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all the way**

Fifty years ago THE MOTOR CYCLE reported the first-ever T.T. races. This year it presents two superb Golden Jubilee T.T. Numbers, with vivid reports, action photographs and full details of men and machines. Typical of THE MOTOR CYCLE'S complete coverage of every interest—from sport and touring to the finest technical information.

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T.T. Report Number 13 June.

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THE
MOTOR CYCLE

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THE AUTO-CYCLE UNION
GOLDEN JUBILEE

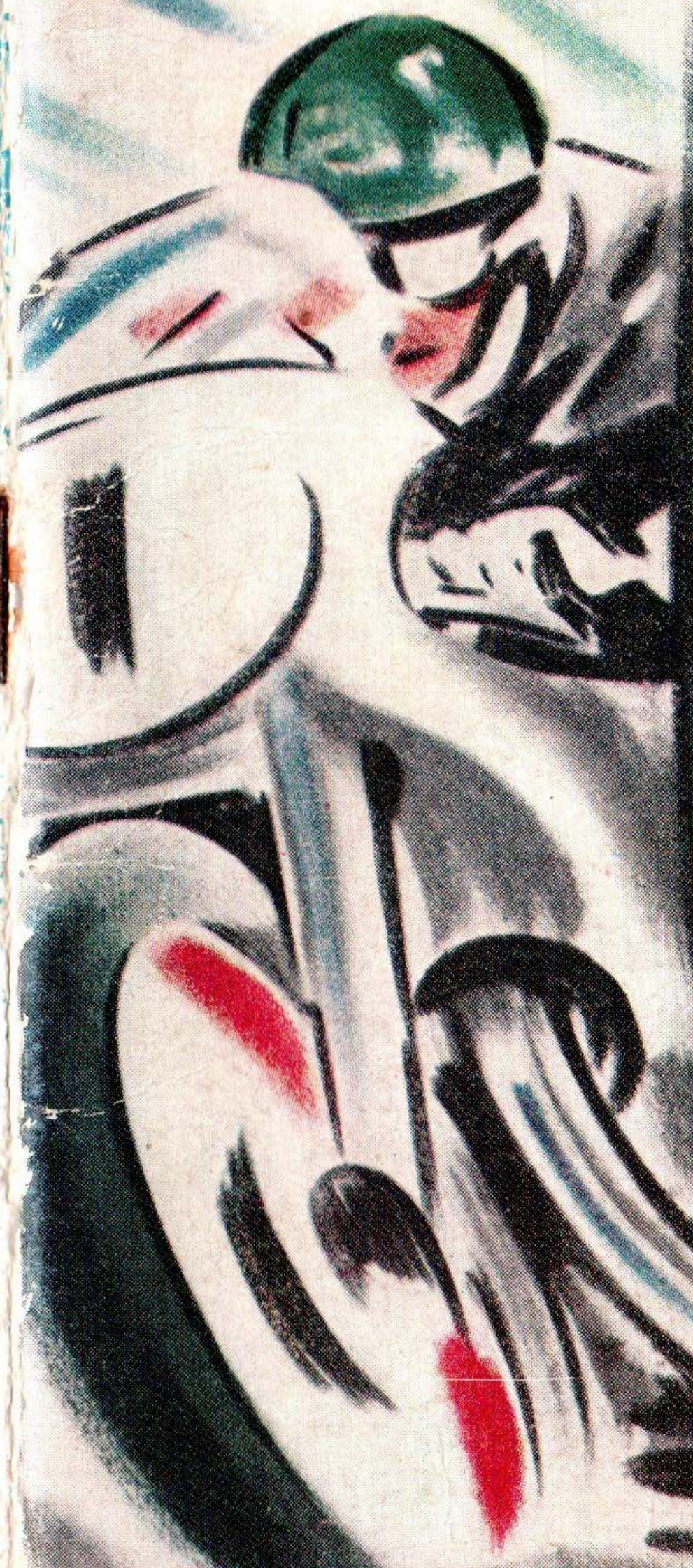
T.T. RACES 1957
OFFICIAL GUIDE AND
PROGRAMME **2'6**

**A GOLDEN
YEAR FOR THE T.T.**

**A GOLDEN
RECORD FOR**

DUNLOP

61 FIRSTS · 62 SECONDS · 59 THIRDS
SINCE THE T.T. RACES WERE INAUGURATED
IN 1907



OUTSTANDING
SUCCESSSES
OF 1956

**WORLD SOLO
SPEED RECORD**

214 M.P.H.

**J. ALLEN
(TRIUMPH)**

**WORLD SIDECAR
SPEED RECORD**

176 M.P.H.

**R. BURNS
(VINCENT)**

**WORLD
500 c.c.
CHAMPIONSHIP**

**J. SURTEES
(M.V. AGUSTA)**

**ISLE OF MAN T.T.
DUTCH T.T.
BELGIAN G.P.
SWEDISH G.P.
GERMAN G.P.
ULSTER G.P.
ITALIAN G.P.**

LUCAS

MAGNETOS

keep you

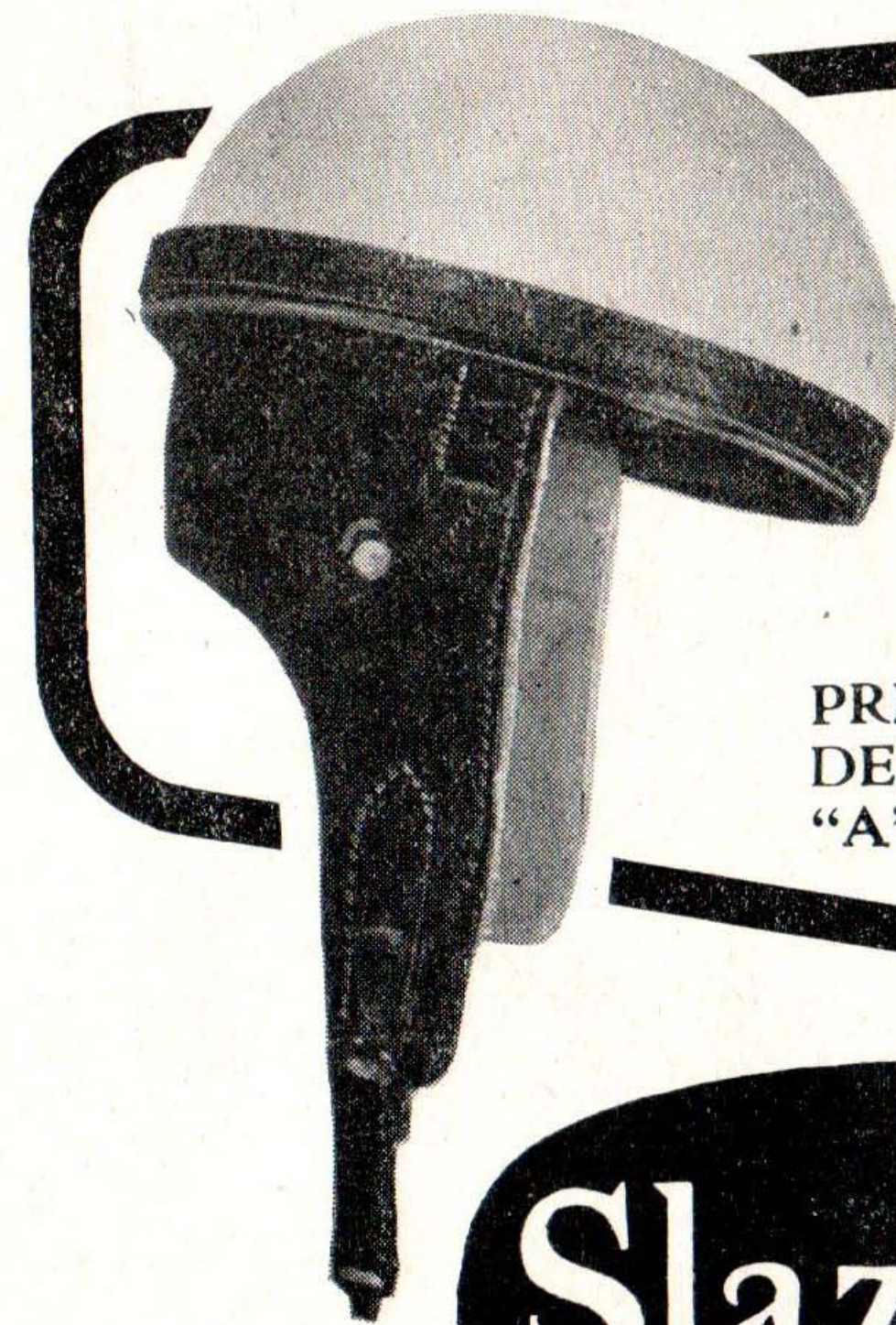
in the lead

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The list of famous motor cycle races won on Lodge plugs during 1956 is proof of the outstanding quality which racing motor cyclists all over the world rely upon. Enjoy the same performance that wins world championships—get LODGE plugs for your engine today!

ISLE OF MAN TT RACES

Senior TT - 1st. J. Surtees—MV Agusta
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SILVERSTONE

1000 cc. BMCRC Championship Race—
1st. J. Surtees—MV Agusta
1000 cc Sidecar BMCRC Championship Race—
1st. P. V. Harris—Norton

DUTCH TT RACES

350 cc. - - 1st. W. A. Lomas—Moto Guzzi
500 cc. - - 1st. J. Surtees—MV Agusta

ULSTER GRAND PRIX

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Record was broken by a Triumph using

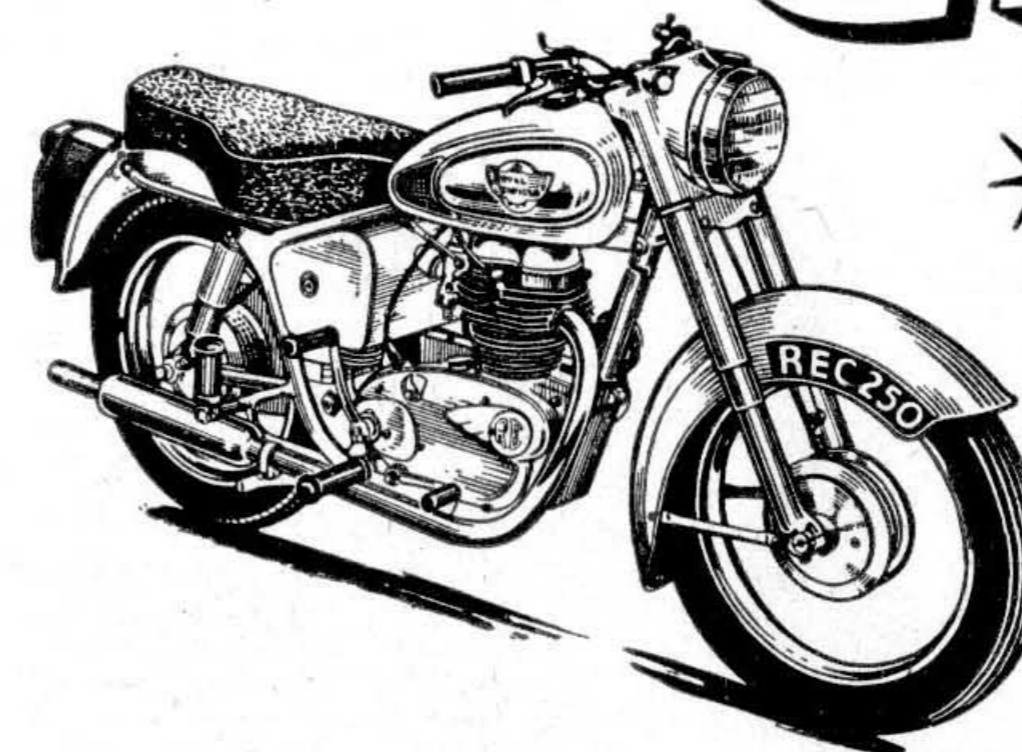
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STREAMLINED DESIGN

★ LOW RIDING POSITION FOR
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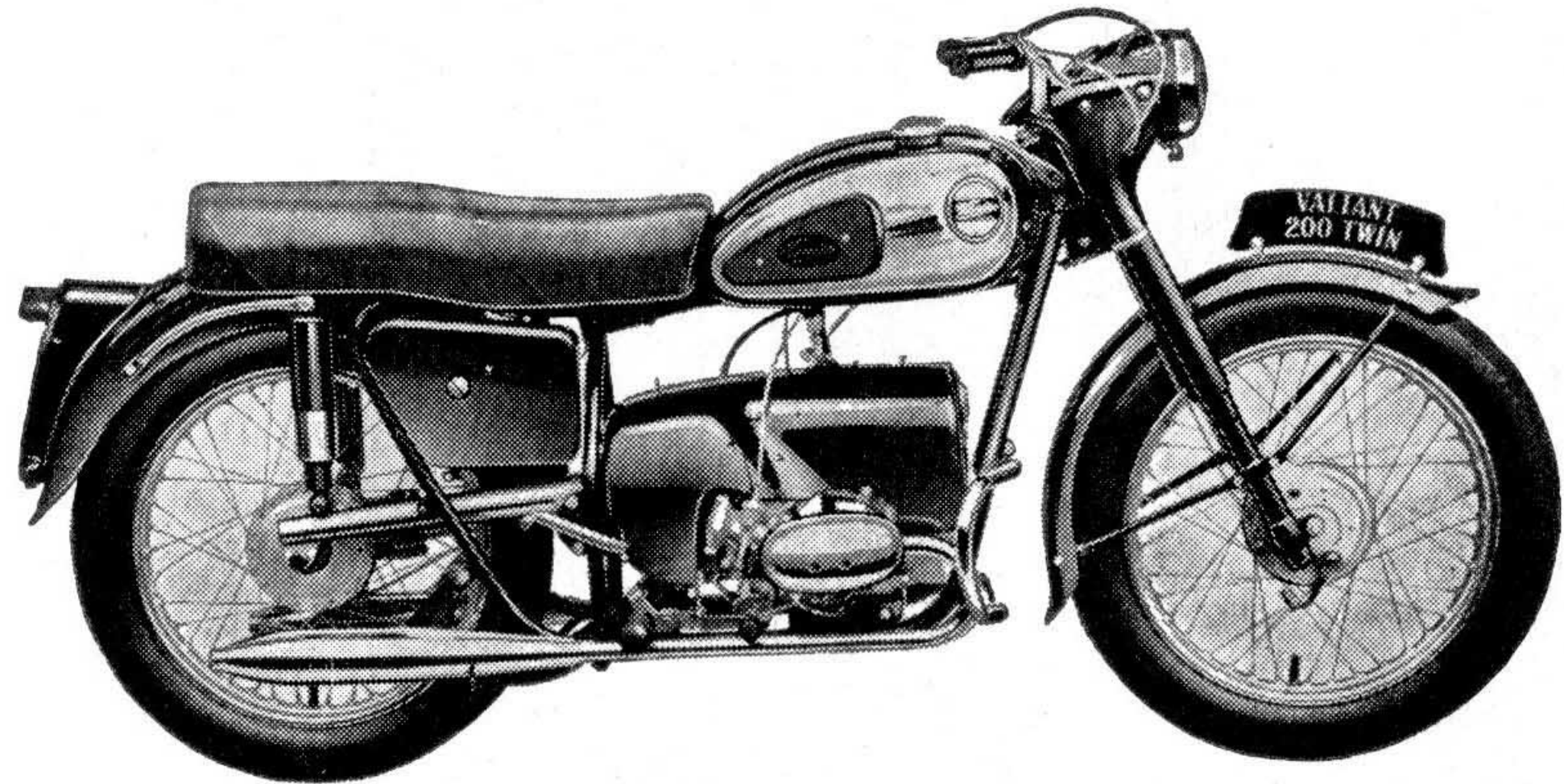
★ 70 M.P.H. AND 100 M.P.G.

—AND MANY OTHER
OUTSTANDING
FEATURES

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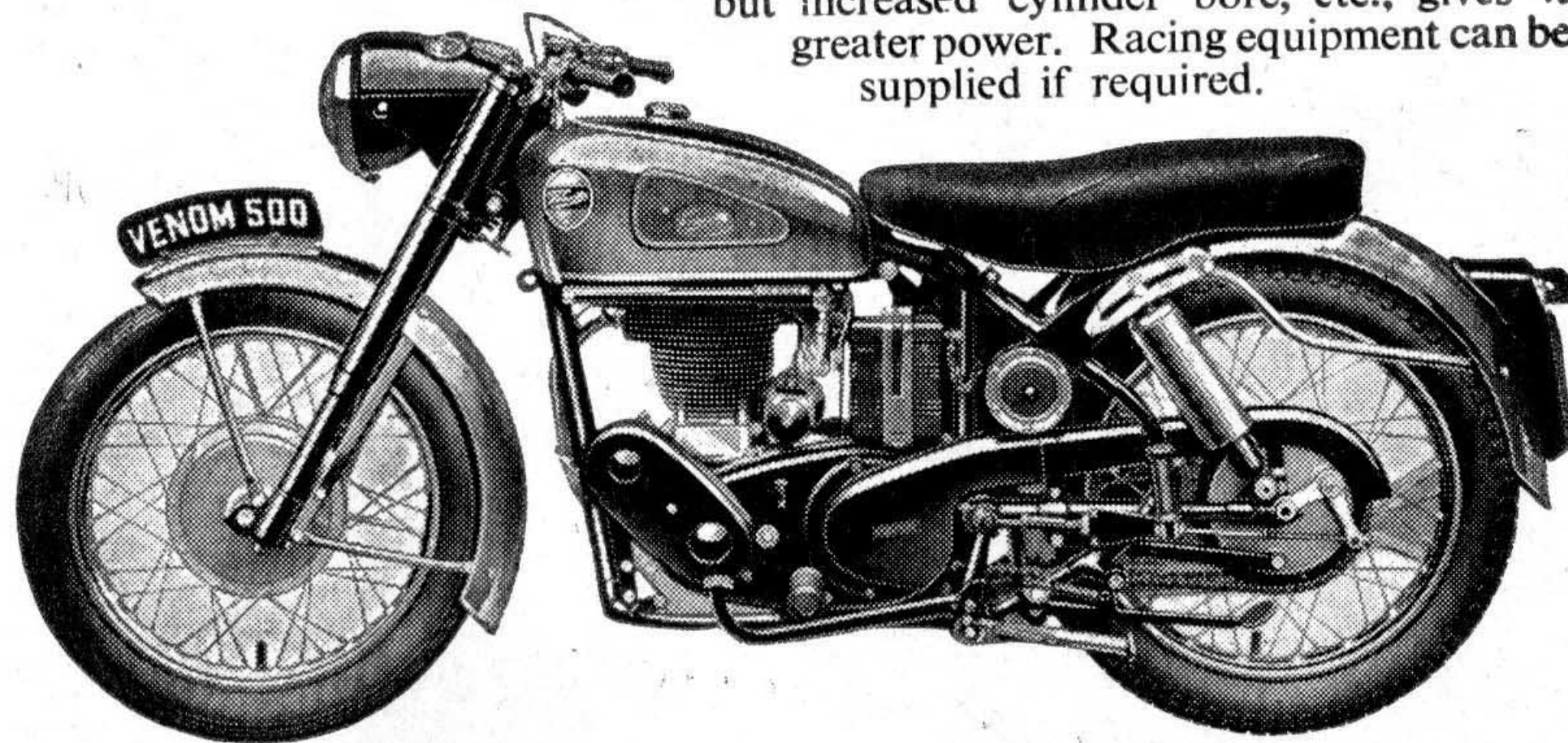
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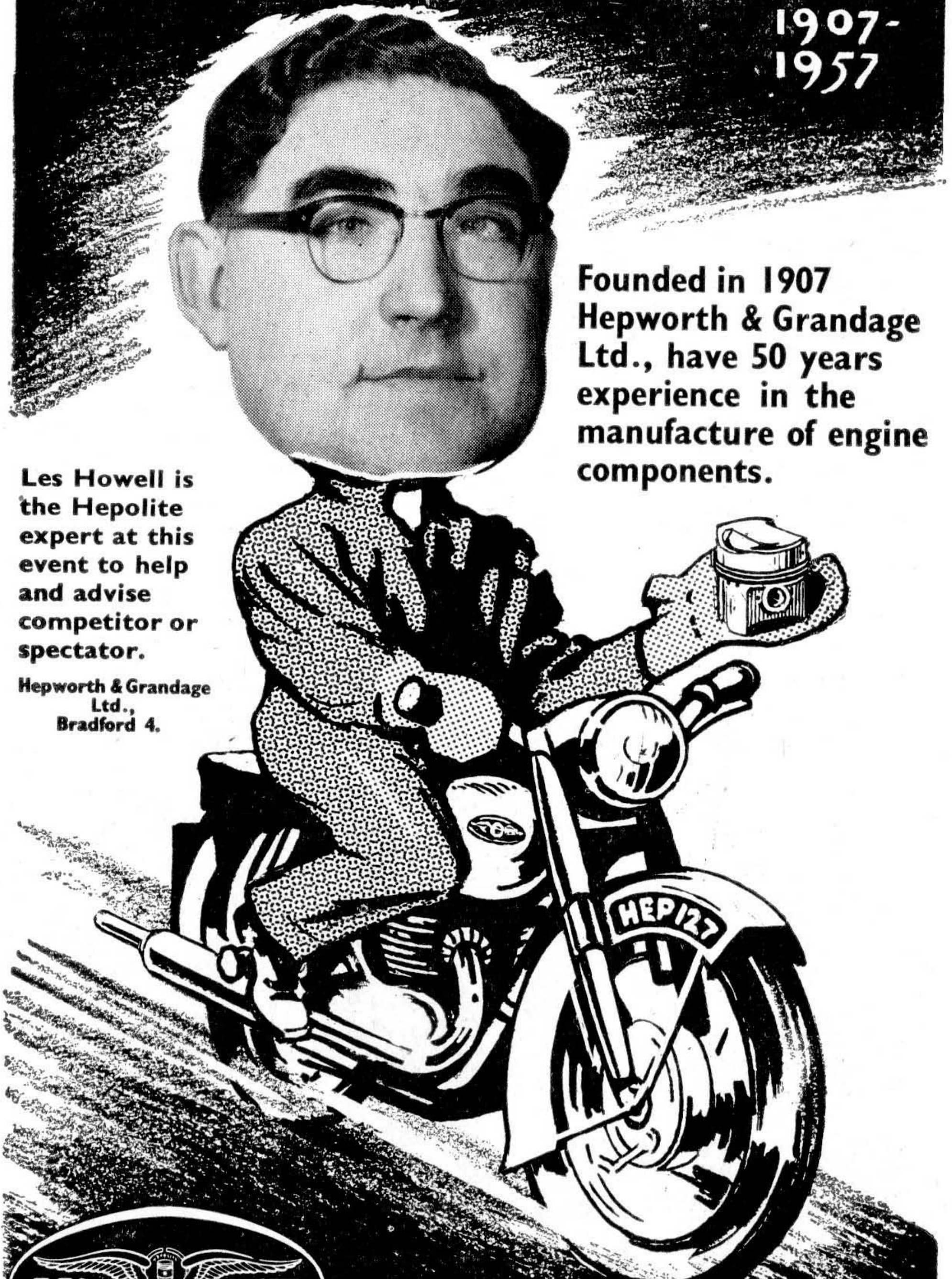


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1957



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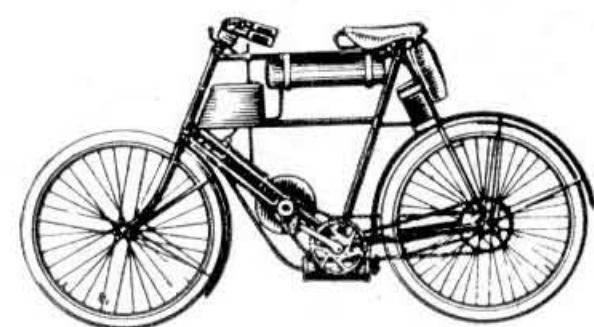
Les Howell is
the Hepolite
expert at this
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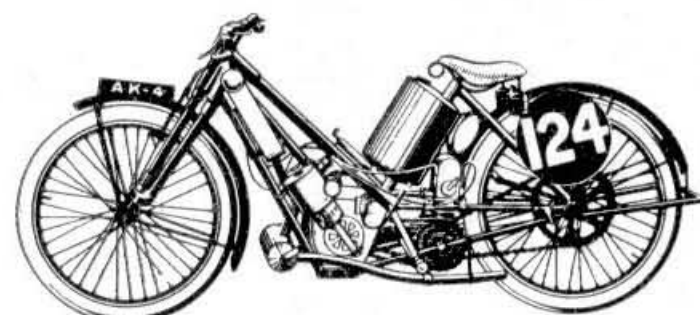


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RIGHT from the start

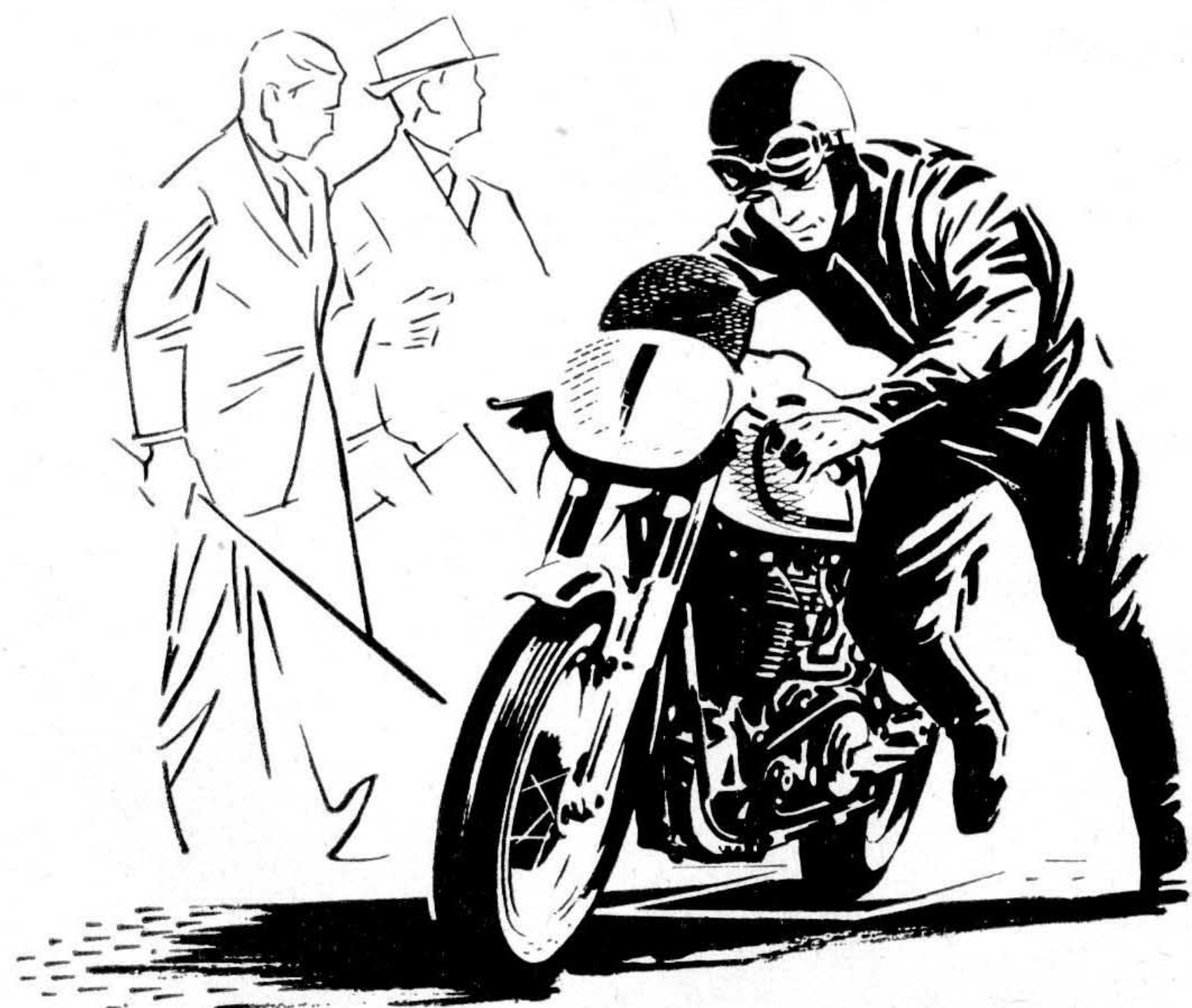


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Seven years before the first T.T. race was run, Renold chains were proving their superiority on such machines as the P. & M. Since that day, 84% of T.T.-winning machines have been equipped with Renold chains.



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The **AUTO-CYCLE UNION** presents

The 1957 International

GOLDEN JUBILEE

Tourist Trophy Races

ISLE OF MAN



JUNE 3 . 5 . 7

Official Programme & Guide



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Photo by "Motorcycling"

Foreword

By

CAPT. N. E. DIXON,
(Chairman Auto-Cycle Union),

In 1907 the Authorities of the Isle of Man foresaw that the unique facilities for racing which the Island was prepared to offer could attract the world's foremost racing riders and in addition could prove a valuable item in the Island's programme of entertainment for visitors. An invitation was extended to the Auto-Cycle Union and in 1907 the first series of motor-cycle Tourist Trophy Races was held in the Isle of Man. Naturally, the organisation was what we should consider today as rather free and easy, also it was nothing like so large or so detailed as that of more recent times.

How right those far-seeing enthusiasts were is amply demonstrated by the fact that we are now celebrating the Golden Jubilee of the Tourist Trophy Races and in addition to the best known riders from this Country entries include riders from all parts of the Commonwealth as well as France, Germany, Italy, Sweden Switzerland and elsewhere.

The Auto-Cycle Union, the Isle of Man Government, Douglas Corporation, various trade interests and others are all combining to make this the most memorable series of Tourist Trophy Races ever. The excellent advance publicity of the Isle of Man Tourist Board has ensured that every true enthusiast who possibly can will be present to see these famous races over the world's most difficult road racing circuit. Any who cannot by some pretext or another detach themselves from the petty round and common task will, I am sure, find some consolation in the magnificent broadcasts of the B.B.C.

The Tourist Trophy is at one and the same time one of the world's greatest sporting events, a terrific test of the riders' skill and judgment, a combined research laboratory and test bench, and a public demonstration of the superb products of the motorcycle manufacturers.

