

Last year, Mike Hailwood went for a test ride on Dunlop tyres. He won the Formula One TT.

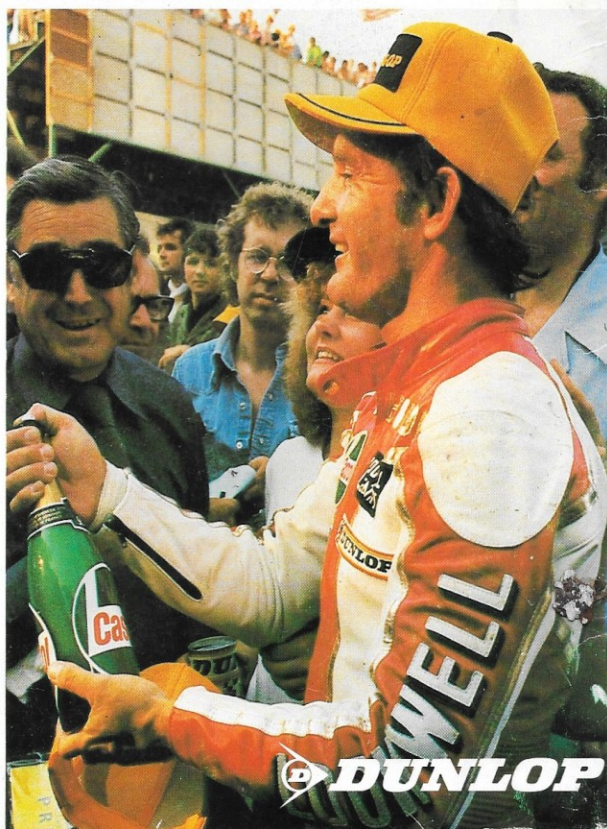
push tyres further than any machines ever can. And the lessons we learn on the world's race tracks make your tyres faster, safer and more economical. This year again, many riders will be testing Dunlop tyres in the fierce heat of man-to-man competition. But remember one thing. All our riders want to come home first, yet they all want to come home safely. And all that puts them on the same grid as you.

Like every other bike enthusiast, we were thrilled by Mike's astonishing win last year.

And we were naturally delighted that he achieved it on Dunlop tyres.

However, we would never wish to claim his or any other of our riders' glory for our own, although we hope we helped.

More importantly, we learn more about our tyres from these races than we can from any laboratory tests. Guts and determination

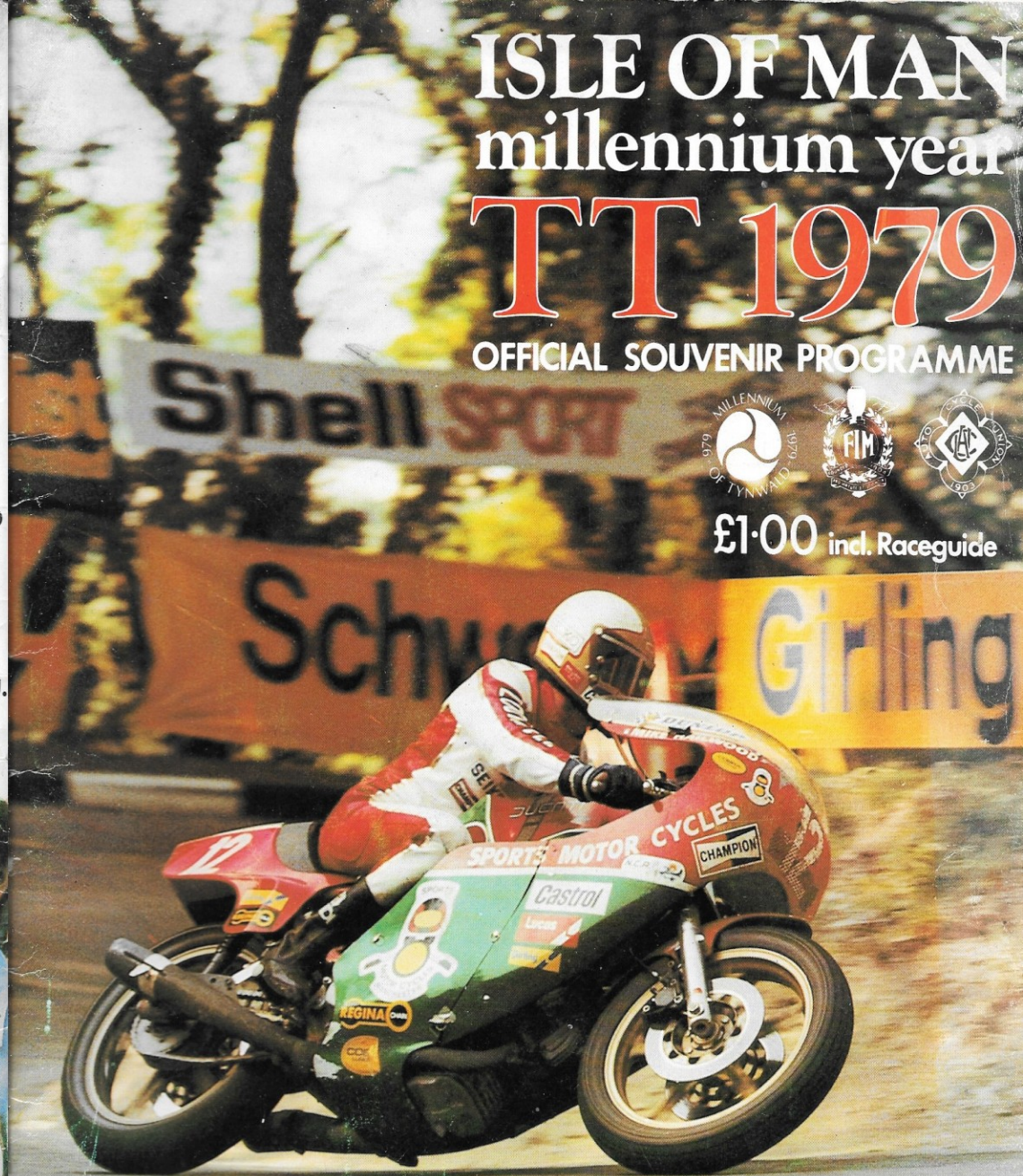


ISLE OF MAN millennium year TT 1979

OFFICIAL SOUVENIR PROGRAMME



£1.00 incl. Raceguide



Full TT entry & timetable • Tom Herron interview • Geoff Duke looks back • Mike Hailwood's last TT? • Sidecars, a world apart • 1000 years of the Island

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Acknowledgements

Isle of Man Tourist Board
Financial assistance towards the organising costs of the meeting.
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Facilities and assistance at the Grandstand and at the Villa Marina.
Isle of Man Highway and Transport Board
Maintenance of the famous TT Course.
Schweppes Limited
For sponsorship of the Classic Race and assistance with refreshments in the Grandstand area.
Isle of Man Bank Limited
Financial assistance towards the helicopter ambulance and banking facilities in the Grandstand area.
C.T. Bowring (London) Limited
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Contribution towards the cost of helicopter ambulance.
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Champion Spark Plug Company Limited
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Assistance with ambulance and hospital services.
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Quinton Hazell Limited
For sponsorship of the Senior Race.
TT Supporters Club
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Supply of overalls for scrutineers and assistance with competitors' fuels.
Souriau (UK) Limited
Provision of rolling road in paddock.
Sperry Univac
Computerised results equipment

The Sponsors of "Replicas" for the drivers, whose names are listed elsewhere in this programme.

The Isle of Man Police, Marshals' Association and all voluntary officials, without whose co-operation and assistance the TT could not be organised.

ISLE OF MAN millennium year TT 1979



A Raceguide and List of Entries is included as a separate insert to the programme.

Editor: Martin Sunley; Design: Paul Steeples; Advertisement Manager: Val Ingersoll.

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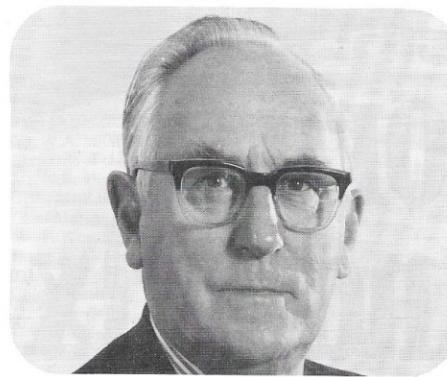
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The 1979 International Tourist Trophy Race Meeting

This year the Isle of Man celebrates its 1000 years of government — we in the ACU cannot claim that we have held 1000 TT Races but we can claim that the TT Races are the oldest established International Motorcycling Road Races in the world — the first TT Races were held in 1907 and won at an average speed 38.22 mph, in recent years our race programme has catered for approximately 650 entrants whose drivers travel over 150,000 racing miles during a TT period and achieve record race speeds of over 114 mph and maximum speeds in excess of 190 mph.

In the pre-war period the TT races were closely linked to the British Motorcycling Industry and used by them as a proving ground. Post-war, due to the demise of the British Motorcycling Industry this need disappeared and the TT Races passed through an extremely difficult period and less than a decade ago they were in great danger of disappearing altogether from the International scene.

The TT Races have now been transformed thanks to the 'new look TT' the ACU now present to the world — a 'new look' which I am pleased to say can now justify the claim to be the most important Road Races in the world.

The TT Race week is a world-wide mecca of motorcycling sport which can only be likened in importance to the Grand National at Aintree, the 24 hour car race at Le-Mans or the

football final at Wembley. We are justly proud of our recent achievements and it is now my ambition to make this great International motorcycling festival even greater in the years to come.

This year's entry list is superb — a fine mixture of experienced drivers and up and coming Stars — a mixture which makes the TT Races so interesting and challenging. In this millennium year we also have a parade of the Stars of the past — World Champions, TT Winners — all anxious to make this year's event the most memorable of all — we salute them all.

May I, on behalf of the ACU thank you, the spectator, for supporting the TT Races throughout the years and thank even more the fine sportsmen who compete in the races and all those who give them financial support. It would also be very remiss of me if I did not thank, on your behalf, the TT Supporters Club, the Manx Motor Club, the TT Marshals Association and, of course, all those honorary officials who are listed in your programme and make the event possible.

V. Cooper
Chairman of the ACU Road Race Committee
Chairman of the TT Organising Committee
Vice President of the ACU

The 1979 International Tourist Trophy Race Meeting

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

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

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SUNDAY 12th AUGUST, Trackside Enclosures: Adults £4.00, Child £1.00.
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Chief Administration Officer:

Mr. W.E. Swann.

Deputy Clerk of the Course:

Mr. J.J. Wood

Clerk of the Course and Secretary of the Meeting:

Mr. K.E. Shierson

Timetable of the meeting

Practice Periods

Monday May 28	6.20 pm — 8.00 pm 8.00 pm — 9.00 pm	Junior, Senior, Classic, TT Formula I Formula II and III
Tuesday May 29	5.30 am — 6.30 am 6.20 pm — 7.50 pm 8.00 pm — 9.00 pm	Formula II and III Junior, Senior, Classic, TT Formula I Sidecars
Wednesday May 30	6.20 pm — 7.50 pm 8.00 pm — 9.00 pm	Junior, Senior, Classic, TT Formula I Sidecars
Thursday May 31	5.30 am — 6.30 am 2.10 pm — 3.30 pm 3.40 pm — 4.50 pm	Formula II and III Junior, Senior, Classic, TT Formula I Sidecars
Friday June 1	6.20 pm — 7.50 pm 8.00 pm — 9.00 pm	Junior, Senior, Classic, TT Formula I Sidecars

Roads Closed to the Public

Evenings: 6.00 pm — 9.10 pm; Thursday afternoon: 1.40 pm — 5.00 pm

Pre-Race Examinations at TT Grandstand Area

Pre-race examinations will be held on the morning of each race day from 7.30 am, except on Saturday, June 2nd when they will begin at 12.00 noon.

Race Days

Saturday, June 2	Formula I race (6 laps; 226 miles) 4.00 pm	Number plate colour: Red
Monday, June 4	Quinton Hazell Senior Race (6 laps; 226 miles) 11.00 am Sidecar Race — First leg (3 laps; 113 miles) 2.30 pm	Number plate colour: Yellow Number plate colour: White
Wednesday, June 6	Junior Race (6 laps; 226 miles) 11.00 am Sidecar Race — Second leg (3 laps; 113 miles) 2.30 pm	Number plate colour: Green Number plate colour: White
Friday, June 8	TT Formula II and III Races (4 laps; 151 miles) 11.00 am Schweppes Classic Race (6 laps; 226 miles) 2.30 pm	Number plate colour Blue (F.II) Black (F.III) Number plate colour: White

Presentation of Awards

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

TT Formula I, Quinton Hazell Senior and the first Sidecar TT Races <i>Presentation by His Honour the First Deemster and Clerk of the Rolls, R.K. Eason, LL.B.</i>	Monday 4 June at 9.30 pm
Junior and second Sidecar TT Races <i>Presentation by His Worship the Mayor of Douglas, Mrs Mary Halsall.</i>	Wednesday 6 June at 9.30 pm
TT Formula II and III Races and Schweppes Classic Race <i>Presentation by His Excellency the Lieutenant Governor of the Isle of Man, Sir John Paul, GCMG, OBE, MC.</i>	Friday 8 June at 9.30 pm

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 Middlesborough & DMC; Peter Chapman Esq.; Mrs Shelagh Hartle; Mrs Maureen Vinicombe; *TT Special*.



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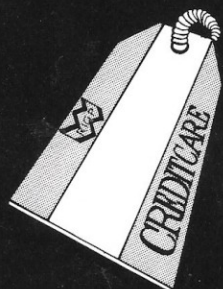
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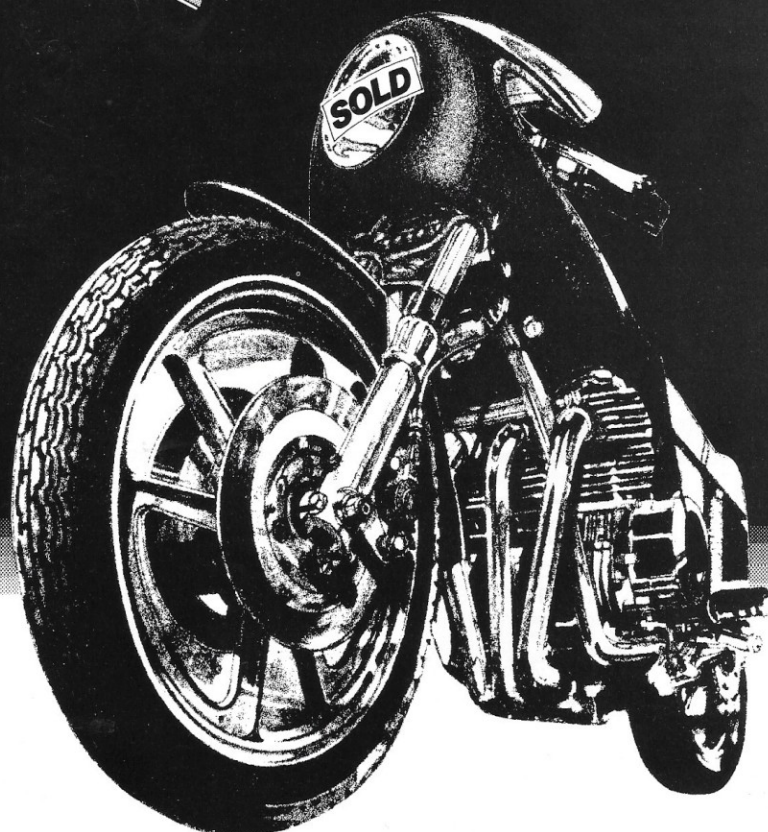
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1979 Awards

PREMIER AWARDS

Tourist Trophy World Championship Formula I Race Winner

FORMULA I TOURIST TROPHY

Quinton Hazell Senior Race Winner

SENIOR TOURIST TROPHY

First Sidecar Race Winner

FRED W. DIXON TOURIST TROPHY

Junior Race Winner

JUNIOR TOURIST TROPHY

Second Sidecar Race Winner

RAC TROPHY

Tourist Trophy World Championship Formula II Race Winner

PETER CHAPMAN TROPHY

Tourist Trophy World Championship Formula III Race Winner

JOHN HARTLE TROPHY

Schweppes Classic Race Winner

CLASSIC TOURIST TROPHY

Sidecar Overall Race Winner

SIDECAR TOURIST TROPHY

SPECIAL AWARDS

The Newcomers 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 Frank Cope Trophy

To the Junior Race driver whose performance is adjudged to be the most meritorious having regard to his age

FASTEST LAP AWARDS

The TT Special Trophy and Replica

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 Quinton Hazell 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

John Williams Trophy

To the driver making the fastest lap in the Formula I Race. The driver also receives a Gilt Replica and £250

The driver making the fastest lap in each race receives a Gilt Replica of the Tourist Trophy and £100

TEAM AWARDS

Manufacturer's or Agent's Team Prize

To the team of three drivers on the same make of motorcycle or sidecar, in all races, who complete the total distance of the race in the shortest aggregate time

Club Team Prize

To the club whose team of three drivers completes the total distance of the race in the shortest aggregate time

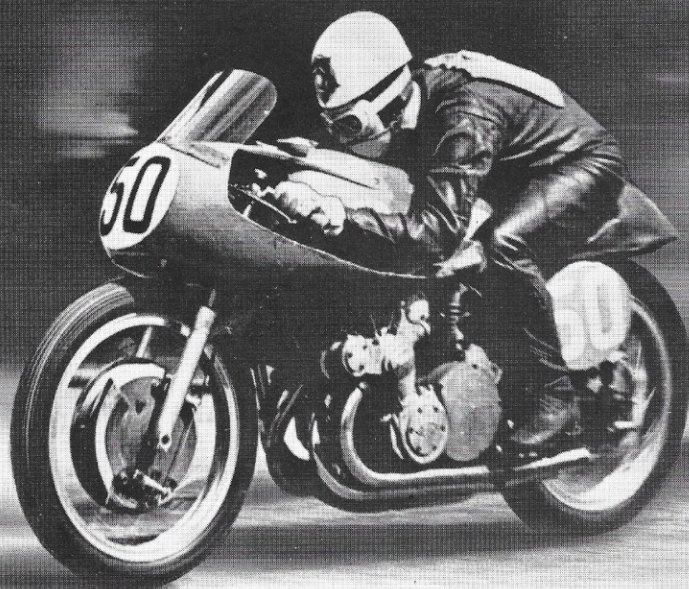
REPLICAS

A Gilt Replica to the top 15% of finishers

A 'Bronze' Replica to the next 10% of finishers

See page 72 for details

So you'd like a ferry service that cares about bikers?



Try the one with this guy as boss.

