

We tested the new TT 100-K181 on the world's most punishing test equipment. Mike Hailwood.

Ten years ago, a legend was born on the Isle of Man.

The TT 100 became the first tyre to lap the TT circuit at over 100mph on a road bike, and it has been a favourite with all breeds of rider ever since.

But bikes have come a long way in ten years. They're bigger and faster and they put more stress on their tyres.

So we decided that even the TT 100 had to be updated.

For 3 years our designers and test-riders developed prototypes until we were satisfied.

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We've got one machine that runs tyres at 150mph.

Another puts the

tyre under impossible stresses.

And another simulates aquaplaning conditions that no rider would be mad enough to risk.

Once the new TT 100-K181 had been through all that, you might think its ordeal was over.

Wrong.

A machine can test everything except feel.

And feel is the rider's most important asset.

So we brought in Mike Hailwood, the man who knows more

about feel than anyone, to ask the tyre a few questions at the Isle of Man, where it all started.

He lashed it through Guthrie's. He thrashed it past Sarah's cottage.

He caned it over Ballaugh Bridge. And flogged it round the circuit, lap after lap.

His verdict?

That the new tyre had all the wet grip of the old one, but it handled even better, helping the bigger bike of today achieve its full potential.

When we told him that the new TT 100-K181 also lasted 30% longer at the back, he had only one comment.

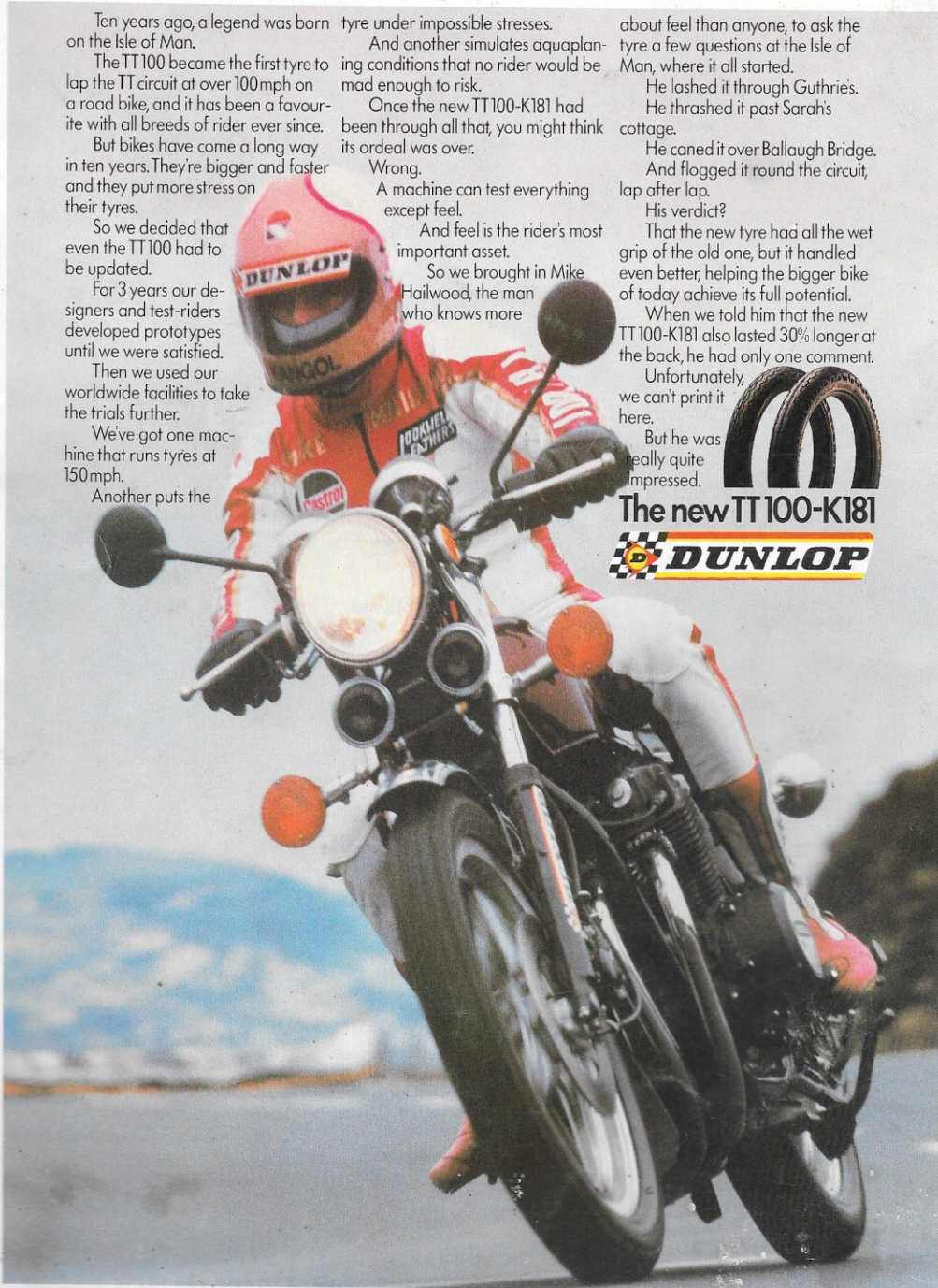
Unfortunately, we can't print it here.

But he was really quite impressed.



The new TT 100-K181

DUNLOP



TT80 ISLE OF MAN

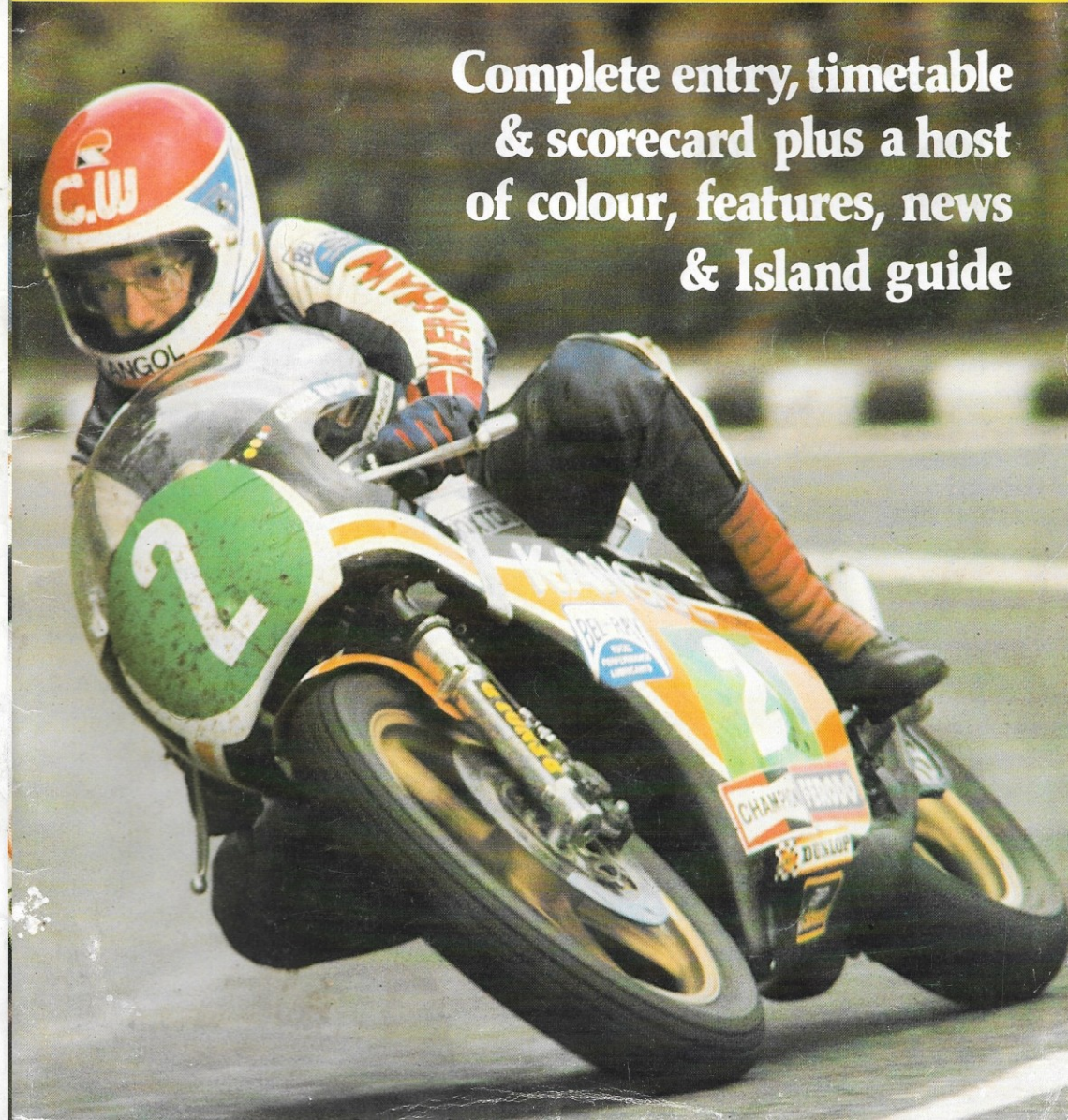


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OFFICIAL SOUVENIR PROGRAMME inc. Raceguide

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TT80 ISLE OF MAN



OFFICIAL SOUVENIR PROGRAMME

A Raceguide and list of entries is included as a separate insert in this programme

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Full TT entry plus Leader Board, Speed Table and Course	Raceguide

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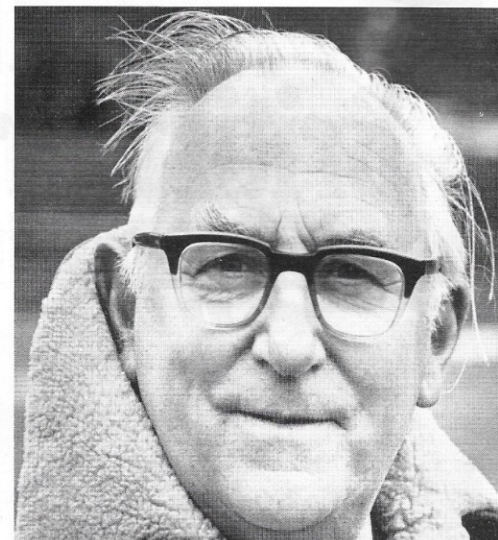
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THE 1980 INTERNATIONAL TOURIST TROPHY RACE MEETING.....

Last year's Millennium TT will be recorded in the history books of the races as the 'best ever' — it was an event which attracted a record number of tourists to the Isle of Man — it was an event which enjoyed the return of very many previous TT winners, returning to take part in a memorable 'Millennium Lap of Honour' but above all an event which provided excellent racing at speeds which shattered most existing records — a truly memorable occasion.

The ACU will not be satisfied to bask in the reflected glory of the 1979 Millennium TT, but will plan for even better events in the 1980s. Encouraged by the wonderful world-wide public support the Isle of Man TT enjoys, we plan to make the occasion a truly international festival of motor-cycling — an occasion which will be the envy of all other countries interested in motor-cycle sport.

This year's TT entry, a mixture of experienced and youthful star riders, is certain to provide for an excellent 1980 TT. The supporting events have also been greatly improved for your enjoyment; nevertheless, if you have any suggestions to make for the years to come, please write to the ACU, 31 Belgrave Square, London SW1X 8QQ, and mark your letter for my attention. We are most anxious to ensure future TT races and supporting events are organised in a way that will continue to attract you all to this world mecca of motor-cycling.



Vernon Cooper
Chairman of the ACU Road Race Committee and
Chairman of the TT Organising Committee

The 1980 International Tourist Trophy Race Meeting
Organised by the Auto-Cycle Union, 31 Belgrave Square, London SW1X 8QQ
Under the International Sporting Code of the FIM, the General Competition Rules of the ACU, and the Supplementary Regulations
PATRON OF THE AUTO-CYCLE UNION
HRH The Prince Philip, Duke of Edinburgh, KG

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His Excellency the Lieutenant Governor of the Isle of Man, Sir John Paul, GCMG, OBE, MC.
The Most Honourable the Marquis Camden, DL, JP.
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Teare, JP.
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Mr. J. Blackburn, President of the Isle of Man Centre.
Mr. K.S. Topping (Past Hon. Treasurer of the Auto-Cycle Union).

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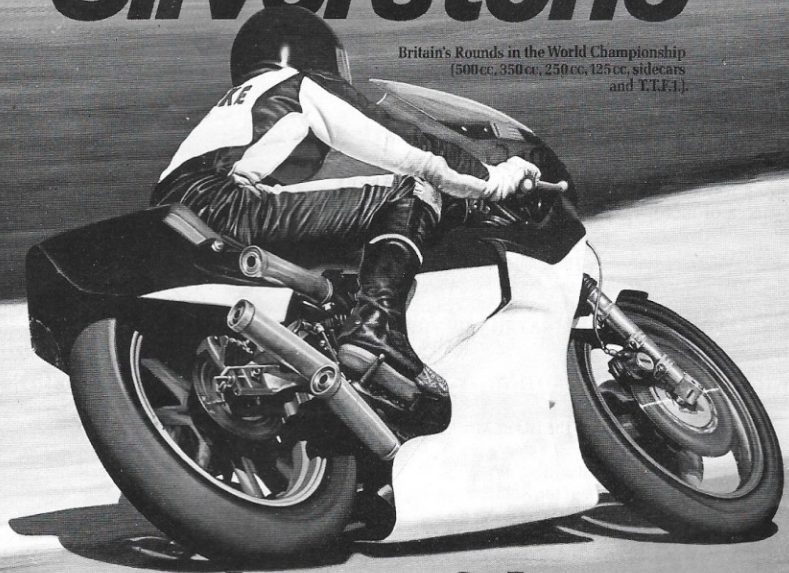
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FRIDAY 8th AUGUST (Qualifying), Trackside Enclosures: Adults £2.00, Child 50p. Covered Grandstand: Free.
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SATURDAY 9th AUGUST (Qualifying), Trackside Enclosures: Adults £2.00, Child 50p.
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SUNDAY 10th AUGUST, Trackside Enclosures: Adults £5.00, Child £1.00. Covered Grandstand: Adults £4.00 (Extra),
Child £4.00 (Extra). Paddock Transfer: Adults £3.00 (Extra), Child £3.00 (Extra).

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Tickets can be booked in advance at reduced prices from Booking Office, Silverstone Circuit,
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The Organisers/Promoters reserve the right to alter or cancel the programme without notice.



DAILY EXPRESS



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Assistant Consulting Chemist:

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Safety Officer:

W. Boak.

Drivers' Welfare:

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Chief Competitors Marshal:

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.....TIMETABLE OF THE MEETING.....

.....RACE PROGRAMME.....

Saturday May 31st .. Tourist Trophy World Championship Formula One Race (6 laps; 226 miles) start 3.00pm	Number plate colour: Red
Sidecar Race—First leg (3 laps; 113 miles) start 6.00pm	Number plate colour: White
Monday June 2nd .. Talbot Senior Race (6 laps; 226 miles) start 11.00am	Number plate colour: Yellow
Sidecar Race—Second leg (3 laps; 113 miles) start 2.30pm	Number plate colour: White
Wednesday June 4th Junior Race (6 laps; 226 miles) start 11.00am	Number plate colour: Green
Tourist Trophy World Championship Formula Two & Three Race (4 laps; 151 miles) start 2.30pm	Number plate colour: Blue/Black
Friday June 6th Classic Race (6 laps; 226 miles) start 1.00pm	Number plate colour: White

..PRACTICE PERIODS.....

Monday May 26th	6.30pm to 8.00pm	8.00pm to 9.00pm Solos
Tuesday May 27th	5.00am to 6.30am	6.30pm to 8.00pm Solos
	8.00pm to 9.00pm	 Sidecars
Wednesday May 28th	5.00am to 6.30am	8.00pm to 9.00pm Sidecars
	6.30pm to 8.00pm	 Solos
Thursday May 29th	5.00am to 6.30am	 Solos
Friday May 30th	6.30pm to 8.00pm	 Solos
	8.00pm to 9.00pm	 Sidecars

ROAD CLOSING TIMES

Mornings: 4.40am to 7.10am
Evenings: 6.10pm to 9.40pm

.....PRESENTATION OF AWARDS.....

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

TT Formula I, Talbot Senior and the first Sidecar TT Races **Monday 2 June at 9.30 pm**
Presentation by His Honour the First Deemster and Clerk of the Rolls, A.C. Luft, JP.

Junior and second sidecar TT Races **Wednesday 4 June at 9.30 pm**
Presentation by The Worshipful the Mayor of Douglas, Councillor Miss L.M. Teare, JP.

TT Formula II and III Races and Classic Race **Friday 6 June at 9.30 pm**
Presentation by His Excellency the Lieutenant Governor of the Isle of Man, Sir John Paul, GCMG, OBE, MC

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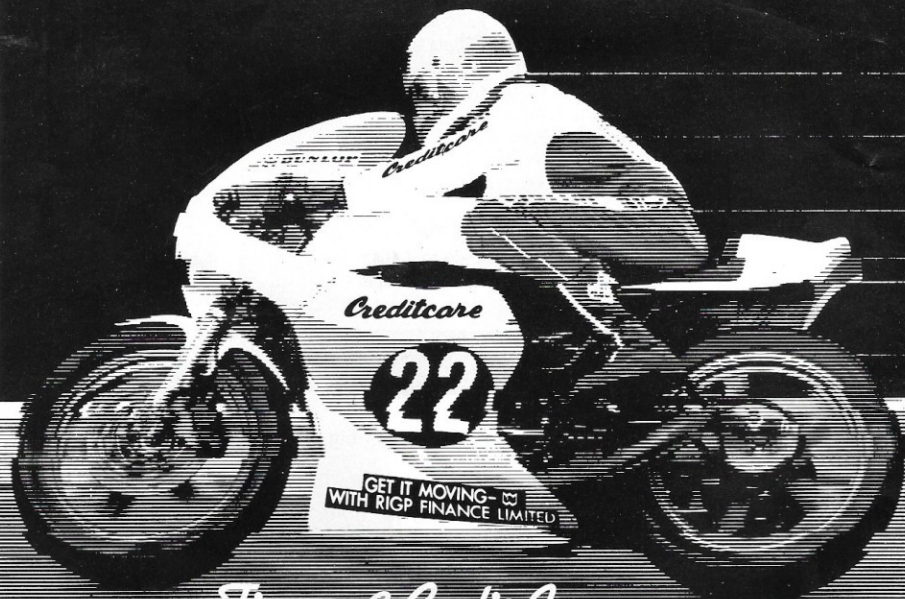
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1980 AWARDS.....

PREMIER AWARDS..

- Tourist Trophy World Championship Formula I Race Winner
FORMULA I TOURIST TROPHY
- Talbot Senior Race Winner **SENIOR TOURIST TROPHY**
- First Sidecar Race Winner **FRED W. DIXON 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**
- 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....

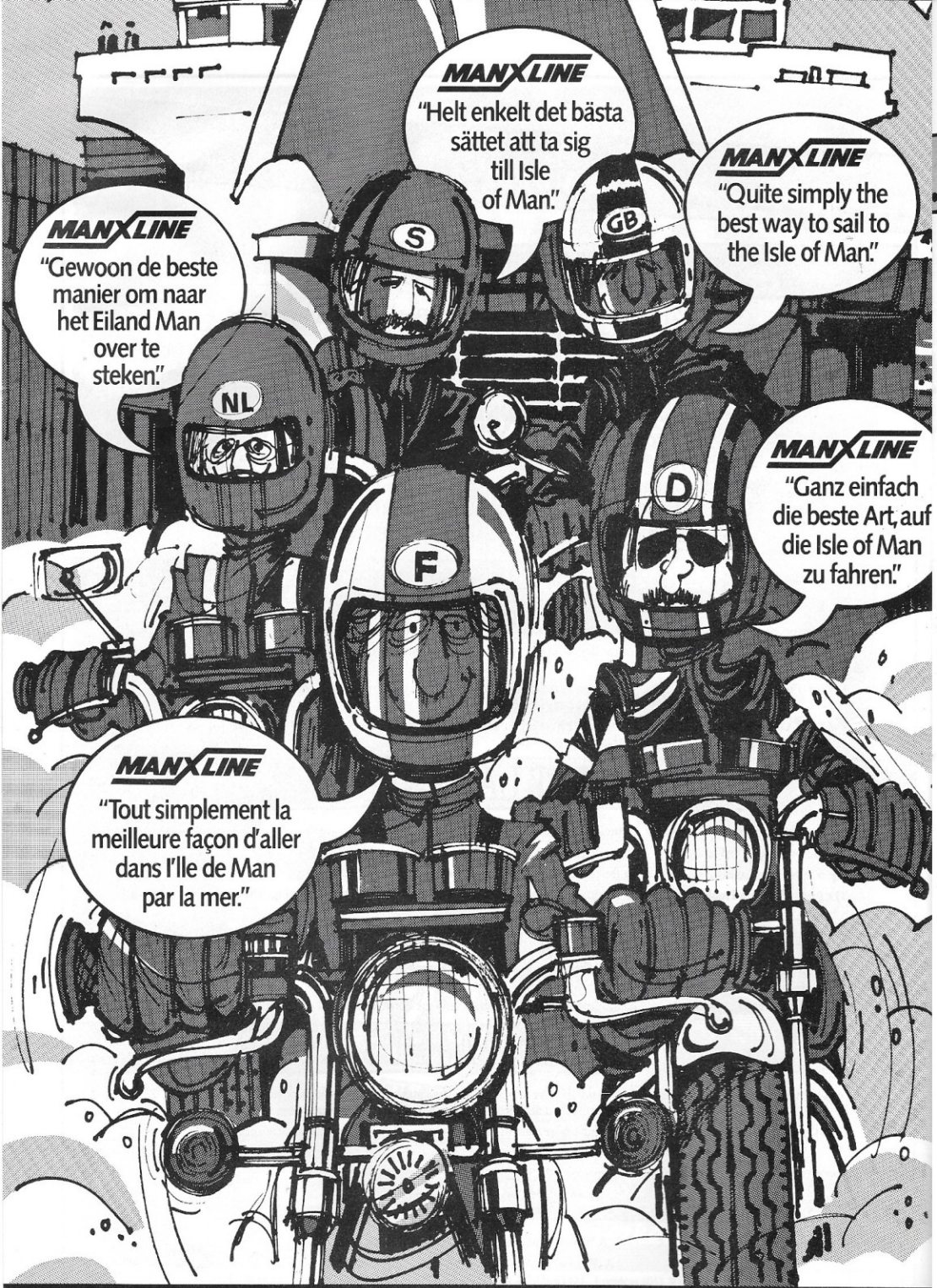
- The TT Special Trophy and Replica** ... To the driver making the fastest lap in the Classic Race
- The Motor Cycle News Trophy** To the driver making the fastest lap in the Junior Race
- The Motor Cycle Trophy** To the driver making the fastest lap in the Talbot Senior Race
- The Jimmy Simpson Trophy** To the driver of a solo machine making the fastest lap of the meeting. The driver also receives a Replica
- The Walter Handley Trophy** To the driver of a sidecar machine making the fastest lap of the meeting. The driver also receives a Replica
- John Williams Trophy** To the driver making the fastest lap in the Formula I Race. The driver also receives a Replica
- The Fred Launchbury Trophy** To the driver making the fastest lap in the Formula 3 event.

