

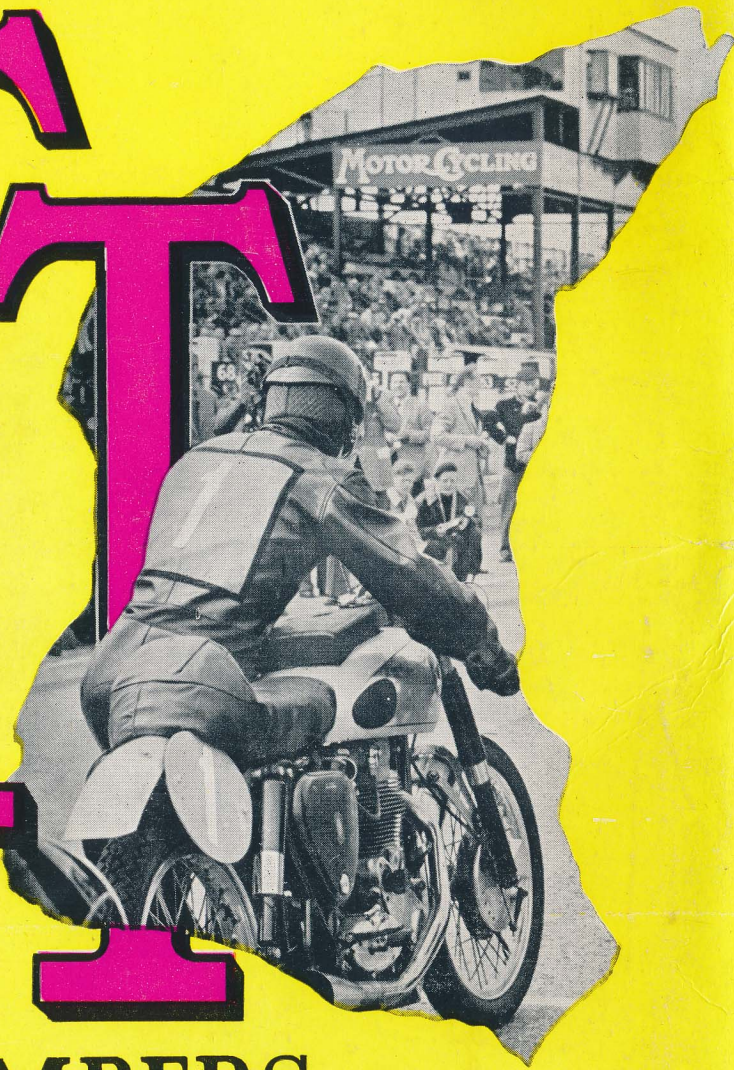
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T.T.

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June 7 & 14

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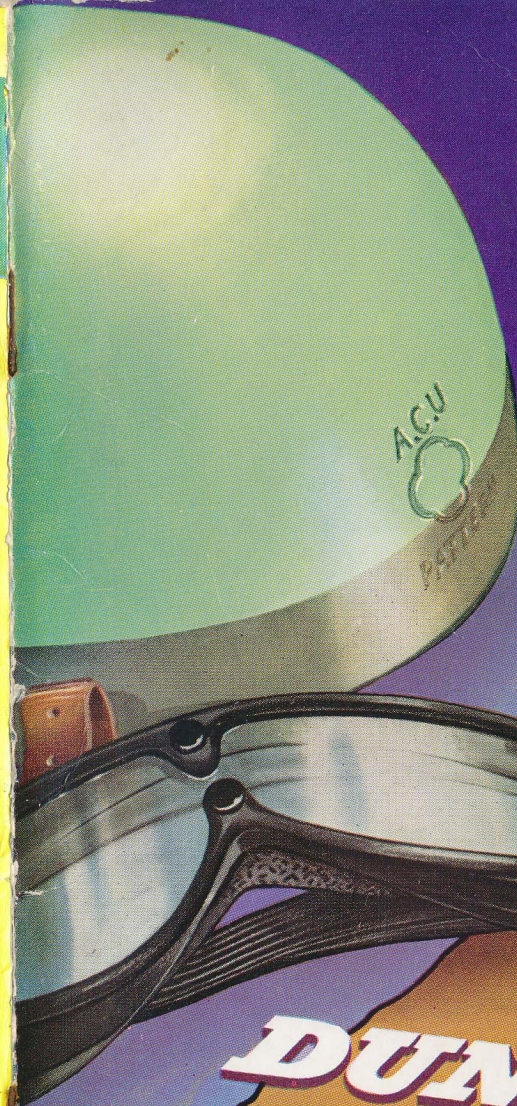
THE AUTO-CYCLE UNION