We're Manx Line, the luxury ferry service between the Isle of Man and the U.K. mainland.

And the gentleman on the flying Gileria is our company chairman – though you probably know him better as Geoff Duke OBE, six times World Motorcycle Champion and five times winner of the Manx TT.

Naturally, with that sort of background our chairman is rather keen that we should look after bikers – and their bikes – properly.

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With your bike safely strapped in, you can relax and enjoy the crossing in either of Manx Viking's fully licensed bars, the self-service restaurant or one of the comfortable lounges, including the triple-screen video lounge with a variety of 'up-to-the-minute' films.

Manx Viking is fully stabilised and all the passenger areas have full, temperature controlled air-conditioning. Comfortable seating is available for every one of Manx Viking's 750 passengers.

Manx Viking operates on a new short route from Heysham to Douglas, leaving Heysham twice daily throughout the summer – and a single crossing could cost just £10.00 for you and your bike.

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ASK YOUR LOCAL TRAVEL AGENT FOR DETAILS.

Prize Money

For the TT this year, the ACU have come up with a completely new system of paying out the richest prize fund ever, of £100,000.

In the Senior, Junior, Classic and Formula One races, a sum is paid down to sixth place after the first lap then from laps 2-6 money is paid down to 20th place.

In the Formula Two and Three races, the top three after lap one are paid, then top ten for the remaining 2 to 4 laps.

For the two sidecar races, prizemoney is to be paid out for the top twenty places in both races.

In the Classic for example if a rider is leading after lap one he receives £1,000, then if he retains his lead for the next two laps, he will get 2 x £1,800 which is £3,600.

If his bike then breaks down so he doesn't finish, he will still get £4,600 prizemoney for his efforts.

In addition, there is also £250 for the fastest lap in each race, and an extra £500 for the overall sidecar victor.

FORMULA 1 TT	Lap 1	Laps 2-6	Total
	£	£	£
1st	500	900	5000
2nd	250	450	2500
3rd	200	360	2000
4th	100	300	1600
5th	75	265	1400
6th	50	230	1200
7th		200	1000
8th		160	800
9th		120	600
10th		80	400
11th		70	350
12th		60	300
13th		52	260
14th		46	230
15th		40	200
16th		34	170
17th		30	150
18th		26	130
19th		22	110
20th		20	100
			£18500

QUINTON HAZELL SENIOR TT	Lap 1	Laps 2-6	Total
	£	£	£
1st	250	650	3500
2nd	200	360	2000
3rd	100	180	1000
4th	50	150	800
5th	25	135	700
6th	10	118	600
7th		100	500
8th		80	400
9th		60	300
10th		40	200
11th		35	175
12th		30	150
13th		26	130
14th		23	115
15th		20	100
16th		17	85
17th		15	75
18th		13	65
19th		11	55
20th		10	50
			£11000

FORMULA 2/3	Lap 1	Laps 2-4	Total
	£	£	£
1st	100	300	1000
2nd	75	225	750
3rd	50	150	500
4th		100	300
5th		70	210
6th		50	150
7th		40	120
8th		30	90
9th		25	75
10th		20	60
11th			
12th			
13th			
14th			
15th			
16th			
17th			
18th			
19th			
20th			
			£3255 x 2 £6510

JUNIOR TT	Lap 1	Laps 2-6	Total
	£	£	£
1st	250	550	3000
2nd	125	275	1500
3rd	75	185	1000
4th	50	150	800
5th	25	135	700
6th	10	118	600
7th		100	500
8th		80	400
9th		60	300
10th		40	200
11th		35	175
12th		30	150
13th		26	130
14th		23	115
15th		20	100
16th		17	85
17th		15	75
18th		13	65
19th		11	55
20th		10	50
			£10000

SIDECAR 1 & 2 TT	Lap 1-3	Laps 4-6	Total
	£	£	£
1st	1000	3000	4000
2nd	500	1500	2000
3rd	333.3	1000	1333.3
4th	266	800	1066
5th	233	700	933
6th	200	600	800
7th	166	500	666
8th	133	400	533
9th	100	300	400
10th	66	200	266
11th	55	175	230
12th	50	150	200
13th	43	130	173
14th	35	115	150
15th	33	100	133
16th	26	80	106
17th	25	75	100
18th	22	65	87
19th	18	55	73
20th	17	50	67
			£9995 x 2 £19990

SCHWEPPE'S CLASSIC TT	Lap 1	Laps 2-6	Total
	£	£	£
1st	1000	1800	10000
2nd	500	900	5000
3rd	250	550	3000
4th	150	450	2400
5th	100	400	2100
6th	50	350	1800
7th		300	1500
8th		240	1200
9th		180	900
10th		120	600
11th		105	525
12th		90	450
13th		78	390
14th		69	345
15th		60	300
16th		51	255
17th		45	225
18th		39	195
19th		33	165
20th		30	150
			£31500

TOTAL PRIZE MONEY: £97,500
Fastest laps each race at £250 each £2,000
Overall Sidecar winner 500
£100,000

What's on



May 28 to 1 June

Isle of Man Modern and Latin Dance Festival

Exhibition of Oil Paintings — Crosby Hotel

Practice periods

Friday June 1st

Vintage Transport Week

Manx Fair and Concert — Port St. Mary
'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

3.00pm—8.00pm

Saturday, June 2nd

TT Formula One Race (6 laps starting 4pm)

4.00pm

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

8.00pm

Sunday June 3rd

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

3.00pm—8.00pm

Band Concert—Port St Mary

RNLI Carolare—Port Erin

Ariel Owners Rally Peel

2.00pm

Velocette and Vincent HRD Gathering—
Niabyl

12.00—Onwards

Ducati Owners Club Gathering—
Glen Maye

2.30pm

Manx Moto-Cross West Kimmeragh,
Bride

2.00—4.30pm

Magnificent Seven Stunt Team Display
—Onchan Stadium

8.00pm

Monday June 4th

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

8.00pm

Senior TT Race (6 laps starting at
11.00am)

11.00am

1st Side Car Race (3 laps, starting at
2.30pm)

2.30pm

Magnificent Seven Stunt Team Display
—Onchan Stadium

8.00pm

Dave Taylor 'Wheelie' Display

mid-day

Tuesday June 5th

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

3.00—8.00pm

BMW Rally—Glen Helen

Triumph Owners Rally, Ballacallin
Nr. Peel

6.00pm

Vintage Motor Cycle Rally to Ramsey
from Douglas

10.00am

Norton Rally Ballacrairie

Honda Rally — Laxey

1.00pm

AJS Matchless Owners Meeting —
Glen Mona Hotel

12 noon—3.00pm

Grand National Scramble

6.45pm

Manx Costume Day — Port St Mary

Magnificent Seven Stunt Display Team
—Onchan Stadium

8.00pm

Yamaha Owners Club Rally—
Rushen Abbey

11.00am

Wednesday June 6th

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

8.00pm

Junior TT (6 laps, starting at 11am)

11.00am

Second Sidecar Race (3 laps, starting at
2.30pm)

2.30pm

Velocette Club Night — Glen Helen

7.30pm

Magnificent Seven Stunt Team Display
—Onchan Stadium

8.00pm

MCN Grass Track — King George V
Playing Fields, Douglas

7.00pm

Motor Cycle Racing/Vladivar Vodka
Disco—Summerland

8.00pm

Thursday June 7th

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

3.00pm—8.00pm

Horse Racing—Castletown

Vintage TT Rally to Peel Douglas from
Open-air Market — Castletown

Vincent HRD Owners Club TT Rally—
Glen Maye

7.00pm

BSA Owners Rally — Mooragh Park,
Ramsey

2.00pm

Friday June 8th

'Motor Cycle News' TT Film Show,
Gaiety Theatre, Douglas

8.00pm

Schweppes Classic TT (6 laps, starting at
2.30pm)

2.30pm

Magnificent Seven Stunt Team Display
—Onchan Stadium

8.00pm

Saturday June 9th

Douglas Crown Green Bowling Festival
(until June 16th)

Mananan International Festival of
Music and the Arts (until June 20th)

As the sounds of the last racing motor cycle die away, and the last TT fan makes his way to the ferry and home, the Isle of Man can get down to the very serious business of celebrating its Millennium.

Since last year's announcement about the celebrations, everyone has been hard at work arranging an impressive list of events for Millennium year.

Perhaps the highlight for the Manx people will be the visit of Her Majesty the Queen, to preside over the Tynwald Ceremony at St Johns, on July 5th.

But right up to the final event of the year, the Millennium Ball, on December 31st, there is something for all ages and tastes.

June

12-16

Millennium Offshore Powerboat Races

13-18

Veteran Car Club Rally

17-22

International Cycling Week

21

Viking re-enactment of Tynwald — Ramsey

23

Northern Counties Golf Championships —
Ramsey

25

Re-enactment of the Battle of Skye Hill —
Ramsey

27

Viking Festival — Peel

28-30

Snaefell to Blackpool Tower Race

July

1-7

Tynwald Week

4,11,18,25

Junior American Tennis Tournament — Port
Erin

7

World Manx Association Gathering — Villa
Marina

10-12

Southern 100 Motor Cycle Races

12

International Hurling (Ireland v Scotland) —
Douglas

18

Tin Baths Championships — Castletown

23,24

Yorkshire v Lancashire Cricket Matches

26

'Miss Isle of Man' Contest (for Miss World)

August

1,8,15,22,29

Junior American Tennis Tournament — Port
Erin

1 and 2

Royal Manx Agricultural Society Show

11-18

Radio Controlled Model Glider Competition

12

Manx Classic Car Club Concours d'Elegance
— Laxey

13-18

Midland Bank Junior Tennis Tournament

25-31

Millennium Angling Festival

25-1 Sept

International Old Time Dance Congress —
Douglas

27-1 Sept

Manx Grand Prix Motor Cycle Practices

September

1 and 2

Manx Two Day Motorcycle Trial

2

Velocette Gathering—TT Motorcycle Museum,
The Bungalow

3-9

International Millennium Air Rally

4 and 6

Manx Grand Prix Motorcycle Races

5

Velocette Club Night—Nursery Hotel, Onchan

14 and 15

Manx International Trophy Car Rally

28-30

PGA Golf Cup Championships (GB v Eire
v USA)

23

Vintage Motorcycle Trial

October

13

Isle of Man Philatelic Federation Annual
Convention

26 and 27

English Schools National Swimming Cham-
pionships

Entertainments



Amusement Centres

White City Amusement Park, Onchan Head
Crescent Leisure Centre, Central Promenade, Douglas
Strand Centre, Strand Street, Douglas
Galaxy Leisure Centre, Victoria Street, Douglas
Summerland Indoor Leisure Complex, Queens Promenade,
Douglas

Boating Lakes

Onchan Park, Onchan
Mooragh Park, Ramsey
Silverdale Glen, Ballasalla
Laxey Glen Gardens

Cabaret and Dancing

Villa Marina, Harris Promenade, Douglas
Palace Lido, Central Promenade, Douglas
Night Club and Casino, Central Promenade, Douglas
Broadway Cabaret
Majestic Hotel, King Edward Road, Onchan
Castle Mona Hotel, Central Promenade, Douglas
Beach Hotel, Ballure Mount, Ramsey
Rushen Abbey Gardens, Ballasalla
Alpine Ballroom, Glen Helen
Bradda Glen, Port Erin
Villiers Hotel, Douglas
Falcon Cliff Hotel, Douglas
Empress Hotel, Douglas
Summerland Discotheque, Queens Promenade, Douglas

Eating Out

Ballagh and Kirk Michael

Ravensdale Castle Hotel (Tel. 89-330)
Sartfield Farmhouse, nr Kirk Michael (Tel. 87-285)

Ballasalla

The Coach House (Tel. 82-2343)
Silverdale Glen Leisure Centre (Tel. 82-3474)

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Ganges Indian Restaurant (Tel. 5776)
Grasmere Hotel Grill Room (Tel. 25038)

Julians Restaurant (Tel. 5626)

Jurgens Restaurant (Tel. 6444)

Palace Hotel and Casino (Tel. 4521)

Sefton Hotel (Tel. 21755)

That Place In The Park (23348)

Villiers Hotel, Clarendon Grill (Tel. 21889/5465)

Woodbourne Hotel, 'Handlebar Grill' (Tel. 21766/6754)

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MAN - MILLICAN & NESBITT -
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TT NEWS

Change of Course....

Major work has been done on the TT course since last year's races, namely at the Bungalow, Bray Hill and the Start and Finish area.

At Bray Hill, the bump in the centre of the road, the scene of the tragic deaths of Mac Hobson and Kenny Birch has been completely smoothed out.

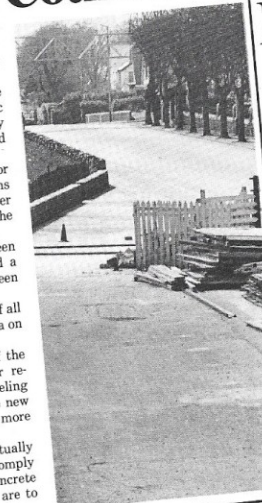
Sidecar TT winners Jock Taylor and James Neil gave the alterations the 'green light' earlier in the year after a couple of runs in their outfit over the newly surfaced patch.

At the Bungalow, the road has been re-surfaced and smoothed out, and a new permanent marshals hut has been built.

Perhaps the most controversial of all the alterations is the re-fuelling area on the Start and Finish straight.

The idea was to move riders off the road into a proper pits area for re-fuelling, but already there is a feeling with some that the exit from the new pits is too sharp and should be more gradual.

Now the £18,000 project is virtually complete, and in an effort to comply with the wishes of riders, concrete posts, for holding petrol fillers, are to be demolished to make the exit safer.



Riders Fund

Since last year's TT, and in particular during the last few months, mention of the 'International TT Riders Fund' has been frequent in the motor cycle press.

The fund has been set up to bring potential competitors from both Britain and the continent to the Isle of Man, to let them take a look at the course.

Behind the scheme are three dedicated TT fanatics Wally Radcliffe, Adrian Earnshaw and Paddy Butler and first signs are that it has been a great success.

Administration is kept to a minimum, and the fund is purely dependant on sponsorship and donations.

They are working in conjunction with the ACU and Patrons include Billy McMaster, Vernon Cooper, Geoff Duke OBE, Tom Herron and Peter Kneale.

If you enjoy this year's Millennium TT races, and want to send a donation to ensure the success of future racing in the Island, then contact Wally Radcliffe at Sunny Orchard, Vernon Road, Ramsey, Isle of Man.

TT Stars Return

As the Isle of Man looks back, celebrating 1000 years of its own government, so the TT is taking a look back at its own heritage.

Chester motorcycle dealer Bill Smith, himself a TT rider who has a record 42 replicas, has got together a very impressive list of great machines and men from the TT's past.

They will all take part in a Lap of Honour, on Friday, June 8, between the TT Formula II and III and the Classic races.

A great number of people have shown tremendous interest in the idea, and in Germany, BMW factory apprentices have completely restored and overhauled the blown BMWs on which George Meier and Jock West finished first and second in the 1939 TT.

Other great names include Eric Oliver, John Cooper, Geoff Duke, John Surtees, Bill Lomas, Percy Tait, Ralph Bryans, Stuart Graham, Luigi Taveri, Phil Read, Paul Smart, Bill Boddy, Freddie Frith, Stanley Woods, Chris Vincent and Frank Perris - a real galaxy of stars.

Quinton Hazell sponsor Senior

For the first time in its history, the Senior TT race is to be sponsored - by Quinton Hazell Ltd, the huge automotive replacement parts company.

The Quinton Hazell group has manufacturing plants all over the world, and through their 'Standard Motorists' Centres market motor cycle tyres and tubes.

It was partly their involvement in the motor cycle trade which prompted them to put up the money to back the race, but also the fact that they own a subsidiary, with a very famous TT name, on the Island. Last October, they bought the company Geoff Duke (Wholesale) Ltd, from the multi-world champion and TT winner.

With a turnover of £140 million and a number of plants in England the company very patriotically say they saw it as a duty to promote a British event.

Aerial Action



Two of the world's best aerobatic display teams can be seen in the Isle of Man skies during TT week.

After a two years absence, the Rothmans Aerobatic squad have returned to the UK, and are currently undertaking a three month tour before moving on to Malaysia, Indonesia, Australia and Hong Kong.

The team was formed in 1970 and originally flew Belgian-designed Stampe bi-planes, but three years later they were replaced by the present Pitts S2A's.

These American-designed and built aircraft have a top speed of 157 mph, cruise speed of 152 mph, and an astonishing rate of climb of 1,900 feet per minute.

The spectacular display of up to five aircraft formation manoeuvres includes inside and outside loops; includes intertwining cross overs and sparkling intertwining cross overs and stall flicks; tail chases; synchronised stall turn; bomb bursts and a whole host of other displays.

If you want to be sure to catch them, they can be seen at the following times and places:

Tuesday, June 5
Ramsey Bay - 1.15 pm and 6.00 pm
Wednesday, June 6
Castletown Bay - 1.15 pm
Peel Bay - 6.00 pm

Thursday, June 7
Douglas Bay - 1.15 pm and 6.00 pm

In addition to the Rothmans team perhaps the best known display team in the world, the RAF's own Red Arrows, are provisionally scheduled to do three shows, depending on the weather.

They will be seen over Douglas Bay, on June 6 in the early evening, June 7 in the afternoon and June 8, during the break between racing.



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This year, the Isle of Man is celebrating 1,000 years of the continuous history of its parliamentary institution of Tynwald, founded by the Vikings in the tenth century. It can claim to be the oldest representative governing assembly in the world with an unbroken tradition.

It is a celebration to which people world wide are being invited to join — to learn about the Island, meet its people, share in its pride of stable self-government and enjoy the hospitality and friendliness of the Island, joining in events, festivals and ceremonial pageantry.

Few nations have had the opportunity to boast of an institution at least 1,000 years old. The continuity of Tynwald through the ages, its preservation, and development of a firm, democratic constitution of self-government, is a significant national achievement.



You ask: "Why should the Isle of Man have self-government with its own parliament?"

The answer is that it is all due to a sequence of historical developments, the most significant of which was the appearance in the seas around the western islands of the raiding Norsemen during the ninth century.

The pillaging Vikings were soon followed by settlers establishing communities in the lands of the Celtic Gaels. The relics of the pagan ship burials — to be seen in the Manx Museum — reveal in dramatic detail the story of this early colonising. The integration of the pagan Norsemen with the Christianised Celts is graphically illustrated on the great collection of carved and inscribed stone slabs which form with Viking silver hoards a priceless treasure trove.

Vikings paved the way



From this emerged the establishment of a Norse administration, and the creation of the Kingdom of Man and Isles, with the Island the home of the great assembly — the Tynwald. This Kingdom stretched from Man to Lewis embracing many islands. It grew in strength and influence and at the height of its power dominated the area.