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

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- A 'Silver' Replica to the top 15% of finishers
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PRIZE MONEY

RACE 1 FORMULA 1 TT

	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Totals
1st	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 5,000
2nd	500	500	500	500	500	2,500
3rd	400	400	400	400	400	2,000
4th	300	300	300	300	300	1,500
5th	250	250	250	250	250	1,250
6th	200	200	200	200	200	1,000
7th	175	175	175	175	175	875
8th	150	150	150	150	150	750
9th	125	125	125	125	125	625
10th	100	100	100	100	100	500
11th	80	80	80	80	80	400
12th	60	60	60	60	60	300
13th	40	40	40	40	40	200
14th	20	20	20	20	20	100
15th	10	10	10	10	10	50
						£17,050

RACE 2 SIDECAR (FIRST LEG)

	Lap 1	Lap 2	Lap 3	Totals
1st	£ 500	£ 1,000	£ 1,500	£ 3,000
2nd	250	500	750	1,500
3rd	200	300	500	1,000
4th	150	200	300	650
5th	125	150	175	450
6th	100	125	150	375
7th	90	100	125	315
8th	80	90	100	270
9th	70	80	90	240
10th	60	70	80	210
11th	50	60	70	180
12th	40	50	60	150
13th	30	40	50	120
14th	20	30	40	90
15th	10	20	30	60
				£8,610

RACE 3 SENIOR

	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Totals
1st	£ 700	£ 700	£ 700	£ 700	£ 700	£ 3,500
2nd	400	400	400	400	400	2,000
3rd	250	250	250	250	250	1,250
4th	150	150	150	150	150	750
5th	125	125	125	125	125	625
6th	100	100	100	100	100	500
7th	90	90	90	90	90	450
8th	80	80	80	80	80	400
9th	70	70	70	70	70	350
10th	60	60	60	60	60	300
11th	50	50	50	50	50	250
12th	40	40	40	40	40	200
13th	30	30	30	30	30	150
14th	20	20	20	20	20	100
15th	10	10	10	10	10	50
						£10,875

RACE 4 SIDECAR (SECOND LEG)

	Lap 1	Lap 2	Lap 3	Totals
1st	£ 1,000	£ 1,250	£ 1,250	£ 3,500
2nd	500	750	750	2,000
3rd	250	350	350	950
4th	150	300	300	750
5th	125	250	255	625
6th	100	200	200	500
7th	90	150	150	390
8th	80	100	100	280
9th	70	80	80	230
10th	60	70	70	200
11th	50	60	60	170
12th	40	50	50	140
13th	30	40	40	110
14th	20	30	30	80
15th	10	20	20	50
				£9,975

RACE 5 JUNIOR

	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Totals
1st	£ 600	£ 600	£ 600	£ 600	£ 600	£ 3,000
2nd	300	300	300	300	300	1,500
3rd	200	200	200	200	200	1,000
4th	150	150	150	150	150	750
5th	120	120	120	120	120	600
6th	80	80	80	80	80	400
7th	70	70	70	70	70	350
8th	60	60	60	60	60	300
9th	50	50	50	50	50	250
10th	40	40	40	40	40	200
11th	30	30	30	30	30	150
12th	25	25	25	25	25	125
13th	20	20	20	20	20	100
14th	15	15	15	15	15	75
15th	10	10	10	10	10	50
						£8,850

RACE 6 FORMULA II & III

	Lap 2	Lap 3	Lap 4	Totals
1st	£ 250	£ 350	£ 400	£ 1,000
2nd	150	250	350	750
3rd	100	150	250	500
4th	50	100	150	300
5th	25	75	100	200
6th	10	60	80	150
7th		40	60	100
8th		30	50	80
9th		20	40	60
10th		10	30	40
				FORMULA II £3,180
				FORMULA III £3,180
				£6,360

RACE 7 CLASSIC

	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Totals
1st	£ 2,000	£ 2,000	£ 2,000	£ 2,000	£ 2,000	£ 10,000
2nd	1,000	1,000	1,000	1,000	1,000	5,000
3rd	600	600	600	600	600	3,000
4th	400	400	400	400	400	2,000
5th	300	300	300	300	300	1,500
6th	200	200	200	200	200	1,000
7th	180	180	180	180	180	900
8th	160	160	160	160	160	800
9th	140	140	140	140	140	700
10th	120	120	120	120	120	600
11th	100	100	100	100	100	500
12th	80	80	80	80	80	400
13th	60	60	60	60	60	300
14th	40	40	40	40	40	200
15th	20	20	20	20	20	100
						£27,000



RACE LEADERS

20 top 3 placings in World Championships including 11 1st's means that choosing the right machines for the job came right for Mike Hailwood and Rod Gould.

Their experience is available to you when deciding on the make and model for your needs. An ever present range of models from HONDA, SUZUKI, YAMAHA, DUCATI, TRIUMPH and BSA are on display.

Many customised clothing and accessories always available backed up with a comprehensive spares department.

Take a 'CHAMPIONS' advice and talk bikes with Mike Hailwood and Rod Gould.



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WHAT'S ON & ENTERTAINMENT

WHAT'S ON

This list of events has been compiled with the kind assistance of the Isle of Man Tourist Board and Lucas who, for the past 25 years, have produced an annual TT Diary, distributed to TT riders and the Press, and regarded very much as collector's items, as only a very limited quantity are produced each year.

All event details were correct at the time of going to press.

MONDAY, 26th MAY
TT Practice Periods 6.30pm-9.00pm

MAY 26th-30th
Isle of Man Modern & Latin Dance Festival, Palace Lido, Douglas

THURSDAY, 29th MAY
Grand National Motocross, Douglas Head Practice 10.00am
Race 1.00pm

30th MAY-6th JUNE
Motorcycle News/Yamaha Film Show, Gaiety Theatre, Douglas

31st MAY-6th JUNE
Yamaha Road Safety Check and Trials Competition, Quarterbridge, Douglas

31st MAY-7th JUNE
Yamaha Show, Villiers Hotel, Douglas

TUESDAY, 27th MAY
TT Practice Periods 5.00am-6.30am
6.30pm-9.00pm

WEDNESDAY, 28th MAY
TT Practice Periods 5.00am-6.30am
6.30pm-9.00pm

THURSDAY, 29th MAY
TT Practice Period 5.00am-6.30am

FRIDAY, 30th MAY
TT Practice Periods 6.30pm-9.00pm

SATURDAY, 31st MAY
TT World Championship Formula 1 Race (6 laps) 3.00pm

SUNDAY, 1st JUNE
Ducati Gathering, Waterfall Cafe, Glen Maye 2.30pm
Velo and Vincent HRD Gathering, Niarbyl Bay 12 noon
1st Sidecar Race (3 laps) 6.00pm
BMW (GB) Test Drives, S&S Motors, Peel 10.00am

Kawasaki Rock Concert, Palace Lido
Ariel Gathering, Peel 2.00pm
Ramsey MCC Moto-Cross, West Kimmerragh Sand Quarry 2.00pm
VMCC 'Mad Sunday' run from Lancashire Inn, Santon 2.00pm

MONDAY, 2nd JUNE
TT Senior Race (6 laps) 11.00am
2nd Sidecar Race (3 laps) 2.30pm
BSA Owners' Club Social Evening, Queens Hotel, Laxey

TUESDAY, 3rd JUNE
Jawa CZ Owners' Gathering, Creg-ny-Baa 7.30pm
Honda rally, Promenade, Laxey 2.00pm
Norton Owners' Reunion, St. Johns
BMW Owners' Club Rally, Glen Helen 5.30pm
Yamaha Owners Rally, Quarterbridge, Douglas 10.00am-4.30pm
Kawasaki Ramsey Sprint, Mooragh Promenade, Ramsey 2.00pm
Rothmans Aerobatic Display Team, Ramsey 12.30pm-1.00pm
Arena Motorcycle Trial, The Bowl, Douglas 6.45pm

BMW (GB) Test Drive, S&S Motors, Castletown 10.00am
VMCC Rally & Concours, Mooragh Promenade, Ramsey 10.30am
Triumph Owners' Club Rally, Ballacallin Hotel, Nr. Peel 5.30pm

WEDNESDAY, 4th JUNE
TT Junior Race (6 laps) 11.00am
TT World Championship Formula II & III Races (4 laps) 2.30pm
Rothmans Aerobatic Display Team, Port Erin and Peel 1.15pm-1.45pm
5.00pm-5.30pm

Velo Club Night, Glen Helen Grass Track Meeting, King George V Park, Douglas (evening) 7.30pm

THURSDAY, 5th JUNE
MV Agusta Owners' Club Gathering, Glen Helen 7.00pm
59 Club Barbeque, Coach & Horses, Laxey 8.00pm
AJS & Matchless Owners' Meeting, Glen Mona, Maughold 12noon-3.00pm
BSA Owners' Club Meeting, Mooragh Park, Ramsey 2.00pm
Rothmans Aerobatic Display Team, Douglas 1.15pm-1.45pm
5.00pm-5.30pm

BMW (GB) Test Drives, S&S Motors, Castletown 10.00am
VMCC TT Assembly, Onchan Head, Douglas 10.00am

FRIDAY, 6th JUNE
TT Classic Race (6 laps) 1.30pm

ENTERTAINMENT/VENUES

The following information has been compiled with the kind assistance of the Isle of Man Tourist Board. Owing to the wide variety of entertainments organised at specific venues, it is impossible to detail these individually. Full information will be available from the venues concerned. Furthermore, the Isle of Man Tourist Board produce guides to entertainment which are available throughout the Island or direct from their office at 13 Victoria Street, Douglas. Tel: Douglas 4323.

Theatre, Cabaret, Dancing, etc.

Gaiety Theatre, Harris Douglas 5191
Promenade, Douglas Douglas 4171
Villa Marina, Douglas
Palace Lido, Central
Promenade, Douglas Douglas 4967
Whispers, Douglas Douglas 4521
Majestic Hotel, Onchan Douglas 3708
Castle Mona Hotel, Central

Promenade, Douglas Douglas 4356
Beach Hotel, Ballure Mount, Ramsey Ramsey 814433
Villiers Hotel, Douglas Douglas 21889
Sefton Hotel, Harris Douglas 26011
Promenade, Douglas Douglas 21935
Empress Hotel, Central Douglas 6289
Peveril Hotel, Loch Ramsey 812041
Promenade Douglas 832232
Talk of the Town, Ramsey Pt Erin 833116
Ocean Castle Hotel, Port Erin
Belle Vue Hotel, Port Erin
Summerland, Queens
Promenade, Douglas Douglas 25511

Museums, Castles etc.
Manx Museum, Library & Art Gallery, Douglas Douglas 5522
'The Grove' Rural Life Museum, Ramsey
Nautical Museum, Castletown
Open Air Folk Museum, Cregneash
Manx Motor Museum, Crosby Laxey 719
Murray's Motorcycle Museum, The Bungalow, Snaefell

Castle Rushen, Castletown
Peel Castle, Peel
Curragh's Wild Life Park, Ballaugh
Tynwald National Park, St. Johns
Onchan Park & Stadium, Onchan
Nobles Park, Douglas
The Aquadrome, Douglas

Eating Out

Ravensdale Castle Hotel 89-330
Sartfield Farmhouse, nr Kirk Michael 87-285
The Coach House 82-2343
Silverdale Glen Leisure Centre 82-3474
Ganges Indian Restaurant, Douglas 5776
Grasmere Hotel Grill Room, Onchan 25038
Julians Restaurant, Douglas 5626
Jurgens Restaurant, Douglas 6444
Palace Hotel and Casino, Douglas 4521
Sefton Hotel, Onchan 21755
That Place In The Park, Onchan 23348
Villers Hotel, Clarendon Grill 21889/5465
Woodbourne Hotel, 'Handlebar Grill' 21766/6754
The Lively Lobster, Peel 84-2789
Imperial Cafe, Peel 84-2419
The Restaurant, Port Erin 83-3566
Harbour Bistro, Ramsey 81-4182

BIKE BATTLES

ISLE OF MAN 1980



Grand National
MOTO-CROSS
May 29
Douglas Head Moto-Cross Course

ARENA TRIAL June 3
Douglas Bowl King George V Park

SEE THE TT-AND MORE!
top International riders in action
on tough new battlegrounds

Already famous the world over as a unique festival of motorcycling action, the TT takes on a new look this year, with the addition of world class moto cross and trials to the calendar of events.

TT race fans are to be treated to a double bill of action in the Castrol Bike Battles, two events which have attracted some of the best riders in the world.
Castrol Arena Trial—June 3
After the success of the televised trials series over man-made

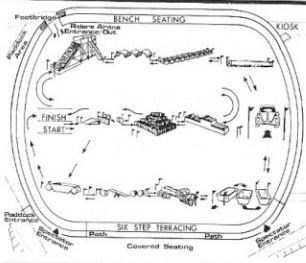
obstacles, the thrills and spills of arena trials are well known, and the Castrol-backed event promises a lot more besides.

To be held in the Douglas Bowl, on the King George V Playing Field, Douglas, all the top 20 British trials experts have signed up to do battle against each other, and the course.

Laid out by the Peveril Club, there are 10 obstacles in a lap of the course, ranging from the difficult to the downright spectacular!

There is seating for spectators, and the event takes place on Tuesday June 3rd, a non-race day.

As well as autograph signing sessions by the stars, there will also be celebrity laps of the course, over slightly easier sections, and those trying their hand will include Mike Hailwood, speedway star John Davis, Roger Marshall, Charlie Williams and Mick Grant.



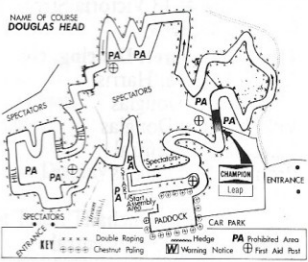
Castrol Grand National Moto Cross—May 29

World Champion Graham Noyce heads the superb entry list for the moto cross, to be run on a course at Douglas Head, laid out by CCM works rider Bob Wright to Grand Prix standard.

Backing up the world champion's entry there are the top 35 British riders, including works-supported teams from all the major manufacturers, plus all the up-and-coming talent from the Support Moto Cross Series too.

It takes place on Thursday May 29th, and there are no problems of a clash of interests as there is no evening TT practice.

Run by the local Peveril Motor Cycle Club the main race, for the Steam Packet Challenge Trophy, will be run over three tough 30-minute races, while support races will be backed by Yamaha, who will award the 465 Trophy.



MIDDLE TAR As defined in H.M. Government Tables.
H.M. Government Health Departments' **WARNING:**
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

DO YOU TAKE MOTORCYCLING AS SERIOUSLY AS BMW?



Over the last decade, BMW has deliberately avoided many of the trends in motorcycle design: more and more cylinders, more and more weight, more and more complications.

For though these changes may improve a motorcycle's performance on the showroom floor, they tend to do little or nothing for its performance as a long distance riding machine.

For it is by the standards of serious

riding (rather than those of superficial street racing) that every innovation is judged by us at BMW.

Which explains that though we make some of the world's most advanced 6-cylinder engines for cars, we rejected them for motorcycles.

(Our air-cooled flat twin remains the optimum balance of power, weight and simplicity.)

It explains too why we pioneered

shaft drive when the rest of the world was still in chains.

(One German study showed that in 25,000 km the BMW shaft had less than half the maintenance costs of the equivalent chain drive.)

It explains, too, our development of our famous long travel suspension system which, to quote one reviewer, "permits you to aim at a most acned road surface without backing off."

In fact, all our innovations over the years have been purely for the benefit of the rider.

And never for the whims of stylists or market researchers.

Take the aero-dynamic cockpit which we developed as an integral part of the R100RS.

It enables you to drive 500 miles a day and still feel a human being at the other end.

It also increases the down thrust of the front wheel at high speed, to improve the bike's stability.

Some people say that we take our concerns for the rider to absurd lengths: like even painting the inside of the petrol tank because of the (tiny) risk of corrosion that could make it a safety hazard.

And we freely admit that all of this makes our motorcycles a little more

expensive than those designed for the world of fashion rather than the world of riding.

But it does mean that if you want a motorcycle you can rely on, through thick and thin, you have very little choice.



THE ULTIMATE RIDING MACHINE

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THE ALL-ROUND PROTECTION PROGRAMME FOR BIKES

Duckhams have created a very special range of lubricants – exclusively for bikers. In fact, it's much more than just a range. It's a whole protection programme.

For everything from engines right down to forks and chains. And for every kind of bike from mopeds to superbikes.

There's Duckhams Motorcycle Oil for 4-strokes, Duckhams 2-stroke Oil, Duckhams Chainguard, Duckhams Fork Oil, plus a

thoroughly comprehensive selection of other oils, greases and brake fluids.

All of these lubricants have been specially designed to meet the demands of today's machines and riding conditions.

See the Duckhams protection programme at your dealers now.

And give your bike the utmost care.



DUCKHAMS

Duckhams: the utmost care for bikes

Duckhams Oils, Summit House, West Wickham, Kent BR4 0SJ.

T.T. NEWS

Now you can ride in the TT — all-year round

An exciting new board game is on sale this year which simulates the whole TT programme. The thrills, triumphs, pit-stops, practice sessions, breakdowns, and even changes in weather conditions all feature in this game, which has been 'invented' by an enthusiast who has attended 33 TTs.

Now YOU can be in the saddle — gain an intimate knowledge of how the TT is run — attain realistic speeds — go for lap records — and win the trophy, all in the comfort of your own home. You can spend many happy hours with your family, friends, club mates or even by yourself, sitting behind your own representative racing fairing, working out lap and average speeds, braving the elements and making tactical decisions. Not until all players have completed the designated number of laps does the winner become apparent. Lap-by-lap and progressive average speeds can be recorded on a Grandstand scoreboard in full view of all players.

The game itself consists of a full-colour playing board (19" by 19"), which comes in a box 20" by 10", containing miniature riders, lap-scoring sheets, racing fairing-style disc diallers, an all-race speed table slide rule and a miniature trophy. Also included is a comprehensive instruction and information booklet.

This game is ideal for inter-club competitions, those winter evenings and especially for first-time visitors to the TT. It can also keep a youngster occupied for hours while he attempts to smash all the lap records. In summary, it is a unique souvenir of the world-famous races.

The game is obtainable mail order from "GOOD GAMES" of Reading at £9.95. Send cheque or postal order (made out to "Good Games") to: **Good Games (Office), 5 Nuthatch Drive, Earley, Reading, Berks, RG6 2DP.** (Price includes postage, packing and recorded delivery).

For those fans attending the TT, the game is available on Manx Line and from newsagents on the Island at £8.50.

Hectic Hailwood

Talking to Mike Hailwood, one gets the distinct impression that quitting the saddle doesn't mean a leisurely existence. Quite the opposite in fact. It would seem to be his busiest year ever at this year's TT. Not surprisingly, the maestro has found himself in great demand by manufacturers and organisations associated with the event. Whilst eyes will naturally turn to the circuit during racing, public gaze will undoubtedly be routed firmly in the direction of Mike the Bike as he goes about his hectic whistle-stop promotions round the Island during TT Week.

Such is the extent of his commitments that it is impossible to catalogue them here, but suffice it to say that hardly an hour will pass without some sort of public appearance by the maestro.

No doubt he will be looking forward to getting back to the relative peace of his motorcycle business once the TT is over. Not, it seems, that he necessarily wants to cut himself off from TT supporters. "I'd be delighted for people to drop in on their way home, especially if they're thinking of buying a new bike!", he quipped.

Chemists Rota

Week commencing 25th May:

J. Atkinson, Granville Street, Douglas.

Week commencing 1st June:

Mr. C. Flynn, Woodbourne Road, Douglas.

Opening Hours:

Sundays: 12.00am-1.00pm and 6.00pm-7.00pm.

Weekdays: 6.00pm-7.00pm.

Mr. F. Gibson, Main Road, Onchan is open each Thursday from 5.00pm-6.00pm.

Eyes UP!

Returning to the Isle of Man to astound and astonish everyone are the RAF display team, The Red Arrows, this year equipped with the magnificent British Aerospace Hawk aircraft.

They will be performing on June 2 over Peel and June 4 and 6 over Douglas.

Their 1980 programme includes many

of the old favourite display moves, but there are one or two spectacular new additions, which the nine-man team have been polishing up.

Classic Cavalcade

One comment heard in the Isle of Man last year after the Millennium Lap of Honour was "I hope we don't have to wait another 1,000 years before this happens again."

Well, the good news is that you don't. Friday, June 6th, at 11.00 am sees the Classic Bike Cavalcade of TT History, featuring lots of interesting machines, ridden by some famous personalities.

The 60 entries have been gathered together by the Racing Section of the Vintage Motor Cycle Club, mostly drawn from members of the Club.

They will be doing one lap of the course, in three groups of twenty, escorted front and rear by travelling marshals.

In addition to them, leading TT personalities, such as Bill Lomas, Stanley Woods, George Barnacle, Trevor Layton, Bill Beavers, John Kidson, Keith Heckles, Percy Tait and hopefully John Cooper will be circulating at their own pace.

If this event draws even half as much interest as the Millennium Lap, you'd better grab a good viewing point nice and early.

Lighting-Up Times

May 31st	10.09pm—4.20am
June 1st	10.10pm—4.19am
June 2nd	10.11pm—4.10am
June 3rd	10.13pm—4.18am
June 4th	10.14pm—4.17am
June 5th	10.15pm—4.16am
June 6th	10.16pm—4.15am
June 7th	10.17pm—4.15am

24-Hour Breakdown Service

Douglas—Mylchreests. Tel: 23481.
 Ramsey—Mylchreests. Tel: 813504.
 Peel—Empire Garage. Tel: 2666.

