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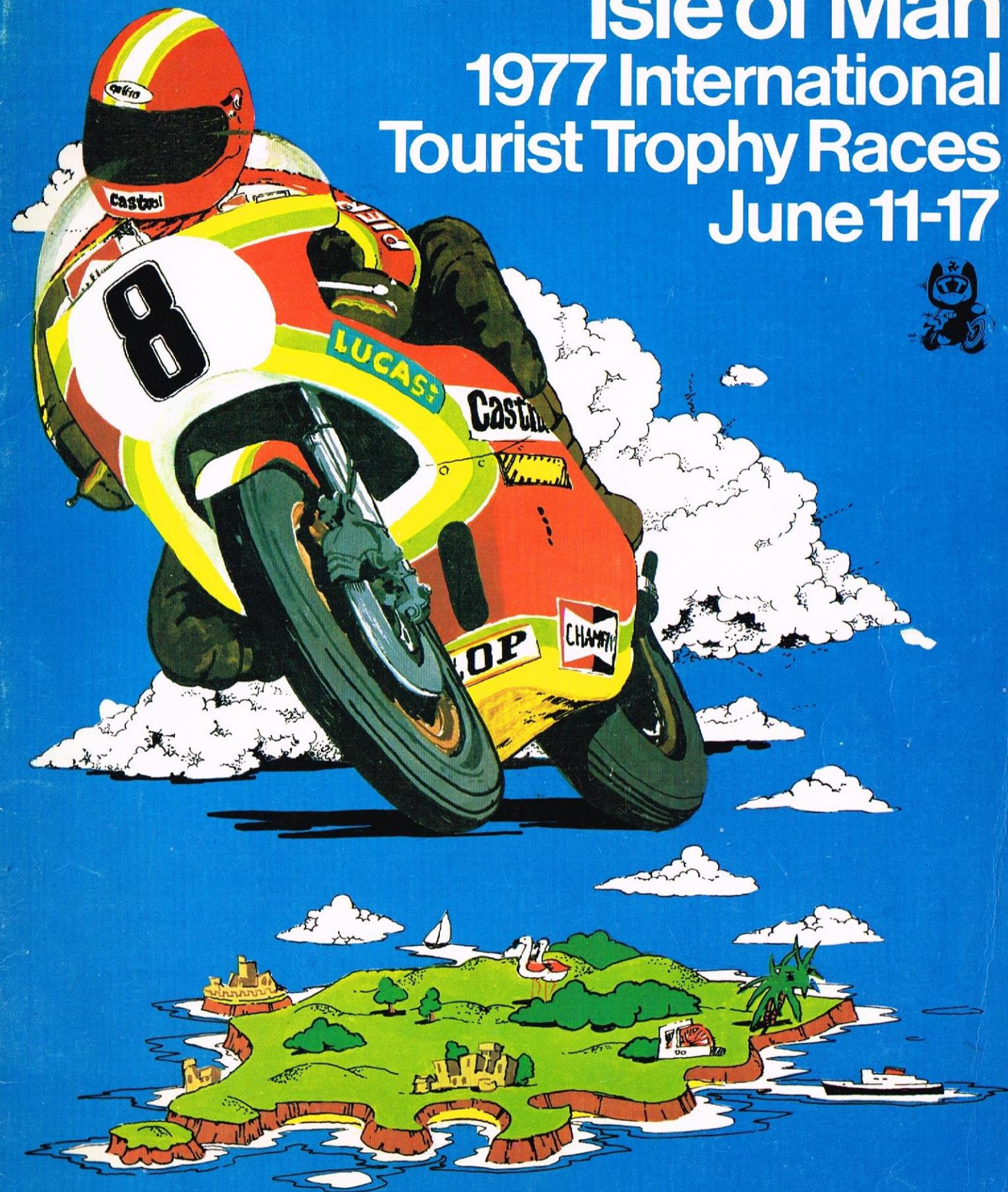
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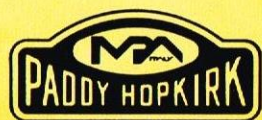
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Isle of Man 1977 International Tourist Trophy Races June 11-17



Official Souvenir Guide & Programme £1.00



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Isle of Man 1977 International Tourist Trophy Races June 11-17



Official Souvenir Guide & Programme

A Racecard and List of Entries is
Included as a Separate Insert to the
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TT autograph hunter's page



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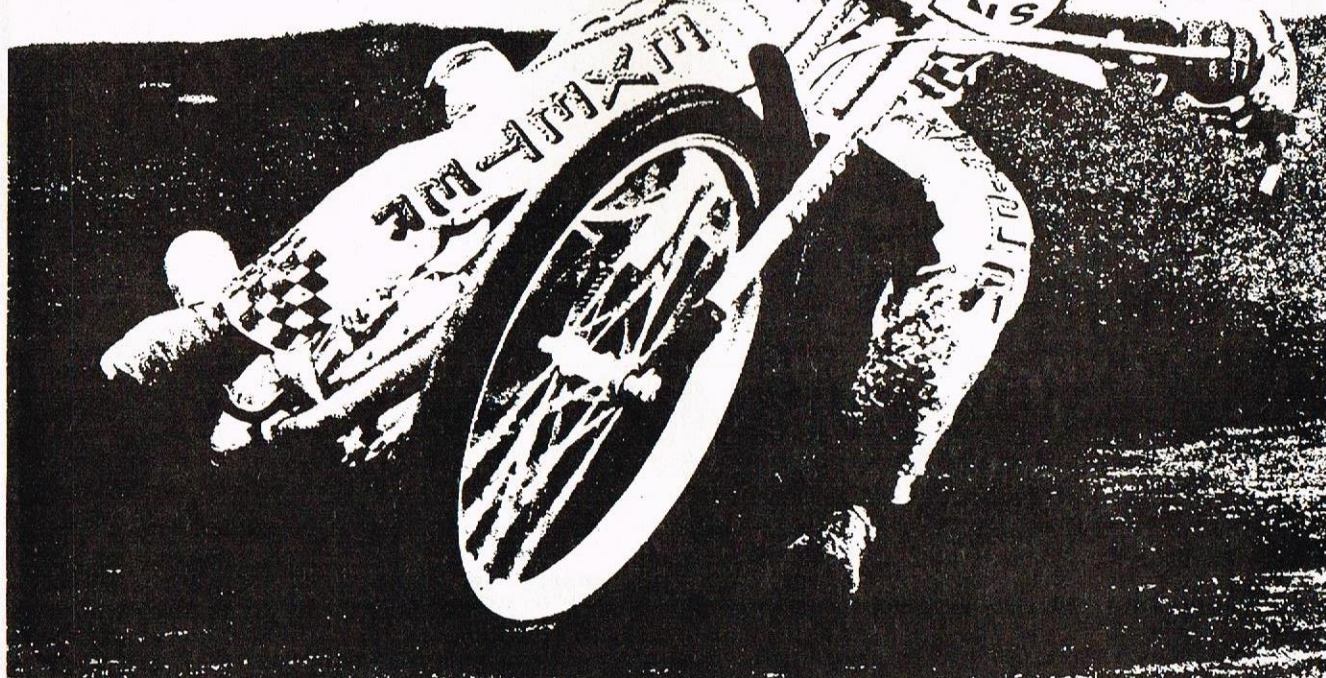
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Vernon Cooper

**Chairman of the ACU Road
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Chairman of the TT
Organising Committee
Vice President of the ACU**



THE battle for the Tourist Trophy Races has been won and this year you will see a sparkling race entry well capable of providing the standard of racing that makes motorcycle enthusiasts the world over think of the Isle of Man during TT week.

The ACU fought hard and fairly to retain the TT, and retain it they did and on its traditional dates and traditional circuit. In winning victory over the opponents of the TT, the ACU obtained a unique World Championship status which will preserve the Mountain Circuit events against any form of erosion in all the years to come.

This new status for the TT enables active comparison to be made against the Grand Prix "circus" comprising the F.I.M. world's championship series held year long at various international venues and the comparison will always, I am sure, bring enthusiasts and riders to the Isle of Man.

In their long and arduous struggle against opponents of the TT, the Auto-Cycle Union were aided by the active and effective TT Supporters' Club. (A club which I had the privilege to found). The weight and influence that the TTSC now wields will silence any future critics almost before they open their mouth for the TTSC have an event that shines in the sporting calendar while other events held up as perfect in every way move into serious decline.

The backing of all the Manx folk who welcome us all to their motorcycling island made them part of the winning team too. Check over this year's entry list to see how worthwhile all that support proved to be and remember that the marshals and all who help in the organisation made the winning of continuing life for the TT well worthwhile. Why, even our number one critic of yesteryear is here and back in the saddle, and I trust he will be welcomed, for one must respect his viewpoint and

his experience especially now that the fight for international World Championship points does not include our island event.

We have the start of a new era of TT racing here in the Isle of Man this week. The 1977 programme of races has been structured in conjunction with the F.I.M. just a week later than usual to avoid the Jubilee celebrations, but for 1978 we shall be back with the TT at the start of June – maintaining tradition and quality, and then it is TT racing right through to the first centenary event just 26 short years away!

In congratulating the full and exciting race lists of riders on achieving ambition to ride and race in the island, I would also like to extend the congratulations and thanks of every rider down the years from 1907 to the Manx St John Ambulance Brigade first-aiders who celebrate their own centenary of work in the island this year.

The TT is for riders and spectators. Those teams of workers, official and unofficial, who have maintained the heritage of my favourite 37¼ miles road for this year and many happy racing years to come have the satisfaction of knowing that it was all well worthwhile for you and for me, and that their combined and harmonious efforts will keep the flavour and excitement within the event is for sure.

This week we shall be making real gala events of our prize presentations at the Villa Marina so please come along and cheer the winners and cheer all those riders who match their machines and their skill against the ultimate race in the world over the Mountain Circuit in the pleasant Island that is motorcycle sport's traditional and now secure home. Everyone involved in keeping the TT alive and well will thank you too, for, by your support, you make it all worthwhile.

Vernon Cooper

The 1977 International Tourist Trophy Race Meeting

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

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

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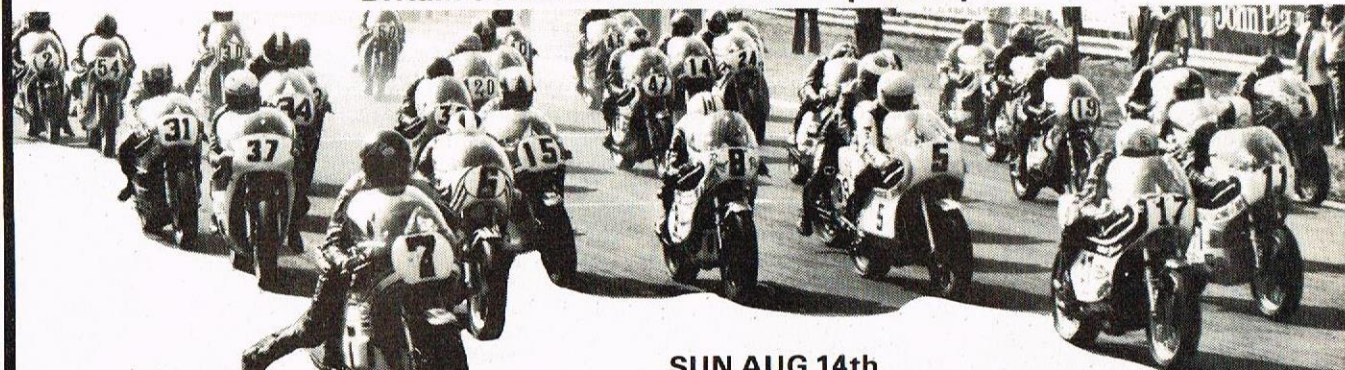
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Secretary to the Jury: Mr E. G. Cope.

Chief Marshal: Mr F. Weedon (Chief Constable).

Chief Scrutineer: Mr L. Harfield.

Deputy Chief Scrutineer: Mr R. Payton.

Assistant Scrutineers: Messrs J. Anelay, J. Ashworth, F. Brindley, H. Creer, B. Godier, S. Grainger, Mr & Mrs E. L. Griffiths, T. Hargreaves, G. Hayes, R. Insley, T. Layton, M. Postlethwaite, S. Spanner, T. Stephens, B. Tyler, B. Williams.

Engine Measurer: Mr E. L. Griffiths.

Judge: Mr G. D. Hanson.

Finishing Flag Marshals: Messrs W. Boak (i/c), E. Bancroft, H. Bennett, M. Brackett, F. Kennish, E. Curtis.

Consulting Chemist: Mr R. Arnot (IoM Government Analyst).

Assistant Consulting Chemist: Mr R. Hands.

Public Address: Mr P. Kneale of Manx Radio.

Civil Defence Corps: Units of the Isle of Man Civil Defence Commission (Mr F. Bosward i/c). Messrs P. J. Kneale and J. J. Wood.

Control Officers: Messrs W. Boak, I. Cannell, J. H. S. Cowley, H. D. N. Hanson, M. S. Kelly, G. R. M. Moore.

Chief Depot Marshal: Mr F. A. Kennish.

Depot Marshals: Messrs E. Bancroft, E. Lockett, C. E. Curtis, H. E. Bennett, K. K. Teare.

Travelling Marshals (Cars): Messrs J. B. Mylchreest, OBE (i/c), C. D. Baird, and D. B. Mylchreest.

Travelling Marshals (Motorcycles): Messrs A. W. Killip (i/c), D. Evans, J. Harding, A. E. Moule, G. Short, M. Kelly (reserve N. Kelly).

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Paddock Control Officer: Mr W. G. Boddice.

Course Contractor: Mr H. Kissack.

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- Classic Race Winner
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- 1000cc Sidecar Second Leg Winner
PETER CHAPMAN TROPHY
- Tourist Trophy World Championship Formula III Race Winner
JOHN HARTLE TROPHY
- Jubilee Race Winner
AVON ROSE BOWL
- 1000cc Sidecar Overall Race Winner
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- The Ray B. Westover Trophy** For the Best Performance by a Newcomer other than a Race Winner
- The Joe Craig Trophy** For the Best Overall Performance by a British Driver on a British Solo Machine in not less than Two Races.
- The Terry Vinicombe Trophy** For the Best Performance in Either Sidecar Race by a British Driver and Passenger on a British Machine
- The Overseas Newcomers Trophy** For the Best Performance by a Newcomer from outside the British Isles and Ireland other than a Race Winner or a Driver entered by a Manufacturer
- The Frank Cope Trophy** To the Junior Race Driver whose Performance is adjudged to be the most meritorious having regard to his age

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- The TT Special Trophy** To the Driver making the Fastest Lap in the Classic Race
- The Motor Cycle News Trophy** To the Driver making the Fastest Lap in the Junior Race
- The Motor Cycle Trophy** To the Driver making the Fastest Lap in the Senior Race
- The Jimmy Simpson Trophy** To the Driver of a Solo Machine making the Fastest Lap of the meeting. The Driver also receives a Gilt Replica and £250
- The Walter Handley Trophy** To the Driver of a Sidecar Machine making the Fastest Lap of the meeting. The Driver also receives a Gilt Replica and £250

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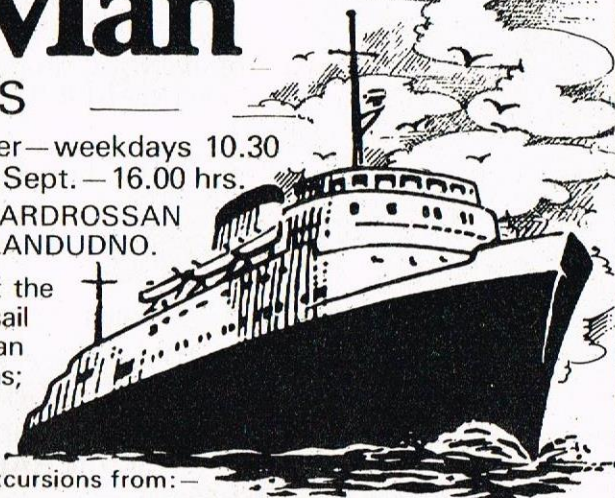
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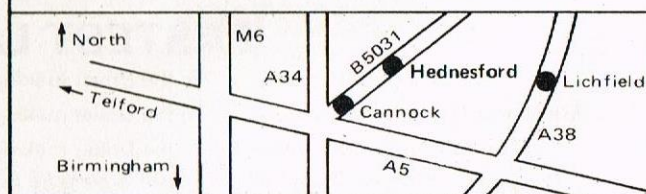
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Prize Money

JUNIOR TT	Prize Money	Leader Money	Total
1st	900	100	£1000
2nd	425	75	£500
3rd	350	50	£400
4th	300	—	£300
5th	200	—	£200
6th	140	—	£140
7th	90	—	£90
8th	80	—	£80
9th	70	—	£70
10th	60	—	£60
11th	50	—	£50
12th	40	—	£40
13th	30	—	£30
14th	20	—	£20
15th	10	—	£10
Total	2765	225	£2990

FORMULA 1 TT	Prize Money	Leader Money	Total
1st	1600	400	£2000
2nd	500	300	£800
3rd	400	200	£600
4th	300	—	£300
5th	250	—	£250
6th	200	—	£200
7th	150	—	£150
8th	100	—	£100
9th	90	—	£90
10th	80	—	£80
11th	70	—	£70
12th	60	—	£60
13th	50	—	£50
14th	40	—	£40
15th	30	—	£30
Total	3920	900	£4820

SENIOR TT	Prize Money	Leader Money	Total
1st	2000	500	£2500
2nd	750	375	£1125
3rd	500	250	£750
4th	400	—	£400
5th	300	—	£300
6th	200	—	£200
7th	150	—	£150
8th	120	—	£120
9th	110	—	£110
10th	90	—	£90
11th	80	—	£80
12th	70	—	£70
13th	60	—	£60
14th	50	—	£50
15th	40	—	£40
Total	4920	1125	£6045

SIDECAR RACES	Prize Money	Leader Money	Total
1st	1000	300	£1300
2nd	450	200	£650
3rd	350	100	£450
4th	300	—	£300
5th	250	—	£250
6th	200	—	£200
7th	150	—	£150
8th	100	—	£100
9th	90	—	£90
10th	80	—	£80
11th	70	—	£70
12th	60	—	£60
13th	50	—	£50
14th	40	—	£40
15th	30	—	£30
Total	3220	600	£3820

CLASSIC RACE	Prize Money	Leader Money	Total
1st	5000	1000	£6000
2nd	2000	500	£2500
3rd	750	375	£1125
4th	625	—	£625
5th	500	—	£500
6th	400	—	£400
7th	300	—	£300
8th	200	—	£200
9th	150	—	£150
10th	100	—	£100
11th	90	—	£90
12th	80	—	£80
13th	70	—	£70
14th	60	—	£60
15th	50	—	£50
Total	10375	1875	£12250

FORMULA III & Jubilee	Prize Money	Leader Money	Total
1st	750	250	£1000
2nd	350	200	£550
3rd	250	150	£400
4th	250	—	£250
5th	200	—	£200
6th	150	—	£150
7th	100	—	£100
8th	90	—	£90
9th	80	—	£80
10th	70	—	£70
11th	60	—	£60
12th	50	—	£50
13th	40	—	£40
14th	30	—	£30
15th	20	—	£20
Total	2490	600	£3090

The aggregate winner of the two part sidecar event receives £500

Prize money is awarded as long as a driver finishes within 25 minutes of the winner's time in the six lap races and 20 minutes in the other races.

1977 TT Replicas Sponsored by . . .

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The St. John Ambulance Centenary Year

Nineteen-Seventy-Seven is the Centenary year of the St. John Ambulance. Legend has it that in 1023 some merchants of Amalfi, an Italian republic, purchased the site in Jerusalem of an old hotel previously established by Charlemagne and built a hospital thereon for the benefit of Christian pilgrims. By 1113, because of the dedication of those staffing the hospital in helping the poor and sick, the Order of the Hospital of St. John was officially established, and as a mark of recognition for the previous aid given by the Amalfi merchants, the badge of that republic, the eight-pointed white cross was adopted, and is now the insignia of the Order of St. John which as a registered charity, now supports its two sister foundations.

St. John Ambulance

Public events in the Isle of Man have one thing in common besides a crowd — St. John Ambulance first aid volunteers. Unpaid men, women and cadets who train in their own time and then devote themselves to the care of the injured, the sick, the old and the blind, irrespective of race or religion.

Apart from attending the TT, Manx GP and all the other major sporting events with their personnel and equipment, the St. John Ambulance provides here: free first aid to holidaymakers; first aid and home nursing training to the public; runs all the blood donor sessions throughout the Island; provides dedicated recruits to the Nursing

and Hospital services; provides ambulances to reinforce the normal ambulance service and puts emergency equipment and the people trained to use it at strategic points in the Island.

St. John Ophthalmic Hospital

The Order also runs this hospital in Jerusalem. Some 70,000 patients are treated here every year, many of whom would go blind without surgery. They are desperately poor, in great need, and they rely heavily on the Order for care of their sight and for relief from the terrible eye diseases so rife in the Middle East.

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TEXACO HERON TEAM SUZUKI

Timetable of the Meeting

Practice Periods

Monday, 6th June	18.20-20.30	Solos
Tuesday, 7th June	05.00-06.30 18.20-19.20 19.30-20.30	Solos Solos Sidecars
Wednesday, 8th June	05.00-06.30 18.20-19.20 19.30-20.30	Solos Solos Sidecars
Thursday, 9th June	14.10-15.10 15.20-16.20	Solos Sidecars
Friday, 10th June	05.00-06.30 18.20-20.30	Sidecars Solos

Roads Closed To The Public

Mornings: 04.40-07.10; Thursday Afternoon: 13.40-17.00; Evenings: 18.00-21.10

Pre-Race Examinations at TT Grandstand Area

The Pre-Race Examinations for all Races will be on the morning of each Race Day at 08.00 except on Saturday, 11th June when the Examinations will be at 11.00.

Race Days

Saturday, 11th June	15.30 Junior Race (3 laps) 17.30 TT Formula 1 Race (5 laps)	Race Colour: Green Race Colour: Red
Monday, 13th June	11.00 Senior Race (6 laps) 14.30 Sidecar Race — First Leg (4 laps)	Race Colour: Yellow Race Colour: White
Wednesday, 15th June	11.00 Classic Race (6 laps) 15.00 Sidecar Race — Second leg (4 laps)	Race Colour: White Race Colour: White
Friday, 17th June	11.00 TT Formula III Race (4 laps) 14.30 Jubilee Race (4 laps)	Race Colour: Black Race Colour: Blue

Roads Closed To The Public

Saturday, 11th June: 15.10 (14.50 Glencrutchery Road) — 21.30 (latest).
Monday, 13th; Wednesday, 15th and Friday, 17th June: 10.40 (10.20 Glencrutchery Road) — 18.00 (latest).
Delayed start excepted.

Grandstand Admissions from 14.00 Saturday and 10.00 other race days.

Grandstand Bookings — Villa Marina, Douglas: Douglas 4171.

ACU Race Headquarters — TT GRANDSTAND: Douglas 4161 (Race Days only).

TT RACE OFFICE: Douglas 3227

PRESS OFFICE: Douglas 21323

Presentation of Awards

The Presentation of Awards will be held at the Villa Marina, Douglas.

Junior, TT Formula I, Senior, and the first Sidecar TT Races **Monday, 13th June, at 21.30.**
Presentation by His Honour the First Deemster and Clerk of the Rolls, R. K. Eason, LL.B.

Classic and second Sidecar TT Races **Wednesday, 15th June, at 21.30.**
Presentation by His Worship the Mayor of Douglas, Councillor W. Ward, JP.

Jubilee and TT Formula III Races **Friday, 17th June, at 21.30.**
Presentation by His Excellency the Lieutenant Governor of the Isle of Man, Sir John Paul, GCMG, OBE, MC.

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; **Motor Cycle; Motor Cycle News;** S. E. Centre ACU; Ray B. Westover Esq.; The Middlesbrough & DMC; Peter Chapman Esq.; Mrs Shelagh Hartle; Mrs Maureen Vinicombe; **TT Special.**



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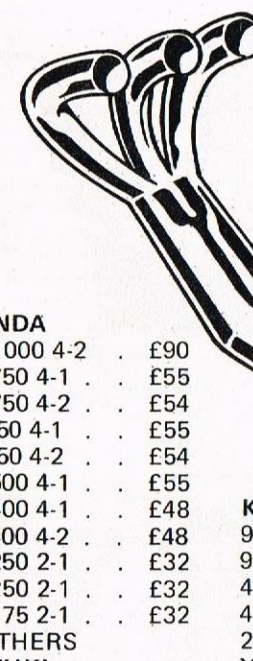
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Charles Turner TT Shop, 12 Victoria Street, Douglas.



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The New TT Formula

Explained by
Allan Robinson

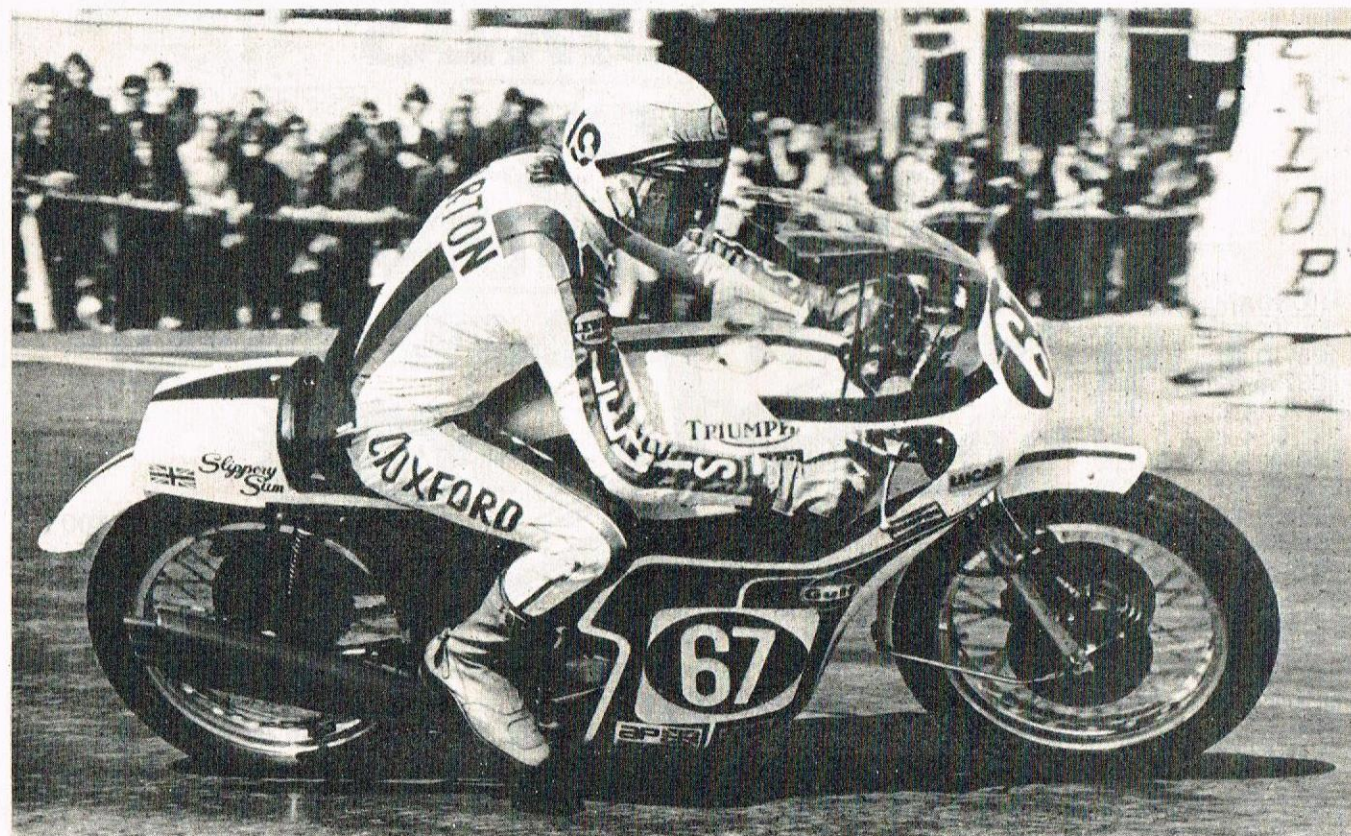
THE introduction of a completely new formula makes 1977 a very significant year in the history of the Isle of Man TT. The Mountain Course has always been the ultimate road racing circuit, but the short circuits have been breeding bikes and formulae that are more and more removed from everyday road machines. With the new TT Formula the ACU Road Race Committee are hoping to bring back a lot of the direct links between race and road riding that have been hallmarks of the Tourist Trophy races for over 70 years.