In those days, the lawmen — the Keys of old — comprised sixteen from Man, and four each from Islay, Mull, Skye and Lewis, a total of 32. The assemblies of Tynwald were concerned with the installation of the chief, homage of the barons, the making and administration of the law, judgements by the Deemsters and the metering out of punishments.

Midway through the 12th century, Mull and Islay were lost to the Scots, reducing the representative assembly to 24 — and this number is maintained down to this day despite the situation in 1266 when Man became part of the Kingdom of Scotland when the Norsemen were driven out.

The Viking period left indelible marks, however, — Tynwald, the place names, surnames, stone carvings, hidden hoards, burials, forts, and the historic sites of Castle Rushen, Peel Castle and Rushen Abbey.

The Scots rule was shortlived. By the end of the 13th century, the English were ruling the roost and in 1405, Henry IV granted Man to Sir John Stanley. This family regime continued for over 350 years with the Earls of Derby becoming Lords of Man. In 1765, by proclamation under the great seal of England, the English Crown took possession of the Island,

prompted by the smuggling trade avoiding payment of customs on goods reaching England from Man, having paid the lower Manx duties.

For almost two centuries afterwards, the Manx pressed for greater control of their own affairs, constitutional reform and changes in the relationships with the British Government. The result has been that today, the Island has virtual control of its own destiny, making, with Royal Assent, its own law, managing its national finances and preserving its valued institutions and differences.

Constitutionally then, the Isle of Man does not form part of the United Kingdom. It is a self governing dependency of the Crown — which retains ultimate responsibility for its good government. A contribution is made annually to the UK Exchequer for 'common services.' Tynwald retains powers to levy customs and its own direct taxation. The legal system is independent, and the Island has its own police force, runs the Post Office, issues its own stamps, currency notes and coins. There is a form of customs union with the United Kingdom.

It is because of this independent status that the Island became the home of motorcycle road racing having earlier launched car racing on the sporting map for Britain. The Act of Tynwald of 1904 enabling roads to be closed for racing gave birth eventually to the Tourist Trophy Races.

Motorcycle sportsmen have good reason, therefore, to join with the Manx in their Millennium Celebration.

The Vikings paved the way for this week's great events!

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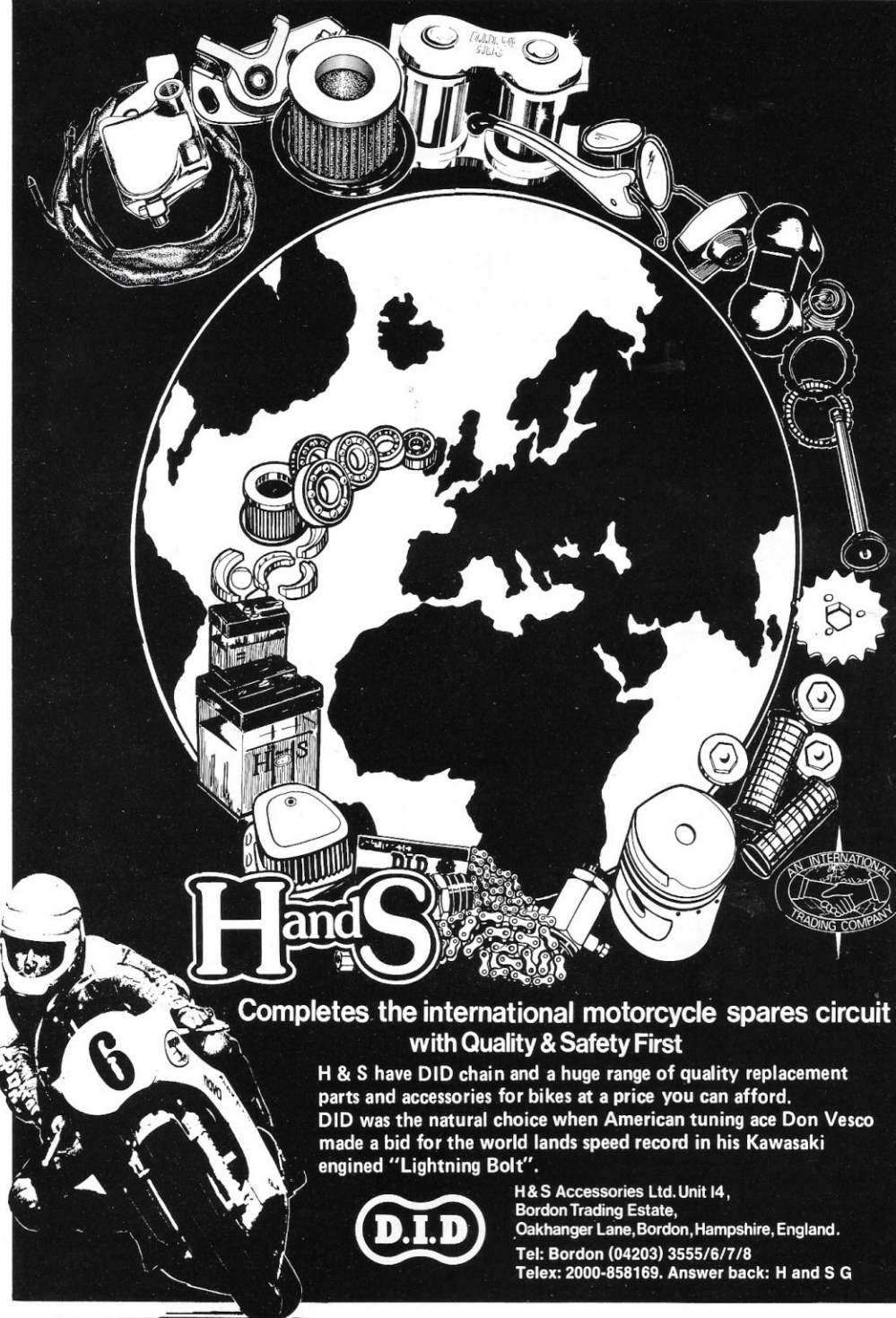
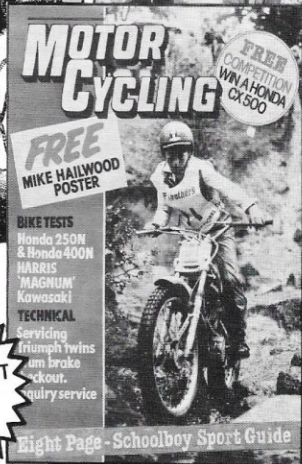
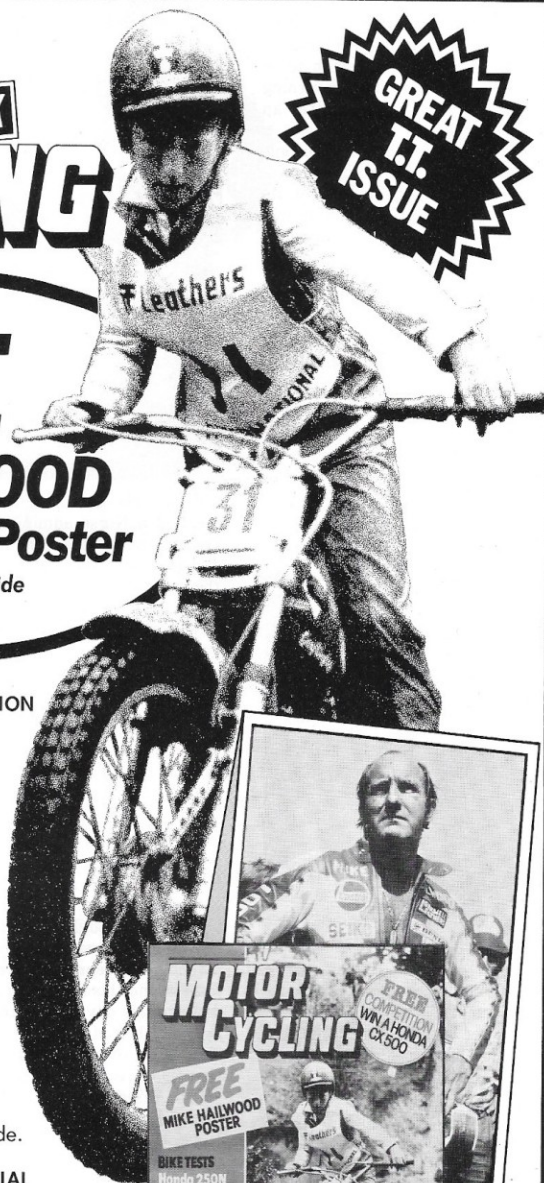
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MANX RADIO'S SPECIAL TT COVERAGE

The following broadcasts will be on 219 metres (1368 KHz) and the times listed are broadcast times, not race times. During race commentaries transmissions will be split with normal programmes continuing on 89 MHz VHF.

Tuesday, May 29th to Saturday, June 2nd — Practice Reports at 8.45 am.

Thursday, May 31st — Live broadcast of the Practice Session from 2.15 pm to 3.30 pm.

Saturday, June 2nd — Live commentary on the Formula I TT from 3.00 pm to 7.00 pm.

Monday, June 4th — Live commentary on the Senior TT from 10.00 am to 1.30 pm.
—Live commentary on the 1st Sidecar TT from 2.00 pm to 4.30 pm.

Wednesday, 6th June — Live commentary on the Junior TT from 10.00 am to 1.30 pm.
—Live commentary on the 2nd Sidecar TT from 2.00 pm to 4.30 pm.

Friday, 8th June — Live commentary on the Formula II and Formula III TT from 10.00 am to 1.30 pm.
—Live commentary on the Classic TT from 2.00 pm to 5.30 pm.

In the event of postponements, broadcasts will be re-scheduled accordingly.

From 1.30 pm to 2.00 pm on Monday, Wednesday and Friday both services, Medium Wave and VHF, will link up for the daily "NewsScene" programme.

For listeners who want a change from TT commentaries and race coverage, tune into 89 MHz VHF, where you'll find the following normal programmes:-

Monday to Friday

6.55 am Talking Point
7.00 am Breakfast Show with ANDY MAC
9.00 am News, weather etc, and Tourist information
9.15 am SUMMERTIME SPOTLIGHT (1st edition)—a twice daily tourist orientated programme which spotlights different places of interest in the Island
9.45 am . annin Line with DAVE EAGER
11.30 am SUE RICHARDSON'S Morning Show
1.00 pm News Scene at One—a half hour round up of the news from inside and outside the Island
1.30 pm MIKE REYNOLD'S Afternoon Show
4.00 pm Roundabout with TONY MYLES
6.00 pm News Scene at Six—the second of the day's comprehensive news packages
6.30 pm SUMMERTIME SPOTLIGHT (2nd edition)
7.00 pm NIGHT FEVER—Disco music show
12.00 midnight Closedown
(Friday only — 5.30 pm SUMMERTIME SPOTLIGHT: 6.00 pm Lews Scene at Six; 6.30 pm — THE CBS SHOW: 7.00 pm Night Fever).
News on the hour.

The first sounds ever heard over the air from the newly 'born' Manx Radio, broadcasting from a caravan in Onchan, were the blow-by-blow accounts of the 1964 TT.

Now, 15 years since that first VHF tie-in to the public address system, Manx, or Vannin Radio has new faces, new premises and most importantly from the point of view of the TT enthusiast, a new wavelength, at which they are again broadcasting in-depth TT coverage.

When you get out on to the circuit,

get the tranny out and tune in to the extensive TT coverage. It's no good looking for Manx Radio at 232 metres Medium Wave as since October 1978 the wavelength for all the action is now 219 metres.

As the stream of details from all round the circuit comes flooding in, keeping track of the riders, Peter Kneale, Manx Radio chief executive, and his team of commentators have come a long way since just one reporter, stationed at the Bungalow section, used to use a call box to 'phone

in details to Peter at the Grandstand.

After a year crammed into the small caravan, Manx Radio moved to more central premises on the promenade in Douglas but only for four years, when they uprooted again, to their present premises at Broadcasting House, Douglas Head.

Last year, 82 per cent of the adult population of 63,000 listened to their own national radio station at a cost of only 2p per person per week, and with the addition of some £35,000 growth of equipment at their Foxdale mast, even

THE STATION

more people can tune in.

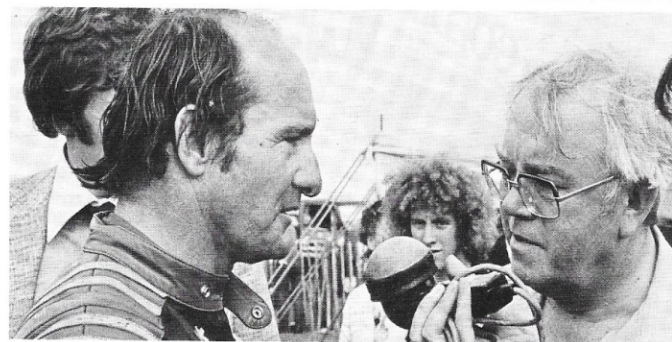
Looking to the future, a new production suite and control room is being built to relieve the congestion in the existing studio where commercials, jingles and pre-recorded programmes are prepared.

So who are the people behind the voices which boom out over the TT course?

THE PROGRAMMES

Saturday
7.00 am Breakfast Show with TONY MYLES
9.00 am Golden Oldies — STU LOWE
10.30 am Countdown—MIKE PERCIVAL
12.00 noon Sports Review with JOHN MOSS
12.30 pm SUMMERTIME SPOTLIGHT
1.00 pm Country Music Show—DAVID CALLISTER
3.00 pm Afternoon Show with MIKE REYNOLDS and JOHN MOSS at the Sports Desk
5.30 pm PHONOGRAM SHOW — MIKE REYNOLDS
6.00 pm Progressive Music Show — ROGER CORKILL
7.00 pm Evening Music
12.00 midnight Closedown

Sunday
7.00 am Breakfast Show with RALPH SHIMMIN
9.00 am News Review and Sport roundup
9.15 am Morning religion
9.30 am SUMMERTIME SPOTLIGHT
10.00 am Sunday Magazine — DAVID CALLISTER
11.30 am Sunday Requests with Louise Quirk
2.00 pm News Review
2.15 pm Review of the Week
3.00 pm THE DAVE EAGER SHOW
6.00 pm Music from the Movies — JOHN MOSS
7.00 pm Evening Music
12.00 midnight Closedown



PETER KNEALE — Link man at the Grandstand

Peter has commented on every race in TT Week, Manx Grand Prix Week and Southern 100 Week since June 1965, so he certainly knows the score in road racing. He also broadcasts regularly on TV for "World of Sport" when they cover motor cycle racing. Away from the track his time is taken up



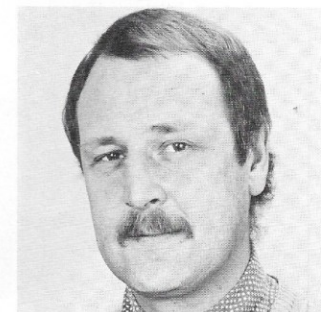
GEOFF CANNELL — Ballaugh Bridge

Geoff has been associated with the station's racing commentaries since 1968, first as a timekeeper then later that year as a commentator. Since then he has broadcast at every TT and MGP, except for 1976. A journalist by profession, his working week centres around Manx Radio's newsroom where his voice is heard regularly, though at a more leisurely pace, reading news bulletins. Geoff has a long association with the practical side to the sport as well, being a regular trials competitor from a youthful debut in 1960 on a twin-cylinder 250 Greeves to the present day, with the highspot of a bronze medal in the 1975 International Six Day Trial.

THE PEOPLE



IAN CANNELL — at the Bungalow
A regular member of the Manx Radio TT commentary team since 1966, Ian is by profession a Chartered Surveyor and in fact the man responsible for the roads in the northern part of the course, through his position as Divisional Surveyor with the Isle of Man Highway and Transport Board



FRED CLARKE
A newcomer to the Manx Radio team, but no stranger to motor cycle commenting is Fred Clarke, whose voice is best known around the short circuits of Britain.

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Hailwood's Island Farewell.....



The most persistent caller to my office throughout autumn and winter has been a South American temporarily living in Madrid who must have spent a fortune on the telephone.

His question has never varied during the four times a month he has 'phoned since last August: "Is Mike Hailwood racing at the TT in 1979?"

And then, in view of the uncertainty that ended only in April, he added: "If he isn't then I'm not coming to the Isle of Man — nor are my ten friends."

And yet my Brazilian friend was only marginally ahead of a fellow much nearer home — Swansea, in fact — who had taken the option on a hotel booking and didn't want to follow it through unless the great man was sure to be racing. He only 'phoned about three times a month. And there were many, many more who all wanted to know the answer to the same question.

Such is the lure of Hailwood, more particularly since his fairy-tale comeback last year with a win and a world title after an eleven-year lay-off from the TT.

When he added to it in sensational style at the Post TT meeting at Mallory Park the Doubting Thomas's who had written off his chances must have buried their views in shame.

For, as Mike had stressed all the way along, right up to getting onto the big Ducati for the F1 race: "I'm not here to play about, I'm here to win... if I can win."

He only feared that he might let people down — all those who had put money into the venture, his friends and all those people whom he knew had travelled many miles just to see him race on the world's greatest stage for motor cycles, the Isle of Man TT course.

The staggering aspect about it all for me came only a couple of weeks ago when Mike and I were talking about last year's TT and I asked him how often he had stuck his neck out and how close to the brink he had been riding.

He replied: "Not at all. The only time I really tried was when I set out to catch Phil Read in the Formula One race — and then only briefly, just enough to get me past him. After that I relaxed and enjoyed it."

"In fact, I didn't extend myself more than 80 per cent of my capability at any time; not during practice and certainly not during the race. The big 'Duke' was perfect for the job."

"It was much easier than I could have believed — though it won't be the same this year."

"I honestly don't believe enough people took me seriously last TT, but I only know one way to race and that's to win. Anything less and I'm cheating myself."

"There are a lot of good, fast guys around with some terrific machinery and I know I'll have my work cut out. But I'm looking forward to it very much."

That it will be Mike's last TT appearance — he will be 40 next year and his new motor cycle business in the Midlands should be taking up all his time — is, for me, as important as his comeback race last June.



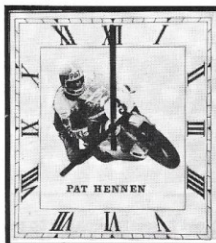
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Hailwood's Island Farewell.....



As he says: "Just as I was determined last year to make good my return I am equally resolved to make it a successful farewell.

"I'm going to have to concentrate on my bike business and while I'll still do a bit of racing here and there I won't be able to afford the time to come to the TT again.

"Anyway, my partner Rodney Gould won't be too happy if I'm away enjoying myself and he's having to do all the hard work at the showrooms."

