

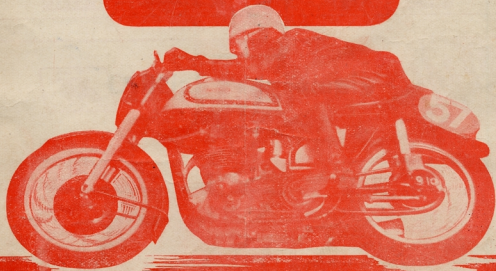
**SENIOR**

**TT**

**JUNE 8 1951.**

**OFFICIAL  
PROGRAMME**

**1s. 6d.**



Best description and pictures in the June 7 and 14 issues of

THE  
**MOTOR CYCLE**

# JAMES GROSE LTD. the HOUSE of SPORTS!

MOTOR CYCLES

SIDECARS

M/C. CLOTHING

GENUINE SPARES

Repairs & Overhauls



AUTOCYCLES

CYCLE MOTORS

M/C ACCESSORIES

RACING LEATHERS

CAMPING EQPT.

THE JAMES GROSE Motor Cycle Accessory and Clothing Catalogue (current edition) is now available. Send 6d. for your copy and save money.

CASH, HIRE PURCHASE AND PART EXCHANGE  
SERVICE - AFTER - SALES  
GENUINE SPARES FOR A.J.S., B.S.A., MATCHLESS, ARIEL, BOWDEN, VILLIERS.



AGENTS FOR—  
A.J.S., Ariel, B.S.A., Corgi, Douglas, Excelsior, James, Matchless, Norton, Norman, New Hudson, Royal Enfield, Raynal, Sun, Watsonian, Amota, Minimotor and Cyclemaster.

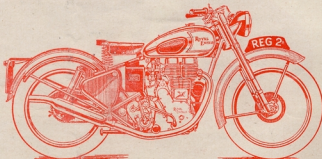
## JAMES GROSE LTD

379-381 EUSTON ROAD LONDON N.W.1 EUS 5231

# BY MILES THE BEST!



Make the most of to-day, riding a Royal Enfield "350 Bullet" Spring Frame Model. Royal Enfield "350 Bullets" were included in the British Teams which won the International Six Days' Trial Trophy in 1948, 1949, 1950.



PRICE

"350 Bullet" £145 0 0  
Plus Purchase Tax £39 3 0

## Royal Enfield

MOTORCYCLES

THE ENFIELD CYCLE COMPANY LIMITED, REDDITCH.



1951



# SENIOR

AUTO-CYCLE



ISLE OF MAN

8th JUNE

Organised by

## THE AUTO-CYCLE UNION

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

# Official Programme

### CONTENTS

<i>Officials of the Meeting</i> .....	Page 3
<i>Time Table and Prize Distribution</i> .....	5
<i>Map of the Course</i> .....	7
<i>The Story of the T.T.</i> .....	9
<i>List of Entries and Score Sheet</i> .....	10 - 11
<i>Speed Table</i> .....	15
<i>Previous Winners</i> .....	17
<i>Fastest Laps</i> .....	19
<i>Lap Leaders</i> .....	20

### A. C. U. OFFICES

**HEADQUARTERS**  
83 Pall Mall,  
London, S.W.1.  
Whitehall 4022/3

**GRANDSTAND BOOKING**  
The Villa Marina,  
Douglas 2351

**LOCAL**  
The Peveril Hotel  
Douglas.  
Douglas 3227/8

BOROUGH OF DOUGLAS

# VILLA MARINA - ROYAL HALL

SUNDAY, 3rd JUNE, at 8 p.m.

## POPULAR CONCERT

**REG DIXON**

"Confidentially" Comedian of B.E.C. Variety  
Bandbox and 1949 Royal Command Performance  
AND

**JACK LEON**

and his B.B.C. Concert Orchestra

(Over 2,500 Broadcasts)

SUNDAY, 10th JUNE, at 8 p.m.

## CELEBRITY CONCERT

**JOAN HAMMOND**

The Famous International Soprano  
AND

**JACK LEON**

and his Concert Orchestra

DANCING NIGHTLY ——— at 7-30 p.m.

**JACK LEON**

and his Famous Orchestra

(Over 2,500 Broadcasts)

## OLDE TYME DANCE COMPETITION

Preliminary Heats — Tuesday, Thursday and  
Saturday.

**GRAND FINAL ——— SATURDAY, 9th JUNE**

DEMONSTRATIONS BY

**JOE and KATHIE STEAD**

Britain's Old Tyme Champions and Leading  
Demonstrators.