The eyes of the motorcycling world rest on the TT and the advantages of global publicity and consequent effects on sales of a win of a machine closely allied to a road going production line motorcycle will be much greater at the truly international TT on the most rugged and testing road circuit in the world than a win in any long distance race — which tends to over specialisation and basically national interest in the country where the event is held.

Turning back five years in motorcycle racing history, the Formula 750 series was originally designed by the F.I.M. for Superbikes developed from ordinary production motorcycles. Yamaha destroyed that concept with their TZ700 and then TZ750 and now OW31 machines and Suzuki and Kawasaki just had to follow and the regulations had to be changed. Honda went down a different path into endurance racing maintaining an affinity with road machines and their racers to command public attention and purchasing power. The F750 came under enormous commercial pressures and now is a F.I.M. World Championship in its own right, but so expensive to contest in terms of machine development and team expenses that it is truly the most exotic end of the motorcycle race spectrum with the winner's rostrum available only to 100 per cent works riders on bikes with factory back-up and both mechanics and office facilities to book travel worldwide. In fact the formula that was planned originally to allow riders at all levels to develop into a larger and faster capacity is already restricting itself to an élite.

The new TT Formula restricts itself to no élite. It will open the Mountain circuit just as the Production Race did before it. It should provide a stepping stone for new riders and attracting all makes it will have its partisan following and its technical interest and prove to the watching public that the machines which win

DAVE CROXFORD rode his "Slippery Sam" Triumph to victory in the 1975 Production Race. The new TT Formula should take over from where the Production Races left off last year.



ONE of the confirmed riders in the fully subscribed Formula 1 race is Phil Read, who will ride a Honda. The former World Champion spent a few days last month reminding himself of where the course goes. If this shot, taken then at Ballaugh Bridge, is anything to go by, it looks like he means business.



are the machines worth having. Just look at the entry on Saturday and the variety of machines and top riders and the result will be in doubt until flag-fall.

The Formula Itself

Motorcycles for the TT Formula are high performance bikes in serious production available through dealers to the public. Before the 1st March prior to each TT, evidence has to be given to the ACU that at least 200 machines of a certain model have actually been sold in order for that machine to be eligible for racing in the TT Formula. Largely to prevent 100 per cent factory involvement, every machine on the line must have been originally supplied with complete electrical equipment in working order, although additional electrical equipment may be fitted. This last point of course allows the long range endurance racers that have been built from standard motorcycles to compete.

Every machine must be fitted with a starting device and a working electrical generator and the engine has to run on pump fuel. If a machine is entered from Japan, France, or any other country outside the UK, the manufacturer must supply a certificate of homologation to the Formula for the 200 machines mentioned earlier to prove that all machines in the Formula races comply with the F.I.M. approved TT Formula. The capacity classes make interesting reading and they are:—

Class	TWO STROKE		FOUR STROKE	
	Over	Up to	Over	Up to
TT Formula I	350cc	500cc	600cc	1000cc
TT Formula II	250cc	350cc	400cc	600cc
TT Formula III	125cc	250cc	200cc	400cc

The Wankel motor, is classified as a four stroke engine, the capacity of which is determined according to the F.I.M. Code.

Having taken the basic road-going machine, the entrant can virtually do what he likes to it, so long as he complies with the fact that the tank capacity of Formula I is 24 litres, Formula II 20 litres and Formula III 18 litres. There is a nice touch with the fuel supply because as this is the TT Formula it insists that during a race all refuelling shall be carried out from the traditional TT gravity fuel fillers, which everyone can see on the front of the pits.

The engine must retain the materials and castings of which the cylinders, the cylinder head, the crankcase and the gearbox are made and the size of the carburettor and the number of carburettors fitted may not be changed in any way.

So the engine has to look the same and be made of the same materials. The stroke cannot be changed, nor can the number of cylinders, but the bore can be increased so long as it does not push the engine beyond the capacity class limit for which the machine was originally intended by the manufacturer or the formula class competed in. At the moment the number of gear ratios is limited to six.

A change of frame? Well if 200 or more frames with a particular engine have been sold then it can be included. The Rickman Kawasaki, Helmut Dahne's BMW and the works Ducatis are 1977 examples. In the interests of safety headlights, electrical equipment, the horn, numberplates and speedometer can all be removed and so can any other components which may be listed in the Supplementary Regulations for any particular year.

That's it — the total limitation means that, for instance, Honda can supply CB400F engines with three valves per pot, an extra gear in the box and the hottest of camshafts as well as boring the engine to 499.9cc if they wish. Yamaha riders can build almost as many TZ components into the road going RD range as they can find. Suspension, wheels, tyres and rear-set footrests and the wierdest of exhaust systems are left entirely to the choice of the entrant. But exhausts must comply with the F.I.M. sound emission regulations.

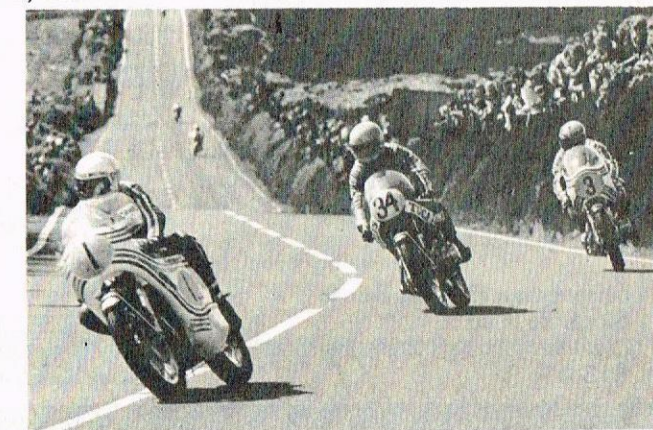
The TT International Formula means that any aspiring tuner and any up and coming rider can buy a bike over the counter from any dealer anywhere in the world and race it in the Isle of Man with a chance of proving reliability and riding skill. The TT course will make every competitor work to get the bike to handle. Tuning skills will be at a premium and as carburettor size is restricted to that fitted as standard, the tuning is going to have to be very fine indeed.

This year we are about to enter a new era where the TT will again become a technical challenge, where the gifted amateur or the brilliant rider combining with a tuner of real ability can produce brilliant and heroic results. Remember Peter Williams and Tom Arter?

Dealers supporting a brand they sell are already in the fray. Charles Mortimer will be out on a very hot Yamaha. Tony Rutter and Charlie Williams on Hondas that will sound rather crisper than those you can buy from the dealers. But a basically untouched engine with a good rider and the magic of the Mountain circuit under his wheels can well put a new name in the TT history books.

Innovation and change spell a continuing challenge and that is what the new TT Formula is all about. The ACU and the Isle of Man folk will be looking to see how they can develop Formula racing so that it appeals to you, the spectator, as much as the Classic and the Senior but for 1977 and onwards the Formula in its respective capacity limits puts the "T" of Touring back in the TT.

CHARLIE WILLIAMS heads a bunch of production racers through Cregny-Baa.





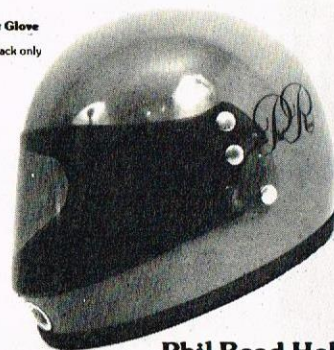
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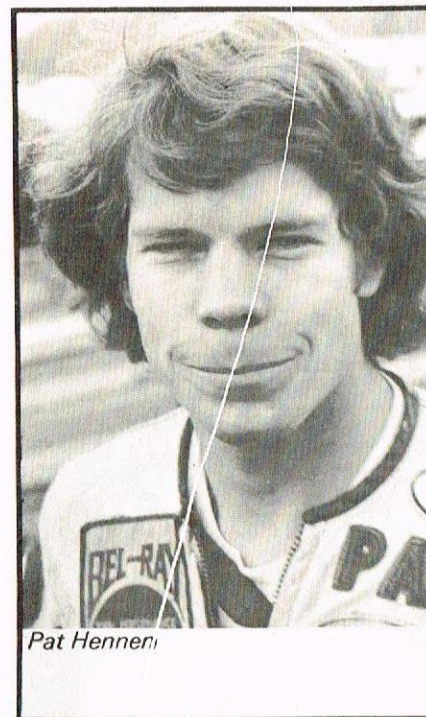
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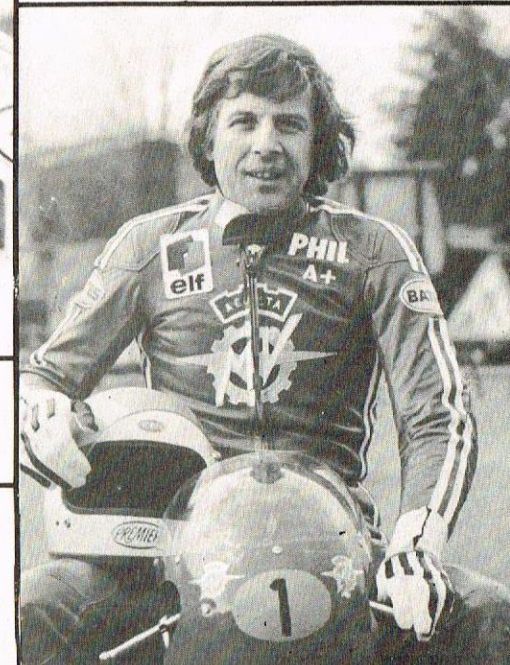
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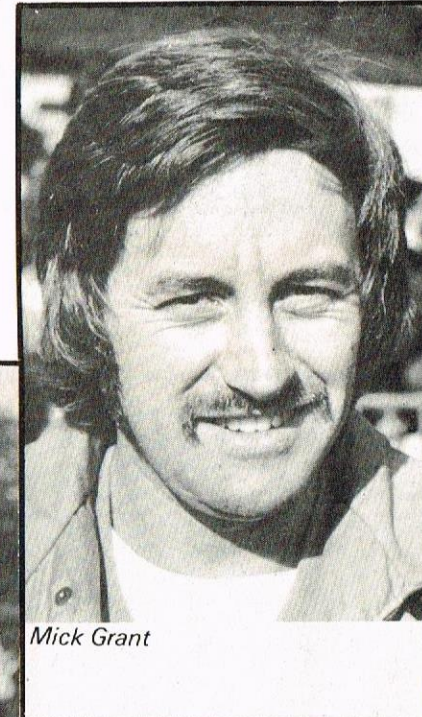
TOP RIDERS PICTURES



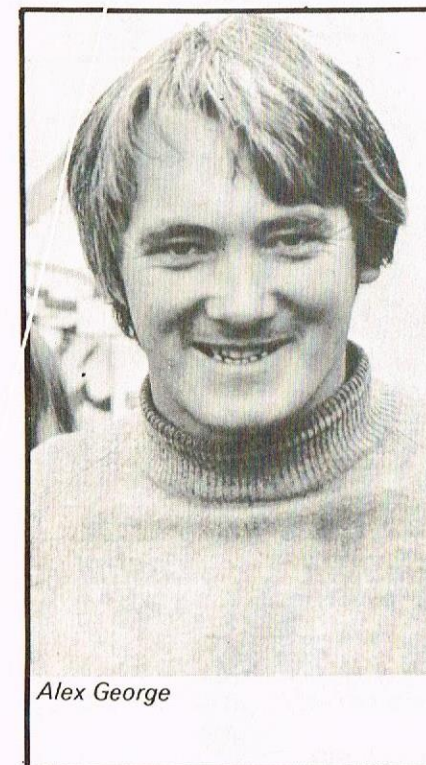
Pat Hennen



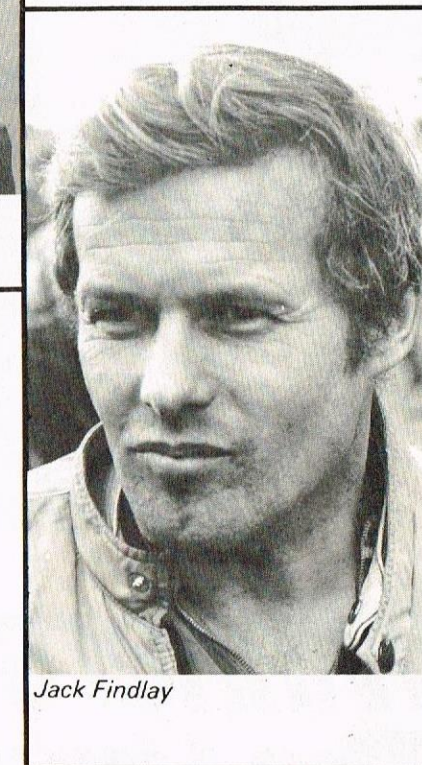
Phil Read



Mick Grant



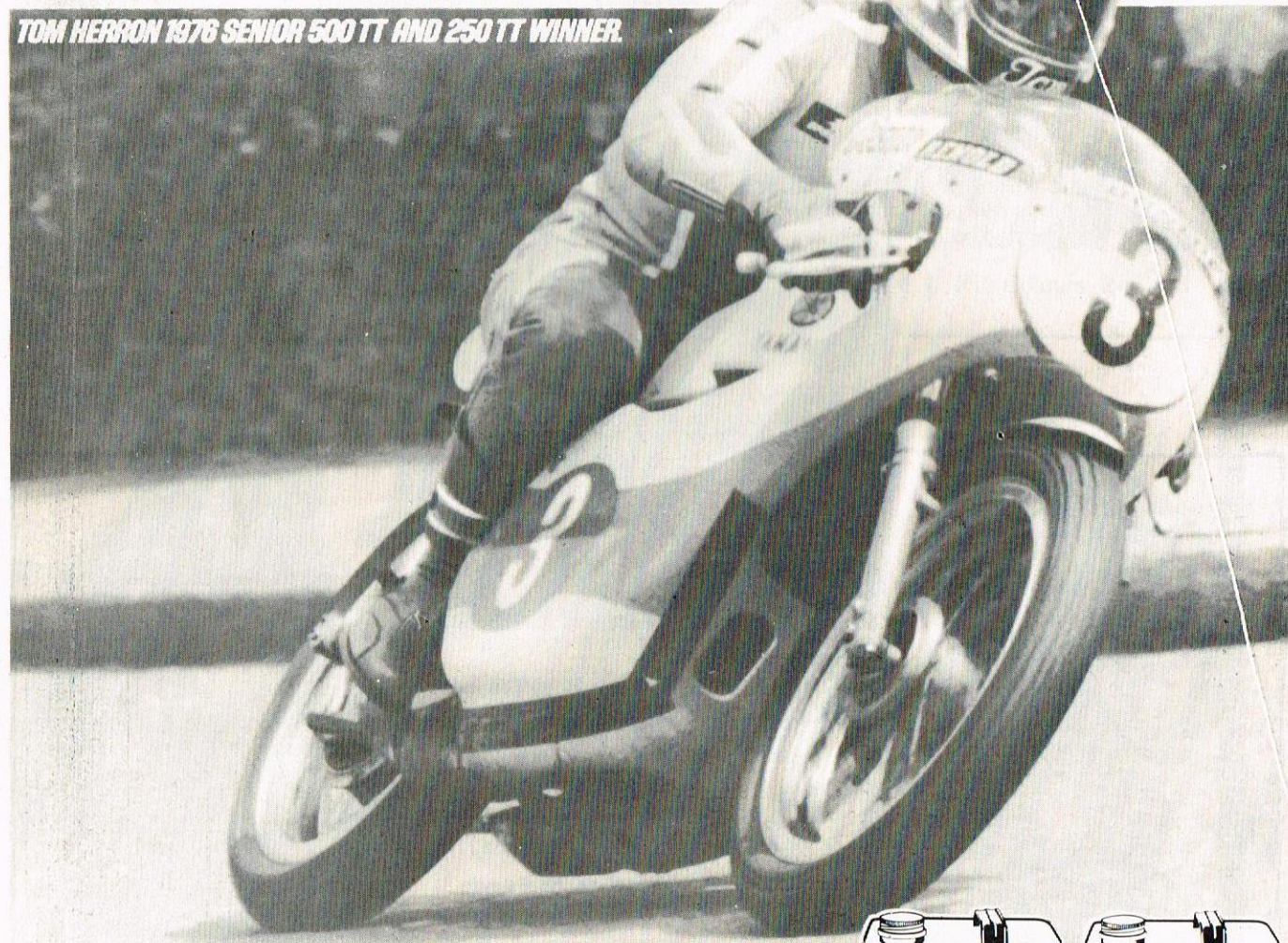
Alex George



Jack Findlay

***Good luck to all
Team Castrol riders!***

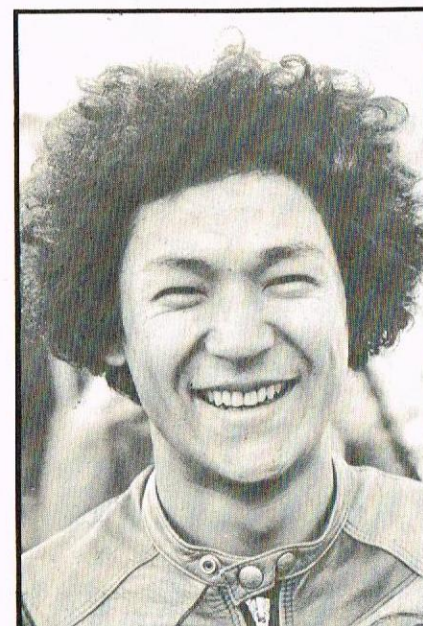
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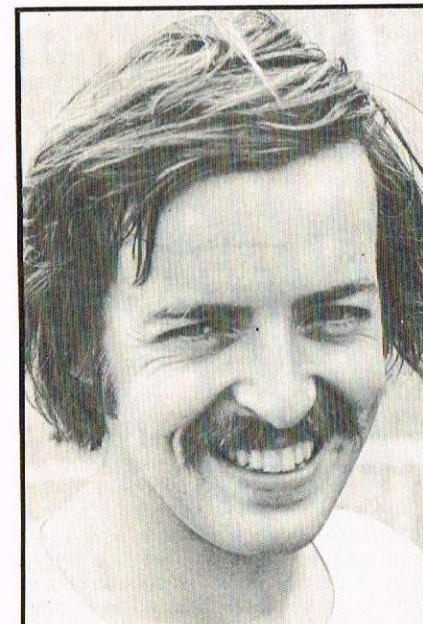
Takazumi Katayama



Tom Herron



John Williams

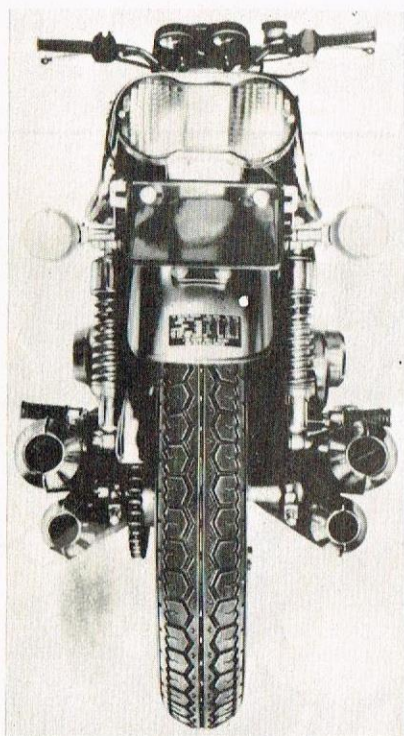
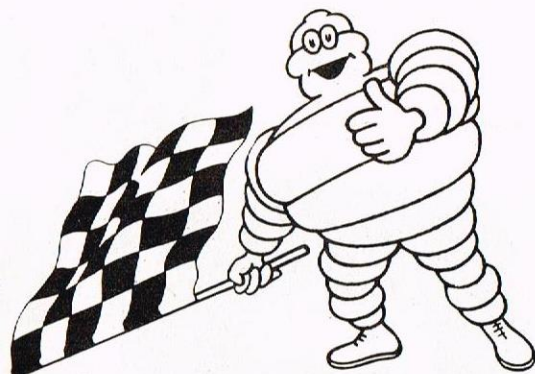


Charlie Mortimer



Steve Parrish

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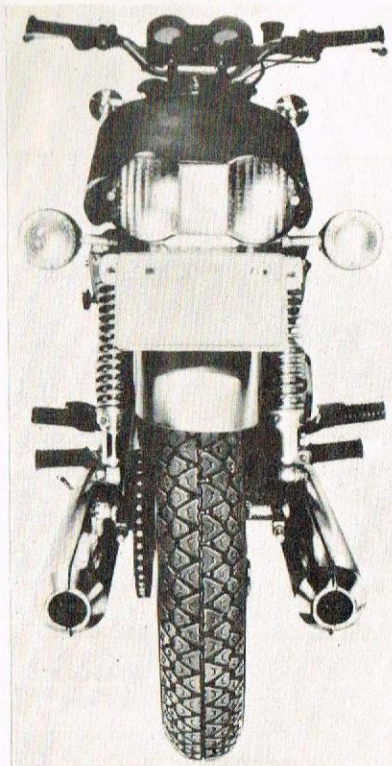
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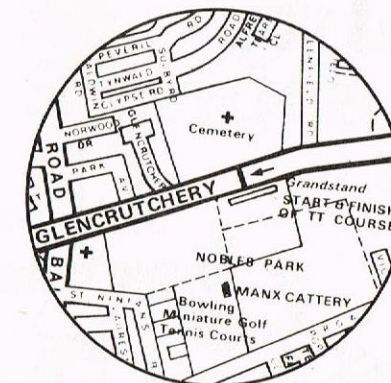
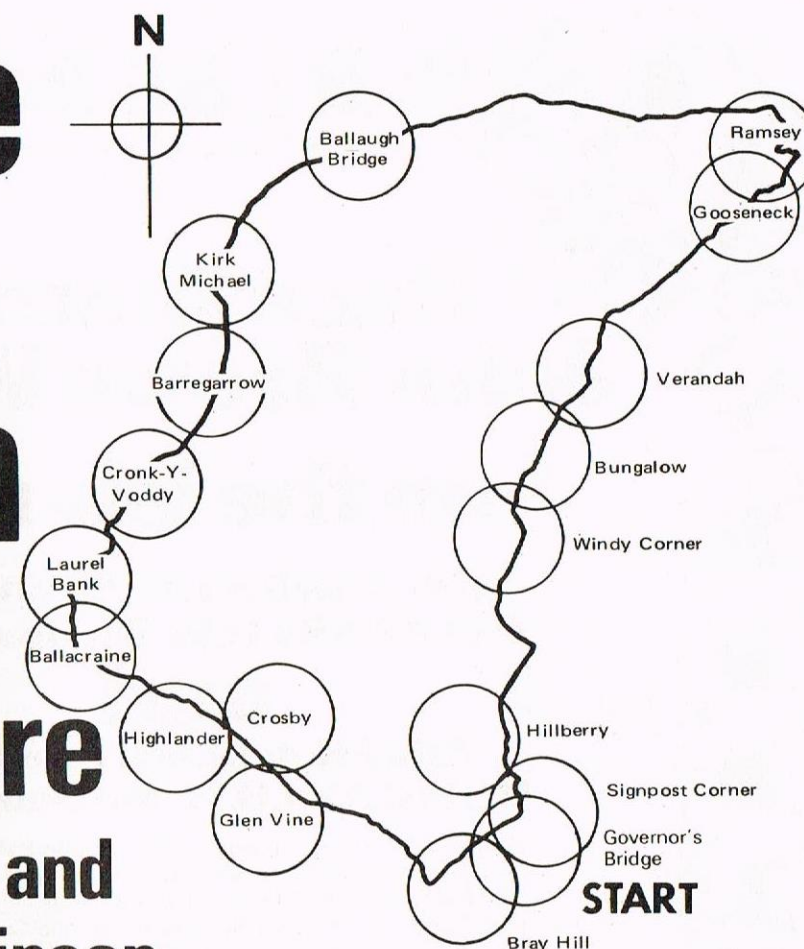


M38.

The tyre that won the '74, '75 & '76 Lightweight Championships and is already chalking up victories in '77.

Where to Watch and how to get there

by Edgar Jessup and told to Allan Robinson



GRANDSTAND AND NOBLES PARK

The centre of it all. The Grandstand area borders the riders' camp, the paddock, the scrutineering area and all the official services. There are toilets, refreshments and constant information via the loudspeakers of Manx Radio and the scoreboard, as well as the fantastic rumour factory that passes out the most amazing 'gen' from mouth to mouth on a constant basis. A charge from 60p to £1.20 is made to get into the Grandstand area and worth every penny for the atmosphere on a fine day. The national anthems, the presentation and garlanding of the winners, the ever busy press box, the heartbreak of a long pit stop and the retirements are all available and once or twice in every visitor's career a day in the Grandstand is real value.

The Winners and the losers all come into the gate at the end of the Glen-crutchery Road. To hang over the wall is to see the heroes and those to whom a finisher's plaque is reward enough. Instant road communications to Governors Bridge and Bray Hill's three main vantage points and a really lively enthusiast could make Quarter Bridge on foot between races by way of the back roads in Douglas town.