The contrasting glory of the Ducati victory in the Formula One and the flop of the Yamahas in the 250cc, 500cc and Classic races, left Mike with mixed feelings, a natural reaction under the varying circumstances.



He was almost inconsolable after the Classic, the race he really wanted to win after the F1, and he told me in our hotel: "I feel so sorry for all those people who came to the island just for today to see me race in the Classic.

"I'm determined to comeback next year to make sure they get some value for their money."

The fact that Mike is not riding Yamahas this year should not be mis-interpreted. "I opened negotiations with Yamaha as long ago as last August when I was in Germany for the Grand Prix. There was no question of abandoning them because they had failed..."

But, despite protracted conversations, even to HQ in Japan, they said they could not supply any machinery other than a 250cc and a 750cc — and Mike particularly wanted a 500cc.

When I approached Suzuki-GB team chief Rex White he jumped at the chance of having Mike in his team for the TT and the factory offered full backing. They could not have been quicker to react to what they could see was a golden opportunity to cash in on the flow of publicity that surrounds Mike.

And with Ducati, operating like a Grand Prix team for the first time since the early 70s, wanting to build Mike not only an F1 bike for the season but a special for the Classic, too, the big Yamaha 750cc was surplus to our needs.

Whether Mike will race the Suzuki 500 or the Ducati in the Classic is open to question; he said he would like to get the feel of them both on the island before he finally makes up his mind. He feels that either one of them could win.

The fact that Mike is returning from New Zealand to live in England I am sure was influenced to a great degree by the enormous response to him after his great races last year and the genuine affection shown him by hundreds of thousands of people.



In the Formula One race, Mike Hailwood catches Phil Read. "The only time I really tried was when I set out to catch Read," he said.

The evidence of his burgeoning popularity was tangible silverware that he collected in what for him — on his own admission was one of the most rewarding and exciting periods of his entire life.

I have never known any other rider collect such a vast show of admiration. He won the Motor Cycle Weekly "Man of 1978" award, collected "MCN's Man of the Year", won the Guild of Motoring Writers "Rider of the Year" and picked up the coveted "TT Man of the Week" title.

Throughout it all, without any surprise to all of us who know him, he remained irritatingly modest, infinitely kind in circumstances that were often trying, and the finest ambassador that the sport we love could ever have.

And that, for me, is both the most puzzling and rewarding aspect of this marvellous man's character. He's the absolute cold-eyed and chillingly determined winner when he's in action.

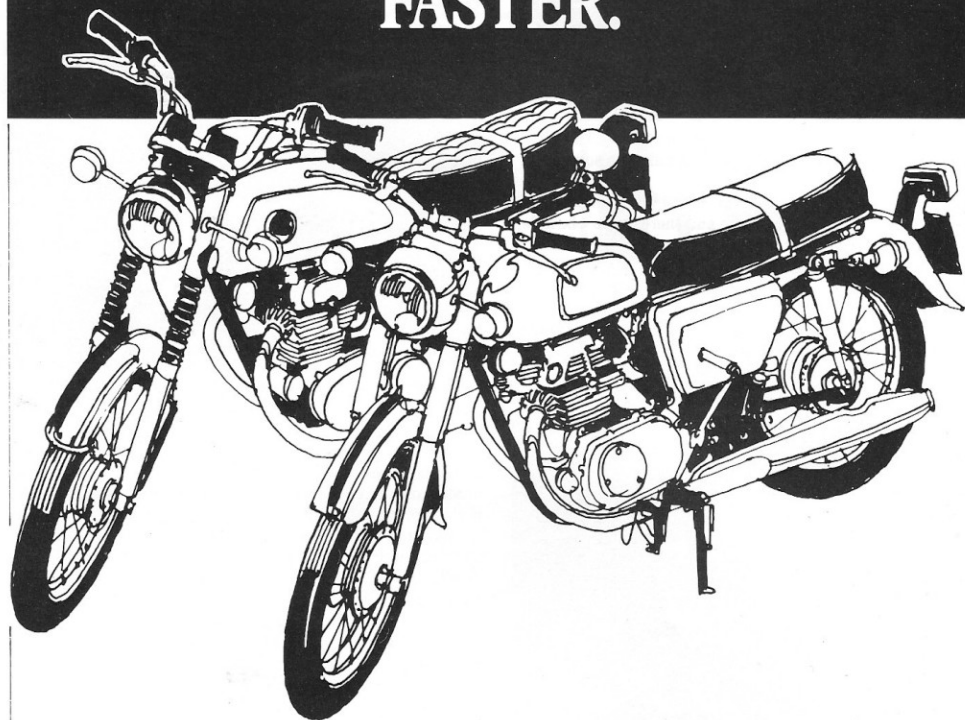
Yet when the business is over and done with, when he has put away the cups and trophies and climbed off the victory rostrum, there is no kinder, more considerate fellow.

And there is nobody I know with a greater sense of fun — on or off the track. Ask Charlie Williams. Mike pinched his backside as he overtook him going up the straight in a race in Australia.

Said Charlie: "It could only have been Hailwood. And I couldn't catch him to do it back..."

by Ted Macauley
Daily Mirror Motor Cycle Columnist

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Every year the motor-cycling calendar is filled with exciting events, like the IOM TT. If you're a keen supporter of these meetings, you'll know that there's one other event that offers you a chance to see every angle of motor-cycling. Of course it's the 8 day long International Motor Cycle Show at Earl's Court. Here are this year's main attractions:

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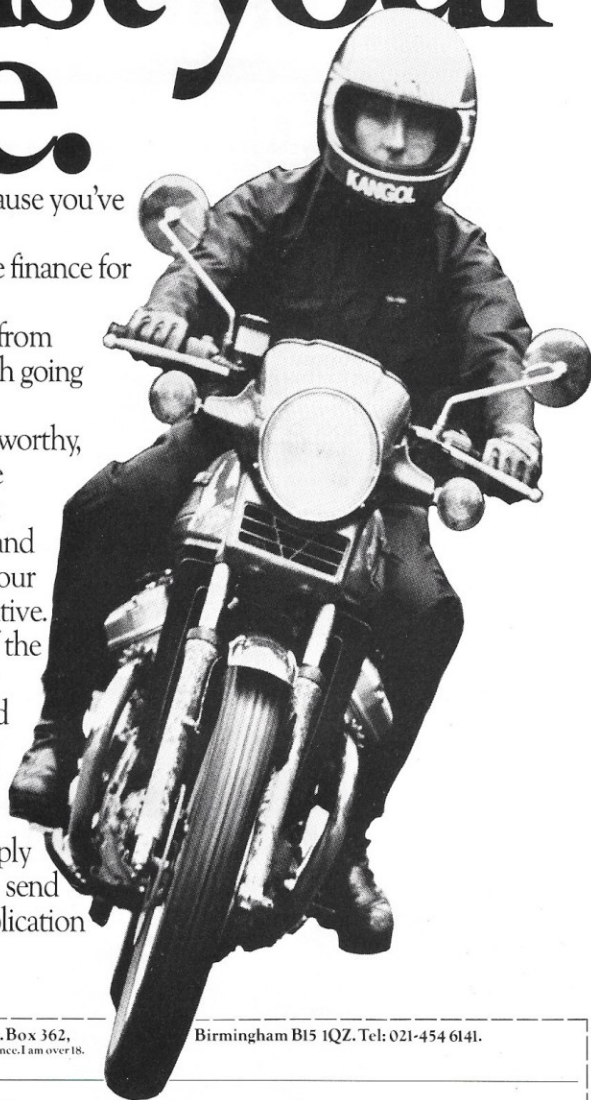
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Guide to the TT Course

Around its famous 37¼ miles, the TT course offers such an incredible variety of scenery and places to watch the action that it is difficult to be selective when it comes to viewing places.

The TT is different things to different people; some like the atmosphere, the noise and bustle of the regular places to watch, while others look for the more unusual spots, away from the crowds.

In this brief guide, we have tried to combine the best of both worlds, so that the first-timer can find his way around, while the regular can try somewhere different for a change.

Wherever you choose to spectate, bear in mind the possible problems of moving from one place to another in the course of a race. The very fact that the TT takes place on normal roads means that access to viewing areas is not always easy. Please be guided by the police and officials who will help by telling you the route you should take to any viewing area.

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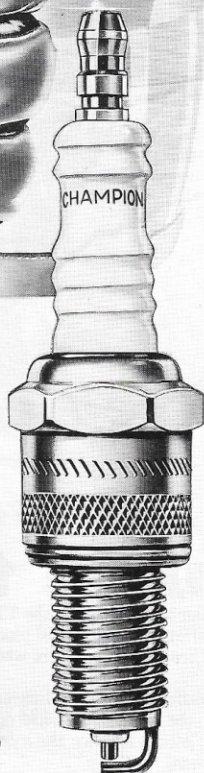
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Braddan Bridge

A wide sweeping S-bend, approached very fast from Quarter Bridge. There are plenty of places to watch the action at Braddan - including the graveyard of the church!

There is a purpose-built grandstand, but on a big race day that will soon fill up.

Ballacraigne

Another old favourite, Ballacraigne is a hard right bend, sweeping alongside the famous Ballacraigne Hotel.

It is very popular for spectators because there are plenty of access roads. From a rider's point of view it is pretty straightforward, and is relatively slow.

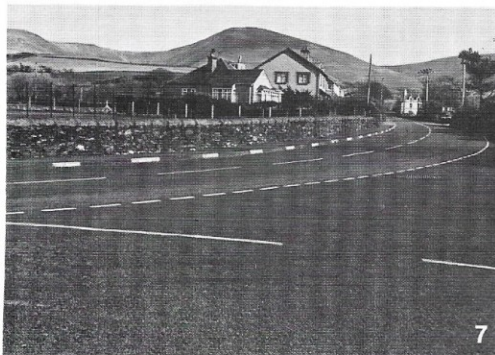
It is a Manx Radio commentary point, and has access roads via Foxdale to Douglas, and via Tynwald Hill to Ballig, Laurel Bank, Cronk y Voddy and even Barregarrow cross roads and Kirk Michael by way of the 'Mannans Chair' road which runs parallel to the course.



Glen Helen

A series of three bends, the exciting Glen Helen section is just about a quarter of the way round the course.

The first bend is a left-hander, then a right, and hard left again into the main corner which is an uphill sweep. Finally the road moves slightly right and lines up for the very deceptive Sarah's Cottage.



Bray Hill

Just as riders ease into top gear after the Start and Finish straight they are confronted by the awesome Bray Hill section - a very spectacular place for viewing.

As the hill drops steeply down, competitors plummet past at incredible speed to the bottom of the hill and rocket up the other side.

At the summit of the steep incline, the road suddenly levels out and riders become airborne, before straightening up and away towards Quarter Bridge.

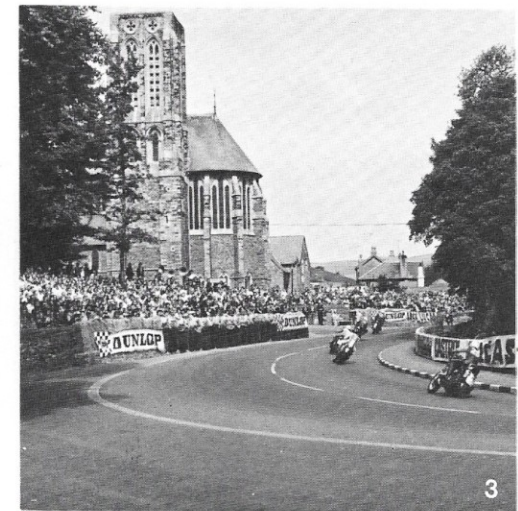
Be early if you want to watch from the bottom of the hill at the Thorny Road/York Road/Tromode Road junction. Before the race there is access to the 'inside' of the course in Tromode Road, but all other roads can be easily reached while racing is on.

A very popular spot with day trippers, it is easy to move on to Quarter Bridge by foot, by taking Somerset Road, Albany Road and Devonshire Road.

Quarter Bridge

From a very fast downhill approach, riders have to brake hard for Quarter Bridge, a tight right hand corner, which is almost a hairpin.

From the good spectator points, including the precincts of the Quarter Bridge Hotel, there is a good view of the riders as they slow down to first gear, around 30 mph, to take the bend.



Barregarrow

Possibly the fastest section of the course is between Handley's Corner and the top of Barregarrow.

It is an extremely fast left hander which, when a rider gets half way round, starts to drop steeply downhill.

The delight of a sidecar enthusiast, there are plenty of access roads, both on the inside and outside of the circuit, and it is possible to walk from the top section of Barregarrow, down to the bottom.

Kirk Michael

The first bend into the village of Kirk Michael is a right hander, and a lot of spectators use the gardens of the Mitre Hotel as a good place to watch from.

Riders flash through the built-up area flat-out as they power away to Rhencullen bend and on from there to Ballaugh Bridge.



8

Ramsey and Ramsey Hairpin

9

Full of life and with every facility for viewing the Ramsey section comes after the most demanding part of the circuit from Kerrowmoar, Glenduff, Glentramman, Milntown Cottage and School House bend.

Parliament Square is a natural grandstand and provides an ideal viewing point as riders slow down for the tight right hand bend and line up for the left hand exit up May Hill.

From 80 to 90 mph, it takes quite heavy braking to get down to the right speed for the ever popular Ramsey hairpin.

It is a very long hairpin, steep and uphill and must be the slowest point on the circuit, so it is a good place to get a close look at riders.



11

Creg-ny-Baa

12

Dropping downhill, the course takes riders round aptly named Windy corner, past Kate's Cottage and on to the short fast straight.

Then it's hard on the brakes, down into second gear and round the right hander which is Creg-ny-Baa.

There are plenty of places to watch, including two purpose built grandstands and the Keppel Hotel will cater for all your needs.



12

Ballaugh Bridge

8

Last of the real leaps around the TT course, Ballaugh is a Manx Radio commentary point and is a real must for a first time visitor to the Island.

From a very fast approach, bikes are gearing down for the point of the bridge where they take off, but at the same time lining up so, on landing, they can bank sharply right for the turn round the Raven pub.

A major island crossroads, it can be easily reached from Ramsey and 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.



10

Gooseneck

10

From Waterworks the course sweeps up to the Gooseneck bend. Yet another tight, slow hairpin, which many teams use as a signalling point because it has a reasonably slow exit.

It is a good place to watch from as it is possible to see back to the Waterworks, and watch the riders approach.

Bungalow

11

From the Gooseneck, the course winds uphill to its highest and most exposed point, the Bungalow, a fast right and left hand S-bend going over the Manx Electric Railway line from Laxey.

Just at the base of Snaefell, the Bungalow is the last Manx Radio commentary point, and is easily accessible by the railway and from Sulby Glen and Tholt y Will.

NOTE:

It's definitely best to take food and all-weather clothing on any of the mountain sections as the weather can change at the drop of a hat!



13

Governors Bridge

13

Again one of the classics of the Island, Governors Bridge demands a lot of both rider and machine as they have to brake down to walking pace from high speeds.

Swooping down towards Douglas, through Signpost and Bedstead corners, riders come downhill towards the hairpin and it is a corner approached with a great deal of caution.

Very popular with day trippers, because it isn't far out of Douglas, Governors gives spectators a chance to take a really close look at styles and racing lines, before competitors accelerate away towards the start/finish line for another 37 3/4 miles!

Outright winner.





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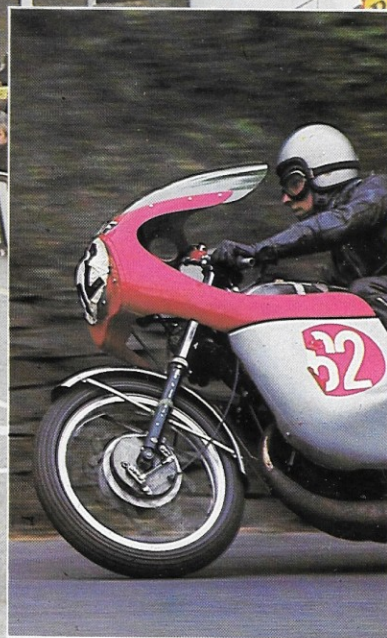
Delivery-but fast



TT GALLERY

From the hundreds of hopefuls who compete in the TT each year, only a handful enter the record books as winners. For every one, it is perhaps the finest achievement of their road racing career.

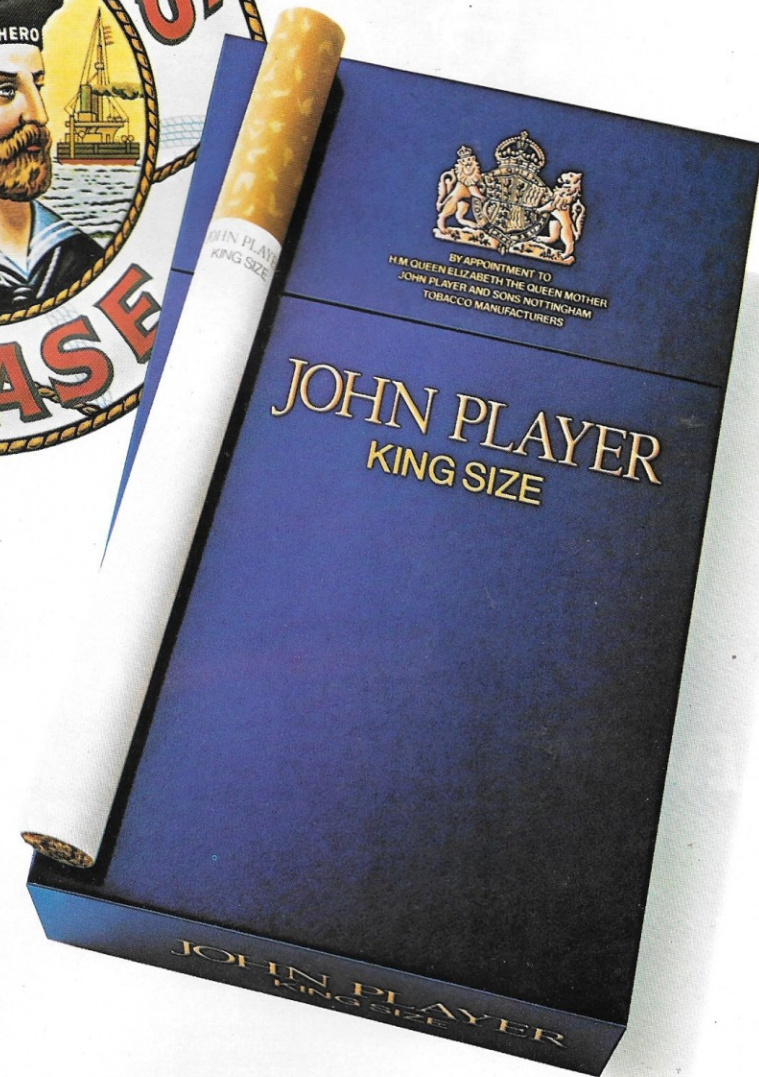




1	2	4	5	6	7	10	11
3							12
		8	9				
35	36			37	38		

1. Mike Hailwood (Honda), Senior TT winner, 1967; 2. Jack Findlay (Suzuki), Senior TT winner, 1973; 3. Tom Herron (Suzuki), Senior TT winner, 1978; 4. Heinz Luthringshauser/Herman Hahn (BMW), Sidecar TT winner, 1974; 5. Klaus Enders/Rolf Engelhardt (BMW), 500 cc Sidecar TT winner, 1969; 6. Giacomo Agostini (MV), 350 cc Junior TT winner, 1970; 7. Chas Mortimer (Yamaha), Junior TT winner, 1978—leading Eddie Roberts (Jawa); 8. Jock Taylor/Ken Arthur (Yamaha), Sidecar TT winner, 1978; 9. Bill Ivy (Yamaha) 125 TT, 1969. On his way to the only 100+ lap by a 125 cc machine; 10. Dave Croxford (Triumph), Production TT winner, 1975; 11. Malcolm Uphill (Triumph), Production TT winner, 1969; 12. Trevor Burgess (Ossa), 250 cc Production TT winner, 1968.

