

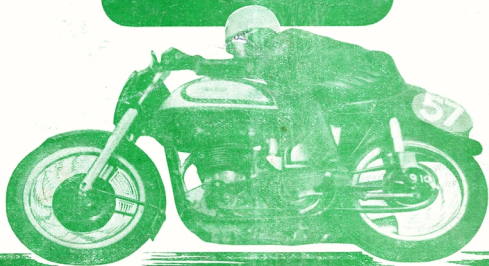
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**T T T**

**JUNE 6 1951.**

**OFFICIAL  
PROGRAMME**

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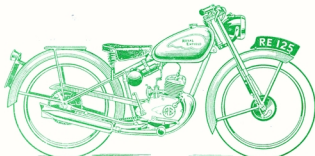
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A U T O - C Y C L E**



ISLE OF MAN

6th JUNE

Organised by

**THE AUTO-CYCLE UNION**

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

**Official Programme**

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# Foreword

by Professor A. M. Low, A.C.G.I., D.Sc. F.C.S.

(Chairman of the A.C.U.)

**T**HE AUTO-CYCLE UNION, founded in 1903, as a branch of the Royal Automobile Club, is now one of the greatest sporting bodies in the world. It comprises well over 600 clubs, and is entirely devoted to the encouragement and control of motorcycle sport.

Within the framework of the Union are road racing, grass tracks, speedway, trials, scrambles, track and sand courses. In every branch of the sport the A.C.U. lends its authority to events which have set the standard of efficient organisation.

This is the background of the T.T. which is acknowledged to stand alone as the supreme achievement of all motorcycle racing. The T.T., at once the most difficult and most grueling of any event, has developed the British motor-cycle to such a point that its reputation is unassailable. The riders rank as the finest ever known.

So outstanding a position could only have been reached by the loyal labours of many club officials. The International events, contested by the cream of riders from countries far and near, and the Clubman's in which local centres, clubs and members join in rivalry, have tested and developed the motor cycle more than any other form of research.

Every branch of automobilism, user and maker alike, owes a debt to the genius of design which builds a T.T. machine. From these miracles of speed and power are developed the touring mount of the future.

Above all, these famous races in the Isle of Man have established that where skill, endurance and courage are at stake the T.T. has justified the honour we give it as the blue riband of the most valuable sport of all.

---

## OFFICIALS OF THE MEETING

F.I.M. REPRESENTATIVE : D. NICOLAS RODIL

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MR. N. E. DIXON (President)  
SIR ALGERNON GUINNESS, Bart.  
MR. A. HARRISON (Ireland)  
MR. R. J. HOLLOWAY  
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Clerk of the Course and Secretary of the Meeting ..... S. T. HUGGETT.

---

## AN APOLOGY

The Auto-Cycle Union sincerely regret that shortage of paper has led to a reduction in the size of this programme as compared with those published in previous years. The alternative was bigger and more expensive programmes available to fewer people and the Union considered this would be disappointing to probably thousands of enthusiastic spectators. The reduction in the number of pages available has necessitated the omission of the names of many friends amongst the Patrons and Honorary Officials. It is hoped that in the future conditions will improve so that these names can be restored in the programme.

In the meantime, we apologise to our friends and we trust that they will believe us when we say that our indebtedness to them is in no way diminished and our thanks no less sincere because they are bestowed in bulk.

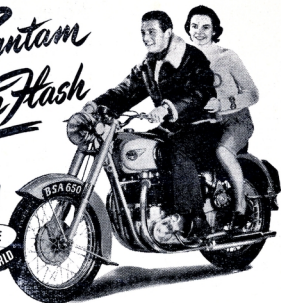
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## Warning to the Public

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

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# Time Table of the Meeting

GRANDSTAND BOX OFFICE—Villa Marina (Douglas 2351) Open Daily (except Sunday)

THE A.C.U. OFFICE: Peveril Hotel, Douglas. Phone 3227-8. Opens Tuesday, 22nd May. Office Hours: 9-30 a.m. - 12 noon, 2-30 p.m. - 4-30 p.m., 7-30 p.m. - 8-30 p.m. daily (except Sundays and Race Days).

PRACTISING: Commences Thursday, 24th May. Mornings—4-45 a.m.  
Evenings—25th, 28th, 29th and 31st May, 6-30 p.m.

## PRELIMINARY EXAMINATIONS—

Saturday, 2nd June: JUNIOR CLUBMAN'S, 9 a.m. - 12 noon;  
INTERNATIONAL, 3 p.m. - 7 p.m.

Tuesday, 5th June: SENIOR CLUBMAN'S, 9 a.m. - 12 noon;  
LIGHTWEIGHT INTERNATIONAL, 2-30 p.m. - 5-30 p.m.

Thursday, 7th June: SENIOR INTERNATIONAL, 9 a.m. - 1 p.m.

## WEDNESDAY, 6th JUNE

LIGHTWEIGHT INTERNATIONAL & SENIOR CLUBMAN'S RACE DAY .....	Enclosure Gates open 8-00 a.m.		
LIGHTWEIGHT INTERNATIONAL .....	Race Starts 9-30 a.m.	No fresh lap after 1-00 p.m.	Race Stopped 1-30 p.m.
SENIOR CLUBMAN'S .....	2-30 p.m. (approx.)	4-30 p.m.	5-00 p.m.

## PRIZE DISTRIBUTION—

At the VILLA MARINA at 9-00 p.m. by His Worship the Mayor of Douglas, COUNCILLOR T. RADCLIFFE, J.P.