LAST year's Junior TT winner, Chas Mortimer, (left) starts the race along with Tony Rutter. Copyright photograph courtesy Motor Cycle.

continued on page 25

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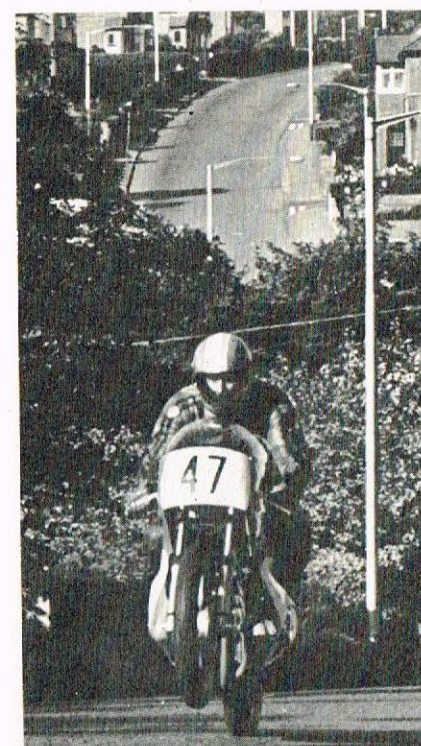
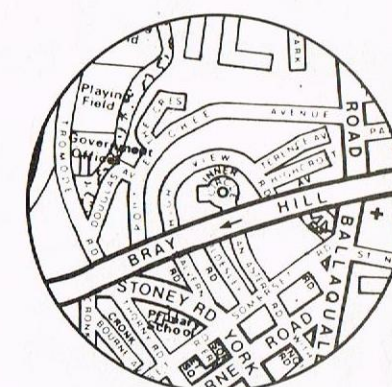
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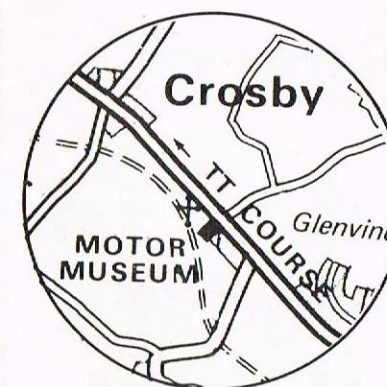
Where to Watch



BRAY HILL

Free access to the High School field on the outside of the circuit or to the Lancaster Road Junction will prove just who is taking the right line just right of centre by the school road sign on the top of the heartstopping swoop down the hill. Be early if you want to watch from the bottom of the Hill at the Thorny Road/York Road/Tromode Road junction where there is only one flat-out line — just seven inches from the kerb edge! Quarter Bridge Road starts at this exciting junction and the slight incline sets riders up for massive 140mph wheelies as they power away aided by their Bray Hill impetus. Fantastic viewing, especially on laps two, three and five of the longer events when everyone comes through flat-out and trying. Access before the race to the "inside" of the course in Tromode Road. All other roads easily reached while racing in progress and an easy move can be made by foot to Quarter Bridge. Ideal viewing for the day trippers — Bray Hill. Take Somerset Road, Albany Road and Devonshire Road as the route to Quarter Bridge.

BRAY HILL — Rooms with a view.



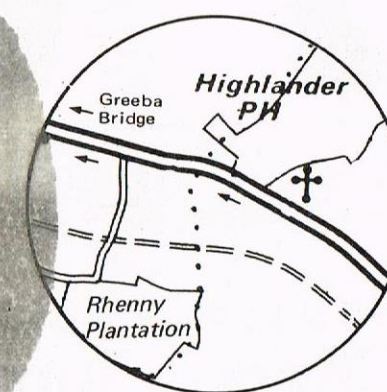
GLEN VINE AND CROSBY

Most one-make clubs usually arrange to meet on the grass in front of the Crosby Arms for at least one race. The course climbs up the power sapping Elm Bank Hill from Union Mills to the ultra rapid right kink at Glen Vine. The right line swoops from kerb to kerb and John Williams takes it flat out! But when you are at Glen Vine you are there for the duration of the race. At Crosby you have the Marown Cross Roads with the pub on the "inside" of the course and roads that can take you back to Braddon

Bridge, Union Mills or via Strang and Glenville to Cronk ny Mona and Sign Post Corner. However, the pub is the big attraction but complete obedience to the marshals' instructions as to where to view is essential. Last year a persistent "walker" spent four laps of the Classic sitting in a police van without a view at all! Crosby sees riders winding up to their ultimate top speed gained a mile beyond Crosby at the Highlander of speed trap fame.

THE HIGHLANDER

Watching at the Highlander is like being at a high speed Wimbledon. The enthusiasts stand on tip toe, craning their necks to see up the road. A high speed blur, a crescendo of noise and they all look the other way and then snap their vision back up towards Douglas again. The Highlander is an "isolation point" — get there and stop there is the rule even though trail bikes have been known to pick a careful path on old tracks on the outside of the course from Foxdale via Eairy Kelly and Coilingel. However, the hospitality, the activity of the speed trap operators and the sheer speed of competitors, makes the Highlander a really attractive place. Don't plan on having room to shelter inside if it rains!



FROM The Highlander the riders sweep down through the left and right of Greeba Castle before heading flat out to Greeba Bridge.



continued on page 27

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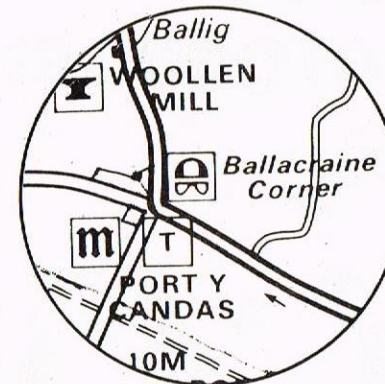
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Where to Watch



It's pretty hard to ride 37 3/4 miles and get all of it right.

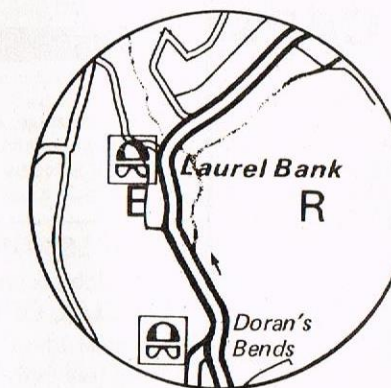
BALLACRAINE

The Manx Radio commentary point, a lively pub and good viewing of braking points, cornering techniques and lines up the Ballaspur ridge always attract several hundred enthusiasts to this point where the course turns right and heads north. A point easily reached, Ballacraigne has access roads via Foxdale to Douglas and via Tynwald Hill to Ballig, Laurel Bank, Cronk y Voddy and even Barregarrow Cross Roads and Kirk

Michael by way of the "Mannans Chair" Road which runs parallel to the course. Vantage points behind the banks, up trees and even on top of the RAC box are all excellent at Ballacraigne and, and again, the superb atmosphere and enthusiastic activities aided by the pub's hospitality ensure that a very happy day can be spent. Ideally, enthusiasts with wives and children can leave them in the attractive seaside town of Peel and join them for lunch and return after racing for tea — so everyone is happy!

LAUREL BANK

Every rider will tell you that the TT course is learnt in sections. Perhaps the toughest section of all is that which starts as machines hurtle through Dorans Bend into the approach to the deceptive right and tightening bend of Laurel Bank. Here the short circuit scratcher is blown into the weeds by the TT expert. Suspension working overtime, helmet well down behind the screen, the bike is taken into the grit and just on the left of the corner and flung into the "blind" corner with engine screaming in third cog. Marks on the road show where



footrests and fairings touch down and the "rubber trail" on the road shows where the faster men accelerate while the slower riders are still braking. There is a back way to Laurel Bank but it is an ambulance and services access road so be ready for a walk if you go via Peel and "The Kew" when the roads are closed. Take sandwiches and all refreshments for Laurel Bank is "way out" for the study of riding techniques and styles and facilities too. Recommended for the sidecar races where the violence of cornering is almost unbelievable. Laurel Bank borders several "no go" areas for spectators, so please follow marshals' instructions and obey signs near here.

CRONK-Y-VODDY

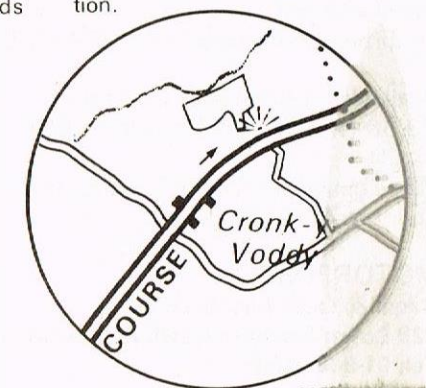
From Sarah's Cottage — now being lovingly restored from dereliction, the pogo-stick road surface of Cronk Y Voddy and Creg Willey's Hill make even strong riders grip the bars even tighter and screw down their courage to bounce up the hill alongside Lambfell Moor. Superb viewing, with the sea to your

back, by courtesy of the local farmer and the facility to move on via the crossroads at the top of the hill to Kirk Michael or back to Ballacraigne or Douglas. Inside the course a swift piece of riding will take you via Little London over to Brandywell on the Mountain or down to Sartfield Farm where the refreshments are cheap and plentiful and it's only a mile onwards

to Barregarrow. Another good route will take the better riding spectators across Druidale to Ballaugh Bridge via Ravensdale. Cronk Y Voddy is highly recommended as you can walk about, sit down behind the wall if the wind gets up and move on if you wish. Park well down the road at the crossroads to avoid congestion.



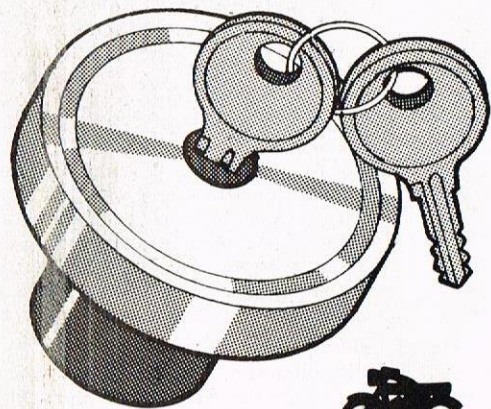
"EVERY time I try to take a picture they move."



continues on page 29



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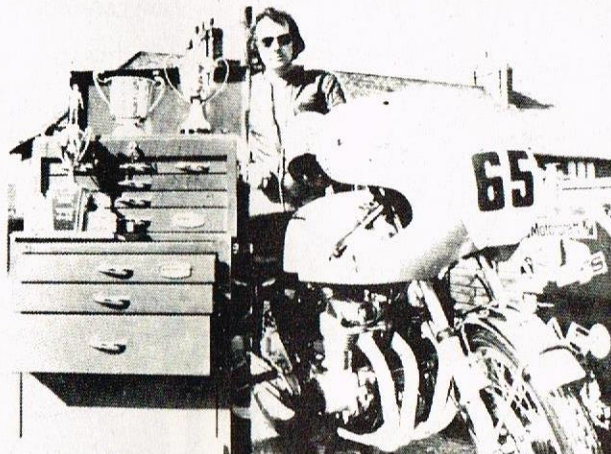
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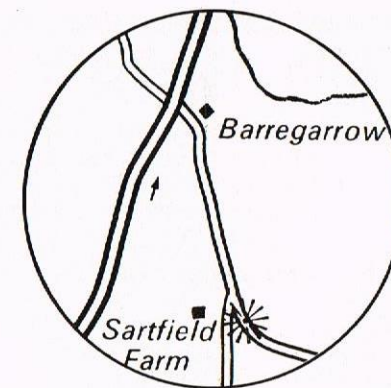
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Where to Watch

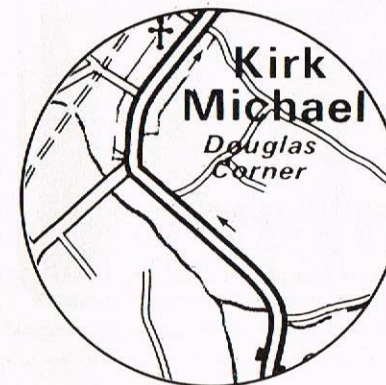
left where the wall of the cottage extends into the road. Little known as Cronk Urleigh, this bend has a camp site on the "inside" and superb viewing behind a safe bank. Crossing the course between races is allowed at the crossroads but not with a vehicle. Barregarrow is highly recommended to provide lessons on consistent riding lines and styles.



Over the crossroads the road flicks left under a bank and drops down to a

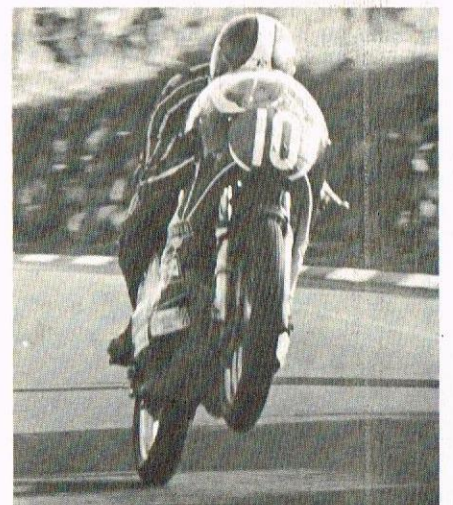
BARREGARROW

The delight of the sidecar enthusiast, Barregarrow Hill with its fast approach from Handley's Corner and the left-right flat out flick at Ballaskyr is also the place to judge if a rider is enjoying his TT. Access to the hedgerows and on banking six feet away from a machine or an outfit notching 120mph which is thrill enough. The access and parking by Barregarrow Church up the Sartfell Road in the inside of the course makes life easy. Reached via the Peel coast road on the "outside" or over Injebreck from Strang on the "inside", the crossroads scene is one for the cameraman with a high speed shutter. Ideal point to make a base for machine dashes across the inside course area.



KIRK MICHAEL

Every motorcyclist's dream is to blast down a deserted High Street. Through the wicked adverse camber of Douglas Corner by the 30mph limit signs, that's just what the TT riders do — reaching more than four times the legal limit. A pleasant Inn, shops, refreshments and road access via the A3 to Peel, Douglas and the South, Kirk Michael starts riders turning to Ramsey. Largely unchanged over the years, the town's walls and buildings echo the thunder of the exhausts and magnify a misfire or a fuel starvation splutter to thousands of pairs of ears. Roads and mountain trails for knobbly tyred machines can provide access from the Kirk to other roads inside the course but largely the "Kirk" is a relaxing viewpoint with every facility for a whole day's race-watching.



TONY RUTTER powers away from Kirk Michael and on up towards Rhencullen.

BALLAUGH BRIDGE

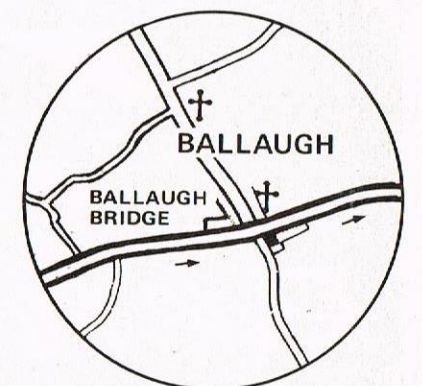
The famous whoop-e-doo of road racing, the Ballaugh jump is the last real leap on the TT course where 50 years ago there used to be ten. The line is to peel off in the field gateway on the right and take a line over the Bridge close to

the rails on the left to land straight for the exit. You have never been to a TT, if you have not watched from Ballaugh. Tommy Robb commentates for Manx Radio from the House with the best view of the landing point and can just see the flash of helmets as riders get lined up for

CHARLIE WILLIAMS brings his Yamaha through Ballaugh on the way to victory in the 1974 250cc TT.



the leap. A major island crossroads, the Bridge can be reached from Ramsey and main roads to Douglas. Alternative viewing from Rhencullen, Bishops Court and Alpine House can all be reached by taking The Cronk road towards the sea and then returning to the course via the Orrisdale road. The "inside" roads are a delight for the hard rider for via Ravensdale, Killabrega and Sulby Bridge and the delights and refreshments of the famous Ginger Hall pub.



continued on page 31

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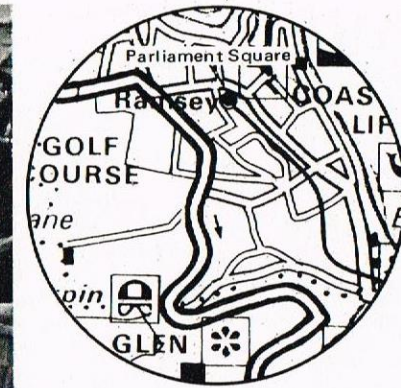
FOLLOW my leader into Parliament Square as Jack Findlay leads Charlie Williams, Paul Smart and Charles Mortimer.

RAMSEY AND RAMSEY HAIRPIN

Full of life and with every facility for providing a great day's viewing, the Ramsey section comes after the most demanding part of the circuit from Kerrowmoor, Glenduff, Glentramman, Milntown Cottage and School House Bend. This year, resurfacing will speed and smooth the line from Lezayre to

Ramsey Bus Station. May Hill will still have its bumps however and the slowest point of the circuit through the Hairpin just below the Albert Tower captures all the flavour of the greatest race in the world as full left lock is applied after maximum braking and then the engine is given full throttle again to start the mountain climb. Ramsey is reached from Douglas and the ride to Ballaugh on

the A13 via Sandygate can be achieved between races. The Douglas road has many a crafty track leading to the mountain section and trail bikes are useful for the old lead mines road below the Verandah up Laxey Glen parallel to the Snaefell Railway crossing the course at the Bungalow. Ramsey, with friends and family, can give a full and happy day's viewing — wet or dry!

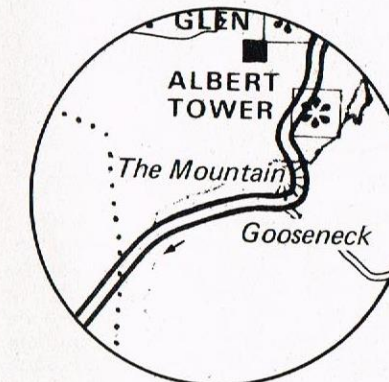


Where to Watch

THE MOUNTAIN — Gooseneck — Verandah — Bungalow

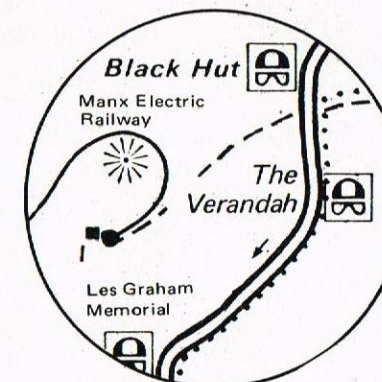
Unless you make a base at one of the Mountain crossroads at the Gooseneck, Bungalow or Brandywell, you can have a day on the course bounded only by how far you want to walk — on your side of the fence! The Gooseneck is reached from the Ramsey-Douglas Road via The Hibernian and Ballure Plantation.

Hardened enthusiasts and ex-TT riders watch from The Cut or Guthrie's Memorial where the flat-out blast up the Mountain "rule" begins. It's all-weather gear and a full-day's rations at East Mountain Gate and the Black Hut as well. The Black Hut left sweeper marks the start of the Verandah where superb viewing of high speed bend taking and exhilarating views of the Island's Mountains and Glens are the order of the day. The Verandah ends at Bungalow Bends — a three handed sweep that charges past the museum, the helicopter pad and refreshment and shelter area at the

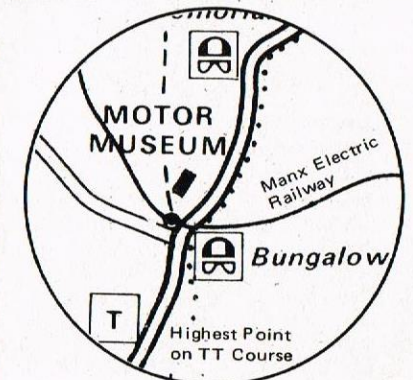


Bungalow. Take a Snaefell Train from Douglas if you want to leave the bike at home and the magic of the mountain will really get you. Otherwise Sulby Straight and Ginger Hall spectators can interchange with the Bungalow with ten minutes' hard fast riding. Remembering of course that the interchange works both ways!

TWO sidecar outfits on the long climb up the Mountain during last year's Sidecar TT.

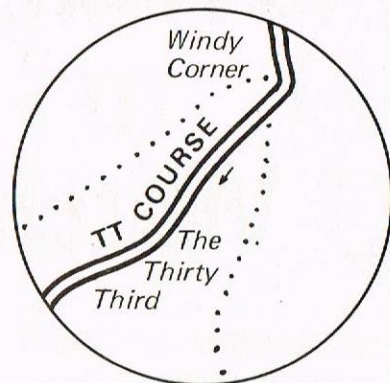


SIEGFRIED SCHAUZU takes his BMW through the Gooseneck during the 1967 Sidecar TT.



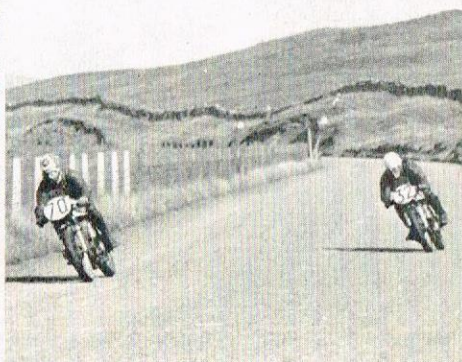
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Where to Watch



WINDY CORNER — 32nd and 33rd

It is always windy at the tightish right from the 32nd — but it is fast and the line is almost through the fence and out to the rocky edge of the road. "Room for thousands" along the wall at Windy gives everyone a terrific view with ample parking room too. Closed roads leave a trials course type access to Windy via the A2 from Douglas and then the B20 at Lonan with a real wriggle at Glen Roy. It is just possible with a car you don't care about but *not* on a wet day. Good scenic views and clear reception of the Manx Radio commentary make Windy and the road to the 33rd milestone well worthwhile. As to the 33rd — well watch any fast rider blast through this corner using every available inch of road and you will know why you watch and don't compete!



KEPPEL GATE and the 33rd Milestone.

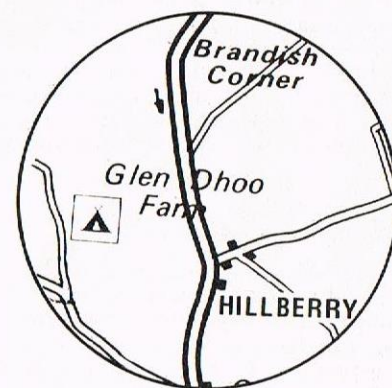


A GROUP of Production bikes swoop down from Creg-Ny-Baa towards Hillberry.

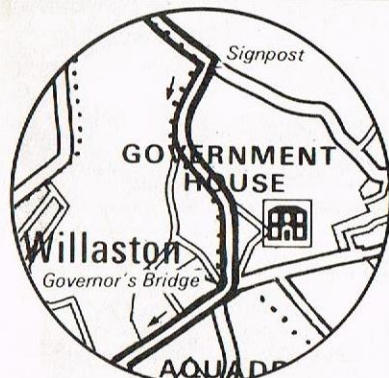
HILLBERRY

Take the rider's viewpoint. Down from the crowded Creg-ny-Baa with its coach parties, easy access to Douglas and seagulls swooping from the road as the bike howls its way down from Keppel Gate. Straight as an arrow for Brandish,

then still downhill for Hillberry, moving across the road into the wall on the left until peel-off point when you can see the road sign up the Cronk-ny-Mona rise. It's back to the pits in just over a mile and the impetus of the dive down the mountain is still pushing the bike hard. A mini



grandstand at Hillberry lets spectators see the chosen line and a back road from the Onchan Arms provides easy access. The camp site at Glendhoo, opposite the corner, gives cameramen a wall to hang over and a whole mile of road to sweep with a zoom lens.



SIGNPOST, BEDSTEAD AND GOVERNORS BRIDGE

"His light goes on at Signpost" is the cry from the grandstand as the signalling box at the 90 degree right hander flanked with a huge earthen bank, flicks a switch to correspond with the rider's number. Mechanics have just a minute to get ready for a pit stop as the rider pulls the bike across the road, dives left under another bank and hurtles down to Bedstead where the contents of the cor-

TONY RUTTER leads Alex George through the Governor's Bridge hairpin in last year's 350cc TT.



poration dump gave rise to the name in days before the gates on the mountain road were removed. Signpost to Onchan and thence to the Douglas Road makes access easy and the crowded corner, attracting many Manx folk, is always popular. Bedstead to Governors is a "no go" area bounded by walls each side of a narrowing road, then to the crowd on the central wall at the Bridge turn. Through the tight and greasy sweep of the wooded, dark corner and then out into

the lighter Glencrutchery Road giving spectators thronging the wall of Government House and the Onchan Road Junction real value. Again, super access via roads direct from Douglas Front or from behind the Grandstand area.

Riders go on to do it all again but you will enjoy the TT with them if you choose your viewpoint and remember to pack a snack, your sunglasses and your wellies.

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JOHN WILLIAMS~FASTEST

John Williams aims for a Classic TT

"TT favourite Williams out" ran the headlines in May last year after John Williams crashed his works Suzuki in the Austrian Grand Prix. Normally a rider who keeps clear of accidents, Williams seemed to have been plagued by them in the opening months of 1976. A 170mph fall at Daytona in March had badly injured his right ankle. Another fall in the French GP two months later compounded the injury before it had properly healed — and now Austria where he'd crashed avoiding a marshal who ran into the track. The ankle injury was further aggravated and it was predicted that Williams would be out of racing for eight weeks. Just five weeks and six days later John Williams won his second successive Classic TT, completing six gruelling laps of the Mountain Course in a record breaking race speed of over 108mph.

On June 12th last year John Williams was finding walking pretty difficult, but it would take more than a bad ankle to keep him off a motorcycle in TT week. The Isle of Man has always had an irresistible pull on John Williams who joined the crowds of enthusiastic bike fans long before he actually raced on the Island himself: "I used to go and watch when the likes of Hailwood, Agostini and Ivy

were racing," he explained. "Those were the days with Hailwood and McIntyre flying round there. They were men. That place makes men of men."

Completely hooked by the spirit of the TT John soon knew that he had to race on the Island, but not only that, he had to win too: "I idolised Mike Hailwood and he raced in the Isle of Man and he was good in the Isle of Man. When you idolise someone you always want to try and follow in their footsteps — and I couldn't have followed in his footsteps unless I went to the Isle of Man and won there."

When John started racing in 1966 he was a long way from being a TT winner. His first racing bike was a 125 MV Agusta, which he shared with a friend. Indeed it was such a joint effort that they even shared the same pair of leathers. John soon established himself as a man to watch though and in 1967 he won the Brands Hatch Stars of Tomorrow meeting. The following year saw his first race on the Isle of Man when John rode in the Manx TT and then in 1969 he came a step nearer that goal of emulating his hero, Mike Hailwood, when he rode a G50 Matchless to 11th place in the Senior TT.

John Williams on his 750 Yamaha at Brands Hatch during this year's Great Britain v United States Match Race series.



MAN ON THE ISLAND *by David Gordon*

hat-trick and the first 20 minute lap



when it looked like he wasn't going to have the strength to get it restarted the Suzuki fired up and he was back in the race. Despite the problems with his clutch John put in a third lap at under 21 minutes (no one else in the race broke the 21 minute barrier even once) and he started the final lap looking all set to sweep to victory by an impressive five minute margin. His problems weren't over though. As John wound his way down the twisty approach to the last major bend on the course — the right hand hairpin at Governor's Bridge — he knew he would have to risk slipping the clutch just one more time to get safely round the very slow first gear bend. But as he did it the clutch finally gave up completely and the bike stalled. With a five minute lead and less than three quarters of a mile to the finish there was nothing left for him to do but start pushing, and despite his ankle, he made it, although he had to hand the race to Tom Herron and was eventually placed seventh. The courage of his performance earned him a nomination for the Victoria Sporting Club's Victoria Cross and he was one of the finalists for the award which was eventually given to Niki Lauda.