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Great Bikes of the TT

As Mr Honda said: A single TT victory was worth more than a world title — but nobody could be proud of winning a world championship unless it included an Isle of Man TT win!

Charlie Rous looks back at some of the TT's memorable machines and riders.

Indeed, as a challenge by man and machine, no other race compares with the Island where, quite apart from the magnificence of its riders, the same can be said of its machines — for those developed at the TT surely had that little bit extra the others hadn't got.

In 72 years, some 200 different makes of machine; from home-built specials to extremely special 'works' machines, have taken part in the TT Races — and it is from these thoroughbreds that most of the world's motorcycles have been

produced. It is of these thoroughbreds too that we now recall just a few.

Unknown at the TT — or anywhere else for that matter — twenty years ago, Honda certainly valued the TT as a stepping-stone towards becoming the world's biggest manufacturer, for when Honda came over in 1959 with a team of 125cc twins, they were fitted with knobbly tyres!

This was not because the Tokyo team expected the TT Races to be a Scramble-over-Snaefell — it was simply that road racing was unheard of in Japan — yet just two years later, in 1961, Honda, with Mike Hailwood riding, won both the 125 and 250cc races.

These wins by Hailwood were both his and Honda's first grand prix victories — from which they went on to take the 1961 world titles; Hailwood the 250 and Tom Phillis the 125.

Those Honda racing machines from the early '60s were vastly different and improved over the 1959 originals which, nonetheless, featured four-valve cylinder heads. Much of the credit for the later design came from the often overlooked fact that Honda invited

Geoff Duke to Japan in 1960 — and obviously imparted to them his 'Italian-influence' which lingered in his memory from his own glorious days with Gilera.

Of equal, perhaps more melodramatic significance than Hailwood's 250cc victory in 1961, was Bob McIntyre's amazing lap record of 99.58 mph on the 14,000 rpm 250 — before retiring with a gasp for oil! Even so, this was just six seconds short of the magic '100' — and only four years after Bob had set the first-ever TT-100 on a 500cc four-cylinder Gilera in 1957.

Dominant with Jim Redman on 250 and 350cc 'fours' in 1963, '64 and '65, Honda found still more power and speed in 1966 with six-cylinder versions which included an 'over-size' 297cc model for the 350cc class.

These were unquestionably Honda's finest racing machines and with Mike Hailwood back in the saddle, came to their peak in 1967 — the swan-song season of the Honda team.

After winning the 250 race from Phil Read (Yamaha) at a record 103 mph, Hailwood's 350 performance was positively mind shattering and conceivably still the greatest-ever TT ride — for this, remember, was a 297cc machine. He broke his own 500cc lap record set on an MV in 1963 (106 mph) with 107.73 mph from a standing-start! And averaged over 104 mph for the race which he won from Giacomo Agostini (MV) by over three minutes!

As superb as the six-cylinder Honda machines were, so their 500 'four' was a flop — if a machine capable of winning and lapping the TT at 108 mph can be so described! The 500 Honda was certainly an evil monster and the sight of it doing its vicious utmost to fling Hailwood high over the handlebars was a sight to behold as he pursued Agostini on an MV 'three'.

Bob McIntyre on the 250 Honda.





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Great Bikes of the TT

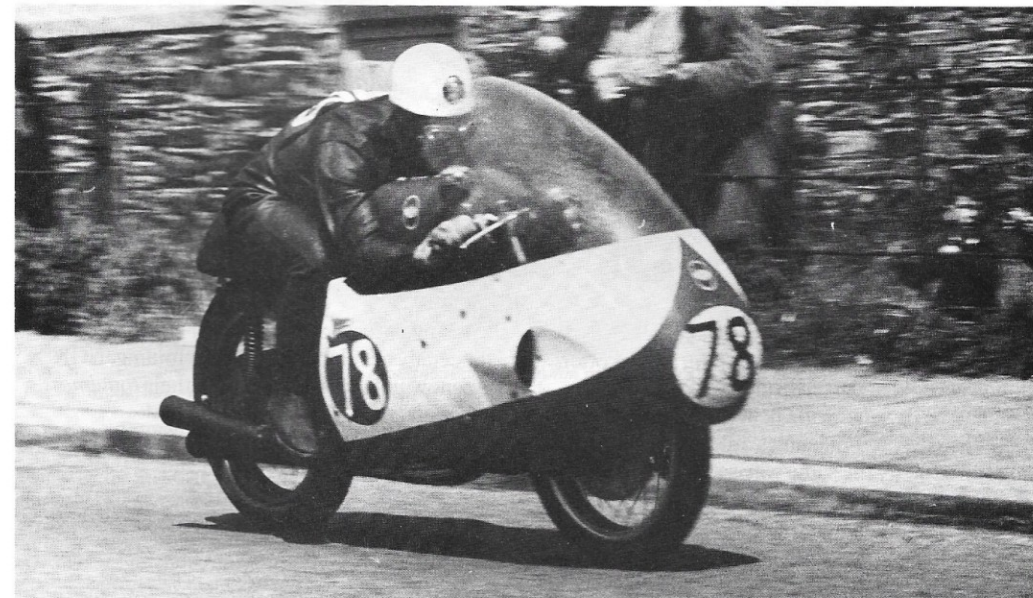
The fact that Hailwood set a TT lap record of 108.77 mph in 1967 — where it stood for a further eight years, was a greater testimony to winning for victory came only after the Italian broke down during the final miles of the last lap and the Honda went by to win.

MV Agusta's years on the Island were indeed golden — but blessed, I'm forced to say, by occurring when opposition was not of equal calibre.

Undeniably copied from the four cylinder Gilera of 1948, the first 500 MV 'four' appeared in 1950 and was said to produce 52 bhp at 9500 rpm. But it was an ugly, unmanageable brute which showed little improvement until the 1949 world champion, Les Graham, joined MV from AJS in 1951.

TT success was still a long way off for the 500 MV; although the 125cc models did better. Graham retired from the 500 race at his first MV appearance in 1951, but followed this with second place in 1952 when victory was denied by loss of revs from a missed gear change and Reg Armstrong nipped ahead to win for Norton — and had his primary chain snap as he crossed the finishing line!

Chin on the tank, Bob McIntyre, deputising for Geoff Duke in the works Gilera team, on his way to the first ever 100 mph plus lap of the TT course.



Disaster struck in 1953 when Graham crashed fatally at the foot of Bray Hill and after missing 1954, MV signed Rhodesian, Ray Amm, Norton's 1953 and '54 winner, for 1955 — but he too was killed on his first ever ride on an MV 'four' — a 350 at Imola!

Meanwhile, the 125 and 250 MVs were scoring strongly, but the 350 and 500 'fours' were not to come on until John Surtees won the Senior TT in 1956 at 97.79 mph from John Hartle (Norton).

Surtees' luck (and MV's) was that Gilera were missing from the race, but they weren't in 1957 when Bob McIntyre led the field in Geoff Duke's absence and won from Surtees at 98.99 mph in an eight lap, 302 miles race.

Winning with comparative ease in 1958 and '59, Surtees showed his ability by tweaking the MV at his final TT appearance in 1960 when he won at 102.44 mph and set the lap record at 104.08 mph.

John Surtees never failed to finish in a TT race and he once told me that he never pressed the 500 MV to its limit: "It was very touchy about its valves", he said, "and if you over-revved it just a trifle, it would go off".

Gary Hocking discovered this in 1961 when he revved his MV a bit too strongly to keep ahead of Mike Hailwood's Norton. The MV retired and Hailwood sailed on to win at 100.60 mph.

Such riding as this brought the MV

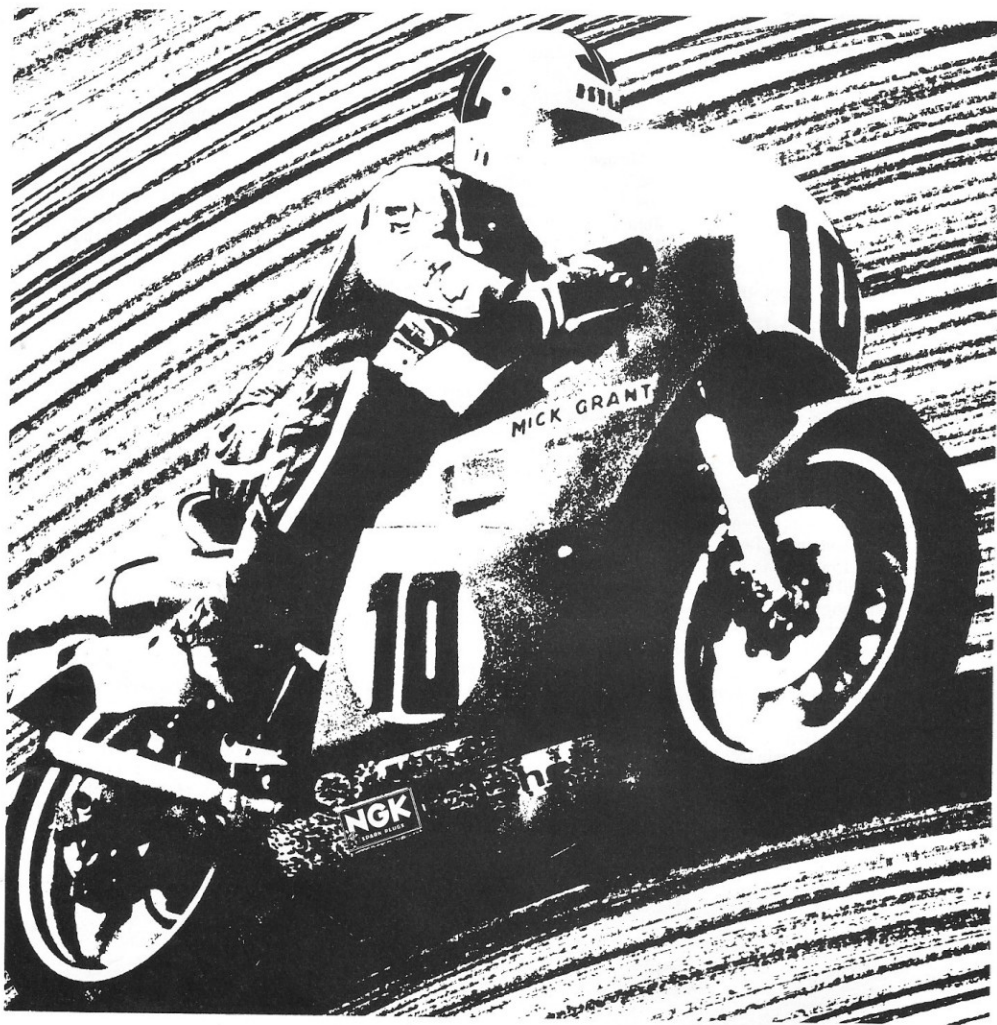
to Mike — and memories of the Senior TT that I will never forget — 1963: when he covered every lap of practice and the race at over 100 mph. 1964: when he rose from a sick-bed with 'flu, but still won at over 100 mph. 1965: when he came off at Sarah's Cottage, but got on again to take the flag ...

But this is a story of TT bikes, more than the men, and by that time, 1965, the 500 MV was up to about 72 bhp and getting a little old; for those machines were all built from the original parts produced in the early '50s and when Hailwood left for Honda, MV's answer was a lighter, more powerful 'three' which Agostini took on until he too bowed out of the TT in 1972 by when it was giving well over 80bhp, but swamped by the modern Japanese two-strokes.

To talk of Norton at the TT needs not one but a volume of books — but other than with memories, where is that illustrious name today.

Rem Fowler began it for them with a 'private' entry in 1907; James L. Norton just happened to be his pit attendant and the machine was fitted with a French, Peugeot vee-twin engine. Next victory was not until 1924 when Alec Bennett did it on a 'works' ohv 500 at 61.64 — the first over-60 mph average.

The coming of overhead camshaft engines brought superiority to Nortons during the '30s when scoring the first three places in both the Junior



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Great Bikes of the TT

and Senior TTs was almost commonplace. They failed to take the Senior TT in only 1930, 35 and 39 when the unblown single was displaced by a brace of supercharged BMW twins from Germany.

With the first 80 mph lap by Jimmie Simpson and the first 90 mph circuit by Freddie Frith in 1937, the peak of Norton's achievement at the TT came in 1938 when Harold Daniell broke the 25 minute barrier to hit exactly 91.00 on his final lap in 1938.

That machine, with no streamlining, weighed over 400 pounds. It had undamped suspension and had a maximum speed of about 120 mph from its 52 bhp engine. Racing on roads 'half' the width, with tighter corners and fiercer bumps, I often wonder at what speed — or even if — that machine could be lapped at 91.00 mph today ...

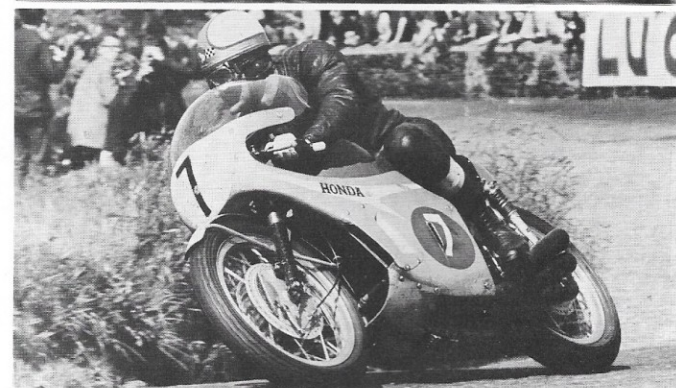
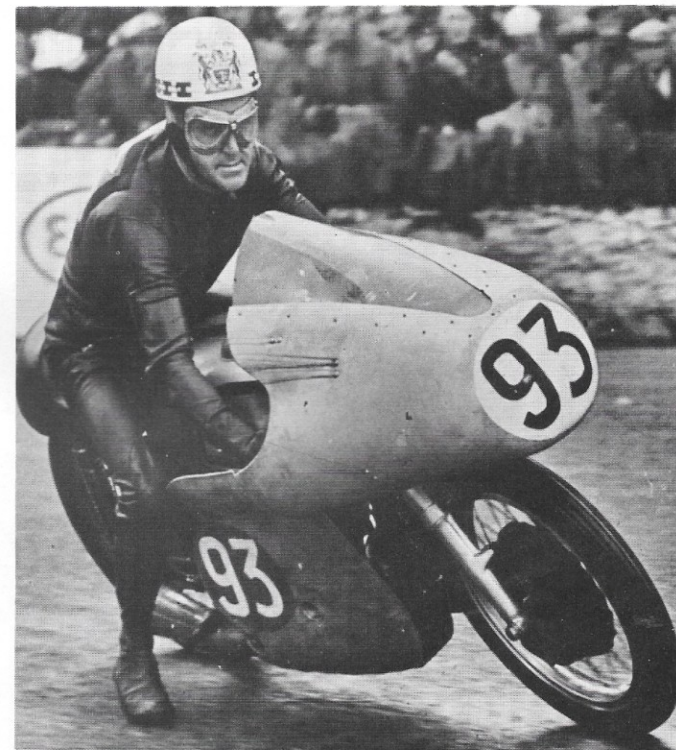
But Norton did go on to much greater glory and in 1950, with Geoff Duke to lead the way, set totally new standards of steering and navigation with the introduction of the McCandless designed, 'Featherbed' frame.

To some extent it can be said that the superlative steering of the featherbed design, influenced Norton in not producing a faster, more powerful multi cylinder engine to replace the ageing single — but they did not and as the Italians improved their 'fours' by enrolling British riders, so the challenge became too great and inevitably, Norton went under.

The astonishing sequel to the end of the 'works' machines after Ray Amm's victories of 1953 and '54, is that the fastest Norton performance on the Island came from privateers — with Derek Minter setting the first 100 mph by a single cylinder of any make in 1960 — followed on the same lap by Mike Hailwood. Their machines were prepared by Steve Lancefield and Bill Lacey.

For Hailwood, however, came the superb Norton achievement when he won the Senior TT in 1961 at 100.60 to average over 100 mph on a single cylinder for the first time.

There have been other magnificent machines at the TT and only space here in the 1979 programme prevents me from rambling on and filling every page ... the four-valve Rudges of 1930;



Top: Rhodesian Ray Amm puts down a steady foot at Quarter Bridge in the rain-lashed senior race, which was stopped after four laps, and the Norton ace was declared winner.

Bottom: Mike Hailwood rounds the Gooseneck on the six cylinder 250 cc Honda on his way to victory in 1967.

the KTT Velocette; the 'Porcupine' AJS twin; the three-valve 7R AJS; the glorious Guzzis; the 125 and 250 NSU's; and, not forgetting the sidecars, the BMWs which went

unchallenged for so many years ... I could go on, as I know the TT will — for as Mr Honda said: What's a world title without a TT victory ...