ADMISSION :

MONDAY, WEDNESDAY AND FRIDAY ..... 2/-  
TUESDAY AND THURSDAY ..... 2/6  
SATURDAY ..... 3/-

## Isle of Man

# PASSENGER SAILINGS to DOUGLAS

### FROM LIVERPOOL—

DOUBLE DAILY SERVICE (Sundays  
excepted) from 11th MAY to 17th SEPT.

### FROM FLEETWOOD—

DAILY SERVICE (Sundays excepted)  
from 11th MAY to 17th SEPT.

### FROM ARDROSSAN—

FREQUENT SAILINGS between  
1st JUNE and 14th SEPT.

### FROM BELFAST—

FREQUENT SAILINGS between  
31st MAY and 14th SEPT. (Passengers  
will require Travel Permits).

### FROM DUBLIN—

FREQUENT SAILINGS between  
22nd JUNE and 14th SEPT. (Passengers  
will require Travel Permits).

For particulars of EXTRA SAILINGS, also Rates for conveyance of Motor Cycles and Cars, apply for  
FREE Sailing Booklet to:—

## THE ISLE OF MAN STEAM PACKET CO. LTD. (Incorporated in the Isle of Man) DOUGLAS

THOS. ORFORD & SON (Agents), 10, Water Street, LIVERPOOL;

SYDNEY RIGG (Agent), Deck Manager, Docks & Inland Waterways Executive, FLEETWOOD;

E. & A. TRAVEL AGENCY (Agents), Talbot Chambers, 114, Promenade, BLACKPOOL;

RENNIE & WATSON (Agents), 73, Robertson Street, GLASGOW;

W. E. WILLIAMS & CO. (Agents), 8, Victoria Street, BELFAST;

BRITISH & IRISH STEAM PACKET CO. LTD. (Agents), 16, Westmoreland Street, DUBLIN.

# Foreword

by Professor A. M. Low, A.C.G.I., D.Sc. F.C.S.  
(Chairman of the A.C.U.)

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

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

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

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

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

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

---

## OFFICIALS OF THE MEETING

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

JURY (International):

MR. N. E. DIXON (President)  
SIR ALGERNON GUINNESS, Bart.  
MR. A. HARRISON (Ireland)  
MR. R. J. HOLLOWAY  
THE REV. CANON E. H. STENNING, M.A.,  
(President, I.O.M. Centre, A.C.U.)  
MR. H. R. WATLING

Chief Timekeeper ... L. H. LUMBY (International)      Scrutineer ..... V. C. ANSTICE  
Chief Marshal ... MAJOR J. W. YOUNG, O.B.E.      Chief Press Steward ..... N. G. BROWN  
Clerk of the Course and Secretary of the Meeting ..... S. T. HUGGETT.

---

## AN APOLOGY

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

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

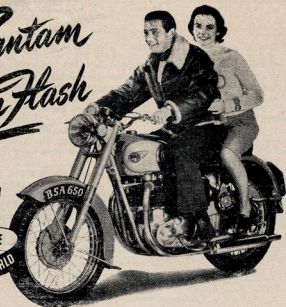
---

## Warning to the Public

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

*From the Bantam  
to the Golden Flash*

**BSA**  
THE MOST POPULAR MOTOR CYCLE  
IN THE WORLD



*B.S.A. Cycles, Ltd., Birmingham 11.*



*For a lightning getaway* — **FERODO** CLUTCH LININGS

*To check speed safely* — **FERODO** BRAKE LININGS

On road or track, sportsmen know they can absolutely rely on the efficiency that half a century's experience puts into every type and grade of Ferodo friction materials.

Clutch linings must take the strain of racing starts and fierce acceleration. Brake

linings must check high speeds safely and surely, without grab or fading. Ferodo materials for each purpose are constantly proving their capacity to withstand the most violent stresses and maintain their smooth, firm grip.

**FERODO** LIMITED

CHAPEL-EN-LE-FRITH

*A Member of the Turner & Newall Organization*

# Time Table of the Meeting

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

**THE A.C.U. OFFICE:** Peveril Hotel, Douglas. Phone 3227-8. Opens Tuesday, 21st May. Office Hours: 9-30 a.m. - 12 noon, 2-30 p.m. - 4-30 p.m., 7-30 p.m. - 8-30 p.m. daily (except Sundays and Race Days).

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

## PRELIMINARY EXAMINATIONS—

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

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

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

## FRIDAY, 8th JUNE

**SENIOR RACE DAY** ..... Enclosure Gates open 9-30 a.m.

10-30 a.m.	No fresh lap after	Race Stopped
	2-45 p.m.	3-20 p.m.