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1956

OFFICIAL GUIDE
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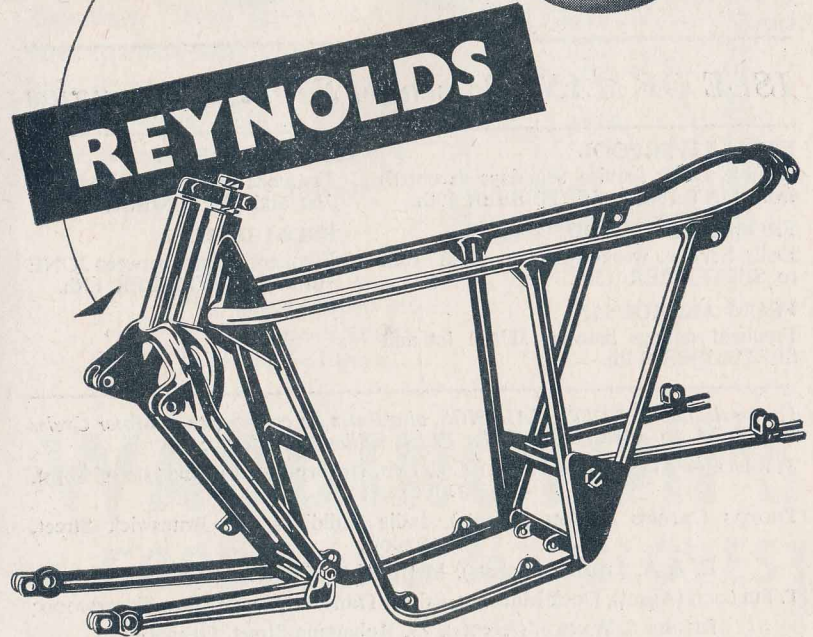
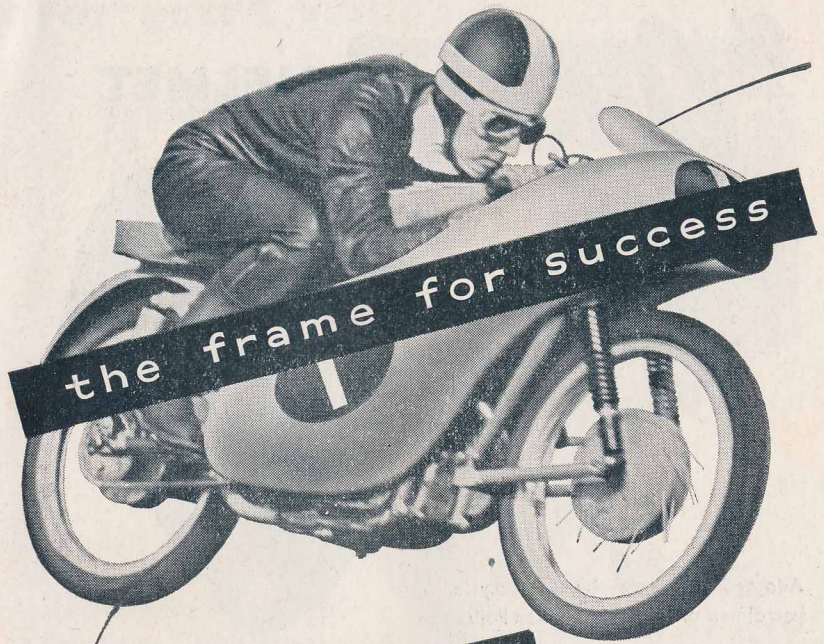
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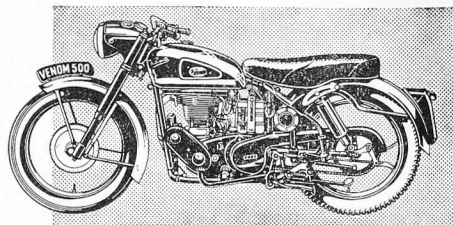
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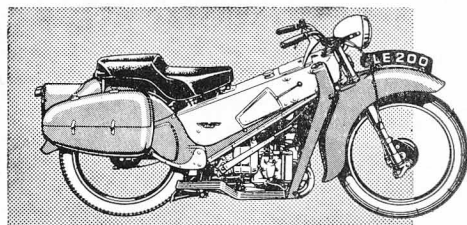


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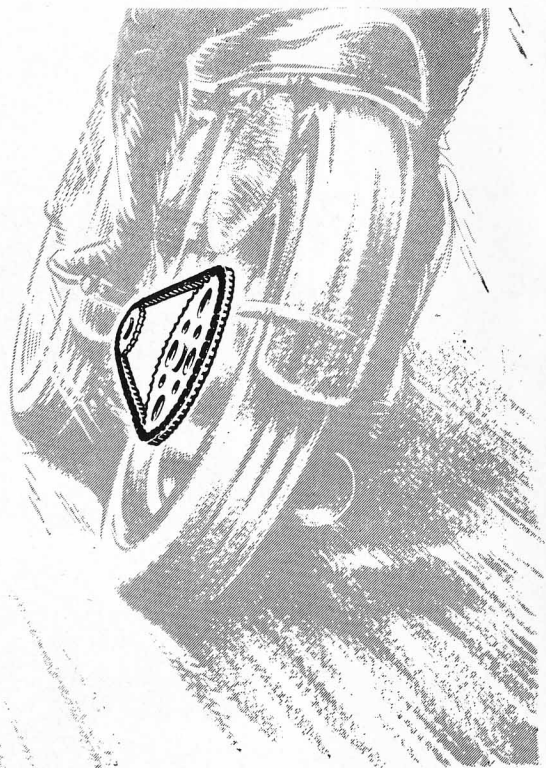
MOTOR CYCLE ROAD RACES

WILL BE HELD ON

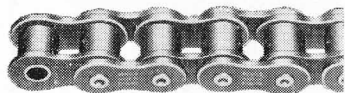
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6th — SENIOR

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ISLE OF MAN ★ JUNE 4 • 6 • 8 • 14