Charlie Rous

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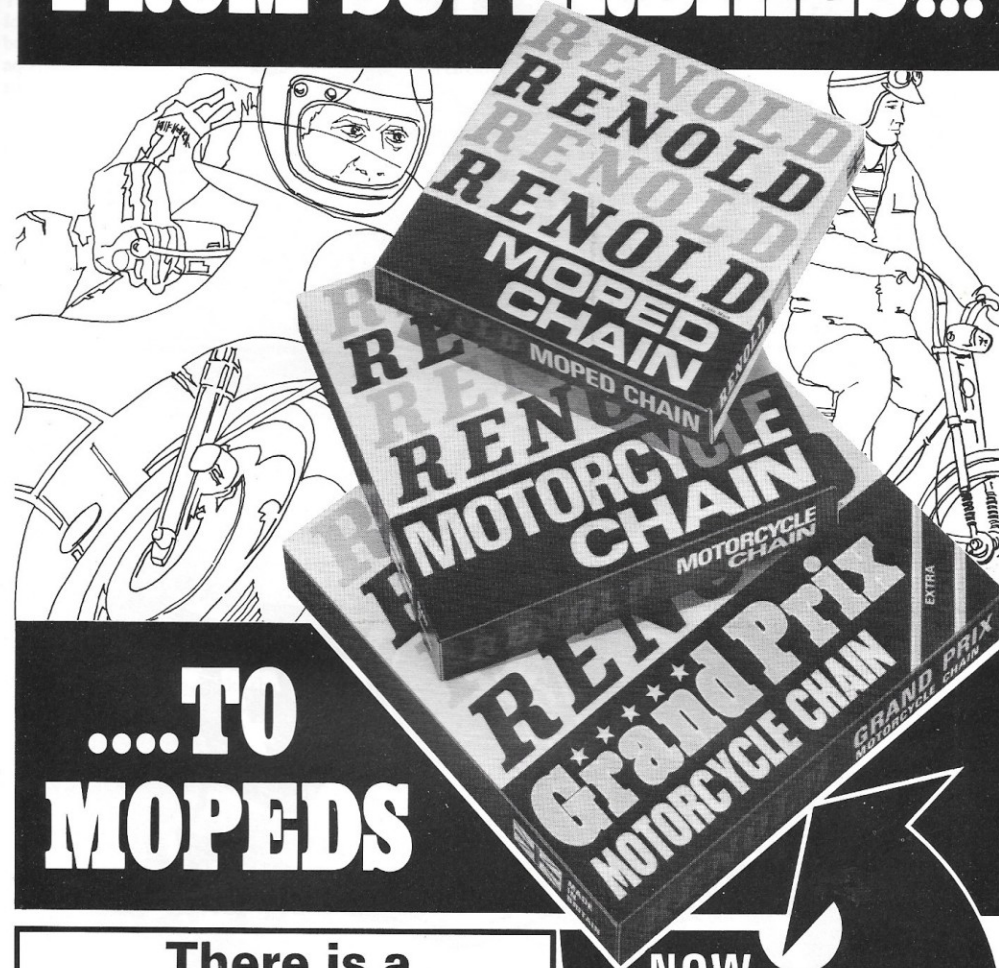
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Sidecars • a World apart

The sidecar brigade had to fight hard for full recognition in the Isle of Man but once established they repaid the acceptance with professionalism and sustained loyalty.

When times were lean for the organisers of the TT during the years that followed the star solo riders decision to give the event a miss on "safety" grounds after the 1972 races, up to the gradual re-birth of the Island that followed the removal of its full world championship status in 1976, the sidecar entries poured in not only in quantity but also in quality.

In a way this proves that the sidecar drivers and passengers are in a world apart from their more publicity conscious solo counterparts especially when it comes to racing in the Isle of Man.

Top foreign entries, especially from West Germany arrive on the desk at the ACU's headquarters, in abundance even after the lure of championship points had gone entirely for the sidecars, and there is no sign of any change in this pattern for the future.

Sidecar racing arrived in the Isle of Man in 1923 and Yorkshireman Freddie Dixon with a banking sidecar Douglas powered outfit — Tut tut such advancement, enough to make the FIM call an emergency meeting —

headed Graham Walker and his Norton powered machine over the line at the end of the three lap race over the Mountain circuit.

But already the chairs were on borrowed time and the class was dropped in 1926 because of lack of support, this being mostly attributed to the trade who were certainly under a financial strain in trying to support the five classes run in the previous three years.



Rolf Steinhäuser and Wolfgang Kalauch corner hard in their 750 Busch König during the 1977 race.

An unsuccessful effort was made to bring back the sidecars in 1933 and it was not until 1954 when the Clypse circuit came in to operation for the first time that three wheelers were back in the TT action.

The winner of the comeback was world champion Eric Oliver who produced a special new streamlined Norton Watsonian for the occasion.

"I went to the TT because it was something new and I just had to be there," said Eric. "I found the Clypse circuit quite interesting but I consider the full Mountain circuit to be much better."

Although Eric retired from racing at the end of the season he was back in the Island in 1958 to astound everyone by entering a standard Norton 88 twin fitted with a Watsonian Monaco single seat sidecar.

"Nortons were not too keen about me using a roadster twin because they thought I would break it," said Eric who amazed all concerned by finishing in tenth place.

The passenger for the escapade was a friend, Pat Wise. "I chose her because I did not want anybody who knew about passengering in a racing outfit," he explained. "I did not want anyone moving about, just some weight as I lifted the sidecar wheel over the kerbs and banks. It was quite a hairy ride and I seem to remember that we nearly turned it over at the Creg on one lap. But Pat seemed to enjoy the ride and after the race did not seem to be worried about the more exciting moments."

The next man after Oliver to win the sidecar TT with a British machine was Chris Vincent, who in 1962 gave BSA their one and only grand prix victory. In fact to date it is the last time that British engine power has claimed a sidecar victory, a situation that Graham Milton and Tony Wakefield long to see changed as they campaign their Huntingdonshire born and bred British Magnum outfits.

Vincent, not noted during his very successful career as a man who raced for no reward, seemed quite happy to see some of his short circuit principles go by the board when it came to racing in the Isle of Man. No one it seems can speak much higher of the TT than CV.



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"Anyone who was anybody simply had to race there," declares the man who has now severed his interests in racing to concentrate on a Warwickshire based motor cycle business.

"It was a great race when I was racing and as far as I am concerned it is still the best event in the world," said Chris who last contested the TT when he rode the German URS-4 in 1972.

"It is getting quicker and quicker and there may be a few more straw bales about but quite honestly the excitement and possible danger has remained about the same over the years," he said.

There is no doubt that the Isle of Man circuit suited Chris because when he first went to the TT he was a £15 a week tester for BSA who clocked up something in the region of 50,000 miles a year on two wheels.

"I was lucky in a way because BSA considered that the TT was still engine testing so I used to get paid my normal weeks wages while I was racing in the Island," he pointed out.

"The circuit was certainly comparable to what I was used to on just about every day of the week. I had already developed my own capabilities to ride fast between kerbs and stone walls. It was far more a second nature to me to race in the Island than on a short circuit."

The help that BSA had given Chris over the years in his racing was never great but it did increase a little more after his 1962 success. Bert Hopwood, who designed the 500 twin cylinder engine Chris used, even smiled, and the BSA directors arrived in the Island to celebrate the victory — a day after the race unfortunately!

Sidecars. A World apart

"There certainly was no suggestion of start money or grants when I raced, so there was certainly no financial attraction," he said.

"I took a bike over there for a ride before I ever raced the circuit and from the moment I first set foot in the place I knew it was for me, it was the ideal place to race as far as I was concerned."

The only thing that has dampened the TT enthusiasm for former world champion George O'Dell is the fact that a good friend of his, Mac Hobson was killed in last year's races.

"After all the years I have been a TT supporter that certainly had an adverse affect on me," said George who first raced the Island in 1970. His own mishaps have been minimal comprising practice crashes in 1971, his second year there, and last year when the injury received put him out of the races.

The main thing to get a good ride on the Mountain circuit as far as the Hertfordshire rider is concerned is a good passenger.

"I had Kenny Arthur with me in 1977 for instance and the ride was just magic," said George.

"As well as the atmosphere of the place which is fantastic what ever happens racing wise, I like the Island because I have always been a long race bloke. I like lots of miles to cover so when I sit on the Glencrutchery Road and think about that lovely 37.75 mile

lap that lays ahead of me nothing can be better." It's a different world and as long as the bike is OK it is so much more enjoyable than racing anywhere else in the world."

On the buffeting that goes on during a race, it is the passenger who gets the most sympathy from George. "It is much harder on the passenger racing in the Isle of Man than it is on the driver," he said. "My back aches, so it must be hell for them."

When it comes to racing in the TT George explains that the less room in the sidecar the better. "If a passenger can wedge himself firmly between the sidecar wheel cover and the tank it prevents him being thrown around all over the place and saves some of the bruising and discomfort," he said.

"In all I reckon the TT course is just great — it's that much used word — "magic."

Although through personal reasons his sponsor Roy Woodhouse has vowed he will never get to the Island for the TT again, Birmingham rider Mick Boddice is so keen to be in the action again this year that he has got permission to take the outfit over and run things on his own.

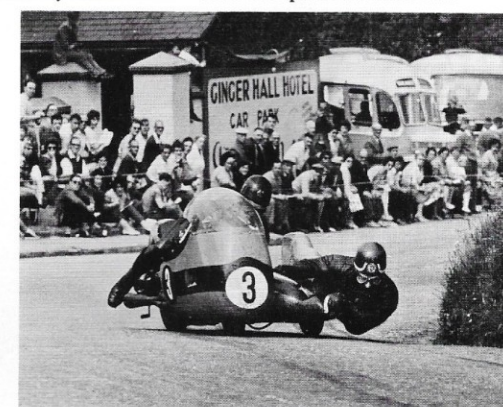
"It certainly is a bit different to anywhere else we race," said Mick. "I suppose it is a bit of fantasy really that lures riders and drivers to the place. If you are driving on an ordinary road you think it would be great to drive along it at racing speeds then along comes the TT and you can do just that."

Mick first raced in the TT in 1966 and the only year he missed was 1970 when he admits that it was simply financially impossible for him to go.

"After that they started to pay towards expenses and it became



Current sidecar lap record holders Rolf Biland and Kenny Williams round the Gooseneck in the much maligned Beo outfit — will their lap record be beaten this year?



British rider and British machine on the way to a TT sidecar win in 1972, as Chris Vincent and Eric Bliss hustle the BSA through Ginger Hall.

possible to at least break even. It certainly was not the chance of big money that got me in the TT."

Mick will agree that the TT course is dangerous. "There are no run-off areas in some places and there is lots of pavement furniture around the place, but you don't automatically get killed if you crash in the Island. There are plenty of people around who can back me up on that."

"I don't think there is any real answer to the safety problem on the mountain circuit but let's not forget that riders do sometimes get killed if they crash at the short circuits or on the grand prix tracks."

Last year was the first time Mick managed to come away from the TT with anything like a profit. "The prize money is very good, especially for the solo riders, and there is a chance of coming away with a fair bit of cash," he said.

"We are never going to set anything alight, but I reckon we'll always be there about. Anyway I certainly hope to be racing in the Island for a fair time yet."

West German, Rolf Steinhausen, world champion in 1975 and 1976, made the TT one of his first priorities again this season.

"It is a meeting I would not like to miss," he said. "Yes, we do get good money as overseas riders but that is certainly not the only reason I go to the TT. "The race is a must and now that there is not the worry of world championship points involved I find that I can enjoy my race much more."

Like former West German TT hero Seigfried 'Siggi' Schauzu, Rolf can't get over the enthusiasm and atmosphere that hits the Island over the TT period. "Nothing like it in the world, it is a job to explain, it's although nothing else exists anywhere else for two weeks," said Schauzu.

When Siggi was a regular his passenger was Wolfgang Kalauch and he could never get over the tremendous welcome he received every time he set foot in the Island. "The racing was great, the best there is, but even that seemed to be overshadowed by the response from the spectators."

"When Siggi and I first went to the TT we did not earn any money really but that did not matter. As long as we were not heavily out of pocket we were prepared to be involved in the greatest race of the year."

ACU administrator, Derek Jackson the man who handles the TT entries has his views about the sidecar drivers support for the event.

"I think the main reason why they

Sidecars. a World apart

appear to support the TT so well is purely and simply that there is only one class," he said.

"Solos come in various classes and when we had world championship status we would have a small number of solo contenders for each of these classes but we would have ten, even 20, of the top world championship sidecar contestants."

Most of the German riders seem to like the TT course and as that country produced the bulk of the leading contenders in the world championship days of the TT we were assured of a class entry. Since the TT lost its world championship status the enquiries from foreign drivers have been high but the amounts of money they are asking are high and we have to put this against the amount of money available for the sidecars. The result is that some of the lesser overseas drivers are not accepted. We also have a large number of the British drivers who do extremely well on the TT course and this has also led to a rapid decline in the amount of foreign sidecar drivers in the event.

The reason is purely financial. As the top foreign drivers require a lot of money you only end up with two or three of the best ones these days

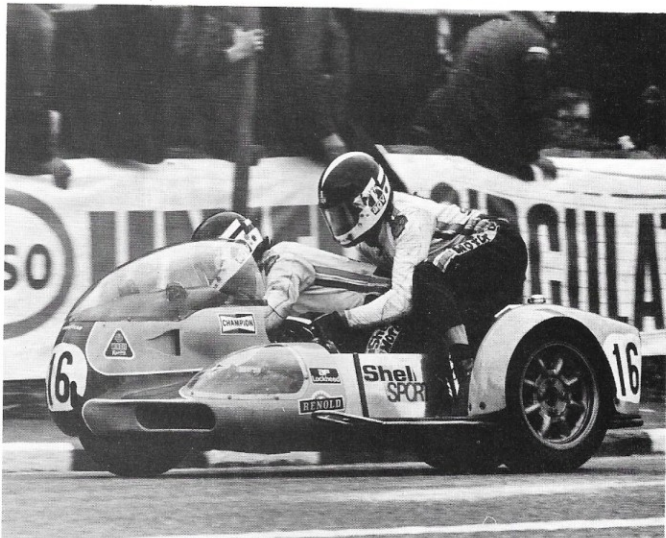
because we now have to take into consideration that we have to pay our sidecars as well. There is very little point in having an entry of mediocre overseas riders it is better to pay good money to have two or three of the best."

From this Mr Jackson hopes that the publicity the event attracts will encourage a smaller number of lesser known stars to take part in the hope that they will be future TT winners.

"In recent years the sidecar class has gone up by leaps and bounds," he continued. "I think the decision of the ACU TT committee a few years ago to have an additional race for sidecars over 500cc was a good one but it led to the start of the problem in my office of selecting entries."

When we last ran a world championship event in the Island there were few grand prix quality entries around except riders of BMW machines. The English drivers either rode 500 Triumph or BSA outfits but once the class was upped it was possible to use a considerable amount of varied machinery. It was obvious that drivers excluded in the past suddenly found that they could contest two races and make their participation in the Island extremely worth while."

So Mr Jackson now sees a clear future for the sidecars in the Island and there certainly does not seem to be any reduction in the enthusiasm among prospective contestants.



Britain's sidecar world champion George O'Dell and Kenny Arthur on their way to victory in the first sidecar race in 1977. "I reckon the TT course is great — it's that much used word, magic."

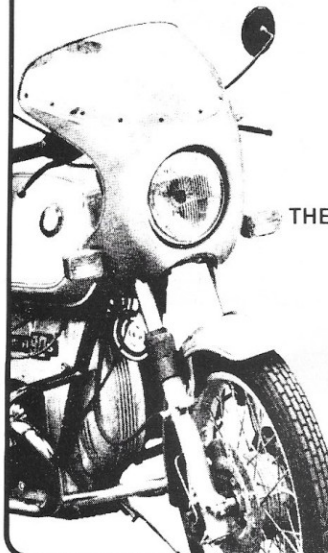
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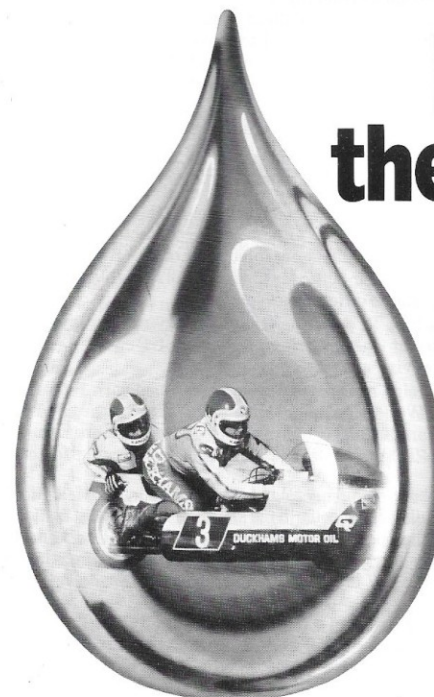
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As the rider in black leathers stepped off his Manx Norton, his hands and foot badly blistered, through the effort of riding and winning all three classes, an era in the history of motor cycle racing ended.

With six world championships and five TT victories behind him, Geoff Duke, the St Helens lad who learned his competitive motor cycling in the army, brought his competitive racing career to an end that day at Locarno, Switzerland.

"I rode a Benelli and two Nortons and by the end of racing my hands were blistered, and the megaphone on my Norton had burnt through my boot giving me an enormous blister."

"As I wheeled the bikes back to the pits I realised that my racing was becoming an effort. Right through my career I rode for the excitement and the challenge, and somehow that seemed missing, so I decided to pack up."

After the war, he moved to BSA to ride for their works trials team, and after a year was on the move again, this time to ride works Nortons in their trials team. But all the time, a desire to go racing, which had been sidetracked by the war, was re-kindled and equipped with a 350 Manx Norton International road-going bike, he decided to try his luck in the 1948 Manx Grand Prix, as he recalled. "I pushed the bike on the boat at Liverpool, and pushed it off the other side, up to my digs."

Bitten by the bug, he returned the following year to win the Senior Clubmans TT, and did something which to many people at the time must have seemed madness — turned down the chance of a place in the all-conquering works Norton team.

"After my win, the Norton managing director came up to me and asked if I would join their works team. At the time I felt I hadn't enough experience so I turned him down."

"He was absolutely astounded. No-one had ever turned them down before!"

After the Manx, the Norton factory came back again with the offer the following year and he was signed up to join Artie Bell, Harold Daniell and Johnny Lockett in the team for 1950.

In those days there was none of the slick organisation and preparation, which is the hallmark of the modern motor cycle racing teams of today; in fact quite the opposite!

Up to the end of 1949, the Norton works team travelled to the seven grands prix by train! Bikes, spares, mechanics and even riders were loaded on to a train and got off at the station nearest to the GP.

For the TT, things were barely different from the days as a privateer.

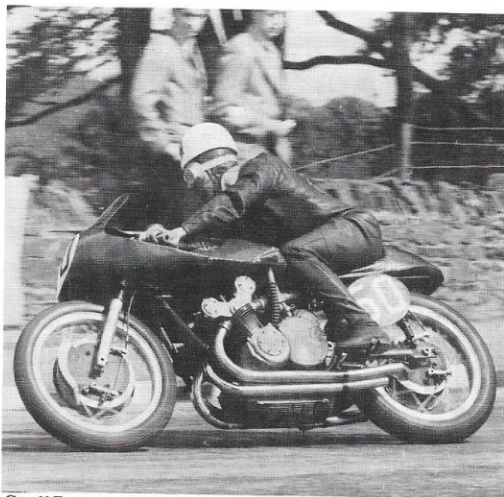
"When I joined, I told them it was ridiculous, rushing around on trains, so the Norton management reluctantly agreed that we needed some transport."

