1931	G. E. Nott	Rudge	71.73	1959 T. Provini	MV
1932	W. L. Handley	Rudge	74.08	1960 C. Ubbiali	MV
1933	S. Gleave	Excelsior	72.62	1961 R. McIntyre	Honda
1934	J. H. Simpson	Rudge	73.64	1962 R. McIntyre	Honda
1935	S. Woods	Moto Guzzi	74.19	1963 J. Redman	Honda
1936	S. Woods	DKW	76.20	1964 P. W. Read	Yamaha
1937	O. Tenni	Moto Guzzi	77.72	1965 J. Redman	Honda
1938	E. Kluge	DKW	80.35	1966 S. M. B. Hailwood	Honda
1939	S. Woods	Moto Guzzi	78.16	1967 S. M. B. Hailwood	Honda
1947	M. Cann	Moto Guzzi	74.78	1968 W. D. Ivy	Yamaha
1948	M. Cann	Moto Guzzi	76.72	1969 K. Carruthers	Benelli
1949	{ R. H. Dale	Moto Guzzi	80.44	1970 K. Carruthers	Yamaha
	{ T. L. Wood	Moto Guzzi		1971 P. Read	Yamaha
					100.08

JUNIOR

					MPH
1911	R. J. Evans	Humber	42.00	1937 { F. L. Frith	Norton }
1912	E. Kickham	Douglas	41.76	{ J. Guthrie	Norton }
1913	H. Mason	NUT	45.42	1938 S. Woods	Velocette
1914	E. Williams	AJS	47.57	1939 H. L. Daniell	Norton
1920	E. Williams	AJS	51.36	1947 M. D. Whitworth	Velocette
1921	H. R. Davies	AJS	55.15	1948 F. L. Frith	Velocette
1922	H. le Vack	New Imperial	56.46	1949 F. L. Frith	Velocette
1923	J. H. Simpson	AJS	59.59	1950 A. J. Bell	Norton
1924	J. H. Simpson	AJS	64.54	1951 G. E. Duke	Norton
1925	W. L. Handley	Rex-Acme	65.89	1952 G. E. Duke	Norton
1926	A. Bennett	Velocette	68.75	1953 W. R. Amm	Norton
1927	W. L. Handley	Rex-Acme	69.18	1954 W. R. Amm	Norton
1928	A. Bennett	Velocette	70.28	1955 W. A. Lomas	Moto Guzzi
1929	F. G. Hicks	Velocette	70.95	1956 T. K. Kavanagh	Moto Guzzi
1930	G. E. Nott	Rudge	72.02	1957 R. McIntyre	Gilera
1931	P. Hunt	Norton	75.27	1958 J. Surtees	MV
1932	S. Woods	Norton	78.62	1959 J. Surtees	MV
1933	S. Woods	Norton	79.22	1960 J. Surtees	MV
1934	J. Guthrie	Norton	80.11	1961 G. Hocking	MV
1935	W. F. Rusk	Norton	79.96	1962 S. M. B. Hailwood	MV
1936	F. L. Frith	Norton	81.94	1963 J. Redman	Honda
					101.30

				MPH
1964	J. Redman	...	Honda	100.76
1965	S. M. B. Hailwood	MV		102.85
1966	G. Agostini	MV		103.09
1967	S. M. B. Hailwood	Honda		107.73

SENIOR

1911	F. Phillips	...	Scott	50.11
1912	F. A. Applebee	...	Scott	49.44
1913	H. O. Wood	...	Scott	52.12
1914	H. O. Wood	...	Scott	53.50
1920	G. Dance	...	Sunbeam	55.62
1921	F. G. Edmond	...	Triumph	56.40
1922	A. Bennett	...	Sunbeam	59.99
1923	J. Whalley	...	Douglas	59.74
1924	F. W. Dixon	...	Douglas	63.75
1925	J. H. Simpson	AJS	AJS	68.97
1926	J. H. Simpson	AJS	AJS	70.43
1927	S. Woods	...	Norton	70.90
1928	J. H. Simpson	AJS	AJS	67.94
1929	C. J. P. Dodson	...	Sunbeam	73.55
1930	W. L. Handley	...	Rudge	76.28
1931	J. H. Simpson	Norton	Norton	80.82
1932	J. H. Simpson	Norton	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	Norton	90.27
1938	H. L. Daniell	Norton	Norton	91.00
1939	G. Meier	BMW	BMW	90.75
1947	{ A. J. Bell	Norton	{ P. Goodman	Velocette } 84.07