But the promotion of the "T.T." is not the only function of the Auto-Cycle Union. It is a Union of over 800 clubs and by joining one of these (if you are not already a member) and participating in one or more of their varied activities you cannot fail to derive more pleasure from your motorcycling or "scootering". Whether your particular interest be road racing, scrambling, grass-tracking, reliability trials, main road trials, rallies, treasure hunts, film shows, quizzes, technical talks, social evenings or just a pow-wow with a chap with a similar "model" to yours, then almost on your doorstep is a local Club waiting to cater for your special fancy. AND you can enjoy special terms for Associate-Membership of the R.A.C.!

Why not write to the Secretary of the Union now and ask him to put you in touch with the Clubs nearest to your home address?

The 1957 International

Golden Jubilee

Tourist Trophy Race Meeting



Organised by the Auto-Cycle Union,
83, Pall Mall, London, S.W.1.

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

* * *

PATRON OF THE AUTO-CYCLE UNION

H.R.H. THE PRINCE PHILIP, DUKE OF EDINBURGH, K.G.

* * *

PATRONS OF THE MEETING.

His Excellency the Lieutenant Governor of the Isle of Man, Sir AMBROSE DUNDAS FLUX DUNDAS, K.C.I.E., C.S.I.

Air Vice-Marshal Sir GEOFFREY BROMET, K.B.E., C.B., D.S.O.

HIS GRACE THE DUKE OF RICHMOND AND GORDON.

The Right Hon. LORD BRABAZON OF TARA, P.C., M.C.

The Lord Bishop of Sodor and Man, The Right Rev. BENJAMIN POLLARD.

His Honour the First Deemster and Clerk of the Rolls, Sir W. PERCY COWLEY, C.B.E.

His Honour the Second Deemster, Mr. S. J. KNEALE, O.B.E.

H.M. Attorney-General, Mr. G. E. MOORE

The Speaker of the House of Keys, Sir JOSEPH QUALTROUGH, C.B.E., J.P.

The Chairman of the Highway and Transport Board, Mr. J. B. BOLTON, M.H.K., F.S.A.A.

Lieutenant Colonel J. B. MYLCHREEST, T.D.

Captain J. M. CAIN, O.B.E., J.P.

His Worship the Mayor of Douglas, Mr. Councillor W. B. KANEEN, M.H.K., J.P.

The Chief Constable of the Isle of Man, Mr. C. C. BEATY-POWNALL.

The Rev. Canon E. H. STENNING, M.B.E., M.A.

The President of the British Cycle and Motor Cycle Industries Association Ltd., Mr. T. J. BOULSTRIDGE.

The Chairman of the Royal Automobile Club, Mr. WILFRID ANDREWS.

Mr. ROLAND E. DANGERFIELD, Chairman and Managing Director, Temple Press Ltd.

The Chairman of the Auto-Cycle Union, Mr. N. E. DIXON.

The Hon. Treasurer of the Auto-Cycle Union, Mr. K. S. TOPPING.

Mr. J. M. NOAKS. Mr. R. B. MOORE.

The Surveyor-General, Mr. R. C. W. BROWN, M.I.M.C.E., M.R.San.I., etc.

The Secretary of the Highway and Transport Board, Mr. T. C. KILLIP.

The Surveyor of Douglas, Mr. J. C. BREGAZZI, M.Eng., A.M.I.C.E., M.I.Mun.E.

The Town Clerk of Douglas, Mr. D. N. BLAKEY.

The Insular Commissioner B.P. Scouts, the Rev. J. H. B. SEWELL.

* * *

Auto-Cycle Union Local Representative, Isle of Man Hon. Secretary, Mr. W. A. LATHAM.

Officials of the Meeting

	* * *
President of the A.C.U. ...	The Rt. Hon. Lord Brabazon of Tara, P.C., M.C.
Representative of the F.I.M. ...	Mr. P. Nortier.
	* * *
Stewards of the Meeting ... (International Jury)	Mr. N. E. Dixon (<i>President</i>). Mr. V. C. Anstice Mr. A. Harrison (<i>Ireland</i>) Mr. Henry Kelly Mr. C. H. King. Mr. H. Larsson (<i>Sweden</i>). Rev. Canon E. H. Stenning.
Chief Marshal ...	Mr. C. C. Beaty-Pownall (<i>Chief Constable</i>)
Chief Scrutineer ...	A. B. Mullee.
Deputy Scrutineer ...	T. Sheppard.
Judge ...	H. D. Lay.
Finishing Flag Marshal ...	W. Brown.
Engine Measurer ...	J. D. Craine.
Consulting Chemist ...	The Public Analyst (I.O.M.).
Assistant Consulting Chemist ...	G. Jones.
Announcer ...	Rev. R. H. Reid, M.A.
Chief Control Officer ...	W. Carter.
Assistant Control Officers ...	E. Brown, C. R. Ducker, W. C. Halsall and N. A. James.
Chief Replenishment Depot Marshal	G. E. Ducker.
Replenishment Depot Marshals ...	Major Atkinson, O.B.E., E. Bancroft, G. Bridge, D. M. Brown, K. C. Cowley, A. Fraser, G. D. Hanson, T. Kennish, G. Oates, H. M. Rowell, H. Wallace and G. Wood.
Travelling Marshals (Cars) ...	Lt.-Col. A. H. Kissack (i/c), Lt.-Col. J. B. Mylchreest, T.D., and G. P. Bridge.
Course Travelling Marshals (Motorcycles) ...	P. Crebbin (i/c), C. Broughton, A. S. Herbert, J. Linskey, R. W. Marsh and E. S. Oliver.
Marshals on the Course ...	The Marshals on the Course have been arranged for by the Chief Constable of the Isle of Man, in co-operation with the Isle of Man Local Centre, A.C.U.
Enclosure Officials ...	J. F. Black, R. Butterworth, H. Dugdale, M. Eagles, G. A. Harding and S. Wardell.
Timekeepers ...	H. W. Shuttleworth (International, F.I.M.) (i/c), L. H. Lumby (International, F.I.M.), C. Audrey (National, A.C.U.), W. A. Latham (National, A.C.U.), and W. E. Pycraft (Certified, A.C.U.).
Time Auditors ...	R. A. Bimson, R. B. Browne, J. P. Callin, G. A. Quinney, E. J. Shimmin, J. T. K. Shimmin and G. R. Woollams.
Controller, Scoring Board ...	P. Dawson.
Assistant Controller, Scoring Board	J. D. Creer.
Scoring Board ...	P. Burke, H. Butterworth, D. Cottier, N. Hammond, J. Kelly, P. Kneale, T. F. Nicholson, C. S. Standen and A. W. Welden. Assisted by the Boy Scouts Association (I.O.M.).

Drivers' Liaison and Course Technical Officer	A. Jefferies.
Chief Press Official ...	C. Fothergill.
Deputy Chief Press Official ...	W. E. Swann.
Assistant Press Officials ...	I. Lucas and H. Miller
Chief Medical Officer ...	Dr. J. H. J. Stuart.
Deputy Chief Medical Officer ...	Dr. P. Reel.
Medical Officers ...	Dr. Beardwood, Dr. S. R. A. Beckett, Dr. L. A. Bull, Dr. Cousins, Dr. J. H. Ferguson, Dr. J. E. H. Griffiths, Dr. T. A. Groves, Dr. T. Hardy, Dr. J. K. Hinds, Dr. J. B. Jones, Dr. C. J. Jowett, Dr. J. G. Paton, Dr. W. Robertson, and Medical Officers from Ballamona and Nobles Hospitals.
Honorary Medical Officers at Hospital Posts	Dr. H. H. Corrigan (Physician), Mr. R. L. Lamming, Mr. E. Vernon, Dr. A. R. McPherson, Dr. D. Pantin, (Surgeons), Mr. G. Almond (Orthopaedic Surgeon), Dr. C. S. Pantin (Pathologist), Dr. H. H. Harrison (Radiologist).
Medical Staff ...	The British Red Cross Society, the St. John Ambulance Brigade and St. John Association.
Timekeepers for Practising Press Officials for Practising	H. W. Shuttleworth and W. A. Latham.
Enclosure Manager ...	H. Miller and W. E. Swann.
Enclosure Superintendent ...	S. A. Perry.
Clerk of Works ...	W. C. Craine.
Assistant Clerk of Works...	W. Lisle.
Chief Clerk ...	T. Clarke.
Assistant Secretary of the Meeting	K. Shierson.
Deputy Clerk of the Course and Chief Competitor's Marshal	H. Cornwell.
Deputy Chief Competitors' Marshal	T. E. Ryan.
Clerk of the Course and Secretary of the Meeting	J. Smith. S. T. Huggett.

ACKNOWLEDGMENTS

The A.C.U. records its thanks to the following firms and individuals for their contribution to the success of the meeting:

Riley Motors, Ltd.—Officials' cars loaned through the Athol Garage (1945), Ltd., Douglas.
The Austin Motor Co., Ltd.—Loan of Official Car.
Triumph Engineering Co., Ltd.—Loan of Motorcycles for Travelling Marshals.
Ariel Motors, Ltd., and B.S.A. Motor Cycles, Ltd.—Loan of motorcycles.
Joseph Lucas, Ltd.—Electric Signals and refreshments (Pre-race Examinations).
The Dunlop Rubber Co., Ltd.—Drivers' refreshments and Course Flag Marshals.
Slazengers, Ltd.—"Breakdown" transport and other facilities.
Cadbury Bros., Ltd. (Bournville)—Drivers' refreshments.
British Broadcasting Corporation—For their excellent commentaries on the races.
Gestetner, Ltd.—Duplicator.
A. P. Chaplin—Official Engraver.
G.P.O. Telephones—Course telephones.

And to all voluntary officials and those who by their contributions or assistance have helped in the compilation of this programme.

TIME TABLE OF THE MEETING

PRACTICE PERIODS:

Mornings: May 27; 28; 29; 30; 31; at 4.45 a.m.

Evenings: May 25; 27; 29; 31; June 1; at 6.30 p.m. (6 p.m. on Clypse Course).

The course roads will be closed to the public during practices between the hours of: *Mornings*—4.45 a.m. and 7.15 a.m. *Evenings*—6.15 p.m. and 8.45 p.m. (9.30 on the Clypse Course).

PRELIMINARY EXAMINATIONS:

Junior International	...	...	...	Saturday, 1st June, at	9.00 a.m.
Lightweight (250) International	...	...	...	Tuesday, 4th June, at	9.00 a.m.
Lightweight (125) International	...	...	...	Tuesday, 4th June, at	11.00 a.m.
Sidecar International	...	...	...	Tuesday, 4th June, at	2.00 p.m.
Senior International	...	...	...	Thursday, 6th June, at	9.00 a.m.

RACE DAYS:

Monday, 3rd June

JUNIOR INTERNATIONAL—7 Laps

Enclosure Gates Open	...	...	...	...	10.00 a.m.
Race Starts	...	...	...	...	11.00 a.m.
Race Stopped	...	...	...	...	approx. 3.10 p.m.

Wednesday, 5th June (Clypse Course)

LIGHTWEIGHT INTERNATIONAL—(250)—10 Laps

Enclosure Gates Open	...	...	...	...	9.00 a.m.
Race Starts	...	...	...	...	10.00 a.m.
Race Stopped	...	...	...	...	approx. 11.55 a.m.

LIGHTWEIGHT INTERNATIONAL—(125)—10 Laps

Race Starts	...	...	...	...	approx. 12.45 p.m.
Race Stopped	...	...	...	...	approx. 2.50 p.m.

SIDECAR INTERNATIONAL—10 Laps

Race Starts	...	...	...	...	approx. 3.30 p.m.
Race Stopped	...	...	...	...	approx. 5.35 p.m.

Friday 7th June,

SENIOR INTERNATIONAL—8 Laps

Enclosure Gates Open	...	...	...	...	10.00 a.m.
Race Starts	...	...	...	...	11.00 a.m.
Race Stopped	...	...	...	...	approx. 3.30 p.m.

The A.C.U. Local Office, adjoining the Peveril Hotel, Douglas, opens on Friday, 24th May. 'Phone: Douglas 3227.

Grandstand Booking Office: The Villa Marina, Douglas. 'Phone: Douglas 2351.

A Message from our Royal Patron

H.R.H. THE PRINCE PHILIP, DUKE OF EDINBURGH

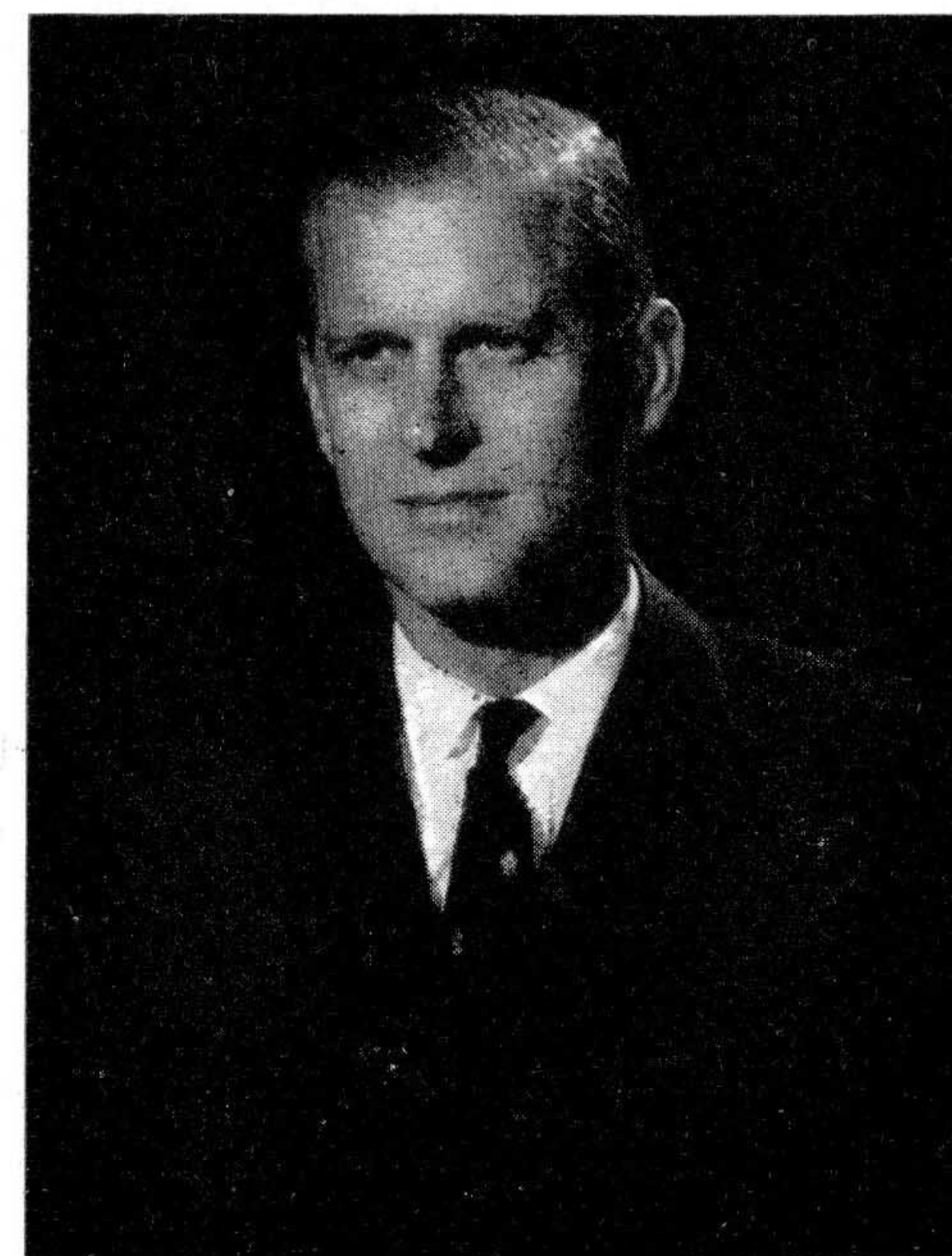


Photo by

Baron



BUCKINGHAM PALACE.

Please thank all members of the Auto-Cycle Union for their kind message of greeting on the occasion of the Jubilee of the Tourist Trophy race in the Isle of Man.

I send my best wishes to everyone connected with the Tourist Trophy races, and hope the meeting is a great success. I am only sorry I cannot be with you on this notable occasion.

PHILIP.

June, 1957.

THE AWARDS

PREMIER AWARDS

- The Senior Tourist Trophy, a replica and £200.
- The Junior Tourist Trophy, a replica and £200.
- The Lightweight (250 c.c.) Tourist Trophy, a replica and £75.
- The Lightweight (125 c.c.) Tourist Trophy, a replica and £75.
- The Sidecar Tourist Trophy, a replica and £100.

CASH AWARDS

SENIOR and JUNIOR (for drivers finishing within 23 minutes of the winner's time in the Senior Race and 20 minutes in the Junior Race): 2nd—£100; 3rd—£85; 4th—£80; 5th—£75; 6th—£70; 7th—£65; 8th—£60; 9th—£55; 10th—£50; 11th—£35; 12th—£35; 13th—£35; 14th—£35; 15th—£35; 16th—£15; 17th—£15; 18th—£15; 19th—£15; 20th—£15.

LIGHTWEIGHT (250 c.c.) for drivers finishing within 15 minutes of the winner's time): 2nd—£40; 3rd—£30; 4th—£20; 5th—£15; 6th—£10.

LIGHTWEIGHT (125 c.c.) (for drivers finishing within 15 minutes of the winner's time): 2nd—£40; 3rd—£30; 4th—£20; 5th—£15; 6th—£10.

SIDECAR (for drivers finishing within 15 minutes of the winner's time): 2nd—£50; 3rd—£40; 4th—£25; 5th—£20; 6th—£15.

REPLICAS

Silver replicas of the Tourist Trophy will be awarded in each Race to drivers finishing within 9/8ths of the winner's time in his race.

A Bronze replica will be awarded to each driver finishing within between 9/8ths and 6/5ths of the winner's time for his race. A Silver or Bronze replica will be awarded to each passenger whose driver has gained a similar award.

SPECIAL AWARDS

- The Jimmy Simpson Trophy—for the fastest lap in the Senior, Junior or 250 Lightweight Races.
- The Bob Holloway Trophy—for the fastest lap in the 125 c.c. International Race.
- The Walter Handley Trophy—for the fastest lap in the Sidecar Race.
- The Ray B. Westover Trophy—for the best newcomer.
- The "Newcomer's" Trophy—for the best overseas newcomer not having been entered by a manufacturer.
- The Visitors' Cup (presented by *The Motor Cycle*)—for the best performance by a visitor.
- The *Motor Cycling Challenge Cup*—for the best performance by a driver entered by an accredited Agent.

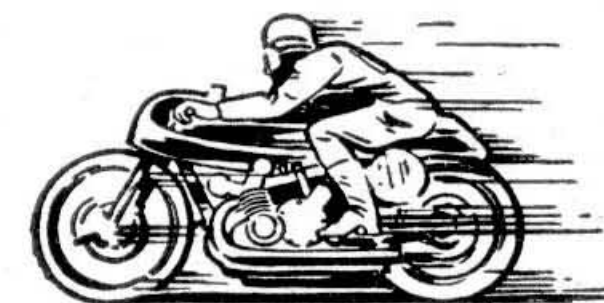
£100 to the driver making the fastest lap in the Golden Jubilee Races provided the speed is in excess of 100 m.p.h. If the award is not made, then it will be carried forward to the following years. Presented by the Isle of Man Tourist Board.

Manufacturers' Team Prizes (one per Race)—for teams of three.
Club Team Prizes (one per Race)—for Club teams of three.



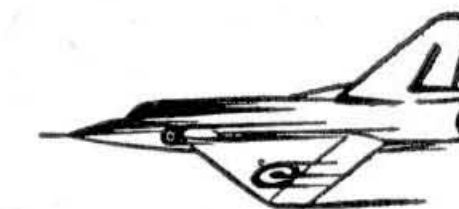
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the plug with
the proved
performance



CHOSEN BY THE WINNERS OF 57 T.T.s

World Air Speed Record, 1,132 m.p.h.
(Peter Twiss in the Fairy Delta II)



John Cobb's World Land Speed Record, 394.196 m.p.h.



Donald Campbell's World Water Speed Record, 225.63 m.p.h.



Robert Burns' World Motor Cycle and Sidecar Speed Record, 176.42 m.p.h.



KLG sparking plugs

one of SMITHS accessories for better performance

PRESENTATION OF AWARDS

The Presentations of Awards will be held at the VILLA MARINA,
DOUGLAS.

* * *

Junior International—Monday, June 3rd, at 9.00 p.m.

Presentation by His Honour the First Deemster and Clerk of the
Rolls, Sir W. Percy Cowley, C.B.E.

* * *

*250 c.c. and 125 c.c. Lightweight and Sidecar Internationals—
Wednesday, June 5th, at 9.00 p.m.*

Presentation by His Worship the Mayor of Douglas,
Mr. Councillor W. B. Kaneen, M.H.K., J.P.

* * *

Senior International Friday, June 7th, at 9.00 p.m.

Presentation by His Excellency the Lieut. Governor of the
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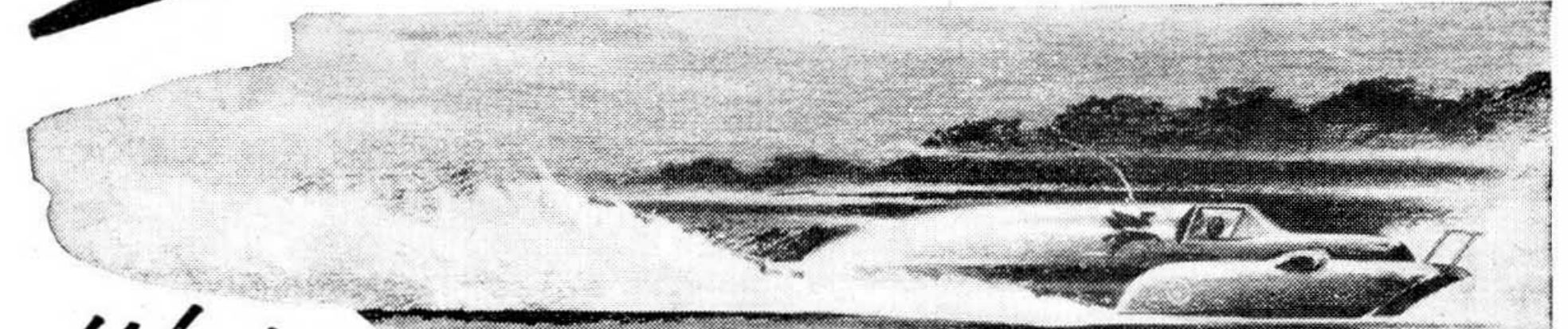
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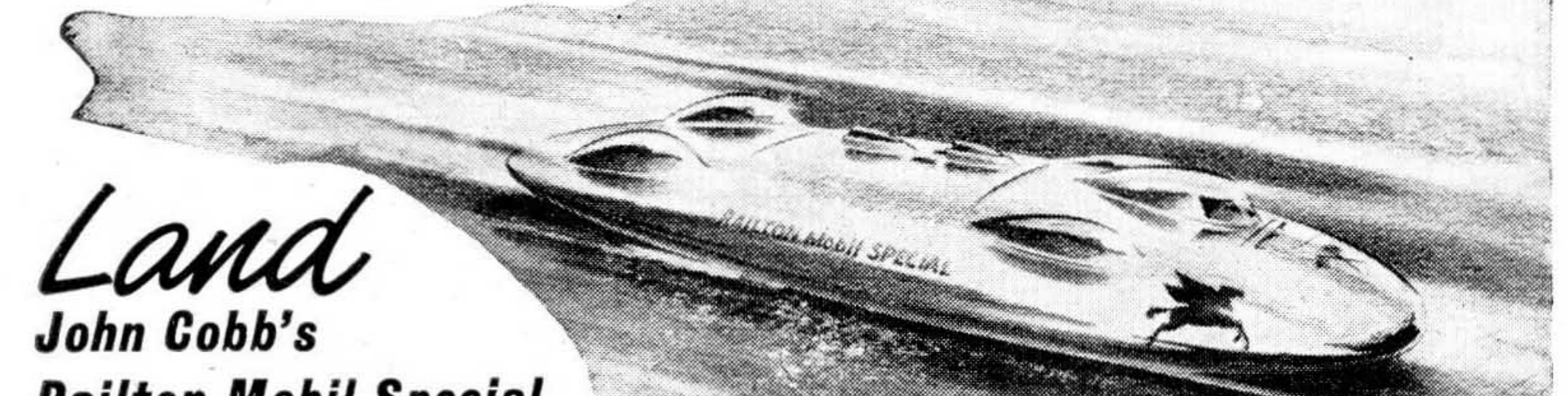
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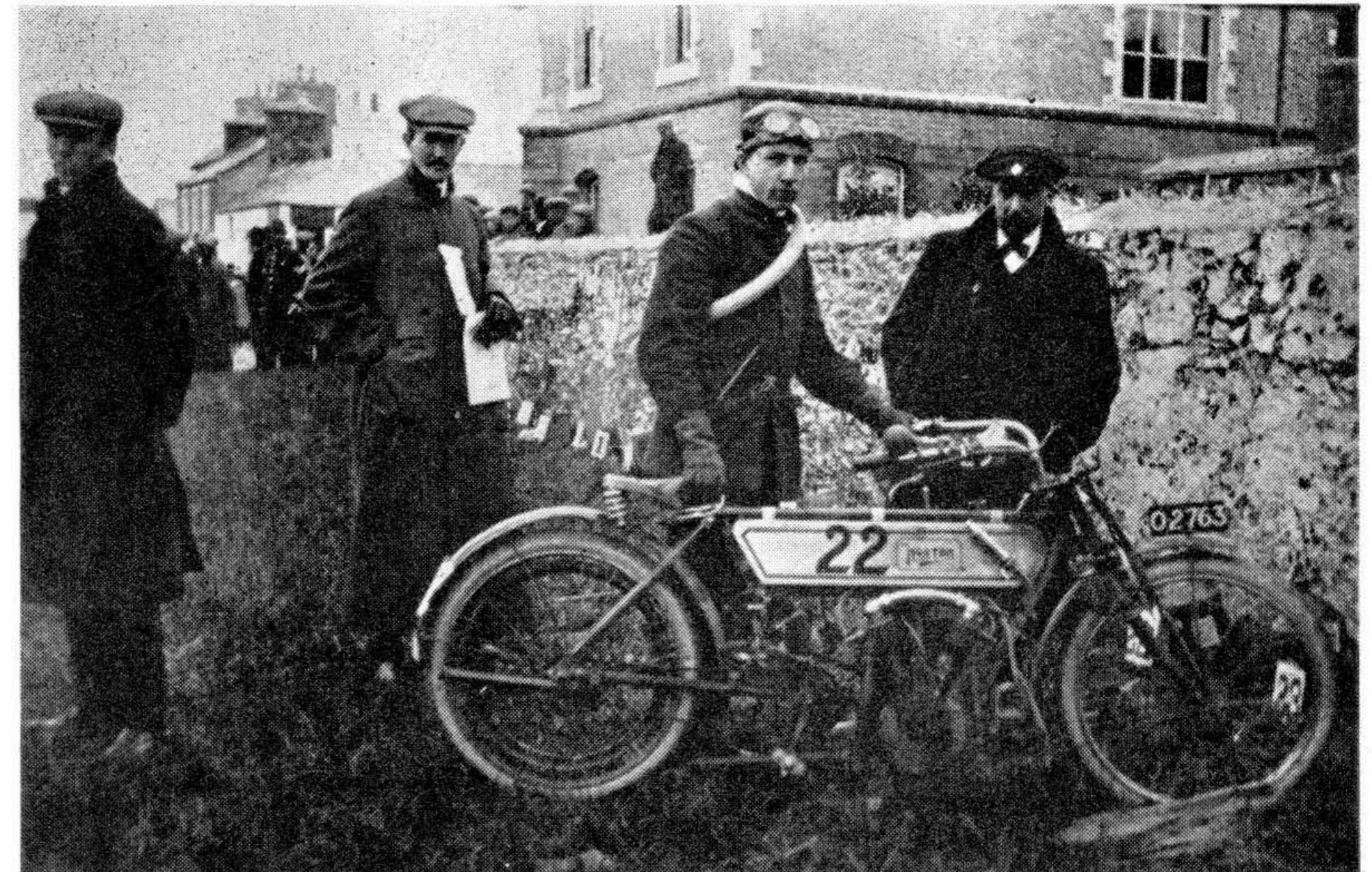
**31 OUT OF 35
SENIOR T.T. RACES
HAVE BEEN WON
ON CASTROL**



The "First" T.T.

By

H. REM FOWLER



H. Rem. Fowler—Winner of the 1907 Twin Cylinder Class.

FIFTY years ago the first ever T.T. race was run; it started, not in the Glen-crutchery Road, as at present, but at St. John's. Nor did it follow the existing "Mountain" course but, after the start at St. John's, ran through Ballacraigne—Kirk Michael—the Devil's Elbow and Peel, a distance of 15½ miles which had to be covered ten times.

In 1907, machines had to be "touring" models fitted with tool bags and tools weighing not less than 5 lbs., and the tyres a diameter of not less than 2 inches. Also petrol was "rationed" by the promoters and competitors given an allowance on the basis of 90 m.p.g. for the single cylinder class and 75 m.p.g. for the twin cylinder class. A compulsory stop was made at the half distance for 10 minutes during which machines were refuelled from cans previously sealed by the promoters. In the race my petrol consumption was 87 m.p.g.

There was none of the precise and immaculate organisation which we know today. Indeed as I look back to that first race morning, May 28th, 1907, I am sure that few who wheeled their machines from the numbered pegs on the grass verge on to the chalk starting line across the road, had even the faintest idea that half a century later the event would have developed into a classic test by which racing machines and the men who rode them would be judged by their contemporaries throughout the world.

I am glad to say that the original purpose of the T.T. (that is the improvement of reliability in road going motorcycles), has been generally adhered to throughout the period, and interestingly, despite a post-war drift by foreigners towards "specialised races", the 50th anniversary of the 1907 competition sees a complete return, at least by entrants using British machines, to a near standard type of

LAP RECORD

By

J. (JIMMIE) H. SIMPSON.

model which, having benefited technically in the past from the T.T., continues the search for efficiency in the hard school of Isle of Man racing. Because the T.T. has been a yardstick, in this way for rider and mechanical efficiency, it has served to develop a fine sport requiring highest physical endurance and soundness of mechanical construction, which, over five decades, have earned for British motorcyclists and their machines world wide respect.

For long it has been generally acknowledged that any improvement or new idea that will stand up to the gruelling test of a T.T. race has nothing very much wrong with it. For example, we experienced the death knell of the hub gear, which would not cope with the rigours of the race when it was held on the Mountain Course, for the first time in 1911. Likewise, in subsequent years, almost every refinement employed to embellish and improve technically the standard touring machine, has been adopted only after due testing on the Isle of Man Circuit.