## THE AWARDS

THE TOURIST TROPHIES will be awarded to the entrant of the winner of each International Race, together with cash awards of £200—Senior and Junior; £100—Lightweight (250 c.c. Class); and £50—Lightweight (125 c.c. Class).

CASH AWARDS will also be made to the entrants of the first twenty drivers in the Senior and Junior Races, and the first six in each class of the Lightweight Race, finishing within 35 minutes of the winner's time.

SILVER REPLICAS will be awarded to the entrants of drivers finishing within 11/10ths of the winner's time, and to the first, second and third drivers in each Race.

BRONZE REPLICAS will be awarded to the entrants of drivers finishing between 11/10ths and 6/5ths of the winner's time.

CLUBMAN'S AWARDS: THE CLUBMAN'S TOURIST TROPHIES will be awarded to the entrant club of the winner of each Race, together with a cash award of £50.

CASH AWARDS will also be made to the entrant clubs of the first six finishers in each Race.

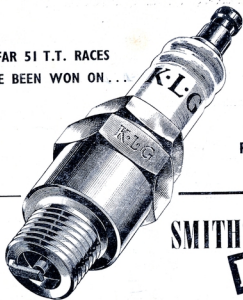
## THE TOURIST TROPHY

The original Tourist Trophy was presented to the A.C.U. in 1907 by the Marquis de Mouzilly St. Mars. As the number of races in the event was increased, an exact replica of this Trophy was provided for each race. The silver and bronze replicas mentioned above are all small-scale reproductions of the original.

## ACKNOWLEDGEMENTS

The A.C.U. acknowledges with gratitude the kind services of:—  
THE RILEY COMPANY LTD. through the Athol Garage (1945) Ltd., Douglas—Officials' Cars,  
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**AVON**



to-day's

*leading*

tyre



# THE TOURIST TROPHY RACES

by

PETER CHAMBERLAIN

IN the first Isle of Man T.T., the "twin" class was won by a Norton at 36.22 m.p.h. Forty-three years later, that 1907 winner, Rem Fowler, saw a machine of the same make, ridden by the amazing Geoff Duke, raise to over 53 m.p.h. the lap record held by H. L. Daniell since 1938. It is difficult to relate these two performances; moreover, behind the arithmetic exist the romances, the enormous mechanical progress, of more than a hundred T.T.'s, for the races reached their century with the "Senior Clubman's" of 1950.

Although cars had been raced in the Island in 1904, it was three years later that motorcycles were deemed sufficiently developed for the Manx melting-pot; and four seasons more before they tackled the "mountain" course used by the cars.

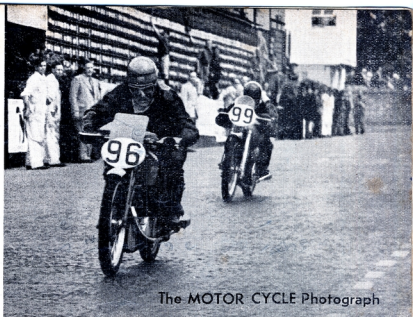
The first motorcycle T.T.s started from St. John's and proceeded to Peel via Ballacraire and Kirk Michael. Francis "Light Pedal Assistance" was frequently required and even the winners had to run alongside their single-g geared models up Creg Willie's hill. Severe petrol rationing (these light machines averaged over 100 m.p.g.), separate classes for "single" and "twin," slickness in inserting a butt-ended tube or replacing a broken valve, not to mention stout lungs, and leg muscles—these were the requirements of the earliest races, in which "Frustray" Triumphs and, particularly, the Matchlesses of the Collier brothers were outstanding.

By 1911, progress permitted important changes: pedalling gear having already been banned and petrol restrictions removed, all attempts to handicap "twin" against "single" were now abandoned and the two types left to fight it out on equal terms in races restricted to 350 and 500 c.c. machines. And if these engine classifications remain today the battle of the cylinders has yet to be resolved.

But it was the introduction of the "mountain" course which had the greatest effect on design: the inclusion of the climb of Snaefell which rises 14,00 feet in 5 miles, and of such corners as Ramsey hairpin, at once put direct belt drive out of business and made gearing imperative. Not a British machine started in 1911 without some primitive form of gears, an improvement which changed the motorcycle from a device appealing to athletic youngsters to a serious universal means of transport.

Prior to the 1914 war, T.T. history was made by such small "twins" as the Humber, N.U.T. and Douglas, by the highly unconventional Scott two-stroke and the Rudge-Multi; but when racing was resumed in 1920 overhead valve engines at once began to oust the side-valves. First in this field was the A.J.S. and it was on one of these that Howard Davies in 1921 achieved the never-equalled feat of winning the "Senior" with a 350 c.c. engine.

So, after World War I, the T.T. gradually assumed the pattern we know today. Experiments with 175 c.c. and sidecar events were discontinued, but the 250



Thrilling finish of a grand race—D. Ambrosini (Benelli) only just beat M. Cann (Guzzi) to the post in the Lightweight Race.

"Lightweight" race became a fixture, standardised like the others, over 7 laps, about 264 miles, and run on petrol-benzol mixture instead of the alcohol fuel once permitted.

The happy 1920's, when it was usual for 20 or more makers officially to enter, saw the great T.T. reputations of men and machines established. Mechanically, progress was rapid, and more than any one factor it was Snaefell which taxed designers, even though each of those twisty miles had its lesson to teach—lessons well and truly assimilated by such makers as Norton, Velolette, Sunbeam, A.J.S. and Rudge.