In the 1950 TT, the newcomer to the team proved, if that was necessary, his potential by winning the Senior race at an average speed of 92.27 mph, at the same time upping the lap record to 93.33 mph. He also took second place in the Junior, one minute 17 seconds behind team-mate Artie Bell.

At the end of that year, Duke received a tremendous offer from the Italian Gilera factory, but he turned it down. "If it had been just money I was looking for, I would have jumped at the Gilera offer, but I felt there was terrific prestige in riding for Norton. I wanted to ride a British bike."

But the relative newcomer to the world of grands prix and works teams was unhappy with one or two of the details of his contract with Norton.

"They had a very crafty contract which guaranteed that each rider would receive a certain amount of money but anything you got in the way of prizes, bonuses or chain and petrol contracts was divided up between the whole team."



Geoff Duke and Gilera, the magic combination which thrilled so many TT fans.

"An example of how unfair this was can be seen by looking at my winnings for 1951. I earned about six times that of the other team riders, but I had to share the money with them."

"I was virtually financing the contracts of the Norton team!"

His unsettled feeling with Norton was further aggravated by the news that a four-cylinder water-cooled racer they were developing wasn't going to be ready for the 1953 season.

"I would rather have ridden something with a future and taken a few lower placings than stayed riding a bike which was obviously reaching the end of its supremacy."

That dissatisfaction decided him not to renew his contract with Norton for 1953 and to move on to four wheels, in the shape of Aston Martin as a member of the works team.

In 1952, he both rode bikes and occasionally drove for Aston Martin.

But the bike instinct was still there and a friend persuaded him to have a ride at "Motorcycling's" Silverstone Saturday on a standard 350 Manx Norton. The seventh place he got there was the worst ever placing of his racing career, but it reminded him of how much he missed bikes.

Soon afterwards, Gilera again contacted him through another friend and he accepted their offer. "By then they had sorted out their 500cc four to be a really reliable bike, and the set up was so different to Norton."

His first TT with the Italian factory was a disaster as he crashed at Quarter Bridge; but on the GP circuits, the Gilera was proving unbeatable.

The reign of Duke and Gilera continued with 1954 and '55 500cc World Championships, but a bizarre ban imposed on Duke and Gilera team-mate Reg Armstrong after the 1955 Dutch TT by the FIM kept them out of racing for half of 1956.

In the opening meeting of 1957 at Imola Duke fell off and a badly dislocated collar bone kept him out for most of 1957.

At the end of that year, MV, Mondial, Moto Guzzi and Gilera all agreed to pull out of racing because of the costs although MV later returned and so Duke was left without a bike.

A single ride on a works BMW at the 1958 TT wasn't successful, and in 1959 after a season with two self-prepared Nortons and a couple of rides on a Benelli he decided to call it a day competitively.

Past and Present Masters

GEOFF DUKE and TOM HERRON



If ever there was a good case for a top line privateer being given the opportunity to ride a full works machine then it is the case of Ireland's Tom Herron.

After years of trailing around the GP circuits with his own team, and consistently scoring top placings in the 250, 350 and even 750 classes the popular Irishman has landed a place in the Texaco Heron Suzuki team.

And one of the strong points in Tom's favour must have been his ability in the Isle of Man. Some criticise his tendency to burn himself out on normal circuits before the race has run its full course, but on the Island he is a master.

He is able to gauge the condition of the track, and the weather, to set himself a winning pace which few can match.

Winner of last year's Senior after a thrilling race with the late John Williams and Pat Hennen, Tom has had plenty of experience in the Island, but another great quality he has is a reluctance ever to give up. That quality came to light in one of his first rides for Suzuki, when at the Brands Hatch round of the Transatlantic Trophy Races, he crashed the 650cc square four machine, while following team mate Barry Sheene.

With his leathers held together with tape and a clutch hand that was visibly swelling, Tom hobbled back to the pits and announced he was taking part in the 500 cc ShellSport race.

Gritting his teeth, he went out and was soon involved in a leadership battle with Mick Grant that he only just lost, and that is the find of fighting spirit we can expect this year, when the Suzuki man wheels out the red and black machines on to the Glenclutched Road.

"This year must be one of the most exciting that I have ever ridden in the TT" admits the likeable Irishman. "I have always loved the races, the atmosphere and the people and now to come and race with full works machinery is near perfect," he said.

"Things are obviously very different — new machines and a new set up — but I'm learning fast and am looking forward to the challenge," he added.

As was seen last year, in the epic Herron/Pat Hennen battle, a rider with experience of the 37¼ mile course can still beat one using superior machinery, and heading the list of men using 'production' bikes this year are Mick Grant and Mike Hailwood with as much, if not more island experience than 28-year old Tom.

"They are both absolutely top class riders who both know their way around the Island better than anyone," says Tom.

"It should be a hell of a race, but my machines are the best in the world and I'm sure that I can go well," he said.

Tom will be riding in three races this year. His week starts on Saturday when he wheels out the Paul Dunstall Formula One Suzuki 1000 for the Formula One event, a race he did so well in last year on a Mocheck Honda.

The machines have been 'breathed on' by Pops Yoshimura in California and are real flyers, making Tom one of the favourites to take the Forward Trust/Motor Cycle Weekly Formula One Championship.

Following the Formula One appearance comes the Senior TT. Can Tom make it two in a row? He will have his job cut out; but who knows!

Finishing the week is the Classic TT, which in the past has been so dominated by two men, Mick Grant on the Kawasaki and the late John Williams. Using one of the 650 cc Suzukis, Tom must really be a favourite for this race.

But Tom's racing began not on the road, but on the grass in Northern Ireland, yet as soon as he moved to road racing, success followed.

In 1974 he turned professional, and that year his name made its first appearance in the TT record books with a third place in the 125 cc race behind lightweight expert Clive Horton.

Improving all the time he returned the following year to claim third in the Junior, but 1976 was the start of his winning ways as he took the 250 and Senior races.

In '77 a second and third in the Senior and 250 continued the consistent results and last year saw him back on the winners rostrum again.

Tom and his wife Andrea, the sister of former Norton star Peter Williams, now live on the Island with their two children, having bought a house during the close season, so he won't have far to go to put his feet up between races!

Peter Simcox, 'Motor Cycle Weekly'



Consistently good results in the smaller classes earned Tom Herron his place in the works Suzuki team — here he rounds Ramsey Hairpin on his 250 cc Yamaha in last year's Junior.



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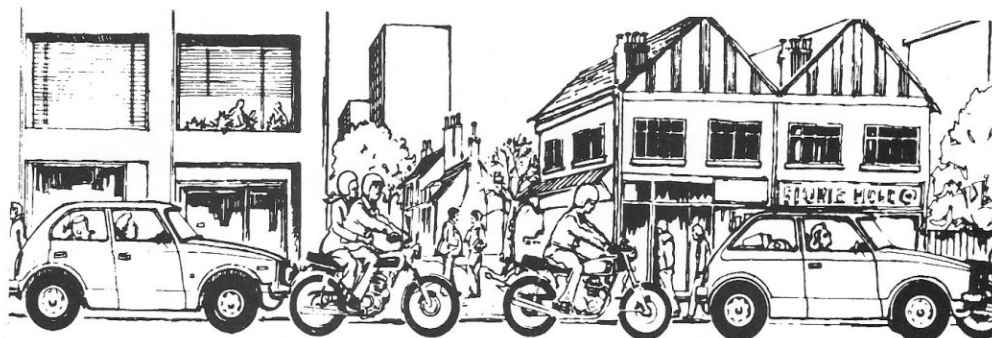
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Past Winners

SHORT COURSE

Year	Winner and Machine	Laps	mph	Year	Winner and Machine	Laps	mph
1907	C. R. Collier (Matchless) Single Cyl.	10	38.22	1972	C. Mortimer (Yamaha)	3	87.49
	H. R. Rem Fowler (Norton) Twin Cyl.	10	36.22	1973	T. H. Robb (Yamaha)	3	88.90
1908	J. Marshall (Triumph) Single Cyl.	10	40.40	1974	C. Horton (Yamaha)	2	88.44
	H. Reed (Dot) Twin Cyl.	10	38.50				
1909	H. A. Collier (Matchless)	10	49.01				
1910	C. R. Collier (Matchless)	10	50.63				

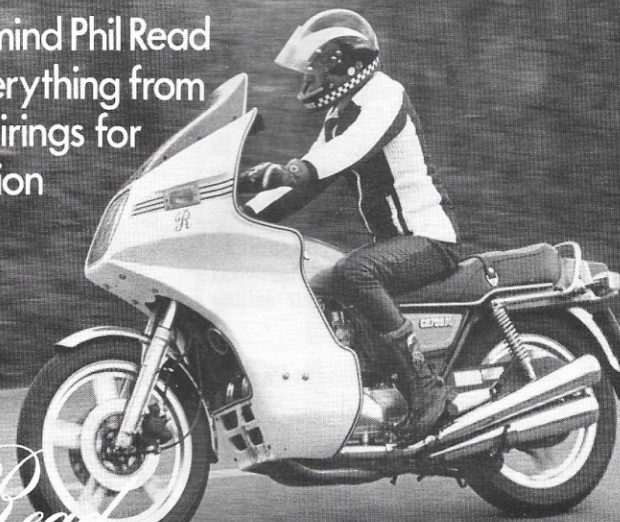
MOUNTAIN AND CLYPSE COURSE

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

Year	Winner and Machine	Laps	mph	Year	Winner and Machine	Laps	mph
Lightweight 125 cc Class				Lightweight 250 cc Class			
1951	W. C. McCandless (Mondial)	2	74.85	1922	G. S. Davison (Levis)	5	49.89
1952	C. C. Sandford (MV)	2	75.54	1923	J. A. Porter (New Gerrard)	6	51.93
1953	R. L. Graham (MV)	3	77.79	1924	E. Twemlow (New Imperial)	6	55.44
1954*	R. Hollaus (NSU)	10	69.57	1925	E. Twemlow (New Imperial)	6	57.74
1955*	C. Ubbiali (MV)	9	69.67	1926	C. W. Johnson (Cotton)	7	60.20
1956*	C. Ubbiali (MV)	9	69.13	1927	W. L. Handley (Rex-Acme)	7	63.30
1957*	T. Provini (Mondial)	10	73.69	1928	F. A. Longman (OK Supreme)	7	62.90
1958*	C. Ubbiali (MV)	10	72.86	1929	S. A. Crabtree (Excelsior)	7	63.87
1959*	T. Provini (MV)	10	74.06	1930	J. Guthrie (AJS)	7	64.71
1960	C. Ubbiali (MV)	3	85.60	1931	G. W. Walker (Rudge)	7	68.98
1961	S. M. B. Hailwood (Honda)	3	88.23	1932	L. H. Davenport (New Imperial)	7	70.48
1962	L. Taveri (Honda)	3	89.88	1933	S. Gleave (Excelsior)	7	71.59
1963	H. R. Anderson (Suzuki)	3	89.27	1934	J. H. Simpson (Rudge)	7	70.81
1964	L. Taveri (Honda)	3	92.14	1935	S. Woods (Moto Guzzi)	7	71.56
1965	P. W. Read (Yamaha)	3	94.28	1936	A. R. Foster (New Imperial)	7	74.28
1966	W. Ivy (Yamaha)	3	97.66	1937	O. Tenni (Moto Guzzi)	7	74.72
1967	P. W. Read (Yamaha)	3	97.48	1938	E. Kludge (DKW)	7	78.48
1968	P. W. Read (Yamaha)	3	99.12	1939	E. A. Mellors (Benelli)	7	74.25
1969	D. A. Simmonds (Kawasaki)	3	91.08	1947	M. Barrington (Moto Guzzi)	7	73.22
1970	D. Braun (Suzuki)	3	89.27	1948	M. Cann (Moto Guzzi)	7	75.18
1971	C. Mortimer (Yamaha)	3	83.96	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

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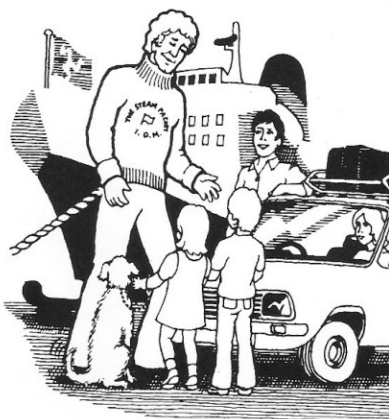
Past Winners

1956*	C. Ubbiali (MV)	9	67.05	1921	E. Williams (AJS)	5	52.11
1957*	C. C. Sandford (Mondial)	10	75.80	1922	T. M. Sheard (AJS)	5	54.75
1958*	T. Provini (MV)	10	76.89	1923	S. Woods (Cotton)	6	55.73
1959*	T. Provini (MV)	10	77.77	1924	K. Twenlow (New Imperial)	6	55.67
1960	G. Hocking (MV)	5	93.64	1925	W. L. Handley (Rex Acme)	6	65.02
1961	S. M. B. Hailwood (Honda)	5	98.38	1926	A. Bennett (Velocette)	7	66.70
1962	D. W. Minter (Honda)	6	96.68	1927	F. W. Dixon (HRD)	7	67.19
1963	J. Redman (Honda)	6	94.85	1928	A. Bennett (Velocette)	7	68.65
1964	J. Redman (Honda)	6	97.45	1929	F. G. Hicks (Velocette)	7	69.71
1965	J. Redman (Honda)	6	97.19	1930	H. G. Tyrrell Smith (Rudge Whitworth)	7	71.08
1966	S. M. B. Hailwood (Honda)	6	101.79	1931	P. Hunt (Norton)	7	73.94
1967	S. M. B. Hailwood (Honda)	6	103.07	1932	S. Woods (Norton)	7	77.16
1968	W. D. Ivy (Yamaha)	6	99.58	1933	S. Woods (Norton)	7	78.08
1969	K. Carruthers (Benelli)	6	95.95	1934	J. Guthrie (Norton)	7	79.16
1970	K. Carruthers (Yamaha)	6	96.13	1935	J. Guthrie (Norton)	7	79.14
1971	P. Read (Yamaha)	4	98.02	1936	F. L. Frith (Norton)	7	80.14
1972	P. Read (Yamaha)	4	99.68	1937	J. Guthrie (Norton)	7	84.43
1973	C. Williams (Yamaha)	4	100.05	1938	S. Woods (Velocette)	7	84.08
1974	C. Williams (Yamaha)	4	94.16	1939	S. Woods (Velocette)	7	83.19
1975	C. Mortimer (Yamaha)	4	99.03	1947	A. R. Poster (Velocette)	7	80.31
1976	T. Herron (Yamaha)	4	103.55	1948	F. L. Frith (Velocette)	7	81.45
Junior 250 cc							
1977	C. Williams (Yamaha)	3	99.62	1949	F. L. Frith (Velocette)	7	83.15
1978	C. Mortimer (Yamaha)	6	100.70	1950	A. J. Bell (Norton)	7	86.33
Junior 350 cc							
1911	P. J. Evans (Humber)	4	41.45	1951	G. E. Duke (Norton)	7	89.90
1912	W. H. Bashall (Douglas)	4	39.65	1952	G. E. Duke (Norton)	7	90.29
1913	H. Mason (NUT)	6	43.75	1953	W. R. Amm (Norton)	7	90.52
1914	E. Williams (AJS)	5	45.58	1954	R. W. Coleman (AJS)	5	91.51
1920	C. Williams (AJS)	5	40.74	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

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Past Winners

1960	J. Hartle (MV)	6	96.70	1929	C. J. P. Dodson (Sunbeam)	7	72.05
1961	P. W. Read (Norton)	6	95.10	1930	W. L. Handley (Rudge Whitworth)	7	74.24
1962	S. M. B. Hailwood (MV)	6	99.59	1931	P. Hunt (Norton)	7	77.90
1963	J. Redman (Honda)	6	94.91	1932	S. Woods (Norton)	7	79.83
1964	J. Redman (Honda)	6	98.50	1933	S. Woods (Norton)	7	81.04
1965	J. Redman (Honda)	6	100.72	1934	J. Guthrie (Norton)	7	78.01
1966	G. Agostini (MV)	6	10.87	1935	S. Woods (Moto Guzzi)	7	84.68
1967	S. M. B. Hailwood (Honda)	6	104.68	1936	J. Guthrie (Norton)	7	85.80
1968	G. Agostini (MV)	6	104.78	1937	F. L. Frith (Norton)	7	88.21
1969	G. Agostini (MV)	6	101.81	1938	H. L. Daniell (Norton)	7	89.11
1970	G. Agostini (MV)	6	101.77	1939	G. Meier (BMW)	7	89.38
1971	A. Jefferies (Yamsel)	5	89.98	1947	H. L. Daniell (Norton)	7	82.81
1972	G. Agostini (MV)	5	102.03	1948	A. J. Bell (Norton)	7	84.97
1973	A. T. Rutter (Yamaha)	5	101.99	1949	H. L. Daniell (Norton)	7	86.93
1974	A. T. Rutter (Yamaha)	5	104.44	1950	G. E. Duke (Norton)	7	92.27
1975	C. Williams (Yamaha)	5	104.38	1951	G. E. Duke (Norton)	7	93.83
1976	C. Mortimer (Yamaha)	5	106.78	1952	H. R. Armstrong (Norton)	7	92.97
Senior 500 cc							
1911	O. C. Godfrey (Indian)	5	47.63	1953	W. R. Amm (Norton)	7	93.85
1912	F. A. Applebee (Scott)	5	48.69	1954	W. R. Amm (Norton)	4	88.12
1913	H. O. Wood (Scott)	7	48.27	1955	G. E. Duke (Gilera)	7	97.93
1914	C. G. Pullin (Rudge)	6	49.49	1956	J. Surtees (MV)	7	96.57
1920	T. C. de la Hay (Sunbeam)	6	51.48	1957	R. McIntyre (Gilera)	8	98.99
1921	H. R. Davies (AJS)	6	54.49	1958	J. Surtees (MV)	7	98.63
1922	A. Bennett (Sunbeam)	6	58.31	1959	J. Surtees (MV)	7	87.94
1923	T. M. Sheard (Douglas)	6	55.55	1960	J. Surtees (MV)	6	102.44
1924	A. Bennett (Norton)	6	61.64	1961	S. M. B. Hailwood (Norton)	6	100.60
1925	H. R. Davies (HRD)	6	66.13	1962	G. Hocking (MV)	6	103.51
1926	S. Woods (Norton)	7	67.54	1963	S. M. B. Hailwood (MV)	6	104.64
1927	A. Bennett (Norton)	7	68.41	1964	S. M. B. Hailwood (MV)	6	100.95
1928	C. J. P. Dodson (Sunbeam)	7	62.98	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