ULTRA LIGHTWEIGHT

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

SIDECAR (500cc)

1923	H. Langman	...	Scott	54.69
1924	F. W. Dixon	...	Douglas	53.23
1925	F. W. Dixon	...	Douglas	57.18
1954	E. S. Oliver	Norton	Norton	*70.85
1955	W. Noll	BMW	BMW	*71.93
1956	W. Noll	BMW	BMW	*71.72
1957	F. Hillebrand	BMW	BMW</td	

important notice to all spectators

MOTOR CYCLE RACING IS DANGEROUS AND YOU ARE PRESENT IN THE VICINITY OF THE COURSE ENTIRELY AT YOUR OWN RISK.

Spectators must realise that these races are run on a closed public road and that whilst every endeavour is made by the Organisers to prevent accidents, these can happen.

No responsibility for personal injury to persons or damage to property can be accepted by any person connected with the conduct, promotion or management of the meeting, including drivers.

Whilst the land adjoining the circuit is private and therefore under the jurisdiction of the landowner, certain areas where accidents are most likely are designated prohibited areas and this is done *for your safety*. Moreover the normal laws of trespass still apply.

Accidents can, however, happen anywhere and THE TOPS OF WALLS, BANKS AND HEDGES ARE PARTICULARLY DANGEROUS.

You are reminded that with the exception of certain crossing points between races under the direction of Police Constables, all parts of the roadway are closed and it is a CRIMINAL OFFENCE to be on them.

Finally obey the instructions of Police Constables and Marshals at all times. Their concern is your safety.

Remember if an accident happens near you all the foregoing still holds true. The Police and Officials are experienced in emergencies and your presence in an area of danger, however well meant, could turn a minor accident into something far worse.



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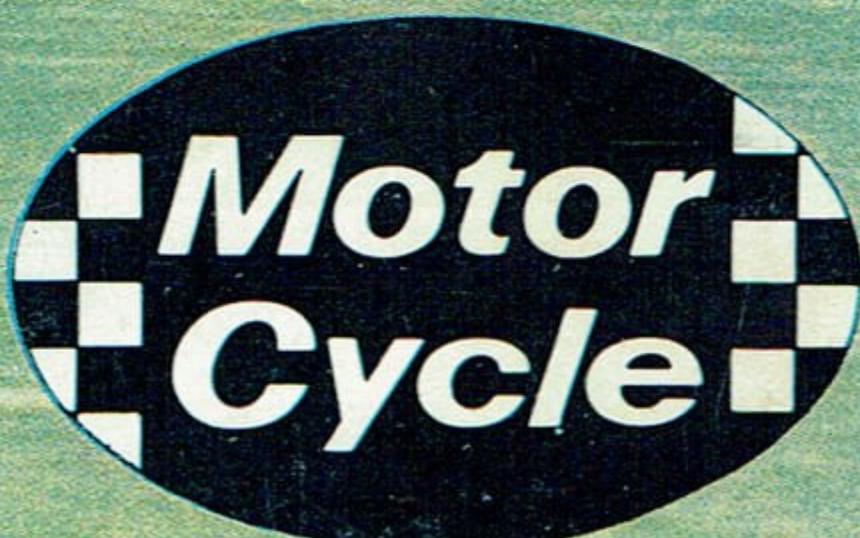


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Everything you want to know

... about all motor cycle happenings on the Island. We'll be carrying full reports of Saturday's and Monday's races in the June 7 First Report number; Wednesday's and Friday's in the T.T. Second Report, out June 14. Watch out, too, for our T.T. Technical Review out on the 21st.



THE RIDER'S PAPER Wednesdays