With ever-increasing speeds, the long series of races continued through the '30's, until Freddie Frith snatched the 1937 "Senior" on his last lap by being the first to break 90 m.p.h., securing one more trophy for the Craig-prepared Nortons, which certainly dominated those years in the hands of men like top-stylist Tim Hunt, and that determined Lowland Scot, Jimmy Guthrie, who, had he lived, might have provided a serious challenge to Stanley Woods' leading Manx score.

But if Stanley, himself, added to Norton's laurels—he won both races in 1932 and again in '33—it was this Irishman who, by collecting 500 c.c. and 250 c.c. classes on an Italian Guzzi in 1935, registered the first foreign win since C. Godfrey brought an Indian home in 1911. And, with the exception of Bob Foster's New Imperial victory in the following year, no British machine has won the "Lightweight" since! Indeed World War II terminated racing at a time when our prestige was suffering because manufacturers declined to give the attention to supercharging it was receiving on the Continent.

It was 1947 before a fresh start could be made in the Island when by international agreement "blowers," i.e., superchargers, were temporarily forgotten and only pump fuel allowed. Despite the unprecedented boom in racing which followed, when the spate of entries became an actual embarrassment, few new designs appeared, and it was not until the octane value of the fuel had been increased to 80 in 1950 that tuners were able to return to pre-war petrol-benzol standards. Then, however, all existing records were soundly cracked, the Junior and Senior races once more proving out-and-out field days for Nortons—and the single-cylinder engine so often declared moribund!

Since the war, the Auto-Cycle Union has introduced Clubman's T.T.'s, in which riders minus big race experience, entered by affiliated clubs, compete on machines

[Cont. on Page 13]

Page Nine

# LIGHTWEIGHT Tourist Trophy Race 4 Laps. LIST OF ENTRIES and SCORE SHEET

The race will start at 9-30 a.m. and the competitors will be despatched at intervals as shown.

No.	Driver and Licence No.	Entrant and Licence No.	Motorcycle	m. s.	1st Lap	2nd Lap	3rd Lap	4th Lap
1	Hartley, H. 640	H. Hartley	249 Rudge	00 00				
2	Furslow, F. 803	F. Furslow	248 Norton	00 10	70			
3	Geeson, R. E. 1041	R. F. Geeson	248 R.E.G.	00 20	87			
4	Anderson, F. 860	F. Anderson	247 Moto-Guzzi	00 30	111			
5	Harrison, H. 715	Victor Horsman Ltd. 326	248 O.K. Supreme	00 40				
6	Brett, C. F. 1057	F. Fletcher 471	248 Norton-Excel.	00 50				
7	Sparrow, J. J. 702	J. J. Sparrow	248 Excelsior	01 00	76			
8	Jones, N. E. 719	N. E. Jones	249 Jones Rudge	01 10				
9	Farry, A. L. 765	Reg. W. Dearden 470	248 Norton	01 20				
10	Sorensen, S. A. 423 (Denmark)	S. A. Sorensen	250 Excelsior	01 30	6			
11	Cann, M. 886	M. Cann	248 Moto-Guzzi	01 40				
12	Hutt, W. G. 954	Oxfordshire MRC 480	247 Moto-Guzzi	01 50	3	6	4	
14	Sandford, C. C. 882	Veloce Ltd. 378	248 Veloce	02 10				
15	Wheeler, A. 728	Wheeler Motors 352	249 Veloce	02 20	46			
16	Stephen, H. L. 716	Ace Garage Ltd. 324	249 A.J.S.	02 30				
17	O'Driscoll, J. P. 652	J. P. O'Driscoll	249 Rudge	02 40				
18	Webb, W. N. 655	W. N. Webb	249 Excelsior	02 50				
19	Cope, E. F. 627	Chas. E. Cope & Sons, Ltd. 438	248 Cope-A.J.S.	03 00	15			
20	McCredie, J. 1043	J. M. McCredie	249 Excelsior	03 10				
21	Foster, A. E. 964	Veloce Ltd. 378	248 Veloce	03 20	76			
22	Berggren, B. 153 (Sweden)	B. Berggren	248 Husavarna	03 30				
23	Evans, W. 621	Ace Garage Ltd. 324	249 A.J.S.	03 40				
24	Evans, B. E. 1005	B. E. Keys	249 Keys Special	03 50				
25	Miller, S. M. 807	S. M. Miller	248 Benelli	04 00				
26	Webster, W. M. 614	Names of Manchester 499	250 Pike Rudge	04 10				
27	Edwards, R. J. 1073	R. J. Edwards	247 R.J.E.	04 20				
28	Ambrosini, D. 2797 (Italy)	D. Ambrosini	250 Benelli	04 30	53	3	2	2
29	Lashmar, D. G. 897	Lewis, Ellis & Foster Ltd. 387	249 L.E.F.	04 40				
30	Brett, J. 1056	Hallen's Motor Eng. 330	250 Rudge	04 50				
31	Amm, W. R. 1055 (S. Rhod.)	W. R. Amm	249 Excels or	05 00				
32	Lomas, W. A. 811	Veloce Ltd. 378	248 Veloce	05 10				
33	Beavers, J. W. 650	Hope & Anchor Breweries 534	249 Excelsior	05 20				
34	Bayliss, L. J. 867	Elms Metals 356	246 Elibee Special	05 30				
35	Jones, A. W. 747	W. M. Webster 436	248 Excelsior	05 40				
36	Beasley, D. St. J. 800	D. St. J. Beasley	250 Veloce	05 50				
37	Pike, R. H. 617	R. H. Pike	248 Pike Rudge	06 00	745	5	5	Ret.
38	Petty, R. J. A. 639	R. J. A. Petty	246 New Imperial	06 10				
39	Graham, R. L. 757	R. Dearden 470	248 Veloce	06 20	122	2	1	1
40	Lorenzetti, E. 2801 (Italy)	E. Lorenzetti	247 Moto-Guzzi	06 30	134	4	1	1
41	Billington, H. W. 654	Victor Horsman Ltd. 326	248 Moto-Guzzi	06 40				

1-51-3

1-51-3  
87-31

4 39 28 40 37 12 52 39 28 40 12 15 2

54

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810

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656

76

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202

44

# 125 c.c. Class

# 2 Laps. LIST OF ENTRIES and SCORE SHEET

The first competitor will start at approx. 5 mins. after the last man in the 250 c.c. class.