Official Programme & Guide

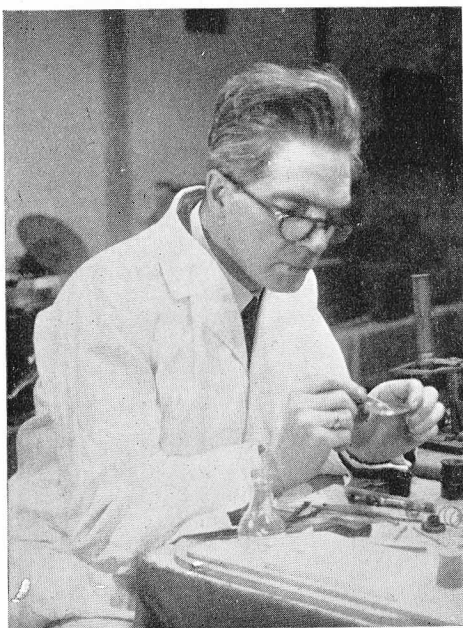


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Foreword

by **PROFESSOR A. M. LOW**

Nothing more clearly illustrates the vital background which the history of motorcycle racing has given to the International Tourist Trophy than the manner in which, after so many years, these races stand out as ever new.

There is good reason. No course in the world has the same power to develop the motorcycle, be the ultimate object success in the hardest school of racing or the humblest touring model. No other race has been the scene of so many thrills or the making and the breaking of so many reputations.

Many of the officials who give up their time and labour to the detail work of organisation must wish that some magic cinema could show even a few of the preparations which are made. Research, tending experiment, training and the strictest discipline which it involves would all be seen in their true perspective.

That the "T.T." has proved motorcycling to be the most useful sport in the world is seldom realised by those who play no part in design, design which ranges from cars and aircraft to the miraculous motorcycle engines which seem always to achieve the impossible.

There is no end to development. Each year it is said "No more can be done to improve the breed;" each year this statement is proved to be untrue.

Science owes a debt of gratitude to riders and manufacturers alike. The T.T. is the A.C.U.'s great contribution to British sport. It is a contest where the highest skill and courage is only taken for granted by the unthinking.

Fortune may beat us all, but it cannot defeat the proud record which riders from all over the world have established. May good luck never desert the competitors in this greatest and most daring of all sporting events.

Nothing can ever equal the respect and admiration we all bear for the riders who thrill us by their determination to succeed in races beside which all other contests pale into insignificance. We, the spectators, are "on their side".

A. M. Low

The 1956 International



Tourist Trophy and Clubman's 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 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.

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

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The President of the C.S.I., Mr. P. J. NORTIER.

H.M. Attorney-General, Mr. S. J. KNEALE, O.B.E.

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

The Chairman of the Highway and Transport Board, Mr. F. H. CROWE, M.H.K., C.P.

Captain J. M. CAIN, J.P.

His Worship the Mayor of Douglas, Mr. Councillor W. B. KANEEN, 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. H. EVAN PRICE.

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, Professor A. M. Low, A.C.G.I., D.Sc., etc.

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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. R. A. D. MAWSON.

Officials of the Meeting

* * *

Representative of the F.I.M. ... Count Arthur Pachta-Rayhofen.

* * *

Jury—International T.T.

Mr. N. E. Dixon (*President*).
Mr. V. C. Anstice.
Mr. A. Harrison (Ireland).
Mr. C. H. King.
Canon E. H. Stenning, M.B.E., M.A.

Stewards—Clubman's Races

Mr. N. E. Dixon
Mr. H. Kelly.
Mr. J. Smith, J.P.
Canon E. H. Stenning, M.B.E., M.A.

Chief Marshal ... Mr. C. C. Beaty-Pownall (*Chief Constable*).
Chief Scrutineer ... A. B. Mullee.
Deputy Scrutineer ... T. Sheppard.
Judge ... H. D. Lay.
Finishing Flag Marshal ... W. T. Kinnish.
Engine Measurer ... J. D. Craine.
Consulting Chemist ... R. K. Matthews, F.R.I.C.
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 ... E. Bancroft, D. M. Brown, D. Crossley, A. Fraser, E. C. Godfrey, G. D. Hanson, A. Kneale and H. M. Rowell.

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. R. Foster, A. S. Herbert and J. Linskey.

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, A. Chadwick, H. Dugdale, M. Eagles, G. A. Harding and F. Jenkins.

Timekeepers ... A. L. Ebbelwhite (International F.I.M.), L. H. Lumby (International F.I.M.), H. W. Shuttleworth (International F.I.M.), A. J. Gibbons (National A.C.U.), W. A. Latham (National A.C.U.), C. Audrey (Certified "A"), W. E. Pycraft (Certified "A").

Time Auditors ... R. A. Bimson, R. B. Browne, J. P. Callin, L. J. Collings, G. A. Quinney, E. J. Shimmin, J. T. K. Shimmin and G. R. Woollams.

Controller, Scoring Board ... R. Butterworth.

Assistant Controller, Scoring Board J. D. Creer.

Scoring Board ... P. Burke, D. Cottier, W. Doyle, H. Hammand, J. Kelly, J. T. Kelly, T. F. Nicholson, A. Robinson and C. S. Standen. Assisted by the Boy Scouts Association (I.O.M.).

Drivers' Liaison and Course Technical Officer To be appointed.

Chief Press Official ... W. E. Swann.