In this day and age of suspension systems, *Par excellence*, the pioneer who remembers the arduous conditions and the utter physical fatigue suffered in the course of completing a T.T. race, looks perhaps, with a little envy at the ev. mod. con. specification of the 1957 T.T. machine. He might also be forgiven for proffering one suggestion, that to continue the essential purpose of the T.T., present-day races should be extended to 9 or perhaps 10 laps but, not everyone will agree, of course.

However, here's hoping for fine weather, no mist on the mountain and good luck to all riders in each of the races comprising this Jubilee series, and may the best man win.

PERHAPS it is a little odd that I should have been asked to comment on a subject which provided me with more than my share of notoriety and, if I may say so, a good deal of criticism from the motorcycle racing public, the press and those unfortunate competition managers and designers of the period 1922-1934 during which I rode in twenty-six Tourist Trophy Races and made fastest or record lap on nine occasions (although the records indicate eight). However, it also provided me with a lot of excitement, enabled me to make friends with a lot of Manx folk and in addition brought me into the limelight. It all started by a stroke of good fortune when I broke the lap record during the 1923 Junior Race on an A.J.S. which was privately owned and entered by the late Will Chapman of Leicester. But for that incident I might never have competed again in the T.T. Races, certain people in the Motorcycle Industry would have had a less worrying time in the following eleven years than they did and I would not have been the focal point of so many arguments between experts and other great enthusiasts as to what my role was as a member of a team whose job it was to win the race at all costs.

The opinion of clubroom experts in race tactics were that my role was to go flat out at the fall of the flag with a view to tempting the opposition to chase after me and by so doing blow up their engines. If I retired—which was usually the case—members of my own team who had been holding back, would, when the opposition had fallen by the way, be able to jump in and snatch the spoils.

Nothing could be farther from the truth. The win-or-bust strategy was of my making and not the idea of my team manager. Only on two occasions was I given definite riding instructions and on those occasions I finished third and eighth rather destroying the theory held by some that I would have won more races than I did had I been controlled by the pits.


In the years I was riding in the Isle of Man I finished in eleven races, being 2nd four times, 3rd four times, 1st on one occasion and once each 5th and 8th. In these eleven events I made only one record lap and two fastest laps.

On the occasions when I am asked to talk at club functions about my T.T. experiences, much amusement is evident when I say that I think I am the only rider who has walked around the T.T. course due to the enforced hikes brought about by mechanical failure. It took me thirteen years to do it, and all because my sense of logic always led me to think that only the swiftest were deserving of winning. If the swift failed by the roadside then a time must come in engine development when record-shattering power would go hand in hand with complete reliability. I like to think that my earlier efforts in driving engines to destruction contributed to producing the power units which now enable the fast men to both break the lap record and win the race.

To refute the view held by some people that I was naturally interested in breaking the lap record I would remind them and my readers that in my day there was a considerable amount of money to be made out of winning races but nothing at all for the record lap. That is until ten years ago when a gentleman by the name of Arthur Birkett decided to do something about it. The result was the Jimmie Simpson Trophy and a cheque for £50 which he presented to the Auto-Cycle Union guaranteeing it for a period of ten years. This Trophy and cheque is awarded to the individual who makes the fastest lap in each year's series of Races. I sincerely hope that a fine gesture like this will not be allowed to die out.

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Before I sat down to write about this very controversial subject, I decided to do a little research into the past history of the record and fastest laps, and it is most interesting to compare the different percentages of winners, 2nd and 3rd place men and finishers who have broken lap records or made the fastest lap with those who failed to finish and yet broke the lap record. The table which I have produced and included shows some interesting facts. In the years between 1907 and 1914 engines seemed to combine relatively high speed with a fair percentage of reliability, whereas from 1920 to 1929 engine stamina was at its lowest ebb. In the 1930-39 era design turned the corner and was on the up and up, and it is during this period that designers were beginning to benefit from the harsh treatment that I and others used to dish out to their products. It must not be forgotten that in the late forties designers had to be content with a Pool quality motor fuel which meant in effect increasing their reliability hazards and limiting power output thus races and fastest or record laps were won and made at lower speeds. One only need look at the 1947-1956 statistics to realize that the only machine that has a chance of winning one of the T.T. Races today is the one that can make the fastest or record lap and win at record speed. Reliability alone is no longer enough. In fact we, in this country, would not be boasting if we claimed that the Isle of Man mountain circuit has made the present day racing motorcycle engine, whether it be made here or on the Continent, the excellent example it is of a high-power output unit running on premium grade of pump fuels with complete reliability. Here the car boys in Formula I and II races could well take a leaf out of our book.

I cannot close without acknowledging the terrific amount of help which was always at hand from those experts in the accessory game and also the Manx Highway Board, in particular Mr. R. C. W. Brown, Surveyor General, who over the years that I was riding was always most anxious to provide a surface on the T.T. course which was considered to be safe. A rider had only to mention to him that one or two corners appeared to be a bit dodgy from a safety angle and Mr. Brown would make arrangements there and then to meet the person concerned on the spot later that day and have the matter rectified. Undoubtedly this gentleman has maintained that attitude over the years and consequently we have him to thank for the excellent condition of the circuit today.

Finally, in this Golden Jubilee Year let us also hope that we shall have the Golden 100 m.p.h. lap officially and I think there can be no question that the man for this feat given ideal conditions should be Duke because of his terrific effort in 1955 when he missed it by a hair's-breadth.

RECORD AND FASTEST LAP STATISTICS 1907-1956

1907-1914 14 Races held in 8 years

57 per cent of possible winners made record or fastest laps.
7.1 per cent of 2nd and 3rd placemen made record or fastest laps.
Four riders who retired made record or fastest laps.

1920-1929 35 Races held in 10 years

31.4 per cent of possible winners made record or fastest laps.
2.8 per cent of 2nd and 3rd placemen made record or fastest laps.
One rider who finished made a record or fastest lap.
One rider who finished (but excluded) made a record or fastest lap.
Nineteen riders who retired made record or fastest laps.

1930-1939 30 Races held in 10 years

60 per cent of possible winners made record or fastest laps.
11.7 per cent of placemen made record or fastest laps.
One rider who finished made a record or fastest lap.
Five riders who retired made record or fastest laps.

1947-1956 40 Races held in 10 years

65 per cent of possible winners made record or fastest laps.
7 per cent of placemen made record or fastest laps.
One rider who finished made a record or fastest lap.
Six riders who retired made record or fastest laps.



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Looking Back over Twenty-five Years

By STANLEY WOODS.

HALF a life-time spent chasing the elusive Tourist Trophies has left so many memories that it is difficult to sort them for an occasion like this.

When I pause to think, they come crowding in, memories of men, of machines, of the Races, and ahead of all I think of the roads over which the Races are run.

Looking back to the early Twenties and visualising the roads as they were then I realise the impossibility of attempting to make a comparison with present day conditions, or of conveying to the present generation a clear picture of the conditions under which we raced in those days. Tar-macadam or even tar spraying was still in the future, the roads were narrow, steeply cambered and, under trees, usually full of pot holes, caused by water dripping from the trees. This was very noticeable between Sulby and Ramsey, and I remember clearly during the Junior Race of 1923 telling my pit attendant, when I stopped after two laps to refuel, that I did not think I would be able to finish, as my arms were fighting a losing battle with the bumpy roads. I went on to win the race and have often wondered how the other riders must have felt, much worse than I, I'm sure, for my "Cotton" was undoubtedly one of the best steering machines of those days, probably unequalled by any, except the legendary "Scott".

The Mountain "Road"—a courtesy title only—was only a track with a soft, sandy, rutted, grass grown surface. On wet days even a motorcycle would leave a distinct track in passing, and the necessity of leaving one rut for another to pass a slower competitor, or to take a better line on a bend, posed a knotty problem for most riders, though I must admit, or claim, that it did not worry me unduly. Whether that was due to the superior controllability of my Cotton, or to the fact that the road conditions were not very different from those to which I was accustomed in Ireland we will never know. Some of my less charitable friends suggest that I was just too ignorant in those days to notice anything peculiar in the behaviour of my machine under those difficult conditions! Be that as it may, the Highway Board used to prohibit heavy traffic over the Mountain Road for a couple of weeks before the races, in an effort to ensure that the road would not be unduly cut up before the races! Another feature of my early days was the party of enthusiasts—Scots I believe they were—who used to brush the loose gravel from the road between Kepple Gate and Creg-na-Baa, and the corner itself, in order to give us, with our very inefficient brakes and small tyres, a better chance of negotiating this hazard in safety.

I have mentioned that the roads were narrow, especially so between Ramsey and Douglas. This had its advantages in bad weather, for although visibility might be reduced to only a few yards, it was always possible to see the banks on either side, and it was possible to "navigate" by these at virtually unreduced speed, provided one knew the road and the surrounding country as well as some of us did. As the road was widened it became increasingly difficult to maintain one's proper course in this manner and, in addition, speeds were increasing rapidly, so the Stewards decided, wisely, against the running of the races at any time when visibility on the mountain was affected by cloud.

It seems hard to credit that in those far off days, up to 1928, the roads were not legally closed for practice and although it was not a usual occurrence, one did occasionally encounter a horse drawn vehicle making an early delivery of milk or fish on the road between Kirk Michael and Ramsey. An exceptional encounter was that of a Scott outfit, and a steam roller in Glen Helen during the practice for the first Sidecar Race in 1923. Happily the crew of the Scott and the roller escaped serious hurt, but the Scott was somewhat the worse for the encounter!

This highly dangerous state of affairs was brought to an abrupt end by a fatal collision in 1927. On the morning following the accident, the Entrants and Trade Representatives, from Managing Directors downwards, undertook the task of marshalling that portion of the course, and Public Opinion, shocked by the accident rushed legislation through the House of Keys to enable the roads to be closed legally for practice the following year.

It was in 1927 that I began to make a full time study of the Course, going over short sections of it repeatedly, during the day time, with a friend stationed on the various bends so that I might take any line I wished, secure in the knowledge that I would not embarrass or be embarrassed by other traffic. Incidentally, thirty years ago the volume of traffic on the roads was only a very small fraction of today's. I paid special attention to the Mountain Road above the normal "Cloud Level" memorising not only the road, but the banks on either side, so that, even when the road ahead was obscured by mist or cloud, I knew, to a yard, my exact position and was able, finally to speed through dense cloud at virtually unreduced speed. This research paid immediate dividends, for during the early stages of the 1927 "Senior" the Mountain was shrouded in mist and on the first lap I was able to build up a lead of 53 second on the second man. Alas, I had no means of knowing the extent of my lead and had not learnt the meaning of the word "restraint". I continued to pile up my lead until after four laps, I was leading by over four minutes, and then my clutch packed up!

So, I learnt the hard way and thereafter was content always with a modest lead—if I could get it—and an efficient signalling system to keep me posted as to the position of the opposition.

But the roads have changed gradually, and on the wide Mountain road of today I have had an occasion to reduce my speed to a "crawl" in cloudy conditions. Having once lost touch with a known land mark on the road side, it is necessary to locate another before one can speed up again.

Machines have changed too, out of all recognition, both in appearance and performance. Gone are the days when the majority of the competing machines were normal sports machines, tuned or changed in detail only, either at the works or by enthusiastic riders. Gone are the days when most manufacturers listed a "TT" model, which in the hands of a good rider, would acquit itself most creditably.

The racing has become, I think, less interesting and colourful as a result of this change. Up to 1930 it would have been a very brave man who would attempt to predict the make of the winning machine, much less the actual rider. One thing at least was certain in those early days. Whatever rider set the pace in the opening laps did not win the race! No machine that was driven at a speed approaching its limit would endure for the five, six or seven laps that comprised the races of the early "Twenties". It was in 1925 that the late Walter Handley upset all pre-conceived notions by winning two races, in which he led, virtually from start to finish. To be strictly accurate he was second on the first lap of the Junior, one second behind the redoubtable Fred Dixon, thereafter forging ahead on full throttle to win by a handsome margin. This was the turning point in T.T. History and the metallurgist was coming into the picture and valve steels and light alloys for pistons were being developed that were to stand up to all that even the Manx Course demanded of them. Soon it became commonplace for the first lap leader board to remain virtually unchanged throughout the full length of the race and we could begin to concentrate on getting the maximum out of our engines, rather than being restrained constantly by the knowledge that our engines would stand only a certain amount of full throttle work, and to be unable to recognise the limit, meant failure.

So, with reliability, the speeds mounted, from sixty to seventy, eighty, and even ninety on machines that the rider and spectator of today is inclined to scoff at and describe as "Relics"! But from those machines are descended, directly, the sleek racers of today and, who knows, if the races are continued in their present form, it is possible that we shall see 250's and even 125's equalling the present day Senior speeds. But that is looking forward, rather than back on my quarter century.

The First 90 M.P.H. Lap

By F. L. FRITH.

FROM 1936 up to the outbreak of World War II I was a member of the official Norton Works team. Initially this consisted of Jimmy Guthrie, riding as No. 1, John (Crasher) White and myself. Later on, of course, after poor Jimmy's death, Harold Daniell joined us.

After a fairly successful 1936 season, in which I had shone mainly in the 350 class, our first big meeting was the Isle of Man T.T. races. We had had a preliminary gallop in the North West "200" in Northern Ireland and the machines were proving fast and reliable. I always had a healthy respect for the "Fire-engines", as we nicknamed the Work's 500's, the way in which they marched along was quite terrifying sometimes, but as the season progressed one eventually became quite used to the speed.

The Junior race went off as expected, Jimmy G. winning easily. The Senior T.T., however, was a different story.

Weather conditions were perfect as we came to the starting grid. We in the Norton camp were pretty confident that Jim would win, but we knew his old rival Stanley Woods, Velocette mounted, would make it a close thing. Speeds were expected to be high in the eighties, though I don't think anyone had given much thought to the possibility of breaking "90". I remember the feeling of relief I had on the starting grid. How glad I was I wasn't in Jim's shoes—as the number one man in the team he was expected to win. He had all the responsibility I was merely a supporting player.

Little did I know what was in store for me.

The first few laps went as expected—Jimmy and Stanley battling for supremacy with Jim on top—just! Meanwhile I had settled down to the job quite nicely thank you, until, on the fourth lap, I came up with a familiar figure in white crash hat on a "blown" B.M.W.—Jock West. I don't know what my appearance did to Jock, but I suspect he was rather annoyed at being caught by an unblown antiquated single, but from that moment he began to go as quick as the Norton and sometimes a good deal quicker. We could neither dispose of the other and completed the lap in close company. Most of the time I was getting blasted with stones and oil from the B.M.W. On the mountain mile we caught up with some poor lad who hadn't our speed. Jock and I were racing neck and neck and we "took" him simultaneously—one on either side. What a shock it must have been—I often wonder who it was.

I was just about to give up all hope of getting clear of Jock when the B.M.W. gave a cough on the way down to Hillberry and I was past. Poor Jock was running out of fuel.

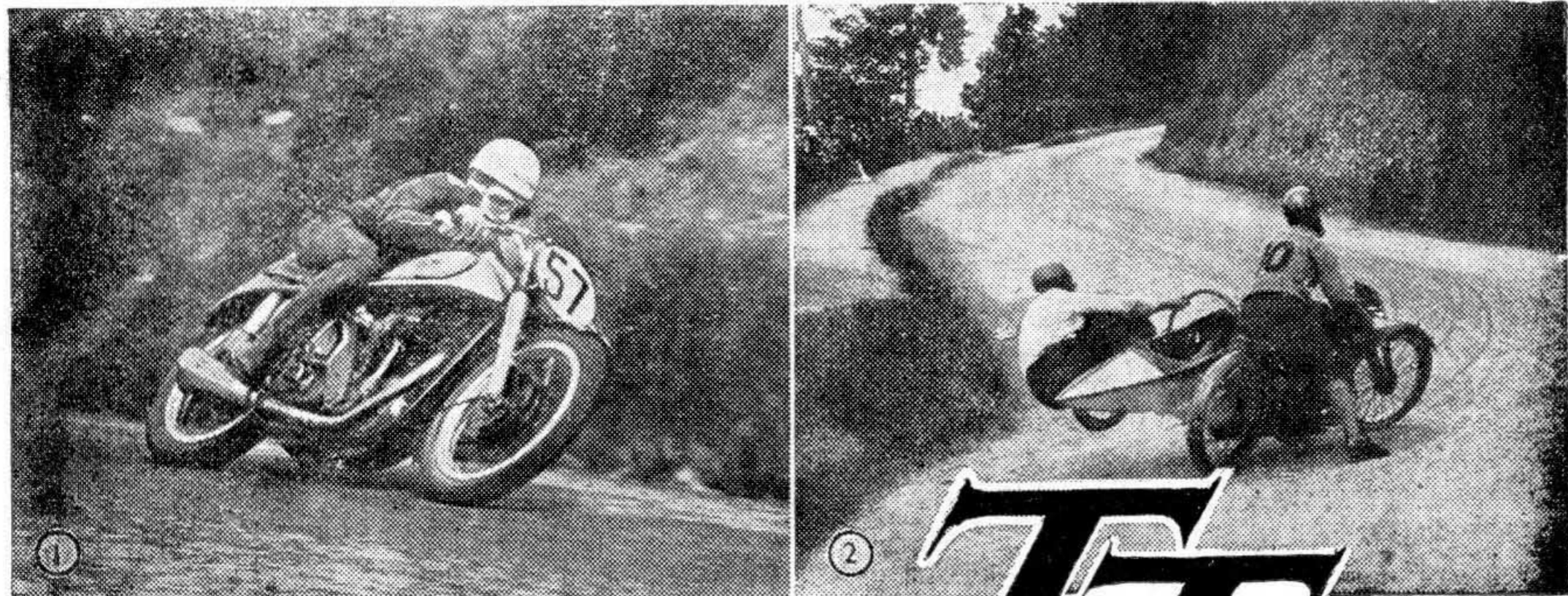
Immediately after this, as I passed the pits, I received some frantic signals. Dennis Mansell almost fell out of the pit in his effort to speed me up. I had been so engrossed with my private battle with Jock West that I am afraid I hadn't given much thought to the race, although my signals showed me to be in third place.

Passing through the pits to commence the seventh and final lap, signals became even more frantic and my position was given as second. I couldn't believe Jim was out. Perhaps Stanley has dropped to third place—they were anxious for Jim and I to finish one and two.

Whatever is happening, the main thing is to press on. Visibility was now rather poor due to flies and oil from the B.M.W. on my goggles. However, the motor is going like a bomb, the bike is in perfect trim and with only about a gallon of fuel left in the tank one feels able to throw the model through the curves with ease and, of course, one can leave the braking a little later.

The lap is reeled off without incident except for a near miss coming out of Hillberry—we got rather close to the steps leading up to the house on the bank due mainly to the difficulty of the fly covered goggles.

It was something of a shock to learn from Dennis Mansell and Bill Mewis just after I had crossed the finishing line that Jimmie Guthrie had retired 5th lap and I had just pipped poor old Stanley by about 15 seconds. The last lap had been covered in 25 minutes 5 seconds, equal to 90.27 m.p.h.



A History of the

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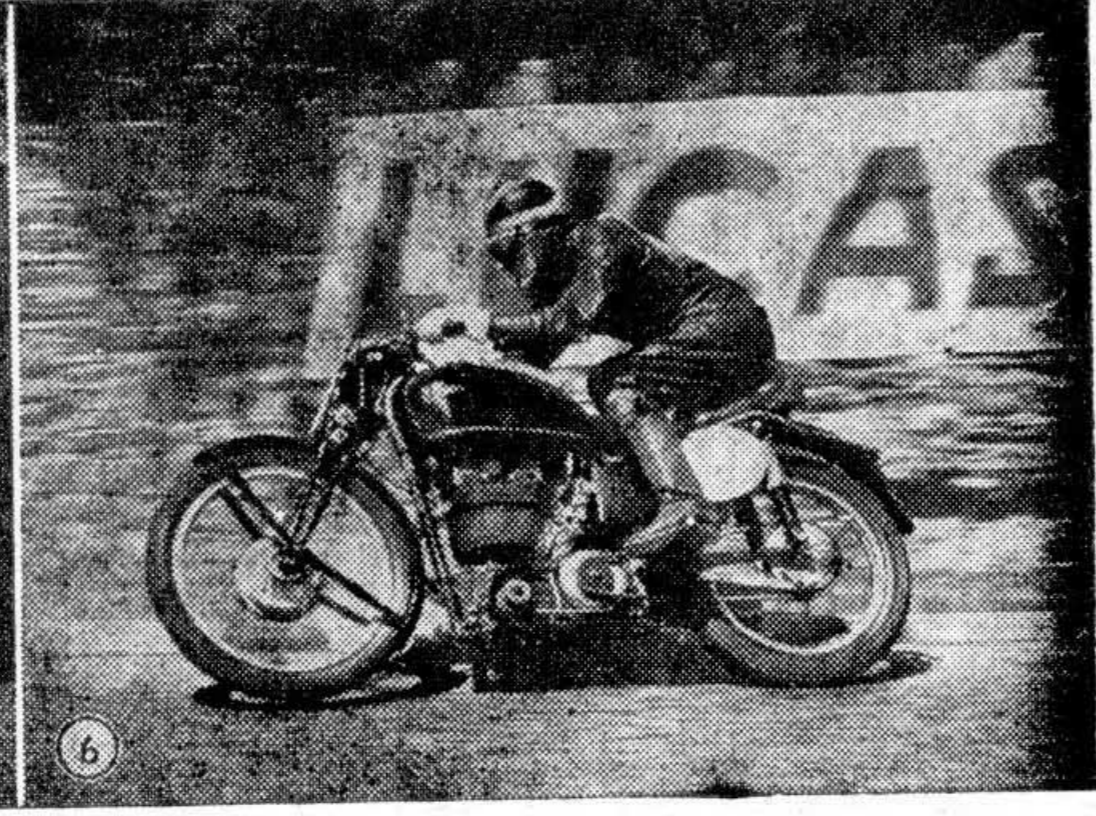
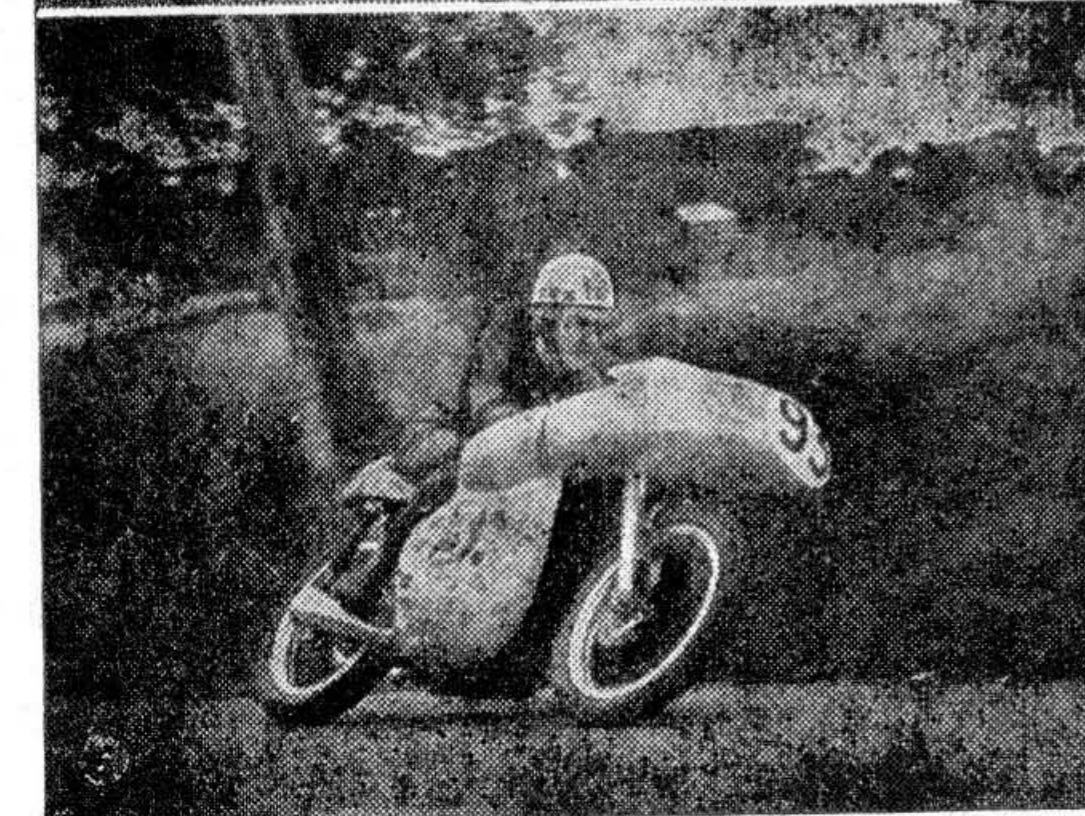
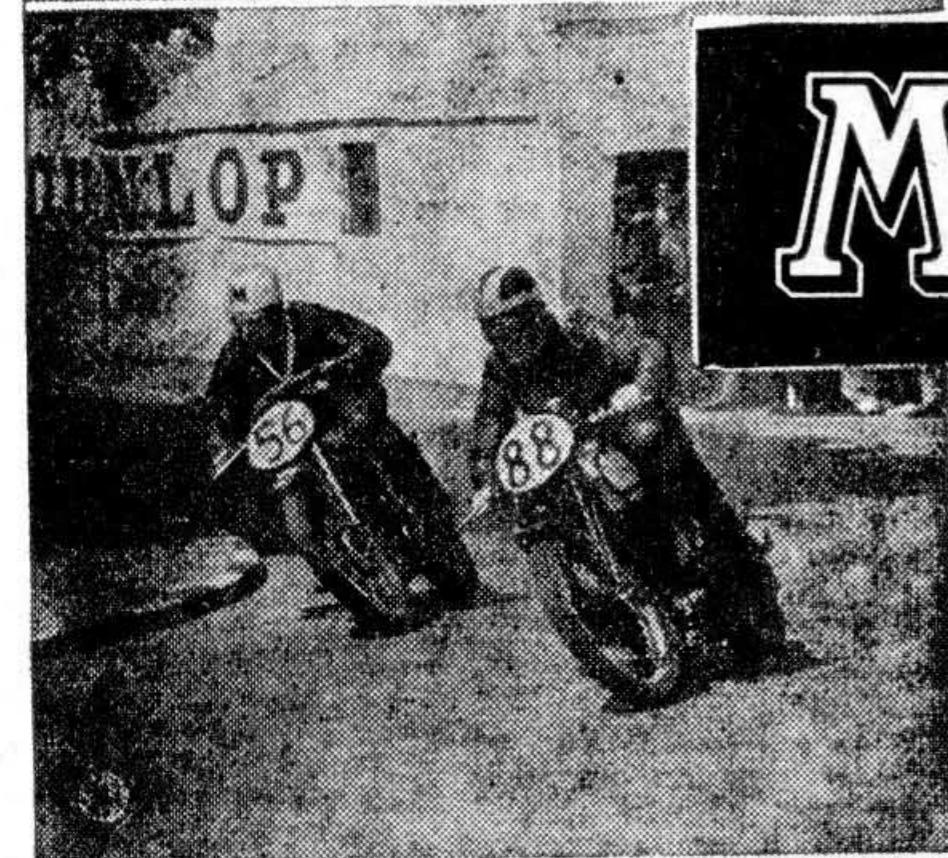
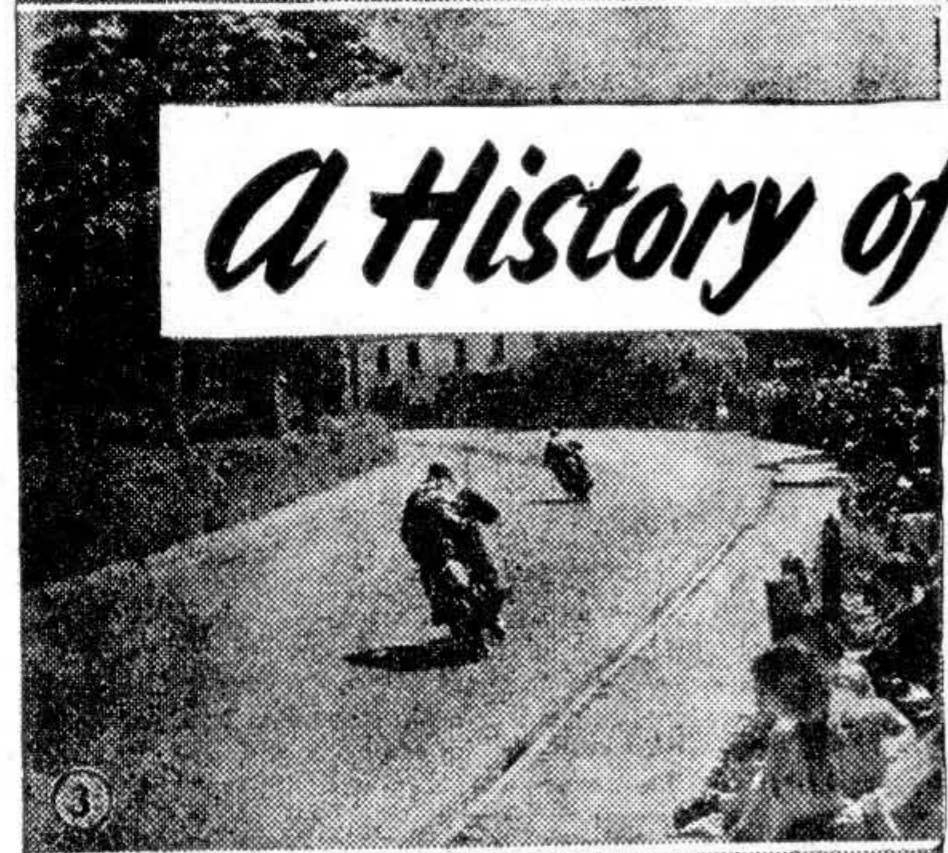
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5. R. Amm (Norton), 1954 Senior.
6. F. Frith, O.B.E. (Velocette), 1949 Junior.



The Isle of Man and the Tourist Trophy Races

By

REV. CANON E. H. STENNING, M.B.E., M.A.

IN spite of popularly accepted opinion the derivation of the word Jubilee has nothing to do with rejoicing, but it is a Hebrew word meaning a "fanfare of trumpets", by which sign the Jews heralded every fiftieth year of their history as a nation. The attachment to it of the word "Golden" is unnecessary and is a transference from the "golden wedding" since every five years of married life was marked by gifts of varying value, gifts for the fiftieth anniversary being of gold. However, "Golden Jubilee" it has been termed, and the idea has at least one interesting association, since it marks the fiftieth "wedding" of the Tourist Trophy organisation to the Isle of Man, and such an event makes a suitable opportunity to review this very happy partnership.