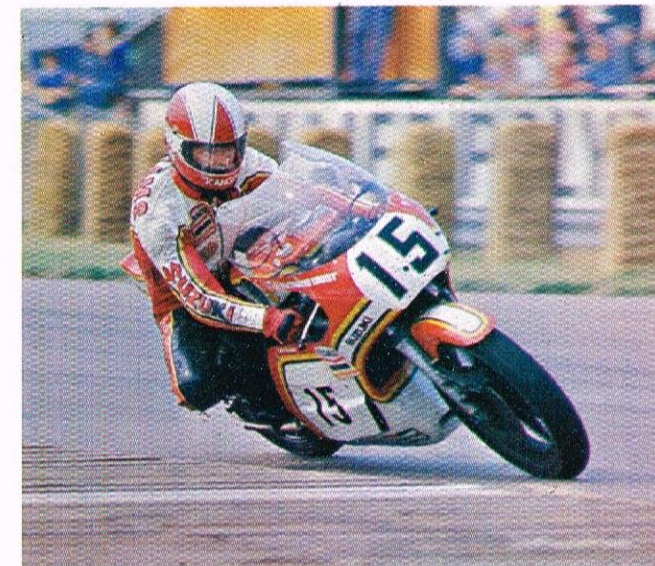
Last year wasn't all disappointment for John Williams by any means. Making up for his ill luck in the Senior he had a smooth ride to his second successive win in the Classic TT on the three cylinder 750 Suzuki and that fastest lap he'd recorded on the 500 wasn't bettered. What did it feel like to have ridden the fastest lap ever round the Island? "It's very nice to be the fastest man round the Isle of Man" replied John, "but I have to say that I'm glad Mike Hailwood wasn't there on a Suzuki because I know that I wouldn't have been fastest on the Island then." So John obviously feels there's still room for improvement. "The course is a 37 mile circuit, and you try and get 37 miles right. It's a personal test against the

continued on page 63

John continued to build up his TT experience riding a G50 for Tom Arter and the highlight of his career as a privateer came in 1972 when he was lying in second place in the Senior TT, splitting the works MV Agustas of Agostini and Pagani, until he ran out of petrol. John made his first forays onto the Continent and into the world of Grand Prix racing in 1973, but it was 1975 before he really made his mark when, riding for Gerald Brown, he finished the year fifth in the 500cc World Championship and the top privateer. That year provided a much greater landmark in John Williams' career however — it gave him his first TT win. Riding a 350 Yamaha John won the first Classic 1000 TT at over 105mph and wrote himself into the history books as a successor to his old idols.

Even with his greatest ambition realised John had no intention of turning away from the TT: "I'm a competitive sportsman and the sport is always to win" he explained. So a year later he was back again intent on putting another TT win under his belt. This time he came as a Texaco Heron Suzuki works rider, which was a particularly apt tie-up for John as before turning professional he'd driven a tanker for Texaco! In the Senior Race John set a scorching pace right from the word go — his opening lap was 43.4 seconds faster than that of second man Tom Herron. On the second lap he went even faster, completing the 37.73 miles in just 20 minutes, 9.8 seconds to become the fastest man ever round the Island at 112.27mph. But then his clutch started to seize and he had to continue changing gear without it for much of the course.

When John called in for his fuel stop everyone was reminded of his other problem too — that damaged ankle which had seriously threatened to keep him out of the race altogether. Obviously feeling the pain John struggled to push his machine away onto the course again but just



Tanker driver to works rider. Williams at last year's British Grand Prix on his Texaco Heron Suzuki.

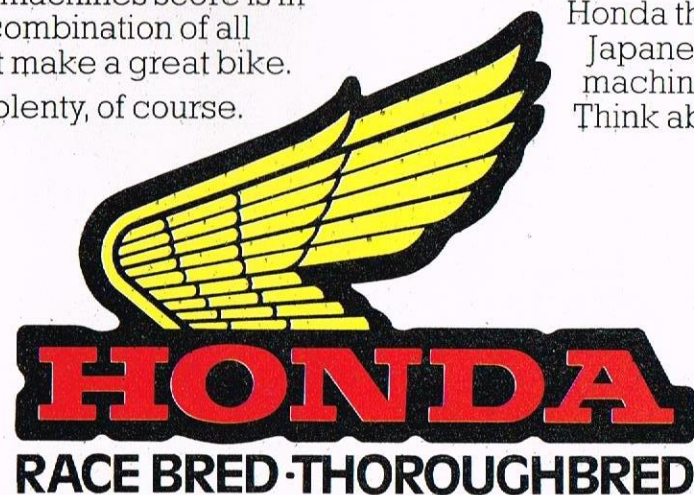
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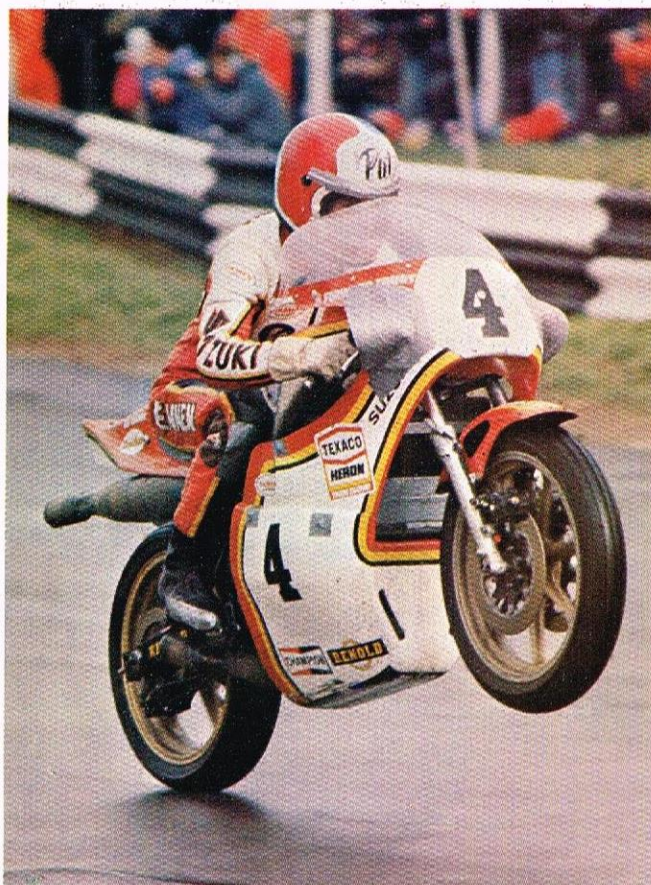
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The Works Teams

Hennen-Parrish and Williams attack for Suzuki...

By Charles Deane



riders have refused for various reasons: "Well, I came over with Pat in the middle of April this year so that he could have a look at the circuit. Initially, we took him on a hedge-hopping trip around the course in a private aeroplane," said Rex. "His only comment was: 'What a crazy place!' He didn't seem too worried."

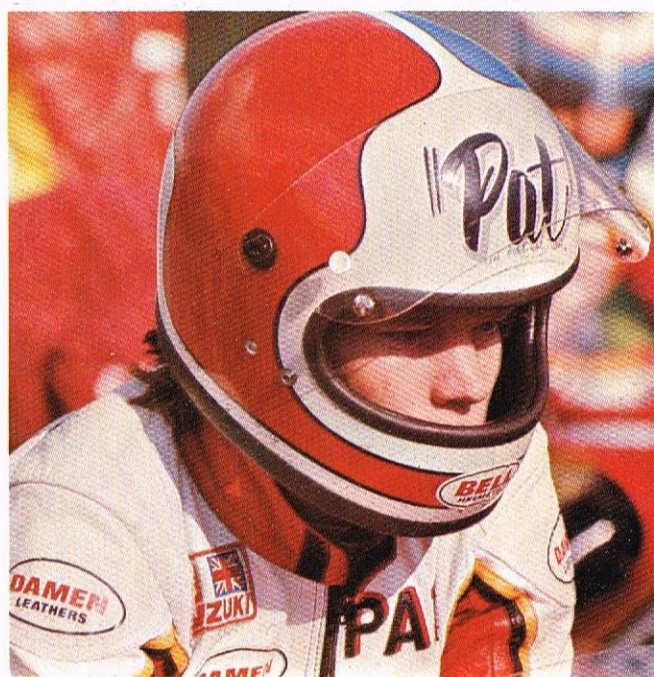
"In fact, nowhere is it written in the contract that any one of our riders has to compete on the Isle of Man. Both Pat and Steve Parrish are riding here because they want to and with a machine or two to spare, we were pleased to get John Williams into the team."

How did an American come to join a British-based race team? "Probably because he did so well in 1976 for Suzuki. He won the Finnish Grand Prix with sponsorship from that great TT rider from New Zealand, Rod Coleman. Rod is the Suzuki importer over there and Pat Hennen won the Marlboro road race series for Suzuki. Suzuki in America were also pushing for him to get works' support in Europe and although Pat wasn't too well known in Britain, to us he seemed a natural."

"The thing that shook me back in April was how quickly he learned the TT course. After the flight in the plane, Dennis Brew of the Manx Motorcycle Association helped us out. We took a couple of cars and three bikes out around the circuit. We did four laps in a fast car showing Pat the various tricky parts of the circuit. The following day, Pat went out and concentrated on learning parts of the course, section by section. We then did a few more laps in the car and by the third day, he was driving around telling us the names of the corners, where they went and the lines to take. We were down to 35-minute laps in a car in three days without really trying too hard on open roads!"

What bikes will Suzuki riders have for the races? "Pat and Steve are the two full-time members of our team, plus Barry of course, and they will have the RG500s for the Senior on Mon-

continued on page 41



SUZUKI are here in force for the 1977 TT Races. Pat Hennen, Steve Parrish and John Williams are here to thrill and entertain all motorcycle enthusiasts poised in anticipation around the 37¼-mile circuit. As Heron-Suzuki GB riders their aim is to win the Senior TT on Monday and Wednesday's Classic 1000cc TT.

As a rider, John Williams has the advantage, but for daring and courage, Pat Hennen from California, USA, hopes to earn some of the glory and big cash awards on his first visit to race on the Isle of Man. Steve Parrish from Hertfordshire, who has already proved himself on Europe's GP circuits for Heron-Suzuki, also cannot be counted out of the running in spite of it being his first race on the Mountain Circuit.

Talking to Heron-Suzuki's race co-ordinator, Rex White, we asked why Suzuki were contesting the TT races when they no longer counted for world championship points: "Maybe it's because we like a holiday over here," said Rex jokingly. "No, seriously. Everybody I've ever talked to in the motorcycle world still considers the TT to be the ultimate test of rider and machine in road racing. The factory back in Japan is still keen to race on the Island and providing we have the right riders and can win, then it probably still means more than winning any other GP in the world."

What about Pat Hennen? He's never raced on the Island before and yet he's prepared to ride where other well-known

Go Into Battle

...as Mick Grant rides the 'Green Meanie' for Kawasaki

By Andrew McKinnon



KAWASAKI must be looking towards the Isle of Man Tourist Trophy races as a saviour. The supreme test which will lift their name above the other main competing factories for the first time this year. They made the World Formula 750 championship their main aim this season but so far their efforts in that direction have failed miserably. But their number one rider, Mick Grant, now has the chance to erase that unenviable image from the minds of the race-going public. With the controversial decision to ride the Manx circuit again by Phil Read and last year's Open Classic hero John Williams determined to retain his crown, here surely is the perfect stage for a Kawasaki morale booster.

It's a boost which Kawasaki desperately need after having their hopes of world-wide success raised in a warm up race at Nogaro in France. There they conquered the best the French had to offer with their other rider Barry Ditchburn heading home an impressive field including the renowned Patrick Pons on his 750 Yamaha.

But since then the Japanese factory's British team effort has been doomed on its major outings. By missing the opening round of the Formula 750 title chase at Daytona Kawasaki had ground to make up as they made for the Italian venue at Imola. Ignition problems in the first leg sidelined Grant and he was also forced to retire during the second leg when the gear change snapped off. Ditchburn crashed and so the Kawasaki world

championship debut left sad memories as the team looked ahead to the rest of 1977.

In the prestigious Moto Journal 200 at Paul Ricard in the South of France Grant was showing well in fifth place when he ran out of fuel — more frustration.

At the poor quality Spanish round of the world series Kawasaki again failed to make the impact they wanted and so the pressure is on for a breakthrough this season.

Although he is the works team's sole representative during TT week, Grant has good reason to look forward to the coming race programme. With an impressive record here in the past he wants more than anything to rectify what happened in 1976 when machine failure in both 500cc and 1000cc events gave him an uncharacteristically poor week.

The year before he was a hero. Winning the Senior event he set a new record lap, and also had the Open Classic sewn up until machine failure. But the 32-year-old Yorkshireman now has to fight to regain supremacy as last year's TT sensation John Williams now holds the fastest lap at 112.27 mph, set up in last year's 500cc race.

Grant returns this year with better machinery. The team have made strenuous efforts during the winter to come up with bikes to topple the powers of Yamaha and Suzuki in the fights for

continued on page 41



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The Works Teams Go Into Battle

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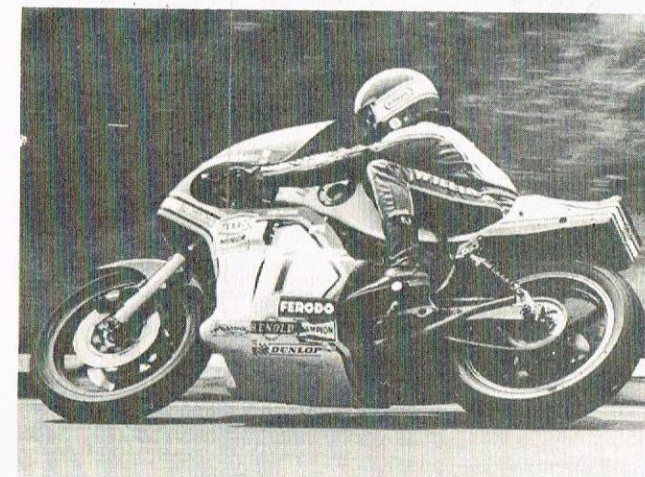
SUZUKI

day and the 652cc RG700s for the Classic TT on Wednesday. John Williams will probably be riding the RG500 in both events. We hope to have the latest 54mm x 54mm four-cylinder 500cc motors for all the riders."

The question on everybody's mind must be: 'Who will win the Senior TT?' Will it be Suzuki? Will it be John Williams, Pat Hennen or Steve Parrish?

The permutations and possibilities are endless, but whether it be the experienced and well-proven TT enthusiast, John Williams, the 24-year-old Californian, Pat Hennen or Hertfordshire's own, 24-year-old Steve Parrish, we're in for some great racing.

As a world championship Grand Prix event, the TT may have lost a little of its appeal, but when Suzuki in Japan and Heron-Suzuki GB still consider it worthwhile and riders of the calibre of Hennen, Williams and Parrish are prepared to tackle the Mountain, then the true spirit of road racing at its best will survive. This year, Honda, Kawasaki and Suzuki are all represented with factory-prepared racing motorcycles. What will 1978 bring for the motorcycle enthusiasts who flock to Mona's Isle for the greatest road racing on earth? Who knows? But we'll see you here!



LAST year John Williams won the Classic TT on this Texaco Heron Suzuki. After running his own team so far this year he has returned to the Suzuki team just for his attempt to win the race again this year.

KAWASAKI

world supremacy. Handling has been improved, weight reduced and braking has been made more efficient. And still they continue their battle with three cylinder machines while the other two major forces have proven four cylinder engines at both 500 and 750 level now. And managing director of Kawasaki Motors UK, John Norman, says that as yet there are no plans to bring their superbikes in line with those of Yamaha and Suzuki.

While recognising that prestige and respect in world ratings are more accessible through the superbike class, Kawasaki are channelling much of their development expertise into the 250 class and here they have had great encouragement from their early outings. The super-quick lightweight machine registered with the world's racing powers immediately it came on the scene.

Before the world championship programme got underway this year Mick and Barry tested the new machine at Paul Ricard and Barry was then lapping two seconds a lap quicker than reigning 250 world champion Walter Villa on his works Harley Davidson. An encouraging sign, which was to be substantiated by Japanese rider Kiyohara, who came within a whisker of

winning his first ever Grand Prix at Hockenheim in the 250 class at the West German Grand Prix in May.

The newcomer to the Kawasaki stable proved faster than the well tried Yamahas and it was only in the dying seconds of the race that Kiyohara lost the verdict to French whizz kid Christian Sarron, who nipped through to take the flag with a split second separating the two riders.

During the 250's early appearances Barry will ride alongside Kiyohara, and then Mick will be introduced to the programme, riding alongside another Japanese works rider, Matsuhiro Wada. As yet Grant has had little experience on the 250 but we all remember that unlimited success he had in this class while coming through the ranks with former sponsor John Davidson.

Here in the Isle of Man Mick has experience on his side and at the end of the day Kawasaki could well have another important milestone in the development programme under their belts and a highly prestigious one at that, for if the smaller machine can stay the course over the demanding Manx circuit it follows that sustained success on the Grand Prix scene can justifiably be counted on.

John Norman explained that no long term plans had been made for the 250, but with the highly encouraging start to its racing life it must have a rosy future. "We will see how Mick and Barry fare and then take stock of the situation. Obviously we want to make an impression on the Grand Prix scene with a view to making a proper entry to the championship in 1978," said John.

At a time when Grant's progress has momentarily stood still — his superb ride in the Oulton Park round of the Easter Match races is the only time his many thousands of British fans have had something to cheer about — he is making a concerted effort to come out tops at the end of the world's toughest race programme.

Mick visited the Island early in May to check over the course and memorise the alterations which have taken place at stretches like Union Mills, obviously aware that this year's competition is going to mean that the sweet smell of success will be a little more difficult to home on to.

But, superb entry apart, I feel that the likeable Yorkshireman is going to be the man we'll all be reading about at the end of this summer week. He'll make full use of the perfect stage, I'm sure, and put Kawasaki at the top of the 1977 TT honours list.



THAT'S racing! Mick Grant takes his Kawasaki through on the inside of Dave Potter's Yamaha at a Brands Hatch Shellsport 500 race two years ago. Copyright picture courtesy Motor Cycle.

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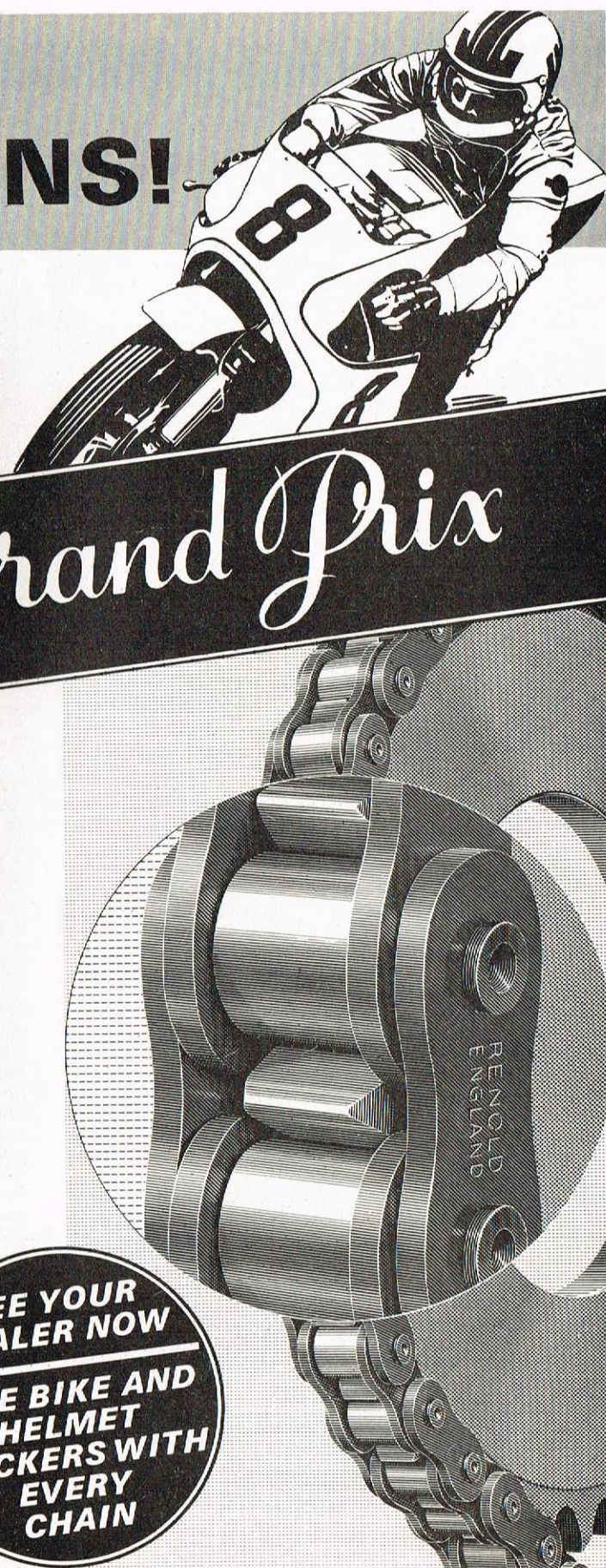
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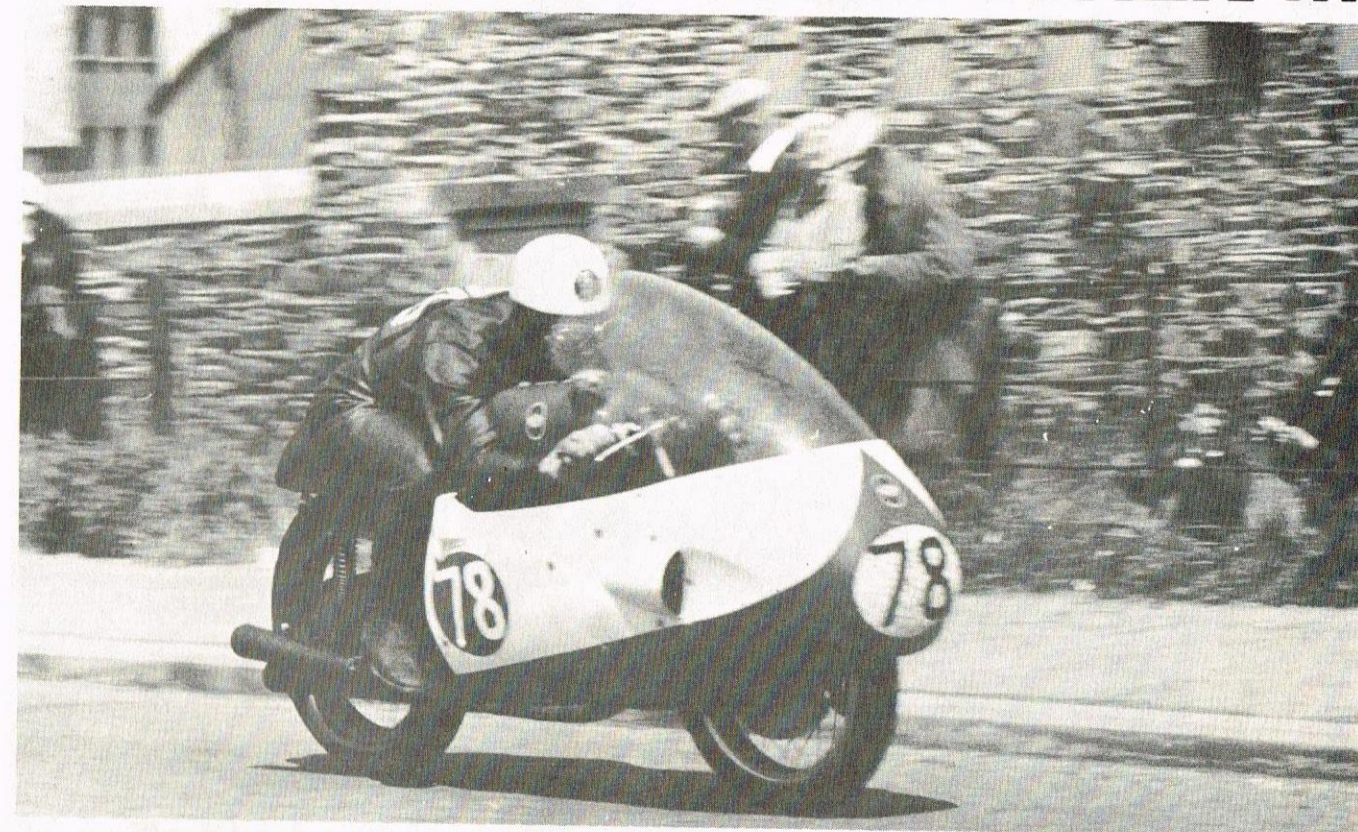
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DO YOU REMEMBER WHEN ..?



BOB MCINTYRE became the first rider to achieve the magic 'ton' lap of the Mountain Circuit. This he did in the 1957 Senior TT aboard this Gilera 500cc four-cylinder machine.

Each year brings a new chapter in the history of the TT races. Charles Deane recalls some of the past glories and achievements of outstanding riders on the Isle of Man Mountain Circuit . . .

SOMEWHERE a dog barks . . . a seagull squawks and squeals in protest as it takes to the air. The sun has just started to climb above the horizon as the ear-splitting crackle of a racing two-stroke echoes between white-washed village walls. The quietly slumbering inhabitants, rudely awakened, bury their heads under the pillows. Early morning practice has started . . . those racing motorcyclists have arrived!

For seventy years, apart from the interruptions of two world wars, the Isle Of Man has played host to thousands of motorcycle enthusiasts who make an annual pilgrimage to compete in or spectate at what are considered by many to be the greatest motorcycle races in the world.

Year after year friendships are renewed, boarding houses and hotels bulge at the seams and when the day's racing is over, the bars and cafés are packed with enthusiasts reliving the excitement and spectacle of what they have witnessed around the 37¼-mile Mountain Circuit.

As the discussions flow to and fro a quietly listening individual will suddenly pipe up: "Do you remember when Mike Hailwood and Agostini both came off their MVs at Sarah's Cottage? Mike remounted and went on to win the race — 1965 I think it was. You should have seen the state of the bike . . . the fairing was smashed and so was the screen and all the megaphones were flattened on the left side of the bike. How he rode it, I don't know. But that's Mike; I still reckon he was the greatest."

"What about little Billy Ivy, then?" retaliates another participant in the discussion. "Were you over here when he did the 'ton' lap on that 125 Yamaha? It was fantastic. Funny thing was, they say he stopped at Creg-ny-Baa to ask who was leading the race; something to do with team orders . . . he had to let Read win for the World Championship points."

The stories are legend and the riders spoken about are legends in their own right to the enthusiasts who flock each June to the Isle of Man.

Probably some of the most heated discussions take place after somebody has popped the question: "Who is or was the greatest TT rider of them all?"

"Got to be Mike Hailwood," says one enthusiast.

"What about Geoff Duke, then?" asks another.

"No. He was good, but the greatest must have been Stanley Woods. He won ten TTs when the circuit was really rough and the opposition was the toughest. Blokes like Jimmy Guthrie, Freddie Frith and Jimmy Simpson," says the older TT enthusiast.

"Who were they?" ask the younger TT visitors.