No.	Driver and Licence No.	Entrant and Licence No.	Motorcycle	m. s.	1st Lap	2nd Lap
51	Caldecutt, L. B. 1080	A. Bennett Ltd. 613	123 B.S.A.	00 00		
52	Leoni, G. 2825 (Italy)	F. B. Mondial	125 F.B. Mondial	00 10		
53	Bound, J. G. 613	J. G. Bound	122 E.M.B.	00 20		
54	Masserini, M. 2836 (Italy)	S. A. Innocenti	125 Lambretta	00 30		
55	Clegg, C. 1012	Anelays (Blackburn) Ltd. 342	122 Anelay D.M.W.	00 40		
56	Hardy, E. V. C. 612	Dot Cycle & Motor Mfg. Co. Ltd. 122	122 D.O.T.	00 50		
57	Bulto, J. S. 2326 (Spain)	Motocicletas Montesa 1	[353] 124 Montesa	01 00		
58	Johnston, C. W. 1014	S. H. Goddards Motors 629	122 Sun	01 10		
59	Salt, C. F. 877	Eleanor Motors 349	123 Bantam	01 20		
60	Ortueta, J. de 2321 (Spain)	Motocicletas Montesa 1	124 Montesa	01 30		
61	Marsh, R. W. 651	Marsh & Fry Ltd. 334	124 M. & F.	01 40		
62	McCandless, C. 2249 (Irel'd)	Austin Munks 321	125 Mondial	01 53		
63	Llobet, J. M. 2325 (Spain)	Motocicletas Montesa 1	124 Montesa	02 00		
64	Desborough, F. 879	F. Desborough	114 F.D.E.	02 10		
65	Goddard, S. H. 946	S. H. Goddard	122 Sun	02 20		
66	Masetti, U. 2822 (Italy)	F. B. Mondial	125 F.B. Mondial	02 30		
67	Anelay, J. N. 847	Anelays (Blackburn) Ltd. 342	122 Anelay Excel.	02 40		
68	Grindley, H. A. 1049	H. Dugdale 450	[353] 125 D.M.W.	02 50		
69	Horn, C. 618	Dot Cycle & Motor Mfg. Co. Ltd. 122	122 D.O.T.	03 00		
70	Holton, R. C. 923	Pankhurst (Weymouth) Ltd. 381	124.25 Pankhst. Sp.	03 10		
71	Ubbiali, C. 2802 (Italy)	F. B. Mondial	125 F.B. Mondial	03 20		
72	Newman, G. 868	Dot Cycle & Motor Mfg. Co. Ltd. 122	122 D.O.T.	03 30		
73	Dehany, W. G. 940	W. M. Webster 436	[353] 124 R. Enfield	03 49		
74	Benasedo, F. 2779 (Italy)	F. Benasedo	125 M.V.	03 53		
75	Feurstein, P. 3081 (Austria)	P. Feurstein	125 Puch	04 00		
76	Fry, F. W. 817	Continental Motor Cycles Ltd. 628	123 Lambretta	04 10		
77	Wierda, W. 2727 (Austria)	Norman Cycles Ltd. 346	125 Norman	04 20		
78	Jones, A. 714	Anelays (Blackburn) Ltd. 342	122 Anelay Excel.	04 30		
79	Ferri, R. 2782 (Italy)	S. A. Innocenti	125 Lambretta	04 40		
80	Harwood, K 735	Anelays (Blackburn) Ltd. 342	122 Anelay D.M.W.	04 50		
81	Pagani, N. 2803 (Italy)	F. B. Mondial	125 F. B. Mondial	05 00		

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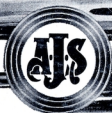
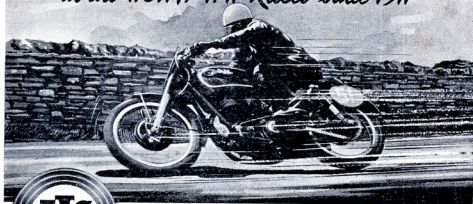
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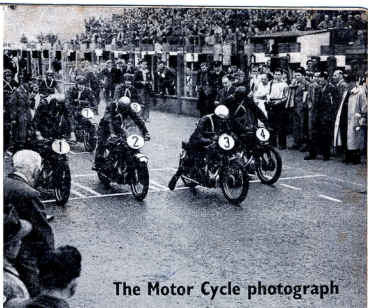
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**The Motor Cycle photograph**

The first four competitors in the 1950 1000 c.c. Clubman's Race kickstart their big twin Vincents.

## The Tourist Trophy Races

*[Continued from Page 9]*

which closely resemble standard products. Catering for a type of enthusiast never before offered a ride in the Island in June, these have proved very popular.

Having learned that a hundred riders are the most that can be conveniently handled together, the A.C.U. has been puzzled to crowd so many events into its ration of three days' racing, and compelled to adopt various expedients. This season, despite the inclusion of a brand new International T.T. for 125 c.c. machines, revised arrangements make it possible to run off six races and still leave Friday free for the "Senior."