This article is not meant to be a history of the race, nor in any way a historical summary, but it is written in order to give a short account of the inter-relationship of the Auto-Cycle Union with the Isle of Man over these fifty eventful years. In this sense, this year is a "golden wedding" a scheme of things in which two partners have thrown in their lots and resources to a common purpose of mutual regard and esteem.

The Auto-Cycle Union was, and is, an offshoot of the Royal Automobile Club, a club started by early enthusiasts of the motor-car-owning public in 1897, with the object of safeguarding their interests which often in those early days clashed with public opinion. By the year 1903 motor-cycles, crude though they were, were becoming numerous enough upon the roads to justify the separation of their particular interests to the care of a subsidiary organisation. Thus was framed the Auto-Cycle Union. Under their wise guidance and control motor-cycles prospered and increased amazingly. Straightway the A.C.U. organised the "Thousand Mile Reliability Trial", machines covering about 180 miles each day, over difficult roads, with bad surfaces and steep gradients. Every year too, in the early days was held the Annual Dinner, and on the occasion of this pleasant event in January 1906, it fell to the lot of the representative of "The Motor Cycle" (a paper that also started in 1903 and has served the motor-cycling public so magnificently ever since) to propose the toast "Our Sport and Pastime" in which he expressed a hope that there might be organised a race for motorcycles of specified engine capacity and weight. The Union accepted the challenge, and decided to organise the race generally on the plan of the R.A.C. Tourist Trophy Car Races, which had been started in 1904. So through the car-races, the motor cycle race became established in the Island. The reason for this location is well known, and need only be summarised, though its history is the most important factor in this delightful "wedding". It is illegal to close any British road to normal traffic otherwise than by Act of Parliament, and the Imperial Parliament even in those more spacious days would not waste time for any such purpose in the face of what they knew would be fierce opposition from local inhabitants. But the Isle of Man with its own more flexible Home Rule legislature realised that herein lay tremendous possibilities. The Island had for its main trade, the Visiting Industry, and its season was very short. If the races could be utilised for lengthening the season, and bringing to the Island in the early part of the year the crowds who would wish to see such races, the Island

would be very greatly benefited. The R.A.C. left their application for such a race very late and a special Tynwald Court had to be called to pass an Act amending the Highway Act, to allow the Lieutenant Governor powers to close certain roads at specified times in order to accommodate the races. This Act was pressed through at great speed, received the Royal Assent, and a special Tynwald Court met at St. John's and proclaimed the same from Tynwald Hill, thus allowing His Excellency power to close the insular roads for Road Races: so that when even more tardily in 1907 the A.C.U. applied for the first "T.T." there were no difficulties in the way. That happy relationship between Legislature (arranged through the Highway Board, and the Tourist Board) has lasted all through. One somewhat amusing side-light comes in here. For the first race, the A.C.U. made an ex gratia payment of £250 to the Highway Board for "the use of their roads"! By way of contrast to which, is the munificent dowry given to the A.C.U. annually in these days, to cover in great part the costs of the race.

But the race was "on", and the Island and the Union were joined in an agreement for mutual advantage. The object of the race was "to develop motorcycles of great reliability for touring purposes as distinct from racing models". How well they have performed their task can best be judged by the British Motorcycle of today, and the vast industry behind it. In all "marriages" there are sure to arise difference of opinion and minor squabbles. The A.C.U. have flirted with other seductive possibilities, with Belgium, with Northern Ireland, half-heartedly with France, or at least have teased the Island with such suggested possibilities. But for fifty years they have gone on remaining faithful, and it may well be suggested that they have produced one healthy scion (troublesome though his early training may have been) in the form of the Manx Grand Prix Race! But the experiments, failures, mistakes, successes, and conditions are all illustrated in the very early races.

The first four races were run on the "Short Course" which started from the Green at St. John's opposite the Tynwald Hill, thence to Ballacraigne corner, up Glen Helen, and Creg Willy, and down to Kirk Michael, at which place round the hair-pin bend, on to the coast road to Peel, and so back to St. John's. Apparently there were no early morning practices. The day before the races were run, the preliminary tests took place on a steep hill running from the Mill bridge at St. John's up to the Poortown road; with a maximum gradient of 1 in 5. To climb the hill necessitated full throttle going up, with maximum "sound effects", while the descent, with a stop on the steepest pitch required reliable brakes. The method adopted in the first race was that of "limited petrol supply". Machines had to be presented with empty tanks at the start; they were primed with the requisite amount of petrol by the race officials, and the tanks sealed.

The first race, according to a local paper "roused little interest since the Manx people have grown blasé in the matter of motor-racing", an amusing comment considering the Manx people were going to welcome the race, and enthuse over it for the next fifty years! However, another local paper conceded that "it made a very pleasant reason for a general holiday". The first race day doesn't seem to have been an ideal racing day. "Bitterly cold" says one local paper, "dense clouds and a bitter east wind. Very few spectators turned out, and those who did were on the verge of the shivers". But a rival paper says: "Though the day was cold and dull thousands of people assembled at the local vantage points". So at this point it is worth while commenting on what is known as "Manx T.T. weather". So often our weather is adversely criticised, but criticism is scarcely justified. True, bitterly cold days are experienced with considerable discomfort for the spectators from time to time, but these are not bad for fast times. The days when the weather has seriously hampered racing are of two types, very heavy rain, or mountain mist. The latter type is the Steward's "headache". Thanks to the meteorological station at Ronaldsway the incidence of mist on the long stretch from Gooseneck to Kate's Cottage can be realised before the start of the first machine, and of late years apart from postponing the start, the fog has interfered little with the actual race. Real wet days have been mercifully rare, and the Manx weather which is not under legislative control has been at least as good as, and probably a great deal better on the whole than could have been enjoyed elsewhere. In the first race, all reports agree that St. John's at

the start and finish there was a dense crowd, and that was true for all the Short Course races. Indeed the complaints grew in intensity year by year that "officials, competitors, hangers-on, trade representatives, and a riff-raff of unpleasant people made the Green intolerable". Great praise was expressed of the courtesy and consideration of the high officials, but the behaviour of minor officials was stigmatised as "unbearable" and "far too officious".

The start of the first races was made in pairs at two-minute intervals. Creg Willy's hill was obviously the great test, and observers' comments suggest that very few machines made a single ascent of that hill without pedal assistance, or the driver foot-slogging, or in most cases running alongside. No special race-clothing was worn or demanded and the numbering of the machines was quite haphazard. The papers noted the number of "seized" engines, and explained "seizing" to ignorant readers. The behaviour and control of the Insular police force was very favourably commented upon by the whole press, but some attempts at amateur policing were said "at first to amuse and after greatly to annoy" spectators. All these points are of interest in view of the future of the race. Among minor incidents, a fairly severe crash occurred in Glen Helen . . . still the worst place at which an accident can happen. A small boy ran back to the Start against the oncoming machines, to tell the doctor . . . amusing in the light of days to come! At the half-time break when the machines were refilled, and drivers had light refreshment, Godfrey's machine, then leading, caught fire as a result of petrol on a red-hot cylinder, and machine and driver were enveloped in flames; but a policeman standing by, immediately smothered the whole blaze with his overcoat earning great praise. The prizes for the race were £25, £15, and £10 for first, second and third in each class "Twin" and "Single".

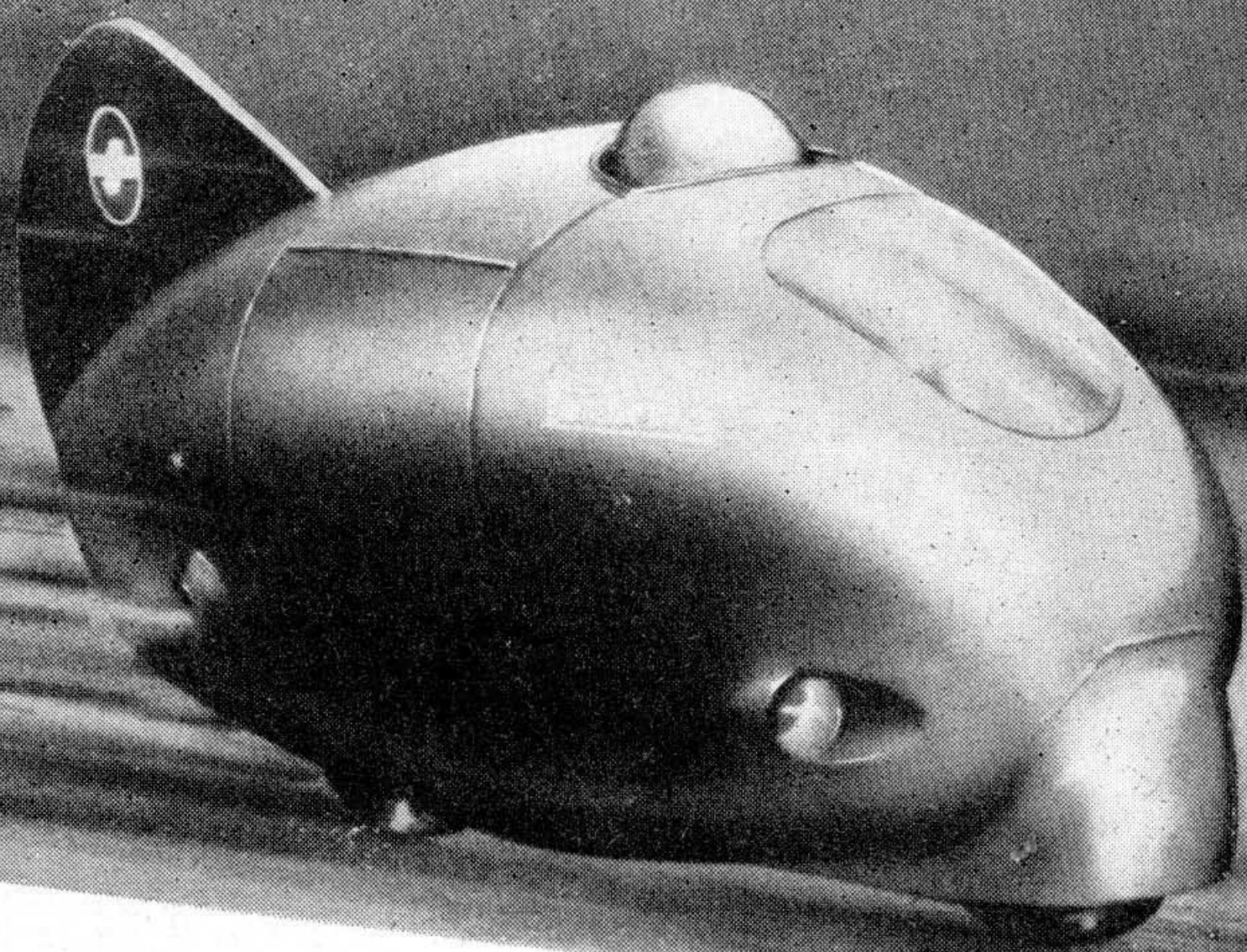
The winner of the Twin cylinder class, Rem Fowler on his Norton, was stopped at the end of his race by a "shrill whistle". (Rem Fowler still going strong hopes to be present at the Jubilee Race.) At the end of his race he was found to have 16 ounces of petrol left. And here it must be recorded that the famous Norton machine which won the race is the only machine whose successors have been entered in the races without cessation every year since. The Island owes a great debt of gratitude to all the manufacturers who have supported the races, but the greatest of all, without doubt to this grand firm. By the 1908 race, several competitors had arrayed themselves with leather coats, but still no uniformity, and all were festooned with spare tyres, spare tubes, and cases filled with new plugs, and a battery of tools disposed about their persons. At this race first appeared the special constables, sworn in, decorated with brassards, and all addressed by the Governor Lord Raglan on the importance of their powers and duties. The 1909 race is alleged to have had a Manx driver, but his name is not given, and our own much loved "father of Manx T.T. drivers", D. M. Brown, made his first appearance in 1910, and still remains one of the stalwarts of the Insular organisation of the race. In 1909 there was a public prize presentation in the Palace ballroom "the largest ballroom in the World" as was claimed by the local Press. This Prize Presentation by the Governor has formed a great feature of every meeting since, and attained its most gigantic size for the visit to the races of the late Duke of Kent in 1932, a gathering so vast that the management heaved more than a sigh of relief when it was all safely over!

In 1909 was first expressed an opinion that has been repeated countless times since, that the course was not safe for machines to travel at such speeds! In any case the race was transferred in 1911 to the car course, the "Four inch course" (so called because it was used by cars of maximum cylinder diameter of four inches!), and the type of race became that now in vogue, viz, a "Senior" race for machines of up to 500 c.c. capacity, and a "Junior" race for machines up to 350 c.c. At the same time the course was lengthened from 10 circuits of the short course (150 miles) to six circuits (Senior) of the mountain course (180 miles), leaving the Junior machines with approximately the former distance. This new course was not quite the same as today for after passing Hillberry on the homeward journey, the course bore right and came via Willaston and Ballanard road to the top of Bray Hill.

The inter-relationship between the Union and the Island could not be better

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illustrated than by the evolution of the world-famed T.T. course of today, advertised in every country of the world, where motorcycles are to be found, by the map of the Island with its "three legs" and the T.T. circuit clearly defined, probably the finest advertisement of all time. But to cast one's mind back to the track in 1911 would amaze many of the present day drivers. The start of the course was in Quarterbridge Road, about the bottom of Selborne Drive, of today. Here a small and most inefficient scoring board was erected, somewhat larger than the school blackboard that was used at St. John's in the 1907 race; but in spite of the fact that Douglas had only expanded as far as this point, and that but sparsely, the "Start" was cramped and crowded. The Quarterbridge Road compared with today, was narrow, and strongly cambered to a most unpleasant runnel on both sides. The turn at the bottom, by no means pleasant in grease today, was in those days dangerous alike in wet and dry, with the main traffic inward bound to Douglas, and the road cambered accordingly! At Braddan Bridge the road was narrow, and dangerous, and the whole way to Ballacraigne generally sinuous, always dusty or muddy, and deeply ditched on both sides, with numerous grass and weed patches under the trees. Ballacraigne Corner was a nightmare, narrow cambered, and deeply ditched. The rest of the road to Ramsey was of similar type, varying in surface and condition according to the ability of the parish surveyors, quite good for horse traffic, and slow-moving motor traffic, but not built for racing machines. The "cut" in Ramsey on to the Mountain Road was not made up, treacherous, full of ruts and hollows so that machines used the footpath at the side. The Mountain Road was reasonable as far as the Waterworks Corner, after which it became a three-track mountain road worn by the wheels of traffic and the horse-way, all three tracks being deeply rutted, so that overtaking was only possible at a few widely separated points between the Gooseneck, and Creg-ny-baa. At the "home" end, the country lane type of road was again the rule, and Bray Hill a country lane with no houses, but steep banks on both sides, a very poor water-worn surface with just sufficient room for two cars to pass with reasonable caution, but again cambered and allowing real speeds only on the crown. From then to now, there has been every year some major improvement effected, and the insular Highway Board has made the whole 37 miles of the course, a roadway second to none in surface-quality and safety.

The general control of the Races has always been in the hands of the Union, but it has depended more and more on the co-operation of the Insular enthusiasts. The Union supply the Headquarters Staff and most of the technical officials, but a gigantic amount of work falls upon the shoulders of the Insular helpers, work that is always gratefully acknowledged by the Union. With the rise of the September Race there has been formed on the Island a most efficient organisation, which knows the conditions and details of the races over this course completely and entirely, and whose services are wholly at the disposal of the Union.

The coming of the early morning practices on the T.T. course had a multitude of complications for the Island in general. From the headquarters side, it entails a tremendous burden in the matter of marshalling, starting and time-keeping, calling upon a mass of keen folk to turn out at unearthly hours to ensure smooth and safe running. For the inhabitants of the Island living near the course, an incessant fortnight of fiendish noise in the early hours and inability to get much sleep after about 4 a.m. But on the other hand, it is surprising to realise the number of spectators who turn out to watch, and that intelligently, the form and fame of the drivers.

The Races were of course abandoned during the two wars, and after the first, in 1920 on resumption the final alteration was made in the course, which now continued from Hillberry to Cronk-ny-Mona and returned to Bray Hill by way of Governor's Bridge, by the very sinuous course through Glencrutchery taken by the old Douglas-Ramsey Road, and still retained despite the broad through-way constructed later. This change in the course, undertaken with some trepidation by the Union (who feared that the tricky nature of the road here would lead to countless spills) brought into far greater prominence the Corporation of Douglas, for it meant that now the course covered nearly two miles of Douglas roads, and the Start was moved to their playing fields, and they undertook a

great deal more of the organisation of the amenities of the races in general. They set up what was at the time a large and efficient grand-stand, now, it is to be hoped soon to be replaced by something more luxuriously efficient and up-to-date. They have improved, widened and surfaced their roads in step with the improvements effected by the Highway Board. They have set up new and vastly improved scoring-boards, replenishment depots, and timekeepers' box, and in short have become a senior partner in the organisation.

The control tower of the grandstand is of course the nerve centre of the race. From the stand seats, spectators can see on the scoring boards, every phase of the race, and the position of each driver.

Looking back on the early races, it is possible to trace the rise of the many services necessary for the success of the race, and these are in large part the work of the Island contingent. First of all we think of the complete lack of knowledge of events round the course in the early days. Now there is organised, a telephone system with posts at every point of interest, so that news from these points can be transmitted to the Clerk of the Course at any moment, and indeed there is a continual stream of such messages coming through. The telephone room is indeed a hive of buzzing information. Further in recent years there has been a system of travelling marshals equipped with radio transmitters, and these marshals can go literally over every inch of the course to find out such things as are needed for the safety of race and drivers. The control tower contains a large map of the course on which are marked the houses and names and numbers of every telephone-owner round the course, any one of whom may be contacted if need be, for assistance or message to the most un-get-at-able places. When we think, too of the small boy running from Glen Helen to the start to bring news of a smash, we think today of the medical-aid system in vogue (nor must we forget the devoted service of surgeons, doctors, nursing staff and ambulances of the Hospitals and other organisations of the Island—and in particular Noble's Hospital) all through the series, work not seen or even known by the general public, but only too well known by those directly or indirectly connected with the care of unfortunately injured folk. The siting of ambulance positions and first-aid posts is here organised, and the quickest way of getting the doctors and ambulances to the most inaccessible parts of the course have all been worked out, even to the reservation of a casualty train at Kirk Michael.

Here too it may be interesting to remind spectators and visitors that during the races and practices a very large part of the Island becomes more or less immobilised. Everybody living "inside the course" is virtually imprisoned till the roads are opened. The greatest disability outside the course is that for the inhabitants between Kirk Michael and Ballaugh, who too, have no road of escape. Of later years since Douglas has grown so rapidly the Corporation have built a bridge allowing the inhabitants of the Port-y-chee neighbourhood to get to work, and do necessary shopping and so on, but the remainder of the folk inside the course are well and truly marooned.

To the work of the police (which has earned great praise all through the series) is now added the duty of providing the army of marshals for practices and race-days, a work of increasing difficulty. Nor should the Scouts who "work" the scoring boards be overlooked, and when the time of automatic scoring boards and "clocks" arrives (as soon it may) these youngsters will be sadly missed.

The success of the Union which it owes so much to the enthusiasm of the Island in so many ways, is best shown in the results they have obtained in "improving the breed". Indeed it is almost inevitable that those who have had success of the motorcycle at heart, say when they see the glorious machines on the road in their thousands today "Thank heaven for the Isle of Man". The first race was won by C. Collier at an average speed of 38 m.p.h. His fastest lap was at 42 m.p.h. Rem Fowler won the Twin Cylinder Class in 1907 at an average speed of 36 m.p.h., his fastest lap being at 43 m.p.h. H. Collier first covered a lap at over 50 m.p.h. in 1909, and his brother C. R. averaged 50 m.p.h. for the whole race in 1910. Not till 1924 did Alec Bennett average 60 m.p.h. for the course, and Charles Dodson beat 70 m.p.h. in 1929, Stanley Woods put it up to 84 in 1935 and Geoffrey Duke put it up to 90, in 1950. Will the 100 m.p.h. ever be achieved? For a single lap Duke reached 99.97 in 1955. It makes one smile to think that in 1911 the course was deemed dangerous though

machines then, were travelling at speeds of less than 50 m.p.h.! Speed in these races is obviously only of value in testing the dozens of qualities that make for reliability, and the avowed aim of the races is reliability. These speeds have brought about revolutionary changes in the metallurgy of engines (cylinders and pistons) and frames; revolutions that have invaded car practice, aeroplane structure and engines of all types; carburation has been improved past all thinking; transmission systems have been tried, tested, and invented; ignition systems made fool-proof and reliable; frame springing revolutionised; oils and fuels improved. Older drivers looking back on their early mounts, far more than the pampered young folk of more recent times, realise what work has been done by the manufacturers under the aegis of the Auto-Cycle Union—and the Isle of Man. There are a host of other points that come to the minds of those who represent the views of the Island. That our little Island home is known so widely all over the world is largely that "Isle of Man" and "T.T." are almost synonymous not only in English-speaking countries, but in every country where the motorcycle exists. On the Continent, the "Three Legs of Man" on pennant or badge always elicit the comment "Ile de Man Tay-tay".

We have also in large part to thank the Press, technical, national, and local. The Press-box on the Grandstand is ever a place of astonishing interest, and the Island owes a very great debt (as does also the A.C.U.) to these men and women who "write up" our race. The occasional "journalistic stunts" at our united expense are few and far between and of singularly little virulence, and to the Press we give hearty thanks. It is invidious to pick out any one person for special mention among so many famous folk who have helped us by report, suggestion, praise or criticism, but I feel in duty bound to mention "Ixion" of "The Motor Cycle". It isn't merely as one parson to another, for not till the latter half of the race-series did I discover his identity, but as a reporter of the very earliest races (I have his 1909 effort before me, but I cannot find out whether he reported the 1907 race . . . I hope he did for I would like to think that the one man had covered the whole series) he has given us his blessing, tempered with no mean measure of useful criticism always so readable and enjoyable. He it was too who gave the first broadcast of the race in 1927. "Thank you" Ixion, and with you all the other good folk who have reported us so successfully.

And by the same sign both Island and Union are indebted to the British Broadcasting Corporation and their technical staff, who, laden with tons of apparatus have given live-broadcasts of the race since 1930; and of course special mention must be made of Graham Walker, himself a competitor in the races from 1920 to 1934 and Lightweight winner in 1931. What the Races owe to him (and through the Races the Island) in making them so vivid and interesting, in describing the course, the speeds, the personalia, could not adequately be written.

Mention too must be made of the manufacturers, for whom the race must be of primary importance, since it has shown for them the pathway to perfection. About 180 different "makes" of machine have at various times appeared on the course, some it is true mere minor modifications of standard machines, but probably about 150 genuine types. Of these, it has been said that the Norton has appeared in every race of the series, and easily holds the record in the number of wins. The A.J.S. machine has appeared in 32 years of the series, the Velocette in 29 and the Rudge in 28. Of foreign entries, the Guzzi machine has come across for 19 annual meetings.

When one turns to the drivers one realises the host of young men who have made the race famous. About 1,200 different drivers have appeared in the races, mainly of course from Great Britain, but including representatives of twenty-five countries overseas. So far as the interests of the Isle of Man folk are concerned, it has been one long panorama of hero-worship, which has grown and increased more especially since World War I. Like Newbolt's "Admirals all, they had their day!" then disappeared from racing kit, for the motorcycle speed man does not race over fifty years. But the vast majority of them still remain with us and come over year by year to brighten up the gathering with every sort of happy memory; all most welcome visitors. Some like Jimmy Guthrie, Leslie Graham and Ray Amm we shall for ever miss, but so many of the giants still remain at least as gigantic shadows, Jimmy Simpson worshipped by every small boy of

his generation as speed grew faster and faster, Alec Bennett, Freddie Frith and Harold Daniell, up to the time of the star of stars of today, Geoffrey Duke, all have added to the fame of the race, and the Island. Looking back on fifty years it seems almost inevitable to award the palm to Stanley Woods, who rode the record number of races (thirty-seven between 1922 and 1939), finished a record number of times (twenty-one), won the greatest number of silver replicas (twenty-one); and the greatest number of trophies, ten in all. He too is a regular visitor whom the Island is always glad to welcome, and not merely for his fame as a driver, but just as much because he is typical of the great body of T.T. riders, pleasant, cheerful, straight, and modest; men we are always delighted to have known. To this section of the story we might add the comment that there are quite a number of drivers who have carried off Manx brides!

This article has tried to point out from incidents in the history of the race, the co-operation between the A.C.U. and the Island, at many grades, from the Legislature, the Corporation of Douglas, and the Island motorcyclists. This co-operation has gone on incessantly for each year of the fifty; with growing speeds, and record entries, further and more unexpected problems arise entailing visits from the officials of the A.C.U. to meet and consult for the smooth running of this world's leading race. That everything should have run so smoothly has naturally been in large manner due to the courtesy and consideration always shown on the part of the Union officials, with whom our relationship has become more and more cordial with the passing of the years. Nor should we forget the visit in 1949 of the then new President of the A.C.U. His Royal Highness the Duke of Edinburgh, whose interest in the races is always of the liveliest. That visit was the highlight of the whole fifty years, and when he returned with Her Majesty in 1955, he recalled his memories, and hoped that he would be able to come again, a hope shared by the whole Island.

Very obviously, the T.T. has been for the majority of its fifty years' history, just the Senior and Junior races. But it must also be remembered that there have been and are, other races included, races that have been all too difficult for the A.C.U. to organise with ease, and for the Island to arrange for their accommodation. The first of these additions was foreshadowed in 1920 when the Junior race offered awards for machines of not over 250 c.c. capacity. This practice was repeated in 1921 but in 1922 the smaller sized category machines were given a separate race of six laps of the mountain course. In 1923 a further race was added, the sidecar race, over three laps; and in 1924 an Ultra-lightweight Race also over three laps, for machines of engine capacity not more than 175 c.c. The Sidecar Race was run after the finish of the Lightweight Race, and the Ultra-lightweight before the start of the Senior. But in 1925 owing to insufficient support both these new races were withdrawn.

In 1955 in order to run the Lightweight Race, revive the Sidecar Race, and provide for the Clubman's Race which had been inaugurated in 1947, as a race in the T.T. period, but not of T.T. standard, the A.C.U. asked the Insular Government for a new course, with the object of getting these subsidiary races and the Lightweight into one day's racing. After careful survey and consideration, the Clype Circuit was selected and the Highway Board at the expense of many thousands of pounds re-metalled, widened, and straightened its corners to make a fine course of about 11 miles circuit. This course though serving its immediate purpose has not so far proved popular, apart from opening up a very lovely and previously unvisited part of the Island, it takes no part in the history of the great race.

One of the few joys of increasing years is the joy of being able to look back over a wider and wider vista. To look back over fifty years of the "T.T." is to appreciate a host of happy experiences which have fallen to the Island's lot. One sees the long line of good fellows who have been the race, of exciting races, of good and bad luck, of a constant succession of friends, of prosperity brought to the Island, of widening horizons, of mechanical perfection, of consistent progress. Of all the joys, without doubt the human contacts have been the most satisfying, and long may it be appreciated as it has been down the years, that with the arrival of the personnel of the A.C.U. year by year (and long may it continue) summer comes once again.



OULTON PARK

WHIT MONDAY, JUNE 10

*International Motor Cycle Racing
for the "Daily Express" Cup and
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First Race 12.30 p.m.

6 Hours Non-stop Racing

ADMISSION PRICES

Admittance to Course	- - 5/-
Car Parking (inside Course)	5/-
Coaches (Outside Course)	- FREE
Motor Cycles (Inside Course)	2/6
Transfers to Paddock	- - 7/6
Stand Seats extra	. - - 7/6
Children under 12 years	- 1/-

- ★ Catering facilities
- ★ Licensed Bars
- ★ Oulton Park is situated 20 miles from Liverpool, 3 miles north of Tarporley, Cheshire

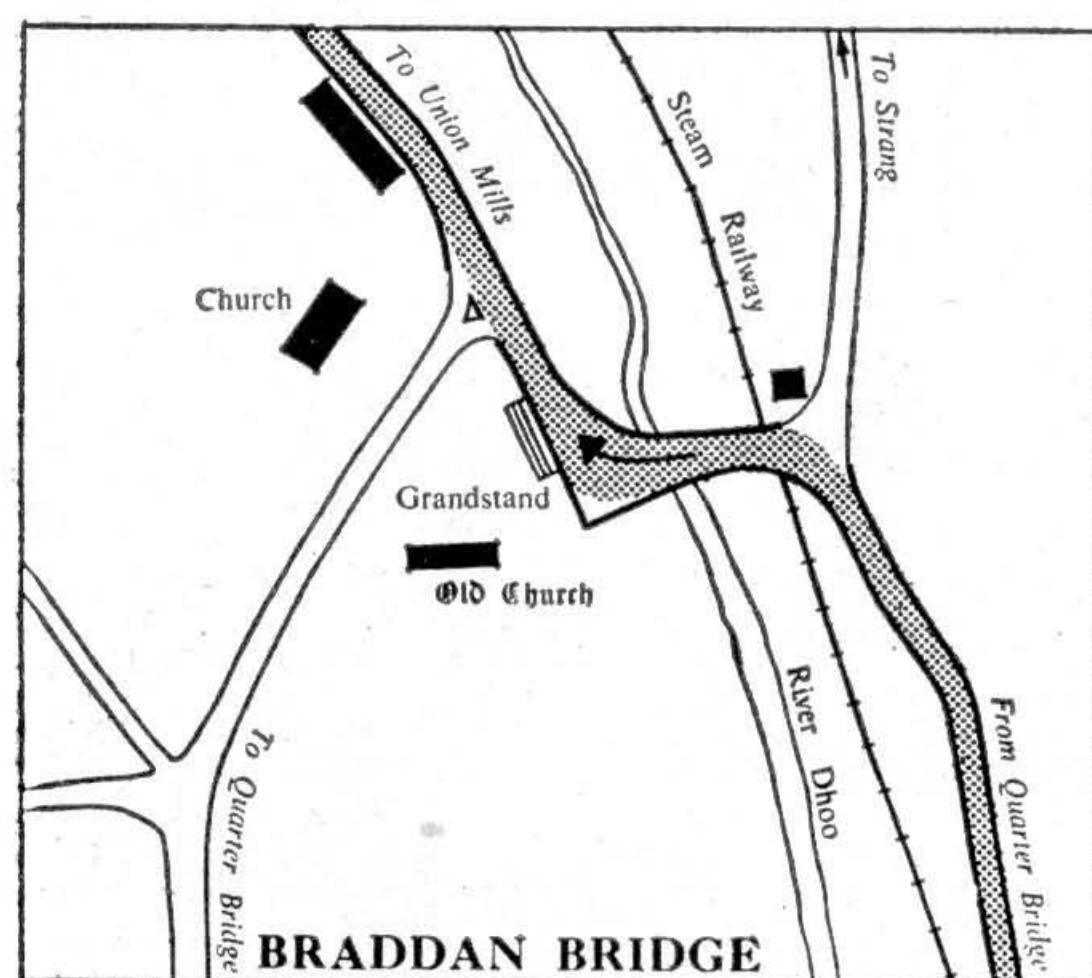
Where to watch, and

It is, of course, impossible to give a comprehensive guide to the 37½-mile T.T. circuit in a few pages, and our aim here is to afford a practical guide to a few of the places which are reasonably accessible by public or private transport after the roads are closed. The only such place between Ramsey and Creg-ny-Baa is The Bungalow, but from there any part of the Mountain stretch can be reached on foot.