With 70 years of TT history being recorded this week, the younger enthusiasts may be forgiven for not knowing or remembering the names of riders who helped create and establish the legend of the Tourist Trophy races, once the most coveted prize to be won in road racing throughout the world.

When asked to write something for the TT programme, I immediately wondered who or what to write about. There is little point and insufficient space to write the history of the TT races; besides, enough books and articles have been written on the subject. So, for those of you who are newcomers to the Island, or of only a few years' standing in our annual pilgrimage, I shall reminisce about the 'good old days'; the races I have considered outstanding and the magic of the days when those first 100mph laps were recorded.

continued on page 45

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DO YOU REMEMBER WHEN...? continued



TWO of the Isle of Man's great TT exponents. John Surtees (left) on the MV Agusta and Jim Redman (right) aboard his Norton. Redman became the first rider to lap the Isle of Man circuit at over 100 mph on a 250cc machine, which he did on the works Honda in 1965.

Mike the Bike

I first met Mike Hailwood just over 20 years ago, when he was a nail-chewing lad of 18 years of age, riding in a national road race at the old airfield circuit of Castle Combe in Wiltshire. He was racing a brace of Manx Nortons in the 350 and 500cc events and an old NSU 250 single in the lightweight race.

Little did I know at the time that this ex-college boy, son of a director of Kings of Oxford motorcycle business, would become World Road Racing Champion and TT record breaker.

In fact, although Mike gained four TT replicas on his TT debut in 1958, I wasn't to see him in action on the Island until he rode in 1961 for the Honda team. That was the year he made TT history by winning three races, the 125cc, 250cc and Senior TT, in one week. Also, he became the first-ever rider to average 100mph on a single cylinder racing machine (a Manx Norton) in the Senior TT.

The following year, Mike was signed up by Count Agusta to ride the works' MV 350 and 500cc in the Grands Prix for a crack at the World Championship.

Gary Hocking was the other MV team member and with no team orders, it became a 'may the best man win' battle on the GP circuits, including the Isle of Man.

I remember that 1962 Junior TT as if it were yesterday. It was a hot, sunny Wednesday and the practice leader board showed that there was nothing to choose between Gary Hocking and Mike on lap speeds around the Island. Mike had even taken to early nights and no drinking at the Douglas Bay Hotel, where he stopped with his mates, Paddy Driver and Jim Redman. He had to take this high speed seriously.

At the start of the race, the air was electric. Mike started ten seconds before Gary and I was among the crowd who waited silently halfway down Bray Hill for the leading riders to hurtle past. Flat on the tank at 130mph plus, Mike screamed down the hill on the red MV Agusta, hoping to increase his ten second time gap over Gary Hocking. But within the lap, Gary had pulled back this lead and when they rushed past on the second lap, Gary was slipstreaming Mike with no more than two wheels' length between the two bikes!

Mike tried everything to lose his 'shadow' and regain the ten seconds or more needed for victory. On the third lap, as though tied together by an invisible six foot rope, they hurtled past again. Next time round it was necessary to pitstop for refuelling.

Both riders, leading the field, pulled in at their pits simultaneously. The seconds ticked past at an agonising pace. Nineteen... twenty... twenty-one, two, three... the fuel caps were slammed shut and both riders push started their bikes

together. Once again, that invisible rope tied them together on their high-speed plunge past us down Bray Hill. It was unbelievable, nerve wracking tension.

Laps four and five were the same. The crowds were on their toes all the way around the circuit as the two MVs fought their cut and thrust duel. Then, on the last lap over the Mountain, Mike pulled out his ten vital seconds, plus 5.6 seconds more for victory. The reason? His MV finished on three cylinders, Gary's on only two! What a battle... and one that was to be repeated during Mike's last ride on the Island during the 1967 Senior TT.

This time his mount was the brutish, ill-handling Honda 500-four and his adversary, the brilliant Italian Giacomo Agostini on the MV Agusta.

With Mike as his MV team mate two years previously, Agostini had had a brilliant tutor on the Island. He now had the superior machine over the tortuous TT circuit and with a lap of 108mph, he began to show the 'master' the way home. However, although Agostini opened up a considerable lead over the almost uncontrollable Honda, he had reckoned without Mike's guts and determination. Throwing caution to the wind, Hailwood rode that Honda like no other man could and pulled back vital seconds on Agostini's lead with an incredible record lap speed of 108.77mph.

But it wasn't enough and on the last lap, it seemed as though Agostini must win the race. But fortunately for Mike, he pushed Agostini and his MV Agusta so hard that something had to give, and it did... the rear chain broke. Agostini coasted to a halt, tears of frustration and disappointment streaming down his face, while Mike sailed past to victory.

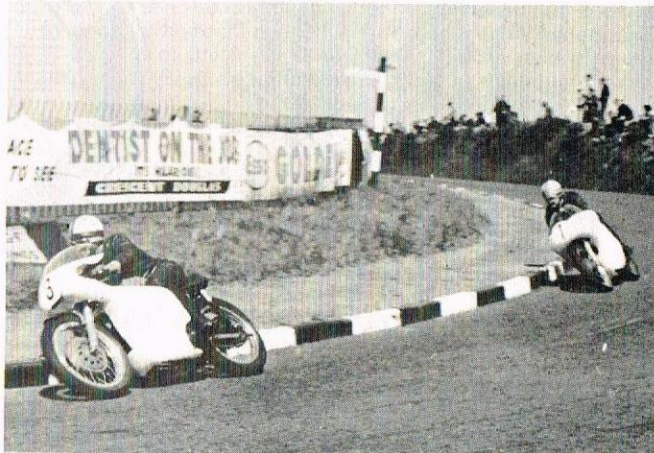
Twelve TT wins in nine years! A truly remarkable record which still stands, set by a brilliant rider, who with a little luck, sheer determination and courage mastered the Mountain Circuit. Was Mike Hailwood the greatest TT rider ever? Many say he was and who can argue with the record books?

Lapping at the 'ton'

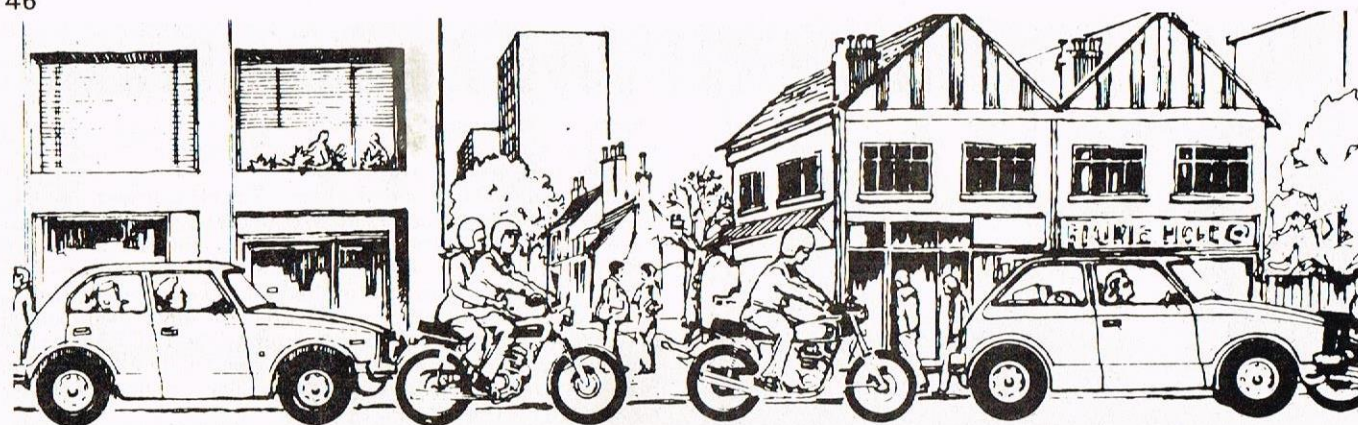
Hundred miles-an-hour laps are now as commonplace around the TT circuit as sheep on the slopes of Snaefell. What was once considered a superb achievement is now accepted as being necessary to finish in the first six places in any of the solo TT races over 250cc.

Believe it or not, but it is now 20 years since the first 100mph lap was recorded for the Mountain Circuit. The honour fell to a quiet, determined young Scot named Bob McIntyre, who rode a Gilera 500cc four-cylinder machine over eight laps of the TT course to win the golden jubilee Senior TT of 1957.

DEREK MINTER leads Mike Hailwood through Signpost Corner. Derek became the first rider to lap the Island at over 100mph on a single-cylinder machine, while Mike went on to be the first to average over 100mph for the entire race on a single-cylinder motorcycle.



continued on page 47



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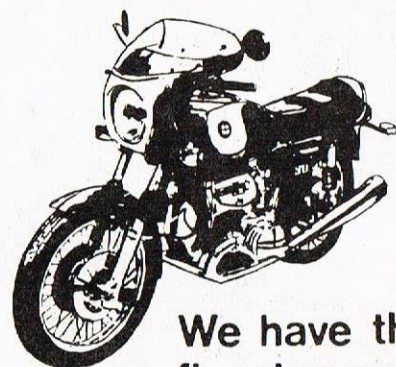


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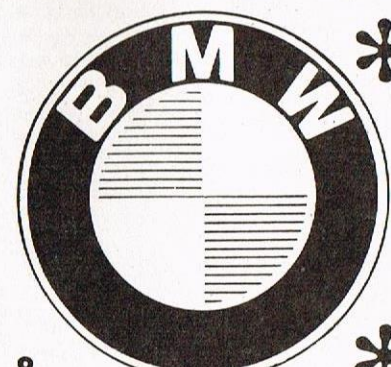
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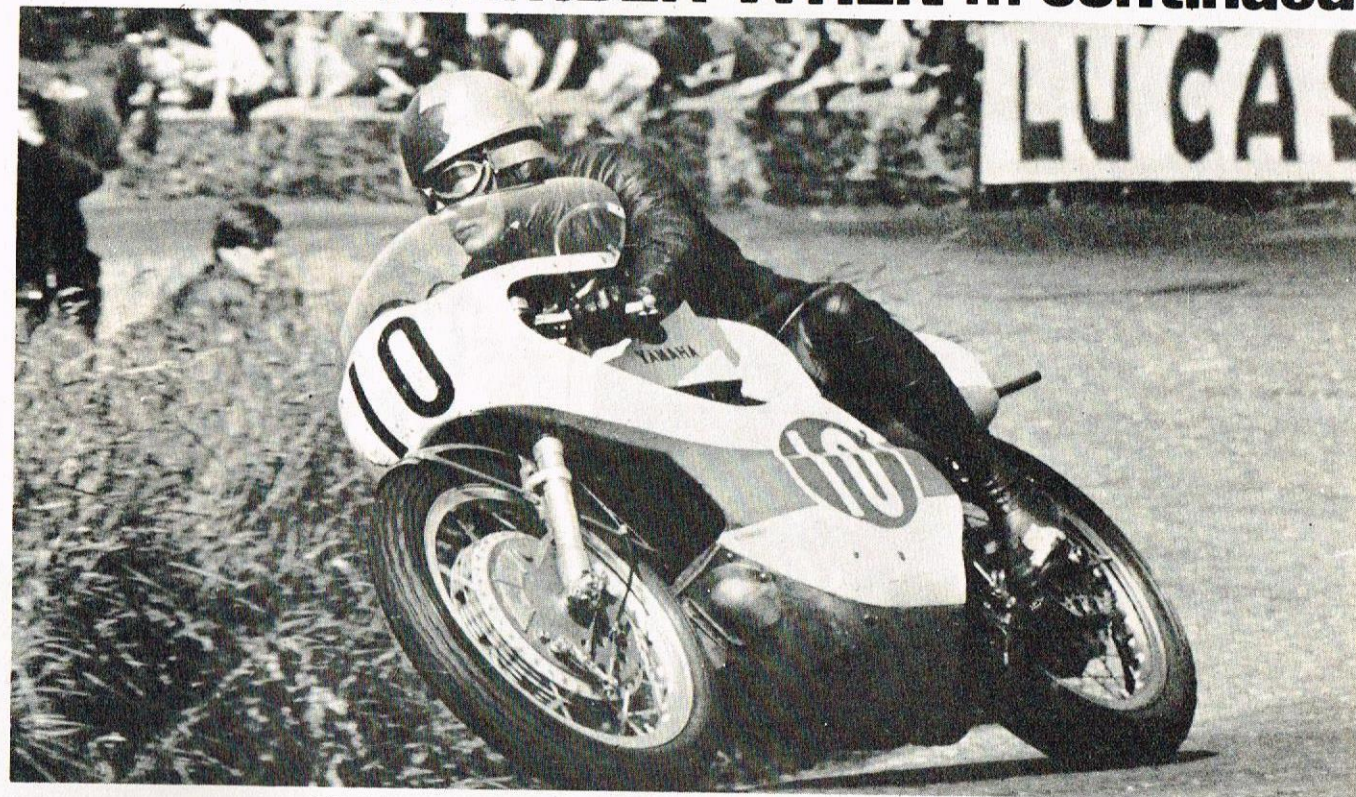


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DO YOU REMEMBER WHEN ..? continued



BILL IVY rounds the Gooseneck on his Yamaha in the 250cc TT of 1967.

Bob Mac succeeded brilliantly where Geoff Duke had failed dramatically two years earlier with a record lap of 99.97 mph on a similar works' four-cylinder machine. In fact, it was on Geoff Duke's recommendation that Bob McIntyre took over the ride which, because of injury, Duke couldn't make.

John Surtees on the MV Agusta 500-four was the next to achieve the magic 'ton'. This he did in 1958 and again in 1959, when he took the outright lap record to 101.18 mph.

'King of Brands Hatch' Derek Minter was the first to claim the 100mph lap on a single-cylinder machine, a Steve Lancefield-tuned Manx Norton, two years later. But in the meantime, Surtees had come within a fraction of topping the 'ton' on his 350cc MV Agusta.

Hailwood was the first to accomplish the 100mph lap on a 350 in 1962 on his MV Agusta and with an all out assault on the TT by Honda in 1961, and a record lap by Bob McIntyre of 99.58mph in the Lightweight 250 race, it was pretty obvious that the magic 'ton' would soon be claimed in this class, too.

The battle for supremacy between Honda, Yamaha and Suzuki during the period 1961 to 1967 set the Island alight. Speeds and records were set in the lightweight races which, ten years earlier would have seemed impossible. Then, in 1965, the 100mph lap was clocked up for the first time in the Lightweight 250 TT by Jim Redman on his works Honda. The only solo TT not having a record lap over the 'ton' at that time was the Lightweight 125cc event. But not for long.

A little five-foot-nothing guy, every inch made of stubborn courage, was determined to prove that anything the big guys could do, he could, too. His name? Bill Ivy.

As Hailwood had constant battles first with Hocking and then Agostini, so little Bill's adversary was Phil Read. The on and off track feud between the Yamaha teamsters was common knowledge and it came to a head in the 1968 TT races.

With Honda and Suzuki pulling out of GP racing the previous year, Yamaha were certain to win both 125 and 250 World Championships. Team orders were for Ivy to take the 250 title and Read the 125 World Championship.

Little Bill knew he could win the 125 TT because of his advantage in weight and size over Read, but he had to lose the race on factory orders. First he had to prove a point.

In the 250 TT earlier in the week, Ivy had stunned everybody with an incredible 105.51mph standing start lap in his attempt to beat Phil Read. But as little Bill tired from fighting his wild-handling Yamaha, Read overhauled him and looked set to win until a fourth lap puncture put him out of the race. Bill was literally lifted off his bike at the end of the six-lap 250 TT, his racing boots worn through to his toes, which were bleeding. But he had won!

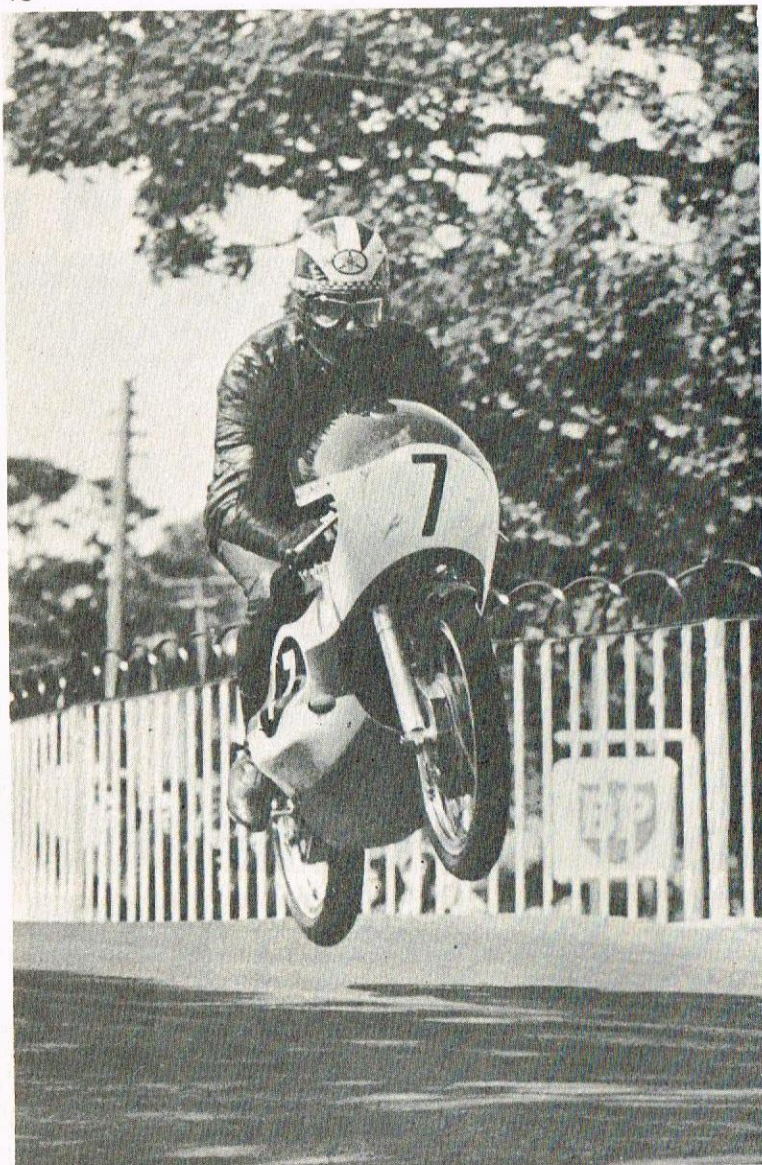
There were no smiles from Bill Ivy on the startline of that year's 125 race. His pride was still smarting from the way Phil Read had pushed him in the 250 event. He was determined to get his own back on his Yamaha teamster.

Whailing like a banshee, the four-cylinder 125 Yamaha hurtled away from the startline with little Bill tucked behind the racing screen. Read knew he had his work cut out to catch the flying Ivy, who had a distinct advantage on the smaller machine. At the end of the first lap, Ivy had gained a lead of over four seconds on Read and set about rubbing in the advantage.

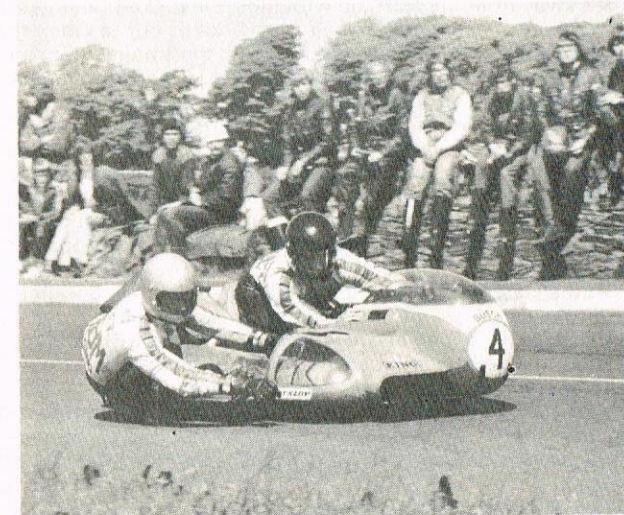
As though riding with the devil, Ivy hurtled the tiny Yamaha around the Island leaving spectators gaping in amazement at his high-speed antics aboard the bucking and snaking lightweight. At the end of lap two he'd pulled out a 16.4 second lead over Read and then it was announced... the journalists in the press box couldn't believe their ears, little Bill had lapped at 100.32mph!

At the start of the third and last lap, it looked as though Ivy was disobeying team orders and going for victory. Then we heard that he'd stopped at Creg-ny-Baa, waited for Read to take the lead, and then continued the race to finish second. Little Bill had proved his point and made TT history into the bargain. That incredible 125cc record lap still stands to honour a great rider and character who in so many ways typifies the courage, determination and skill of all great TT competitors over the past 70 years.

Now, do you remember when...?



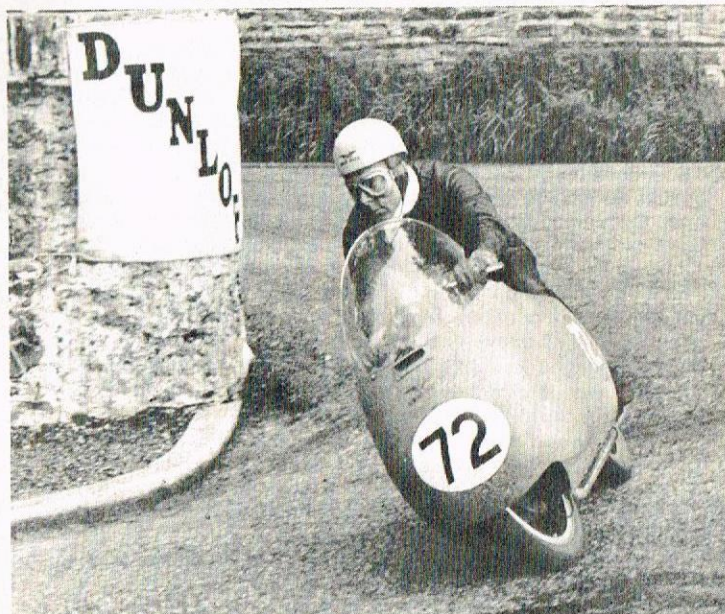
Above: Phil Read leaps Ballaugh Bridge on his Yamaha on his way to winning the 125 TT in 1965. Below: Sulby Bridge — an ideal spot for watching and photography. This is Rolf Steinhausen's König heading for victory in the 500cc Sidecar TT two years ago. Right: From my first year at the TT, this picture of 1956 350cc TT winner Ken Kavanagh, seen taking his Guzzi through Governor's Bridge.



My Favourite Photographs

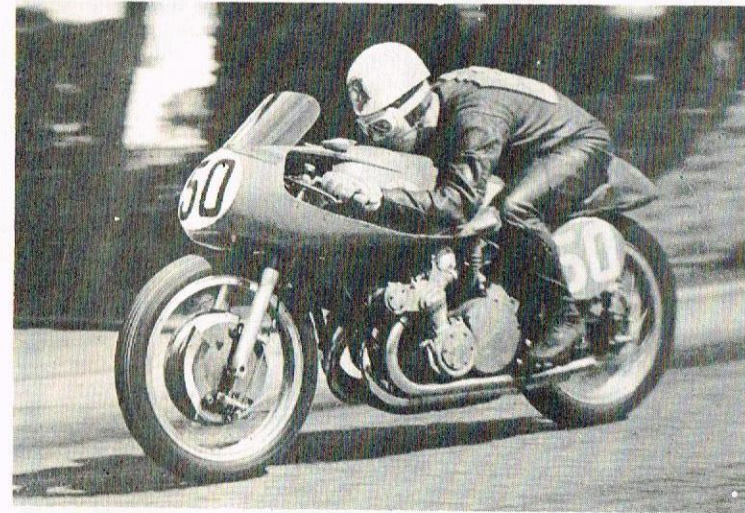


The 'chance' shot anyone can get — Jon Ekerold walks dejectedly back to the pits after retiring from last year's 350cc TT.

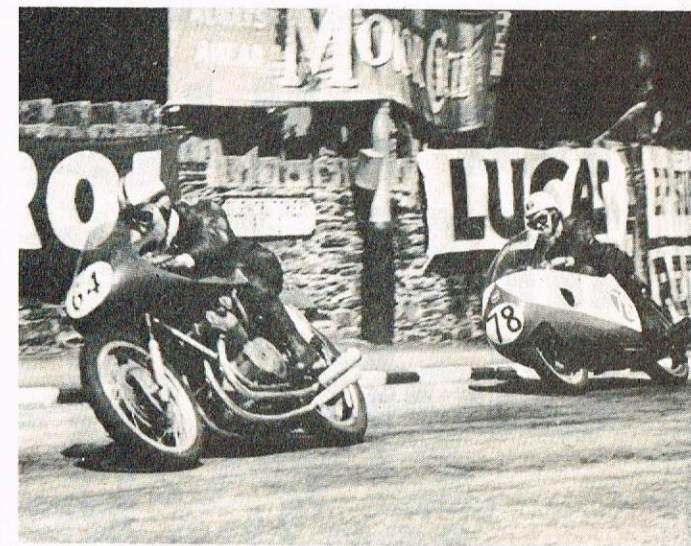


Two top photographers choose their favourite TT pictures

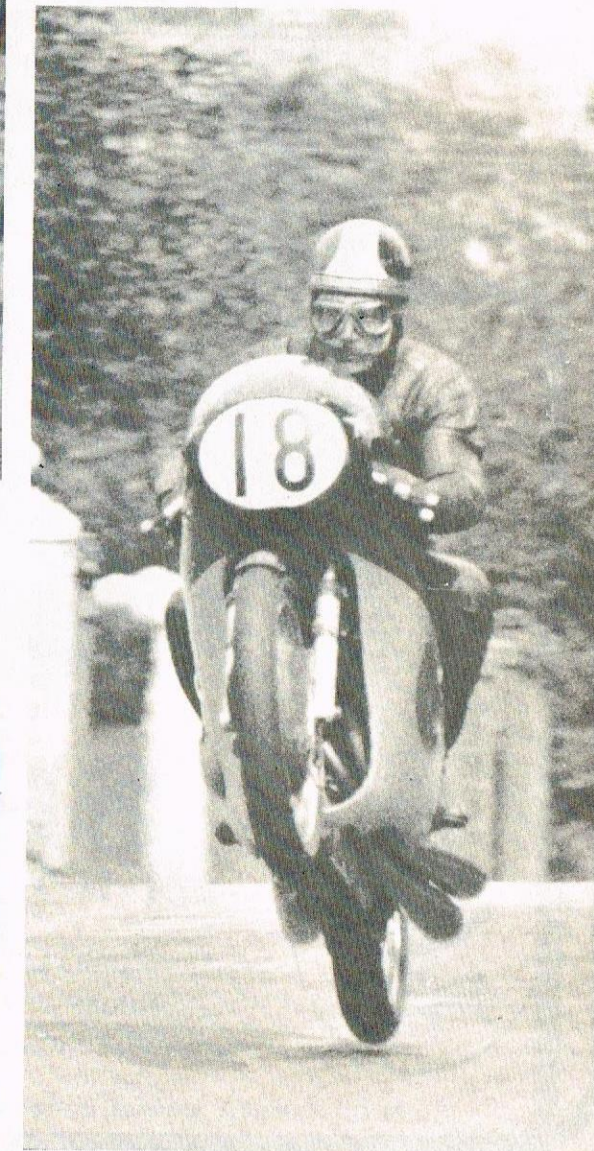
Nick Nicholls page 48
Bill Peters page 49



Above: Geoff Duke and Gilera — the nearest thing to 'poetry in motion' I have ever seen on the TT course. Below: Heartbreak — the 1976 Senior was the one race John Williams so desperately wanted to win, and he had it in the bag until his clutch went close to the end of the last lap. Here he is pushing the last yards to the finish line and close to collapse. Right: Giacomo Agostini's incredible 140 mph 'wheelie' at the rise up from the bottom of Bray Hill.