## PRIZE DISTRIBUTION—

At the VILLA MARINA at 9-00 p.m. by His Excellency the Lieutenant Governor,  
AIR VICE MARSHAL SIR GEOFFREY BROMET, K.B.E., C.B., D.S.O.,

---

## THE AWARDS

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

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

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

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

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

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

---

## THE TOURIST TROPHY

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

---

## ACKNOWLEDGEMENTS

The A.C.U. acknowledges with gratitude the kind services of:—

THE RILEY COMPANY LTD., through the Aihol Garage (1945) Ltd., Douglas—Officials' Cars.

THE DUNLOP RUBBER CO. LTD.—Refreshments and Course Flag Marshals.

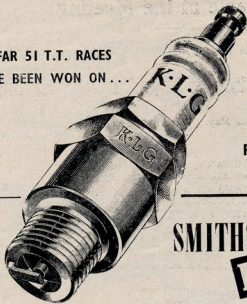
CADBURY BROS. LTD. (Bourneville)—Refreshments.

JOSEPH LUCAS LTD.—Electric Signals.

GESTETNER LTD.—Duplicator.

THE ST. JOHN AMBULANCE BRIGADE and ST. JOHN ASSOCIATION.

SO FAR 51 T.T. RACES  
HAVE BEEN WON ON...



THE FINEST  
AND FASTEST  
PLUG ON EARTH

SMITHS  
**K.L.G.**

sparkling plugs



SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, S.W.2.  
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED



**Speed + MORE THAN THAT!**

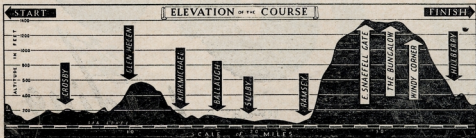
Fast enough for all requirements the Triumph Twin offers more than just speed—it is smooth, silent, beautifully finished—in short, a supremely satisfying piece of transport.

**TRIUMPH**

TRIUMPH ENGINEERING CO. LTD., HERNDEN WORKS, ALLESLEY, COVENTRY.

**THE BEST MOTORCYCLE IN THE WORLD**





THE UNAPPROACHABLE

**Norton**

THE WORLD'S BEST ROAD HOLDER



**WINNER OF 24 T. T. RACES**

IN ANY EVENT

*use*

**AVON**



to-day's

*leading*

tyre

# THE TOURIST TROPHY RACES

by

PETER CHAMBERLAIN

IN the first Isle of Man T.T., the "twin" class was won by a Norton at 56.22 m.p.h. Forty-three years later, that 1907 winner, Ben Fowler, saw a machine of the same make, ridden by the amazing Geoff Duke, raise to over 93 m.p.h. the lap record held by H. L. Daniell since 1938. It is difficult to relate these two performances; moreover, behind the arithmetic exist the romances, the enormous mechanical progress, of more than a hundred T.T.'s, for the races reached their century with the "Senior Clubman's" of 1950.

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

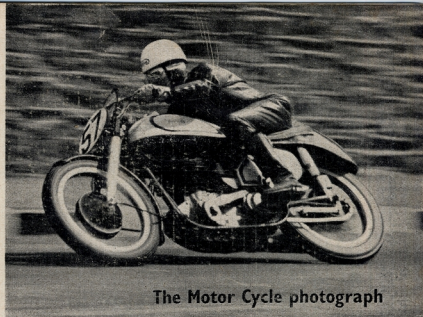
The first motorcycle T.T.s started from St. John's and proceeded to Peel via Ballacraane and Kirk Michael. Frantic "Light Pedal Assistance" was frequently required and even the winners had to run alongside their single-gear models up Creg Willies hill. Severe petrol rationing these light machines averaged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

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

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

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

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



The Motor Cycle photograph

A record lap of over 93 m.p.h.—Senior Race winner Geoff Duke (Norton) in action.

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

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

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

But if Stanley himself, added to Norton's laurels—he won both races in 1932 and again in '35—it was this Irishman who, by collecting 500 c.c. and 250 c.c. classes on an Italian Guzzi in 1955, registered the first foreign win since O. C. Godfrey brought an Indian home in 1911. And, with the exception of Bob Foster's New Imperial victory in the following year, no British machine has won the "Lightweight" since! Indeed World War II terminated racing at a time when our prestige was suffering because manufacturers declined to give the attention to supercharging it was receiving on the Continent.