Wherever you go you will not be far from an equally interesting and probably quite different part of the course. The wise enthusiast, who wants to study as many facets of riding skill as he can, won't stay in one place all day, nor lose his enjoyment by having to peer over the heads of others. There is more than enough room for everyone; so make the most of your time by planning your day in advance and making an early start—especially if you want to get inside the course, which will be closed to vehicles and pedestrians approximately **one hour and ten minutes** before the start of the first race each day.

The map in the front cover will show you the best connecting roads.

(Mileages show the distance from the Start.)



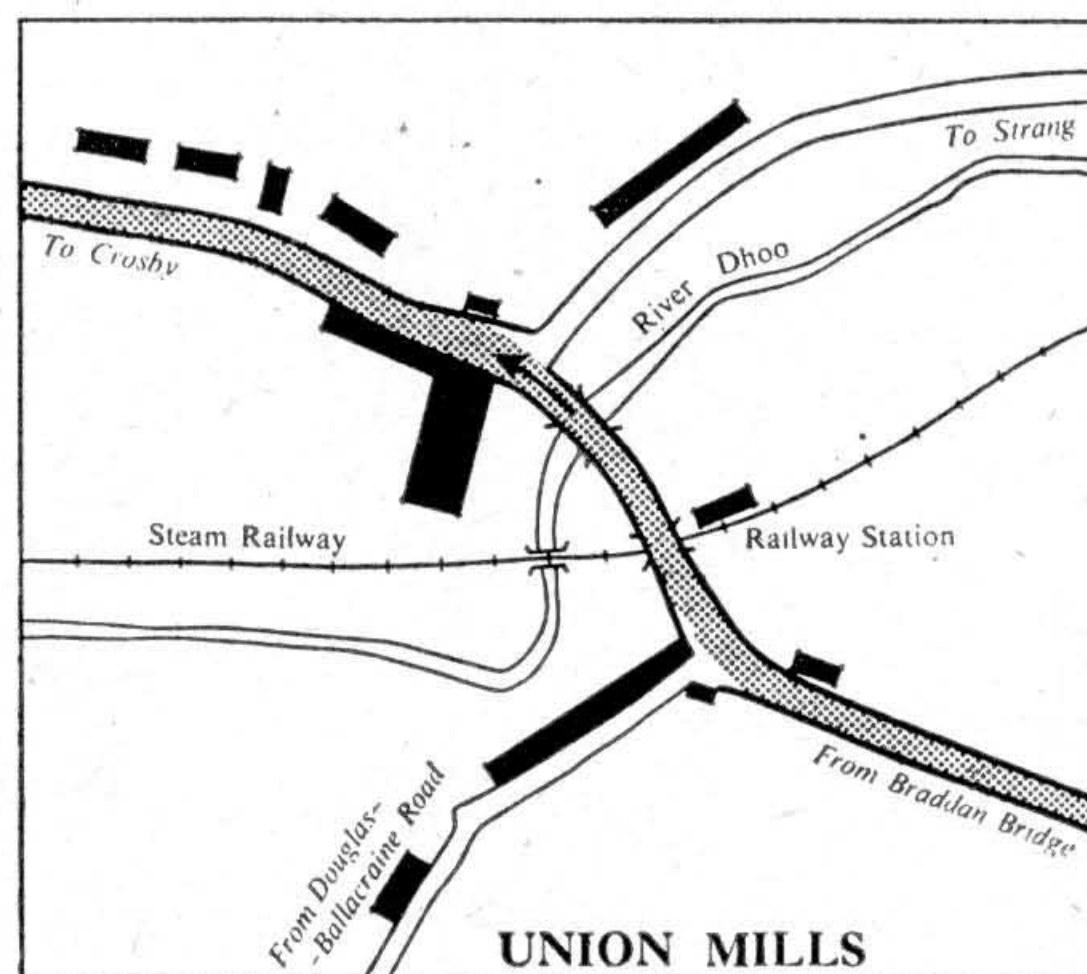
Braddan Bridge (2 miles)

A section demanding rapid acceleration in low gears, this is an ideal place to study riding skill and the handling qualities of the machine. It is best seen from the outside of the course and is within easy walking distance of Quarter Bridge both before and after the roads close. Public address system and "Round the Course" broadcast commentaries. Buses from Douglas—Victoria Street, Villa Marina, Governor's Bridge to Quarter Bridge.

Union Mills (3 miles)

Fast, right and left hand downhill sweep. Best vantage points are inside the course which can be reached by private transport before the roads close, or by the Steam Train (Douglas—10-m.: Peel—25-m.: Ramsey—1-hr. 10-m.).

'Buses from Douglas and Peel before the roads are closed.



. . . . how to get there

PUBLIC TRANSPORT

'Buses: Douglas—Ballacraigne: leave from Lord Street, Douglas, from 7.15 a.m. onwards.

Isle of Man Railway (Steam Trains): Douglas—Peel—Ramsey: start at 8.15 a.m. on Race Days.

Manx Electric Railway: Douglas—Laxey (for Bungalow)—Ramsey: start at 7 a.m. Early departure for the Bungalow is advisable.

Coach Trips: Serve numerous parts of the course before the roads close. Bookings can be made at kiosks in most towns in the Island.

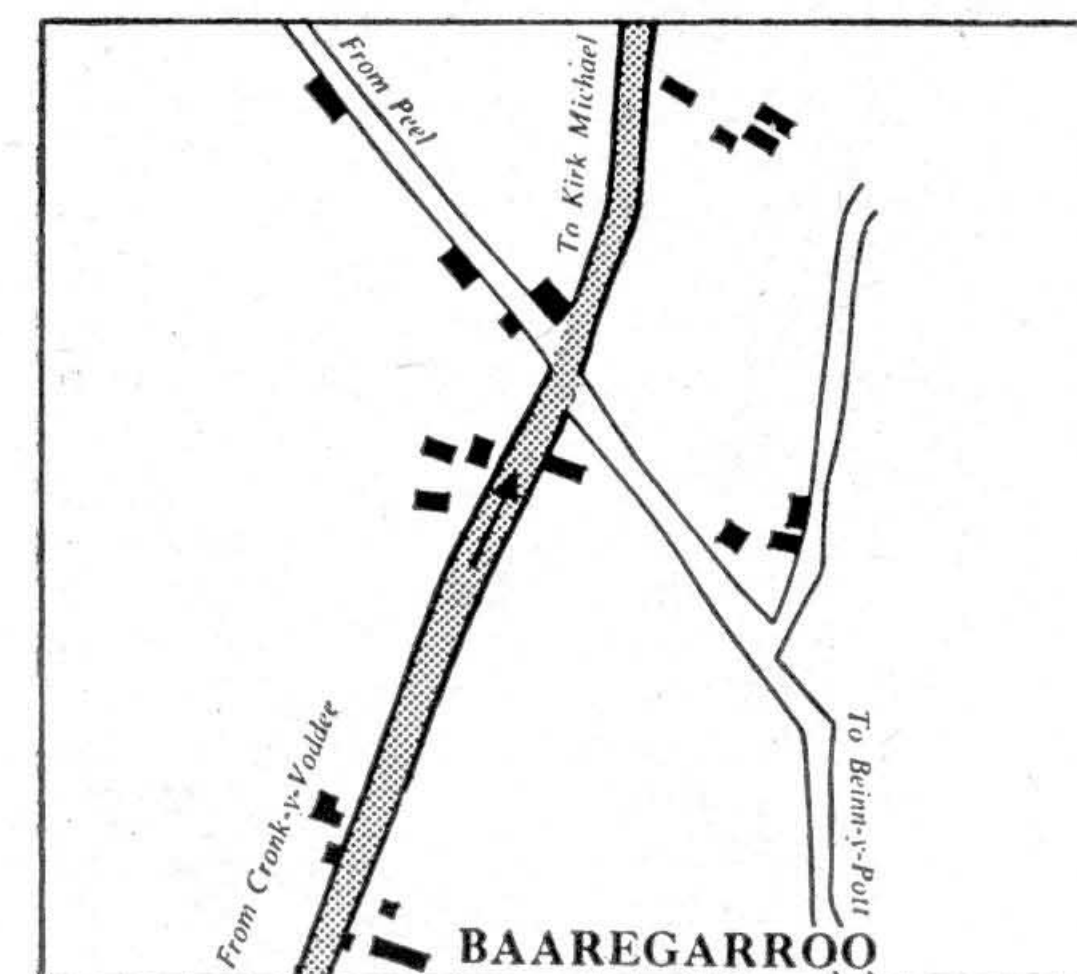
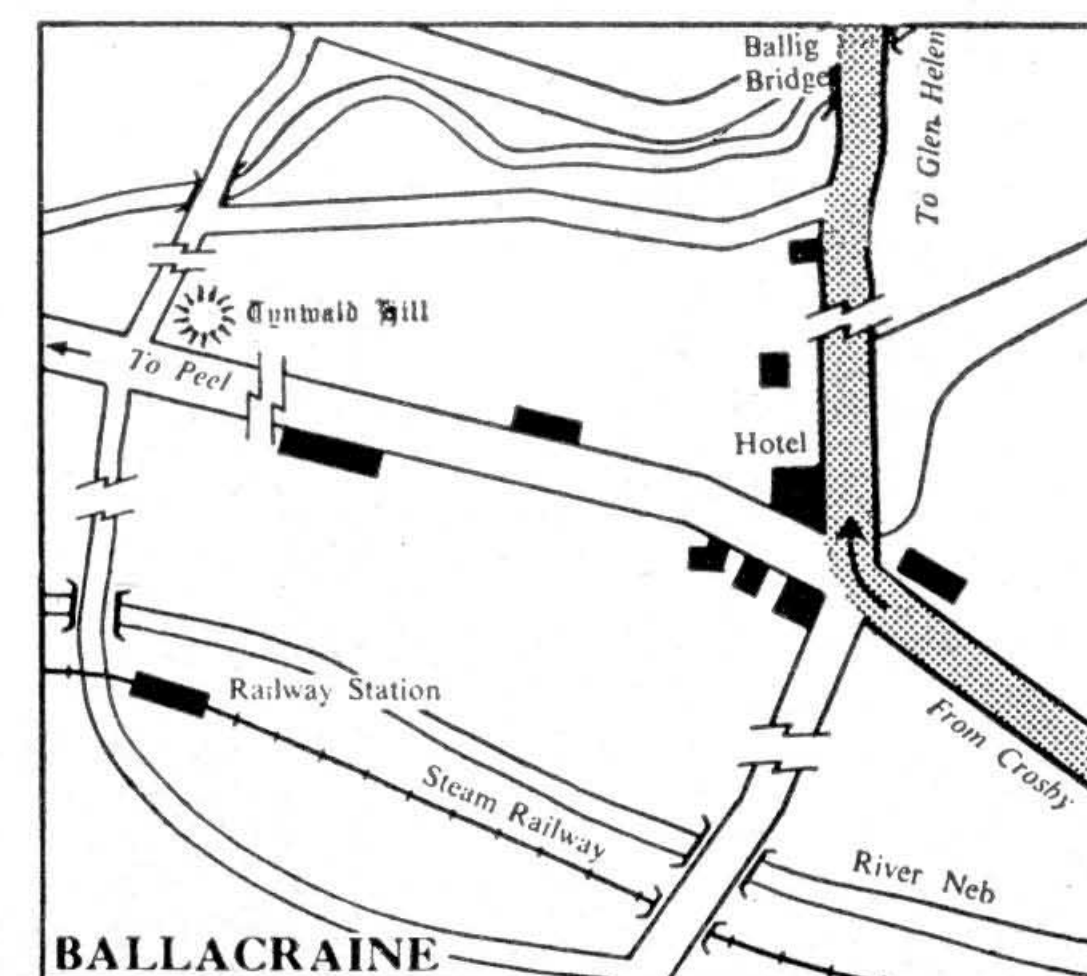
Our thanks are due to the Surveyor-General of the Isle of Man for the maps and to the Isle of Man Tourist Board for the information on public transport.

Train times in brackets give approximate length of journeys from Douglas, Peel and Ramsey.

Ballacraigne/Ballig Bridge (7½ and 8 miles)

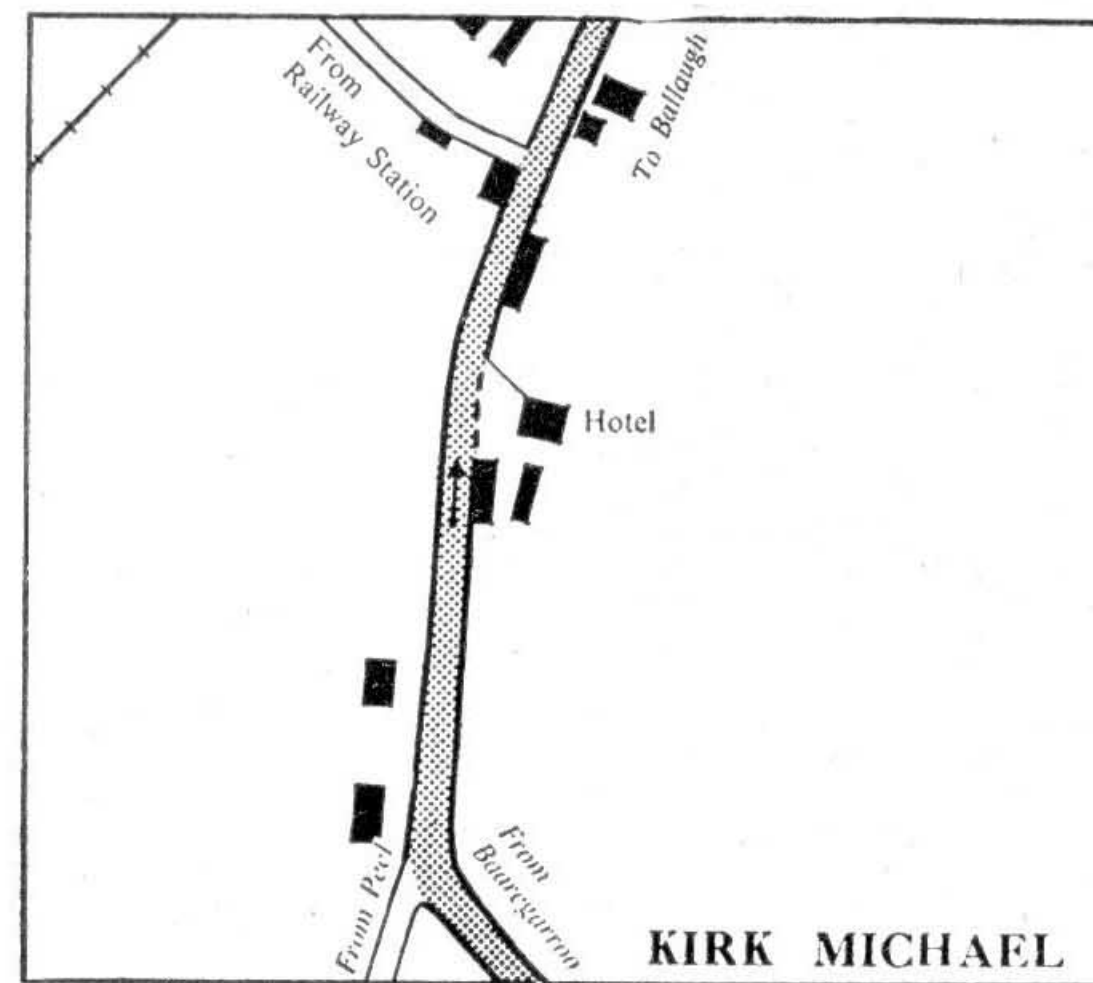
Ballacraigne: A fast corner with very little favourable camber. Public address system and "Round the Course" broadcast commentaries.

Ballig Bridge: A once famous jump, now much smoothed, provides high-speed spectacle, followed by the famous Laurel Bank. Steam Trains to St. John's (Douglas—30-m.: Peel—10-m.: Ramsey—50-m.). 'Buses from Douglas and Peel to Ballacraigne before roads close.



Baaregarroo (12½ miles)

Halfway between Cronk-y-Voddee and Kirk Michael, this is one of the very fastest sections of the course. Nearby are Handley's Corner and the 13th Milestone. Not accessible by public transport, but private transport can reach it from the Peel-Kirk Michael road and from Beinn-y-Phott, near the Bungalow.

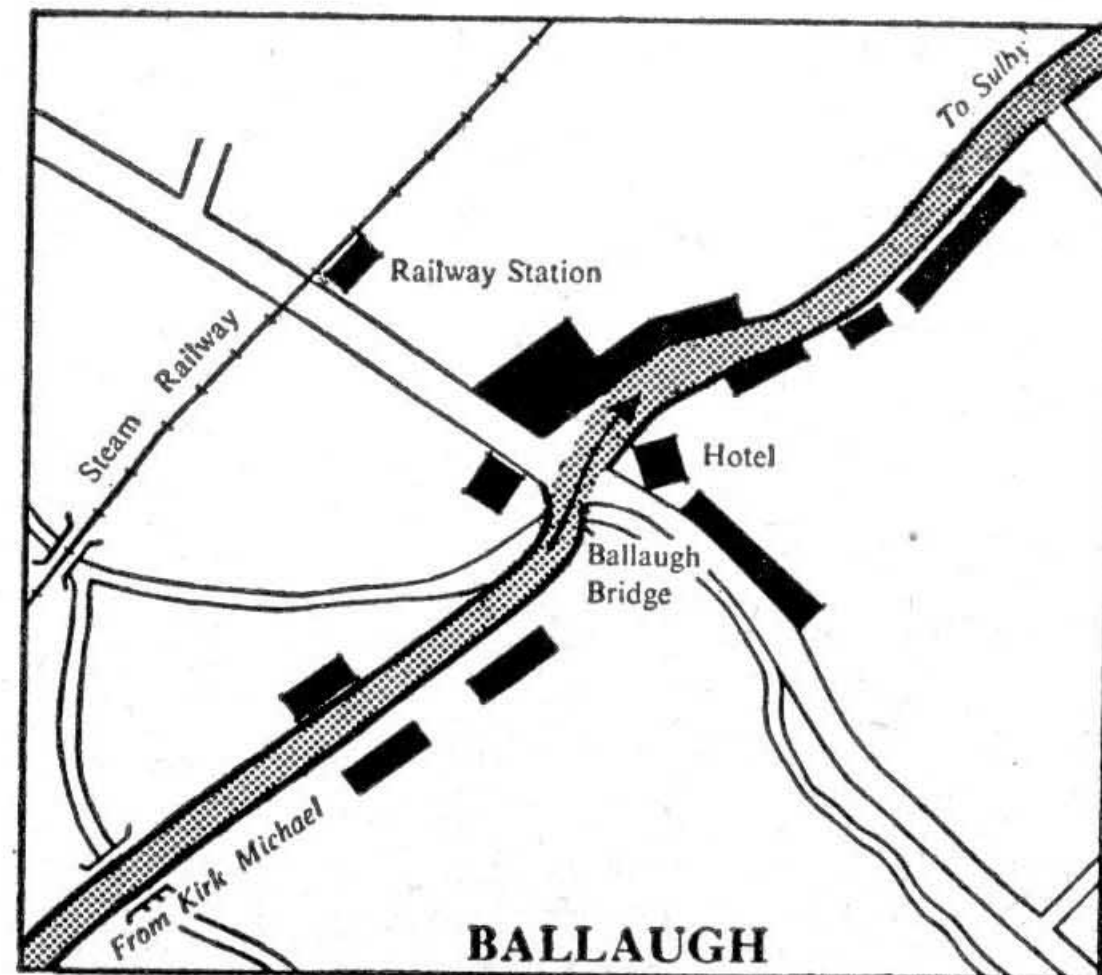


Kirk Michael (14½ miles)

A very fast stretch starting with a right-hand corner approached downhill, this is the next easily accessible spot to Ballig by public transport, though private transport can reach Baaregarroo and Cronky-Voddee, and also Glen Helen, before the roads close. Public address system and "Round the Course" broadcast commentaries. Steam Trains (Douglas—50-m.: Peel—15-m.: Ramsey—30-m.).

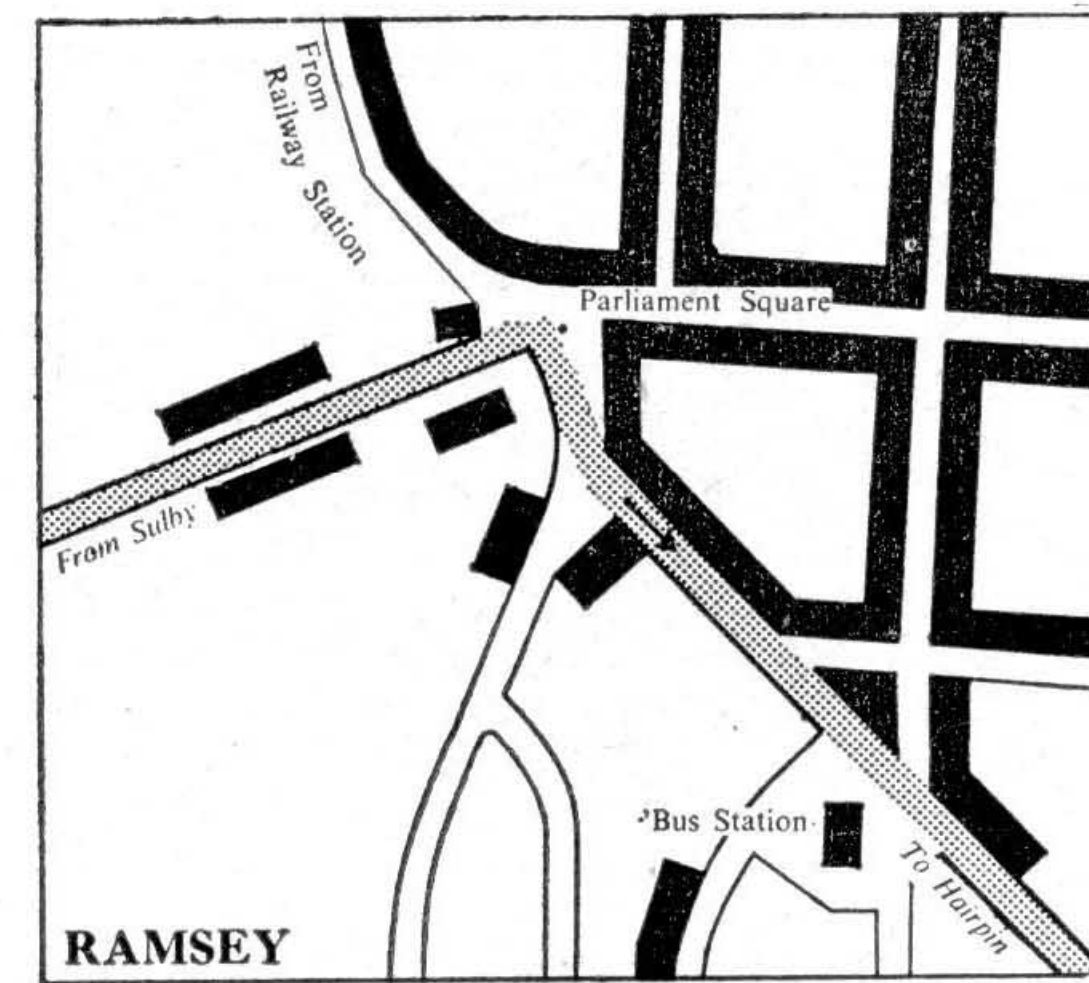
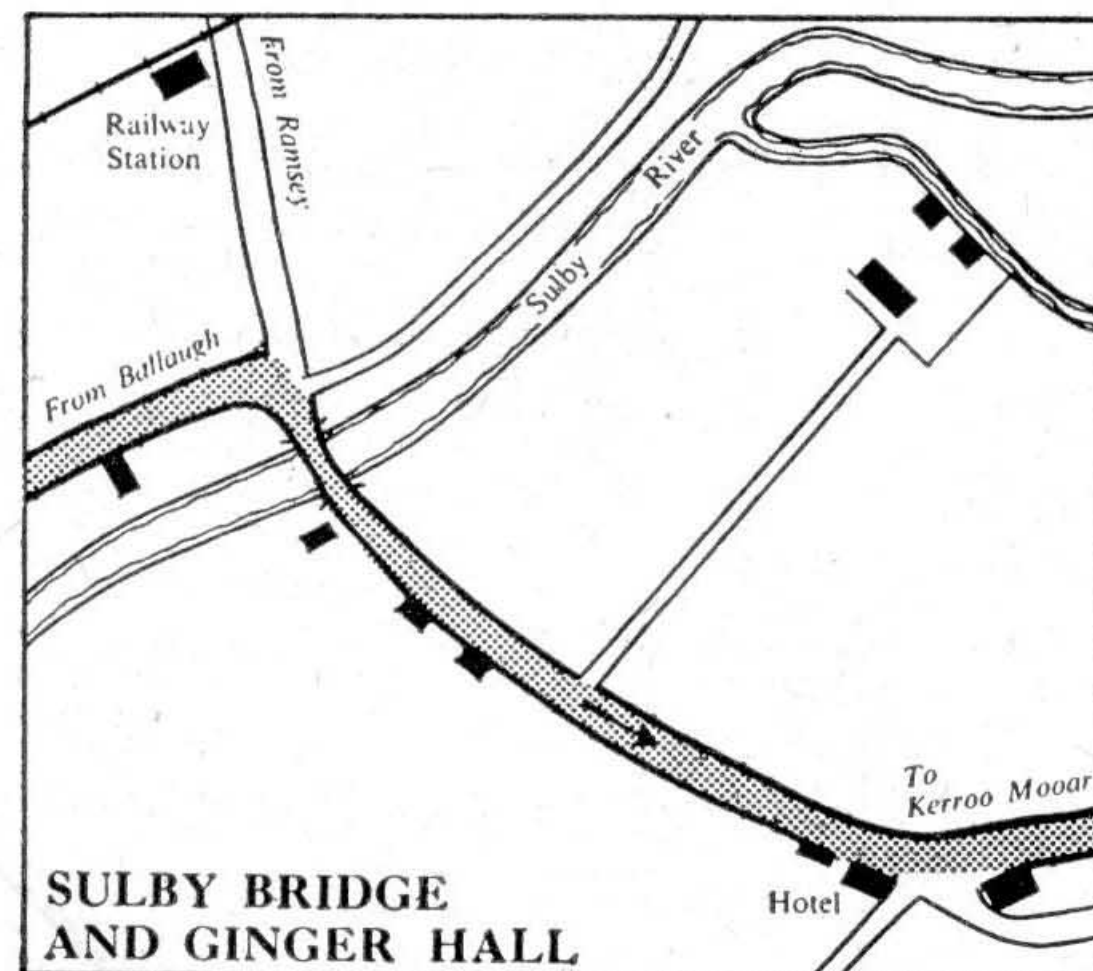
Ballaugh (17 miles)

A section renowned for the spectacular leaps caused by the bridge, and a favourite spot for photographers, it takes first-class riding skill to negotiate the right-hand bend immediately after landing. Accessible to private transport from Ramsey, Sulby Straight, Sulby Bridge and from Douglas, Braddan Bridge and St. Ninians. Steam Trains Douglas — 55-m.: Peel — 20-m.: Ramsey—20-m.).



Sulby Bridge — Ginger Hall (20 miles)

Following one of the fastest stretches of the course (Sulby Straight), the bridge has to be negotiated with great care and demands excellent braking. Rapid acceleration through Ginger Hall. Public address System and "Round the Course" broadcast commentaries. Accessible to private transport from Ramsey and Ballaugh, and from the Bungalow inside the course. Steam Trains to Sulby Glen or Sulby Bridge Stations (Douglas 1-h. 5-m.: Peel—30-m.: Ramsey—10-m.).