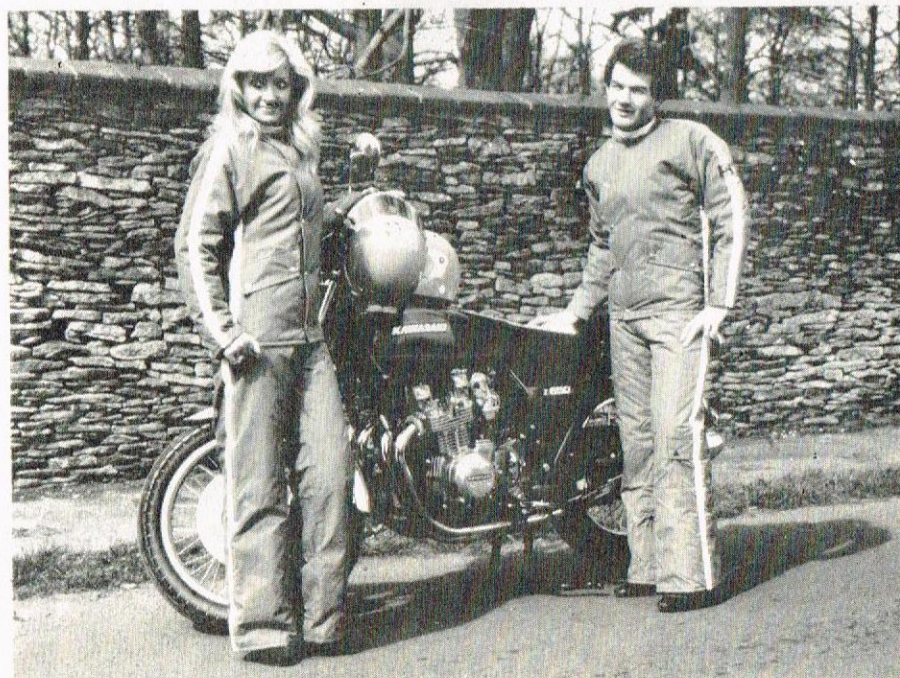


The moment of truth — Bob McIntyre, who made the first 100 mph lap in the 1957 Golden Jubilee TT, catches John Surtees in that race. You can see the grin on Mac's face, for they were great rivals. McIntyre's Gilera went on to win.



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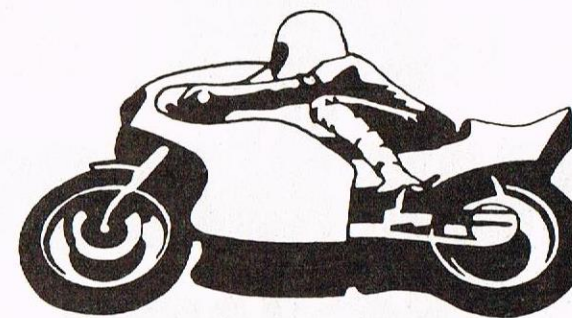
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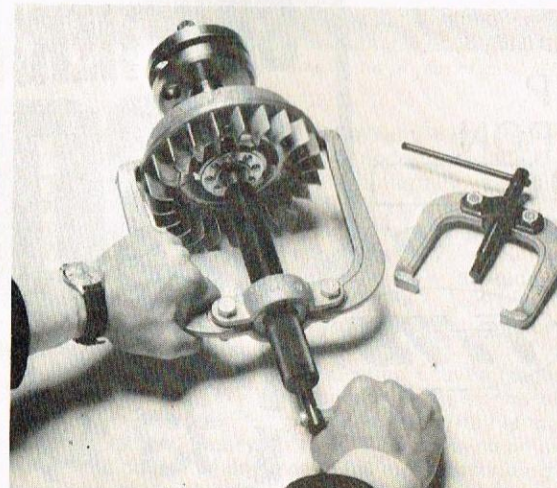
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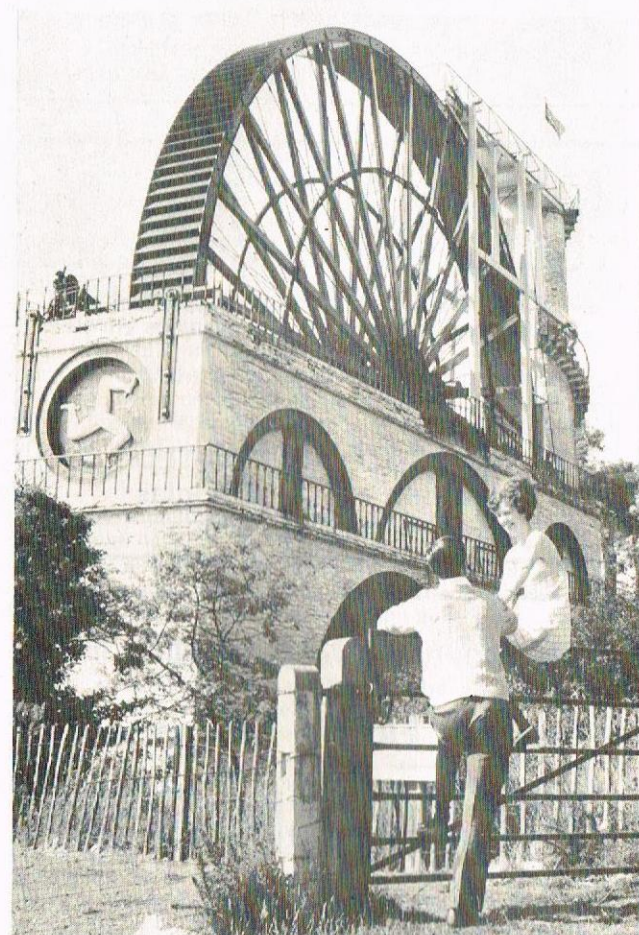
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The Isle of Man — A World of Difference



THE Laxey Wheel — over 120 years old and the largest of its kind in the world.

WHEN a visitor lands on the Isle of Man for the first time, he is more than surprised to learn that he is no longer in the United Kingdom, but in a territory that, constitutionally, is outside it. The flags flying from official buildings confirm it, for their bright red colour and Three Legs emblem is in sharp contrast to the Union Jack. This arises from the time when the plundering Scandinavian Vikings were engaged on their ravaging raids south and west from Shetland and Orkney, and the Celtic Island of Man became a favourite target. Its strategic position was obviously attractive and it was a fertile land.

In the decisive invasion in 1079 Godred Crovan (regarded as the traditional 'King Orry') overcame the resistance of the Manx Celts and established his rule. Godred's army landed at Ramsey Bay. The legendary story is that on a clear night, Godred pointed out the Milky Way to his men, describing it as "my road straight from Norway to this place". The Manx came to refer to the Milky Way as "Rad Mooar Ree Goree" (the great road from King Orry). The battle took place at the Manx camp of Scacafell (now known as Sky Hill) and ended when the Vikings drew the Manx into a skilfully placed ambush. The

Island was the base of the Kingdom of Man and the Isles until the Vikings were eventually driven out by the Scots, who ruled in Man for a short period until the English gained ascendancy.

At the end of the 14th century the Isle of Man came into the gift of the English Crown, and in 1405 Henry IV presented it to Sir John Stanley and his heirs and successors. Thus began the close link with the Earls of Derby who ruled as Lords of Man with allegiance to the Crown for more than three centuries (and who instituted the first Derby horse races!) In 1765, the last of the Stanley inheritors, the Duke of Atholl, sold out his rights to the Crown, which has appointed governors and lieutenant-governors ever since.

The Norse rule left its mark, the most significant feature being the form of parliamentary institution contained in Tynwald, which claims to be the oldest parliamentary assembly in the world with unbroken traditions. Today, the people of the Isle of Man, through Tynwald, have power to legislate for themselves, with control of their financial affairs. The setting of the open-air Tynwald ceremony is the four-tiered Tynwald Hill at the ancient parliament field of the Norsemen at St Johns. On July 5 each year (except Saturday and Sunday when the following Monday is chosen) Tynwald assembles for the promulgation of the new Acts of Tynwald which have received the Royal Assent. The procedure, described in 1405 to Sir John Stanley by the Deemsters (the Judges) as 'the Constitution of Old Tyme' is followed in almost exact detail today. It is recognised as the right of any Manx citizen to present a petition on this occasion.

It is believed that the Three Legs emblem came to the Isle of Man from Sicily (its ancient name, Trinacria, means Three Legs), possibly through the Crusaders, or through Edmund (son of Henry III of England) who was offered the crown of Sicily by the Pope. Edmund was the brother-in-law of Alexander III of Scotland, who, in 1266 became King of Man, and chose to incorporate the Three Legs symbol in his coat of arms. Early examples show the Legs as if running sunwise (clockwise) thus retaining a feature of the ancient pagan sun-symbol. Some folk tales connect Manannan, the Celtic sea-god (whose home the Island was supposed to be) with the Three Legs, or fiery wheel.

The Isle of Man has an abundance of sites of archaeological interest. There are numerous sites of **ancient monuments** — among them being the Maughold Cross, the prehistoric burial-grounds of Cashtal-yn-Ard and the Meayll Circle, the Celtic hermitage at Lag-ny-Killey, the site of a Viking boat burial at Balladoole, the Celtic and Norse houses at the Braaid, the medieval chapel building at Castletown, the Derby fort at Fort Island, hill forts and runic crosses in several churchyards.

Castle Rushen at Castletown is acknowledged as one of the finest preserved **medieval castles** in existence. The site of an early Viking fortress (the last Viking King Magnus died here in 1265) it was extended and rebuilt in the early 14th century and enlarged and fortified in later periods. Once the house and court of the Lords of Man and later a prison, it presently contains a modern courtroom in regular use. Lieutenant Governors are installed here. There is a one-fingered clock dated 1597 the gift of Elizabeth I. On St Patrick's Isle at Peel are the remains of the 14th century castle containing the ruin of the important ecclesiastical relic, the Cathedral of St German, believed to be on the site of the church built by St Germanus, nephew of St Patrick.

continued on page 55

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A visit to the **Manx Museum** will fire the imagination and enrich the experience of a holiday in the Isle of Man. Here attractive displays illustrate the history, archaeology, natural history, and folk life of the Island through a fascinating array of exhibits which include relics from excavations of Viking burials.

The **branch museums** are the Manx Village Folk Museum at Cregneish with its crofter-fisherman's cottage, weaver's shed, turner's shop and smithy; and the Nautical Museum at Castletown, displaying history of the days of sail and the 18th century armed yacht Peggy in her original boathouse.

Among the unique features to see on the Island is the engineering masterpiece of the famous **Laxey Wheel**. Built in 1854 and christened 'Lady Isabella' after the wife of the then Lieutenant Governor, the Wheel, the largest of its kind in the world, is preserved by the Government of the Isle of Man. Its purpose was to operate the pumping system to clear water from the lead-mines under Snaefell. Designed by a Manxman, it has a diameter of 72 feet 6 inches, and a circumference of 217 feet, with a top speed of two revolutions per minute.

The **railways** of the Isle of Man are unique and add a new dimension to a holiday on the Island. The 15 miles of 3ft gauge single-track line between Douglas and Port Erin dating from 1874 is preserved with splendid steam locomotives and vintage carriages (the first British railway coaches to be electrically lit). An interesting **Railway Museum** at Port Erin contains a rare collection of gleaming engines, rolling stock and railway relics. The **Manx Electric Railway** dates back 85 years. The first car travelled on the Snaefell Mountain Railway in 1895 — the first electrically powered mountain railway in the British Isles. There is a spectacular journey of nearly five miles from Laxey to the summit of the Island's highest point.

To get right into the heart of the Isle of Man and relish its superb countryside, make a point of seeing the **Glens**, preserved in their natural state for your pleasure. There are 16 of them — Glen Maye with its deep gorges and waterfall; Dhoon with its ferns and wooded slopes; the beautiful Ballaglass with its Nature Trail; Tholt-y-Will in the grandeur of the mountains; Glen Helen planted 127 years ago with a million trees; Lhergy Frissell, the Elfin Glen and Ballure Walk at Ramsey; Glen Mooar at Michael, Laxey Glen Gardens, Silverdale, Colby Glen, Port Soderick, Groudle, Bishops Court Glen, and Molly Quirk's Glen — each with its special charm and beauty.

On the Island you can find somewhere new to go every day. Make the most of your visit and set about exploring its variety. Superb viewpoints are in abundance and the majestic coastal scenery is never far away. A feature of the Island is the con-

trasting settings of its resorts — from the great bay at Douglas to the sheltered little harbour at Laxey.

At **Peel** is the traditional home of the fishing industry; ancient **Castletown** looks out over to the Langness peninsula and the rocks of Scarlett Point; in the south are the yachtsmen's favourite, **Port St Mary** and the splendid beach of **Port Erin**. The sweep from Maughold Head to the Point of Ayre sets the scene for **Ramsey** in the North.

The **Sound and Calf of Man** is the strip of water between the Isle of Man and the Calf of Man which is owned by the Manx National Trust and preserved as a Bird Sanctuary. The Calf of Man can be visited by boat excursion from Port Erin harbour.

Fleshwick Bay is a quiet, peaceful cove that can be reached on foot from Bradda Head along the cliff tops or by road from Port Erin through Ballafession and Sulby village.

On the cliffs south of Port St Mary are **The Chasms** — giant geological rifts descending through 200ft cliffs into the depths of the sea below where rises the Sugar Loaf Rock.

The **Maughold** headlands south of Ramsey are Manx National Trust property. The ancient parish church has a display of Celtic-Runic crosses, and the late medieval pillar cross with its Three Legs emblem.

South of Peel by Dalby hamlet, **Niarbyl Cove** looks out over a big bay with some of the island's finest cliff scenery.

Ballaugh Curraghs Wild Life Park has animals and birds in natural surroundings. There are picnic lawns, cafe and free car park.

At Ballasalla on land given by Olaf I is **Rushen Abbey**, created by Cistercian monks and the last abbey to hold out at the dissolution.

The **Laxey Mines Trail** is an industrial archaeological excursion route, plotted to provide an interesting insight into the old mine workings.

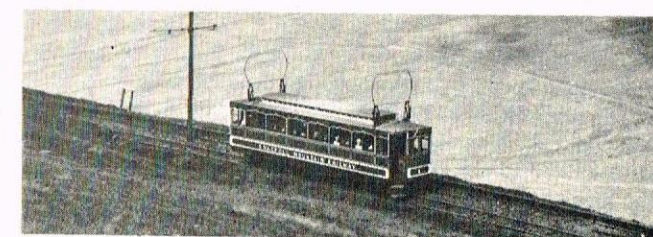
Cashal Yn Ard is a Megalithic burial place on headlands above Port Cerna.

Point of Ayre is the northern extremity of the island, with a lighthouse (open to visitors at certain times).

The extensive **Michael Beach** is backed by sandcliffs and dunes and stretches for miles along the north western coastline.

And don't forget whilst in the Isle of Man to salute the 'lil' people' at the **Fairy Bridge** at Ballaglonney — or Ballalona — 'the home in the glen' situated on the main road to Castletown about five miles from Douglas. Here the road crosses a stream which marked the boundary of the ancient Abbeyland of Rushen. The folklore speaks rather of 'little people' than fairies, and these are divided into the good, the mischievous and the evil ones. Numerous superstitions attracted to them. The 'little people' are thought to be always present; and for the most part they are benevolent, apt to play tricks and to be helpful if their presence is suitably acknowledged.

Salutations to the 'little people' at the Fairy Bridge are but one of the numerous folklore legends in the Isle of Man attaching to the various members of the family of 'little people' — for example, the 'Buggane' is reputedly the frightful giant whose habits are destructive and the legend attaching to him is that he has refused to allow the roof to remain on the Church of St Trinians below Greeba Mountain in Marown.



THE Snaefell Mountain Railway — the easiest way to reach the highest point on the Isle of Man.



A complete day by day guide to TT fortnight on the Isle of Man

Saturday, 4th June	
Jurby Road races (National)	14.00-19.00
Monday, 6th June	
TT Practice (All solos)	18.20-20.30
Whitsun Hockey Festival:	
Douglas, Ramsey and Castletown	from 09.30
Douglas Town Band, Sea Terminal	20.00
Tuesday, 7th June	
TT Practice (Junior and Senior solos)	05.00-06.30
(TT Formula II and III)	18.20-19.20
(Sidecars)	19.30-20.30
Whitsun Hockey Festival	09.30-12.00
Laxey Brass Band, Sea Terminal	20.00
Wednesday, 8th June	
TT Practice (Junior and Senior solos)	05.00-06.30
(TT Formula II and III)	18.20-19.20
(Junior and Senior solos)	19.30-20.30
Douglas Town Band, Sea Terminal	20.00
Thursday, 9th June	
TT Practice (Junior and Senior solos)	14.10-15.10
(Sidecars)	15.20-16.20
Stock Car Racing, Onchan Stadium	19.45
Manx Youth Band, Sea Terminal	20.00
Friday, 10th June	
TT Practice (Sidecars)	05.00-06.30
(TT Formula II and III)	18.20-19.20
(Junior and Senior solos)	19.30-20.30
Old Tyme and Modern Dancing: George Hotel, Castletown	20.00
Saturday, 11th June	
Junior TT Race	15.30
Dave Taylor — Display riding on TT Course between races	
Royal Marines Display, Nobles Park	14.30
Formula I World Championship TT Race	17.30
Old Tyme and Modern Dancing: George Hotel, Castletown	20.00
TT Supporters Club "Happening", Palace Lido	21.00
Disco: Majestic Hotel, Onchan	

Sunday, 12th June

Velocette Owners Gathering, Niarbyl	from 12.00
Ariel Owners Gathering, Peel Promenade	14.00
Manx Moto-Cross: West Kimmeragh, Bride	14.30
Vincent-HRD Owners Gathering, Niarbyl	from 12.00
Royal Marines Display, Ballamona Hospital	15.00
Red Arrows Aerobatic Display, Douglas Bay	
TT Rock and Roll Spectacular, Palace Lido	
Laxey Brass Band, Sea Terminal	20.00

Monday, 13th June

Senior TT Race	11.00
Dave Taylor — Display riding on TT Course between races	
Sidecar TT Race — First Leg	14.30
Royal Marines Displays, TT Course between races	
Red Arrows Aerobatic Display, Douglas Bay	
Stock Car Racing, Onchan Stadium	19.45
TT Supporters Club Mechanics Award, Palace Lido	
Douglas Town Band, Sea Terminal	20.00
Folk Night: Majestic Hotel, Onchan	
TT Prize Presentation, Villa Marina	21.00

Tuesday, 14th June

Vintage MCC Assembly and Concours d'Elegance, Ramsey	10.30-15.30
Red Arrows Aerobatic Display, Douglas Bay	
BMW Rally, Glen Helen	17.30-24.00
Royal Marines Display, Douglas Head	18.30
Grand National Scramble, Douglas Head	18.45
Triumph Owners Gathering, Tholt-y-Will	
Norton Owners Reunion, Ballacraigne	
Castletown Metropolitan Band, Sea Terminal	20.00
Folk Night: Majestic Hotel, Onchan	

Wednesday, 15th June

Classic TT Race	11.00
Dave Taylor — Display riding on TT Course between races	
Sidecar TT Race — Second Leg	15.00
Red Arrows Aerobatic Display, Douglas Bay	
Velocette Owners Club	
Night, Glen Helen	19.30
TT Supporters Club Mechanics Award, Palace Lido	
Douglas Town Band, Sea Terminal	20.00
Folk Night: Majestic Hotel, Onchan	
TT Prize Presentation, Villa Marina	21.00

Thursday, 16th June

Vintage MCC Assembly for Peel, TT Grandstand	10.30
Concours d'Elegance, Peel	
Circuit of old TT Course, St Johns	15.00
BSA Owners Club Rally: Mooragh, Ramsey	14.00
Motor Cycle Trial: Scarlett, Castletown	18.30
Vincent-HRD Owners Rally, Glen Maye	19.00
Royal Marines Display, Peel	15.00
Silver Spurs Club Annual Show	
Royal Marines Display, Onchan Stadium	19.30
Stock Car Racing, Onchan Stadium	19.45
BFRC Social Evening, Glen Helen	20.00
Onchan Silver Band, Sea Terminal	20.00
Folk Night: Majestic Hotel, Onchan	20.00

Friday, 17th June

Formula III World Championship TT Race	11.00
Dave Taylor — Display riding on TT Course between races	
Jubilee Race	14.30
Royal Marines Display, TT Grandstand between races	
TT Supporters Club Mechanics Award, Palace Lido	
Old Tyme and Modern Dancing: George Hotel, Castletown	20.00
Folk Night: Majestic Hotel, Onchan	
TT Prize Presentation, Villa Marina	21.00

ENTERTAINMENTS

Villa Marina, Douglas:

6th-10th June: Modern Dance Festival,	19.15
11th June: TT Big Band Dance — The Drifters,	
Terry Reaney, his Orchestra and singers	
12th June: All-Star Variety Show,	19.30
13th, 15th, 17th June: TT Race Awards	
14th-16th June: International TV Wrestling	

Kings Club and Casino, Douglas:

Early Show, 20.00 — Franklyn James, The Feminine Touch, Bruce Thompson.	
Late Show 23.45 — The Mime-Timers, Jon Britain, Sidsel & Ruger, Les Darling Girls, and late night Disco.	

Palace Lido, Douglas:

Nightly (except Sunday), 20.00 — The Dallas Boys, Wild Honey, Derrick Bennett, Sidsel & Ruger, Les Darling Girls, Barry Taylor Sound.	
Sunday night: Star Name Concert.	

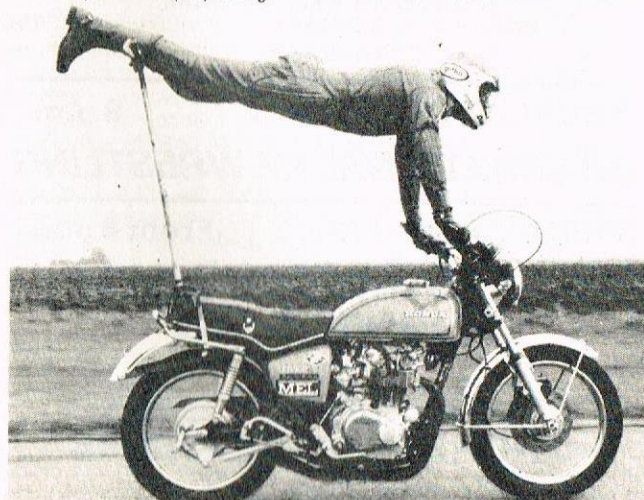
Villiers Hotel, Douglas:

The Clock Inn, 19.30 — The Hiltons	
Cabaret, 19.30 — Full Star Summer Spectacular	

Castle Mona Hotel, Douglas:

Crystal Room, 19.45-22.45 — Ballroom Dancing	
Regency Room, 19.45-22.45 — Organ and Sing-a-long	
Long Bar, 19.45-22.45 — Blue Beat Show Band	

Dave Taylor — Display riding



Empress Hotel, Douglas:

Dancing (except Sunday), 20.00 — Ray Norman Combo

Majestic Hotel, Onchan:

Dancing and Cabaret (except Sunday), 20.00 — midnight

Belle Vue Hotel, Port Erin:

Dancing (except Sunday), 20.00 — Dave Damone Group

Cinemas in Douglas:

Regal Cinema, Victoria Street
Picture House, Strand Street
Strand Cinema, Strand Street

ACTIVITIES

Golf: 18 holes — Douglas (Pulrose); Castletown Golf Links; Peel; Ramsey; Port Erin. 18 tees, 14 holes — Howstrake (Onchan). Nine holes — Port St. Mary.

Swimming: The Aquadrome, Douglas Promenade; Majestic Hotel, open-air pool; Peel, open-air pool.

Remedial Baths: The Aquadrome, Douglas Promenade.

Parks, Mini-Golf, Tennis, Putting: Nobles Park, Douglas; Mooragh Park, Ramsey; Onchan Park.

Sea-Fishing: 5-10 June: Manning Angling Festival, Port St. Mary. Boat pier, beach and rock competitions.

Trout Fishing: Lake Fisheries and Trout Farm, Patrick Road, St. Johns, Private Lake, 10.00-18.00.

Pony Trekking: Manx Equestrian Centre, Ballanard Rd, Douglas; Kirk Michael, Ballakilleyclieu, Kirk Michael; Ballamoar Beg Riding School, Sandygate, Sulby.

PLACES TO VISIT

Wild Life Park, Ballaugh — Daily from 10am to 5pm.

Castles: Rushen Castle, Castletown; Peel Castle, Peel.

Museums: Manx National Museum, Kingswood Grove, Douglas; Cregneash Folk Museum Cottages, Nr Port St Mary; Nautical Museum, Castletown; Railway Museum, Port Erin; Murrays Motorcycle Museum, Bungalow (TT Course); Crescent Exhibition Centre, Douglas.

Railways — Steam: Isle of Man Railway, Douglas to Port Erin; Manx Electric Railway, Douglas-Laxey-Snaefell.

Eating Out

Ask at the Tourist Board Information Bureau, Victoria St, Douglas, for your guide to eating out in the Isle of Man and details of restaurants and tea places around the Island

Tourist Map and Street Plans

The Isle of Man Tourist Map (30p) with street plans of Douglas, Ramsey, Peel, Castletown, Port Erin and Port St Mary is available from booksellers and from the Tourist Board Information Bureau.

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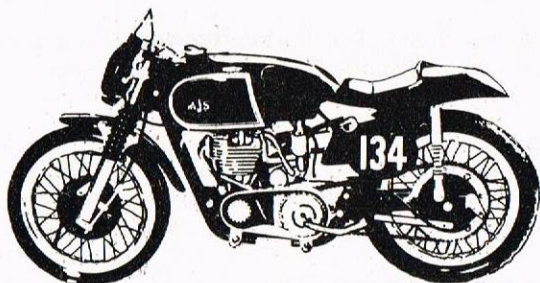
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MONDAY JUNE 13th From 8 p.m.

T.T. PRESENTATION DANCE

WITH
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& SINGERS**
LATE LICENCE

TUESDAY JUNE 14th 8 p.m.

INTERNATIONAL T.V. WRESTLING

WEDNESDAY JUNE 15th From 8 p.m.

T.T. PRESENTATION DANCE

WITH
**TERRY REANEY & HIS ORCHESTRA
& SINGERS**
LATE LICENCE

THURSDAY JUNE 16th 8 p.m.