Assistant Press Officials ... N. G. Brown, W. I. Lucas, H. Miller.

Chief Medical Officer ... Dr. J. H. J. Stuart.

Deputy Chief Medical Officer ... Dr. J. H. Ferguson.

Medical Officers ... Dr. S. R. A. Beckett, Dr. W. A. Bridgwood, Dr. L. A. Bull, Dr. S. I. Ballard, Dr. R. Cunningham, Dr. J. E. H. Griffiths, Dr. T. A. Groves, Dr. T. Hardy, Dr. J. K. Hinds, Dr. R. B. Jones, Dr. C. J. Jowett, Dr. J. G. Paton, Dr. R. G. Stitt and Medical Officers from Ballamona Hospital.

Honorary Medical Officers at Hospital Posts Mr. R. L. Lamming, Dr. A. R. McPherson, Dr. D. Pantin, Mr. E. Vernon (Surgeons); Mr. G. Almond (Orthopaedic Surgeon); Dr. H. H. Corrigan (Physician); Dr. C. G. Pantin (Pathologist); Dr. B. B. Harrison (Radiologist).

Medical Staff ... The British Red Cross Society, the St. John Ambulance Brigade and St. John Association.

Timekeepers for Practising ... L. H. Lumby (International F.I.M.), W. A. Latham (National A.C.U.).

Press Officials for Practising ... N. G. Brown, H. Miller.

Enclosure Manager ... S. A. Perry.

Enclosure Superintendent ... W. C. Craine.

Clerk of the Works ... W. Lisle.

Assistant Clerk of the Works ... T. Clarke.

Chief Clerk ... K. Shierson.

Assistant Secretary of the Meeting H. Cornwell.

Deputy Clerk of the Course and Chief Competitors' Marshal T. E. Ryan.

Deputy Chief Competitors' Marshal J. Smith.

(International Races)

Clerk of the Course and Secretary of the Meeting 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.

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The Dunlop Rubber Co., Ltd.—Drivers' refreshments and Course Flag Marshals.

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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 28; 29; 30; 31; June 1; 11; 12; 13; at 4.45 a.m.

Evenings: May 29; June 1; 2; 9; 11; at 6.30 p.m.

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. (9.15 p.m. on the Clypse Course).

PRELIMINARY EXAMINATIONS:

Junior International	...	...	Saturday, 2nd June, at 9.00 a.m.
Lightweight (250) International	...	...	Tuesday, 5th June, at 9.00 a.m.
Lightweight (125) International	...	...	Tuesday, 5th June, at 11.00 a.m.
Sidecar International	...	...	Tuesday, 5th June, at 2.00 p.m.
Senior International	...	...	Thursday, 7th June, at 9.00 a.m.
350 Clubman's	...	...	Wednesday, 13th June, at 10.00 a.m.
500 Clubman's	...	...	Wednesday, 13th June, at 2.00 p.m.

RACE DAYS:

Monday, 4th June

JUNIOR INTERNATIONAL—7 Laps

Enclosure Gates Open	...	...	9.30 a.m.
Race Starts	...	...	10.30 a.m.
Race Stopped	...	...	approx. 2.40 p.m.

Wednesday, 6th June

(Clypse Course)

LIGHTWEIGHT INTERNATIONAL—(250)—9 Laps

Enclosure Gates Open	...	...	8.30 a.m.
Race Starts	...	...	9.30 a.m.
Race Stopped	...	...	approx. 11.25 a.m.

LIGHTWEIGHT INTERNATIONAL—(125)—9 Laps

Race Starts	...	...	approx. 12.00 noon
Race Stopped	...	...	approx. 2.05 p.m.

SIDECAR INTERNATIONAL—9 Laps

Race Starts	...	...	approx. 2.30 p.m.
Race Stopped	...	...	approx. 4.35 p.m.

Friday, 8th June

SENIOR INTERNATIONAL—7 Laps

Enclosure Gates Open	...	...	9.30 a.m.
Race Starts	...	...	10.30 a.m.
Race Stopped	...	...	approx. 2.30 p.m.

Thursday, 14th June

350 CLUBMAN'S—3 Laps

Enclosure Gates Open	...	...	10.00 a.m.
Race Starts	...	...	11.00 a.m.
Race Stopped	...	...	approx. 1.00 p.m.

500 CLUBMAN'S—3 Laps

Race Starts	...	...	approx. 2.00 p.m.
Race Stopped	...	...	approx. 3.55 p.m.

The A.C.U. Local Office, adjoining the Peveril Hotel, Douglas, opens on Friday, 25th May. Phone: Douglas 3228.