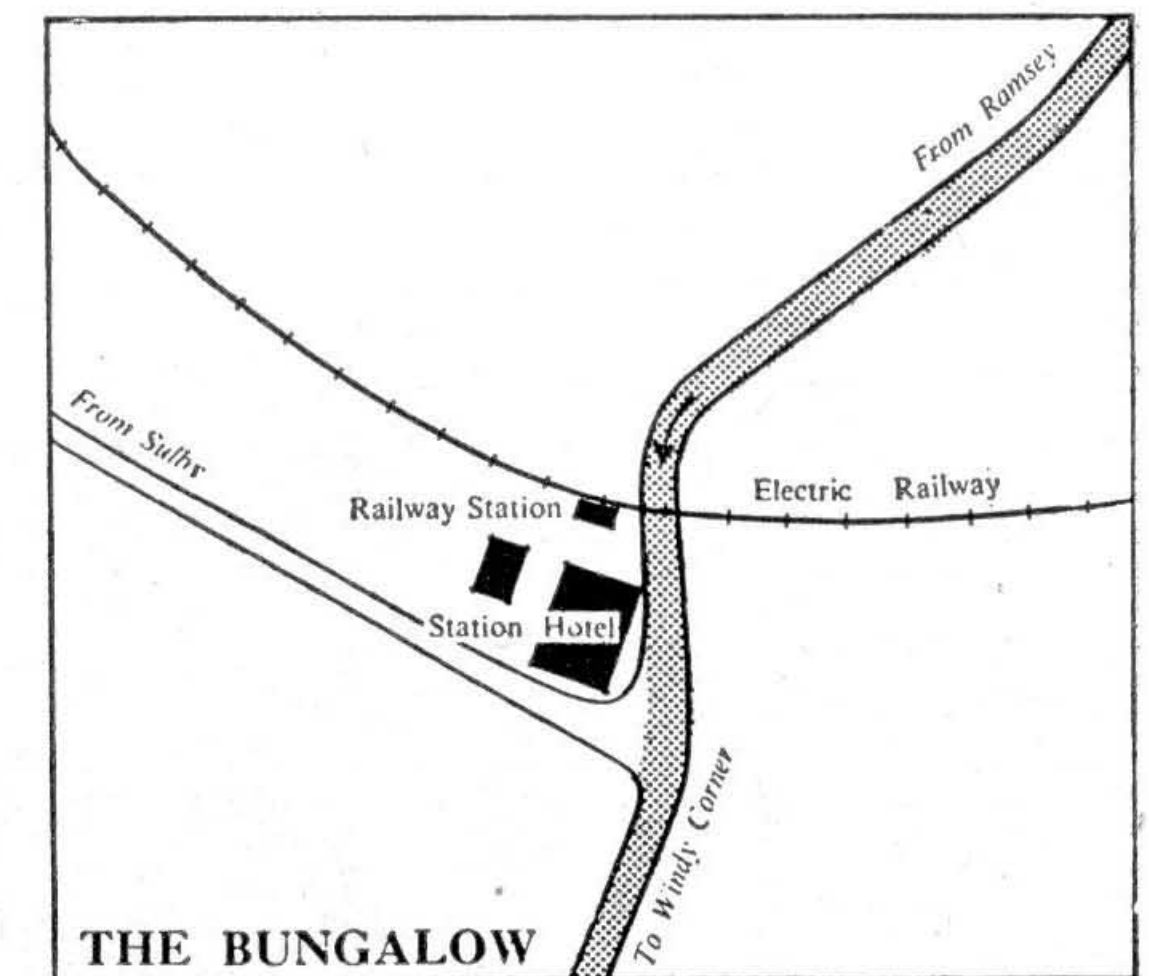


Ramsey (24 miles)

In Parliament Square loudspeakers relay the grandstand and "Round the Course" commentary. A variety of corners can be watched within a short walking distance, including the famous Hairpin, start of the gruelling 1,400-ft. mountain climb. Private transport from Douglas via Laxey coast road. Steam Trains (Douglas—1-h. 15-m.: Peel—50-m.). Electric train (Douglas—1-h. 15-m.: Bungalow via Laxey—1-h. 15-m.).

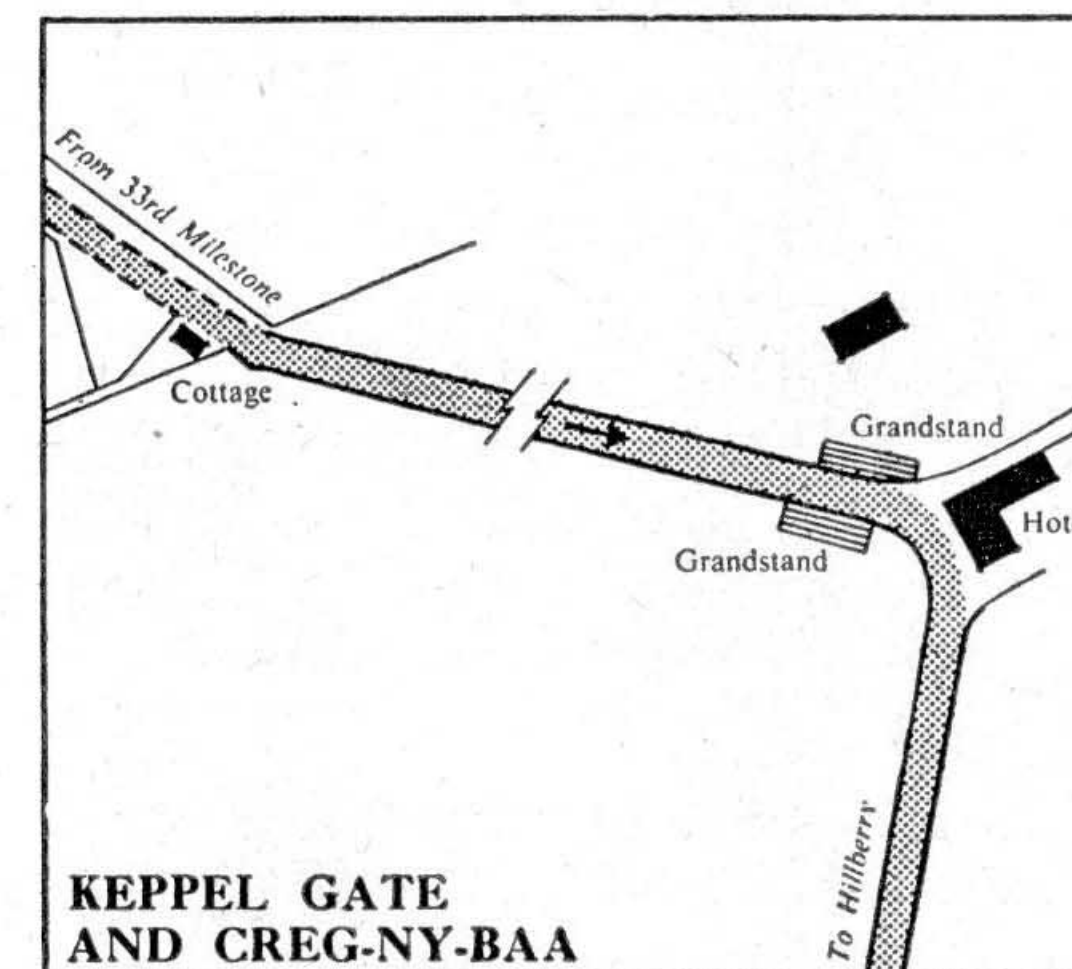
The Bungalow (31 miles)

This very fast left and right hand bend forms the focal point of the Mountain stretch for the walker, who has free access to the many fast corners for miles on either side. Access from Sulby by road inside the course. Public address system and "Round the Course" broadcast commentaries. Electric Trains run to the outside of the course from Laxey (Douglas—1-h.: Ramsey—1-h. 15-m.). The popularity of the spot makes an early start advisable.

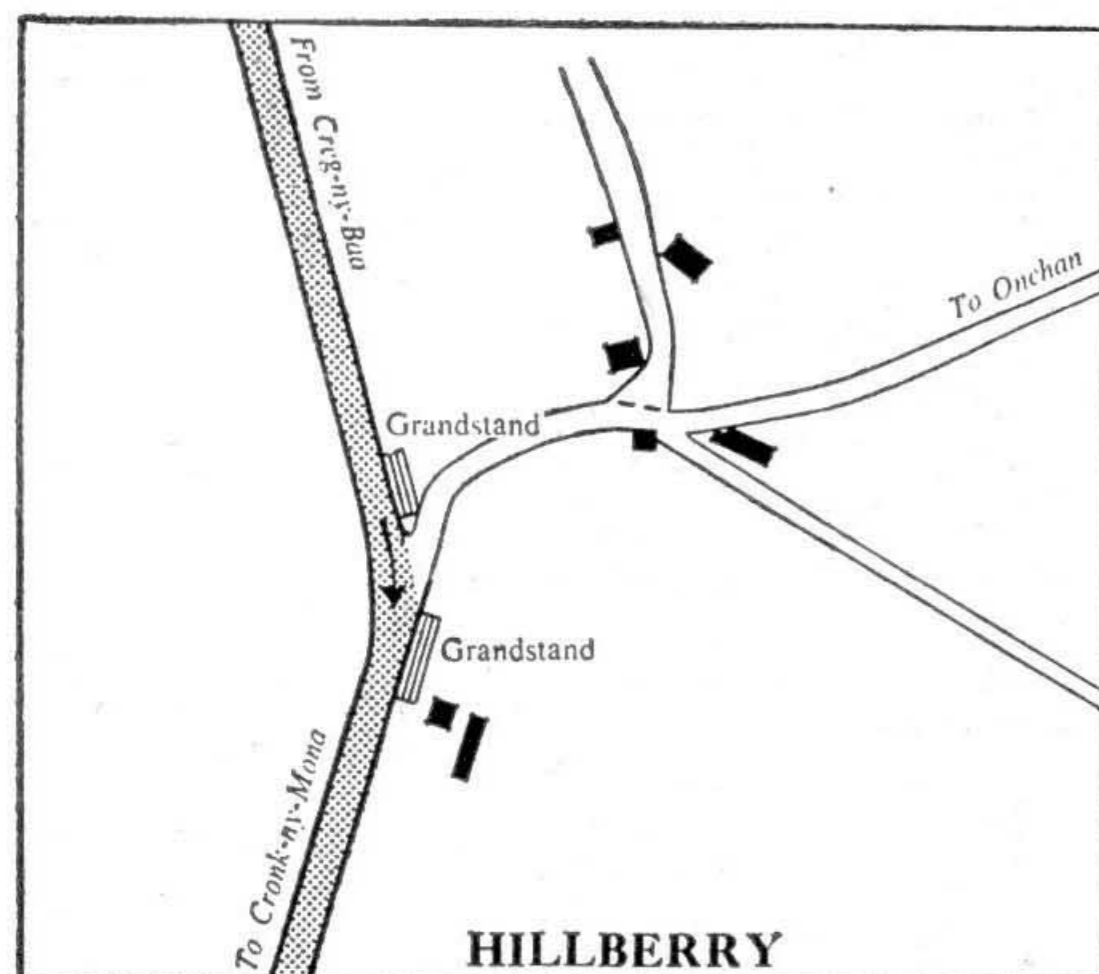


Keppel Gate and Creg-ny-Baa (34 miles)

After accelerating to maximum speed from Kate's Cottage drivers must brake to almost 30-m.p.h. for the right-angled corner, followed by immediate acceleration down to Brandish Corner—one of the most exacting and thrilling sections of the course. Public address system and "Round the Course" broadcast commentaries at Creg-ny-Baa. Accessible by road from Douglas and Laxey; and, before the roads close, by coach.



Where to watch and how to get there—cont.

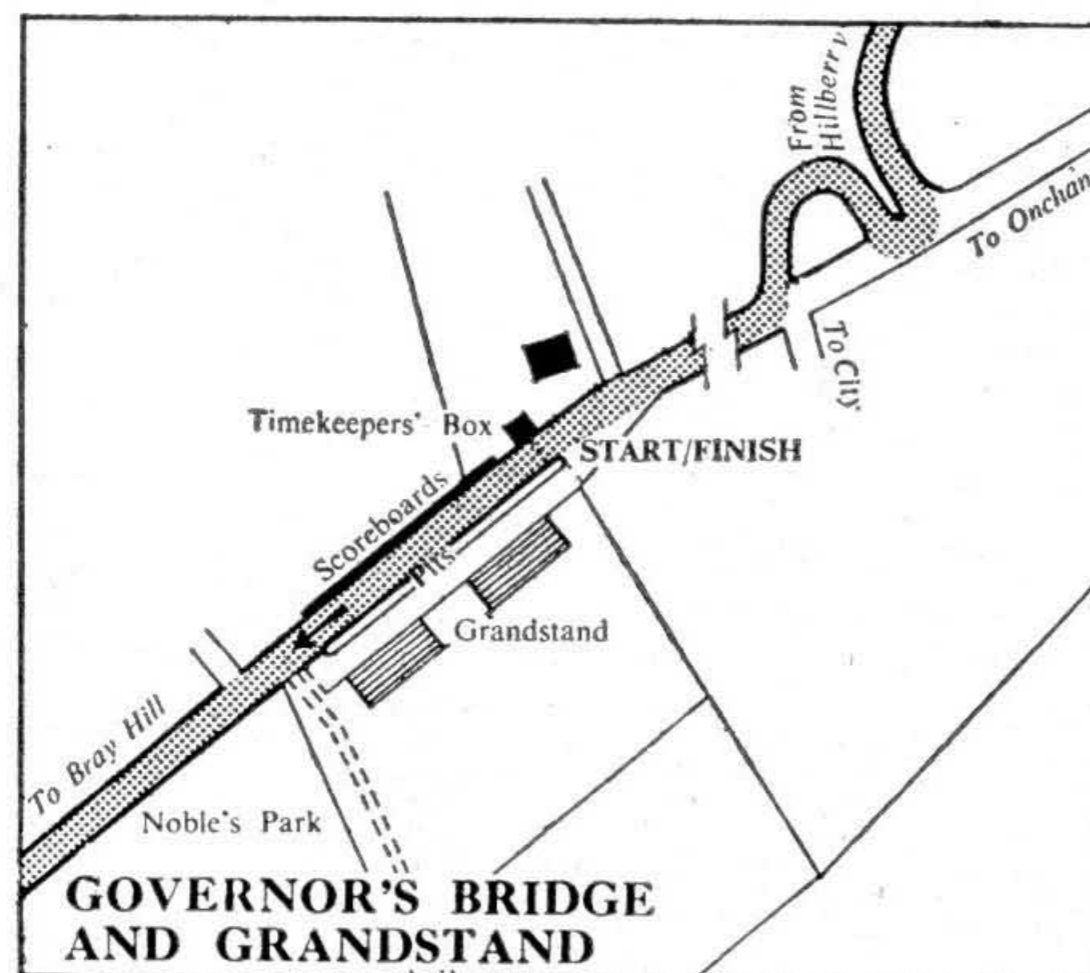


Hillberry (36 miles)

A very fast sweeping right-hander within easy reach of Douglas and with excellent spectator accommodation. Public address system and "Round the Course" broadcast commentaries. Also nearby are Cronk-ny-Mona and Signpost Corner. Buses run frequently inside the course between nearby Cronk-ny-Mona and St. Ninian's (top of Bray Hill). A short walk from Onchan which is served by frequent buses from Douglas.

Governor's Bridge to Quarter Bridge

Between these two difficult corners lies the fast stretch past the Grandstand and down Bray Hill. At the Grandstand a continuous commentary on the races is broadcast from various parts of the course and scoreboards keep the public informed of the progress of every rider (see below). Public address system and "Round the Course" broadcast commentaries have also been arranged at Governor's Bridge, St. Ninian's, Bray Hill and Quarter Bridge. Buses from Victoria Pier and the Villa Marina give access, and a shuttle service runs between the two bridges.



The Scoreboards

At the Grandstand the main Scoreboards show the progress of each competitor throughout the race. On a dial beneath each driver's number a hand indicates the last signalling point passed: O—Start; B—Ballacraigne; K—Kirk Michael; R—Ramsey; M—Bungalow. A bulb above the dial lights when the driver reaches Signpost Corner. Beneath the dial coloured cards show which lap the driver is on; and beneath this the total time taken in hours, minutes and seconds is entered lap by lap.

From the diagram for a three-lap race you can see that: No. 1 has finished; No. 2 was a non-starter; No. 3, on his third lap, has passed the Bungalow and is now at Signpost Corner; No. 4 retired on his second lap after Passing the Bungalow

	O	O	☀	O
	1	2	3	4
PROGRESS	M	B	M	B
	R	K	R	K
	F	NS	3	2
LAP 1	31.3		31.42	32.16
	2	1.3.15	1.4.17	R
	3	1.32.57		



THE 1957

MANX GRAND PRIX
MOTOR CYCLE ROAD RACES

WILL BE HELD ON

SEPTEMBER 3rd — JUNIOR
5th — SENIOR

(SIX LAPS OF THE T.T. COURSE)

Practising will commence on August 26th and continue until September 2nd

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(Entries close 6 p.m. July 13th)
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THE CLYPSE COURSE

The Clypse Course is sufficiently localized to Douglas as to require no special directions so far as public transport is concerned. The general notes on page 38 apply equally to the short course and if you wish to reach the inside of the circuit an early start is recommended.

A map of the T.T. Clypse Course is shown on the reverse of the map of the Mountain Course in the front pocket of the programme. From the Start at the Grandstand, the course takes a right turn at Parkfield to Willaston Corner and another right turn to Edge's Corner. Between Cronk-ny-Mona and Creg-ny-Baa a section of the Mountain Course is covered in the reverse direction, via Hillberry and Brandish Corner. At the Creg it takes the right fork to Ballacoar where a sharp right-hander leads back to Cronk-y-Garroo, Begoade and Hall Corner. Here a right turn is taken on to the main Douglas-Laxey road, down Whitebridge Hill into Onchan village to the Manx Arms and another sharp right hand turn to Signpost Corner, where the course joins the Mountain Circuit back to the Start, except that the hairpin at Governor's Bridge is avoided.

There should be ample facilities for parking of vehicles in a number of fields on that part of the course from Creg-ny-Baa to Hall Corner and in side roads round the remainder of the course.

Spectators will not be permitted at the following points on the course which will be clearly indicated by the Police as "Prohibited Areas":—

- (i) Area on right of course just past four mile mark.
- (ii) Small area on left of course just beyond (i).
- (iii) Whole corner immediately before five mile end.
- (iv) Right and left of course at Hoanes Bends.
- (v) Area on left of course just past Conrhenny Road.
- (vi) Area on left of course about 100 yards beyond (v).
- (vii) Area on left of course about 300 yards beyond (vi).
- (viii) Area on left of course opposite Nursery Hotel entrance.
- (ix) Large area on left of course beyond Nursery Bends.

The references to each side of the course are in relation to the direction in which the drivers will travel.

Tourist Trophy Entry Lists

in alphabetical order of make

Junior International

Motor Cycle: Cubic Capacity; Make; Type; Bore and Stroke.

Racing No.	Entrant and Licence No.	Driver and Licence No.
348 A.J.S. Single Cylinder 74 x 81		
6	S. R. Cameron (1269)	Entrant
7	Jenkin & Purser, Ltd. (896)	D. T. Powell (1347)
12	Bermondsey M.C.C. (916)	L. S. Rutherford (3159)
21	R. Fay (3224)	Entrant
28	Arbour Motors (912)	O. E. Greenwood (3264)
32	Norman Stokes Motor Cycles (876)	J. Glazebrook (3095)
35	Leicester M/Cycle Auto Sales (918)	A. W. Jones (3130)
39	U. Gate (1648)	Entrant
49	Jenkin & Purser, Ltd. (896)	R. Ferguson (2674)
64	Bill Bancroft (884)	H. Plews (3104)
65	L. B. Ranson (3267)	Entrant
68	A. F. J. D. Martin (3280)	Entrant
73	J. D. Brindley (1284)	Entrant
349 A.J.S. Single Cylinder 75.5 x 78		
8	Arter Bros., Ltd. (557)	G. A. Murphy (3182)
14	New Zealand A.C.U.	J. D. Anderson (3228)
22	Arter Bros., Ltd. (557)	D. Christian (3235)
29	M.C.R.C. of New South Wales	R. G. Thomson (1378)
53	New Zealand A.C.U.	N. C. McCutcheon (3227)
77	Arter Bros., Ltd. (557)	K. Bryen (1343)
348 B.S.A. Single Cylinder 71 x 88		
4	H. B. Lowe (1270)	Entrant
19	Walter Wragg, Ltd. (862)	J. B. Denton (3120)
23	Elms Metals (535)	A. E. Moule (1316)
24	James Ball (551)	F. Wallis (1306)
44	Newcastle & D.M.C., Ltd. (907)	L. Carr (1436)
50	P. Davey (3219)	Entrant
60	Marsh & Fry, Ltd. (552)	K. W. James (1283)
61	H. Grant (3250)	Entrant
76	G. A. Northwood (3222)	Entrant
83	Len Turner (Motorcycles), Ltd. (910)	W. C. Hancock (3114)
84	A. Aharonian (1105)	Entrant
348 B.S.A. Single Cylinder 72 x 86		
74	Ingles Provincial Garages, Ltd. (875)	C. F. Salt (3110)
350 Gilera Four Cylinder 46 x 52.6		
25	A.C.C. of Australia	R. N. Brown (3185)
27	Moto Gilera (744)	G. E. Duke (1207)
79	Moto Gilera (744)	R. McIntyre (1352)
350 M.V. Four Cylinder 47.5 x 49		
16	Meccanica Verghera (753)	J. Surtees (1225)
20	Meccanica Verghera (753)	U. Masetti (1901)



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on the Golden Jubilee of
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1957 is an anniversary year for us as well. We are celebrating the twenty-fifth anniversary of the formation of Shell-Mex and B.P. Ltd. We are proud that during these twenty-five years we have been at all the T.T. races held in the Isle of Man, and individually Shell and BP have been associated with the T.T. from the earliest days.

At this time of mutual celebration we offer every good wish for the continued prosperity and success of this great sporting event. We are also proud of the service we provide for riders and their pit staff and we hope that our fuels and lubricants will bring even greater success to all our friends in this our joint jubilee year.

**Racing
No.**

Entrant and Licence No.

Driver and Licence No.

349 Moto Guzzi Single Cylinder 75 x 79

18	Wheeler Motors of Epsom (546)	...	...	A. Wheeler (1267)
37	Moto Guzzi (749)	...	...	K. Campbell (1361)
52	Moto Guzzi (749)	...	...	R. Dale (1266)
72	E. Lorenzetti (1879)	...	...	Entrant
82	Moto Guzzi (749)	...	...	J. Clark (3094)

348 Norton Single Cylinder 71 x 88

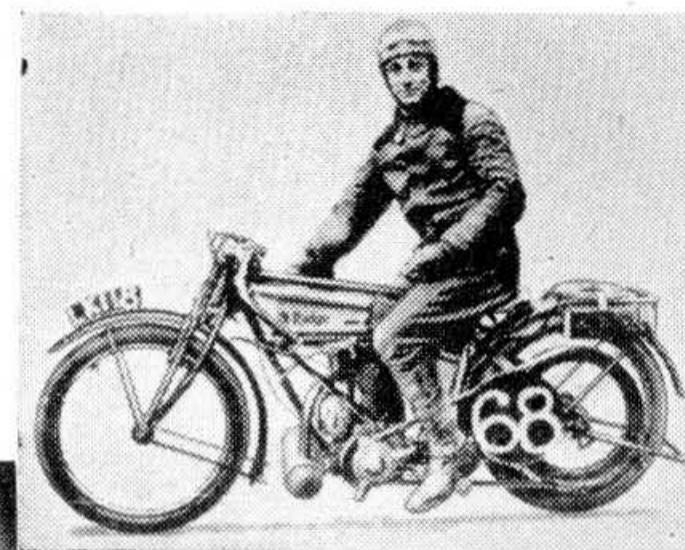
3	K. Willis (3255)	...	...	Entrant
11	Reg Dearden (542)	...	...	J. R. Banks (1222)

348 Norton Single Cylinder 76 x 76.7

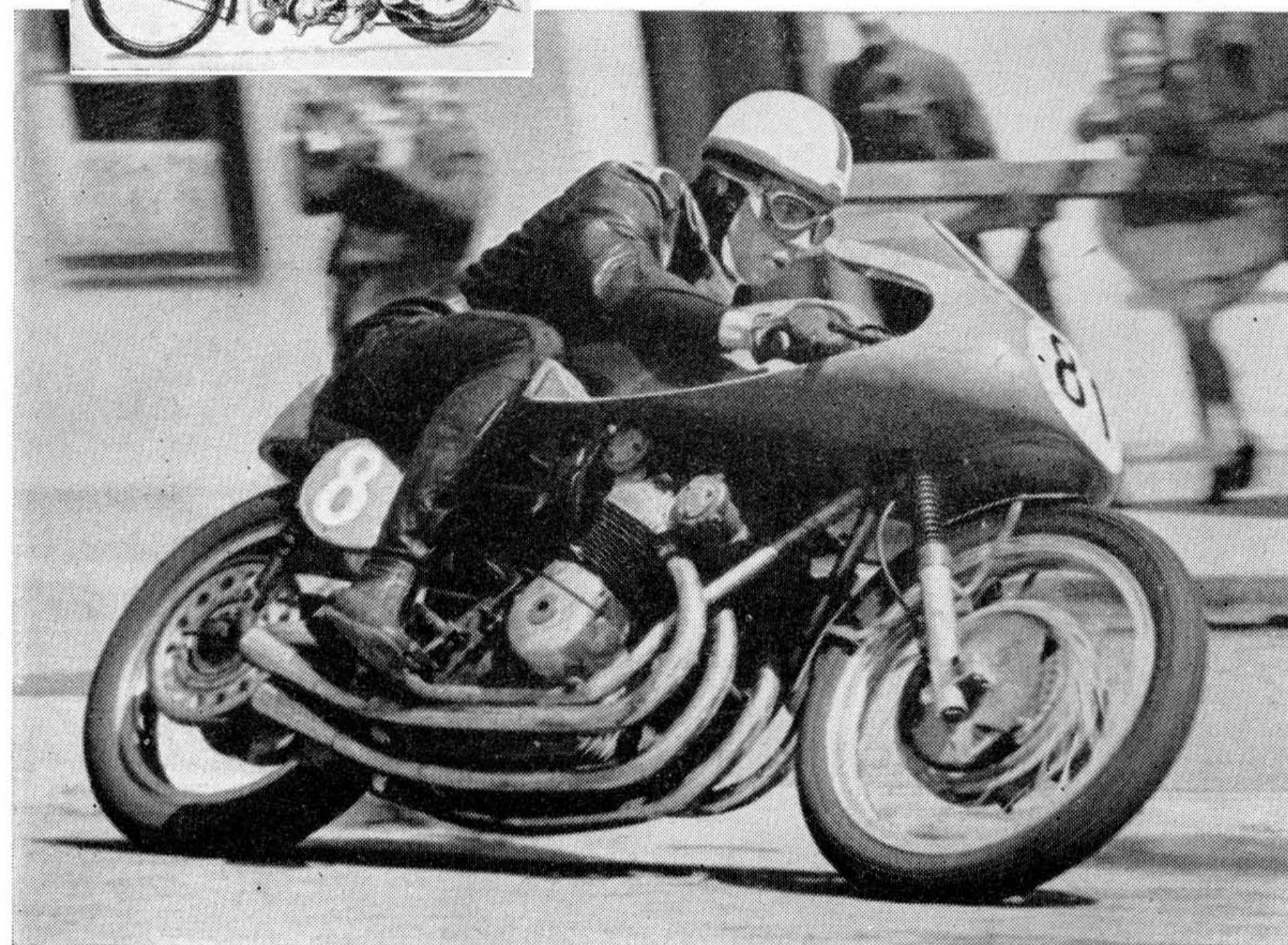
1	Bill Doran (914)	...	...	G. T. Salt (1255)
2	Reg Dearden (542)	...	...	G. R. Costain (3171)
5	Barrow Motor Co., Ltd. (532)	...	...	D. V. Chadwick (3216)
9	Lord Montagu of Beaulieu (906)	...	...	J. Brett (3236)
10	S. E. Hanson (861)	...	...	G. A. Catlin (3168)
15	M.C.R.C. of New South Wales	...	...	H. Hinton (3211)
17	K. E. Tully (1234)	...	...	Entrant
26	W. Robertson (1456)	...	...	Entrant
30	Canadian Motorcycle Association	...	...	H. H. Wieland (1104)
31	Reg Dearden (542)	...	...	J. J. Wood (1305)
34	A. R. Capner (3183)	...	...	Entrant
36	Messrs. Wests (Lincoln), Ltd. (874)	...	...	B. Freestone (3096)
38	Hallens of Cambridge, Ltd. (919)	...	...	B. Codd (3105)
40	G. K. Rae (544)	...	...	G. B. Tanner (3109)
41	Reg Dearden (542)	...	...	A. J. Trow (3098)
42	Canadian Motorcycle Association	...	...	D. F. Tickle (1101)
43	E. A. Barrett (3253)	...	...	Entrant
45	R. M. Harding (3072)	...	...	Entrant
46	Denis Parkinson (895)	...	...	J. Buchan (3144)
47	V. T. Williams (3278)	...	...	Entrant
48	R. A. Rowbottom (3081)	...	...	Entrant
51	K. H. Tostevin (1213)	...	...	Entrant
54	I. F. Yeates (3132)	...	...	Entrant
55	Reg Dearden (542)	...	...	R. B. Rensen (1220)
56	R. H. King (1356)	...	...	Entrant
57	L. J. B. R. French (901)	...	...	D. G. Chapman (3100)
58	Joseph Potts, Ltd. (559)	...	...	A. King (1239)
59	R.A.C. of South Africa	...	...	S. G. Setaro (1282)
62	J. W. Beevers (1330)	...	...	Entrant
63	A.C.C. of Australia	...	...	E. Hinton (3210)
66	R. Harris (911)	...	...	M. P. O'Rourke (3123)
67	Wincheap Garage (533)	...	...	D. Minter (1262)
69	B. H. King (1447)	...	...	Entrant
70	Cyril Smith (890)	...	...	F. A. Norris (3090)
71	A.C.C. of Australia	...	...	R. Barker (3217)
75	G. Monty & Dudley-Ward (M/Cycles) (878)	...	...	R. Anderson (1235)
80	New Zealand A.C.U.	...	...	J. G. Hempleman (3226)
81	B. P. Setchell (3249)	...	...	Entrant
85	G. Guarnieri (2847)	...	...	Entrant
86	E. W. Bowers (550)	...	...	J. Hartle (1295)
87	Gordon Woodman (872)	...	...	R. H. Lilley (3165)
88	Reg Dearden (542)	...	...	F. Fox (3273)
89	Fron Purslow Motor Cycles (883)	...	...	B. G. Purslow (3187)

348 Velocette Single 74 x 81

33	E. A. Lavington (3247)	Entrant
78	J. W. & T. H. Carter, Ltd. (877)	H. Hartley (1354)
90	Reg Dearden (542)	P. Tait (3189)



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250 c.c. Lightweight International

Motor Cycle: Cubic Capacity; Make; Type; Bore and Stroke.