INTERNATIONAL T.V. WRESTLING

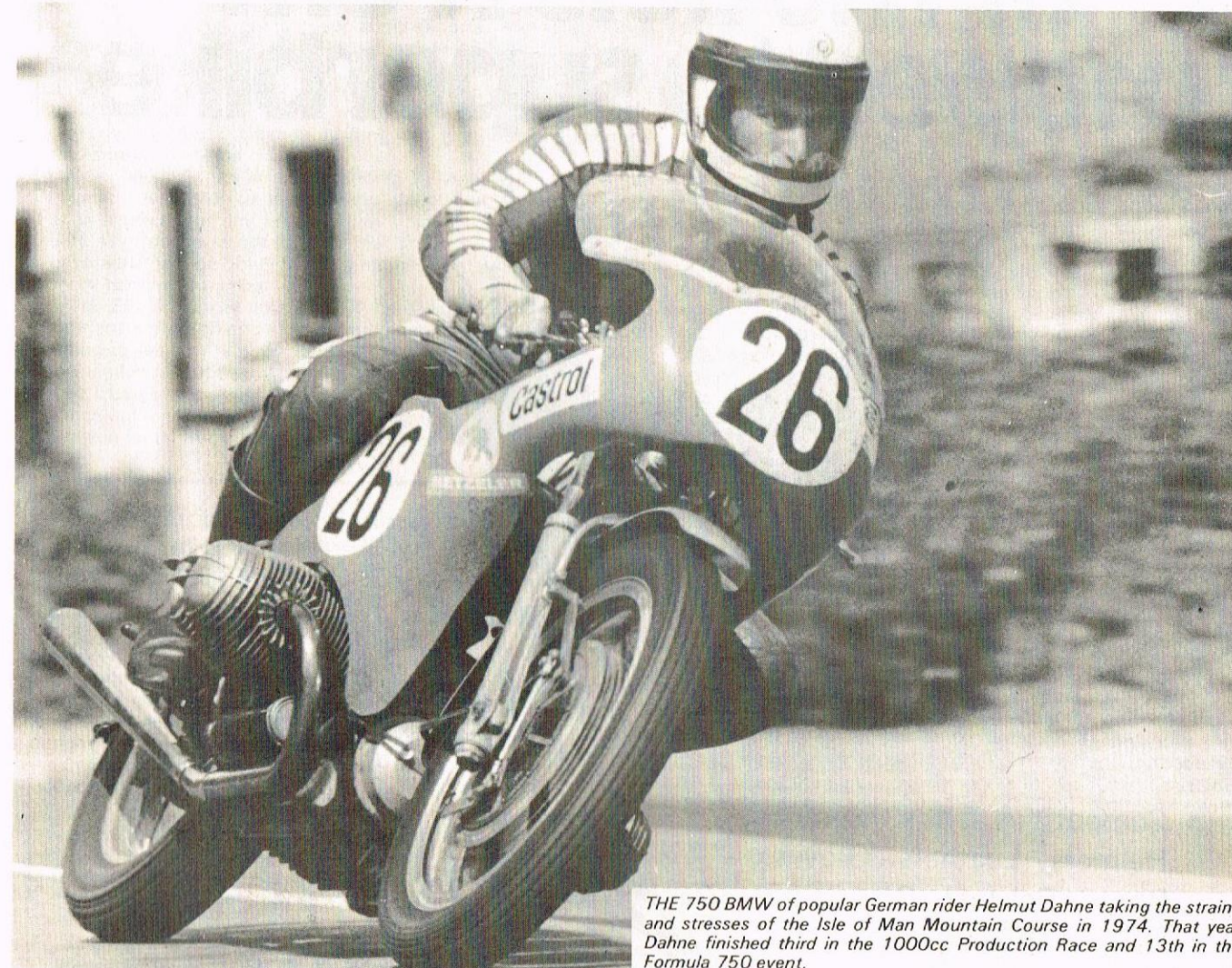
FRIDAY JUNE 17th From 8 p.m.

**T.T. PRESENTATION DANCE &
FAREWELL BALL**

WITH
**TERRY REANEY & HIS
ORCHESTRA & SINGERS**
LICENSED BAR

IMPROVING THE BREED

David Mills looks at the way lessons learned on the track influence the development of road machines



THE 750 BMW of popular German rider Helmut Dahne taking the strains and stresses of the Isle of Man Mountain Course in 1974. That year Dahne finished third in the 1000cc Production Race and 13th in the Formula 750 event.

MORE than any other circuit in the world, the TT course puts every motorcycle component under a magnifying glass — the Mountain circuit is the ultimate test of both machine and rider — and every motorcycle manufacturer in the world knows it. For years now, component and motorcycle manufacturers have used the Isle of Man Mountain Course to prove their engines, tyres, chains, frames and oils. The TT is the supreme test and if a product fails in the Isle of Man, it *must* be improved.

With its dramatic and abrupt changes in road conditions and weather, the power robbing inclines and 160mph straights, the 37-mile course simulates almost all the punishment that a motorcycle has to endure on the road in its mileage lifetime.

TYRES

The most significant development in TT history has been in tyre development. The type of tyre needed for the TT course has to provide maximum grip and minimum wear. Because of the Mountain section's abrupt rise from sea level a scorching day at Ramsey can be a damp, misty, hair-raising two wheel drifting experience at the Bungalow, and it is with this challenge in mind

that in recent years Dunlop have made close studies of the tortuous circuit.

Other tyre companies too have checked road surfaces, taken temperature readings in practice and evolved compounds which would take the punishment meted out by the Island.

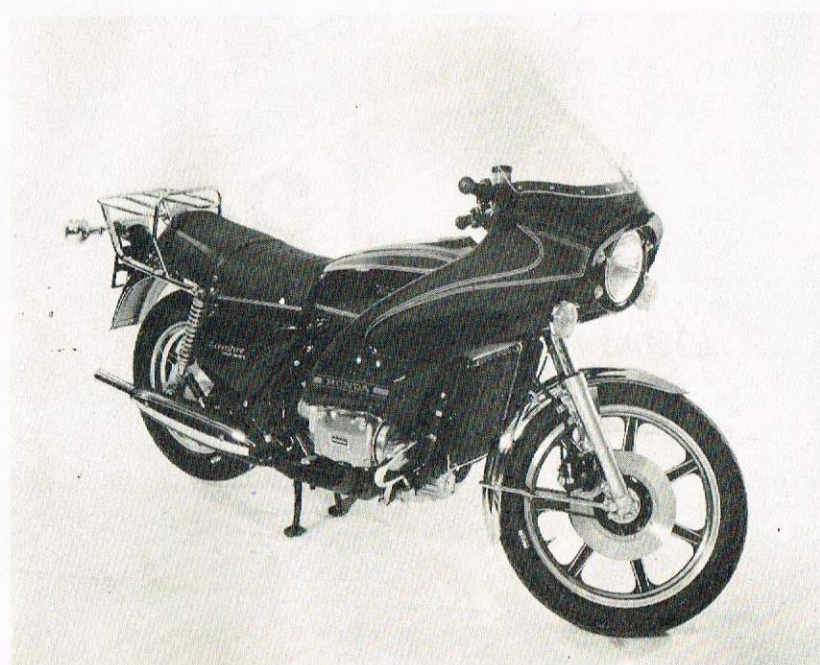
Aimed at meeting the TT's arduous demands and resulting in the Dunlop K81 trigonic profile tyre, Dunlop had a tyre which provided almost as much grip in corners as on straights. Used by Malcolm Uphill in the 1969 Production TT on a Triumph Trident, this development completed the first Production 100mph lap in TT history. Naturally, Dunlop renamed the tyre the TT100 — what else!

Many machines on the circuit and lining the Douglas streets will be sporting a still newer Dunlop. This is the KR91 Racing Endurance tyre and its road-going derivative, the paired sets of Red Arrows. KR91s have been designed to cope with the enormous power outputs of today's top bikes and are helping to bring a 115 mph TT lap within close grasp of the best riders.

On road machines, Red Arrows have real advantages of grip and wet weather "stiction" all derived from development in racing — on the Island.

continued on page 61

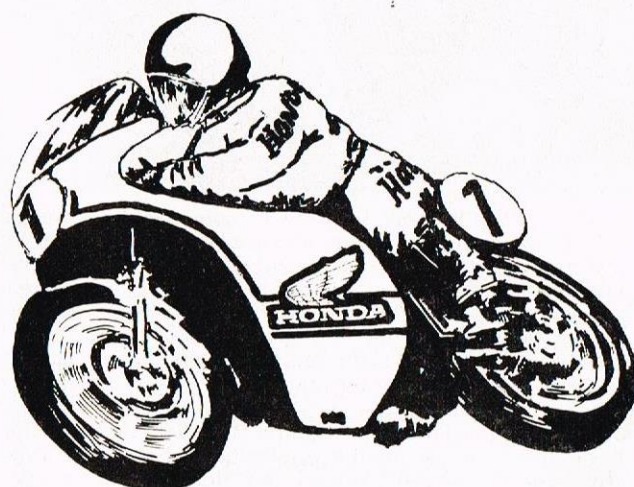
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IMPROVING THE BREED continued

SUSPENSION

The best tyres are useless unless they are kept in contact with the ground for the maximum amount of time. And you only have to watch the riders take off at Ballaugh Bridge or aviate up the bumps of the Cronk-y-Voddy to see just how much of a problem the TT course presents to suspension experts. And it is in this department of motorcycling that the Isle of Man has helped bring about a revolution in suspension theory, practice and design. After all, 25 years ago solid back-ends were the order of the day.

All racing teams are experimenting with methods of extending the range of rear unit travel.

Designs you'll see in action during TT week will include the inclined suspension units of Girling, which join the main frame at an acute angle, the Suzuki team's Kayaba suspension units (virtually front forks adapted for rear end use) and a number of privateers will be following Yamaha's footsteps with single shock cantilever frames.

The Suzuki factory takes the TT's potential for machine development seriously and is sending suspension experts to the Island to see just how prototype suspension set-ups cope with the challenge of the Mountain circuit. It's not unlikely that they'll be looking closely at their competitors' hardware too. And watch out for Honda personnel relating the performance of suspension units, front forks and especially wheels.

"If the frame flexes or allows either wheel to get out of line the rider will experience monumental handling problems."

CHAINS

Another team of research technologists crowding the pits are from the competition department of Renolds, the British chain manufacturers. Renolds have come over to the Isle of Man for many years supplying riders with drive chains which have been numbered and catalogued with lap times, rider and machine weights, and tyres used.

After the TT week, the chains are returned to the research department for very close examination. Other chain people, notably Regina and D.I.D., are now pushing hard on chain development and a real war rages here to capture the public's attention because come what will, every rider replaces his chain once a year!

It is from scrupulous attention to detail that Renolds have developed the technology to enable them to produce chains that can endure the gruelling TT race and the high energy stresses involved.

Basically, the recipe for success and long life is chain tension, as many newcomers to TT racing have found to their chagrin. The Mountain circuit's punishingly rough ride causes the tension to alter quite radically as the rear wheel spindle can travel through three or four inches on a standard suspension design, and unless the rear chain is accurately set-up, excessive wear and possible chain fracture will result.

A good rule of thumb guide for both racers and enthusiasts alike is to adjust the chain with the engine sprocket, swing-arm pivot and rear sprocket centres in perfect line. The play should be "finger tight" — about half an inch. Try it — and see how much more life you can get out of your chain. And don't forget to keep it lubed.

The longer travel on the latest rear suspension set-ups like the Yamaha cantilever design, create even more of a problem, and Renolds have taken to fitting spring loaded chain tensioners similar to those found on many trials and moto-cross bikes. It will be interesting to see how soon standard road bikes sport the same type of improvement.

FRAMES

Today broken frames are a rare occurrence on the TT circuit, despite the hammering that they have to take.

Once again, races like the Production TT and this year the Formula series prove an invaluable testing ground for frame technology. And design studies over recent years have culminated in the kind of tough, rigid and lightweight tubular frames used both on the road and track.

Lightweight? Have you tried to lift a Kawasaki Z1000 frame? Well it is light in comparison to the power output it contains and helps to put on the road, and TT racing machines have frames which must be capable of resisting enormous forces transmitted through the steering head, rear suspension pivot points and engine unit mountings. All forces are exerted at the same time and if the frame flexes or allows either wheel to get out of line then the rider will experience monumental handling problems.

Look too at the sidecar outfits. The way they have evolved over recent years to utilise race car type monocoque construction, hub centre steering and very sophisticated suspension set ups, as well as utilising tyre technology to the full, is a real lesson to the solo riders, whose machines are still basically tubular constructions — as were the pioneers of 70 years ago.

OILS

Under racing conditions two-stroke oil has to cool, lubricate and protect while not restricting the performance of the fuel with which it is mixed in any way. With a piston speed approaching 1,500mph and friction temperatures combining with combustion chamber heat, the modern two-stroke oil does a fantastic job considering that it is diluted with petrol and then dispersed in the intake gases by the carburettor and reed or disc valves.

Castrol call their oil TT for it was here in the Island that it was proved — by winning.

Shell 2T and other top "stroker" lubricants have all the characteristics necessary to win a TT race, so used properly in your machine they have lots of 'muscle' to spare.

Four-stroke lubrication is now well past the older castor based 'R' oils that pervaded the Manx atmosphere with a lovely smell. Today, development has brought even ordinary multigrades to a pitch where they are used by works teams. Check out your oil requirements with one of the highly skilled technicians with the oil companies in the Paddock — but not while a race is on — please!

SPARKS!

Electronic ignition is the order of the day for most racers and it is arriving on roadsters too. Pure racing machinery has little care for lights but past production racers have resulted in better lighting equipment just so that makers could prove it worked at the start *and* finish! Modern pointless ignition systems provide bigger sparks at low and high revs but the plug has to be pretty good to work in modern temperatures and to cope with the constant rise and fall in engine speeds.

AND WHAT OF TOMORROW?

So where do we go after 1977? Motorcycle technology progresses as racing grows and the world markets get bigger. We have got machines about as complicated as they can be with every gizmo and gadget and technical trick that can be installed. But the cost is beginning to be prohibitive and the age of simplicity is about to dawn!

Motorcycles will be fast, lighter than today with novel and near perfect suspension systems that will match tyres which grip equally in the wet and the dry. Ignition systems will match engine development to aid long service — free life and drive chains will last — if not forever — a long time.

The golden age of motorcycling is always with us and so long as the TT provides the testing ground, the development in all aspects of motorcycling will continue.

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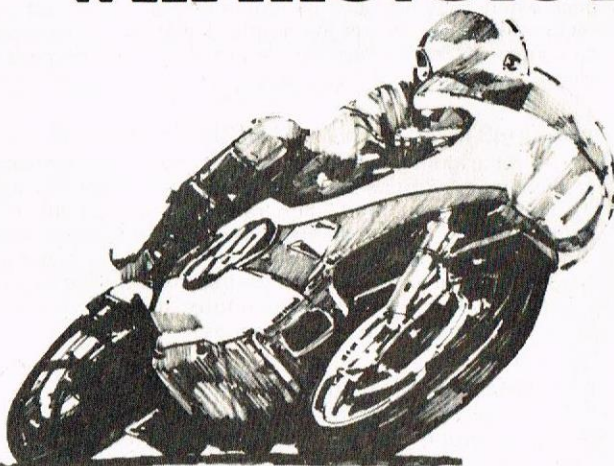
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ON THE ROAD TO DOVER

On June 19th, The Isle of Man will move to Leicestershire.



Get some action in on the way home from the Island. Follow the stars to Mallory.

On June 19th they'll be competing, among other events, in rounds of the ShellSPORT 500cc Championship, the Motor Cycle Sidecar Championship, the MCN/Brut 33 Superbike Championship and the Honda 125 Championship.

Off the A47 and A447 between Hinckley and Leicester, Mallory Park is only 9 miles from the M1.

It's got to be the perfect way to end your trip.

Post TT Meeting. MALLORY PARK.

Organised by the EMACU.

Admission: Adults £2.00. Children 50p. Paddock £1.50 extra. Parking free.

The promoters reserve the right, without notice, to alter any part of the programmes.

And don't forget Britain's First World Championship Event at BRANDS HATCH. 9TH/10TH JULY.

The British round of 750 Superbike International Motor Cycle World Championship.

John Williams - Fastest man on the Island - continued

course to try and achieve 100 per cent perfection. I'm never satisfied. There are places round the Isle of Man that I hope there's nobody watching me 'cause I know I've made a mess of it. If you get a bend wrong you've got to wait 37 miles before you can have a go at it again.' So how close to that 100 per cent does he reckon he's ever got? 'It might be 70 per cent,' he replied, still showing that genuine modesty that won't allow him to regard himself as on a level with the great TT winners of the past.

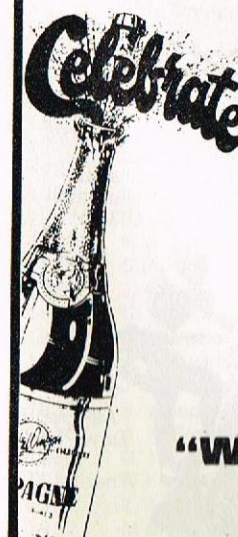
The unique nature of the TT Mountain Course continues to provoke controversy over whether racing on the Island is unnecessarily dangerous. I asked John if he felt the course was particularly hazardous: 'Because I ride in the Isle of Man I don't say it's the safest place in the World, but it's not the most dangerous either.' Is the danger something he thinks about or can a top rider just put it out of his mind? 'There would be no danger that would never cross your mind. It keeps you aware and makes you treat the place as it should be treated. Once the flag drops it's a place that needs a lot of respect. You must never forget that, and hopefully I shall always respect it. Motorcycling began in the Isle of Man and it will end in the Isle of Man. Whoever tries to kill it, World Champions or anybody, they will not succeed.'

This year John has gone back to running his own team with major sponsorship coming from Dave Orton's Appleby Glade company, which makes juke boxes and

pool tables. Extra backing comes from Renold, Dunlop, Champion, Ketts Leathers and Bel-Ray oil and John has been contesting the 500cc World Championship on a Suzuki RG500 and the 750cc series on an OW 31 Yamaha. Ron Williams has been commissioned to build one of his Maxton frames — famous for their TT successes — specially for John, and so he is hoping to have a Maxton Yamaha and his regular OW 31 to choose between for the Classic TT. He should also have two Suzukis on hand for the Senior TT and will also be riding an 860 Ducati for Sports Motorcycles of Manchester in the new Formula 1 TT. John Williams obviously intends to keep his score of TT wins mounting and this year he must start favourite to achieve another 'first' — the first lap in under 20 minutes.

John's home isn't very far from the Isle of Man; he lives in the same house he has always lived in at Heswall on the Wirrall. He and his wife, Margaret, have a son called Nicholas, who already seems set on being a champion too. John was 30 last month, but he reckons he's got plenty more visits to the TT to come yet, whether as a rider or a spectator: 'I shall always go to the Isle of Man. I go back because I'm a sportsman and I'm a motorcyclist. I shall go as a spectator. It's a place where a motorcyclist is a motorcyclist and is accepted as one and not looked down on and frowned upon. I'm sure that's why it's so popular.'

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Griffin Clubman

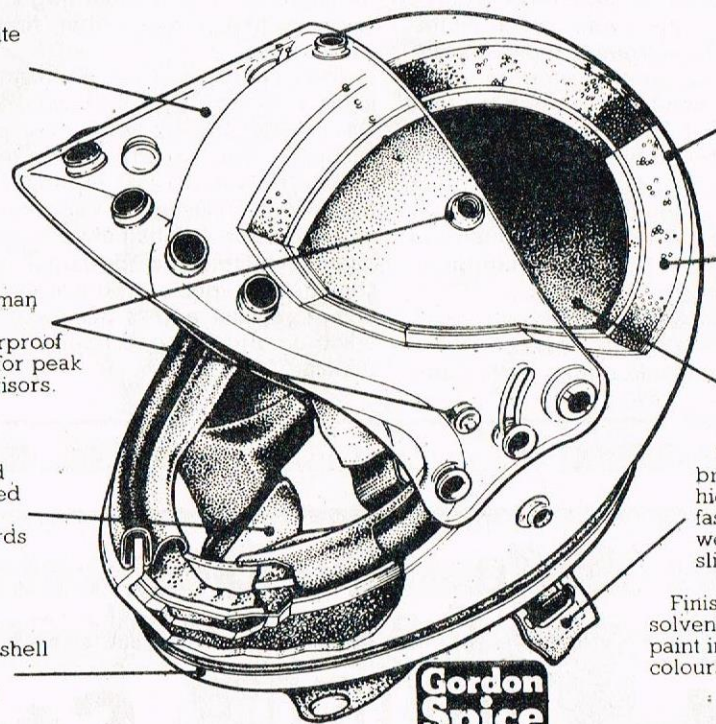
Quite clearly the world's best helmet.

The "Clubman International" is the standard Clubman helmet fitted as an extra with the Griffin 2.5mm polycarbonate shatterproof visor, incorporating peak studs and anti-mist vents. Positive geometric slot allows visor to be lifted to any position without falling. Supplementary tinted, or heated and 'rip off' visors can be fitted.

The standard Clubman employs a 1mm polycarbonate shatterproof visor with provision for peak and supplementary visors.

The chin strap cover and chin glove are manufactured from highest quality Air Ministry specification Pittards leather.

The bottom edge of the shell is finished with reflective chromed trim for safety at night.



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Lining of 8 mm Tricot comfort padding.

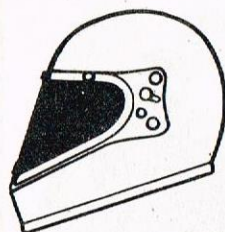
The chin strap has a breaking strain of 748 lbs., the highest in the world and is fastened by an all steel welded, non slip, knurled sliding bar buckle.

Finished in high impact, solvent resistant, polyurethane paint in a choice of five colours.

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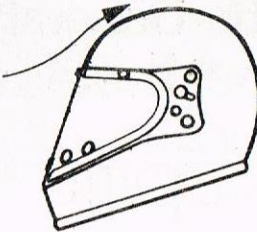
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PAST WINNERS

TOURIST TROPHY WINNERS — 1907-1976

SHORT COURSE

Year	Winner and Machine	Laps	mph
1907	C. R. Collier (Matchless) Single Cyl.	10	38.22
	H. Rem Fowler (Norton) Twin Cyl.	10	36.22
1908	J. Marshall (Triumph) Single Cyl.	10	40.40
	H. Reed (Dot) Twin Cyl.	10	38.50
1909	H. A. Collier (Matchless)	10	49.01
1910	C. R. Collier (Matchless)	10	50.63

MOUNTAIN AND CLYPSSE COURSE

Races marked with an asterisk were run on the Clypsse Course.

Year	Winner and Machine	Laps	mph
Lightweight 125cc Class			
1951	W. C. McCandless (Mondial)	2	74.85
1952	C. C. Sandford (MV)	2	75.54
1953	R. L. Graham (MV)	3	77.79
1954*	R. Hollaus (NSU)	10	69.57
1955*	C. Ubbiali (MV)	9	69.67
1956*	C. Ubbiali (MV)	9	69.13
1957*	T. Provini (Mondial)	10	73.69
1958*	C. Ubbiali (MV)	10	72.86
1959*	T. Provini (MV)	10	74.06
1960	C. Ubbiali (MV)	3	85.60
1961	S. M. B. Hailwood (Honda)	3	88.23
1962	L. Taveri (Honda)	3	89.88
1963	H. R. Anderson (Suzuki)	3	89.27
1964	L. Taveri (Honda)	3	92.14
1965	P. W. Read (Yamaha)	3	94.28
1966	W. Ivy (Yamaha)	3	97.66
1967	P. W. Read (Yamaha)	3	97.48
1968	P. W. Read (Yamaha)	3	99.12
1969	D. A. Simmonds (Kawasaki)	3	91.08
1970	D. Braun (Suzuki)	3	89.27
1971	C. Mortimer (Yamaha)	3	83.96
1972	C. Mortimer (Yamaha)	3	87.49
1973	T. H. Robb (Yamaha)	3	88.90
1974	C. Horton (Yamaha)	2	88.44

Lightweight 250cc Class

1922	G. S. Davison (Levis)	5	49.89
1923	J. A. Porter (New Gerrard)	6	51.93
1924	E. Twemlow (New Imperial)	6	55.44
1925	E. Twemlow (New Imperial)	6	57.74
1926	C. W. Johnson (Cotton)	7	60.20
1927	W. L. Handley (Rex-Acme)	7	63.30
1928	F. A. Longman (OK Supreme)	7	62.90
1929	S. A. Crabtree (Excelsior)	7	63.87
1930	J. Guthrie (AJS)	7	64.71
1931	G. W. Walker (Rudge)	7	68.98
1932	L. H. Davenport (New Imperial)	7	70.48
1933	S. Gleave (Excelsior)	7	71.59
1934	J. H. Simpson (Rudge)	7	70.81
1935	S. Woods (Moto Guzzi)	7	71.56
1936	A. R. Foster (New Imperial)	7	74.28
1937	O. Tenni (Moto Guzzi)	7	74.72
1938	E. Kluge (DKW)	7	78.48
1939	E. A. Mellors (Benelli)	7	74.25
1947	M. Barrington (Moto Guzzi)	7	73.22

1948	M. Cann (Moto Guzzi)	7	75.18
1949	M. Barrington (Moto Guzzi)	7	77.96
1950	D. Ambrosini (Benelli)	7	78.08
1951	T. L. Wood (Moto Guzzi)	4	81.39
1952	F. Anderson (Moto Guzzi)	4	83.82
1953	F. Anderson (Moto Guzzi)	4	84.73
1954	W. Haas (NSU)	3	90.88
1955*	W. A. Lomas (MV)	9	71.37
1956*	C. Ubbiali (MV)	9	67.05
1957*	C. C. Sandford (Mondial)	10	75.80
1958*	T. Provini (MV)	10	76.89
1959*	T. Provini (MV)	10	77.77
1960	G. Hocking (MV)	5	93.64
1961	S. M. B. Hailwood (Honda)	5	98.38
1962	D. W. Minter (Honda)	6	96.68
1963	J. Redman (Honda)	6	94.85
1964	J. Redman (Honda)	6	97.45
1965	J. Redman (Honda)	6	97.19
1966	S. M. B. Hailwood (Honda)	6	101.79
1967	S. M. B. Hailwood (Honda)	6	103.07
1968	W. D. Ivy (Yamaha)	6	99.58
1969	K. Carruthers (Benelli)	6	95.95
1970	K. Carruthers (Yamaha)	6	96.13
1971	P. Read (Yamaha)	4	98.02
1972	P. Read (Yamaha)	4	99.68
1973	C. Williams (Yamaha)	4	100.05
1974	C. Williams (Yamaha)	4	94.16
1975	C. Mortimer (Yamaha)	4	99.03
1976	T. Herron (Yamaha)	4	103.55