T.T. NEWS

Police Notice to all TT Visitors

Needless to say, the sudden influx of visitors to the Isle of Man, which swells its population by around 100%, means a considerable amount of extra work for the police. It's therefore important that all visitors take note of any instructions with regard particularly to road closures, parking etc.

When practising and racing is taking place, the TT course is CLOSED to the public. You must not walk on the road or footpath adjoining the circuit, and you must not take any vehicle on the road.

For your safety you should obey the instructions of Race Marshals; you must not remain where you see a 'Prohibited Area' sign; and it can be dangerous to sit on the top of walls and hedges adjoining the TT Course during practising or racing.

Lastly, it is worth remembering that during practice and TT Weeks, there are thousands of motorcycles on the Isle of Man road. Please do not ride at high speed.

Police

Douglas—Tel: 2622.

Ramsey—Tel: 81-2234.

Castletown—Tel: 82-2222.

Peel—Tel: 84-2208.

TT Replicas

The Auto-Cycle Union extend their thanks to the following companies and individuals who have kindly sponsored Replicas at this year's TT:

- Bran Bardsley Spares Ltd (2)
- Julian Berrisford Partnership (2)
- Donington Park Racing (4)
- Aerosigns Ltd. (1)
- Ian Morris (1)
- Albert Fox (1)
- Bill Smith (1)
- Norman Dixon (1)
- Gilbert Motors (1)
- Southport Motorcycle Centre (2)
- Bakewell & District Road Racing MCC (1)
- Good Games (1)
- Trust House Forte Hotels Ltd (1)
- Cranleigh Motorcycles (1)

Kawasaki rock!

Despite no major works involvement in the TT this year, Kawasaki are very much a part of the festivities.

Like all the big manufacturers, they've planned a number of events for visitors to the Island, starting with their promotion of what must be THE rock concert at the Palace Lido, Douglas on Mad Sunday, June 1st, starring Suzi Quatro. Tickets at £2.50 are available from the Box Office, and doors open on Sunday at 7.00pm.

Kawasaki have also launched a Charity Appeal Fund for a Radio Isotope Scanner for Nobles Hospital, which will, of course, benefit the whole community in the future. They have organised a tombola with the first prize of a Kawasaki Z750E. Tickets for this tombola will be available throughout the Island from newsagents etc, and the prize draw will be held at a pop concert, again at the Palace Lido, in the evening of Thursday, June 5th.

On the action front, the company is sponsoring the Ramsey Sprint at 12.45pm on Tuesday 3rd June, and the biggest news here is that they are very confident of having Henk Vink there with his new twin-1000cc-engined bike which has rocketed to 7.7 sec. runs in the States and should therefore be a real crowd-stopper. If you don't make it to the Sprint, be sure to take your place on the Glencrutchery Road, Douglas, at lunchtime on Monday 2nd as, if all goes well, Henk will be performing a rolling burn-out prior to the second Sidecar race at 2.30pm.

Finally, the Grand National Motocross at Douglas Head on Thursday 29th will feature the full Kawasaki Motocross team of Dave Thorpe, Gary Evans, Howard Lucas and Jeremy Whatley.

Yamaha Road Show

Yamaha's race-developed, liquid-cooled RD250 and 350 machines will be the stars of the Yamaha Road Show, each day during race week at the Villiers Hotel, Douglas.

The new XJ1650 and a selection of the comprehensive 40-bike range will also be on show, plus video presentations of Yamaha racing films, while a Disco takes

over from the show in the evenings.

At Quarterbridge Rugby Club during race week there will be a free miniature trials course, with the chance to try out the range of DT trial Yamahas over obstacles.

For all Yamaha owners, skilled mechanics will also be on hand to give your machine a general safety check, and the trials course and safety check will run from 10am to 7pm on non-race days, and for a couple of hours after racing.

Honda Island!

The world's largest bike manufacturers have planned a real spectacle at the TT this year.

Kicking off proceedings is the grand opening of the "Honda Island Show", at the Villa Marina, Douglas, by Mick Grant, Ron Haslam and Alex George. Once opening celebrations are dispensed with, the show will be open every day from Saturday, 31st May to Friday, 6th June inclusive, from 10.00am to 8.00pm. Over the same period, there is also a Honda disco at Whispers in the evenings. The Honda Owners Club have a rally at the Promenade, Laxey at 1.00pm on June 3rd whilst at 10.45pm the next night Honda will be lighting up the sky with a firework display from the promenade, Douglas — definitely not something to be missed.

Big Back-up for BMW Owners

Readers will see from the Guide to What's On and Entertainments that the BMW Owners' Club have organised a rally at Glen Helen on June 3rd — surely a must for all BMW owners. Besides that, BMW (GB) have organised a comprehensive series of test sessions where TT visitors can try their hand at the current range of bikes. The only conditions are that you must have a valid licence and be over 21 years of age. Venues and times are shown on pages 14/15. The test drives are being organised through their Isle of Man dealer, S&S Motors, Hope Street, Castletown, where there will also be a comprehensive parts and service back-up, with both BMW (GB) staff, a service vehicle and engineer from BMW Germany.

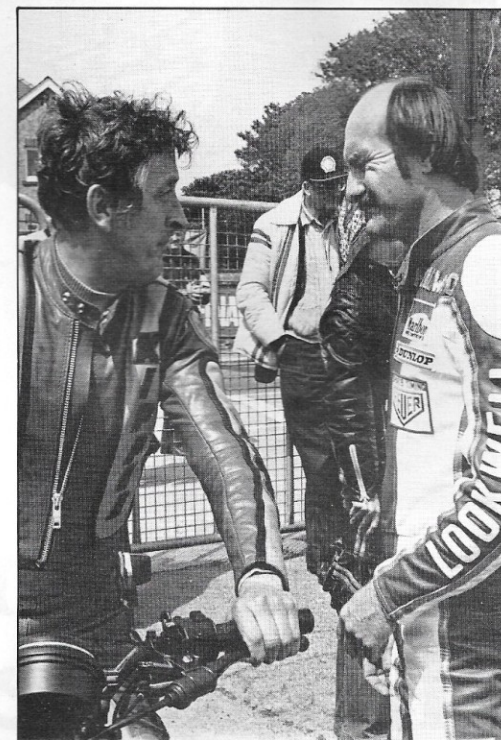
KIPPER'S COURSE GUIDE

As part from the top TT competitors, no-one knows the 37¾ miles of the TT course in more detail than the team of travelling Marshals, and 47-year-old Allan 'Kipper' Killip, Chief Travelling Marshal, knows it better than anyone.

This year's TT races will mark the 19th year he has been in the team, and the ex-scrambler and trials rider reckons that during both practice and racing he travels around 1,300 miles around the course!

A Manxman, he began in 1961, after racing in the Southern 100, where things didn't go too well and he broke a collar bone.

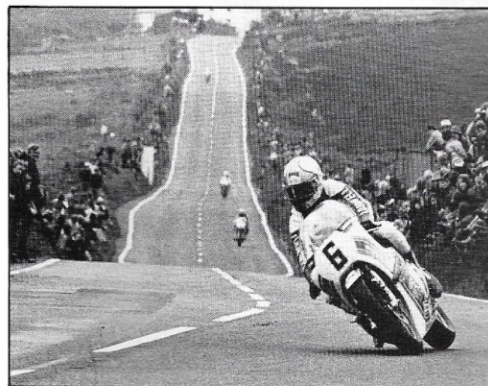
Since then he's never looked back, and performs not only at the TT, but Southern 100, Manx GP and local Andreas Club meeting.



Two Island experts chat during a break in practice at last year's TT races. Chief Travelling Marshal Allan Killip (left) and Mike Hailwood who between them probably know the 37¼ mile course better than anyone.

See Pages 34/35 for TT Course Map

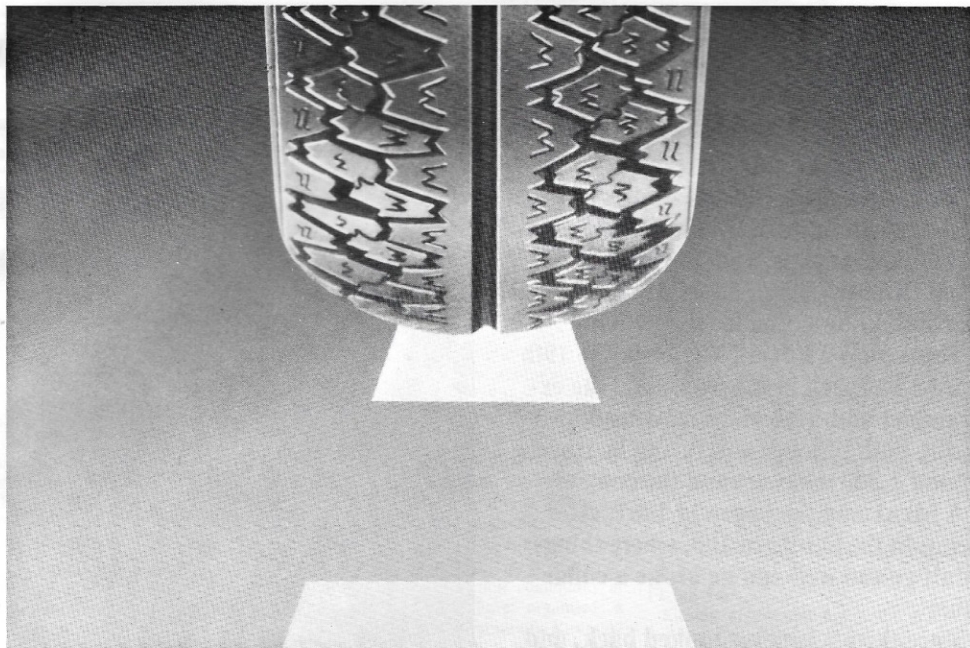
continued on Page 25



Creg-ny-Baa



Ramsey Hairpin



Take the M38- the quickest route to better biking.

Michelin's M38 comes in two types – the RM 38 for speeds up to 95 m.p.h. and the M38S for speeds up to 113 m.p.h.

Both are road tyres and perform as well on the front as they do on the rear.

The M38 also has a great track record. In its racing versions it's world championship class.

So whether you're doing the Island or simply off down the road, remember that the M38 is the quickest route to better biking.

Ask your dealer for directions.



**SWITCH TO
MICHELIN**

KIPPER'S COURSE GUIDE

continued from Page 23

“Kipper's” Course Guide

Year in and year out, TT fans flock to the Isle of Man, drawn by the exciting prospect of a week of motorcycling action, the like of which can be seen nowhere else in the world.

Many of them return to watch the racing from the same spot as they have always done, but the 37¾ mile TT course always offers the chance to try somewhere different.

It is still possible to find a place on the Island where it seems the TT riders are performing for you personally — away from the day trippers and coach parties.

One man who knows the Island better than virtually anybody — including the competitors — is Allan Killip, the Chief Travelling Marshal who is in charge of the six man team of two wheeled troubleshooters.

A vast knowledge of the TT course is essential in his job, and so who better than ‘Kipper’ to take us on a trip round the course pointing out some alternative viewing spots which can add to the enjoyment of the TT spectacle.

“I am often asked which points on the TT course I would recommend, and whoever asks, my answer is always the same — get out into the beautiful Manx country and on to the less frequented areas. They are the ones where the real TT skills can be seen,” explained Allan.

“At all the spots I have picked, it is essential to be geared up for the whole day, as it is unlikely you will be able to get away until roads re-open at the end of racing.”

“But with all the right clothes, food and drinks, plus of course the essential radio for the race commentary, the true enjoyment of TT racing can be gained — and it's all free.”

“Obviously, throughout all TT week you should be guided by police or officials, who are there to help keep things moving smoothly and safely.”

“For those who prefer the good old favourites, I have run through a list of them at the end of my ‘alternatives’ — so I hope that ‘Kipper's’ Course Guide has something for everyone, first timers or old hands — ‘Enjoy your racing’.

APPLEDENE

Here is a series of swinging, high speed bends where machine control and racing lines are tested to the limit. The bends are about 500 yards further round the course from the Highlander Pub.

The best plan of action is to get there early, park at the Highlander and walk down, towards Greeba Bridge. If you feel like a pint during racing, it's only a short walk across the fields to the Highlander!

GORSE LEA AND CRONK BREAC

These are absolute flat out curves, between the Hawthorn Inn and Ballacraigne, where only the brave, and the experienced take chances, but give the spectator a superb view of the action.

Park at the Hawthorn Inn, which you can get back to during racing, and walk to the curves along the disused Douglas to Peel railway line, which has now been designated a footpath.

BALLASPUR

The left hander after Ballacraigne, which has an awkward rise right on the curve, will show what suspension should do — and sometimes what it shouldn't!

For this vantage point, park at Ballacraigne and walk across the fields, but there is also access from the wool mills at St John's.

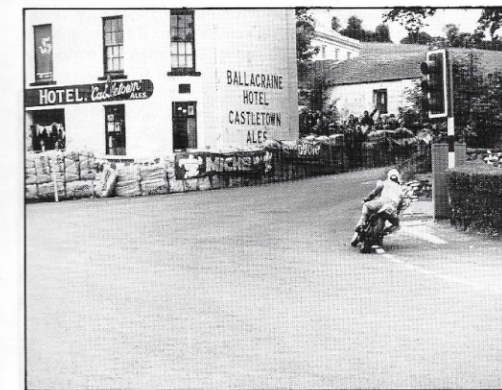
BLACK DUB

A series of fine, open curves, like Nürburgring, situated near the Glen Moar Mills Filling Station at the 9th Milestone, where

continued on Page 27



Bungalow



Ballacraigne



Ron Haslam astride the 996cc Honda.

Photo: Brian Kelly

The winning formula.

Congratulations to Ron Haslam and the Honda Britain racing team on winning the prestigious 1979 Forward Trust/Motor Cycle Weekly T.T. Formula 1 Championship, and to runner-up Graeme Crosby on his Moriwaki entered Kawasaki—all winning combinations.



Ron Haslam, Forward Trust/Motor Cycle Weekly T.T. Formula 1 Champion 1979.

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KIPPER'S COURSE GUIDE

continued from Page 25

Marshals have had to fish an unfortunate rider out of the river before now!

It is best to park at Glen Moar Mills Filling Station and walk to the spot.

13th MILESTONE

Fast right then left corners before Kirk Michael, which comprise a tricky, off-camber approach downhill to a fast, open bend. Parking is very limited, and restricted to the small field openings.

LAMBFELL

The sweeping right and left curves at the top of Creg Willys Hill has always been a favourite with spectating riders. It used to be a favourite spot of Bob McIntyre, and Mick Grant has also watched the action from there. As the riders turn on the power for the Cronk-y-Voddy straight, the action can become hectic.

Park and walk back from Cronk-y-Voddy for a superb view.

KERROWMOOAR

Just after Ginger Hall, the Kerrowmoor corner has a very narrow exit and calls for both intimate course knowledge and courage as the machine's front wheel lifts going out of it.

Park at Ginger Hall (plenty of room) and walk up towards Glen Duff.

LEZAYRE CHURCH

Hardly ever seen by spectators, this section gives an idea of how close TT riders cut things, as machines flash past from pavement to pavement and away towards Milntown.

There is ample parking either up the slip road or on the grass verges.

GLEN AULDYN

There used to be an even bigger bump on this approach to Schoolhouse Corner, but even so, the front wheel only just gets back on the road for the 120mph right hander which follows. It can be reached along the back roads from Ramsey, by the old ford road.

WHITE GATES/STELLA MARIS

White Gates has a very bumpy town street approach on the exit from Ramsey town, and Stella Maris, just up the road, is another good vantage point as riders power away towards the Hairpin.

Parking is ample in Ramsey itself, and the two spots are just a short walk away.

TOWER BENDS

Highly recommended, the Tower bends are situated between the Waterworks and Gooseneck, as riders approach very fast, uphill into the fast right then left and away up to the Gooseneck, which is also accessible from this spot.

continued on Page 29



Parliament Square



Braddan Bridge

How to make the excitement of the TT last another day.

On your way back from the Isle of Man why not stop off at Mallory Park?

The Post-TT meeting there next Sunday will be a real cracker.

Many of the stars that you'll see this week will be doing battle again then... the setting will be

very different, but the excitement will be just as great!

The action-packed programme features rounds of several championships - "Motor Cycle News" Superbike, "Motor Cycle Weekly" / "Forward Trust" Sidecar, and the Forward Trust / "Motor Cycle Weekly" Formula I - as well as a number of other terrific races.

POST TT INTERNATIONAL Organised by EMACU

MALLORY PARK Sunday June 8

Just 9 miles from the M1, off the A47 and A447 between Hinckley and Leicester.

Reserved Enclosures:

Adults £3.50, Children £1.50.

Paddock £1.50 and Stands £1.00, each extra.

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



bike

MAGAZINE

TT BIKE HAPPENINGS

Bike TT supporters pubs

Beer mat caption competition - good prizes

Rock-n-Roll - Monday 2nd & Thursday 5th
at Glen Helen Hotel tickets from Bike pubs

Bike Custom Competition

at Ramsey sprint on Tuesday 3rd June 12noon

£25 Prizes for - best custom bike

best street racer

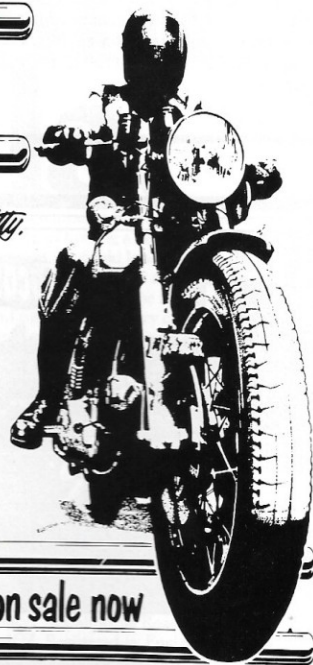
best bike

worst rat bike

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cheap, terribly
biased. At your
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KIPPER'S COURSE GUIDE

continued from Page 27

Parking is very good here, and if the family get bored of the racing there is always the Albert Tower to visit.

GUTHRIE MEMORIAL

As the riders climb upwards, they pass the Guthrie Memorial, which is good on a fine day, but avoid it like the plague on a bad one! Breathtaking Manx scenery provides an impressive backdrop to the riders.

Parking is very limited, but it can be a worthwhile place to visit.

BRANDYWELL

An excellent place for amateur photographers without track passes as you can get close to the action in safety.

There is ample parking, and also the chance to walk to either the Bungalow or Windy Corner.

THE CUTTING

Mid-way between Creg-ny-Baa and Brandish, this is reckoned to be one of the fastest places on the course, and definitely one of the narrowest. Described by the experts as like going through a pipe - but at 170 mph.

An excellent viewing spot, it's possible to watch riders coming down from Kates, out of Creg, then round Brandish.

It is best to park at Creg-ny-Baa and walk down.

OLD FAVOURITES

BRAY HILL

Very popular with day trippers, as it is convenient, and there is also access on foot via the back roads to Quarter Bridge. It is an awesome drop downhill, just as the riders ease into top gear after the sprint from the start.

After bottoming hard, as they reach the foot of the hill, machines become airborne on the exit as the road levels out.

QUARTER BRIDGE

Again, popular with day trippers, there are good spectator points from all round the right hander, including the Quarter Bridge Hotel itself, where 'refreshments'! are always available.

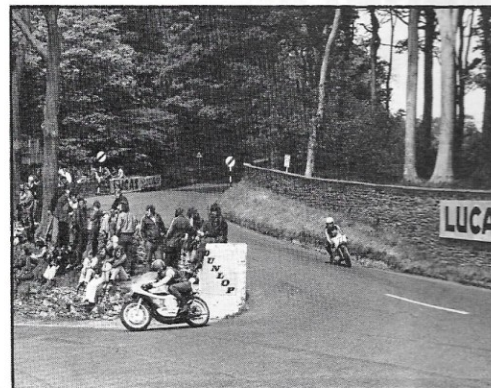
BALLACRAINE

Another old favourite, the tight, right sweep past the Ballacraire Hotel is popular because there are a lot of access roads.

BARREGARROW

A truly spectacular place for spectators, Barregarrow is a left hander, which half way round starts to drop quite steeply downhill. It's also possible to walk down to the bottom of

continued on Page 31



Governors Bridge



Bray Hill

Classic Bike

Sponsors of the
"TT Cavalcade of History"

Classic Bike updates the out-of-date with practical help, interesting features, oldie road tests and some of the best photography and artwork around, some in full colour and much of historical interest.

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KIPPER'S COURSE GUIDE

continued from Page 29

Barregarrow for the uphill left with a fast downhill approach.

BALLAUGH BRIDGE

Approaching the last of the leaps on the TT course, riders brake hard, ease up to the apex of the bridge, and then take off, ensuring they land in the right position for the right hand turn around the Raven pub.

RAMSEY

After School House corner, and a short blast into Parliament Square, it is on to the brakes and into first gear through the Square which is excellent for viewing as there are all the amenities, and it is easily accessible.

GOOSENECK

From the Waterworks, the course sweeps up to the Gooseneck, another tight, slow hairpin which is an ideal place for viewing as riders can be seen all the way back to the Waterworks.

BUNGALOW

From the Gooseneck the course winds up to its highest point, the Bungalow, a fast right and left 'S' bend crossing the Manx Electric Railway line from Laxey.

CREG-NY-BAA

Dropping downhill, the course takes riders past Kate's Cottage, down a short fast straight and into Creg-ny-Baa. Plenty of places to watch from, including two purpose-built grandstands.

GOVERNORS BRIDGE

Another Island great, Governors is a deceptive hairpin, easily accessible from Douglas, and well worth a visit, to watch the different approaches of the top riders round one of the most demanding corners on the course.



How the TT start line looked in 1921! Here the Senior race winner that year, Howard Davies, pushes away on his 350 AJ.S. For the records, his winning average was 54.49 mph, less than half Mike Hailwood's average last year!



Quarter Bridge



Ballaugh Bridge

Ferodo disc brake pads- the next best thing to a set of wheels.



Whatever you ride, Ferodo disc brake pads give you the edge when it comes to stopping power. You'll find them at your local accessory shop and garage. Fit Ferodo and be sure you have the next best thing to your wheels. Ferodo high performance disc brake pads.