Racing No.	Entrant and Licence No.	Driver and Licence No.
Adler Twin Cylinder 54 x 54		
20	H. Luttenberger (692)	Entrant
249 Benelli Single Cylinder 65 x 75		
35	F. E. Heath (3191)	Entrant
247 CZ Single Cylinder 68 x 68		
1	Ustredni Automotoklub CSR (1)	F. Stastny (1108)
16	Ustredni Automotoklub CSR (1)	F. Bartos (1109)
40	Ustredni Automotoklub CSR (1)	J. Kostir (1115)
250 Dot Twin Cylinder 50 x 63.5		
32	Dot Cycle & Motor Mfg. Co., Ltd. (867)	A. King (1239)
250 E.M.C. Twin Cylinder 45 x 78		
24	J. Ehrlich (899)	D. H. Edlin (1392)
245 G.M.S. Single Cylinder 71 x 62		
15	G. Monty & Dudley-Ward (M/Cycles) (878)	R. Anderson (1235)
248 I.F.T. Norton Single Cylinder 71 x 62.5		
19	Lawton & Wilson, Ltd. (882)	J. R. Clark (3094)
247 L.M.A. Special Twin Cylinder 54 x 54		
34	Leicester Motorcycle Auto-Sales (918)	A. W. Jones (3130)
249 M. & F. Excelsior Single Cylinder 67 x 70.65		
7	Marsh & Fry, Ltd. (552)	K. W. James (1283)
250 Mondial Single Cylinder 69 x 57.8		
4	Hill's Engineering Works, Ltd. (9)	S. H. Miller (2672)
29	A. R. Taylor Garages, Ltd. (558)	C. C. Sandford (1389)
248 Moto Guzzi Single Cylinder 68 x 68		
21	W. J. Maddrick (1238)	Entrant
27	E. Lorenzetti (1879)	Entrant
36	Wheeler Motors of Epsom (546)	A. Wheeler (1267)
37	Broadway Motor (Southall) (913)	J. Baughn (3254)
203 M.V. Agusta Single Cylinder 68 x 56		
9	S. E. Hanson (861)	G. A. Catlin (3168)
17	Porters of Spalding (886)	R. W. Porter (3133)
23	M.V. Distributors, Ltd. (545)	M. P. O'Rourke (3123)
25	L. Tinker (1103)	Entrant
26	M.V. Distributors, Ltd. (545)	D. Chadwick (2316)
250 M.V. Agusta Single Cylinder 72.7 x 60		
2	Meccanica Verghera (753)	R. Colombo (1891)
3	Meccanica Verghera (753)	L. Taveri (1497)
6	Meccanica Verghera (753)	C. Ubbiali (1895)
33	Meccanica Verghera (753)	F. Libanori (1925)
246 Norton Single Cylinder 70 x 64		
38	Joseph Potts, Ltd. (559)	R. McIntyre (1352)
248 Norton Single Cylinder 69 x 67		
43	Chas. E. Cope & Sons, Ltd. (531)	E. F. Cope (1216)
247 N.S.U. Single Cylinder 69 x 66		
5	F. Camathias (1457)	Entrant
10	Hill's Engineering Works, Ltd. (9)	J. J. Wood (1305)
12	B. Peden (1246)	Entrant
14	A.C.C. of Australia	R. N. Brown (3185)



50 Years of Technical Progress

On this Golden Anniversary of the T.T. Races we congratulate the Auto Cycle Union and pay tribute to their contribution towards the increase in popularity of motor cycle racing during the past 50 years. The lessons learned under T.T. Racing conditions have greatly helped in the development of new Esso petrols and motor oils, which in turn have played a vital part in the progress and development of engine design.

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Racing

No.	Entrant and Licence No.	Driver and Licence No.
18	A. G. Horne (894)	J. G. Horne (3225)
30	Hill's Engineering Works, Ltd. (9)	D. Andrews (2700)
31	A. G. Horne (894)	G. Henderson (1415)
39	Fron Purslow (Motor Cycles) (883)	F. Purslow (3186)
41	A. G. Horne (894)	T. E. Rutherford (1279)
248 R.E.G. Twin Cylinder 54 x 54		
28	Eric W. Bowers (550)	J. Hartle (1295)
248 Velocette Single Cylinder 68 x 68		
8	Civil Service M.A., Ltd. (866)	E. S. Chapman (1318)
11	Reg Dearden (542)	W. A. Smith (1210)
22	R. M. Harding (3072)	Entrant
42	R. B. Rensen (1220)	Entrant

125 c.c. Lightweight International**Racing**

No.	Entrant and Licence No.	Driver and Licence No.
122 Anelay Single Cylinder 50 x 62		
29	Anelays (Blackburn), Ltd. (865)	K. Martin (3246)
123 CZ Single Cylinder 55 x 52		
5	Ustredni Automotoklub CSR (I)	F. Bartos (1109)
9	Ustredni Automotoklub CSR (I)	V. Parus (1114)
125 E.M.C. Twin Cylinder 38.5 x 55		
10	J. Ehrlich (899)	J. W. Dakin (3193)
11	A. R. Capner (3183)	Entrant
125 Fruin Special Single Cylinder 55 x 52.5		
30	H. L. Fruin (1250)	Entrant
125 Gilera Twin Cylinder		
8	Moto Gilera (744)	R. Ferri (1894)
125 L.C.H. Single Cylinder 55 x 52.5		
24	Totton & D.M.C.C. (892)	L. C. Harfield (3192)
125 L.E.F. Single Cylinder 55 x 52.5		
12	Lewis, Ellis & Foster, Ltd. (539)	E. Pantlin (3178)
124 M.V. Agusta Single Cylinder 53 x 56		
1	G. Guarnieri (2847)	Entrant
2	Wheeler Motors of Epsom (546)	A. Wheeler (1267)
4	Meccanica Verghera (753)	L. Taveri (1497)
7	W. J. Maddrick (1238)	Entrant
15	Meccanica Verghera (753)	F. Libanori (1925)
16	Porters of Spalding (886)	R. W. Porter (3133)
17	Meccanica Verghera (753)	R. Colombo (1891)
18	J. Baughn (3254)	Entrant
19	J. Ehrlich (899)	D. H. Edlin (1392)
22	H. Luttenberger (692)	Entrant
23	W. M. Webster of Crewe (868)	W. M. Webster (1368)
25	Meccanica Verghera (753)	C. Ubbiali (1895)
26	Bob Keeler Motor-Cycles, Ltd. (915)	G. Ewer (3271)
27	M.V. Distributors, Ltd. (545)	D. Chadwick (3216)
28	L. Tinker (1103)	Entrant
32	M.V. Distributors, Ltd. (545)	M. P. O'Rourke (3123)
33	Chas. E. Cope & Sons, Ltd. (531)	E. F. Cope (1216)

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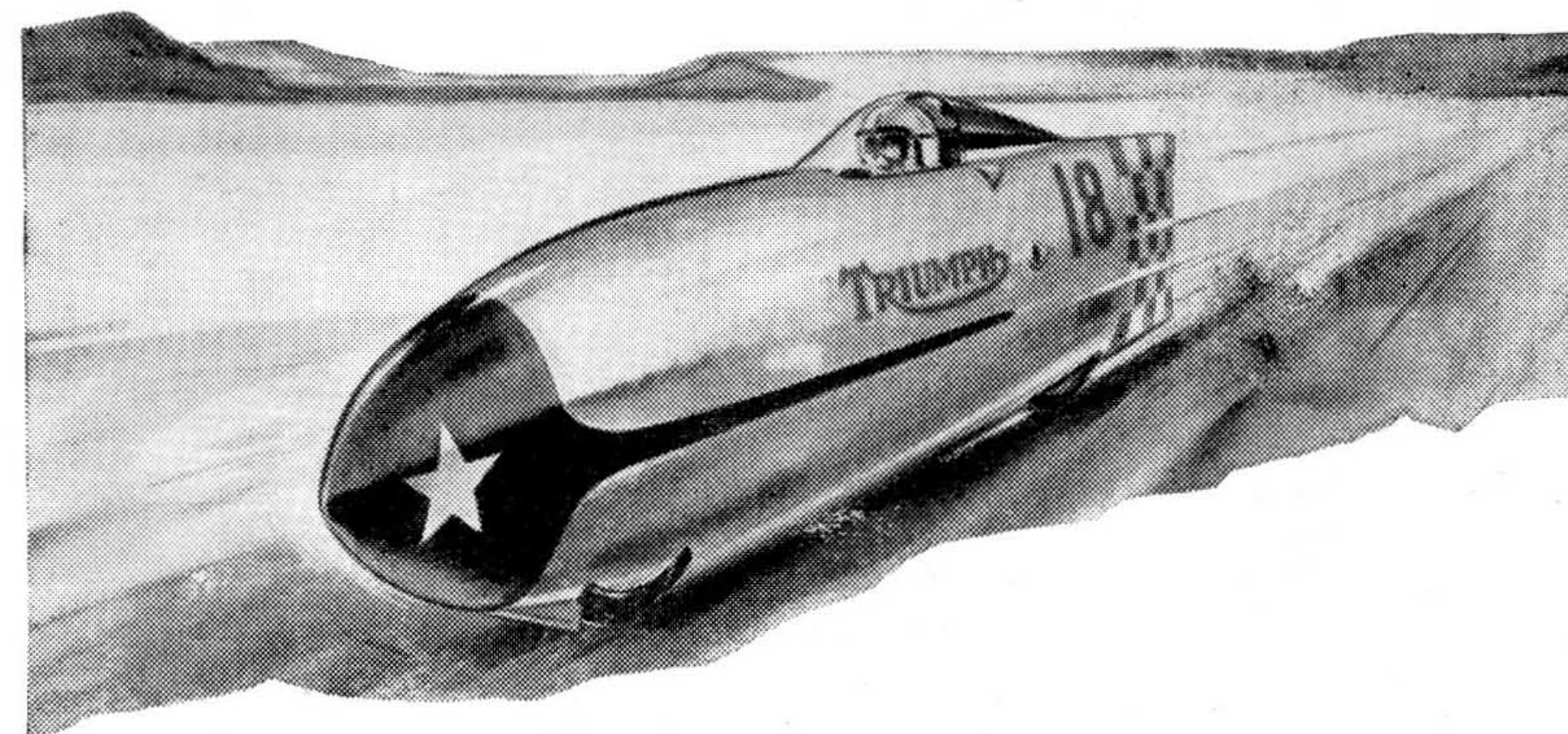
BSA MOTOR CYCLES LTD., 119, ARMOURY ROAD, BIRMINGHAM, 11.

Racing No.	Entrant and Licence No.	Driver and Licence No.
124 Mondial Single Cylinder 53 x 56		
6	A. R. Taylors Garages, Ltd. (558) ...	C. C. Sandford (1389)
14	Hill's Engineering Works, Ltd. (9) ...	S. H. Miller (2672)
20	D. H. Allen (1226) ...	Entrant
125 Montesa Single Cylinder 51.5 x 60		
31	J. Bound (1370) ...	Entrant
123 N.S.U. Single Cylinder 52 x 58		
21	B. Peden (1246) ...	Entrant
124 Triumph Single Cylinder 53 x 52.5		
3	Fron Purslow (Motor Cycles) (883) ...	F. Purslow (3186)

International Sidecar

Racing No.	Entrant and Licence No.	Driver and Licence No.	Passenger
499 B.S.A. Single Cylinder 85 x 86			
14	F. Muhlemann (1492) ...	Entrant ...	W. Reusser (1500)
492 B.M.W. Twin Cylinder 68 x 72			
23	W. Schneider (769) ...	Entrant ...	H. Strauss (795)
28	F. Hillebrand (607) ...	Entrant ...	M. Grunwald (783)
498 B.M.W. Twin Cylinder 68 x 68			
25	F. Camathias (1457) ...	Entrant ...	J. Galliker (1482)
498 E.T.Y. Triumph Twin Cylinder 63 x 80			
20	E. T. Young (3269) ...	Entrant ...	D. C. Young (3270)
499 Norton Single Cylinder 86 x 85.62			
1	E. W. Bowers (550) ...	E. Walker (3102) ...	D. G. Roberts (3158)
2	L. W. Taylor (3277) ...	Entrant ...	F. P. Glover (3243)
4	Elms Metals (535) ...	W. G. Boddice (3204) ...	W. Canning (3205)
5	C. Freeman (3215) ...	Entrant ...	T. Leek (3233)
6	A. Young (1297) ...	Entrant ...	A. C. Partridge (3241)
7	Denis Parkinson (895) ...	F. Taylor (3245) ...	B. Simpson (3274)
8	Arbour Motors (912) ...	O. E. Greenwood (3264) ...	"E. Quilibrium" (3265)
10	L. C. Green & Son (891) ...	B. N. Green (3173) ...	W. E. Rushmere (3174)
12	L. Marcelli (1902) ...	Entrant ...	L. Dobelli (1921)
15	Reg Dearden (542) ...	G. Humby (3214) ...	G. Deakin (1319)
16	O.W.L.S. Motor Club (889) ...	P. Woollett (3083) ...	M. J. Candy (3199)
17	R.A.C. of South Africa ...	V.J.R. Rowlands (3206) ...	D. C. Alcock (3275)
18	S. H. Hoskison (548) ...	F. Hanks (3103) ...	E. Dorman (3155)
19	Mobyke Accessories, Ltd. (881) ...	J. W. Beevers (1330) ...	W. J. Mundy (3112)
21	Eric Oliver (Motor Cycles), Ltd. (879) ...	D. H. Saywood (3252) ...	L. T. White (3256)
22	Watsonian Sidecars, Ltd. (887) ...	C. Smith (3076) ...	E. J. Bliss (1245)
24	Reg Cross (905) ...	J. Beeton (3190) ...	C. Billingham (3266)
26	G. Monty & Dudley-Ward (M/Cycles) (878) ...	J. Swindells (3195) ...	B. Bliss (3202)
27	Eric Oliver (M/Cycles), Ltd. (879) ...	P. V. Harris (3164) ...	R. M. Campbell (3209)
29	J. Drion (1) ...	Entrant ...	I. Stoll (615)
499 Norton Single Cylinder 79.62 x 100			
3	Angus Motor Cycles (898) ...	P. Overall (3107) ...	D. Overall (3106)
9	P. J. R. Millard (1231) ...	Entrant ...	S. Teather (1252)
11	R.P.M. (Chelmsford), Ltd. (555) ...	D. R. Yorke (3201) ...	G. E. Tyler (3203)

TRIUMPH



**HOLDER OF THE
WORLD MOTORCYCLE
SPEED RECORD**

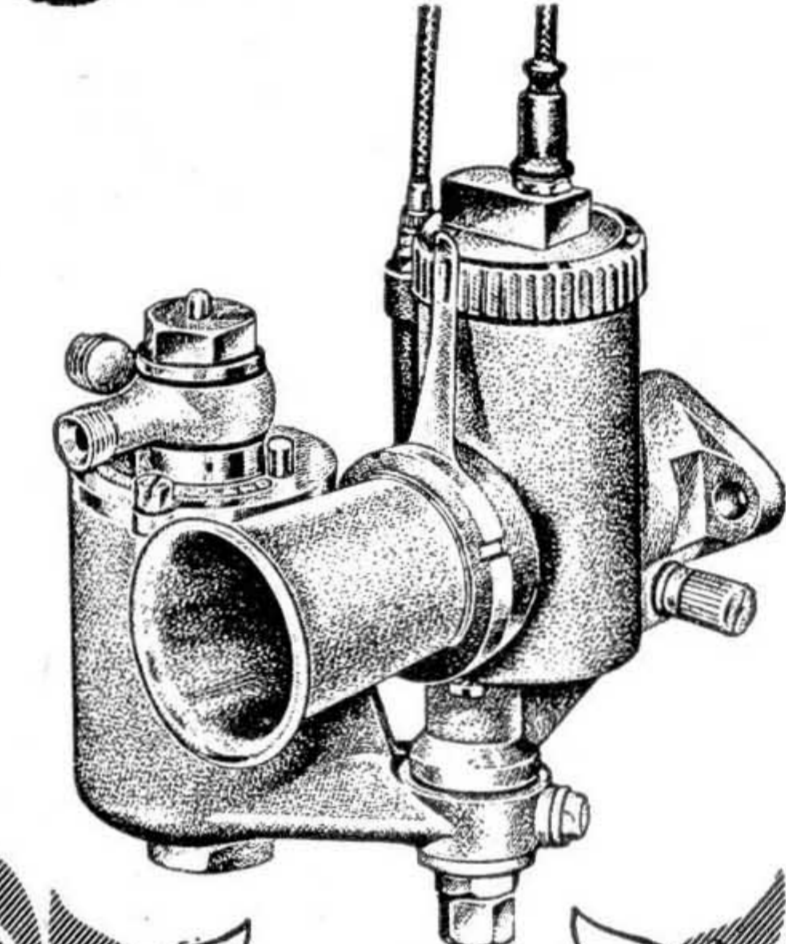
**214
MILES PER HOUR**

**Achieved by a 650 c.c. unsupercharged
TRIUMPH at Bonneville Salt Flats,
6th September, 1956. Rider Johnny Allen**

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

Senior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
348 A.J.S. Single Cylinder 74 x 81		
16	S. R. Cameron (1269)	Entrant
24	Norman Stokes Motor Cycles (876)	J. Glazebrook (3095)
41	Leicester Motorcycles Auto-Sales (918)	A. W. Jones (3130)
348 B.S.A. Single Cylinder 71 x 88		
8	H. Grant (3250)	Entrant
17	G. A. Northwood (3222)	Entrant
499 B.S.A. Single Cylinder 86 x 86		
2	Ingles Provincial Garages, Ltd. (875)	C. F. Salt (3110)
499 B.S.A. Single Cylinder 85 x 88		
27	H. B. Lowe (1270)	Entrant
45	A. Aharonian (1105)	Entrant
56	P. A. Davey (3219)	Entrant
62	Len Turner (M/Cycles), Ltd. (910)	W. C. Hancock (3114)
72	J. G. Pennington (3196)	Entrant
73	Dunlop Car & Motorcycle Club (870)	A. H. Mustard (3151)
77	James Ball (551)	F. Wallis (1306)
498 B.M.W. Twin Cylinder 68 x 68		
39	W. Zeller (661)	Entrant
500 Gilera Four Cylinder 52 x 58		
26	Moto Gilera (744)	G. E. Duke (1207)
76	A.C.C. of Australia	R. N. Brown (3185)
78	Moto Gilera (744)	R. McIntyre (1352)
498 Matchless Twin Cylinder 66 x 72.8		
11	Seaton Delaval & D.M.C. (893)	L. Carr (1436)
49	Arter Bros., Ltd. (557)	D. Christian (3235)
54	Jenkin & Purser, Ltd. (896)	R. Ferguson (2674)
58	Bob Foster (547)	K. Bryen (1343)
65	Arter Bros., Ltd. (557)	G. A. Murphy (3182)
66	M.C.R.C. of New South Wales	R. G. Thomson (1378)
80	Jenkin & Purser, Ltd. (896)	D. T. Powell (1347)
349 Moto Guzzi Single Cylinder 75 x 79		
21	Wheeler Motors of Epsom (546)	A. Wheeler (1267)
499 Moto Guzzi Single Cylinder 88 x 82		
43	Lawton & Wilson (882)	J. R. Clark (3094)
500 Moto Guzzi Single Cylinder 88 x 82		
or Eight Cylinder 44 x 41		
18	Moto Guzzi (749)	R. Dale (1266)
31	Moto Guzzi (749)	K. Campbell (1361)
500 M.V. Agusta Four Cylinder 52 x 58		
29	Meccanica Verghera (753)	U. Masetti (1901)
64	Meccanica Verghera (753)	J. Surtees (1225)
348 Norton Single Cylinder 76 x 76.7		
37	W. Robertson (1456)	Entrant
53	M. P. O'Rourke (3123)	Entrant
85	R. A. Rowbottom (3081)	Entrant
87	Barrow Motor Co., Ltd. (532)	D. V. Chadwick (3216)



AMAL

THE CARBURETTER OF RECORDS & SUCCESSES

1956 T.T. SUCCESSES

SENIOR T.T.

2nd NORTON	J. Hartle	95.69 m.p.h.
3rd NORTON	J. Brett	94.96 m.p.h.

Manufacturers' Team Prize—Norton

SIDECAR T.T.

1st B.M.W.	F. Hillebrand	70.03 m.p.h.
<i>(fitted with carburetter made by Fischer A. G.)</i>		
2nd NORTON	P. V. Harris	68.71 m.p.h.
3rd NORTON	W. G. Boddice	67.05 m.p.h.

1956 ULSTER GRAND PRIX SUCCESSES

500 c.c.

1st NORTON	J. Hartle	85.66 m.p.h.
2nd MATCHLESS	R. N. Brown	83.99 m.p.h.
3rd MATCHLESS	G. A. Murphy	83.98 m.p.h.

Manufacturers' Team Prize—Norton

The Above Machines were Equipped with Amal Carburetters.

A211

**Racing
No.**

Entrant and Licence No.

Driver and Licence No.

499 Norton Single Cylinder 86 x 85.6

1	Lord Montagu of Bealieu (906)	...	J. Brett (3236)
3	B. J. B. Morle (1233)	...	Entrant
4	Walter Wragg, Ltd. (862)	...	J. B. Denton (3120)
5	Reg Dearden (542)	...	G. R. Costain (3171)
6	B. H. King (1447)	...	Entrant
7	R.A.C. of South Africa	...	S. G. Setaro (1282)
9	K. E. Tully (1234)	...	Entrant
10	V. T. Williams (3278)	...	Entrant
12	New Zealand A.C.U.	...	N. C. McCutcheon (3227)
14	Reg Dearden (542)	...	P. Tait (3189)
15	Denis Parkinson (895)	...	J. Buchan (3144)
19	A.C.C. of Australia	...	E. Hinton (3210)
20	Hallens of Cambridge, Ltd. (919)	...	B. Codd (3105)
22	R. Fay (3224)	...	Entrant
23	E. A. Barrett (3253)	...	Entrant
25	B. Doran (914)	...	G. T. Salt (1255)
28	Association Hongroise de Motocyclisme	...	G. Kurucz (2615)
30	J. W. Beevers (1330)	...	Entrant
33	Reg Dearden (542)	...	R. B. Rensen (1220)
34	Canadian Motorcycle Association	...	D. F. Tickle (1101)
35	K. Willis (3255)	...	Entrant
36	Reg Dearden (542)	...	F. Fox (3273)
40	Wincheap Garage (533)	...	D. Minter (1262)
42	Reg Dearden (542)	...	A. Trow (3098)
44	New Zealand A.C.U.	...	J. D. Anderson (3228)
46	Cyril Smith (890)	...	F. A. Norris (3090)
47	K. H. Tostevin (1213)	...	Entrant
48	M.C.R.C. of New South Wales	...	H. Hinton (3211)
50	R. H. King (1356)	...	Entrant
51	I. F. Yeates (3132)	...	Entrant
52	Joseph Potts, Ltd. (559)	...	A. King (1239)
55	J. D. Brindley (1284)	...	Entrant
57	E. W. Bowers (550)	...	J. Hartle (1295)
59	New Zealand A.C.U.	...	J. G. Hempleman (3226)
60	L. B. Ranson (3267)	...	Entrant
61	Gordon Woodman (872)	...	R. H. Lilley (3165)
63	Milburns Garage (863)	...	R. Cousins (1258)
67	A.C.C. of Australia	...	R. Barker (3217)
68	Reg Dearden (542)	...	J. J. Wood (1305)
69	W. Cusworth (Doncaster), Ltd. (903)	...	D. Walker (1261)
70	B. P. Setchell (3249)	...	Entrant
71	U. Gate (1648)	...	Entrant
74	S. E. Hanson (861)	...	G. A. Catlin (3168)
75	Reg Dearden (542)	...	J. R. Banks (1222)
79	Messrs. Wests (Lincoln), Ltd. (874)	...	B. Freestone (3096)
81	A. R. Capner (3183)	...	Entrant
82	G. Monty & Dudley-Ward (M/Cycles) (878)	...	R. Anderson (1235)
83	Fron Purslow (Motor Cycles) (883)	...	B. Purslow (3187)
84	Bill Bancroft (884)	...	H. Plews (3104)
86	R. M. Harding (3072)	...	Entrant
88	L. J. B. R. French (901)	...	D. G. Chapman (3100)
89	G. K. Rae (544)	...	G. B. Tanner (3109)

499 Norton Single Cylinder 79.62 x 100

32	Elms Metals (535)	...	A. E. Moule (1316)
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348 Velocette Single Cylinder 74 x 81

38	J. W. & T. H. Carter, Ltd. (877)	...	H. Hartley (1354)
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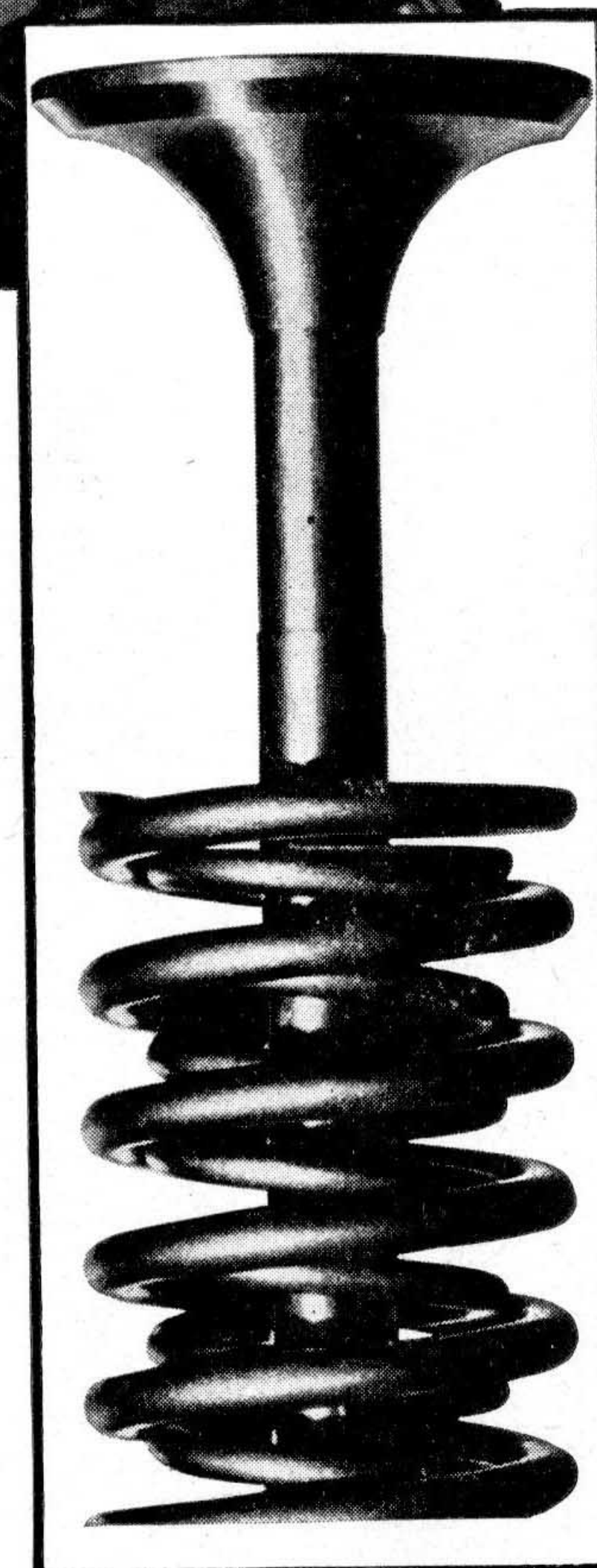


**Do as the
experts do -**

fit TERRY'S
aero quality
valve springs

Your dealer can now supply
all types from stock. A postcard
to us will bring you a list of
springs and accessories by return.