Apart from the T.T.'s proud position as the "blue riband" of motorcycle sport, attracting entries from all over the world, and each year drawing many thousands of fans to Douglas in early June; apart from its tremendous advertising value, the races continue to serve a valuable technical purpose. Although the mountain road is no longer a three-ply track abounding in loose stones, though some of the humpback bridges have been "ironed out," the hundred plus major corners, the end-3," at a ton—by the few, the many sharp climbs, the less tricky bends, some of which can be taken "flat in terrific drop to Creg-na-Baa, these all remain, and as the horse-power ever increases, so added efficiency is required from every component. It is no idle boast to claim that the foundations of all the best qualities of the modern motorcycle were laid on the T.T. course, which will continue to act as a laboratory for the future.

Finally, the organisation. Spectators, accustomed to the smooth running of the races, can have no conception of the work involved, of the vast and complicated structure behind the scenes. The T.T. does not just happen; months of planning and innumerable helpers are needed. From Mr. Secretary Huggett, aloft in the Control Tower, to each scout operating the score-board, they function as a trained team. Plainly, the T.T. could not take place without the Manx financial grant; but nor could it be run without the volunteer marshals, who spread themselves round the course during the grey hours before every practice morning. And each of the army of assistants is equally vital to the success of the week.

Our grateful thanks to them. And, above all, to the riders who, by courage and skill unsurpassed in any sphere of sport, provide the unique heart-stirring spectacle of our beloved Tourist Trophy Races.

Page Thirteen

5 20 23 / 59 57 23 53 82 / 8 29 8

# CLUBMAN'S SENIOR RACE

## 4 Laps. LIST OF ENTRIES and SCORE SHEET

The race will start at approx. 2:30 intervals throughout the competitors will be despatched at intervals of 15 seconds.

\*S - Scottish A.C.U.

No.	Driver and Licence No.*	Club and Licence No.*	Motorcycle	Start m. s.	1st Lap h. m. s.	2nd Lap h. m. s.	3rd Lap h. m. s.	4th Lap h. m. s.
1	Wilkins, D. J. P. 1364	Mendip Vale MC & LCC 598	498 Matchless	00 00				
2	Collins, A. C. R. 408	Bristol MC & LCC 530	498 Matchless	00 00				
3	Brough, K. C. 2462	Aldershot MCC 590	495 B.S.A.	00 00				
4	Hart, A. J. 1106	Chorley & DMC & LCC 447	490 Norton	00 15				
5	Rowbottom, R. A. 448	Scunthorpe MCC 368	498 Matchless	00 15				
6	Ure, J. 2708S	Glasgow Sporting MCC 572	500 B.S.A.	00 15				
7	James, D. R. A. 2134	Streatham & DMCC 446	490 Norton	00 30				
8	Plews, H. 1747	Wakefield & DMCC 561	498 Triumph	00 30				
9	Duncan, J. C. 1826	Lincoln & DMC & LCC 532	498 Matchless	00 30				
10	Gadd, D. A. 2068	Bristol MCC 507	490 Norton	00 45				
11	Radford, B. S. 2225	Nottingham Tornado MC 454	498 Triumph	00 45				
12	Perris, F. G. 1675	Chester MC 518	498 Triumph	00 45				
14	Walsh, P. J. 653	Soullih MCC 416	500 Triumph	01 00				
15	Scott, C. 904	Sheffield MC & LCC 398	490 Norton	01 00				
16	Penney, H. J. 937	Cranleigh & DMC & CC 379	490 Norton	01 15				
17	Price, P. J. 2486	Ashtford Kent MC 526	490 Norton	01 15				
18	Cooper, J. H. 1078	Bury & DMC 510	490 Norton	01 15				
19	Collings, F. C. J. 2224	West Bristol MC & CC 600	498 Triumph	01 30				
20	Kendall, I. L. 1814	Bayswater MCC 496	498 A.J.S.	01 30				
21	Seston, S. T. 1206	Bournville Works MC 355	499 B.S.A.	01 30				
22	Waddington, K. D. 1911	Bradford & DMC 594	498 Triumph	01 45				
23	Wicksteed, I. B. 2027	Royston & DMCC 417	498 Triumph	01 45				
24	Thomson, J. A. 464	Croydon MC 357	498 A.J.S.	01 45				
25	Havercroft, J. 2268	Hull MC Ltd. 502	498 A.J.S.	02 00				
26	Orton, P. J. 2395	Hinckley & DMC & LCC 570	499 Vincent	02 00				
27	Camfield, G. N. 2539	X.H.G. Tiger MCC 601	490 Norton	02 00				
28	Wright, J. 823	Wirral 100 MC 597	499 B.S.A.	02 15				
29	Draper, G. J. 195	Cheltenham MC 524	498 Triumph	02 15				
30	Mather, J. 2191	Bermundsey MCC 540	490 Norton	02 15				
31	Fletcher, F. 2085	West Leeds MC 571	490 Norton	02 30				
32	Watling, K. S. 1437	South Leeds MC 434	490 Norton	02 30				
33	Cox, J. 1729	Manchester Eagle MC 588	498 Matchless	02 30				
34	Passmore, F. 1039	Hayes & DMCC 420	490 Norton	02 45				
35	King, A. R. 1690	Tollerton M/C 485	498 Triumph	02 45				
36	Wood, J. J. 1581	Peveril (10M) MC & CC 512	490 Norton	02 45				
37	Birrell, D. C. 2415S	Kirkcaldy & DMCC 2809S	498 Triumph	03 00				
38	Yates, R. 1236	Mansfield & DMC & CC 503	490 Norton	03 00				
39	Hawkins, C. 1110	Antelope MCC 522	495 B.S.A.	03 00				