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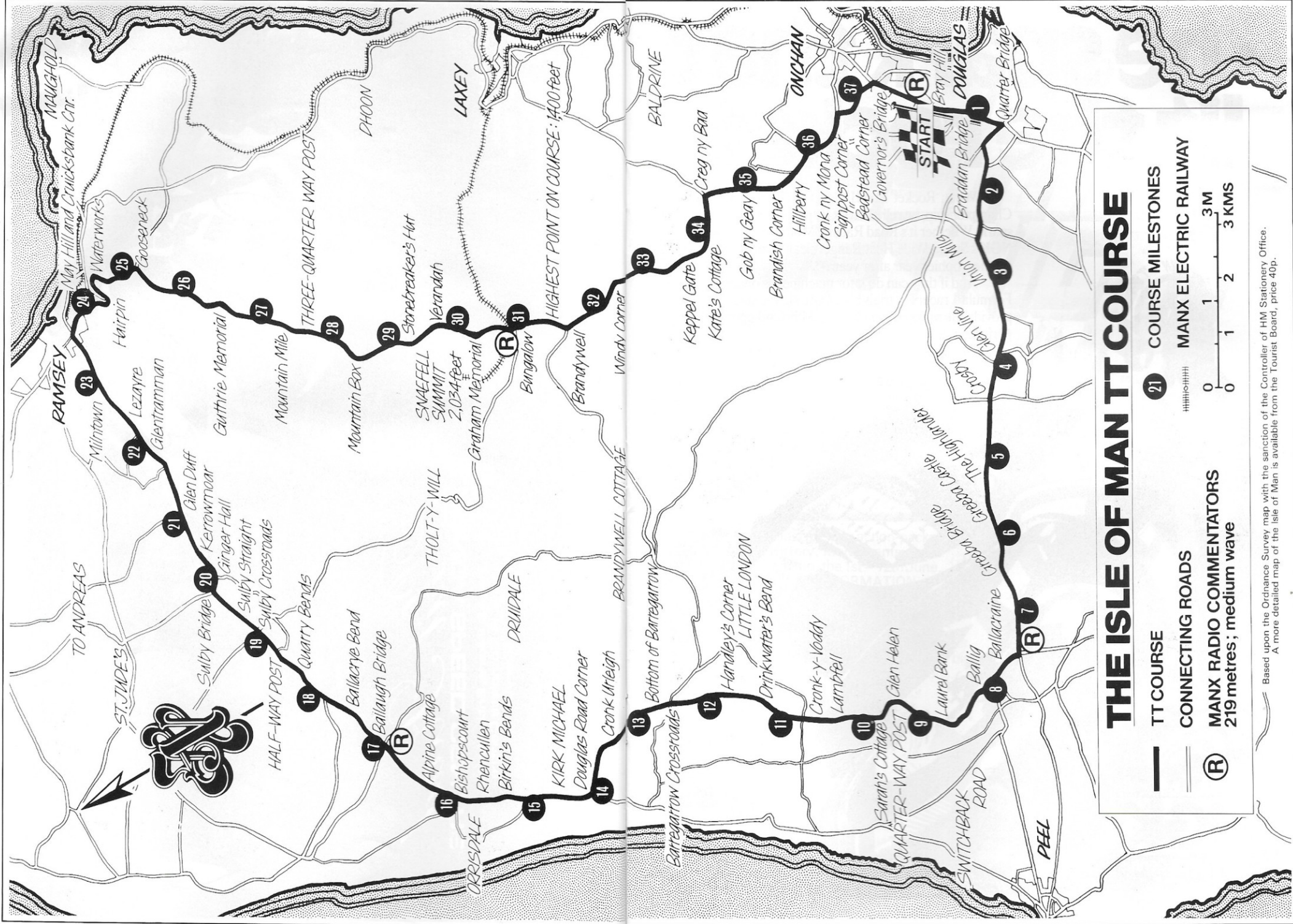
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THE ISLE OF MAN TT COURSE

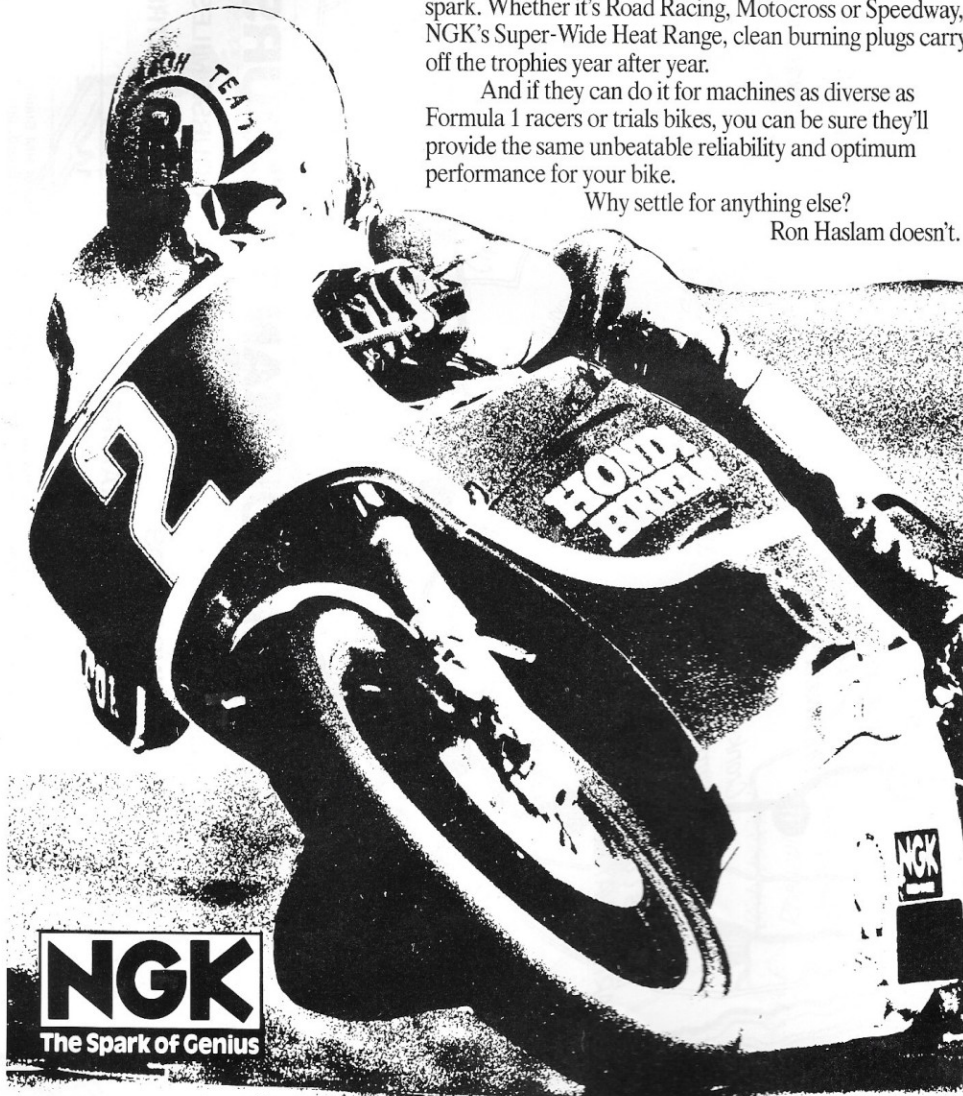
Based upon the Ordnance Survey map with the sanction of the Controller of HM Stationery Office.
A more detailed map of the Isle of Man is available from the Tourist Board, price 40p.

The spark that lit the rocket.

When 'Rocket' Ron Haslam took last year's Formula 1 Championship, he relied on NGK plugs to provide that vital spark. Whether it's Road Racing, Motocross or Speedway, NGK's Super-Wide Heat Range, clean burning plugs carry off the trophies year after year.

And if they can do it for machines as diverse as Formula 1 racers or trials bikes, you can be sure they'll provide the same unbeatable reliability and optimum performance for your bike.

Why settle for anything else?
Ron Haslam doesn't.



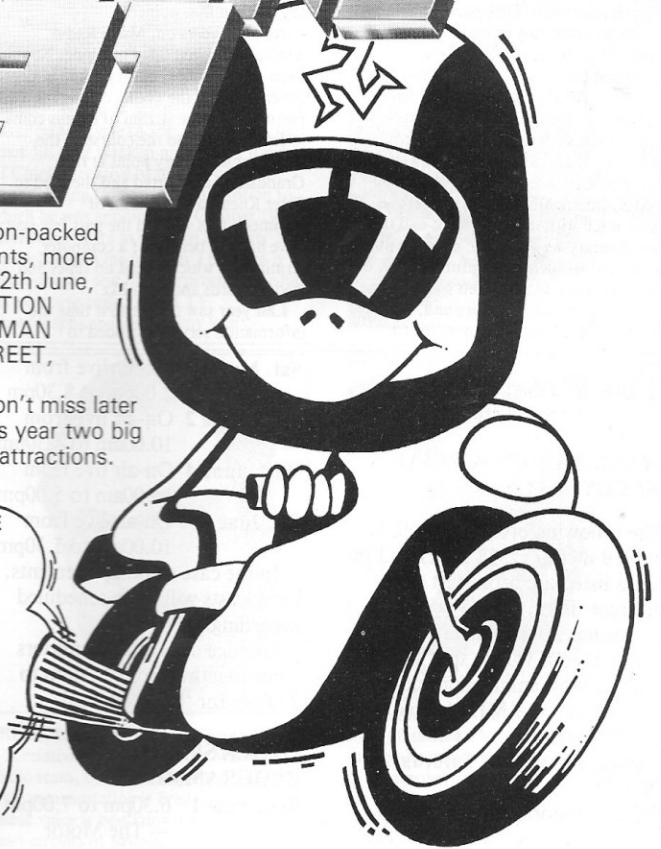
T.T. FESTIVAL FORTNIGHT 1-12 JUNE 81

Book now for the most exciting action-packed fortnight in T.T. History. More events, more entertainment, more fun, the 1st - 12th June, 1981. FOR ADVANCED INFORMATION WRITE TO T.T. BUG 81, ISLE OF MAN TOURIST BOARD, VICTORIA STREET, DOUGLAS, ISLE OF MAN.

Don't miss later this year two big attractions.

MANX GRAND PRIX
REAL ROAD RACING ON THE FAMOUS T.T. COURSE
SEPTEMBER 2nd & 4th, 1980

SOUTHERN 100
REAL ROAD RACING
BILLOWN CIRCUIT
CASTLETOWN
JULY 8th-9th-10th 1980



ISLAND 219 Manx Radio Radio Vannin the Voice of Mann

AIRWAVES

The Station

Manx Radio, the first-ever licensed commercial radio station in the UK, started transmission in 1964, the first-ever sounds on the air in fact being the commentary of the 1964 TT. A caravan on Onchan was the headquarters, and commentaries were phoned in by reporters strategically placed around the course. For Peter Kneale, Manx Radio Chief Executive, that tentative start conjurs up many vivid memories, some of them humorous to look back on now but no doubt appearing as major crises at the time. "Yes, we certainly had our problems but I can't help but smile now when I think of some of the problems at the time. I remember in the very early days, when we were using telephone reporting from call boxes, there was an epic battle between, I think, Hailwood and Redman. All the reporters were at fever pitch with the excitement and the commentary was fantastic until the duo arrived at Ballacraigne. Unfortunately, our reporter there decided then was the time to answer the call of nature and, in his predicament, found it impossible to



Manx Radio HQ, circa 1964.

describe the battle from his secluded spot, never mind give us an accurate update of lap times at that point!"

Now, 16 years on, Manx Radio coverage is a well-oiled machine. New faces, new studios, but the same in-depth coverage of all the events during the TT fortnight. As the stream of details come in from all around the course to the central commentary point at the Grandstand it is sorted and then fed to Peter Kneale and his team of commentators who, in the past few years, have had the benefit of a computer terminal on which to call up times and leader boards and such like.

Last year saw for the first time the information service extended to

continental visitors with lap-by-lap summaries over the air in German, all of which slotted into the flow of English commentary without causing any disruption to the flow of events.

All TT coverage is broadcast on 219 metres (1386 KHz). Peter Kneale advises that for the best coverage, visitors should take their portable radios with them and simply keep an ear open for all the regular news, reports etc. Apparently it's advice which at least one enterprising band of enthusiasts in the mainland followed last year. Undeterred by the problems of not being in the Island, they travelled in convey to North Wales, found a suitable field to stop, tuned into Manx Radio, with the commentary wafting across the water with crystal clear reception!

When not oriented entirely to the TT, Manx Radio's programmes follow a mainly music format, with features, news, current affairs coverage etc, angled to life on the Isle of Man. The station is, after all, the national radio service for an island which is a separate country in itself, and Manx radio naturally serves to reflect the identity of the Island and its inhabitants.

The Programmes

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 VHF on 96.9 MHz (stereo) and 89 MHz.

Tuesday, May 27 to Saturday, May 31

Practice reports at 8.45 each morning (219 and VHF).

- Sat. May 31** On-air live from 2.00pm to 8.30pm
- Mon. June 2** On-air live from 10.00am to 4.30pm.
- Wed. June 4** On-air live from 10.00am to 5.00pm.
- Fri. June 6** On-air live from 10.00am to 5.30pm.

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

On race days all transmitters come together from 1.30pm to 2.00pm for 'News Scene.'

OTHER SPECIAL PROGRAMMES

- Sun. June 1** 6.30pm to 7.00pm — The Motor

- Safety Programme.
- Mon. June 2** 6.30pm to 7.00pm — The Castrol Show.
- Wed. June 4** 6.30pm to 7.30pm — The Superbike Hour.

NORMAL PROGRAMMES OVER RACE FORTNIGHT

For listeners on non-race days and for those who on race days would prefer to listen to Manx Radio's general entertainment programmes on VHF, this is the menu (but see Special Programmes for slight variations).

Continued top of next page.

Monday to Friday

- 6.00am** Breakfast Show with Andy Mac. Including News at 7.00, 7.30, 8.00, 8.30.
- 9.00** News, Weather and Tourist Information.
- 9.15** Mannin Line with Andy Max. Morning phone-in programme
- 10.15** The Sue Richardson Show — music and features.
- 1.00 pm** News Scene at One — half-hour round-up of news from inside and outside the Island.
- 1.30** Reynolds on the Radio — Mike Reynolds and music.
- 4.00** Roundabout with Tony Myles — Daily magazine programme, including news at 5.00 and 5.30.
- 6.00** News Scene at Six — Second of the day's major news programmes.
- 6.30** Night Fever — Disco music with Stu Lowe and Paul Moulton.
- 10.00** The Bernie Quayle Show — Easy Listening.

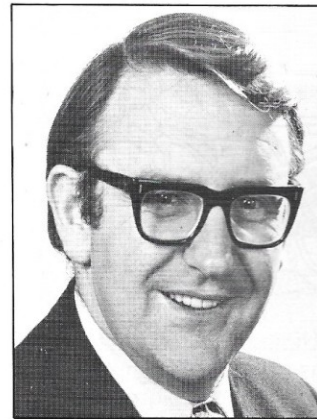
12.00 Closedown.

Saturday

- 6.00am** Breakfast Show with Tony Myles. Including News at 7.00, 7.30, 8.00, 8.30, 9.00.
- 10.00** Countdown. A look at the Charts with Mike Percival.
- 12.00** News and Weather.
- 12.10pm** Sports Review with John Moss.
- 1.00** News and Weather.
- 1.10** The Country Music Show with David Callister.
- 4.00** Golden Oldies with Stu Lowe. Including News at 5.30.
- 6.00** The Number One Radio Show. A look at the chart No.1's over the years.
- 7.00** Night Fever with Paul Moulton.
- 10.00** The Bernie Quayle Show — Easy Listening.
- 12.00** Closedown.
- Sunday**
- 6.00am** Breakfast Show with Tony Myles.
- 9.00** News and News Review.

- 9.15** Forum — Religious Comment.
- 9.30** Sunday Magazine with David Callister. Music and Features.
- 11.30** Sunday requests with Louise Quirk.
- 2.00pm** Review of the Week.
- 3.00** Superstars — A series which spotlights some of the popular music world's superstars.
- 4.00** As Time Goes By — Peter Kneale plays the music and comment from yesteryear.
- 6.00** Folk, with John Kaneen. A folk music hour.
- 7.00** Music Miscellany. Two hours of the classics with Jim Caine.
- 9.00** Clàire Ny Gael. The Manx language programme with Bob Carswell.
- 10.00** Religious Hour — Sponsored religious programmes.
- 11.00** Easy Listening with Bernie Quayle.
- 12.00** Closedown.

The Voices

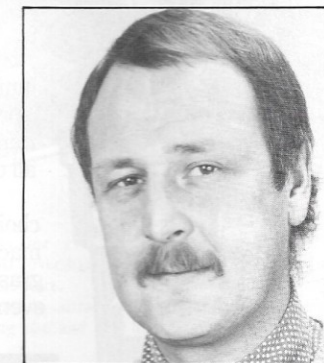
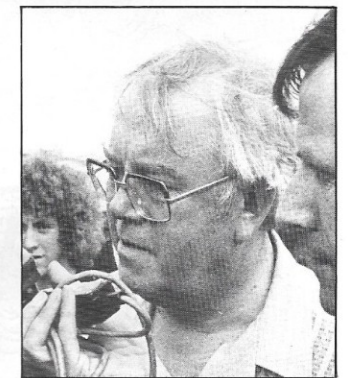


GEOFF CANNELL — Ballaugh Bridge.

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.

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 with the duties of Chief Executive of the Isle of Man Broadcasting Commission, a position to which he was appointed in October 1977 after seven years as General Manager of Manx Radio. One of Peter's hobbies is photography and, not surprisingly, he has an extensive collection of TT photographs spanning many years.



FRED CLARKE — at Ballacraigne.

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



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.

Girling Gas Shocks for your sort of riding.

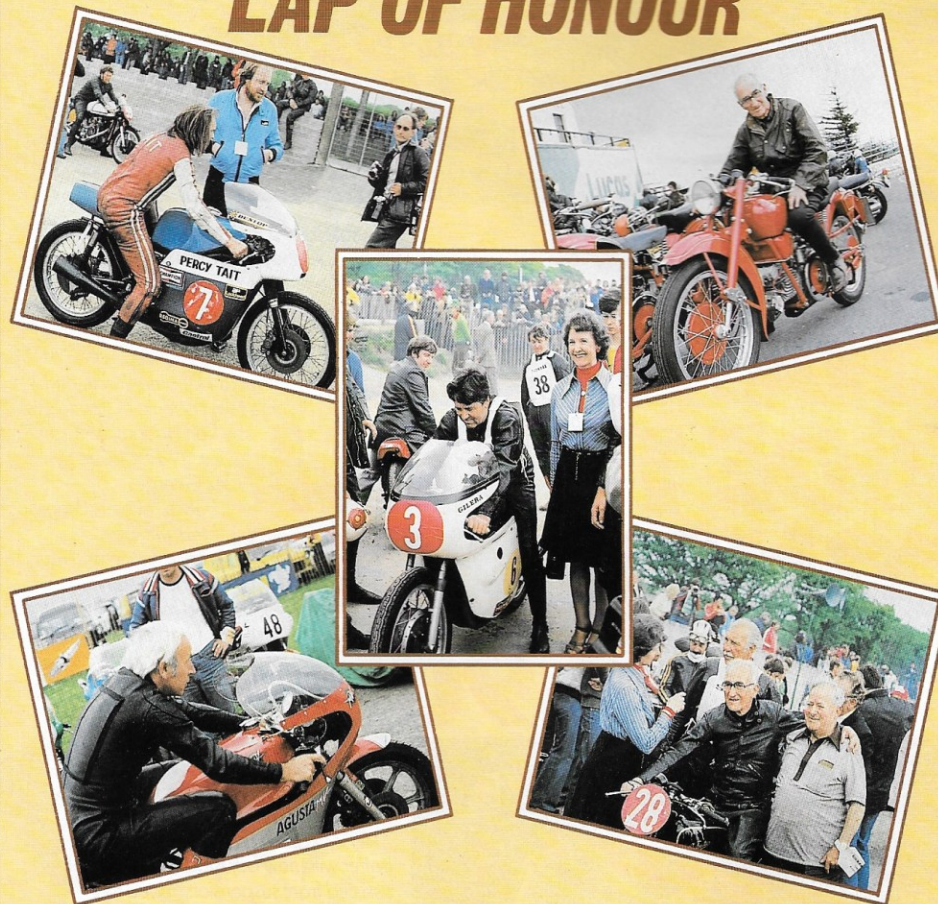
Girling Gas Shocks are the gas-pressurized damper units matched to top quality springs – to give you consistent damping performance under all conditions.

Girling Gas Shocks – the choice for road bikes, racing machines, motocross, trials, grass track, and even sidecar events too!

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MILLENNIUM LAP OF HONOUR



It was generally voted as the event of last year's TT week – almost overshadowing the Hailwood/George duel in the Classic Race.

Beyond a shadow of a doubt it attracted more photographic interest than anything else and was highly acclaimed in all the press.

Of course the centre of all the fuss was the Millennium Lap of Honour, featuring great machines and men from the TT's star studded past.

Sitting on the TT startline were such aces as John Surtees (MV), Luigi Taveri (Honda), Ralph Bryans (Honda) and

Georg Meier (BMW).

Though the honour of setting the fastest Millennium lap went to the evergreen Percy Tait on his three cylinder 750cc Triumph, at 97.7 mph, perhaps the spirit of it all was captured by Stanley Woods.

A great name from the past, he wheeled out his immaculate black and gold Velocette, and despite two artificial hip joints, lapped in 68.6 mph, the sort of speed he was averaging in the dawn of his TT career, which gained him 10 island victories.



RIDE A CHAMPION. RIDE THE ALL CONQUERING HONDA 900.

Just take a look at the Honda 900's track record. As the RCB works machine, it won every Endurance race in the book. Three years running.

As a road developed machine, it was ridden to 1st place in the '79 World TT Formula 1 Championship and Britain's own Formula 1 Championship by Ron Haslam, and 1st place in the '79 TT Classic by Alex George.

Truly a race bred thoroughbred with devastating performance and round the clock stamina.

It's a machine that will thrust you ahead of the crowd with its body-tugging acceleration,

even when cruising at the legal limit.

A machine that separates the bikes from the toys.

This year it handles even better, with new adjustable air-assisted front suspension added to the long list of its outstanding features.

And it's now available in a choice of four

SPECIFICATIONS	CB900F-A
Engine:	Air cooled 4 cyl DOHC 16 valve, 4 stroke
Power Output:	95ps @ 9000rpm (DIN)
Ignition:	Fully transistorised
Gearbox:	5 speed
Seat Height:	31.78 ins
Curb Weight:	558 lbs.
Fuel Capacity:	4.4 Imp. Gallons
Colours:	Black, silver, blue, red
Recommended Retail Price:	£2099 <small>inc VAT</small> <small>Exc. Del. Charge, Ins. Plates, P.D.I. Etc.</small>

colour schemes with new highlighted black Comstar wheels.