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

Warning to the Public

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

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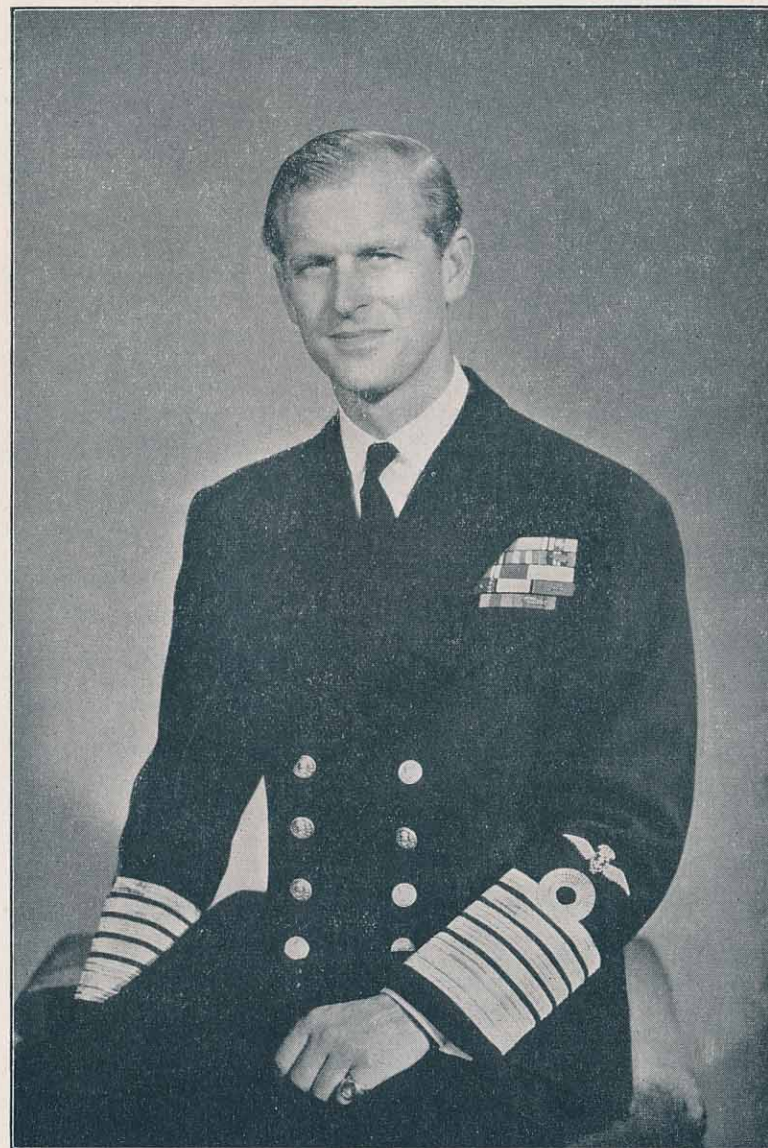


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The Awards

PREMIER AWARDS

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

CASH AWARDS

SENIOR and JUNIOR (for drivers finishing within 20 minutes of the winner's time): 2nd—£100; 3rd—£85; 4th—£80; 5th—£75; 6th—£70; 7th—£65; 8th—£60; 9th—£55; 10th—£50; 11th—£45; 12th—£40; 13th—£35; 14th—£30; 15th—£25; 16th—£20; 17th—£15; 18th—£10; 19th—£5; 20th—£3.
LIGHTWEIGHT (250 c.c.) for drivers finishing within 12 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 to the first three drivers in each race and to the entrant of each driver who finishes within 9/8ths of the winner's time in his race.
A Bronze replica will be awarded to the entrant of each driver who finishes in between 9/8ths and 6/5ths of the winner's time for his race.

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

* * *

. . . . for the Clubman's

PREMIER AWARDS

The 500 c.c. A.C.U. Clubman's Cup and £50.
The 350 c.c. A.C.U. Clubman's Cup and £50.

CASH AWARDS

Senior and Junior: 2nd—£40; 3rd—£30; 4th—£20; 5th—£15; 6th—£10.

SPECIAL AWARDS

The Dunlop Trophy—for the driver who reduces the lap record for his class by the greatest margin, or comes nearer to that record than any other driver comes to the record for his own class.
Centre Team Awards (one per Race)—for Centre teams of three.

PRESENTATION OF AWARDS

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

* * *

Junior International—Monday, June 4th, 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 6th, at 9.00 p.m.

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

* * *

Senior International Friday, June 8th, at 9.00 p.m.

Presentation by His Excellency the Lieut. Governor of the Isle of Man, Sir Ambrose Dundas Flux Dundas, K.C.I.E., C.S.I.

* * *

350 c.c. and 500 c.c. Clubman's—Thursday, June 14th, at 9.00 p.m.
Presentation by Sir Ralph Stevenson, G.C.M.G.

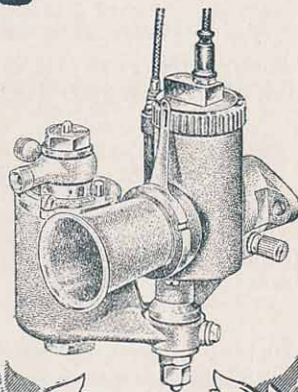
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The A.C.U. wishes to record its appreciation of the generosity of the following donors of awards:

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The Royal Automobile Club.
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"The Sunday News".
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A SPECIAL CHURCH SERVICE IN CONNECTION WITH THE TOURIST TROPHY RACES WILL BE CONDUCTED BY THE REV. CANON E. H. STENNING AND REV. R. H. REID AT ST. THOMAS', CHURCH ROAD, HARRIS PROMENADE, AT 3 P.M. ON SUNDAY, 3RD JUNE.

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Dunlop Research Centre.

THERE is little doubt that the intense competition which racing of any kind brings about, makes for progress in the design of individual components, as well as in the machines themselves. As far as tyres are concerned the knowledge gained by the designers of racing tyres is always at the disposal of their colleagues who design for everyday use, so that the ordinary motorcyclist is the ultimate beneficiary.