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40	Shepley-Taylor, P.	763	South Liverpool MC	448	490 Norton	03 15	
41	Clark, J. R.	159	Waterlooville MCC	463	490 Norton	03 15	
42	Bollington, J.	1823	Sheffield Ace MC	461	498 Triumph	03 15	
43	Swarbrick, T. W.	966	Preston & DMC	586	499 B.S.A.	03 30	
44	Whitehouse, A. C.	854	Castle Bromwich MC	521	490 Norton	03 30	
45	Howard, W.	1540	Warrington & DMC	383	490 Norton	03 30	
46	"Southward, T."	1357	Reading Ace MCC	372	498 Triumph	03 45	
47	Workman, W.	2426	Rosendale MC & LCC	545	498 Triumph	03 45	
48	Kenworthy, R.	2426	Royton A.T.C. MCC	555	498 Triumph	04 00	
49	Jackson, R. L.	2397	Macclesfield MCC	602	498 Triumph	04 00	
50	Oughton, E. G.	2086	West Leeds MC	571	499 Vincent	04 00	
51	Watson, C.	2612	North Lincs MC	551	498 Triumph	04 15	
52	AVIS, A. S.	163	Border MC	358	490 Norton	04 15	2
53	Arber, I. K.	2053	Wellingborough MCC	472	490 Norton	04 15	
54	Keen, R. F.	721	Sutton Coldfield & NBAC	315	498 Triumph	04 30	
55	Boisshaw, L. C.	2405	Nantwich & DMC	543	499 B.S.A.	04 30	
56	Coleman, F. O.	1640	Birmingham MCC	578	498 Triumph	04 30	
57	Oldfield, W. R.	2731	Hyde MC	563	490 Norton	04 45	
58	Parker, J. H.	1538	Dunlop C & MCC	382	498 Triumph	04 45	
59	Bowman, E. J.	1576	Barham & DMC & LCC	364	499 B.S.A.	04 45	
60	Hancock, W. C.	942	Wallasey MC	566	490 Norton	05 00	
61	Netherton, J. B.	2472	West Ham & DMC	525	490 Norton	05 00	
62	Pantlin, E.	1525	Hillingdon & Uxbridge MC	405	495 B.S.A.	05 00	
63	Bates, A.	2140	C.S.M.A. Ltd.	345	498 Vincent	05 15	
64	Ollershaw, H. J.	781	Hillsbro' MCC	512	490 Norton	05 15	
65	Mawson, R.	2578	Feveril (IOM) MC & CC	512	498 Triumph	05 15	
66	Wellsted, A. J.	2088	Pathfinders & Derby MC Ltd.	482	490 Norton	05 30	
67	Capner, A. R.	2430	Whitehaven MC	558	498 Triumph	05 30	
68	Pooley, F. J.	2079	Tollerton MCTC	485	498 Matchless	05 30	
69	Anstin, R. F.	517	West Middlesex AMCC	389	490 Norton	05 45	
70	Wilshere, W.	511	Watford & DMC & LCC	369	490 Norton	05 45	
71	Hyland, V. G.	2139	North Hants MC	552	490 Norton	05 45	
72	Harding, W. A.	2732	Ramsay & DMC & LCC	568	490 Norton	05 45	
73	Newcombe, L.	1002	West Ealing MCC	596	500 Triumph	06 00	
74	Milburn, N.	374	Darlington & DMC	565	500 A.J.S.	06 00	
75	Dobbs, A. W.	1983	Bath & West of England MC	576	498 Matchless	06 15	
76	Hedley, J.	1262	Wood Green & DMC	525	490 Norton	06 15	
77	Martin, A. F. J. D.	2540	Leicester Query MC	362	498 Triumph	06 15	
78	Williams, T.	910	Fodens MC	424	498 Triumph	06 15	
79	Keel, W. J.	304	Folkestone MCC	603	499 B.S.A.	06 30	
80	Clough, A. E.	865	Winsford & DMC	567	498 Triumph	06 30	
81	Neal, H.	768	Grasshopper (Romford) MCC	408	490 Norton	06 45	
82	Ritchie, R.	562	Lanarkshire & DMC & CC	604	490 Norton	06 45	
83	Alcock, G. D.	2100	Northwich MC	585	490 Norton	06 45	3

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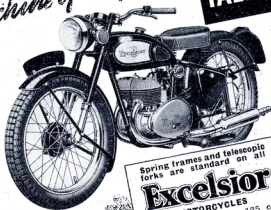
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# S P E E D   T A B L E