On road or track, it's a winner.

Honda. Race bred. Thoroughbred.



KING GEORGE

The fact that last year's Isle of Man TT races produced the finest hour in the career of Alex George when he beat the accepted maestro of the circuit Mike Hailwood in a breath-taking Classic event, is not the reason why the Rotterdam-based Glaswegian names the TT as the race of the year. "The Isle of Man to me represents the ultimate challenge in racing that is unequalled at any Grand Prix or any other race circuit in the world," declared 30-year-old Alex.

"It really is the greatest test for man and machine against the clock and fellow riders, and it could not be organised anywhere else than the Isle of Man."

Alex, who has been in love with the mountain course since he sprang to prominence as a pure road racer by winning the 250 Manx GP in record-breaking style in 1969, adds that the lure of the place does not stop with the actual racing challenge.

"The atmosphere that builds up between the fans, the riders, people from the trade and ACU officials is nothing short of fantastic. The place becomes a motor cycle island with people working together for enjoyment. It really is the greatest place in the world for motorcycles and motorcycle people."

Alex, who became the fastest TT winner ever last year when he averaged 113.08mph in his winning ride in the Classic on a Formula One Honda, has mixed feelings about beating Mike the Bike to hit the headlines.

"As far as I was concerned it was a privilege to have been in the same race as Mike but to win was something else," he said. The feelings expressed by Alex as he made his way to the winner's rostrum after last year's sensational victory are worth recalling. "There certainly were some worrying moments on the fifth lap of that race when the rear shocks started to overheat and were not working properly. It caused the machine to shudder badly on braking.

I got the 'minus one second to Mike' sign and it could not have come at a worse time. I was tired mentally and physically by then because the race was a tough one. I started to go to pieces and made a mess of the Creg, scattering the spectators, if my memory serves me right. It was the same at Signpost where I nearly clipped the bank. It was then that I said to myself 'Alex, there is no sense in this; stop being silly, settle down and concentrate.'

The pattering was putting me off so I decided to take advantage of the 500 more revs I was told I could use in an emergency. Boy this was an emergency!"

I started to go quicker on the straights and take more care on the corners and I soon got back two seconds. I also remember that in the back of my mind during the race was that Mick Grant wanted to race the Honda I was on in the Mallory Park meeting the following Sunday. Mustn't bend it, he wouldn't be too pleased. As I crossed the line I didn't know who had won. People were shouting 'two seconds', 'three seconds'. I thought Mike had won, well, good luck to him anyway. When I was told it was me I thought it was a big joke.

But when I realised it was true, I had a heavy heart because I had to beat Mike to do it. Once Mick Grant was out of the race, and I knew he was in trouble because he sportingly pulled over at Bray



Above: Alex George squeezes every last ounce of power out of his Honda on the way to his memorable TT double. Below: Unfair, the complexity of a works bike, such as Alex's Honda can be seen.



Above: relaxed after his win in the Formula One race, Alex chats to second placed rider Charlie Williams, another Island expert.

Hill on the first lap just after we had set off together to let me by, it was the maestro and I. Despite my win and this great moment Mike the Bike is still the maestro and he always will be as far as I am concerned."

Alex describes last year's Classic as a match of the people's hero against a darkhorse. "Mike was on his works Suzuki and I was up against him on a Honda that in all fairness was a converted road bike, added this year's defending TT champion, who last year made it a victory double with an opening race day victory in the Formula One race on the same Honda.

In the Classic Mike's Suzuki went through the speed trap at 166mph while the best recorded for the Honda with Alex on board was 159mph. However, Alex does concede that the Honda was far more tractable than the Suzuki and had far better torque. "You know I never once thought about the money I was going to win in that race," continued the Scot. "It was the happiest yet the saddest moment in my life at the end of that race. I just wish Mike had stopped and that I had not beaten him in the way I did, after that TT race people were pointing at me and saying 'he's the bloke who won the Classic, yes, that's the man who beat Mike Hailwood.'

Thankfully, after a couple of weeks I seemed to become accepted for what I had done and was not considered the nasty man any more. People started coming up and saying, 'well done! you are the double TT winner.'

This year Alex plans to do the Formula One with the works Honda, the Classic with a Mitsui Yamaha or a 'trick' Honda and the 500cc Senior Race with a machine to be selected at the last minute.

"I am doing all the F1 series for Honda with the Isle of Man an optional event to be contested at the riders' own choice. Of course there is no way I would opt out of the TT," said Alex with a grin.

The race that Alex really wants to win now is the Senior. "That still is the race to win for a true TT race enthusiast," said Alex. "You only have to look at the names of riders who won before you to make you want to be first home and join that great band of Island heroes."

Of course, Alex will be out to try and make it a double in the Classic mainly because the Honda factory attach a lot of importance to that particular race.

The factory intend to make a big effort at the TT this year and Alex realises he has an important part to play in company with fellow team riders Mick Grant and Ron Haslam.

Over recent months with his

association with Mal Carter's Pharoah Racing Team, Alex has struck up a strong friendship with Ron who he considers to be one of Britain's most promising riders.

"I reckon he can beat Graeme Crosby in the Island and after the way he has been working at the task of learning the mountain circuit over the last two years, I think the time is just about there for him to come right and get the Island results he deserves," said Alex. "Yes Ron could be in for a great week."

The Scot sees the F1 race developing in to a Suzuki versus Honda battle and he feels certain that the rider of a Suzuki is most likely to win the Senior.

Alex, who first raced in the Island in 1968 in the Manx GP and switched to the TT in 1970, feels that his riding there gets better and better year by year.

"It is the sort of place that you stop learning about," he explained. "The faster you go the more different it becomes. For instance, if you do a 114mph lap and then a 115mph it becomes a different course.

Fifth in the 250cc race in his TT debut year, Alex tries to cut his lap times by treating the circuit as a whole rather than trying to make up everything on one or two specific sections.

"On every single lap I am trying to sort out ways to increase the flow, ways to leave the braking for an extra five yards or so for corners, in fact anything that will knock the slightest fraction off the time. Maybe like this it is possible to gain a second a lap because anyone who knows anything about racing in the Isle of Man knows that to try and take 20 seconds off in one lap or do it all on one section is simply asking for trouble."

The favourite part of the course for Alex comes on the last lap of a race. "Bombing down from Kates Cottage and seeing all those pints of beer on the wall, and knowing that providing nothing unforeseen happens in the last couple of miles another successful TT has been ridden. Then as you get on the podium that's something else. To me that is the greatest honour because the TT is the Olympics of motor cycle racing."

What does not please Alex is the never ending damage being done to the course itself. "It bugs me that they won't leave the place alone," he said. "The favourite thing these days seems to be putting motorways in all over the place!"

Places like Cronk-Y-Voddy were self-governing pieces of road where you couldn't see because of the bumps. New blokes these days are being caught out by the smoothness of the thing because they manage to scratch around the first corner and then find themselves coming off course at the 11th milestone. When you see what has been done to the course plus

the better brakes and most important of all tyres, then safety wise, things should be better. But I say that the course improvements which make the TT course less difficult are in fact making it more dangerous because people are more inclined to take risks.

For example the Verandah frightens me these days. I use a lot more road because before alterations I used to drive along with the fairing brushing the posts.

Now the temptation is to think oh well, that's OK, there is plenty of room and you have to start working hard to get the machine on the right line to get into the corner, which is faster anyway, in a neat manner."

The biggest problem about the TT in Alex's view is getting to the Isle of Man. "There should be a proper terminal at Heysham for boats to Douglas and the ACU and the Tourist Board should pay for one person and his van to travel on the ferry," he said.

"The biggest thing in my mind that could improve the TT now would be to attract the American style superbikes

complete with high bars and the lot. You could do a lap hanging on up the mountain and really give the crowd some excitement. They would be excellent in the corners and I think the whole idea of a race for that style of bike would be amazing."

Alex who got his first TT victory in 1975 when he joined Dave Croxford to win the ten lap production race on the famous Triumph named 'Slippery Sam', is full of praise for the residents of the Island.

"I would like to thank all the Manx people for letting us use their roads as a race track," he said. "I reckon the hospitality is second to none, that police who are over worked are very understanding and that the ambulance and hospital staff deal with an overload situation in an unbelievable cool, calm and collected manner."

This year as a full works rider in the Island Alex intends to take full advantage of a situation that will give him a little more spare time between races.

"I hope to contest the Ramsey Sprint

and get round to as many rallies as I can, especially the Honda ones," he said. "I should have more time to go to the press do's and most important of all get around and meet the race fans who after all make the place what it is — the world's mecca for motor cycles and motor cyclists."

**BY JOHN BROWN,
EDITOR,
MOTORCYCLE RACING**

Below: his success in the Island earned Alex a ride with the Honda GB team, and here he performs at Silverstone.



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The Benelli brothers' team effort brought success with a string of international racing victories and achievements which were instrumental in developing the design and performance of Benelli motorcycles.

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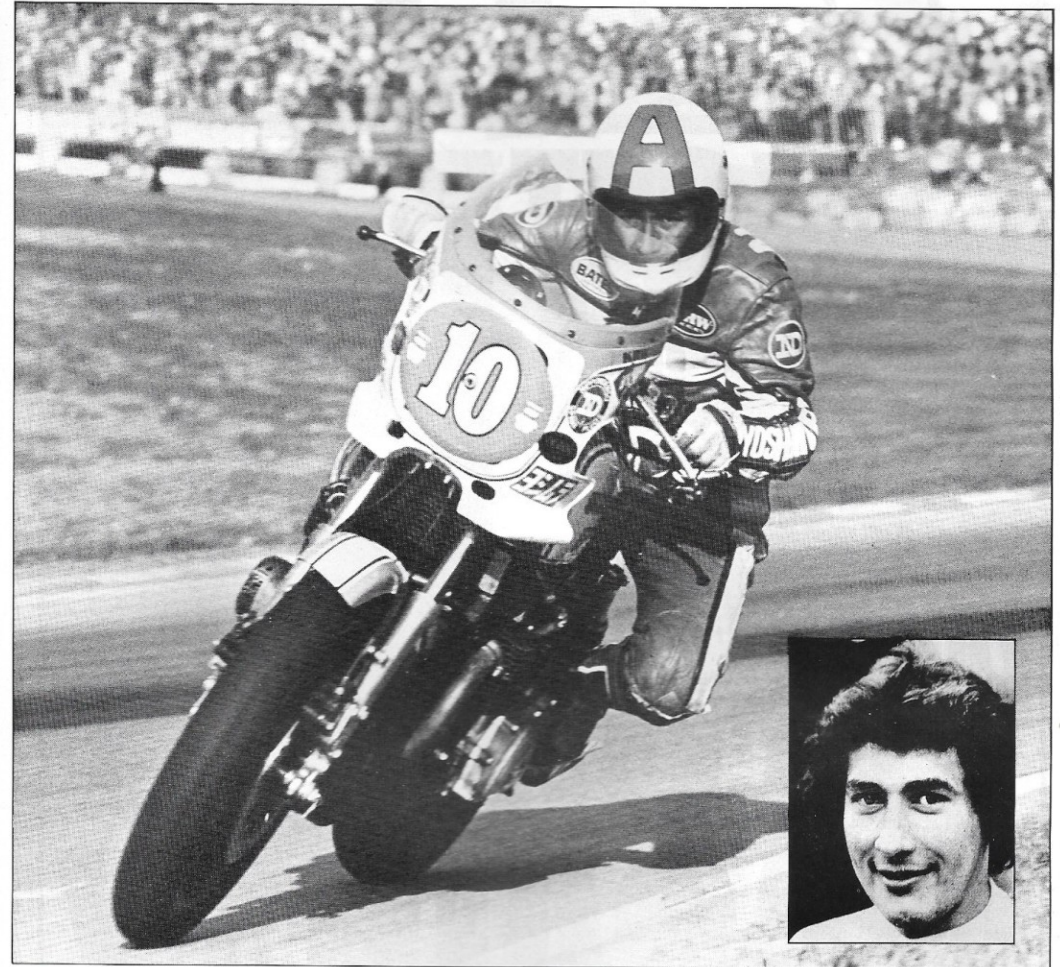
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ALDANA



In a team full of real characters, like the American Transatlantic Trophy team, one still manages to stand head and shoulders above the rest, the dark, good-looking Dave Aldana.

This year, TT fans are in luck, for 30-year-old Dave has signed to ride in the Island for the first time, and the crowd-pleasing antics of the man from Garden Grove, California, are bound to go down well with the crowds.

But what does the former works Suzuki rider think of the 37¼ mile course; is it

dangerous in his opinion? "Yes, of course it's dangerous, I realise that, but I always approach a dangerous course with a state of mind that they are there to be ridden," he explained.

"I'll try and do my best in the Island which of course I hope will be good enough to please the fans, because it has always been a half ambition of mine to race there."

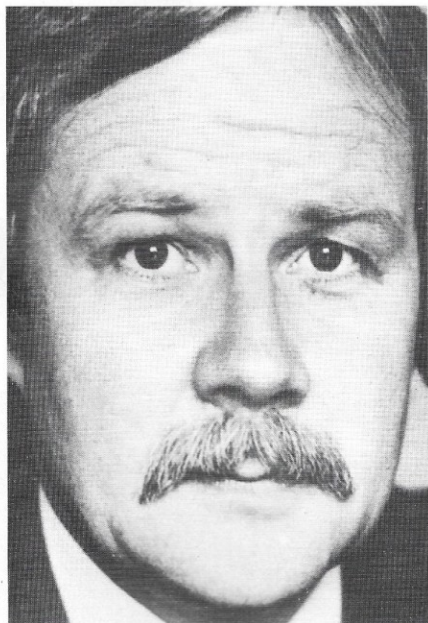
"This place still has a great reputation and I think deep down everyone would like to ride there," he added.

The only time British fans have had a chance to see Dave has been in the annual Transatlantic races, and he has the unique distinction of riding in all but one of the series since it began in 1971.

This year he has returned to the world of four-stroke machines after a spell on the Don Vesco backed Yamahas, and has entered the TT on his brutal Yoshimura Suzuki, which gave him 6th place in the recent Daytona races.

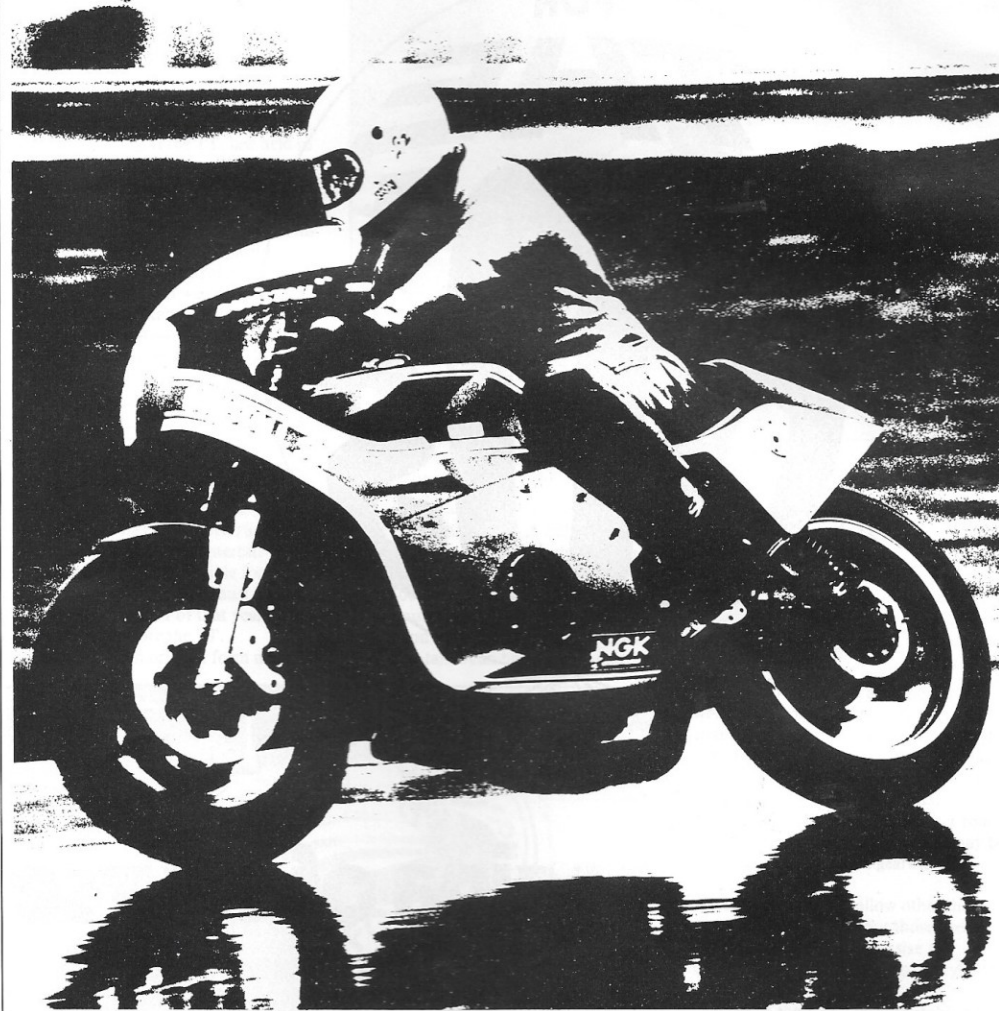
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BRITAIN'S MOTOR CYCLING
JOURNALIST OF THE YEAR

SUCCESSFUL FORMULA



The world's most famous motor cycle road races, the Isle of Man Tourist Trophy faced a crisis in 1976.

Growing criticism and falling entries from top world championship stars who said the public roads circuit was too dangerous led to a decision to cut the TT from the world championships.

This decision was made by the world governing body of motor cycle sport, the

Federation Internationale Motocycliste who said it would take effect for 1977.

The blow to the TT's prestige was tremendous. To soften the impact the FIM told the Auto-Cycle Union, the governing body of motor cycle sport in Britain, that if it could come up with suitable alternative races to the grands prix it would grant them world championship status and so preserve the

famous Island's prestige.

The ACU and the Isle of Man Tourist Board duly thought up alternatives to the 500, 350 and 250cc world championship rounds which moved to Silverstone in Northamptonshire.

They were to be called Formula One, Two, Three and Four. The FIM approved, and world championship status was granted. So the winner of each of

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SUCCESSFUL FORMULA

these new formulae would automatically be a world champion. There were no other rounds to compete in.

The Formulae were based on street bikes. It was argued that this should appeal to spectators and make machinery more readily available to competitors. The Formulae also took over from production racing at the TT, last held in 1976.

An important facet within the new classes was the encouragement of four-strokes to increase spectator appeal. This was done by giving them a capacity advantage over the two-strokes.

The capacity classes were devised as follows and these stand for 1980:

Formula	Two-strokes	Four-strokes
One	350-500cc	600-1000cc
Two	250-350cc	400-600cc
Three	125-250cc	200-400cc
Four	50-125cc	50-200cc

Of the four classes, Formula One has become by far the most popular, while Formula Four has never been run in the Island because of lack of interest.

For a machine to be eligible for a Formula race at least 1000 must have been sold by March 1 of that year: ie three months before the TT.

The machine in original form must



Brian Crichton, Features Editor of Motorcycle Mechanics gets to grips with the big Kawasaki.

have been equipped with full road electrics. This prevents machines such as RG500 Suzukis being eligible even though over 1000 may have been sold.

Formula bikes must run on straight petrol and there is a limit to how much fuel their tanks can hold. Again this

favours the four-strokes.

The capacities are:

Formula	Litres	Gallons
One	24	5.28
Two	20	4.40
Three	18	3.96
Four	15	3.30

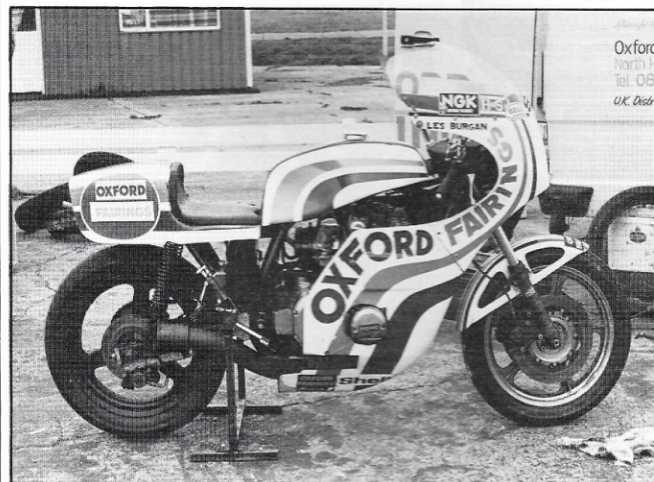
The following items are among those which may not be altered: the type of engine, number of cylinders, number of inlet and exhaust valves, the stroke and gearbox shell.

Equipment such as headlights, indicators, speedometers and other road gear may be removed. The engine may be overbored and up to six gears may be used.

New rules for 1980 allow other than standard carburetters, but those used must be the same type and size as standard where it attaches to the cylinder head or manifold.

Some of the rules have inevitably been interpreted in different ways and it seems that there are bound to be some clashes between competitors and officials over what may be allowed or barred.

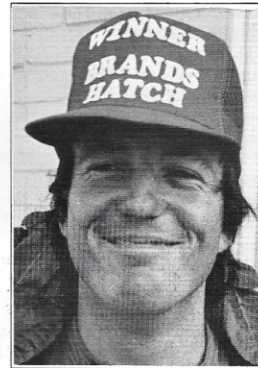
In practice the machines to evolve from the Formulae are road engines fitted to race frames with race wheels, tanks, seats and fairings. In other words the bikes look much more like pure road racers than production bikes.



Beautifully turned out by the very professional Oxford Fairings team, their Kawasaki proved to be a delight to ride, once the newest team recruit became used to the 'goes faster', 'stops quicker' set up of a Formula One machine.