This process has been going on ever since the start of the T.T. Series in 1907, although it was not until about 1925 that the motorcycle tyre as we know it today first made its appearance. Before this the tyres used were of beaded edge construction and required anything from two to five security bolts to keep them safely on the rim. The wired-on tyres which were introduced by Dunlop in 1925 were a great advance as regards safety; they permitted the maximum performance of T.T. machines to be exploited at lower tyre pressures, without the risk of the tyre leaving the rim. The two security bolts usually employed today, are for the purpose of preventing tyre 'creep' along the rim in the event of a slow puncture.

Tyre Developments

Having achieved security in respect of keeping the tyre on the rim, the almost routine advance in T.T. lap speeds brought further problems to the tyre designer. The most significant ones were tread wear, heat generation and resistance to centrifugal force. None of these problems could be dealt with as a separate issue, since any action taken to deal with one of them might influence the others, perhaps in the wrong direction. For instance, if the tread thickness were increased to give a longer pattern life, this would make for greater heat generation and shorter casing life; it would also increase the centrifugal force trying to pull the tread off the casing at high speeds. It became necessary therefore, to look for tougher and more resilient tread compounds which had a greater wear resistance together with less heat build-up. This process has continued year by year and the present-day tread compounds are immensely superior on all counts to those of the early days.

Another problem presented by increasing speeds is the influence of the tyre on road-holding, braking and steering, the latter being particularly important with a racing motorcycle. This demonstrated the need for different tyre characteristics at front and rear, and has led to the introduction of two separate types of tread pattern for this purpose. The front wheel tyre has a pattern of broken parallel ribs, to promote smooth and steady steering. The rear wheel tyre has a studded pattern, of a design which makes it possible for the high engine power and improved steering characteristics of the latest machines to be fully used, both on the bends and along the straight.

The effect of tread contour and pattern layout can be most marked when steering round bends at high speeds. The tyre must be capable of preventing side slip due to lateral forces and must also be capable of accepting rapid acceleration when opening out after a bend; the latter feature is particularly important today.

Fast motorcycles must possess a high degree of stability. The tyre casing plays an important part in the road-tread pattern-tyre casing-wheel-frame linkage; its construction must be such that tread pattern and wheel work together without time lag, thereby giving responsive and accurate steering. At the same time the braking properties of both front and rear tyres must be fully effective, to enable riders to save those fractions of a second on a corner or bend, by leaving brake application to the last possible moment.

Rim and Valve Developments

At high speeds the 'gyroscopic' effect of the wheel comes into play, that is to say the wheel has an increasing reluctance to be deviated from a straight line. This can introduce difficulties in cornering. Gyroscopic effects have been minimised in recent years by the use of light alloys for rims and security bolts, so that the whole assembly is lighter and more easily steered round a fast bend. At the same time every opportunity has been taken to increase the strength of the wheel.

To get the best out of tyres under racing conditions, it is necessary to be able to control inflation pressures accurately. The old Woods-type valve with its rubber sleeve made it difficult to do this, so that in 1927 Schrader spring-loaded valves made their appearance. This type of valve enables inflation pressures to be measured accurately and quickly; it is now in general use, both for racing and everyday running.

Influence of Motorcycle Racing on Tyre Design

Many general purpose machines sold to the public today are much faster than the T.T. machines of but a few years ago. The fact that such machines are fitted with standard tyres which give excellent service, is a striking tribute to the influence which T.T. racing has had upon everyday tyre design. It must be understood, of course, that not all the features essential to high speed racing are of value to the tyres used for more normal service conditions.

However, all those improved features which experience in both racing and normal fields indicates are worth while for everyday use, are incorporated in standard tyres. Many such features are in the rubber compounds or the internal construction of the tyre, so that they cannot be seen by the ordinary user. These include tread compounds whose increased abrasion resistance provides a longer life, high resilience casing compounds which minimise heat generation, improved textile materials for the casing itself, together with many details affecting the relationship between the various component pieces in the tyre construction.

With regard to the wheels, the weight saved in racing practice by the use of light alloys is of great value. It is probably only the present high cost of this material which limits its more general adoption.

It is sometimes asked, 'Are the T.T. Races the severest test to which a machine and its components can be subjected?' This is not an easy question to answer, since there are many other forms of competition which tax the machine and rider in different ways. Tourist Trophy races with their high mileage and varying course conditions are a terrific test, but they are not the fastest motorcycle races. Other races such as the Italian and Belgian Grand Prix are run at higher average speeds and result in higher tyre temperatures—the arch-enemy of tyre life. Neither must we overlook the strains on machines, tyres and riders set up in Trials and Scrambles, although these are probably more severe on frame, suspension and general construction, than they are on tyres. The latter, however, may be subject to accidental damage, by reason of the rough service conditions.