No. of Laps	1	2	3	4	5	6	7
Distance (Miles)	37.733	75.467	113.200	150.933	188.667	226.400	264.133
M.P.H.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
60	0 37 44	1 15 28	1 53 12	2 30 56	3 08 40	3 46 24	4 24 08
61	0 37 07	1 14 14	1 51 21	2 28 28	3 05 34	3 42 41	4 19 48
62	0 36 31	1 13 02	1 49 33	2 26 04	3 02 35	3 39 06	4 15 37
63	0 35 56	1 11 52	1 47 48	2 23 45	2 59 04	3 35 37	4 11 33
64	0 35 23	1 10 45	1 46 08	2 21 30	2 56 53	3 32 15	4 07 38
65	0 34 50	1 09 40	1 44 30	2 19 19	2 54 09	3 28 59	4 03 49
66	0 34 18	1 08 36	1 42 55	2 17 13	2 51 31	3 25 49	4 00 07
67	0 33 47	1 07 35	1 41 22	2 15 10	2 48 57	3 22 45	3 56 32
68	0 33 18	1 06 35	1 39 53	2 13 11	2 46 28	3 19 46	3 53 03
69	0 32 49	1 05 37	1 38 26	2 11 15	2 44 03	3 16 52	3 49 41
70	0 32 21	1 04 41	1 37 02	2 09 22	2 41 43	3 14 03	3 46 24
71	0 31 53	1 03 46	1 35 40	2 07 33	2 39 26	3 11 19	3 43 13
72	0 31 27	1 02 53	1 34 20	2 05 47	2 37 13	3 08 40	3 40 07
73	0 31 01	1 02 03	1 33 02	2 04 03	2 35 04	3 06 05	3 37 06
74	0 30 36	1 01 11	1 31 47	2 02 23	2 32 58	3 03 34	3 34 10
75	0 30 11	1 00 22	1 30 34	2 00 45	2 30 56	3 01 07	3 31 18
76	0 29 47	0 59 35	1 29 22	1 59 09	2 28 57	2 58 44	3 28 32
77	0 29 24	0 58 48	1 28 12	1 57 37	2 27 01	2 56 25	3 25 49
78	0 29 02	0 58 03	1 27 05	1 56 06	2 25 08	2 54 09	3 23 11
79	0 28 39	0 57 19	1 25 58	1 54 38	2 23 17	2 51 57	3 20 36
80	0 28 18	0 56 36	1 24 54	1 53 12	2 21 30	2 49 48	3 18 06
81	0 27 57	0 55 54	1 23 51	1 51 48	2 19 45	2 47 42	3 15 39
82	0 27 37	0 55 13	1 22 50	1 50 26	2 18 03	2 45 39	3 13 16
83	0 27 17	0 54 33	1 21 50	1 49 06	2 16 23	2 43 40	3 10 56
84	0 26 57	0 53 54	1 20 51	1 47 49	2 14 46	2 41 43	3 08 40
85	0 26 38	0 53 16	1 19 54	1 46 32	2 14 11	2 39 49	3 06 27
86	0 26 20	0 52 39	1 18 59	1 45 18	2 11 38	2 37 57	3 04 17
87	0 26 01	0 52 03	1 18 04	1 44 05	2 10 07	2 36 08	3 02 10
88	0 25 44	0 51 27	1 17 11	1 42 55	2 08 38	2 34 22	3 00 05
89	0 25 26	0 50 53	1 16 19	1 42 45	2 07 11	2 32 38	2 58 04
90	0 25 09	0 50 19	1 15 28	1 40 37	2 05 47	2 30 56	2 56 05
91	0 24 52	0 49 45	1 14 38	1 39 31	2 04 24	2 29 16	2 54 09
92	0 24 37	0 49 13	1 13 50	1 38 26	2 03 03	2 27 39	2 52 16
93	0 24 21	0 48 41	1 13 02	1 37 23	2 01 43	2 26 04	2 50 25
94	0 24 05	0 48 10	1 12 15	1 36 20	2 00 26	2 24 31	2 48 36
95	0 23 50	0 47 40	1 11 30	1 35 20	1 59 10	2 22 59	2 46 49
96	0 23 35	0 47 10	1 10 45	1 34 20	1 57 55	2 21 30	2 45 05
97	0 23 20	0 46 41	1 10 01	1 33 22	1 56 42	2 20 02	2 43 23
98	0 23 06	0 46 12	1 09 18	1 32 24	1 55 31	2 18 37	2 41 43
99	0 22 52	0 45 44	1 08 36	1 31 28	1 54 21	2 17 13	2 40 05
100	0 22 38	0 45 17	1 07 55	1 30 34	1 53 12	2 15 50	2 38 29

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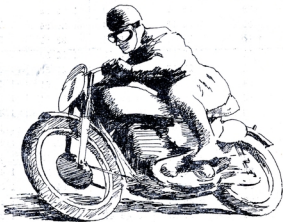
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# T.T. WINNERS

## Lightweight International

Date	Name	H.P. or C.C. & Type	Laps	Time h. m. s.	Speed m.p.h.
1922	G. S. Davison	23 Lewis	5	3 46 56	49.89
1923	J. A. Porter	249 New Gerrard	6	4 21 37	51.93
1924	F. Twenlow	249 New Imperial	6	4 5 5	55.44
1925	F. Twenlow	246 New Imperial	6	3 55 18	57.74
1926	C. W. Johnston	249 Cotton	7	4 23 16.4	60.20
1927	W. L. Handley	248 Rex-Acme	7	4 10 22	63.50
1928	F. A. Longman	249 O.K. Supreme	7	4 11 59	62.90
1929	S. A. Crabtree	246 Excelsior	7	4 8 10	63.87
1930	J. Guthrie	248 A.J.S.	7	4 4 59	64.71
1931	G. W. Walker	249 Radge	7	3 49 47	68.98
1932	L. H. Davenport	246 New Imperial	7	3 44 53	70.48
1933	S. Gleave	246 Excelsior	7	3 41 23	71.59
1934	J. H. Simpson	249 Radge	7	3 43 50	70.81
1935	S. Woods	248 Guzzi	7	3 41 29.56	71.56
1936	A. R. Foster	246 New Imperial	7	3 35 22	74.28
1937	O. Tenni	248 Guzzi	7	3 32 6	74.72
1938	E. Kluge	248 D.K.W.	7	3 21 56	78.48
1939	E. A. Mellors	246 Benelli	7	3 33 26	74.25
1947	M. Barrington	248 Moto Guzzi	7	3 36 26.6	73.22
1948	M. Cann	248 Moto Guzzi	7	3 30 49	75.17
1949	M. Barrington	248 Moto Guzzi	7	3 23 13.2	77.96
1950	D. Ambrosini	248 Benelli	7	3 22 58	78.08