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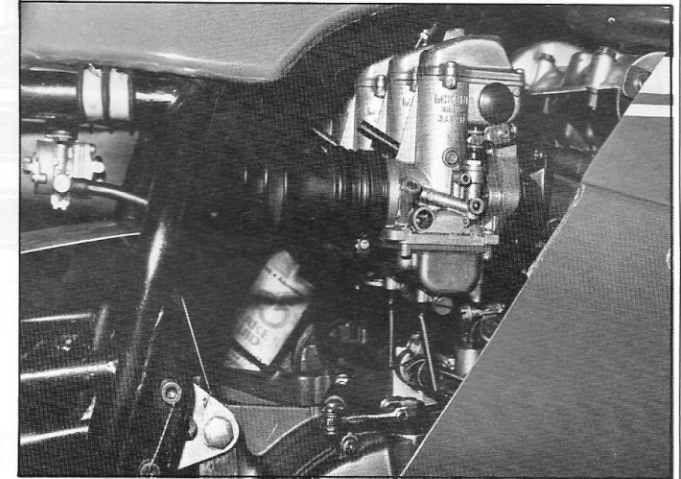
Where possible the engines are bored out, fitted with high compression pistons, hot cams, big carburetters and modified exhausts.

All excess weight is eliminated and standard suspension and brakes substituted by racing items. Obviously all these modifications are subject to the rider's budget.

Motorcycle Mechanics has looked over some Formula One bikes to find out how they were being modified and what extra power was being extracted from the engines.

The following table shows how much tuners are getting out of heavily modified standard engines. And don't forget this only tells half the story. Better handling, less weight, better brakes and racing slicks are just as important as power for getting round race tracks fast.

The table gives bhp figures at the back wheel for the standard road bike and for the Formula One equivalent. The figures were all obtained on the Motorcycle Mechanics contracted dynamometer.



Behind the Suzuki's fairing, the airbox has been removed, but rubber bellmouths are retained for better airflow.

Machine	Standard bhp	Formula One bhp
Suzuki GS1000	73	113.5
Ducati Darmah	54.3	80.5
Kawasaki 1000 Mk II	76	108.1

Honda CB900 81 105

The Formula One bikes in question are the Dunstall Suzuki Barry Sheene rode at Oulton Park at the end of the '79 season, the Sports Motorcycles Ducati on which Mike Hailwood won the 1978 Formula One TT, the Oxford Fairings team bike

ridden by Les Burgan, and a Peckett and McNab 996cc Honda fitted with a Honda F1 race kit.

The kind of power these machines are giving for road based engines is remarkable, and even more can be expected during this year thanks to the less restrictive carburettor rule.

Each machine is an interesting story in itself, and all have been featured in Motorcycle Mechanics. Unfortunately, there is not space to relate all details of modifications here, or go into details of the smaller Formula bikes.

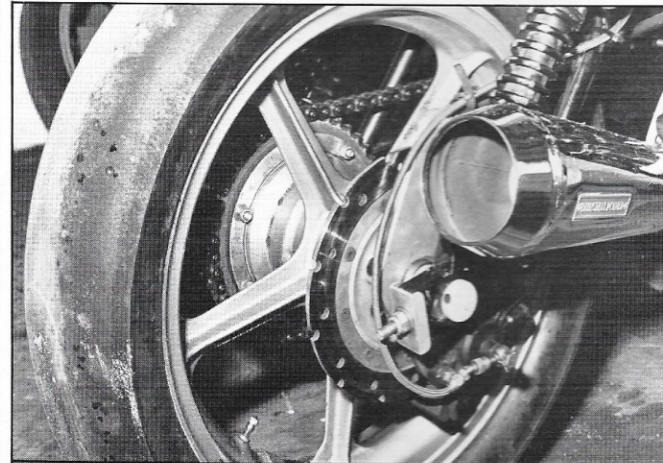
But let's look at one machine as an example — the Oxford Fairings Kawasaki roof tiler Les Burgan from Meriden, Warwickshire, rode during last season.

This is one of three Oxford Fairings Kawasakis entered in this year's Isle of Man TT Formula One race.

The pressed together crankshaft has been argon arc welded to prevent it slipping out of alignment under the extra stresses of racing components.

Yoshimura Bonneville camshafts were fitted and Yoshimura single compression ring slipper pistons for less piston to cylinder friction.

The cylinder head was ported and underwent valve seat modifications by sidecar grass tracker and tuner Paul Pinfold from Coventry.



No doubt at all, this is the rear end of a race machine. Fitted with lightweight Italian Campagnolo alloy wheels, racing slick tyre, and its rear disc drilled for better water dispersion. The swinging arm is built by Peckett and McNab, but the rest of the frame is standard.

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Ignition system fitted was a total loss Boyer system requiring battery recharge after each race. The gearbox was a Kawasaki close ratio racing unit and the exhaust system by Peckett and McNab.

Spondon 38mm forks were fitted with Girling gas rear shocks. Front brakes were from a TZ750 Yamaha. Frame and fairing were supplied by Peckett and McNab. Wheels were CMA.

Since this '79 specification all the Oxford Fairings machines have been upgraded to take advantage of the new carburettor rules. Extra engine tuning and different exhaust systems are among the detail improvements.

I had a chance to ride Les Burgan's Kawasaki at Cadwell Park in Lincolnshire last year and was impressed with the smooth and strong power delivery from the four cylinder unit which at that time was giving 95bhp at the back wheel and was on gearing for 150mph genuine top speed. Later speed testing confirmed this.

It would have been reasonable to anticipate the motor to have a very tight power band. Instead it pulled well from 3000-10,000 on the Smiths magnetic rev counter with best power available from 5000-8000rpm.

The machine's phenomenal acceleration on Cadwell's tight corners took a lot of getting used to, as did the



Oxford Fairings team rider Les Burgan competes in the Formula One series, and is regular in the Isle of Man.

high footrest riding position, and reversed gear lever and hence reversed gear change pattern.

An error in this department was swiftly pointed out by the back wheel trying to overtake the front!

Settling down to get used to the

machine involved a lot of initial over-reaction.

Because the acceleration felt so much more pronounced than on a standard 1000cc road bike I was shutting off too early for the corner and overbraking with a lot of rear wheel hop as a result.

The riding picture became clearer as I relied almost totally on the front anchors and engine braking to slow the machine down and stayed put in the seat rather than try to slide from one side to the other.

It was amazing to find that first gear could be used to exit the very tight hairpin without wheel slip or wheelies.

This flexible machine felt safe, secure and swift. The ride was hard but the handling was rock steady and the more that was asked of it, it seemed the more there was in hand.

Suddenly there were no straights any more. The extra speed, handling and ground clearance available meant that corners were cranked into earlier and the machine had to be kept over as the power drifted it out of a corner.

It was definitely a test of formula fun from Formula One.

**BY BRIAN CRICHTON,
FEATURES EDITOR,
MOTORCYCLE MECHANICS**



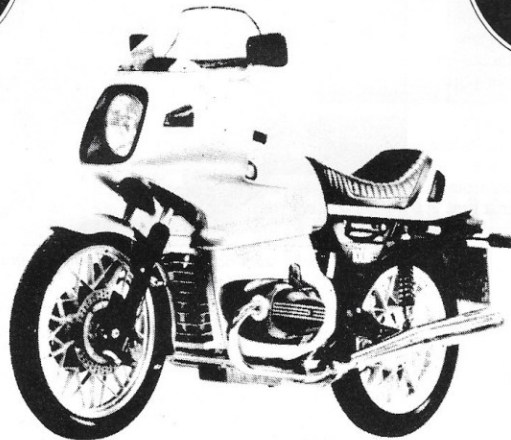
Looking every inch a thoroughbred, the Formula One Suzuki ridden by the then works rider Barry Sheene. The whole machine was prepared in the workshops of tuning ace Paul Dunstall, and the attention to detail, and weight saving throughout the whole bike is impressive.

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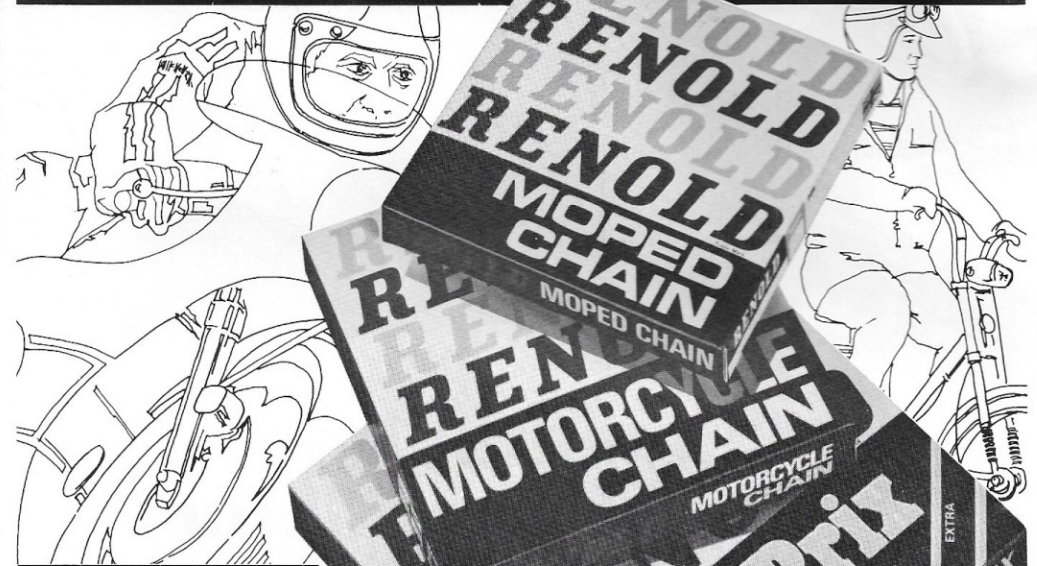
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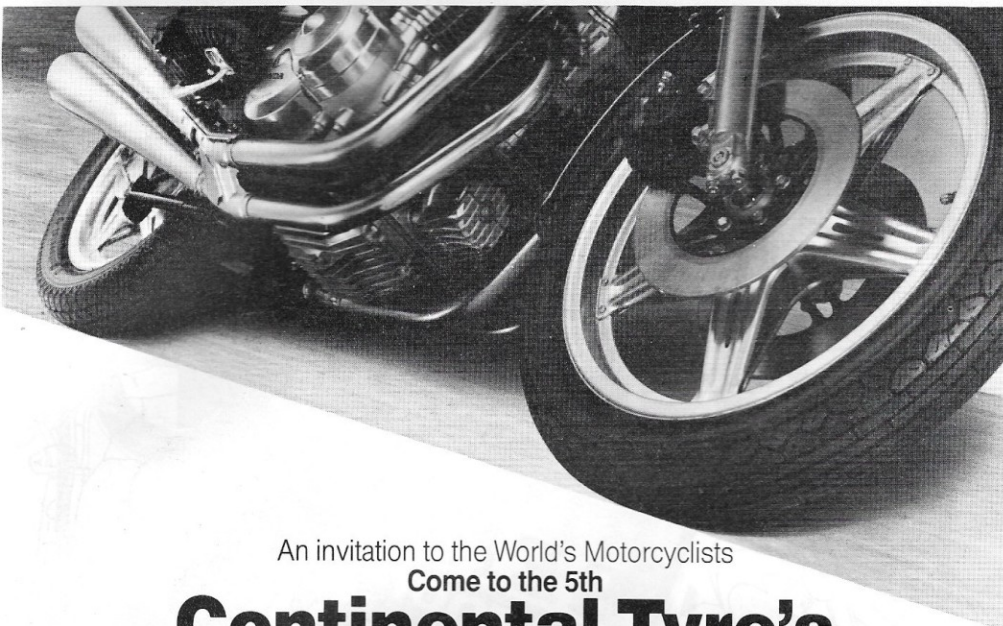
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Clever Trevor



Trevor Ireson won both sidecar TT races last year, but complains that during the entire two weeks of practice and racing he never got round the course properly!

A confirmed TT fanatic, he and passenger Clive Pollington romped home to overall victory by winning both races at over 100 mph averages, yet he says he can go even quicker.

But with a typical down-to-earth approach adds: "I'll probably have to go quicker this year anyway to keep up with everyone."

For this 34-year-old engineer, who builds sidecars for a living, in a converted chapel in the village of Cricklade, Wilts, there has always been only one event during the year — the TT.

Though well placed last year in the

British Sidecar Championship, he took his customary four weeks off from racing to prepare the outfit for the TT.

"Preparation is where the whole thing is won or lost," he explained, "Though I am not a professional, I like to prepare my outfit to the highest professional standards, and unlike other riders, I only race for fun."

But the one element which counts towards a TT result, which has been missing for Trevor in past years has been luck, and finally last year, even that seemed to be with him.

In the first race, they had to battle from lap one without any front brakes, after the top came off the hydraulic reservoir, coating the handlebars in slippery brake fluid, which also caused a few headaches.

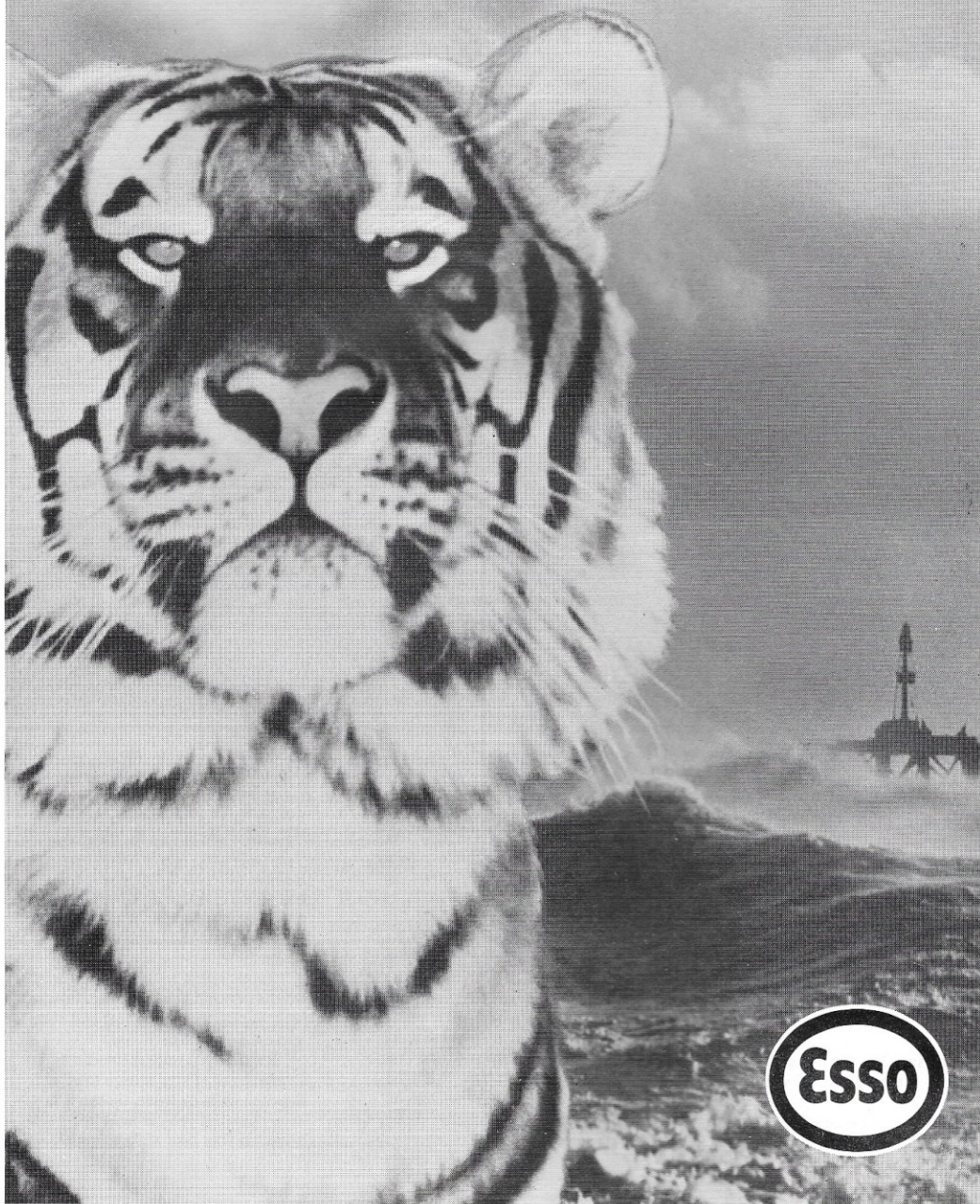
Then passenger Clive Pollington badly gashed his arm in that first race and had to pull out the stitches from the wound himself, so that he could get full movement and line up for the second leg.

In past years, Trevor hasn't been so lucky as he recalled. "One year I was lying third when a plastic petrol pipe broke — now these pipes just don't do that, they bend and crack, but never break."

"Another year, my safety precautions were my downfall, when a piece of wire, fastening the air filter fell off and down into the carburettor."

"It makes you wonder sometimes, but I've been racing long enough to take all these things in my stride, though it's annoying when you put in 14 hours a day preparing your bike while your mates go

Energy for Britain



out on the beer and work a couple of hours — then they get further in the race than you!

For the Ireson/Pollington combination it was their first TT together last year, but as Trevor explained, all the years he has spent learning the circuit, since his first visit in 1969 were as good as useless to him.

“I personally think they are spoling the TT course with all the alterations they are doing. At the Verandah for example, it is now so wide and smooth compared with what it used to be.”

“I never got round the entire two weeks as I really wanted to, all the braking points and shut off points I learned over the years are useless.”

“I’m sure I can go quicker — at the points I like and know well on the course, I suppose I’m going at around short circuit type of speeds, but there are still places where I take it easy and scramble through.”

Recalling the early sidecar days, Trevor remembered a ‘disease’ which all the fast sidecar crews suffered from called Cronk-y-Voddy Cronkiness.

“It was so bumpy from the Cronk, that if you took it flat out, by the bottom you had double vision, a mild form of concussion I suppose.”

“Even today, places like Sulby straight are difficult, I was once bounced right out of the driving seat on top of Clive in the chair!

But despite all the quirks of the TT, it is still the greatest place for Trevor and also for his long time sponsor, Joe Henderson, a cattle dealer from Didcot in Oxfordshire.

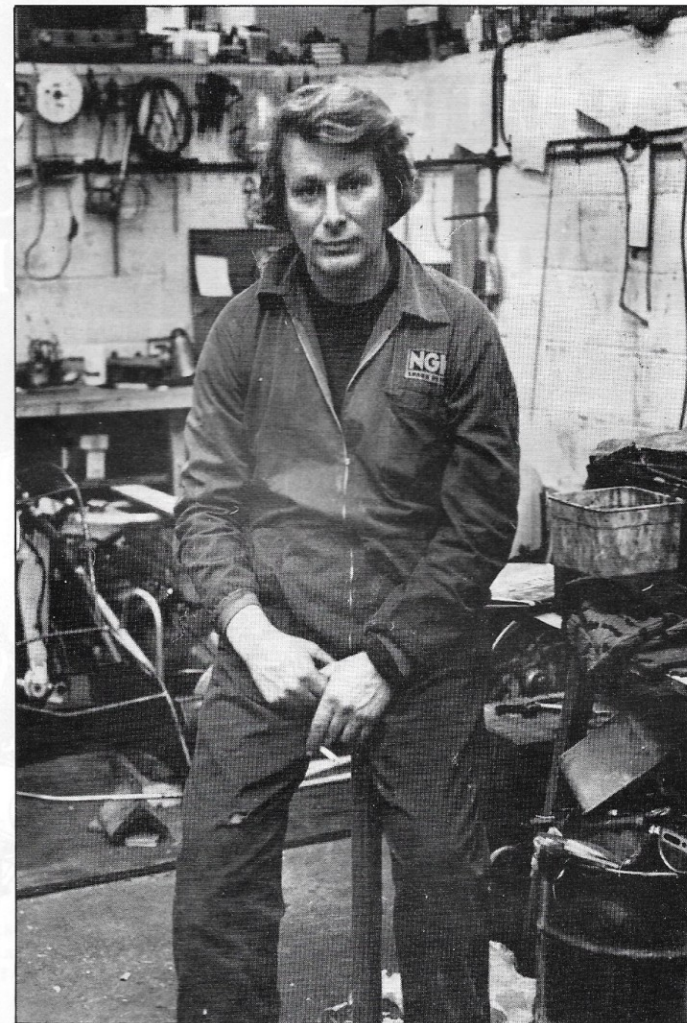
The pair have been together since 1973, but before that Joe had an array of stars under his wing including Phil Read, Rodney Gould and Pat Mahoney, two of them world champions.

But the tie-up with Ireson gave him something that he had always wanted, a TT winner and the whole team celebrated in champagne style after the win.

One of the biggest surprises to Trevor was just how much he had won. “I had honestly never thought about the money and when I came in one of the lads said do you know how much you’ve won? I remember thinking it was quite a lot, about £800!

“In fact it was £3,000, I was absolutely floored, but very happy, not only for the money, but because it had proved again how good my chassis was.”

The Ireson chassis has proved itself very successful both in the TT and short circuits. Jock Taylor used an Ireson outfit to win the overall sidecar TT in 1978 and Derek Jones and Brian Ayres used one to take the British Sidecar

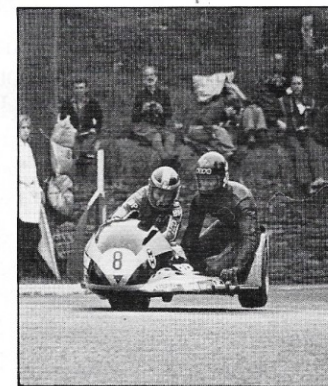


Championship.

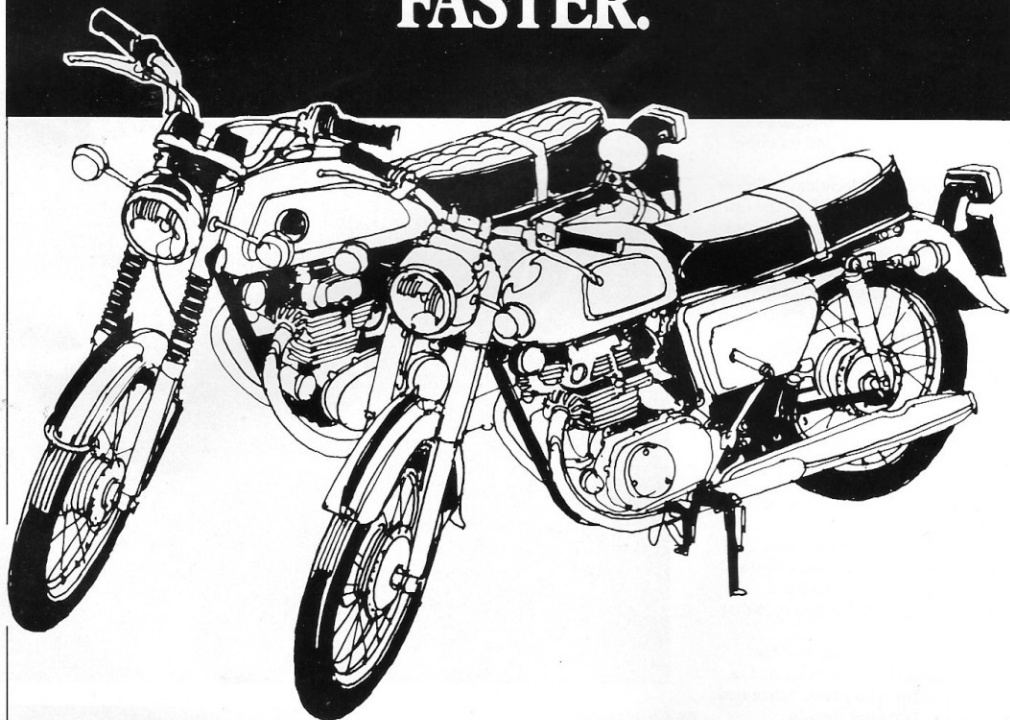
This year, the Ireson/Pollington team have had some good results and were lying third in the championship after the first round, still riding on the crest of the TT success.