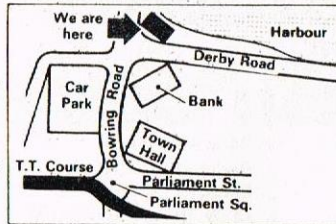
Junior 350cc			
1911	P. J. Evans (Humber)	4	41.45
1912	W. H. Bashall (Douglas)	4	39.65
1913	H. Mason (NUT)	6	43.75
1914	E. Williams (AJS)	5	45.58
1920	C. Williams (AJS)	5	40.74
1921	E. Williams (AJS)	5	52.11
1922	T. M. Sheard (AJS)	5	54.75
1923	S. Woods (Cotton)	6	55.73
1924	K. Twemlow (New Imperial)	6	55.67
1925	W. L. Handley (Rex Acme)	6	65.02
1926	A. Bennett (Velocette)	7	66.70
1927	F. W. Dixon (HRD)	7	67.19
1928	A. Bennett (Velocette)	7	68.65
1929	F. G. Hicks (Velocette)	7	69.71
1930	H. G. Tyrell Smith (Rudge Whitworth)	7	71.08
1931	P. Hunt (Norton)	7	73.94
1932	S. Woods (Norton)	7	77.16
1933	S. Woods (Norton)	7	78.08
1934	J. Guthrie (Norton)	7	79.16
1935	J. Guthrie (Norton)	7	79.14
1936	F. L. Frith (Norton)	7	80.14
1937	J. Guthrie (Norton)	7	84.43
1938	S. Woods (Velocette)	7	84.08
1939	S. Woods (Velocette)	7	83.19
1947	A. R. Foster (Velocette)	7	80.31
1948	F. L. Frith (Velocette)	7	81.45
1949	F. L. Frith (Velocette)	7	83.15
1950	A. J. Bell (Norton)	7	86.33
1951	G. E. Duke (Norton)	7	89.90
1952	G. E. Duke (Norton)	7	90.29
1953	W. R. Amm (Norton)	7	90.52
1954	R. W. Coleman (AJS)	5	91.51
1955	W. A. Lomas (Moto Guzzi)	7	92.33
1956	T. K. Kavanagh (Moto Guzzi)	7	89.29
1957	R. McIntyre (Gilera)	7	94.99
1958	J. Surtees (MV)	7	93.97
1959	J. Surtees (MV)	7	95.38
1960	J. Hartle (MV)	6	96.70
1961	P. W. Read (Norton)	6	95.10
1962	S. M. B. Hailwood (MV)	6	99.59
1963	J. Redman (Honda)	6	94.91
1964	J. Redman (Honda)	6	98.50
1965	J. Redman (Honda)	6	100.72
1966	G. Agostini (MV)	6	100.87
1967	S. M. B. Hailwood (Honda)	6	104.68
1968	G. Agostini (MV)	6	104.78

continued on page 67

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PAST WINNERS: continued

Junior 350cc

1969	G. Agostini (MV)	6	101.81
1970	G. Agostini (MV)	6	101.77
1971	A. Jefferies (Yamsel)	5	89.98
1972	G. Agostini (MV)	5	102.03
1973	A. T. Rutter (Yamaha)	5	101.99
1974	A. T. Rutter (Yamaha)	5	104.44
1975	C. Williams (Yamaha)	5	104.38
1976	C. Mortimer (Yamaha)	5	106.78

Senior 500cc

1911	O. C. Godfrey (Indian)	5	47.63
1912	F. A. Applebee (Scott)	5	48.69
1913	H. O. Wood (Scott)	7	48.27
1914	C. G. Pullin (Rudge)	6	49.49
1920	T. C. de la Hay (Sunbeam)	6	51.48
1921	H. R. Davies (AJS)	6	54.49
1922	A. Bennett (Sunbeam)	6	58.31
1923	T. M. Sheard (Douglas)	6	55.55
1924	A. Bennett (Norton)	6	61.64
1925	H. R. Davies (HRD)	6	66.13
1926	S. Woods (Norton)	7	67.54
1927	A. Bennett (Norton)	7	68.41
1928	C. J. P. Dodson (Sunbeam)	7	62.98
1929	C. J. P. Dodson (Sunbeam)	7	72.05
1930	W. L. Handley (Rudge Whitworth)	7	74.24
1931	P. Hunt (Norton)	7	77.90
1932	S. Woods (Norton)	7	79.83
1933	S. Woods (Norton)	7	81.04
1934	J. Guthrie (Norton)	7	78.01
1935	S. Woods (Moto Guzzi)	7	84.68
1936	J. Guthrie (Norton)	7	85.80
1937	F. L. Frith (Norton)	7	88.21
1938	H. L. Daniell (Norton)	7	89.11
1939	G. Meier (BMW)	7	89.38
1947	H. L. Daniell (Norton)	7	82.81
1948	A. J. Bell (Norton)	7	84.97
1949	H. L. Daniell (Norton)	7	86.93
1950	G. E. Duke (Norton)	7	92.27
1951	G. E. Duke (Norton)	7	93.83
1952	H. R. Armstrong (Norton)	7	92.97
1953	W. R. Amm (Norton)	7	93.85
1954	W. R. Amm (Norton)	4	88.12
1955	G. E. Duke (Gilera)	7	97.93
1956	J. Surtees (MV)	7	96.57
1957	R. McIntyre (Gilera)	8	98.99
1958	J. Surtees (MV)	7	98.63
1959	J. Surtees (MV)	7	87.94
1960	J. Surtees (MV)	6	102.44
1961	S. M. B. Hailwood (Norton)	6	100.60
1962	G. Hocking (MV)	6	103.51
1963	S. M. B. Hailwood (MV)	6	104.64
1964	S. M. B. Hailwood (MV)	6	100.95
1965	S. M. B. Hailwood (MV)	6	91.69
1966	S. M. B. Hailwood (Honda)	6	103.11
1967	S. M. B. Hailwood (Honda)	6	105.62
1968	G. Agostini (MV)	6	101.63
1969	G. Agostini (MV)	6	104.75
1970	G. Agostini (MV)	6	101.52
1971	G. Agostini (MV)	6	102.59
1972	G. Agostini (MV)	6	104.02
1973	J. Findlay (Suzuki)	6	101.55
1974	P. Carpenter (Yamaha)	6	96.99
1975	M. Grant (Kawasaki)	6	100.27
1976	T. Herron (Yamaha)	6	105.15

Ultra Lightweight

1924	J. A. Porter (New Gerrard)	3	51.20
1925	W. L. Handley (Rex-Acme)	4	53.45

Sidecar 500cc

1923	F. W. Dixon (Douglas)	3	53.15
1924	G. H. Tucker (Norton)	4	51.31
1925	L. Parker (Douglas)	4	55.22
1954*	E. S. Oliver (Norton)	10	68.87
1955*	W. Schneider (BMW)	9	70.01
1956*	F. Hillebrand (BMW)	9	70.03

1957*	F. Hillebrand (BMW)	10	71.89
1958*	W. Schneider (BMW)	10	73.01
1959*	W. Schneider (BMW)	10	72.69
1960	H. Fath (BMW)	3	84.10
1961	M. Deubel (BMW)	3	87.65
1962	C. Vincent (BSA)	3	83.57
1963	F. Camathias (FCS)	3	88.38
1964	M. Deubel (BMW)	3	89.12
1965	M. Deubel (BMW)	3	90.57
1966	F. Scheidegger (BMW)	3	90.76
1967	S. Schauzu (BMW)	3	90.96
1968	S. Schauzu (BMW)	3	91.09
1969	K. Enders (BMW)	3	92.48
1970	K. Enders (BMW)	3	92.93
1971	S. Schauzu (BMW)	3	86.21
1972	S. Schauzu (BMW)	3	91.85
1973	K. Enders (BMW)	3	94.31
1974	H. Luthringshauser (BMW)	3	92.27
1975	R. Steinhausen (Konig)	3	95.94
1976	R. Steinhausen (Konig)	3	96.42

Sidecar 750cc

1968	T. Vinicombe (BSA)	3	85.85
1969	S. Schauzu (BMW)	3	89.83
1970	S. Schauzu (BMW)	3	90.20
1971	G. Auerbacher (BMW)	3	86.86
1972	S. Schauzu (BMW)	3	90.97
1973	K. Enders (BMW)	3	93.01
1974	S. Schauzu (BMW)	3	96.59

Sidecar 1000cc

1975	S. Schauzu/W. Kalauch (BMW)	3	97.55
1976	M. Hobson/M. Burns (Yamaha)	3	97.77

50cc

1962	E. Degner (Suzuki)	3	75.12
1963	M. Itoh (Suzuki)	3	78.81
1964	H. R. Anderson (Suzuki)	3	80.64
1965	L. Taveri (Honda)	3	79.66
1966	R. Bryans (Honda)	3	85.66
1967	S. Graham (Suzuki)	3	82.89
1968	B. Smith (Derbi)	3	72.90

Production Machines

1967	W. A. Smith (250 Bultaco)	3	88.63
	N. Kelly (500 Velocette)	3	89.89
	J. Hartle (750 Triumph)	3	97.10
1968	T. E. Burgess (250 Ossa)	3	87.21
	R. Knight (500 Triumph)	3	90.09
	R. Pickrell (750 Dunstall)	3	98.13
1969	A. M. Rogers (250 Ducati)	3	83.79
	W. G. Penny (500 Honda)	3	88.18
	M. Uphill (750 Triumph)	3	99.99
1970	C. Mortimer (250 Ducati)	5	84.87
	F. Whiteway (500 Suzuki)	5	89.94
	M. Uphill (750 Triumph)	5	97.71
1971	B. Smith (250 Honda)	4	84.14
	J. Williams (500 Honda)	4	91.04
	R. Pickrell (750 Triumph)	4	100.07
1972	J. Williams (250 Honda)	4	85.32
	S. Woods (500 Suzuki)	4	92.20
	R. Pickrell (750 Triumph)	4	100.00
1973	C. Williams (250 Yamaha)	4	81.76
	W. A. Smith (500 Honda)	4	88.10
	A. Jefferies (750 Triumph)	4	95.62
1974	M. Sharpe (247 Yamaha)	4	86.94
	K. Martin (492 Kawasaki)	4	93.85
	M. Grant (741 Triumph)	4	99.72
1975	D. Croxford/A. George (748 Triumph)	10	99.60
1976	B. Simpson/C. Mortimer (250 Yamaha)	10	87.00

Formula 750cc

1971	A. Jefferies (Triumph)	3	102.85
1972	R. Pickrell (Triumph)	5	104.23
1973	P. Williams (Norton)	5	105.47
1974	C. Mortimer (Yamaha)	6	100.52

Classic 1000cc

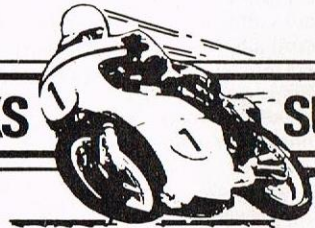
1975	J. Williams (Yamaha)	6	105.33
1976	J. Williams (Suzuki)	6	108.18

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FASTEST LAPS

SHORT COURSE

Year	Driver and Machine	mph
1907	H. A. Collier (Matchless) Single Cyl. Class	41.81
	H. Rem Fowler (Norton) Twin Cyl. Class	42.91
1908	J. Marshall (Triumph) Single Cyl. Class	42.48
	W. J. Bashall (BAT) Twin Cyl. Class	42.25
1909	H. A. Collier (Matchless)	52.27
1910	H. H. Bowen (BAT)	53.15

MOUNTAIN AND CLYPSE COURSE

Races marked with an asterisk were run on the Clympse Course

Year	Driver and Machine	mph
Lightweight 125 cc Class		
1951	W. A. C. McCandless (Mondial)	75.34
1952	C. C. Sandford (MV)	76.07
1953	R. L. Graham (MV)	78.21
1954*	R. Hollaus (NSU)	71.53
1955*	C. Ubbiali (MV)	71.65
1956*	C. Ubbiali (MV)	70.65
1957*	T. Provini (Mondial)	74.44
1958*	C. Ubbiali (MV)	74.13
1959*	L. Taveri (MZ)	74.99
1960	C. Ubbiali (MV)	86.10
1961	L. Taveri (Honda)	88.45
1962	L. Taveri (Honda)	90.13
1963	H. R. Anderson (Suzuki)	91.32
1964	L. Taveri (Honda)	93.53
1965	H. R. Anderson (Suzuki)	96.02
1966	W. D. Ivy (Yamaha)	98.55
1967	P. W. Read (Yamaha)	98.36
1968	W. D. Ivy (Yamaha)	100.32
1969	D. A. Simmonds (Kawasaki)	92.46
1970	D. A. Simmonds (Kawasaki)	90.90
1971	C. Mortimer (Yamaha)	87.05
1972	C. Mortimer (Yamaha)	90.58
1973	T. H. Robb (Yamaha)	89.24
1974	A. Hockley (Yamaha)	88.78
	C. Horton (Yamaha)	88.78

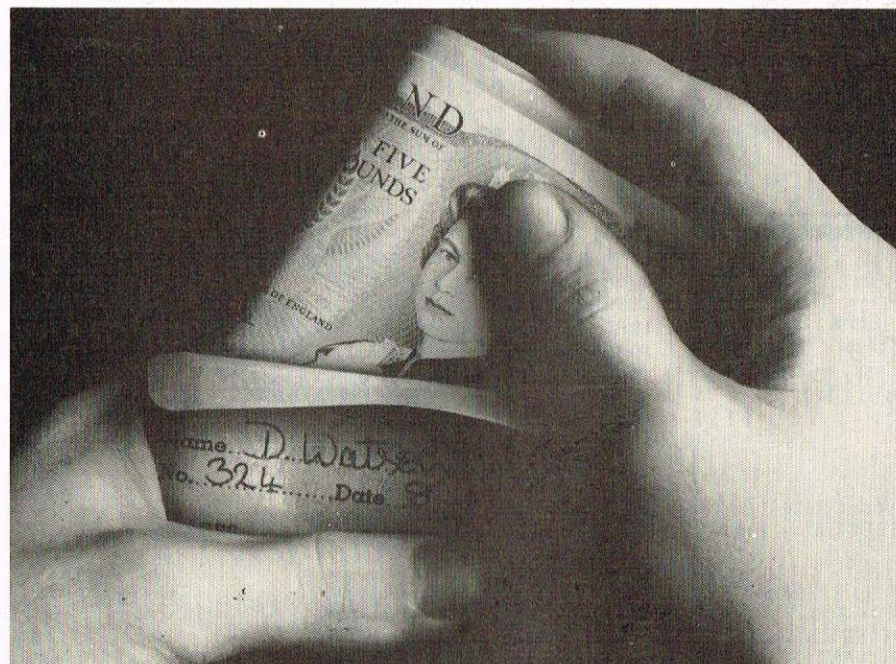
Lightweight 250 cc Class

1922	W. L. Handley (OK Supreme)	51.00
1923	W. L. Handley (OK Supreme)	53.95
1924	E. Twemlow (New Imperial)	58.28
1925	W. L. Handley (Rex-Acme)	60.22
1926	P. Gherzi (Moto Guzzi)	63.12
1927	A. Bennett (OK Supreme)	64.45
1928	F. A. Longman (OK Supreme)	64.45
1929	P. Gherzi (Moto Guzzi)	66.63
1930	W. L. Handley (Rex-Acme)	66.86
1931	G. E. Nott (Rudge)	71.73
1932	W. L. Handley (Rudge)	74.08
1933	S. Gleave (Excelsior)	72.62
1934	J. H. Simpson (Rudge)	73.64
1935	S. Woods (Moto Guzzi)	74.19
1936	S. Woods (DKW)	76.20
1937	O. Tenni (Moto Guzzi)	77.72
1938	E. Kluge (DKW)	80.35
1939	S. Woods (Moto Guzzi)	78.16
1947	M. Cann (Moto Guzzi)	74.78
1948	M. Cann (Moto Guzzi)	76.72

1949	R. H. Dale (Moto Guzzi)	80.44
	T. L. Wood (Moto Guzzi)	80.44
1950	D. Ambrosini (Benelli)	80.91
1951	F. Anderson (Moto Guzzi)	83.70
1952	B. Ruffo (Moto Guzzi)	84.82
1953	F. Anderson (Moto Guzzi)	85.52
1954	W. Haas (NSU)	91.22
1955*	W. A. Lomas (MV)	73.13
1956*	H. Baltisberger (NSU)	69.17
1957*	T. Provini (Mondial)	78.00
1958*	T. Provini (MV)	79.90
1959*	T. Provini (MV)	80.22
1960	C. Ubbiali (MV)	95.47
1961	R. McIntyre (Honda)	99.58
1962	R. McIntyre (Honda)	99.00
1963	J. Redman (Honda)	97.23
1964	P. W. Read (Yamaha)	99.42
1965	J. Redman (Honda)	100.09
1966	S. M. B. Hailwood (Honda)	104.29
1967	S. M. B. Hailwood (Honda)	104.50
1968	W. D. Ivy (Yamaha)	105.51
1969	K. Carruthers (Benelli)	99.01
1970	K. Carruthers (Yamaha)	98.04
1971	P. Read (Yamaha)	100.08
1972	P. Read (Yamaha)	100.61
1973	C. Williams (Yamaha)	102.24
1974	M. Grant (Yamaha)	97.85
1975	D. Chatterton (Yamaha)	103.54
1976	T. Herron (Yamaha)	103.55
Junior 350 cc		
1911	R. J. Evans (Humber)	42.00
1912	E. Kickham (Douglas)	41.76
1913	H. Mason (NUT)	45.42
1914	E. Williams (AJS)	47.57
1920	E. Williams (AJS)	51.36
1921	H. R. Davies (AJS)	55.15
1922	H. le Vack (New Imperial)	56.46
1923	J. H. Simpson (AJS)	59.59
1924	J. H. Simpson (AJS)	64.65
1925	W. L. Handley (Rex-Acme)	65.89
1926	A. Bennett (Velocette)	68.75
1927	W. L. Handley (Rex-Acme)	69.18
1928	A. Bennett (Velocette)	70.28
1929	F. G. Hicks (Velocette)	70.95
1930	G. E. Nott (Rudge)	72.02
1931	P. Hunt (Norton)	75.27
1932	S. Woods (Norton)	78.62
1933	S. Woods (Norton)	79.22
1934	J. Guthrie (Norton)	80.11
1935	W. F. Rusk (Norton)	79.96
1936	F. L. Frith (Norton)	81.94
1937	F. L. Frith (Norton)	85.18
	J. Guthrie (Norton)	85.18
1938	S. Woods (Velocette)	85.30
1939	H. L. Daniell (Norton)	85.05
1947	M. D. Whitworth (Velocette)	81.61
1948	F. L. Frith (Velocette)	82.45
1949	F. L. Frith (Velocette)	84.23
1950	A. J. Bell (Norton)	86.49
1951	G. E. Duke (Norton)	91.38
1952	G. E. Duke (Norton)	91.00
1953	W. R. Amm (Norton)	91.82
1954	W. R. Amm (Norton)	94.61
1955	W. A. Lomas (Moto Guzzi)	94.13
1956	T. K. Kavanagh (Moto Guzzi)	93.15
1957	R. McIntyre (Gilera)	97.42
1958	J. Surtees (MV)	95.42
1959	J. Surtees (MV)	97.08
1960	J. Surtees (MV)	99.20
1961	G. Hocking (MV)	99.80
1962	S. M. B. Hailwood (MV)	101.58
1963	J. Redman (Honda)	101.30
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

Continued on page 71

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Motorcycle ignition systems have a nasty habit of burning a big hole in your pay packet.

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Other Foreign patents and patents pending.

FASTEST LAPS — continued

Junior 350cc

1968	G. Agostini (MV)	106.77
1969	G. Agostini (MV)	104.00
1970	G. Agostini (MV)	104.56
1971	P. Read (Yamaha)	100.37
1972	G. Agostini (MV)	103.34
1973	A. Rutter (Yamaha)	104.22
1974	C. Mortimer (Yamaha)	106.39
1975	A. George (Yamaha)	106.29
1976	A. Rutter (Yamaha)	108.69

Senior 500cc

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)	68.97
1926	J. H. Simpson (AJS)	70.43
1927	S. Woods (Norton)	70.90
1928	J. H. Simpson (AJS)	67.94
1929	C. J. P. Dodson (Sunbeam)	73.55
1930	W. L. Handley (Rudge)	76.28
1931	J. H. Simpson (Norton)	80.82
1932	J. H. Simpson (Norton)	81.50
1933	S. Woods (Norton)	82.74
1934	S. Woods (Husqvarna)	80.49
1935	S. Woods (Moto Guzzi)	86.53
1936	S. Woods (Velocette)	86.98
1937	F. L. Frith (Norton)	90.27
1938	H. L. Daniell (Norton)	91.00
1939	G. Meier (BMW)	90.75
1947	A. J. Bell (Norton)	84.07
	P. Goodman (Velocette)	84.07
1948	O. Tenni (Moto Guzzi)	88.06
1949	A. R. Foster (Moto Guzzi)	89.75
1950	G. E. Duke (Norton)	93.33
1951	G. E. Duke (Norton)	95.22
1952	G. E. Duke (Norton)	94.88
1953	W. R. Amm (Norton)	97.41
1954	W. R. Amm (Norton)	89.82
1955	G. E. Duke (Gilera)	99.97
1956	J. Surtees (MV)	97.79
1957	R. McIntyre (Gilera)	101.12
1958	J. Surtees (MV)	100.58
1959	J. Surtees (MV)	101.18
1960	J. Surtees (MV)	104.08
1961	G. Hocking (MV)	102.62
1962	G. Hocking (MV)	105.75
1963	S. M. B. Hailwood (MV)	106.41
1964	S. M. B. Hailwood (MV)	102.51
1965	S. M. B. Hailwood (MV)	95.11
1966	S. M. B. Hailwood (Honda)	107.07
1967	S. M. B. Hailwood (Honda)	108.77
1968	G. Agostini (MV)	104.91
1969	G. Agostini (MV)	106.25
1970	G. Agostini (MV)	105.29
1971	G. Agostini (MV)	104.86
1972	G. Agostini (MV)	105.39
1973	M. Grant (Yamaha)	104.41
1974	C. Williams (Yamaha)	101.92
1975	M. Grant (Kawasaki)	102.93
1976	J. Williams (Suzuki)	112.27

1948	A. J. Bell (Norton)	84.07
1949	P. Goodman (Velocette)	84.07
1950	O. Tenni (Moto Guzzi)	88.06
1951	A. R. Foster (Moto Guzzi)	89.75
1952	G. E. Duke (Norton)	93.33
1953	G. E. Duke (Norton)	95.22
1954	G. E. Duke (Norton)	94.88
1955	W. R. Amm (Norton)	97.41
1956	W. R. Amm (Norton)	89.82
1957	G. E. Duke (Gilera)	99.97
1958	J. Surtees (MV)	97.79
1959	R. McIntyre (Gilera)	101.12
1960	J. Surtees (MV)	100.58
1961	J. Surtees (MV)	101.18
1962	J. Surtees (MV)	104.08
1963	G. Hocking (MV)	102.62
1964	G. Hocking (MV)	105.75
1965	S. M. B. Hailwood (MV)	106.41
1966	S. M. B. Hailwood (MV)	102.51
1967	S. M. B. Hailwood (Honda)	95.11
1968	S. M. B. Hailwood (Honda)	107.07
1969	S. M. B. Hailwood (Honda)	108.77
1970	G. Agostini (MV)	104.91
1971	G. Agostini (MV)	106.25
1972	G. Agostini (MV)	105.29
1973	G. Agostini (MV)	104.86
1974	G. Agostini (MV)	105.39
1975	M. Grant (Yamaha)	104.41
1976	C. Williams (Yamaha)	101.92
1977	M. Grant (Kawasaki)	102.93
1978	J. Williams (Suzuki)	112.27

Ultra Lightweight

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

Sidcar 500 cc

1923	H. Langman (Scott)	54.69
1924	F. W. Dixon (Douglas)	53.23
1925	F. W. Dixon (Douglas)	57.18
1954*	E. S. Oliver (Norton)	70.85
1955*	W. Noll (BMW)	71.93

1956*	W. Noll (BMW)	71.72
1957*	F. Hillebrand (BMW)	72.55
1958*	W. Schneider (BMW)	74.07
1959*	W. Schneider (BMW)	73.32
1960	H. Fath (BMW)	85.79
1961	M. Deubel (BMW)	87.97
1962	M. Deubel (BMW)	90.70
1963	F. Camathias (BMW)	89.42
1964	M. Deubel (BMW)	89.63
1965	M. Deubel (BMW)	91.80
1966	M. Deubel (BMW)	91.63
1967	G. Auerbacher (BMW)	91.70
1968	K. Enders (BMW)	94.32
1969	K. Enders (BMW)	92.54
1970	K. Enders (BMW)	93.79
1971	G. Auerbacher (BMW)	87.27
1972	H. Luthringshauser (BMW)	92.53
1973	K. Enders (BMW)	95.22
1974	J. Gawley (Konig)	93.36
1975	M. Hobson (Yamaha)	96.71
1976	S. Schauzu (Aro)	97.50

Sidcar 750 cc

1968	C. Vincent (BSA)	89.11
1969	S. Schauzu (BMW)	92.06
1970	K. Enders (BMW)	92.37
1971	S. Schauzu (BMW)	93.44
1972	S. Schauzu (BMW)	91.33
1973	K. Enders (BMW)	96.86
1974	R. Steinhausen (Konig)	98.18

Sidcar 1000 cc

1975	S. Schauzu (BMW)	99.31
1976	M. Hobson (Yamaha)	99.96

50 cc

1962	E. Degner (Suzuki)	75.52
1963	E. Degner (Suzuki)	79.10
1964	H. R. Anderson (Suzuki)	81.13
1965	L. Taveri (Honda)	80.83
1966	R. Bryans (Honda)	86.49
1967	S. Graham (Suzuki)	85.19
1968	B. Smith (Derbi)	73.44

Production Machines

1967	W. A. Smith (250 Bultaco)	89.41
	N. Kelly (500 Velocette)	91.01
	J. Hartle (750 Triumph)	97.87
1968	T. E. Burgess (250 Ossa)	87.89
	R. L. Knight (500 Triumph)	91.03
	R. Pickrell (750 Dunstall)	99.39
1969	C. S. Mortimer (250 Ducati)	85.13
	T. Dunnell (500 Kawasaki)	90.84
	M. Uphill (750 Triumph)	100.37
1970	C. S. Mortimer (250 Ducati)	86.71
	F. Whiteway (500 Suzuki)	90.75
	P. J. Williams (750 Norton)	99.99
1971	C. Williams (250 Yamaha)	84.64
	J. Williams (500 Honda)	91.45
	P. Williams (750 Norton)	101.06
1972	J. Williams (250 Honda)	85.73
	S. Woods (500 Suzuki)	93.61
	R. Pickrell (750 Triumph)	101.61
1973	E. Roberts (250 Yamaha)	84.06
	S. Woods (500 Suzuki)	94.44
	P. Williams (750 Norton)	100.52
1974	E. Roberts (250 Yamaha)	88.48
	K. Martin (492 Kawasaki)	95.21
	M. Grant (741 Triumph)	100.74
1975	A. George (748 Triumph)	102.82
1976	R. Nicholls (900 Ducati)	103.13

Formula 750 cc

1971	A. Jefferies (Triumph)	103.21
1972	R. Pickrell (Triumph)	105.68
1973	P. Williams (Norton)	107.27
1974	C. Williams (Yamaha)	106.61

Classic 1000 cc

1975	M. Grant (Kawasaki)	109.82
1976	J. Williams (Suzuki)	110.21

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.

JBP

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Isle of Man Tourist Board

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Douglas Corporation

Facilities and assistance at the Grandstand and at the Villa Marina.

Isle of Man Highway and Transport Board

Maintenance of the famous TT Course.

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Financial assistance towards the helicopter ambulance.

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