## Ultra-Lightweight International

Date	Name	H.P. or C.C. & Type	Laps	Time h. m. s.	Speed m.p.h.
1924	J. A. Porter	174 New Gerrard	3	2 12 40	51.90
1925	W. L. Handley	174 Rex-Acme	4	2 49 27	55.45

## Senior Clubman's

Date	Name	H.P. or C.C. & Type	Laps	Time h. m. s.	Speed m.p.h.
1947	E. E. Briggs	490 Norton	4	1 55 8	78.67
1948	D. Daniels	998 Vincent H.R.D.	4	1 52 29.6	80.51
1949	G. E. Duke	490 Norton	3	1 21 55	82.97
1950	P. H. Carter	490 Norton	4	1 59 30.4	75.60

# T.T. FASTEST LAPS

## Lightweight International

Date	Name	m. s.	m.p.h.	Date	Name	m. s.	m.p.h.
1922	W. L. Handley	44 24	51.01	1934	J. H. Simpson	30 45	73.64
1923	W. L. Handley	41 58	53.95	1935	S. Woods	30 31	74.19
1924	E. Twenlow	38 51	58.28	1936	S. Woods	29 43	76.20
1925	W. L. Handley	37 36	60.22	1937	O. Tenni	29 8	77.72
1926	P. Gherai	35 49	63.12	1938	E. Kluge	28 11	80.35
1927	A. Bennett	35 9	64.42	1939	S. Woods	28 58	78.16
1928	F. A. Longman	35 8	64.45	1947	M. Cann	30 17	74.74
1929	P. Gherai	33 59	66.63	1948	M. Cann	29 31	76.72
1930	W. L. Handley	33 52	66.86	1949	J. R. H. Dale	28 9	80.44
1931	G. E. Nott	31 34	71.73	1950	D. Ambrosini	27 59	80.91
1932	W. L. Handley	30 34	74.03				
1933	S. Gleave	31 11	72.62				

## Ultra-Lightweight International

Date	Name	m. s.	m.p.h.	Date	Name	m. s.	m.p.h.
1924	J. A. Porter	45 2	52.61	1925	W. L. Handley	41 52	54.08

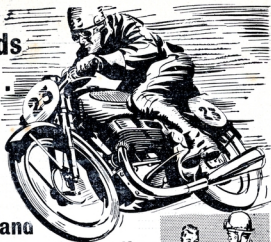
## Senior Clubman's

Date	Name	m. s.	m.p.h.	Date	Name	m. s.	m.p.h.
1947	E. E. Briggs	28 18	80.02	1949	G. E. Duke	27 3	83.70
1948	G. Brown	27 24	82.65	1950	I. B. Wicksteed	28 29	79.48



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THE UPPER CYLINDER LUBRICANT  
AND FUEL ECONOMIZER



## LAP LEADERS - LIGHTWEIGHT INTERNATIONAL

250 Class

125 Class

	1st Lap	2nd Lap	3rd Lap	4th Lap
1st				
2nd				
3rd				
4th				
5th				
6th				

	1st Lap	2nd Lap
1st		
2nd		
3rd		
4th		
5th		
6th		

## SENIOR CLUBMAN'S

	1st Lap	2nd Lap	3rd Lap	4th Lap
1st				
2nd				
3rd				



## Some 1950 Successes!

**WORLD RECORDS:** 500 c.c., 2 Hrs. & 500 Kiloms., 115 m.p.h. (A.J.S.)

**U.S.A. RECORDS:** Fastest-ever Mile, 156.58 m.p.h. (VINCENT)

**ULSTER G.P.:** 350 c.c. **1st** R. Foster - (VELOCETTE)

**SWISS G.P.:** 500 c.c. **1st** & 350 c.c. L. Graham - (A.J.S.)

**BELGIAN G.P.:** 350 c.c. **1st** R. Foster - (VELOCETTE)

**DUTCH T.T.:** 350 c.c. **1st** R. Foster - (VELOCETTE)

**ALBI, France:** 500 c.c. **1st** & 350 c.c. L. Graham - (A.J.S.)

**NORTH-WEST 200:** 500 c.c. **1st** A. Bell - (NORTON)

**INENSTER 200:** 500 c.c. **1st** A. Bell - (NORTON)

**INTERNATIONAL** 4-DAYS TRIAL: **1st** International Trophy, Silver Vase, Manufacturers and Club Team Prizes

**SCOTTISH** 4-DAYS TRIAL: Solo **1st** L. Ratcliffe - (MATCHLESS)  
Manufacturers Team Prize (MATCHLESS)

**EXPERTS'** (BRITISH) TRIAL: Solo **1st** W. Nicholson - (B.S.A.)

# LUCAS

## IGNITION

## Always in the Lead!

# STORMGARD

## Guaranteed WEATHERWEAR

### The Famous Model 234

Double-breasted Competition Coat in soft pliable Black polished Rubber material.

### The World-famous Model 202 Three-in-One Coat

Made in a high-grade water-proof outer material, with wool lining and full oilskin interlining.

### The Renowned Model 236

Heavy Double-texture Fawn Twill double-breasted Coat.

- **STORMGARD** Motor Cycling Coats are obtainable from Motor Cycle suppliers, all leading Stores and Men's Wear Specialists, or write direct to us.

### STORMGARD LTD.,

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*....and for the Best Report*

# MOTOR CYCLING



**DEAD WHEREVER MOTORCYCLES ARE RIDDEN**