“Confidence is what it’s all about, when you have a good result like we did, you find the other results start coming, but one thing I thought the TT result would do for me was get an introduction to some Grands Prix, but that just hasn’t happened. I’ve got an outfit ready to try, but haven’t been able to get the starts.”

For this year’s TT, he plans to use the same outfit which gave him the win in 1979, maybe because it is lucky, but as he said “It knows its way round now.”



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HOW TO ENTER

Before or during any TT race, choose the spot you feel will produce the best action photograph and simply shoot away! Every entrant can supply a maximum of three photographs (either 35mm colour transparencies or 10" x 8" black and white prints, or a combination of both).

THE JUDGING

Judging will be conducted by an independent panel representing the promoters of the competition. Entries will be judged on the basis of picture quality, creativity and atmosphere.

CLOSING DATE

All entries must arrive at the address shown on the entry form on this page NOT LATER THAN JULY 15, 1980. Winners will be notified by post.

THE PRIZES

1st Prize — Canon AV-1 SLR camera with f1.8 lens, power winder and flash gun, plus Motor Cycle News anorak.

2nd Prize — Motor Cycle News anorak and T-Shirt.

3rd Prize — Motor Cycle News anorak.

RULES AND REGULATIONS

The Canon MCN TT Photo Challenge is open to all amateur photographers (i.e. any person who is not employed professionally as a photographer or who does not have work published as a freelance contributor on a regular basis).

Every transparency/black and white print must be clearly marked with the name and address of the entrant.

No material will be returned unless the entry is accompanied by suitable pre-paid return packing.

The copyright on all entrants' material will remain with him/her, but he/she will permit the organisers or their appointed agents to use the material in whatever way they wish on the basis that suitable reproduction fees are agreed beforehand.

The Canon MCN TT Photo Challenge is not open to employees of Canon and their associated companies, Motor Cycle News or the Auto-Cycle Union, or their families or appointed agents.

No correspondence will be entered into and the decision of the Judges is final.

Canon

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ENTRY FORM

Complete (in BLOCK CAPITALS) and return to:

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7a North Street, Caversham, Reading, Berks.

My entry in the CANON MCN TT Photo Challenge is enclosed herewith:

- ___ 35mm colour transparencies
- ___ 10" x 8" black & white prints

In entering the competition, I agree to abide by the Rules and Regulations as shown.

SURNAME (MR/MRS/MISS) _____

CHRISTIAN NAME(S) _____

ADDRESS _____

_____ TEL. NO. _____

SIGNED _____

DATE _____



RIDERS'

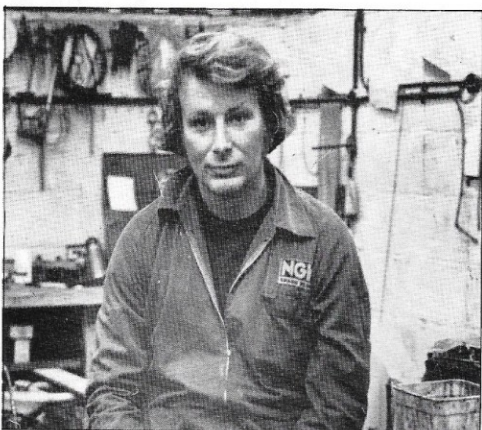
GALLERY



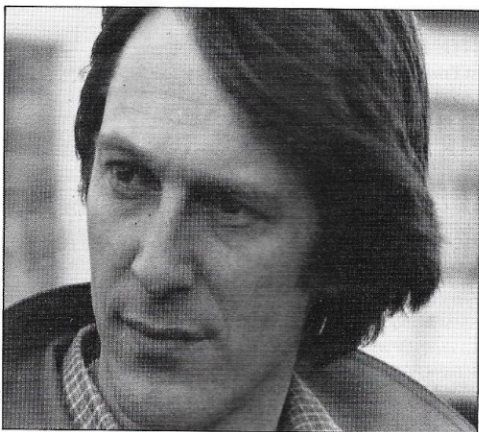
JOCK TAYLOR Overall winner of the sidecar TT in 1978, twenty-four-year-old Jock Taylor — known as the Flying Scotsman — is one of the most popular charioteers in the world. After his win in '78, when he lapped at over 100mph on his first visit to the Island, Jock suffered some bad luck last year, but this year he will be looking to redress the balance. Jock is backed by Fowlers of Bristol and his passenger is young Swede Bengt Goran Johansson.



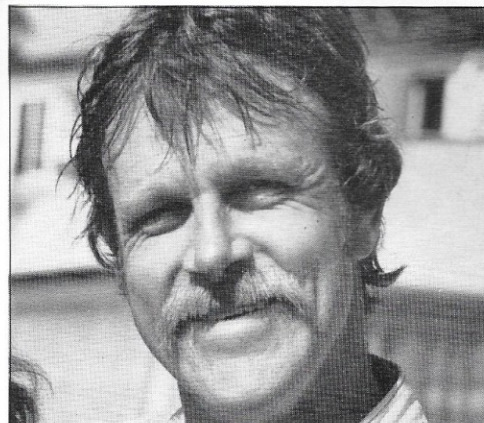
DICK GREASLEY Dick has been racing for more years than he cares to remember but is still one of the fastest and most consistent riders in the world. Passengered by John Parkins, he was third in the B2A World Sidecar Championships last year and also clinched the 'Motor Cycle Weekly/Forward Trust Sidecar Championship for the second time. During the winter Dick, who is married and lives in Stafford, opened his own motor cycle shop and is concentrating on British events this year with his Bran Bardsley sponsored Yamaha outfit.



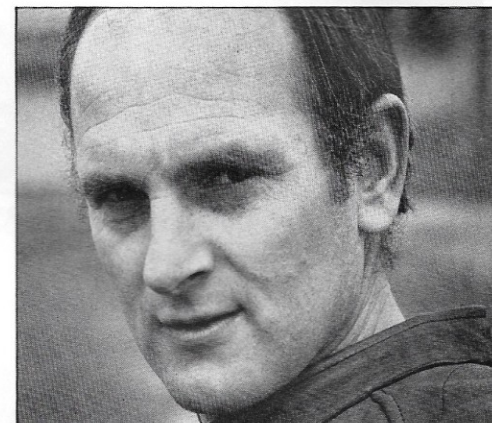
TREVOR IRESON One of the most unassuming riders in the paddock, Trevor stepped into the limelight when he won both TT sidecar races last year on an outfit he designed and built himself. Thirty-four-year-old Trevor is passengered by Clive Pollington and the pair are sponsored by West Country cattle dealer Joe Henderson. Trevor has been campaigning in the GP's this year and is a favourite among TT supporters.



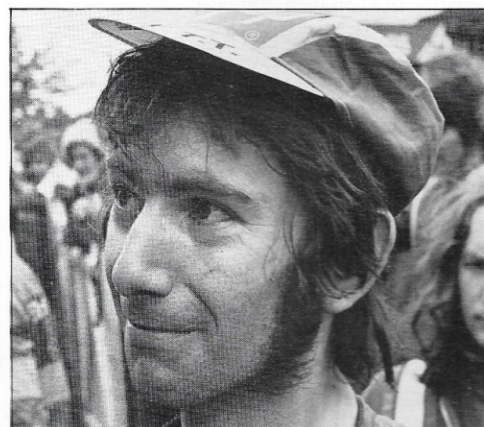
CHARLIE WILLIAMS Charlie is one of the most versatile riders in Great Britain and with eight TT wins behind him, already one of the most successful in the Isle of Man. This year he is part of the three man Team Mitsui Yamaha squad and has been as consistent as ever. Charlie is a professional road racer and lives in Alvanley, Cheshire, with his beautiful wife Anne and their two children.



GRAEME MCGREGOR Graeme hit the British road race scene like a whirlwind last year and quickly became one of the most talked about riders. Twenty-seven-year-old Graeme hails from Sydney, Australia, and is now fully sponsored by Midlander George Beale as part of one of the world's largest private road race teams. Graeme has a fantastic ability to learn courses quickly which he showed when he rode in the Junior TT last year and became the fastest ever newcomer with a lap at 111mph.



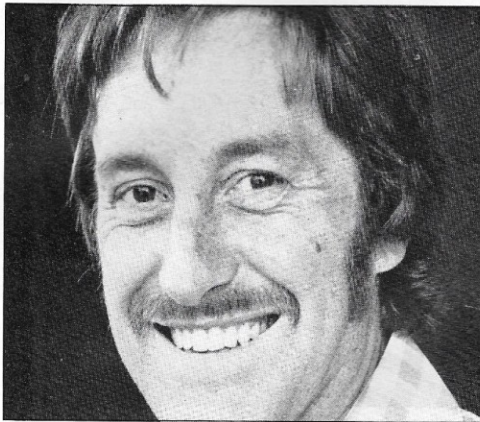
TONY RUTTER Tony is a Midlands motor cycle dealer and one of the most experienced riders on the circuits today. He clinched the British 350cc title in 1971 and the 250cc crown two years later and is equally at home on both small and large machinery. This year began well for the 38-year-old with a win on the new 250cc Cotton in its debut meeting and since then Tony has continued to go well. He is sponsored by transport firm owner Sid Griffiths.



JOEY DUNLOP Irishman Joey Dunlop is one of the most colourful characters in road racing and on his home ground one of the most successful as well. Joey, sponsored by Irish firm Rea Transport Ltd, is a professional rider who has been concentrating on the Grand Prix and International meetings for the past two years. Road circuits appeal to quietly spoken Joey and he can always be guaranteed to go well at the TT.



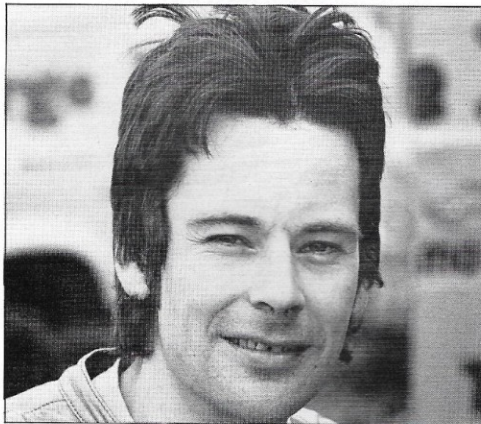
CHAS MORTIMER Chas is without doubt one of the most popular competitors, and he has been a great ambassador for the sport during his long racing career. Equally at home on proper road circuits or as a short circuit 'scratcher' Chas scored his last Championship win in 1978 when he won the Vladivar Vodka/Motor Cycle Racing magazine sponsored 250cc championship. Since then his ever growing motor cycle clothing import business has taken up much of his time but he still enjoys his racing.



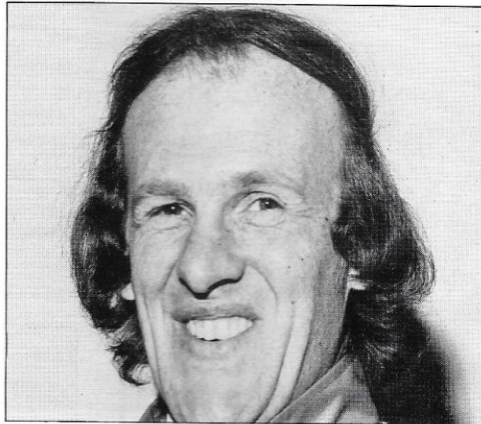
MICK GRANT For ultimate TT lap record holder Mick Grant, life has been rather busy in the past twelve months. Since he signed for Honda at the end of 1978, Mick's schedule has been full with tests on the NR 500 racer. Mick is a complete professional and can always be guaranteed to put in a good performance. He lives with his wife Carol and a host of dogs, cats, horses and the odd motorcycle near Wakefield, Yorkshire.



BILL SMITH Chester motor cycle dealer Bill Smith qualifies for the title veteran with a capital 'V'. Forty-five-year-old Bill has been racing 27 years and has won an incredible 43 TT replicas in that time ... and this year he will be trying to add to that tally with a reasonable chance of success. As well as riding Bill, who lives with his wife and family near Hoole, Cheshire, is also actively involved with the organisational aspect of road racing and is a prominent member of the ACU Road Racing Committee and TT organising committee.



EDDIE ROBERTS A former Manx GP winner, Eddie is another of the riders who are equally at home on either road or short circuits. A motor cycle dealer from Birkenhead, Cheshire, Eddie has had to grow up in the shadow of Charlie Williams and Stan Woods, but he hasn't let that stop him enjoying his racing. Eddie hasn't enjoyed too much success in the past two years but he has the experience and the talent to put that right.



STAN WOODS Thirty-four-year-old Stan has had a racing career full of ups and downs, but the Cheshire rider always comes back for more ... and is normally near the front. Stan was a member of the Honda GB Endurance team along with neighbour Charlie Williams for several years and rode for Suzuki GB in English events last year after Honda called time on the team. Stan's racing commitments have taken a battering in the past year as he concentrates on his successful garage business.

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Graeme Crosby arrived in Britain last year with a typical cheeky grin armed with a Moriwaki Kawasaki fitted with high bars and no full fairing, to the dismay of the so-called experts, and proceeded to win his way into the hearts of British race fans with a superb display of 'Croz' style knee-out riding.

He returns to the Island today still with that cheeky grin but as a member of one of the most select clubs in the world — a works rider in a grand prix road racing team.

During the close season the 24-year-old New Zealander, after a lot of heart searching, left Kawasaki to take over from the absconding Barry Sheene at the head of the Suzuki GB grand prix team.

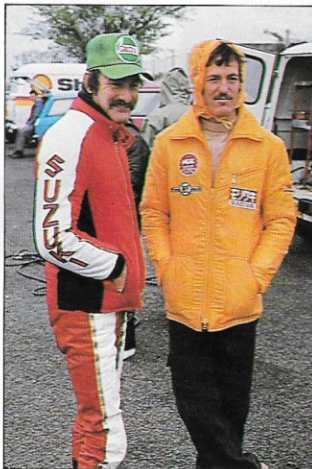
So what made the Suzuki chiefs sign a rider who had never competed in a grand prix and whose only experience abroad was the AGV cup event at Imola in Italy and an endurance race at Le Mans France.

Anybody who witnessed his performances on the Kawasaki last year will know the answer. He adapted to unfamiliar circuits each week with the air of a veteran to finish second behind Ron Haslam on the works Honda in the Forward Trust/Motor Cycle Weekly Formula One Championship and amazed TT purists, not only with his style, but by finishing fourth in the Formula One race on his first appearance on the Island.

However, the decision to join that select band of riders was very hard for the likeable rider who had a great affection for Kawasaki.

He explains: "I have got a lot of feeling for Kawasaki because they are a smaller concern with a smaller number of machines being raced that immediately

the reluctant hero GRAEME CROSBY



Top: Graeme and Mike Hailwood, both favourites with the TT fans; Below: With a full fairing on his big Kawasaki, Graeme hurtles through Braddan.

gives a positive identity for a rider. They just do not seem to realise the strong position they have in racing because they also have a solid background in this branch of the sport having always produced successful racing machines. They gave me identity through the high bar machine."

But when the crunch came he realised he could not turn down the chance to take over one of the hottest seats in racing.

"I suppose it's fair to say that I'm reluctant to change something I know but just the same I know that I had to force myself to make a big change and be confident in my ability to say that I would do well. Anyway what ever way I went I decided there was nothing a young strapping lad like myself could not handle," he says with another grin.

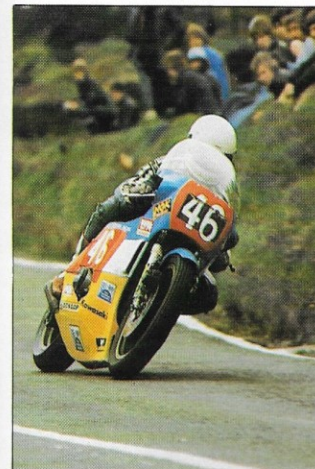
Suzuki are convinced that their new rider, who must have made the fastest ever climb to the top in road racing history, will adapt to grand prix racing while they already have an acknowledged expert for the Formula One championships, and, something that is very important to them, a rider who loves and is capable of winning a TT race.

It was the TT that lured 'Croz' from the warmth of sunnier climates last year although that planned brief stay lasted seven months.

He recalls: "Originally I only came over for three meetings. I decided to do the Whit Monday meeting at Brands Hatch to get acclimatised before the TT and finish off with the Post TT meeting at Mallory Park to make the trip worthwhile."

The reasons he stayed on for so long are now written into the record books although it was only after a fair bit of wrangling with his sponsor Ross Hannan that he made his historic trip to the Island in the first place.

"I had to keep going on and on to Ross



because, understandably, he was reluctant to let me ride because it was a crash at Snugborough that ended his racing career but he gave in and in fact came with me."

That fourth place and a lap of 109mph proved that his sponsor made the right decision and the New Zealand rider can't wait to do battle on his new Suzuki with what he regards as the greatest racing circuit in the world.

"I just love the track and can't wait to get back there," says Graeme. "My TT performance last year quite frankly amazed me because I never thought it would be possible to go so well on the Island for the first time. That is because the TT has such a reputation and I hope that my performance will not change my attitude towards the circuit because you must respect it at all times. My first lap was a bit dodgy but I soon learnt to respect it and all I can say is that it opened my eyes and I was just glad that I had the opportunity to race on what must

be the greatest circuit in the world."

This year 'Croz' will be competing in the Formula One, Classic and 500 races and he has his very own secret formula for TT success.

"The secret to go well in the TT is not to try too hard," he explains. "The easier you take it the faster you seem to go. Last year I lapped at 109mph and so this year I would hope to do at least 112mph. To actually win one race would be quite amazing let alone thinking of winning three." Last year he also learnt another trick that TT riders have been adopting since the very first race.

"The main thing I learnt is that if you do break down it must be near a pub," he confides. "Last year I even made it to the Creg when I broke down on the mountain with a holed piston and at one time I even had to get the motor turning over a bit to make it."



Top: Tucked well in, 'Croz' hustles through the bends at Kates Cottage; Below: Knee-out on the unfaired, high bar Moriwaki Kawasaki — that's the Graeme Crosby that has thrilled fans all over the world.

The confessed TT addict cannot understand why other grand prix professional riders do not race at the Island especially as he regards certain other circuits equally dangerous.

"I can't understand why people like Barry Sheene fight shy of the TT but will ride at places like Scarborough's Oliver's Mount," said Graeme. "It can't be the money, Barry would make a lot more in the Island than he would at Scarborough. It just baffles me."

So a bright future looms for Suzuki's new works rider who last year was determined to capture the attention of a works team rather than just become another run of the mill international competitor.

Right from the start he was determined to be that little bit different to achieve his burning ambition for success.

He recalls: "After deciding I was coming to Britain to race last year I took one look at my Formula One Kawasaki with clip-ons and the one with high bars and quickly made up my mind that the one for the British short circuit races was the bike with the high bars because it was completely different to anything else over here."

His move paid off for straight away he became the darling of the British crowds who like nothing more than see the underdog fighting against the odds and works machinery. Obviously his riding ability would have won him a works contract but one cannot help wondering if his desire to be just a little bit different speeded up the process by a couple of years.

Typical of his determination and attitude was his approach to his Daytona debut in Florida in March.



CROSBY...

Before going he said: "Come hell or high water I will get to Daytona. I've just got to have a go at those Yanks on their home ground. They always have the biggest and best of everything and in fact if we hear about an exaggeration we call it American size."

He certainly did have a go at those Yanks on their home ground by winning the Superbike race at the Florida classic riding the Yoshimura tuned Suzuki.

Crosby's love affair with the British fans works both ways with the New Zealander soon changing his views, which unfortunately stem from his fellow countrymen, about the 'poms'.

"One thing I did change my mind about pretty rapidly was the Poms," he explains. "God, there are some nice Englishmen about, most of the bad ones must head out for New Zealand.

Certainly when people said so many nice things it helped me to decide to stay on." Staying on was not a cheap experience for 'Croz' who despite earning a fair bit of start money, ploughed all his earnings back into racing.

"It cost me £700 alone for transport from Donington to Imola for example," he says. "Then there were air fares at £800 each for myself and girlfriend Brenda for a couple of trips back home and another for my mechanic Gary who came over when I raced the triple in the AGV Nations Cup races."