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

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

[Cont. on Page 13]

Page Nine

# SENIOR Tourist Trophy Race

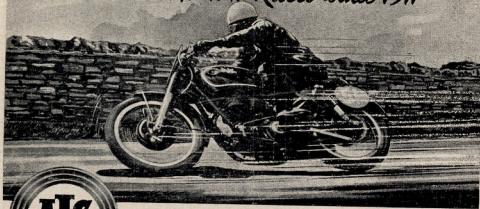
# 7 Laps. LIST OF ENTRIES and SCORE SHEET

The race will start at 10:30 a.m. and the competitors will be despatched at intervals of 35 SECONDS.

No.	Driver and Licence No.	Entrant & Licence No.	Motorcycle	Starting interval m. s.	1st Lap	2nd Lap	3rd Lap	4th Lap	5th Lap	6th Lap	7th Lap
1	Duke, G. E. 665	Norton Motors Ltd. 329	499 Norton	00 00							
2	Brett, C. F. 1057	Frank Leach Motors Ltd. 621	499 Norton	00 10							
3	Newman, G. 868	Hallett's Motor Eng. 330	499 Norton	00 20							
4	Pike, R. H. 617	Hallett's of Canterbury 620	499 B.S.A.	00 30							
5	Bruguliere, C. R. 835	Bridge Motorcycles 386	499 Norton	00 40							
6	Barnett, S. T. 995	Arter Bros. Ltd. 360	357 A.J.S.	00 50							
7	Fisher, J. 615	J. Fisher	352 Velocette	01 00							
8	Petch, C. W. 681	S. A. Coles Ltd. 593	358 A.J.S.	01 10							
9	Starr, L. 785	E. W. Bowers. 606	358 A.J.S.	01 20							
10	Ferry, L. V. 1034 (N.Z.)	New Zealand A.C.U.	499 Norton	01 30							
11	Evans, E. R. 945	G. Lathie 622	499 Norton	01 40							
12	Fry, F. W. 817	Elms Metals 356	499 Norton	01 50							
13	Grindley, H. A. 1049	H. Lugdale 450	499 Norton	02 10							
14	Stevens, C. A. 798	Mercury Motors 407	499 Norton	02 20							
15	Mullee, A. 848	A. Mullee	499 Norton	02 30							
16	Madford, K. B. 1033 (N.Z.)	New Zealand A.C.U.	358 A.J.S.	02 40							
17	Leigh, G. E. 769	Leigh Motor Services 478	499 Norton	02 50							
18	Harrison, R. E. D. 978	A. W. Harrison & Sons Ltd. 406	499 Norton	03 00							
19	Cann, M. 886	M. Cann	500 M. Guzzi	03 10							
20	Lockett, R. St. J. 658	Norton Motors Ltd. 329	499 Norton	03 20							
21	"Franklin, Sid" 783	"S. Franklin"	358 A.J.S.	03 30							
22	Salt, C. F. 877	Eleanor Motors 349	496.7 B.S.A.	03 40							
23	Jones, A. W. 747	Eric Williams, Ltd. 347	499 Norton	03 50							
24	Paterson, G. L. 1026	G. & J. Paterson 549	358 A.J.S.	04 00							
25	Amm, W. R. 1055 (S. Rhod.)	W. R. Amm	499 Norton	04 10							
26	Hall, W. 725	Victor Horsman Ltd. 326	358 Velocette	04 20							
27	Dear, L. A. 932	Geo. Bryant 380	499 Norton	04 30							
28	Anderson, S. 979	Anderson Bros. 592	499 Norton	04 40							
29	Harwood, C. K. W. 735	Shuttleworth & Geldart 344	499 Norton	04 50							
30	Bailey, J. 646	J. Bailey	499 Norton	05 00							
31	Barrington, M. 2254 (Ireland)	R. Dearden 470	499 Norton	05 10							
32	McConnell, E. D. 872 (Aus.)	Geo. Bryant 380	370 A.J.S.	05 20							
33	Dale, R. H. 884	orton Motors Ltd. 392	499 Norton	05 30							
34	Stidolph, F. E. 741 (Canada)	F. E. Stidolph	499 Norton	05 40							
35	Horn, C. 618	St. Andrew's Motors Ltd. 339	499 Norton	05 50							
36	Barrett, E. 937	Arter Bros. Ltd. 360	357 A.J.S.	06 00							
37	Lashmar, D. G. 897	H. L. Daniell 341	499 Norton	06 10							
38	Hodgkin, J. P. E. 1054	Ross Motors Ltd. 388	499 Vincent	06 20							
39	Walker, E. 865	Gordon Tools Ltd. 520	499 Norton	06 30							
40	Macdonald, R. L. 2206 (Irel'd)	R. L. Macdonald	358 A.J.S.	06 40							
41	McCandless, W. A. C. 2249 (Irl'd)	Chas. E. Cope & Sons Ltd. 438	499 Norton	06 50							
42	Job, W. G. 678	W. G. Job	358 A.J.S.	07 00							
43	Williams, L. 983	Victor Horsman Ltd. 326	353 Velocette	07 10							
44	Montie, A. E. 778	Colemore Depot Ltd. 453	500 Norton	07 20							
45	Featherstone, M. 660	A.J.S. Motorcycles 361	499 A.J.S.	07 30							
46	Coleman, R. W. 1035 (N.Z.)	New Zealand A.C.U.	499 Norton	07 40							
47	Hardy, E. V. C. 612	Elms Metals 356	499 Norton	07 50							