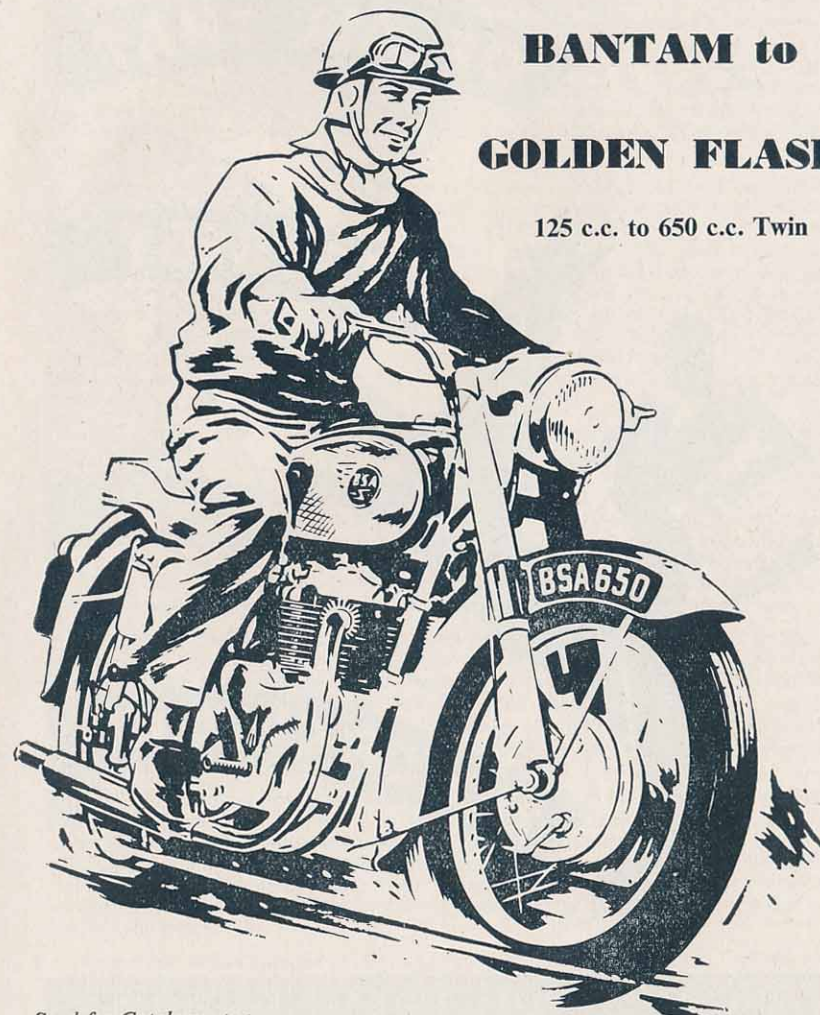
However, when all is said and done the Tourist Trophy races with their unique combination of high speeds and high mileages, probably introduce a severer element of fatigue than any other form of motorcycle competition. This has an equal impact on machine, rider and tyres and as far as the latter are concerned, provides valuable experience, much of which is eventually applied to tyres for the ordinary user.

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TALES of the T. T.

By

R. R. HOLLIDAY, Editor, *Motor Cycling*

A GREAT many people take the T.T. races very seriously. I am one of them: I have to. Often especially in the small hours of the morning after Senior Day when, back in London, I am struggling to get the race report to press, I wonder what on earth ever induced me to get mixed up in this annual Island mêlée. At 2 a.m., with printers' ink all over my fingers and endless numbers of columns of facts and figures to check, the lighter side of the business seems far away—in fact, back in the Island, where the night birds will still be celebrating the day's doings!

However, when the weariness has worn off one can sit back, look back and laugh. Never a year goes by but something amusing happens that lodges itself among the memories one stores of the lighter side of racing. And what a fund of stories 50 years of T.T. racing have produced! With such a host of gay spirits associated with the event it would be strange indeed if this were not so. Wits, leg-pullers, practical jokers and amateur comedians abound in the ranks of motorcycling and when they are gathered together in the tight little Island it is no wonder that legends are launched and immortal stories born. Unfortunately, many of the better yarns would not pass the Insular censor; but there are some that will stand repetition and a few may while away the minutes while you wait for the races to start.

One of the tales I like—and it's substantially true—concerns an elderly couple who decided to take their post-Hitler-war holiday in the peace and quiet of the Isle of Man. They chose a fortnight in September, 1946—which coincided with the first post-war Island race, the Manx Grand Prix. With everybody re-uniting after six years of hostilities, the meeting was one of the liveliest on record and the old couple's hotel was a-buzz with noisy characters all round the clock. Furthermore, a couple of enthusiastic entrants had established their stable in the garage behind the hotel where, at all hours of the day and night, they conducted their tuning operations, mostly, it seemed, at maximum revs.

Having complained to the management continually, the old folk left in high dudgeon at the end of their first week. However, they liked the Island and decided to try it the following year—carefully avoiding the rowdy motorcyclists who infested the place in September. So they chose June instead . . . and arrived to find the T.T. practising in full swing and Race Week about to burst open! But this time they did not leave immediately. They stayed it out and for several successive years they were staunch T.T. fans.

In different ways I have seen the same thing happen to several people. There was, for instance, "Grumpy", as younger guests at one hotel nicknamed a curmudgeonly old codger who growled about the place complaining bitterly of the early morning racket. I have not seen him for a year or two, but for four seasons at least he always came back for more, never failed to ask me who I thought would win and, when he drew Geoff Duke in the hotel sweep, stood a round for everybody.

There are several stories concerning unexpected, or unforeseen, arrivals or departures of Island visitors. For instance, the one about the now very well-known foreign racing official. He had come across on one of *Motor Cycling's* excursion steamers and had managed to secure a cabin. The boat arrived about 6 a.m. and the passengers disembarked—all except our friend who was fast

asleep in his bunk. At 10 a.m. he was woken by the bang of the race starting maroon. And, peeping through his port-hole, he found the ship was anchored out in the bay. With great resource he sought the wireless operator and sent a telegram to the Harbour Board who dispatched a launch to bring him ashore. There, because he was a foreigner and had left his passport in his London hotel, he was detained by Immigration officials. He finally got out of that and arrived in the Paddock just in time to join the champagne celebrations in the finishers' marquee.