Herbert Terry & Sons Limited, Redditch, England



T.T. Winners

1907—1957

SHORT COURSE

Year	Class	Driver	Time	LAP	M.P.H.
1907	Single Cyl. Class	C. R. Collier	3½ Matchless	10	38.23
1908	Twin Cyl. Class	H. Rem Fowler	5 Norton	10	36.22
1908	Single Cyl. Class	J. Marshall	3½ Triumph	10	40.49
1909	Twin Cyl. Class	H. Reed	5 Dot	10	38.59
1910	—	H. A. Collier	6 Matchless	10	49.00
1910	—	C. R. Collier	5 Matchless	10	50.63

MOUNTAIN AND CLYPSE COURSES

All races on the Mountain Course except where marked with an asterisk, these events being held on the Clypse Course)

LIGHTWEIGHT—125 Class

Year	Driver	Time	LAP	M.P.H.
1951	W. A. C. McCandless	124 Mondial	2	74.85
1952	C. C. Sandford	125 M.V.	2	75.54
1953	R. L. Graham	125 M.V.	3	77.79
1954	R. Hollaus	125 N.S.U.	10	*69.57
1955	C. Ubbiali	125 M.V.	9	*69.67
1956	C. Ubbiali	125 M.V.	9	*69.13

LIGHTWEIGHT—250 Class

Year	Driver	Time	LAP	M.P.H.
1922	G. S. Davison	2½ Levis	5	49.89
1923	J. A. Porter	249 New Gerrard	6	51.93
1924	E. Twemlow	249 New Imperial	6	55.44
1925	E. Twemlow	246 New Imperial	6	57.74
1926	C. W. Johnston	249 Cotton	7	60.20
1927	W. L. Handley	248 Rex-Acme	7	63.30
1928	F. A. Longman	249 O.K. Supreme	7	62.90
1929	S. A. Crabtree	246 Excelsior	7	63.87
1930	J. Guthrie	248 A.J.S.	7	64.71
1931	G. W. Walker	249 Rudge	7	68.98
1932	L. H. Davenport	246 New Imperial	7	70.48
1933	S. Gleave	246 Excelsior	7	71.59
1934	J. H. Simpson	249 Rudge	7	70.81
1935	S. Woods	248 Moto Guzzi	7	71.56
1936	A. R. Foster	246 New Imperial	7	74.28
1937	O. Tenni	248 Moto Guzzi	7	74.72
1938	E. Kluge	248 D.K.W.	7	78.48
1939	E. A. Mellors	246 Benelli	7	74.25
1947	M. Barrington	248 Moto Guzzi	7	73.22
1948	M. Cann	248 Moto Guzzi	7	75.17
1949	M. Barrington	248 Moto Guzzi	7	77.96
1950	D. Ambrosini	248 Benelli	7	78.08
1951	T. L. Wood	248 Moto Guzzi	4	81.39
1952	F. Anderson	248 Moto Guzzi	4	83.82
1953	F. Anderson	248 Moto Guzzi	4	84.73
1954	W. Haas	249 N.S.U.	3	90.88
1955	W. A. Lomas	202 M.V.	9	*71.37
1956	C. Ubbiali	250 M.V.	9	*67.05

JUNIOR

Year	Driver	Time	LAP	M.P.H.
1911	P. J. Evans	2½ Humber	4	41.46
1912	W. H. Bashall	2½ Douglas	4	39.65
1913	H. Mason	2½ N.U.T.	6	41.08
1914	E. Williams	2½ A.J.S.	5	45.72
1920	C. Williams	2½ A.J.S.	5	40.74
1921	E. Williams	2½ A.J.S.	5	52.11
1922	T. M. Sheard	2½ A.J.S.	5	54.75
1923	S. Woods	348 Cotton	6	55.73
1924	K. Twemlow	345 New Imperial	6	56.57
1925	W. L. Handley	348 Rex-Acme	6	65.02
1926	A. Bennett	348 Velocette	7	66.70
1927	F. W. Dixon	344 H.R.D.	7	67.19
1928	A. Bennett	348 Velocette	7	68.65
1929	F. G. Hicks	348 Velocette	7	69.71

1930	H. G. Tyrell Smith	349 Rudge Whitworth	7	71.
1931	P. Hunt	348 Norton	7	73.94
1932	S. Woods	349 Norton	7	77.16
1933	S. Woods	348 Norton	7	78.08
1934	J. Guthrie	348 Norton	7	79.16
1935	J. Guthrie	348 Norton	7	79.14
1936	F. L. Frith	349 Norton	7	80.14
1937	J. Guthrie	349 Norton	7	84.43
1938	S. Woods	348 Velocette	7	84.08
1939	S. Woods	348 Velocette	7	83.19
1947	A. R. Foster	348 Velocette	7	80.31
1948	F. L. Frith	348 Velocette	7	81.45
1949	F. L. Frith	348 Velocette	7	83.15
1950	A. J. Bell	349 Norton	7	86.33
1951	G. E. Duke	349 Norton	7	89.90
1952	G. E. Duke	349 Norton	7	90.29
1953	W. R. Amm	349 Norton	7	90.52
1954	R. W. Coleman	348 A.J.S.	5	91.51
1955	W. A. Lomas	349 Moto Guzzi	7	92.33
1956	T. K. Kavanagh	350 Moto Guzzi	7	89.29

SENIOR

1911	O. C. Godfrey	3½ Indian	5	47.60
1912	F. A. Applebee	3½ Scott	5	48.70
1913	H. O. Wood	3½ Scott	7	48.27
1914	C. G. Pullin	3½ Rudge	6	49.49
1920	T. C. de la Hay	3½ Sunbeam	6	51.79
1921	H. R. Davies	2½ A.J.S.	6	54.49
1922	A. Bennett	3½ Sunbeam	6	58.31
1923	T. M. Sheard	497 Douglas	6	55.55
1924	A. Bennett	490 Norton	6	61.64
1925	H. R. Davies	490 H.R.D.	6	66.13
1926	S. Woods	490 Norton	7	67.54
1927	A. Bennett	490 Norton	7	68.41
1928	C. J. P. Dodson	493 Sunbeam	7	62.98
1929	C. J. P. Dodson	493 Sunbeam	7	72.05
1930	W. L. Handley	499 Rudge Whitworth	7	74.24
1931	P. Hunt	490 Norton	7	77.90
1932	S. Woods	490 Norton	7	79.38
1933	S. Woods	490 Norton	7	81.04
1934	J. Guthrie	490 Norton	7	78.01
1935	S. Woods	499 Moto Guzzi	7	84.68
1936	J. Guthrie	499 Norton	7	85.80
1937	F. L. Frith	499 Norton	7	88.21
1938	H. L. Daniell	499 Norton	7	89.11
1939	G. Meier	494 B.M.W.	7	89.38
1947	H. L. Daniell	499 Norton	7	82.81
1948	A. J. Bell	499 Norton	7	84.97
1949	H. L. Daniell	499 Norton	7	86.93
1950	G. E. Duke	499 Norton	7	92.27
1951	G. E. Duke	499 Norton	7	93.83
1952	H. R. Armstrong	499 Norton	7	92.97
1953	W. R. Amm	499 Norton	7	93.85
1954	W. R. Amm	499 Norton	4	88.12
1955	G. E. Duke	493 Gilera	7	97.93
1956	J. Surtees	500 M.V.	7	96.57

ULTRA LIGHTWEIGHT

1924	J. A. Porter	174 New Gerrard	3	51.20
1925	W. L. Handley	174 Rex-Acme	4	53.45

SIDECAR

1923	F. W. Dixon	596 Douglas	3	53.15
1924	G. H. Tucker	588 Norton	4	51.31
1925	L. Parker	596 Douglas	4	55.22
1954	E. S. Oliver	499 Norton	10	*68.87
1955	W. Schneider	492 B.M.W.	9	*70.01
1956	F. Hillebrand	496 B.M.W.	9	*70.03

LIGHTWEIGHT CLUBMAN'S

1947	W. McVeigh	249 Triumph	3	65.30
1948	M. V. Lockwood	249 Excelsior	3	64.93
1949	C. V. Taft	249 Excelsior	2	68.10
1950	F. Fletcher	249 Excelsior	3	66.89

JUNIOR CLUBMAN'S

1947	D. Parkinson	...	...	348	Norton	...	...	4	70.74
1948	R. J. Hazlehurst	...	...	348	Velocette	...	...	4	70.33
1949	H. Clarke	...	...	348	B.S.A.	...	...	3	75.81
1950	B. A. Jackson	...	...	348	B.S.A.	...	...	4	74.25
1951	B. G. Purslow	...	...	348	B.S.A.	...	...	4	75.36
1952	E. Housley	...	...	348	B.S.A.	...	...	4	78.92
1953	D. T. Powell	...	...	348	B.S.A.	...	...	4	80.17
1954	P. Palmer	...	...	348	B.S.A.	...	...	4	81.83
1955	J. Buchan	...	...	348	B.S.A.	...	...	9	*68.23
1956	B. D. Codd	...	...	348	B.S.A.	...	...	3	82.02

SENIOR CLUBMAN'S

1947	E. E. Briggs	...	...	490	Norton	...	...	4	78.67
1948	J. D. Daniels	...	...	998	Vincent H.R.D.	...	...	4	80.51
1949	G. E. Duke	...	...	490	Norton	...	...	3	82.97
1950	P. H. Carter	...	...	490	Norton	...	...	4	75.60
1951	I. K. Arber	...	...	490	Norton	...	...	4	79.70
1952	B. J. Hargreaves	...	...	498	Triumph	...	...	4	82.45
1953	R. D. Keeler	...	...	490	Norton	...	...	3	84.14
1954	A. King	...	...	499	B.S.A.	...	...	4	85.76
1955	W. E. Dow	...	...	499	B.S.A.	...	...	9	*70.73
1956	B. D. Codd	...	...	499	B.S.A.	...	...	3	86.33

1000 c.c. CLUBMAN'S

1949	D. G. Lashmar	...	...	998	Vincent H.R.D.	...	...	3	76.30
1950	A. Phillip	...	...	998	Vincent H.R.D.	...	...	4	78.58
1953	G. P. Douglas	...	...	998	Vincent H.R.D.	...	...	4	81.54

CROMWELL HELMETS

In this, the Jubilee year of the T.T., the majority of riders will be wearing Cromwell Helmets, as they have since protective headwear became an essential part of racing equipment.

Experience gained in making Jet pilots helmets, added to over 30 years manufacture of specialised head protection, has now resulted in improvements to comply with BSS 1869 and A.C.U. requirements. Riders throughout the world specify Cromwell knowing they can have the utmost confidence in their headwear under the gruelling conditions of modern racing.

HELMETS Ltd. Specialists in protective headwear for over 30 years

Fastest Laps

SHORT COURSE

1907	Single Cyl. Class	...	H. A. Collier	...	Matchless	...	...	M.P.H.	41.81
	Twin Cyl. Class	...	H. Rem Fowler	...	Norton	...	...		42.91
1908	Single Cyl. Class	...	J. Marshall	...	Triumph	...	...		42.48
	Twin Cyl. Class	...	W. J. Bashall	...	B.A.T.	...	...		42.25
1909	---	---	H. A. Collier	...	Matchless	...	...		52.27
1910	---	---	H. H. Bowen	...	Rex	...	...		53.15

MOUNTAIN AND CLYPSSE COURSES

LIGHTWEIGHT—125 Class				M.P.H.		M.P.H.	
1951	W. A. C. McCandless	Mondial	75.34	1954	R. Hollaus	N.S.U.	*71.53
1952	C. C. Sandford	M.V.	76.07	1955	C. Ubbiali	M.V.	*71.65
1953	R. L. Graham	M.V.	78.21	1956	C. Ubbiali	M.V.	*70.65

LIGHTWEIGHT—250 Class							
1922	W. L. Handley	O.K. Supreme	51.01	1937	O. Tenni	Moto Guzzi	77.72
1923	W. L. Handley	O.K. Supreme	53.95	1938	E. Kluge	D.K.W.	80.35
1924	E. Twemlow	New Imperial	58.28	1939	S. Woods	Moto Guzzi	78.16
1925	W. L. Handley	Rex-Acme	60.22	1947	M. Cann	Moto Guzzi	74.78
1926	P. Ghersi	Moto Guzzi	63.12	1948	M. Cann	Moto Guzzi	76.72
1927	A. Bennett	O.K. Supreme	64.42	1949	R. H. Dale	Moto Guzzi	80.44
1928	F. A. Longman	O.K. Supreme	64.45		T. L. Wood	Moto Guzzi	
1929	P. Ghersi	Moto Guzzi	66.63	1950	D. Ambrosini	Benelli	80.91
1930	W. L. Handley	Rex-Acme	66.86	1951	F. Anderson	Moto Guzzi	83.70
1931	G. E. Nott	Rudge	71.73	1952	B. Ruffo	Moto Guzzi	84.82
1932	W. L. Handley	Rudge	74.03	1953	F. Anderson	Moto Guzzi	85.52
1933	S. Gleave	Excelsior	72.62	1954	W. Haas	N.S.U.	90.88
1934	J. H. Simpson	Rudge	73.64	1955	W. A. Lomas	M.V.	*73.13
1935	S. Woods	Moto Guzzi	74.19	1956	H. Baltisberger	N.S.U.	*69.17
1936	S. Woods	D.K.W.	76.20				

JUNIOR							
1911	P. J. Evans	Humber	42.00	1934	J. Guthrie	Norton	80.11
1912	E. Kickham	Douglas	41.76	1935	W. F. Rusk	Norton	79.96
1913	H. Mason	N.U.T.	45.42	1936	F. L. Frith	Norton	81.94
1914	E. Williams	A.J.S.	47.57	1937	F. L. Frith	Norton	85.18
1920	E. Williams	A.J.S.	51.36		J. Guthrie	Norton	
1921	H. R. Davies	A.J.S.	55.15	1938	S. Woods	Velocette	85.30
1922	H. le Vack	New Imperial	56.46	1939	H. L. Daniell	Norton	85.03
1923	J. H. Simpson	A.J.S.	59.58	1947	M. D. Whitworth	Velocette	81.61
1924	J. H. Simpson	A.J.S.	64.54	1948	F. L. Frith	Velocette	82.45
1925	W. L. Handley	Rex-Acme	65.85	1949	F. L. Frith	Velocette	84.23
1926	A. Bennett	Velocette	68.75	1950	A. J. Bell	Norton	86.49
1927	W. L. Handley	Rex-Acme	69.18	1951	G. E. Duke	Norton...	91.38
1928	A. Bennett	Velocette	70.28	1952	G. E. Duke	Norton	91.00
1929	F. G. Hicks	Velocette	70.95	1953	W. R. Amm	Norton	91.82
1930	G. E. Nott	Rudge	72.02	1954	W. R. Amm	Norton	94.61
1931	P. Hunt	Norton	75.27	1955	W. A. Lomas	Moto Guzzi	94.13
1932	S. Woods	Norton	78.62	1956	T. K. Kavanagh	Moto Guzzi	93.15
1933	S. Woods	Norton	79.22				

SENIOR							
1911	F. Phillipps	Scott	50.11	1934	S. Woods	Husqvarna	80.49
1912	F. A. Applebee	Scott	49.44	1935	S. Woods	Moto Guzzi	86.53
1913	H. O. Wood	Scott	52.12	1936	S. Woods	Velocette	86.98
1914	H. O. Wood	Scott	53.50	1937	F. L. Frith	Norton	90.27
1920	G. Dance	Sunbeam	55.62	1938	H. L. Daniell	Norton	91.00
1921	F. G. Edmond	Triumph	56.44	1939	G. Meier	B.M.W.	90.75
1922	A. Bennett	Sunbeam	59.99	1947	A. J. Bell	Norton	84.07
1923	J. Whalley	Douglas	59.74		P. Goodman	Velocette	
1924	F. W. Dixon	Douglas	63.75	1948	O. Tenni	Moto Guzzi	88.06
1925	J. H. Simpson	A.J.S.	68.97	1949	A. R. Foster	Moto Guzzi	89.75
1926	J. H. Simpson	A.J.S.	70.43	1950	G. E. Duke	Norton	93.33
1927	S. Woods	Norton	70.99	1951	G. E. Duke	Norton	95.22
1928	J. H. Simpson	A.J.S.	67.94	1952	G. E. Duke	Norton	94.88
1929	C. J. P. Dodson	Sunbeam	73.55	1953	W. R. Amm	Norton	97.41
1930	W. L. Handley	Rudge	76.28	1954	W. R. Amm	Norton	89.82
1931	J. H. Simpson	Norton	80.82	1955	G. E. Duke	Gilera	99.97
1932	J. H. Simpson	Norton	81.50	1956	J. Surtees	M.V.	97.79
1933	S. Woods	Norton	82.74				

*On Clypsse Course.

ULTRA LIGHTWEIGHT M.P.H.

1924 J. A. Porter ... New Gerrard 52.61

SIDECAR

1923 H. Langman ... Scott 54.69
 1924 F. W. Dixon ... Douglas 53.24
 1925 F. W. Dixon ... Douglas 57.18

LIGHTWEIGHT CLUBMAN'S

1947 W. McVeigh ... Triumph 65.95
 1948 M. V. Lockwood ... Excelsior 66.40

JUNIOR CLUBMAN'S

1947 D. Parkinson ... Norton 72.92
 1948 R. Pratt ... Norton 73.76
 1949 H. Clarke ... B.S.A. 75.81
 1950 B. A. Jackson ... B.S.A. 76.12
 1951 K. R. V. James ... Norton 76.55

SENIOR CLUBMAN'S

1947 E. E. Briggs ... Norton 80.02
 1948 G. Brown ... Vincent H.R.D. 82.65
 1949 G. E. Duke ... Norton 83.70
 1950 I. B. Wicksteed ... Triumph 79.48
 1951 I. B. Wicksteed ... Triumph 81.06

1000 c.c. CLUBMAN'S

1949 C. Horn ... Vincent H.R.D. 85.57
 1950 A. Phillip ... Vincent H.R.D. 81.01

*On Clypse Course.

The references to World Records in advertisements in this programme are "subject to confirmation or ratification" by the F.I.M.

1925 W. L. Handley ... Rex-Acme 54.08

1954 E. S. Oliver ... Norton *70.85
 1955 W. Noll ... B.M.W. *71.93
 1956 W. Noll ... B.M.W. *71.72

1949 C. V. Taft ... Excelsior 68.71
 1950 F. Fletcher ... Excelsior 67.48

1952 R. McIntyre ... B.S.A. 80.09
 1953 D. T. Powell ... B.S.A. 80.96
 1954 D. A. Wright ... B.S.A. 83.05
 1955 D. Joubert ... B.S.A. *69.78
 1956 B. D. Codd ... B.S.A. 82.33

1952 B. J. Hargreaves ... Triumph 83.05
 1953 R. D. Keeler ... Norton 84.50
 1954 A. King ... B.S.A. 87.02
 1955 J. Drysdale ... B.S.A. *72.53
 1956 B. D. Codd ... B.S.A. 86.52

1953 G. P. Douglas ... Vincent H.R.D. 82.80

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

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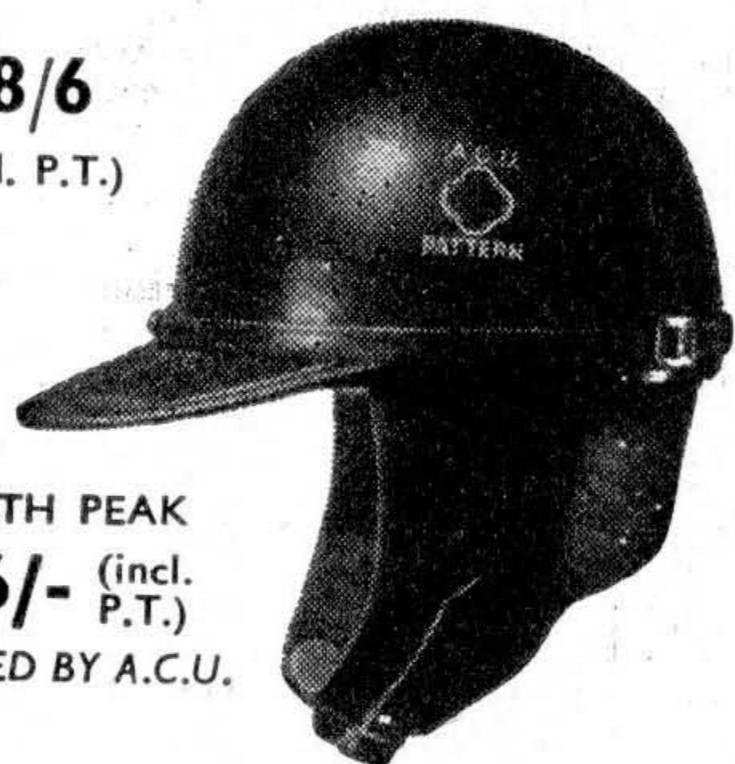
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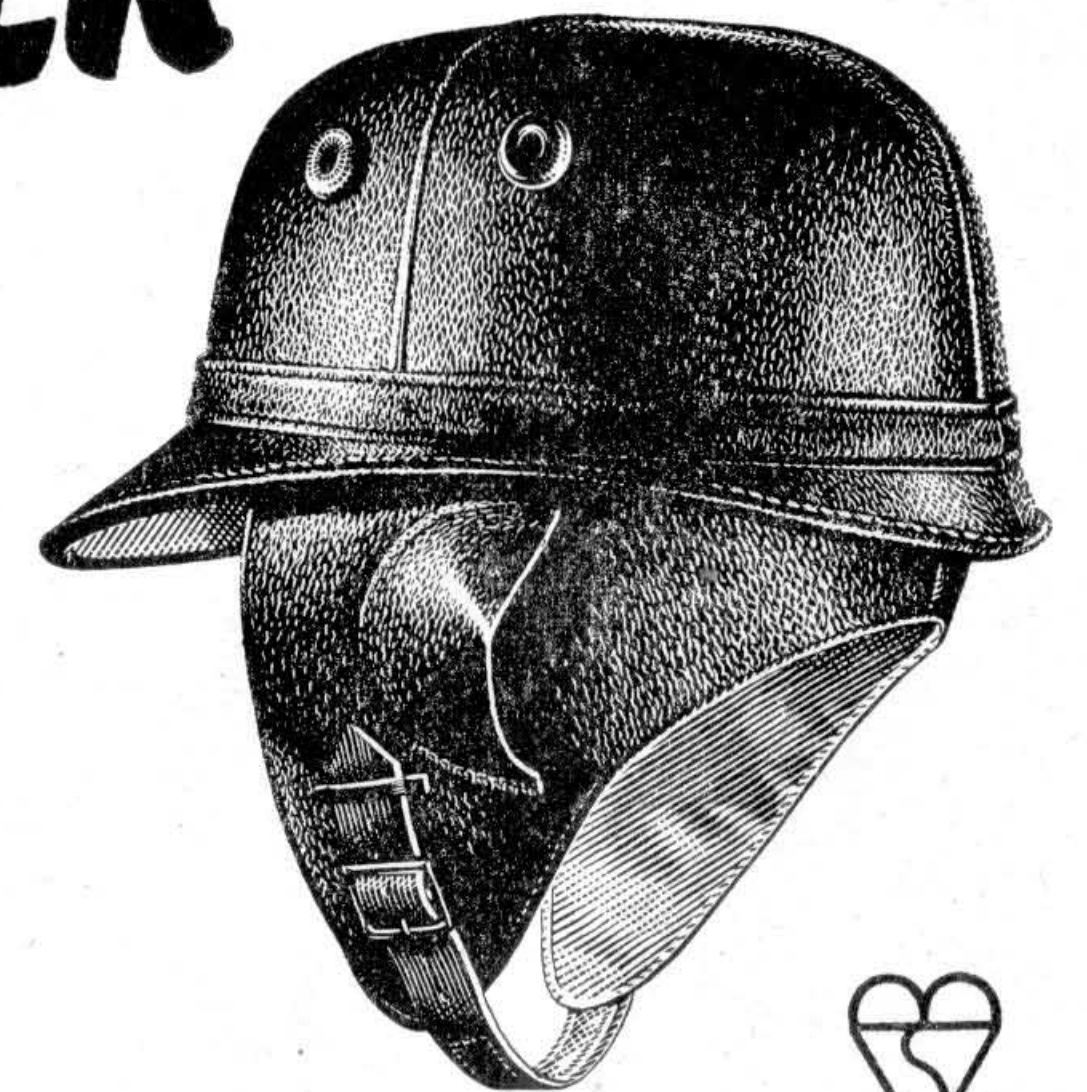
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Edited by Cyril Quantrill

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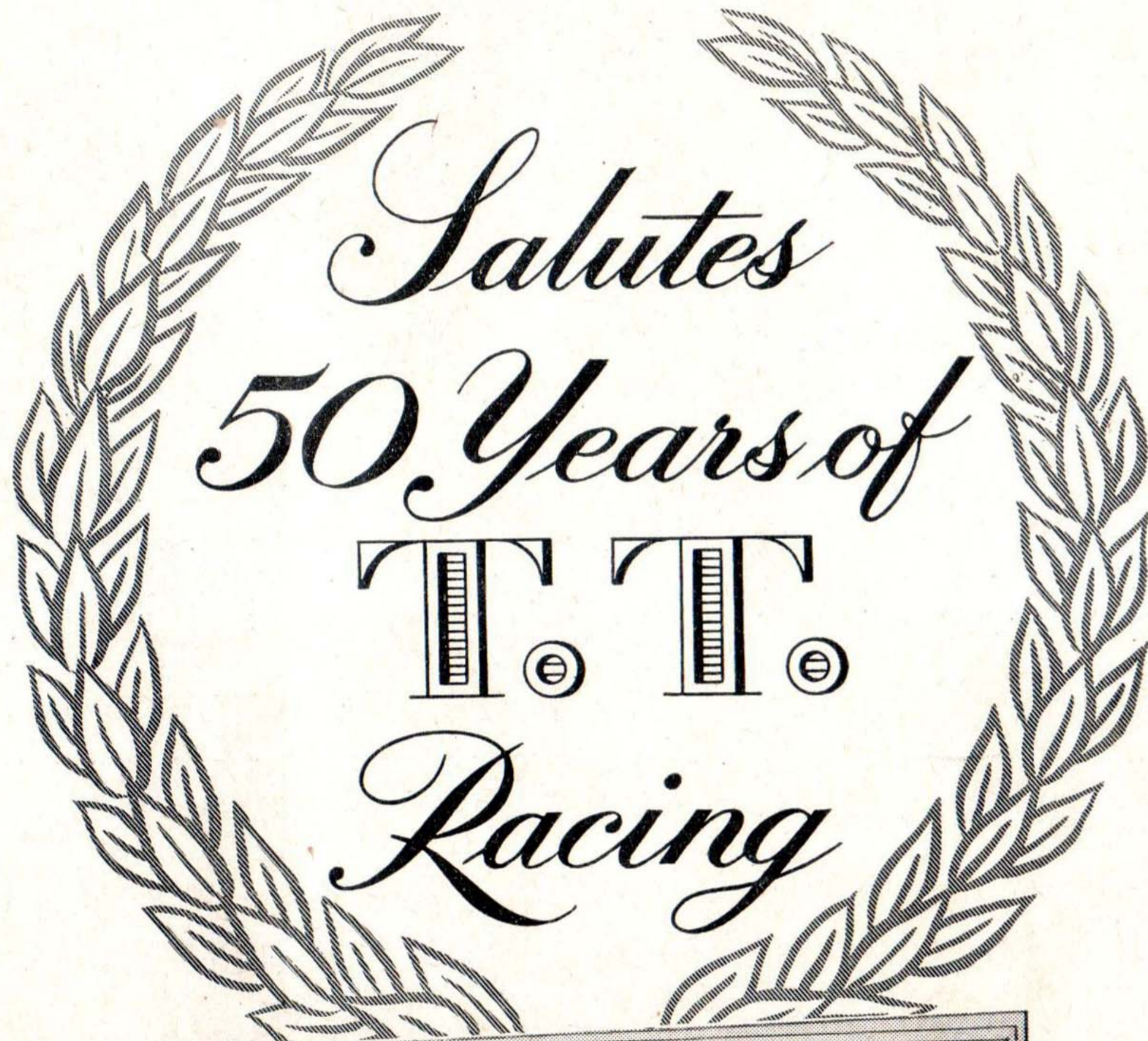
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3	TYRES C and D	YOURS	3	2	3	3	4	5
4	TYRES	YOURS	5	5	4	4	3	2
5	TYRES	YOURS	7	2	5	2	2	2
6	TYRES	YOURS	4	4	7	5	3	2
7	TYRES W and	YOURS	5	5	5	2	4	2
8	TYRES Y and	YOURS	6	3	2	5	2	2
9	TYRES	YOURS	2	4	4	2	2	2

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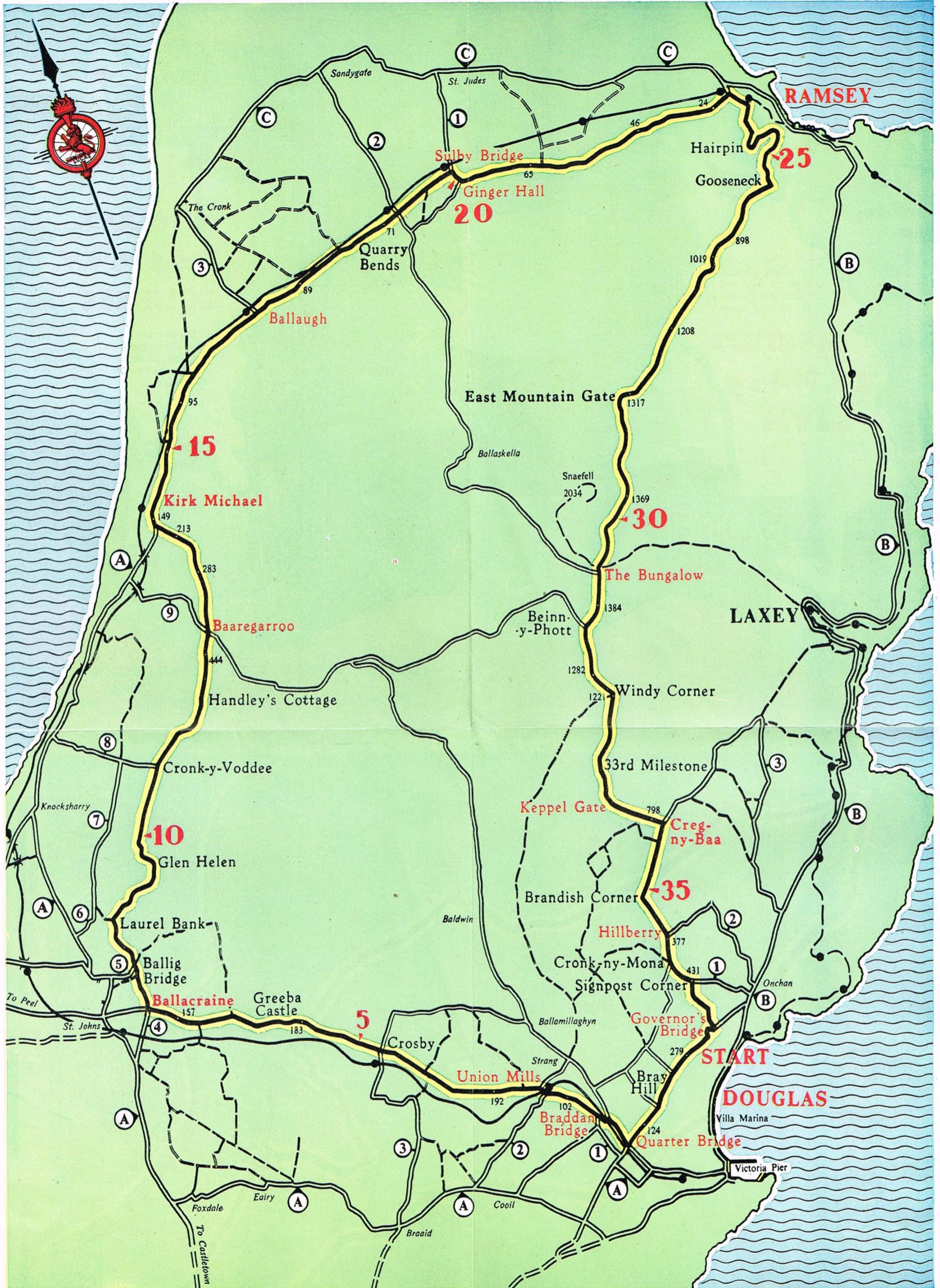
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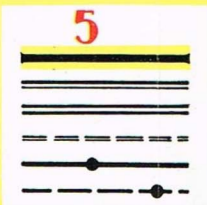
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Key

- Course, showing mileages from Start and spot heights in feet
- Internal Connecting Roads (suitable for vehicles)
- External Connecting Roads (suitable for vehicles)
- Connecting Roads (unsuitable for vehicles)
- Isle of Man Railway (Steam Trams) showing Stations
- Manx Electric Railway, showing Stations



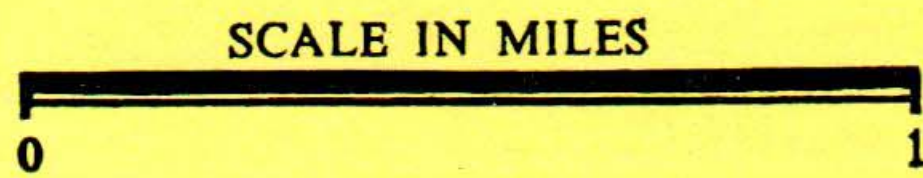
Key to Access Routes for Vehicles

Douglas—Kirk Michael	Douglas—Ramsey
To Braddan Bridge ... Route A 1	To Signpost Corner ... Route B 1
Union Mills ... A 2	Hillberry ... B 2
Crosby ... A 3	Creg-ny-Baa ... B 3
Ballacraine ... A 4	Ramsey ... B
Ballig ... A 5	Ramsey—Ballacraine
Laurel Bank ... A 6	Sulby Bridge ... Route C 1
Cronk-y-Voddee ... A 6 & 7 or 8	Sulby Glen ... C 2
Baaregarroo ... A 9	Ballacraine ... C 3
Kirk Michael ... A	

Note: Route numbers refer to the map only, and are not indicated on the roads



Course, showing mileages from Start and spot heights in feet ...



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