49	Harris, L. 631	L. Harris	499 Norton	08 00
50	Chapman, J. F. 679	J. F. Chapman	499 Rudge	08 10
51	Hinton, H. 1061 (Australia)	A.C.C. of Australia	499 Norton	08 20
52	Scott, O. S. 804	O. S. Scott	499 Norton	08 30
53	Armstrong, R. 2214 (Ireland)	A.J.S. Motorcycles 361	499 A.J.S.	08 40
54	Fenn, A. A. 693	A. A. Fenn	499 Norton	08 50
55	McVeigh, W. 610	H. Petty & Sons 605	499 Norton	09 00
56	Webster, W. M. 614	W. M. Webster of Crewe 436	499 Norton	09 10
57	Wheeler, A. 728	Wheeler Motors 352	499 Norton	09 20
58	Fenning, L. F. M. 781	Imperial Cycle & Motor Co 583	499 Norton	09 30
59	Braine, E. 698	Banks of Harringay 444	499 Norton	09 40
60	Mundy, W. J. 980	R. Olliver 474	499 Norton	09 50
61	Kenish, J. F. 611	Heath Bros. Ltd. 489	358 A.J.S.	10 00
62	Mooney, M. 2205 (Ireland)	M. Mooney	358 A.J.S.	10 10
63	Parry, A. L. 765	deq. W. Dearden 470	499 Norton	10 20
64	McDonald, R. 636	Farmers (Hastings) Ltd. 327	355 Veloceite	10 30
65	Varlow, J. M. 777	H. L. Daniel 341	499 A.J.S.	10 40
66	Pollitt, J. A. 1082	J. A. Pollitt	499 Norton	10 50
67	Storr, W. C. 784	Elms Metals 356	499 Norton	11 00
68	Doran, W. 726	A.J.S. Motorcycles 361	499 A.J.S.	11 10
69	Simister, J. 840	F. Simister 619	499 Norton	11 20
70	Gray, C. 2248	C. Gray	358 A.J.S.	11 30
71	Walker, R. F. 687	Gordon Tools Ltd. 520	499 Norton	11 40
72	Miller, S. M. 807	S. M. Miller	499 Norton	11 50
73	Gunn, J. B. 1083	R. B. Bibby 393	499 Norton	12 00
74	McAlpine, W. A. 1010 (Aus.)	F. Benasedo	500 Guzzi	12 10
75	Bevers, J. W. 650	A.C.C. of Australia	500 Gellera	12 20
76	Sorensen, S. A. 423 (Denm k)	Gordon Tools Ltd 520	499 Norton	12 30
77	Glazebrook, J. 782	S. A. Sorensen	500 Norton	12 40
78	Carter, P. H. 825	Stokes & Glazebrook 373	498 Triumph	12 50
79	Myers, H. B. 737	P. H. Carter	499 Norton	13 00
80	Scymour, R. F. 1022	H. B. Myers	499 Norton	13 10
81	Wood, T. 623	R. W. Harrison & Sons Ltd. 406	357 Veloceite	13 20
82	Briggs, E. E. 632	Archers of Aldershof 607	499 Norton	13 30
83	Kavanagh, K. 1725 (Ausl.)	E. E. Briggs	499 Norton	13 40
84	Fairbairn, F. 813	A.C.C. of Australia	499 Norton	13 50
85	Ortuela, J. de 3221 (Spain)	T. McEwan Ltd. 581	499 Norton	14 00
86	Lindsay, H. 2234 (Ireland)	Fairbairn-Laycock Ltd. 403	358 Veloceite	14 10
87	Bills, K. 1066	J. de Ortuela	499 Norton	14 20
88	Harding, J. 986	Geo. Bryant 380	499 Norton	14 30
89	Klein, M. 810	K. Bills	499 Norton	14 40
90	Maddrick, W. 733	Elms Metals 356	498 MVAgusta	14 50
91	Morgan, G. H. 943	M. V. Lockwood	358 A.J.S.	15 00
92	Ranson, H. B. 607	J. Thomson & Son (Gears) Ltd. 409	499 Norton	15 10
93	Lawton, S. 880	W. Ma?drick	499 Norton	15 20
94	Petty, R. J. A. 639	Victor Horsman Ltd. 326	353 Veloceite	15 30
95	Brett, J. 1056	Pinks of Harrow 611	499 Norton	15 40
96	Carter, B. 1052	Jenkin & Purser Ltd. 401	358 A.J.S.	15 50
97		Francis L. Beart 377	499 Norton	16 00
98		Hallen's Motor Eng. 330	499 Norton	16 10
99		B. Carter	498 Triumph	16 20