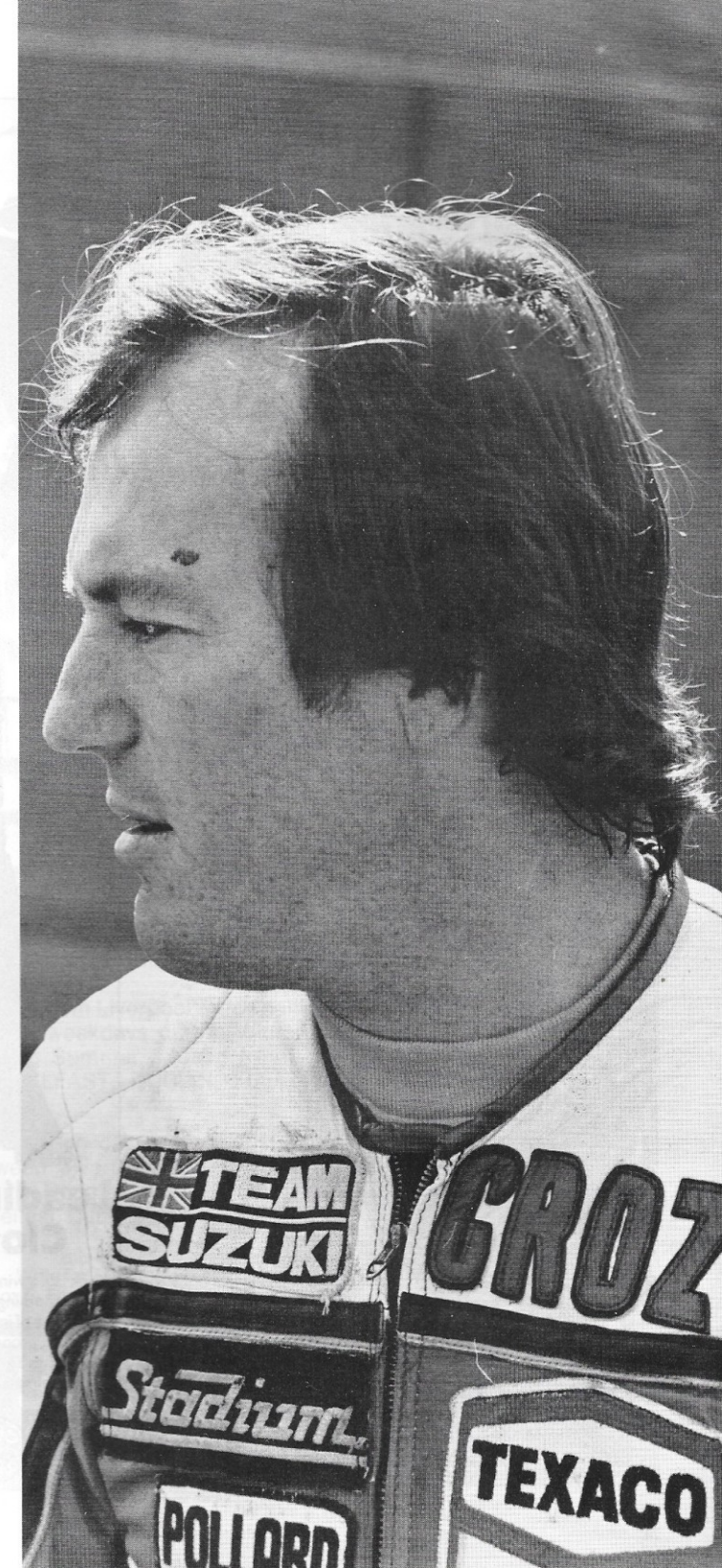
Typically, he did things in style when a bit of scrimping and saving would have not produced the right end result.

He explains: "I suppose I could have done things on the cheap and turned up at races in a tatty old van and presented myself in a scruffy manner but I don't think that would have helped much in the ultimate goal which was to grab the attention of the works teams. I hope my plan has worked and that I shall be reaping the benefit of trying to do things properly.

Motor cycle racing is a short career," he continues. "Although I have no ideas of making lots and lots of money I hope to make enough to buy a little place back home and set up my own motor cycle business when the time to retire from racing arrives."

**BY NICK HARRIS,
SPORTS ED.,
MOTOR CYCLE WEEKLY**

Left: It could only be one rider! 'Croz' demonstrates the style of riding which delighted crowds and impressed Suzuki team bosses. Right: The man himself!



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SHORT COURSE

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

MOUNTAIN AND CLYPSSE COURSE

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

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

Lightweight 250 cc Class

1922	G. S. Davison (Levis)	5	49.89
1923	J. A. Porter (New Gerrard)	6	51.93
1924	E. Twemlow (New Imperial)	6	55.44
1925	E. Twemlow (New Imperial)	6	57.74
1926	C. W. Johnson (Cotton)	7	60.20
1927	W. L. Handley (Rex-Acme)	7	63.30
1928	F. A. Longman (OK Supreme)	7	62.90
1929	S. A. Crabtree (Excelsior)	7	63.87
1930	J. Guthrie (AJS)	7	64.71
1931	G. W. Walker (Rudge)	7	68.98
1932	L. H. Davenport (New Imperial)	7	70.48
1933	S. Gleave (Excelsior)	7	71.59
1934	J. H. Simpson (Rudge)	7	70.81
1935	S. Woods (Moto Guzzi)	7	71.56
1936	A. R. Foster (New Imperial)	7	74.28
1937	O. Tenni (Moto Guzzi)	7	74.72
1938	E. Kludge (DKW)	7	78.48
1939	E. A. Mellors (Benelli)	7	74.25
1947	M. Barrington (Moto Guzzi)	7	73.22
1948	M. Cann (Moto Guzzi)	7	75.18
1949	M. Barrington (Moto Guzzi)	7	77.96
1950	D. Ambrosini (Benelli)	7	78.08
1951	T. L. Wood (Moto Guzzi)	4	81.39
1952	F. Anderson (Moto Guzzi)	4	83.82
1953	F. Anderson (Moto Guzzi)	4	84.73
1954	W. Haas (NSU)	3	90.88
1955*	W. A. Lomas (MV)	9	71.37
1956*	C. Ubbiali (MV)	9	67.05
1957*	C. C. Sandford (Mondial)	10	75.80
1958*	T. Provini (MV)	10	76.89
1959*	T. Provini (MV)	10	77.77

1960	G. Hocking (MV)	5	93.64
1961	S. M. B. Hailwood (Honda)	5	98.38
1962	D. W. Minter (Honda)	6	96.68
1963	J. Redman (Honda)	6	94.85
1964	J. Redman (Honda)	6	97.45
1965	J. Redman (Honda)	6	97.19
1966	S. M. B. Hailwood (Honda)	6	101.79
1967	S. M. B. Hailwood (Honda)	6	103.07
1968	W. D. Ivy (Yamaha)	6	99.58
1969	K. Carruthers (Benelli)	6	95.95
1970	K. Carruthers (Yamaha)	6	96.13
1971	P. Read (Yamaha)	4	98.02
1972	P. Read (Yamaha)	4	99.68
1973	C. Williams (Yamaha)	4	100.05
1974	C. Williams (Yamaha)	4	94.16
1975	C. Mortimer (Yamaha)	4	99.03
1976	T. Herron (Yamaha)	4	103.55

Junior 250 cc

1977	C. Williams (Yamaha)	3	99.62
1978	C. Mortimer (Yamaha)	6	100.70
1979	C. Williams (Yamaha)	6	105.13

Junior 350 cc

1911	P. J. Evans (Humber)	4	41.45
1912	W. H. Bashall (Douglas)	4	39.65
1913	H. Mason (NUT)	6	43.75
1914	E. Williams (AJS)	5	45.58
1920	C. Williams (AJS)	5	40.74
1921	E. Williams (AJS)	5	52.11
1922	T. M. Sheard (AJS)	5	54.75
1923	S. Woods (Cotton)	6	55.73
1924	K. Twemlow (New Imperial)	6	55.67
1925	W. L. Handley (Rex Acme)	6	65.02
1926	A. Bennett (Velocette)	7	66.70
1927	F. W. Dixon (HRD)	7	67.19
1928	A. Bennett (Velocette)	7	68.65
1929	F. G. Hicks (Velocette)	7	69.71
1930	H. G. Tyrrell Smith (Rudge Whitworth)	7	71.08
1931	P. Hurnt (Norton)	7	73.94
1932	S. Woods (Norton)	7	77.16
1933	S. Woods (Norton)	7	78.08
1934	J. Guthrie (Norton)	7	79.16
1935	J. Guthrie (Norton)	7	79.14
1936	F. L. Frith (Norton)	7	80.14
1937	J. Guthrie (Norton)	7	84.43
1938	S. Woods (Velocette)	7	84.08
1939	S. Woods (Velocette)	7	83.19
1947	A. R. Foster (Velocette)	7	80.31
1948	F. L. Frith (Velocette)	7	81.45
1949	F. L. Frith (Velocette)	7	83.15
1950	A. J. Bell (Norton)	7	86.33
1951	G. E. Duke (Norton)	7	89.90
1952	G. E. Duke (Norton)	7	90.29
1953	W. R. Amm (Norton)	7	90.52
1954	R. W. Coleman (AJS)	5	91.51
1955	W. A. Lomas (Moto Guzzi)	7	92.33
1956	T. K. Kavanagh (Moto Guzzi)	7	89.29
1957	R. McIntyre (Gilera)	7	94.99
1958	J. Surtees (MV)	7	93.97
1959	J. Surtees (MV)	7	95.38
1960	J. Hartle (MV)	6	96.70
1961	P. W. Read (Norton)	6	95.10
1962	S. M. B. Hailwood (MV)	6	99.59
1963	J. Redman (Honda)	6	94.91
1964	J. Redman (Honda)	6	98.50
1965	J. Redman (Honda)	6	100.72
1966	G. Agostini (MV)	6	10.87
1967	S. M. B. Hailwood (Honda)	6	104.68

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1968	G. Agostini (MV)	6	104.78
1969	G. Agostini (MV)	6	101.81
1970	G. Agostini (MV)	6	101.77
1971	A. Jefferies (Yamsel)	5	89.98
1972	G. Agostini (MV)	5	102.03
1973	A. T. Rutter (Yamaha)	5	101.99
1974	A. T. Rutter (Yamaha)	5	104.44
1975	C. Williams (Yamaha)	5	104.38
1976	C. Mortimer (Yamaha)	5	106.78

Senior 500 cc

1911	O. C. Godfrey (Indian)	5	47.63
1912	F. A. Applebee (Scott)	5	48.69
1913	H. O. Wood (Scott)	7	48.27
1914	C. G. Pullin (Rudge)	6	49.49
1920	T. C. de la Hay (Sunbeam)	6	51.48
1921	H. R. Davies (AJS)	6	54.49
1922	A. Bennett (Sunbeam)	6	58.31
1923	T. M. Sheard (Douglas)	6	55.55
1924	A. Bennett (Norton)	6	61.64
1925	H. R. Davies (HRD)	6	66.13
1926	S. Woods (Norton)	7	67.54
1927	A. Bennett (Norton)	7	68.41
1928	C. J. P. Dodson (Sunbeam)	7	62.98
1929	C. J. P. Dodson (Sunbeam)	7	72.05
1930	W. L. Handley (Rudge Whitworth)	7	74.24
1931	P. Hunt (Norton)	7	77.90
1932	S. Woods (Norton)	7	79.83
1933	S. Woods (Norton)	7	81.04
1934	J. Guthrie (Norton)	7	78.01
1935	S. Woods (Moto Guzzi)	7	84.68
1936	J. Guthrie (Norton)	7	85.80
1937	F. L. Frith (Norton)	7	88.21
1938	H. L. Daniell (Norton)	7	89.11
1939	G. Meier (BMW)	7	89.38
1947	H. L. Daniell (Norton)	7	82.81
1948	A. J. Bell (Norton)	7	84.97
1949	H. L. Daniell (Norton)	7	86.93
1950	G. E. Duke (Norton)	7	92.27
1951	G. E. Duke (Norton)	7	93.83
1952	H. R. Armstrong (Norton)	7	92.97
1953	W. R. Amm (Norton)	7	93.85
1954	W. R. Amm (Norton)	4	88.12
1955	G. E. Duke (Gilera)	7	97.93
1956	J. Surtees (MV)	7	96.57
1957	R. McIntyre (Gilera)	8	98.99
1958	J. Surtees (MV)	7	98.63
1959	J. Surtees (MV)	7	87.94
1960	J. Surtees (MV)	6	102.44
1961	S. M. B. Hailwood (Norton)	6	100.60
1962	G. Hocking (MV)	6	103.51
1963	S. M. B. Hailwood (MV)	6	104.64
1964	S. M. B. Hailwood (MV)	6	100.95
1965	S. M. B. Hailwood (MV)	6	91.69
1966	S. M. B. Hailwood (Honda)	6	103.11
1967	S. M. B. Hailwood (Honda)	6	105.62
1968	G. Agostini (MV)	6	101.63
1969	G. Agostini (MV)	6	104.75
1970	G. Agostini (MV)	6	101.52
1971	G. Agostini (MV)	6	102.59
1972	G. Agostini (MV)	6	104.02
1973	J. Findlay (Suzuki)	6	101.55
1974	P. Carpenter (Yamaha)	6	96.99
1975	M. Grant (Kawasaki)	6	100.27
1976	T. Herron (Yamaha)	6	105.15
1977	P. Read (Suzuki)	5	106.97
1978	T. Herron (Suzuki)	6	111.74
1979	S. M. B. Hailwood (Suzuki)	6	111.75

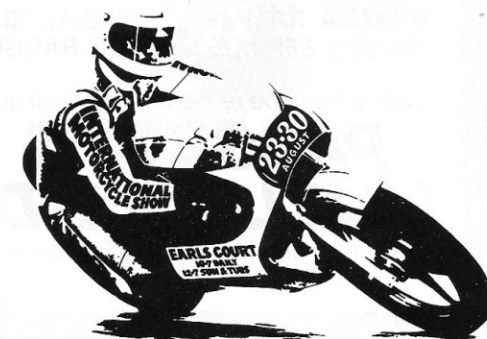
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1924	J. A. Porter (New Gerrard)	3	51.20
1925	W. L. Handley (Rex-Acme)	4	53.45

Sidecar 500 cc

1923	F. W. Dixon (Douglas)	3	53.15
1924	G. H. Tucker (Norton)	4	51.31
1925	L. Parker (Douglas)	4	55.22
1954*	E. S. Oliver (Norton)	10	68.87
1955*	W. Schneider (BMW)	9	70.01
1956*	F. Hillebrand (BMW)	9	70.03
1957*	F. Hillebrand (BMW)	10	71.89
1958*	W. Schneider (BMW)	10	73.01
1959*	W. Schneider (BMW)	10	72.69
1960	H. Fath (BMW)	3	84.10
1961	M. Deubel (BMW)	3	87.65
1962	C. Vincent (BSA)	3	83.57
1963	F. Camathias (FCS)	3	88.38
1964	M. Deubel (BMW)	3	89.12
1965	M. Deubel (BMW)	3	90.57
1966	F. Scheidegger (BMW)	3	90.76
1967	S. Schauzu (BMW)	3	90.96
1968	S. Schauzu (BMW)	3	91.09
1969	K. Enders (BMW)	3	92.48
1970	K. Enders (BMW)	3	92.93
1971	S. Schauzu (BMW)	3	86.21
1972	S. Schauzu (BMW)	3	91.85
1973	K. Enders (BMW)	3	91.85
1974	H. Luthringshauser (BMW)	3	92.27
1975	R. Steinhausen (Konig)	3	95.94
1976	R. Steinhausen (Konig)	3	95.94
1976	R. Steinhausen (Konig)	3	96.42

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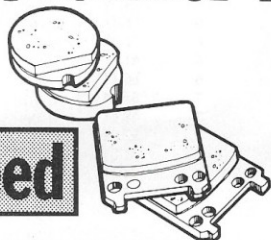


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Sidecar 750 cc

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

Sidecar 1000 cc

1975	S. Schauz/W. Kalauch (BMW)	3	97.55
1976	M. Hobson/M. Burns (Yamaha)	3	97.77
1977	G. O'Dell/K. Arthur (Yamaha)	4	100.03
	M. Hobson/S. Collins (Yamaha)	4	99.74
1978	J. Taylor/K. Arthur (Yamaha)	4	101.22
1979	T. Ireson/C. Pollington (Yamaha)	3	102.14

50 cc

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

Production Machines

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

Formula 750 cc

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

Classic 1000 cc

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

1977	M. Grant (Kawasaki)	6	110.76
1978	M. Grant (Kawasaki)	6	112.40
1979	A. George (Honda)	6	113.08

TT Formula I

1977	P. Read (Honda)	4	97.02
1978	S. M. B. Hailwood (Ducati)	6	108.51
1979	A. George (Honda)	6	110.57

TT Formula II

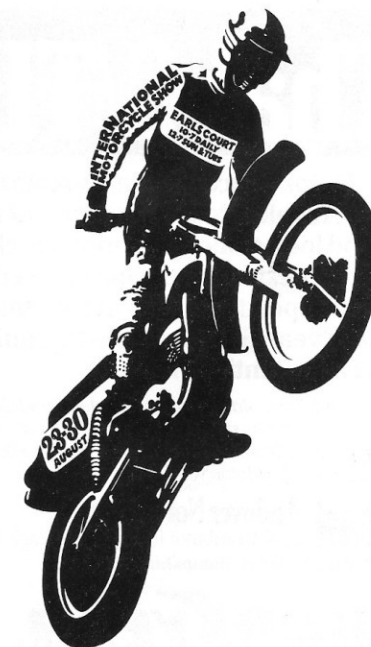
1977	A. Jackson (Honda)	4	99.36
1978	A. Jackson (Honda)	4	99.35
1979	A. Jackson (Honda)	4	101.55

TT Formula III

1977	J. Kidson (Honda)	4	93.28
1978	W. Smith (Honda)	4	94.47
1979	B. Smith (Yamaha)	4	97.82

Jubilee Race

1977	J. Dunlop (Yamaha)	4	108.86
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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 Clypse 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
1972	C. Mortimer (Yamaha)	90.58
1973	T. H. Robb (Yamaha)	89.24
1974	A. Hockley (Yamaha)	88.78
	C. Horton (Yamaha)	88.78

Lightweight 250 cc Class

1922	W. L. Handley (OK Supreme)	51.00
1923	W. L. Handley (OK Supreme)	53.95
1924	E. Twemlow (New Imperial)	58.28
1925	W. L. Handley (Rex-Acme)	60.22
1926	P. Gherzi (Moto Guzzi)	63.12
1927	A. Bennett (OK Supreme)	64.45
1928	F. A. Longman (OK Supreme)	64.45
1929	P. Gherzi (Moto Guzzi)	66.63
1930	W. 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
1947	M. Cann (Moto Guzzi)	74.78
1948	M. Cann (Moto Guzzi)	76.72
1949	R. H. Dale (Moto Guzzi)	80.44
	T. L. Wood (Moto Guzzi)	80.44
1950	D. Ambrosini (Benelli)	80.91
1951	F. Anderson (Moto Guzzi)	83.70
1952	B. Ruffo (Moto Guzzi)	84.82
1953	F. Anderson (Moto Guzzi)	85.52
1954	W. Haas (NSU)	91.22
1955*	W. A. Lomas (MV)	73.13

1956*	H. Baltisberger (NSU)	69.17
1957*	T. Provini (Mondial)	78.00
1958*	T. Provini (MV)	79.90
1959*	T. Provini (MV)	80.22
1960	C. Ubbiali (MV)	95.47
1961	R. McIntyre (Honda)	99.58
1962	R. McIntyre (Honda)	99.00
1963	J. Redman (Honda)	97.23
1964	P. 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
1979	C. Williams (Yamaha)	106.83

Junior 350 cc

1911	P. J. Evans (Humber)	42.00
1912	E. Kickham (Douglas)	41.76
1913	H. Mason (NUT)	45.42
1914	E. Williams (AJS)	47.57
1920	C. Williams (AJS)	51.36
1921	E. Williams (AJS)	55.15
1922	H. le Vack (New Imperial)	56.46
1923	J. H. Simpson (AJS)	59.59
1924	J. H. Simpson (AJS)	64.65
1925	W. L. Handley (Rex Acme)	65.89
1926	A. Bennett (Velocette)	68.75
1927	W. L. Handley (Rex-Acme)	69.18
1928	A. Bennett (Velocette)	70.28
1929	F. G. Hicks (Velocette)	70.95
1930	G. E. Nott (Rudge)	72.02
1931	P. Hunt (Norton)	75.27
1932	S. Woods (Norton)	78.62
1933	S. Woods (Norton)	79.22
1934	J. Guthrie (Norton)	80.11
1935	W. F. Rusk (Norton)	79.96
1936	F. L. Frith (Norton)	81.94
1937	F. L. Frith (Norton)	85.18
	J. Guthrie (Norton)	85.18
1938	S. Woods (Velocette)	85.30
1939	H. L. Daniell (Norton)	85.05
1947	M. D. Whitworth (Velocette)	81.61
1948	F. L. Frith (Velocette)	82.45
1949	F. L. Frith (Velocette)	84.23
1950	A. J. Bell (Norton)	86.49
1951	G. E. Duke (Norton)	91.38
1952	G. E. Duke (Norton)	91.00
1953	W. R. Amm (Norton)	91.82
1954	W. R. Amm (Norton)	94.61
1955	W. A. Lomas (Moto Guzzi)	94.13
1956	T. K. Kavanagh (Moto Guzzi)	93.15
1957	R. McIntyre (Gilera)	97.42
1958	J. Surtees (MV)	95.42
1959	J. Surtees (MV)	97.08



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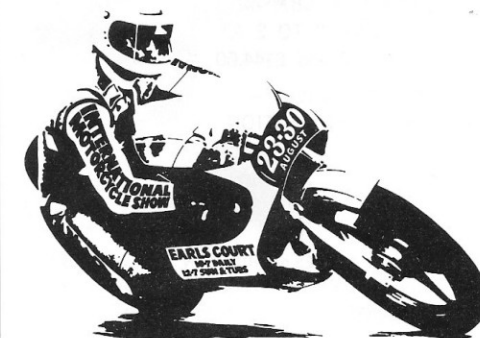
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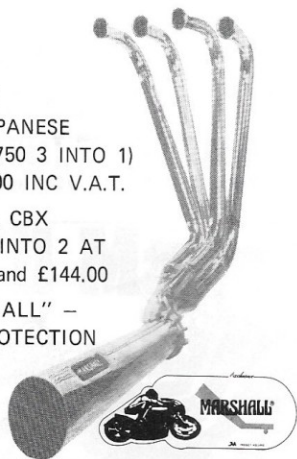
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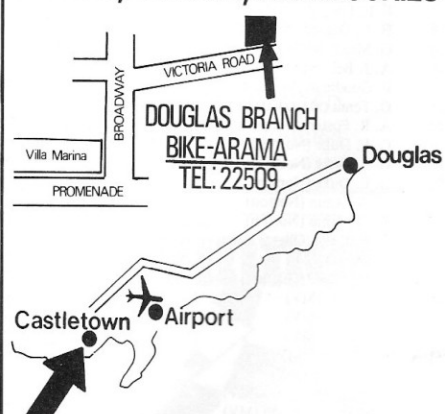
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	S. Woods (500 Suzuki)	93.61
	R. Pickrell (750 Triumph)	101.61
1973	E. Roberts (250 Yamaha)	84.06
	S. Woods (500 Suzuki)	94.44
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1974	E. Roberts (250 Yamaha)	88.48
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Editor: **Martin Sanley**; Design: **Chris Beadle**.
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Front Cover photograph shows Charlie Williams at the Waterworks in the 1979 TT. Picture by Richard Adams.

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