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Past Winners

1968	G. Agostini (MV)	6	101.63	1966	F. Scheidegger (BMW)	3	90.76
1969	G. Agostini (MV)	6	104.75	1967	S. Schauzu (BMW)	3	90.96
1970	G. Agostini (MV)	6	101.52	1968	S. Schauzu (BMW)	3	91.09
1971	G. Agostini (MV)	6	102.59	1969	K. Enders (BMW)	3	92.48
1972	G. Agostini (MV)	6	104.02	1970	K. Enders (BMW)	3	92.93
1973	J. Findlay (Suzuki)	6	101.55	1971	S. Schauzu (BMW)	3	86.21
1974	P. Carpenter (Yamaha)	6	96.99	1972	S. Schauzu (BMW)	3	91.85
1975	M. Grant (Kawasaki)	6	100.27	1973	K. Enders (BMW)	3	91.85
1976	T. Herron (Yamaha)	6	105.15	1974	H. Luthringshauser (BMW)	3	92.27
1977	P. Read (Suzuki)	5	106.97	1975	R. Steinhausen (Konig)	3	95.94
1978	T. Herron (Suzuki)	6	111.74	1976	R. Steinhausen (Konig)	3	95.94
				1976	R. Steinhausen (Konig)	3	96.42
Ultra Lightweight							
1924	J. A. Porter (New Gerrard)	3	51.20	Sidecar 750 cc			
1925	W. L. Handley (Rex-Acme)	4	53.45	1968	T. Vinicombe (BSA)	3	85.85
Sidecar 500 cc							
1923	F. W. Dixon (Douglas)	3	53.15	1969	S. Schauzu (BMW)	3	89.83
1924	G. H. Tucker (Norton)	4	51.31	1970	S. Schauzu (BMW)	3	90.20
1925	L. Parker (Douglas)	4	55.22	1971	G. Auerbacher (BMW)	3	86.86
1954*	E. S. Oliver (Norton)	10	68.87	1972	S. Schauzu (BMW)	3	90.97
1955*	W. Schneider (BMW)	9	70.01	1973	K. Enders (BMW)	3	93.01
1956*	F. Hillebrand (BMW)	9	70.03	1974	S. Schauzu (BMW)	3	96.59
1957*	F. Hillebrand (BMW)	10	71.89	Sidecar 1000 cc			
1958*	W. Schneider (BMW)	10	73.01	1975	S. Schauzu/W. Kalauch (BMW)	3	97.55
1959*	W. Schneider (BMW)	10	72.69	1976	M. Hobson/M. Burns (Yamaha)	3	97.77
1960	H. Fath (BMW)	3	84.10	1977	G. O'Dell/K. Arthur (Yamaha)	4	100.03
1961	M. Deubel (BMW)	3	87.65		M. Hobson/S. Collins (Yamaha)	4	99.74
1962	C. Vincent (BSA)	3	83.57	1978	J. Taylor/K. Arthur (Yamaha)	4	
1963	F. Camathias (FCS)	3	88.38	50 cc			
1964	M. Deubel (BMW)	3	89.12	1962	E. Degner (Suzuki)	3	75.12
1965	M. Deubel (BMW)	3	90.57	1963	M. Itoh (Suzuki)	3	78.81

Past Winners

1964	H. R. Anderson (Suzuki)	3	80.64	1976	B. Simpson/C. Mortimer (250 Yamaha)	10	87.00
1965	L. Taveri (Honda)	3	79.66	Formula 750 cc			
1966	R. Bryans (Honda)	3	85.66	1971	A. Jefferies (Triumph)	3	102.85
1967	S. Graham (Suzuki)	3	82.89	1972	R. Pickrell (Triumph)	5	104.23
1968	B. Smith (Derbi)	3	72.90	1973	P. Williams (Norton)	5	105.47
				1974	C. Mortimer (Yamaha)	6	100.52
Production Machines							
1967	W. A. Smith (250 Bultaco)	3	88.63	Classic 1000 cc			
	N. Kelly (500 Velocette)	3	89.89	1975	J. Williams (Yamaha)	6	105.33
	J. Hartle (750 Triumph)	3	97.10	1976	J. Williams (Suzuki)	6	108.18
1968	T. E. Burgess (250 Ossa)	3	87.21	1977	M. Grant (Kawasaki)	6	110.76
	R. Knight (500 Triumph)	3	90.09	1978	M. Grant (Kawasaki)	6	112.40
	R. Pickrell (750 Dunstall)	3	98.13	TT Formula I			
1969	A. M. Rogers (250 Ducati)	3	83.79	1977	P. Read (Honda)	4	97.02
	W. G. Penny (500 Honda)	3	88.18	1978	S. M. B. Hailwood (Ducati)	6	108.51
	M. Uphill (750 Triumph)	3	99.99	TT Formula II			
1970	C. Mortimer (250 Ducati)	5	84.87	1977	A. Jackson (Honda)	4	99.36
	F. Whiteway (500 Suzuki)	5	89.94	1978	A. Jackson (Honda)	4	99.35
	M. Uphill (750 Triumph)	5	97.71	TT Formula III			
1971	B. Smith (250 Honda)	4	84.14	1977	J. Kidson (Honda)	4	93.28
	J. Williams (500 Honda)	4	91.04	1978	W. Smith (Honda)	4	94.47
	R. Pickrell (750 Triumph)	4	100.07	Jubilee Race			
1972	J. Williams (250 Honda)	4	85.32	1977	J. Dunlop (Yamaha)	4	108.86
	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				

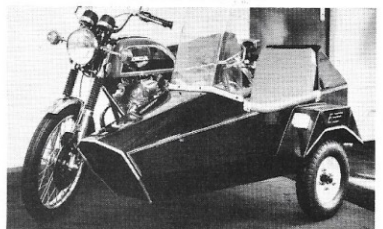
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SHORT COURSE

Year	Driver and Machine	mph
1907	H. A. Collier (Matchless) Single Cyl. Class	41.81
	H. R. 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 Clype Course.

Year	Driver and Machine	mph
Lightweight 125 cc Class		
1951	W. C. McCandless (Mondial)	74.85
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

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. 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. Kludge (DKW)	80.35
1939	S. Woods (Moto Guzzi)	78.16
1940	M. Cann (Moto Guzzi)	74.78
1941	M. Cann (Moto Guzzi)	76.72
1942	R. H. Dale (Moto Guzzi)	80.44
1943	T. L. Wood (Moto Guzzi)	80.44
1944	D. Ambrosini (Benelli)	80.91
1945	F. Anderson (Moto Guzzi)	83.70
1946	B. Ruffo (Moto Guzzi)	84.82
1947	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. Read (Honda)	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 250 cc

1977	I. Richards (Yamaha)	101.45
1978	C. Mortimer (Yamaha)	102.06

Junior 350 cc

1911	P. J. Evans (Humber)	42.00
1912	E. Kickham (Douglas)	41.76
1913	H. Mason (NUT)	45.42

Fastest Laps

1914	E. Williams (AJ's)	47.57
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1924	J. H. Simpson (AJ's)	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
1938	J. Guthrie (Norton)	85.18
1939	S. Woods (Velocette)	85.30
1940	H. L. Daniell (Norton)	85.05
1941	M. D. Whitworth (Velocette)	81.61
1942	F. L. Frith (Velocette)	82.45
1943	F. L. Frith (Velocette)	84.23
1944	A. J. Bell (Norton)	86.49
1945	G. E. Duke (Norton)	91.38
1946	G. E. Duke (Norton)	91.00
1947	W. R. Amm (Norton)	91.82
1948	W. R. Amm (Norton)	94.61
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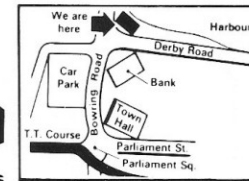
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1957	R. McIntyre (Giler)	97.42	1926	J. H. Simpson (AJS)	70.43
1958	J. Surtees (MV)	95.42	1927	S. Woods (Norton)	70.90
1959	J. Surtees (MV)	97.08	1928	J. H. Simpson (AJS)	67.94
1960	J. Surtees (MV)	99.20	1929	C. J. P. Dodson (Sunbeam)	73.55
1961	G. Hocking (MV)	99.80	1930	W. L. Handley (Rudge)	76.28
1962	S. M. B. Hailwood (MV)	101.58	1931	J. H. Simpson (Norton)	80.82
1963	J. Redman (Honda)	101.30	1932	J. H. Simpson (Norton)	81.50
1964	J. Redman (Honda)	100.76	1933	S. Woods (Norton)	82.74
1965	J. Redman (Honda)	102.85	1934	S. Woods (Husqvarna)	80.49
1966	G. Agostini (MV)	103.09	1935	S. Woods (Moto Guzzi)	86.53
1967	S. M. B. Hailwood (Honda)	107.73	1936	S. Woods (Velocette)	86.98
1968	G. Agostini (MV)	106.77	1937	F. L. Frith (Norton)	90.27
1969	G. Agostini (MV)	104.00	1938	H. L. Daniell (Norton)	91.00
1970	G. Agostini (MV)	104.56	1939	G. Meier (BMW)	90.75
1971	P. Read (Yamaha)	100.37	1947	A. J. Bell (Norton)	84.07
1972	G. Agostini (MV)	103.34		P. Goodman (Velocette)	84.07
1973	A. T. Rutter (Yamaha)	104.22	1948	O. Tenni (Moto Guzzi)	88.06
1974	A. T. Rutter (Yamaha)	106.39	1949	A. R. Foster (Moto Guzzi)	89.75
1975	A. George (Yamaha)	106.29	1950	G. E. Duke (Norton)	93.33
1976	A. Rutter (Yamaha)	108.69	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 (Giler)	99.97
			1956	J. Surtees (MV)	97.79
			1957	R. McIntyre (Giler)	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

Senior 500 cc

1911	F. Phillips (Scott)	50.11	1954	W. R. Amm (Norton)	97.41
1912	F. A. Applebee (Scott)	49.44	1955	G. E. Duke (Giler)	99.97
1913	H. O. Wood (Scott)	52.12	1956	J. Surtees (MV)	97.79
1914	H. O. Wood (Scott)	53.50	1957	R. McIntyre (Giler)	101.12
1920	G. Dance (Sunbeam)	55.62	1958	J. Surtees (MV)	100.58
1921	F. G. Edmond (Triumph)	56.40	1959	J. Surtees (MV)	101.18
1922	A. Bennett (Sunbeam)	59.99	1960	J. Surtees (MV)	104.08
1923	J. Whalley (Douglas)	59.74	1961	G. Hocking (MV)	102.62
1924	F. W. Dixon (Douglas)	63.75	1962	G. Hocking (MV)	105.75
1925	J. H. Simpson (AJS)	68.97	1963	S. M. B. Hailwood (MV)	106.41

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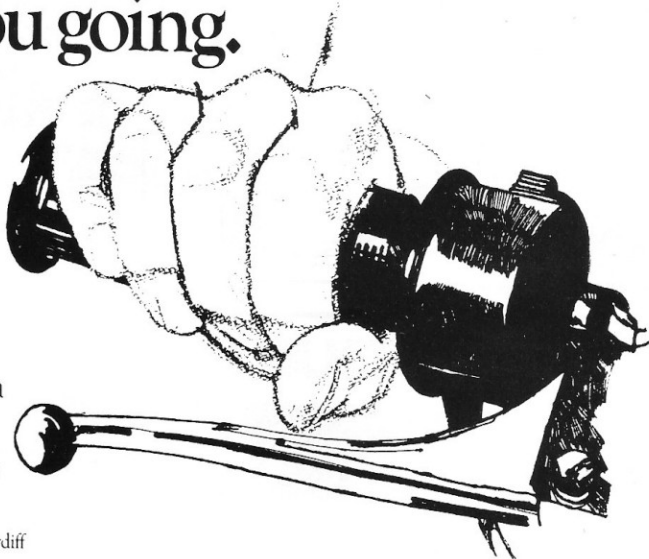
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1964	S. M. B. Hailwood (MV)	102.51	1962	M. Deubel (BMW)	90.70
1965	S. M. B. Hailwood (MV)	95.11	1963	F. Camathias (BMW)	89.42
1966	S. M. B. Hailwood (Honda)	107.07	1964	M. Deubel (BMW)	89.63
1967	S. M. B. Hailwood (Honda)	108.77	1965	M. Deubel (BMW)	91.80
1968	G. Agostini (MV)	104.91	1966	F. Scheidegger (BMW)	91.63
1969	G. Agostini (MV)	106.25	1967	G. Auerbacher (BMW)	91.70
1970	G. Agostini (MV)	105.29	1968	K. Enders (BMW)	94.32
1971	G. Agostini (MV)	104.86	1969	K. Enders (BMW)	92.54
1972	G. Agostini (MV)	105.39	1970	K. Enders (BMW)	93.79
1973	M. Grant (Yamaha)	104.41	1971	G. Auerbacher (BMW)	87.27
1974	C. Williams (Yamaha)	101.92	1972	H. Luthringshauser (BMW)	92.53
1975	M. Grant (Kawasaki)	102.93	1973	K. Enders (BMW)	95.22
1976	J. Williams (Suzuki)	112.27	1974	J. Gawley (Konig)	93.36
1977	P. Read (Suzuki)	110.01	1975	M. Hobson (Yamaha)	96.71
1978	P. Hennen (Suzuki)	113.83	1976	S. Schauzu (Aro)	97.50

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1924	J. A. Porter (New Gerrard)	52.61
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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

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/W. Kalauch (BMW)	99.31
1976	M. Hobson/M. Burns (Yamaha)	99.96
1977	G. O'Dell/K. Arthur (Yamaha)	102.80
	M. Hobson/S. Collins (Yamaha)	101.74
1978	R. Biland/K. Williams (Yamaha)	103.81

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1963	E. Degner (Suzuki)	75.52		M. Grant (741 Triumph)	100.74
1964	H. R. Anderson (Suzuki)	79.10	1975	A. George (748 Triumph)	102.82
1965	L. Taveri (Honda)	81.13	1976	R. Nicholls (900 Ducati)	103.13
1966	R. Bryans (Honda)	80.83			
1967	S. Graham (Suzuki)	86.49		Formula 750 cc	
1968	B. Smith (Derbi)	85.19	1971	A. Jefferies (Triumph)	103.21
		73.44	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
			1977	M. Grant (Kawasaki)	112.77
			1978	M. Grant (Kawasaki)	114.33
				TT Formula I	
			1977	A. Jackson (Honda)	101.15
			1978	S. M. B. Hailwood (Ducati)	110.62
				TT Formula II	
			1977	A. Jackson (Honda)	101.15
			1978	A. Jackson (Honda)	103.21
				TT Formula III	
			1977	J. Kidson (Honda)	94.81
			1978	W. A. Smith (Honda)	96.13
				Jubilee Race	
			1977	J. Dunlop (Yamaha)	110.93

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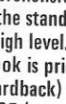
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BMW Concessionaires (GB) Ltd	46
Bank of Europe Ltd	26
J. Barbour & Sons Ltd	22
Belstaff International Ltd	6
Binleys Leisure Group	71
Champion Sparking Plug Co. Ltd	30
Daily Mirror	58
Devitt (DA Insurance) Ltd	60
Donington Park	42
Alexander Duckham & Co Ltd	55
Dunlop Ltd	OBC
The Ewbank Motor Co Ltd	65
Ferodo Ltd	48
Forward Trust Ltd	28
Gilberts of Catford	24
Gore Advertising Ltd	16
Grand Prix Motorcycles	67
H & S Accessories Ltd	19
The Hamlyn Group	24
Hannah Banana's Restaurant	16
Tony Hepworth Leisure (Raceguide)	14
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Hodge Finance	68
Honda (UK) Ltd	(Raceguide) 40
Institute of Advanced Motorists	70
Isle of Man Bank Ltd	63
Isle of Man Tourist Board	59
Allan Jefferies	53
Kangol Helmets Ltd	69
Kett Manufacturing Co Ltd	2
D. Lewis Ltd	63

Lucas	Raceguide
Lombard Bank IOM	16
Manx Line Ltd	10
Martin Metals Ltd	24
Clive Max Productions Ltd	65
(Raceguide)	
Mill Accessory Group Ltd	IBC
Motor Circuit Developments	71
Motor Cycle Association of GB	27
Motorcycling Magazine	18
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Peckett & McNab	55
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Quinton Hazell Ltd	34
R.I.G.P. Finance Ltd	8
Phil Read International	61
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Renold Ltd	47
S & S Motors Ltd	67
Schwepes Ltd	33
Silverstone Circuits Ltd	4
Speedman Ltd	66
Superbike magazine	(Raceguide)
The Steam Packet Co Ltd	62
Tector Tank Covers	16
Tours (Isle of Man) Ltd	16
UDT (Cycle & General) Ltd	50
Villa Marina	14
White City Amusement Park	16
Woodbourne Hotel	16
Yamaha	(Raceguide) IFC

REPLICAS

The Auto-Cycle Union expresses its thanks to the following companies and individuals who have sponsored TT Replicas for the 1979 Isle of Man TT Races.

Airfix Products (2)
Aerosigns (4)
Bran Bardsley Spares (2)
Julian Berrisford Partnership (2)
Darley Moor MCRRC
Donington Park (4)
Fowlers of Bristol (3)
Albert G. Fox
Heron Suzuki
I.O.M. Steam Packet Co (8)
John Kidson Motorcycles
L. Mackness
Melville Motor Club
Motor Cycle News (2)
Ian Morris
Nantwich & District MC
Nettleton Motorcycles Ltd
Shell Mex (10)
Dennis Trollope Racing Spares (3)
Yamaha Motors N.V. (4)

TUNE IN TO SUPERBIKE Magazine

On Manx radio 219 medium wave (136.8KHz), Wednesday 6th.

From 5.30-6.30pm SuperBike sponsor a live chat show with a number of guests including Phil Read and our Editor Mike Scott.

Discussing subjects vital to bike fans. Like technical hints, latest news and advice, all with totally biased opinions.

You can even phone in, on Douglas 24144. But if you can't handle it, don't worry. There's always a job as a traffic warden.

Only slightly less infuriating this week will be your bike breaking down.

So SuperBike's own bike and sidcar will be touring the island to fix yours if the worst happens.

If you're in trouble, flag him down. Then you can ring us up and thank us. Can't you?

A LINK HOUSE MAGAZINE

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 land-owner, 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.

Have you seen one yet?

In your area now at Halfords and other good motor cycle and accessory shops.

PRODUCTS
PADDY HOPKIRK

Mill Accessory Group Ltd., Two Counties Mill, Eaton Bray, Nr. Dunstable, Bedfordshire, LU6 2JH. UK. Tel: Eaton Bray, (0525) 220671. Telex: 826653.