*Consistent Supporters and Entrants  
in the I.O.M. T.T. Races since 1911*



**THE RACE-BRED MOTOR CYCLE**

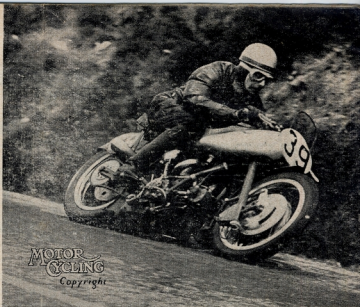
AJS MOTOR CYCLES  
PLUMSTEAD ROAD • LONDON, S.E.18

**149 TT**  
**FIRSTS, SECONDS & THIRDS**  
**won on DUNLOP**

*"King of the Road"*

**LUCAS ELECTRICAL EQUIPMENT**

*For Dependability*



Coming down the mountain—Bob Foster at speed on his 500 Guzzi.

## The Tourist Trophy Races

*[Continued from Page 9]*

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

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

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

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

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

Page Thirteen

**JUNIOR**  
RACE  
350 c.c.

**SEPT. 11**

**SENIOR**  
RACE  
500 c.c.

**SEPT. 13**

THE  
**MANX  
GRAND  
PRIX**



*The World's Leading Sporting Event*



**ENTRIES CLOSE**  
**JULY 14th**

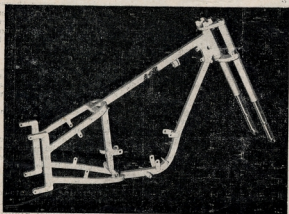
**PRACTISING COMMENCES**  
**SEPTEMBER 3rd**

*For Full Particulars and Entry Forms, Apply to:-*

**C. R. DUCKER, A.C.A. (DEPT. T.T.)**  
(Secretary & Treasurer)


32, ATHOL STREET, DOUGLAS, ISLE OF MAN.

## *T.T. A Revolution in M.C. Frames*



Talbot Stead, specialists in motor cycle frame tubes, have now contributed a great development with their square tubing. Talbot Stead T.T. (square section, alloy) Tubing simplifies manufacture, provides increased rigidity, gives greater welding area, and reduces weight because a lighter gauge can be used. Attachments are easily clipped on and the finished frame has an improved appearance. Many of the British machines entered in the Light Weight class have frames manipulated by Talbot Stead from T.T. (square section, alloy) Tubing. Make a chance to see one of these new square tube frames; the closer you inspect it the more sure you will be that your next job must have *Talbot Stead T.T. Square Tubing.*

**TALBOT STEAD T.T. SQUARE TUBING**

TALBOT STEAD TUBE CO LTD · GREEN LANE · WALSALL · A  COMPANY



# SPEED TABLE

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

**NEXT TIME** *travel to Ireland  
the easy way!*

Enjoy a sure, swift flight by comfortable Aer Lingus airliner. No crowds, queues, or confusion. Fares to Dublin Airport are all-inclusive. No tips. No worries about luggage—it's checked right through to Dublin. **INFORMATION & BOOKINGS** from Aer Lingus, BEA or your local travel agent.

SEND YOUR GOODS BY AIR, TOO!



**AER LINGUS**  
IRISH AIR LINES



*We are contractors  
to the principal speedways*

## AHEAD with SAFETY

Greater comfort than you have ever enjoyed before and extra confidence will make all the difference in a gruelling race.

Whether your sport is Motor, Motor-Cycling or Cycle racing, 'Helmet' headwear is your best possible assurance of safety. It is designed and made by the company which pioneered Miner's helmets and which has specialised in head protection ever since.



Obtainable from your usual suppliers  
or direct from:

**HELMETS LTD., WHEATHAMPSTEAD, HERTS.**

# T.T. WINNERS

## Senior International

Date	Name	H.P. or C.C. and Type	Laps	Time		Speed m.p.h
				h.	m. s.	
1911	O. C. Godfrey	3½ Indian	5	3	56 10	47.60
1912	F. A. Applebee	3½ Twin Scott	5	3	51 8	48.70
1913	H. O. Wood	3½ Scott	7	5	26 18	48.27
1914	C. G. Pullin	3½ Rudge	6	4	32 48	49.49
1920	T. C. de la Hay	3½ Sunbeam	6	4	22 23	51.79
1921	H. R. Davies	2½ A.J.S.	6	4	9 22	54.49
1922	A. Bennett	3½ Sunbeam	6	3	53 2	58.31
1923	T. M. Sheard	497 Douglas	6	4	4 43	55.55
1924	A. Bennett	490 Norton	6	3	40 24	61.04
1925	H. R. Davies	490 H.R.D.	6	3	25 25.8	66.13
1926	S. Woods	490 Norton	7	3	54 39.8	67.54
1927	A. Bennett	490 Norton	7	3	51 42	68.41
1928	C. J. P. Dodson	493 Sunbeam	7	4	11 40	62.98
1929	C. J. P. Dodson	493 Sunbeam	7	3	39 59	72.05
1930	W. L. Handley	499 Rudge-Whitworth	7	3	33 30	74.24
1931	P. Hunt	490 Norton	7	3	23 28	77.90
1932	S. Woods	490 Norton	7	3	19 40	79.38
1933	S. Woods	490 Norton	7	3	15 35	81.04
1934	J. Guthrie	490 Norton	7	3	23 10	78.01
1935	S. Woods	499 Guzzi	7	3	7 10	84.68
1936	J. Guthrie	499 Norton	7	3	4 43	85.80
1947	F. L. Frith	499 Norton	7	2	59 41	88.21
1938	H. L. Daniell	499 Norton	7	2	57 50.6	89.11
1939	G. Meier	494 B.M.W.	7	2	57 19	89.38
1947	H. L. Daniell	499 Norton	7	3	11 22.2	82.81
1948	A. J. Bell	499 Norton	7	3	6 31	84.97
1948	H. L. Daniell	499 Norton	7	3	2 18.6	85.93
1950	G. E. Duke	499 Norton	7	2	51 45.6	92.27

# MUIR BEDDALL

& CO. LTD.

37, GRACECHURCH STREET, LONDON, E.C. 3

'Grams: Muirbed, London

'Phone: MANSion House 3414

are

## THE AUTO-CYCLE UNION'S OFFICIAL INSURANCE BROKERS

Enquiries should be addressed to the Competitions Department.

*The outstanding  
machine of the year...*

THE  
**TALISMAN TWIN**



THE EXCELSIOR MOTOR CO. LTD.  
KINGS RD. TYSELEY  
BIRMINGHAM. II.

Spring frames and telescopic  
forks are standard on all

**Excelsior**  
MOTORCYCLES

The range includes 125 c.c.  
and 197 c.c. models as well  
as the popular Autobyks.

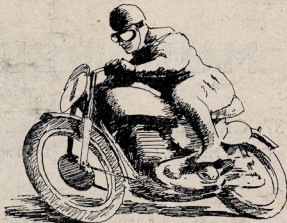
PAST RACING SUCCESSES INCLUDE

**1ST.** Lightweight T.T.  
North West 200  
Ulster Grand Prix  
Swiss Grand Prix  
Dutch T.T.  
Belgian Grand Prix

Send for the Excelsior  
catalogue.

L.G.B.

*Year  
after  
year . . .*



*leadership in transmission*

**RENOLD** MARK 10 CHAINS



THE RENOLD & COVENTRY CHAIN COMPANY LIMITED, MANCHESTER

# T.T. FASTEST LAPS

## Senior International

Date	Name	m. s.	m.p.h.	Date	Name	m. s.	m.p.h.
1911	F. Phillipps	44 52	50.11	1931	J. H. Simpson	28 1	80.82
1912	F. A. Applebee	45 31	49.44	1932	J. H. Simpson	27 47	81.50
1913	H. O. Wood	43 10	52.12	1933	S. Woods	27 22	82.74
1914	H. O. Wood	42 16	53.50	1934	S. Woods	28 8	80.49
1920	G. Dance	40 43	55.62	1935	S. Woods	26 10	86.53
1921	F. G. Edmond	40 8	56.44	1936	S. Woods	26 2	86.98
1922	A. Bennett	37 46	59.99	1937	F. L. Frith	25 5	90.27
1923	J. Whalley	37 54	59.74	1938	H. L. Daniell	24 52.6	91.00
1924	F. W. Dixon	35 31	63.75	1939	G. Meier	24 57	90.75
1925	J. H. Simpson	32 50	68.97	1947	(A. J. Bell P. Goodman)	26 56	84.07
1926	J. H. Simpson	32 9	70.43	1948	O. Tenni	25 43	88.03
1927	S. Woods	31 54	70.99	1949	A. R. Foster	25 14	89.75
1928	J. H. Simpson	33 20	67.94	1950	G. E. Duke	24 16	93.33
1929	C. J. P. Dodson	30 47	73.55				
1930	W. L. Handley	29 41	76.28				

**YOU CAN**



**ALL THE LATEST MODELS**  
We have been especially appointed by every leading manufacturer of motor cycles as their sole City of London dealers. Most latest models can be inspected from time to time in our Ludgate Circus or Finchley showrooms. Riders requiring racing and competition machines are specially catered for, and enquiries welcomed.

**Rely**

**ON GEORGE GROSE**

when you buy — and after

4 MONTHS' MAKER'S GUARANTEE ON NEW MODELS —  
6 MONTHS' GEORGE GROSE GUARANTEE ON USED MODELS

PART EXCHANGES - HIRE PURCHASE - INSURANCES

**GEORGE GROSE**  
LIMITED

LUDGATE CIRCUS, LONDON, E.C.4.

Telephone CENTRAL 5561

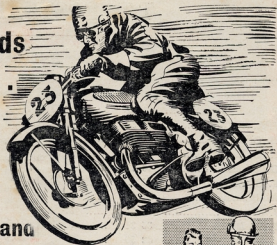
834, HIGH ROAD, FINCHLEY, N.12.

Page Nineteen

Our name has been Famous in the City of London for over 74 years. Huge Stocks of Accessories, Spares and Clothing. Send for FREE LIST of all Machines.

# Your bike needs Carburol too . . .

Carburol, added regularly to your petrol, gives you quicker starting, better acceleration and maximum pulling power—with minimum fuel consumption. Always keep a bottle handy or get it at your garage at 2d. a shot.



*When filling  
up with petrol  
always put in  
Carburol first*

**For better and  
cheaper motor cycling**

**Carburol**<sup>Regd</sup>  
THE UPPER CYLINDER LUBRICANT  
AND FUEL ECONOMIZER



## LAP LEADERS - SENIOR INTERNATIONAL

	1st Lap	2nd Lap	3rd Lap	4th Lap	5th Lap	6th Lap	7th Lap
1st							
2nd							
3rd							
4th							
5th							
6th							

## Some 1950 Successes!

<b>WORLD RECORDS:</b>	500 c.c., 2 Hrs. & 500 Kiloms., 115 m.p.h. (A.J.S.)
<b>U.S.A. RECORDS:</b>	Fastest-ever Mile, 156.58 m.p.h. (VINCENT)
<b>ULSTER G.P.:</b>	350 c.c. <b>1st</b> R. Foster - (VELOCETTE)
<b>SWISS G.P.:</b>	500 c.c. <b>1st</b> & 350 c.c. L. Graham - (A.J.S.)
<b>BELGIAN G.P.:</b>	350 c.c. <b>1st</b> R. Foster - (VELOCETTE)
<b>DUTCH T.T.:</b>	350 c.c. <b>1st</b> R. Foster - (VELOCETTE)
<b>ALBI, France:</b>	500 c.c. <b>1st</b> & 350 c.c. L. Graham - (A.J.S.)
<b>NORTH-WEST 200:</b>	500 c.c. <b>1st</b> A. Bell - (NORTON)
<b>LEINSTER 200:</b>	500 c.c. <b>1st</b> A. Bell - (NORTON)
<b>INTERNATIONAL 4-DAYS TRIAL:</b>	<b>1st</b> International Trophy, Silver Vase, Manufacturers and Club Team Prizes
<b>SCOTTISH 4-DAYS TRIAL:</b>	Solo <b>1st</b> L. Ratcliffe - (MATCHLESS) Manufacturers Team Prize (MATCHLESS)
<b>EXPERTS' (BRITISH) TRIAL:</b>	Solo <b>1st</b> W. Nicholson - (B.S.A.)

# LUCAS IGNITION

## Always in the Lead!

# STORMGARD

## Guaranteed WEATHERWEAR

### The Famous Model 234

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

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

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

### The Renowned Model 236

Heavy Double-texture Fawn Twill double-breasted Coat.

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

### STORMGARD LTD.,

Stormgard House, Team Valley, Gateshead-on-Tyne

Telephone: Low Fell 75681. Grams: 'Stormgard, Gateshead.'

*....and for the Best Report*

# MOTOR CYCLING



**READ WHEREVER MOTORCYCLES ARE RIDDEN**