Many of the T.T.'s yarns concern practical jokes, clever dodges and wise-cracks worked by riders on each other and on officials. Such as Paddy Johnston's insistence on paying his late weighing-in fines all in halfpence. And Graham Walker's mystery pipe. In the refreshment tent after practice Graham would pull out his famous briar and beg a loan of some admiring bystander's pouch. Chatting away Graham went through the automatic motions of stoking up the tobacco and then, with a kindly word of thanks, handed the pouch back—completely empty. Later, when the laughter had died down, he returned the baccy from the palm of his hand where it had arrived via a hole bored in the bowl of the pipe. He was doing this trick one filthy, wet morning when Jimmie Simpson arrived in the tent having just completed a particularly fast lap through thick mist which he was cursing wholeheartedly. Graham patted him on the shoulder, remarking, "It's all right for you little fellows—you can see under it!"

One of the best spoofs I remember was worked by the late Ted Mellors when he was riding a 250 c.c. Benelli. On his third practice lap, one morning, he ran out of petrol at Ballacraire. At the St. John's garage he took on a gallon, waited until the road opening car arrived and then headed, reverse-course-wise, back to Douglas. At Union Mills he took the Strang Road and eventually re-reached the course at Cronk-ny-Mona to find that the car had not yet passed and that this part of the road was still closed for racing. So, tucking his head down, Ted roared through Governor's Bridge and crossed the line having, apparently, achieved some quite incredible speed for his third lap. Of course, he was duly rumbled and later apologised for "leaving the course", but for a time he certainly had his rivals dead worried.

As it is with the proverbial slip on the banana skin, the misfortunes of others form a large part of the stock of T.T. stories. One, at least, comes to mind. At one time, when he was in charge of the Velocette racing department, that great quipster, Harold Willis, alas no longer with us, was very careful about unauthorised people entering his race stable, which was a shed in the grounds of the Nursery Hotel, Onchan. He had rigged up a miniature telephone between the hotel and the shed and intending visitors had first to ring up and state their business. One accessory man who was trying to persuade Veloce to use his products managed at last to telephone his way into the holy of holies, where he was not very warmly welcomed. Stanley Woods' machine had just been finally prepared for the Junior weigh-in and stood resplendent on its work bench.

No, the visitor's oil, or petrol, or plug, or whatever it was, would not be wanted. His rival's product had been elected. At that moment a mechanic stuffed a piece of clean rag into the carburetter bell-mouth and, as a final appraising gesture, gave the back wheel a twitch. It was in gear and as the piston descended the valve opened and the rag disappeared into the cylinder.

Had he been a mean-minded man, the rep. could, like Little Audrey, have laughed and laughed as all the desperate efforts to hook out the rag with a piece of wire came to nothing. Instead, however, he took off his coat and got to work with the others, lifting the tank and head and re-assembling in double-quick time for the weigh-in. Did they use his product after all? Afraid I do not remember.

And there are many, many more tales of the T.T. that I don't remember, or have never heard. But wherever two or three are gathered together at T.T. time the yarns will spin and the listener will hear the funnier side of the struggles, mishaps, triumphs and victories which have gone into the making of this history of nearly half a century of T.T. racing.



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Next Year—Golden Jubilee

A BRIEF HISTORY OF THE WORLD'S
MOST FAMOUS SERIES OF RACES

By HARRY LOUIS

Editor of

**THE
MOTORCYCLE**

WHO of those organizing the first T.T. could have foreseen a golden jubilee? But the fact is that in a year's time we shall be celebrating in honour of the longest-established and most famous races in the world. In the programme for the 1953 meeting I outlined how the first Tourist Trophy Race came about but a brief résumé will not be out of place. Dissatisfied with the international races held on the Continent, the Marquis Mouzilly de St. Mars, Etienne Boileau of *The Motor Cycle*, and Julian Orde, secretary of the Royal Automobile Club, took the lead in encouraging racing on British soil. As today, the law made that impossible in England. So the Manx Government obliged by closing the roads on 28th May 1907. At 10 a.m. the first pair of the 25 starters pushed off and the remainder followed at minute intervals. On a Matchless-J.A.P., the late Charlie Collier was the first man home at an average speed of 38.22 m.p.h. for 10 laps, each measuring just over 15½ miles. J. Marshall (Triumph) was second at 36.5 m.p.h. H. Rem Fowler (Norton-Peugeot) made the fastest lap with a speed of 42.91 m.p.h.; he was third man home and first in the twin-cylinder category.

The course did not include the Mountain section because the machines were single-gear belt-drivers and would not climb the gradient. Actually cars had raced over the Mountain circuit in 1905 and 1906 and therefore the car folk have a claim as pioneers in establishing the famous lap. Charlie Collier and the rest battled over a triangular circuit on the west side of the Island—St. John's, Ballacrairie, Creg Willeys, Kirkmichael, Peel, St. John's. The next year, when the race was held in September, there were 37 entries and for the 1909 race the entry list climbed to 60. For the fourth race in the series, 1910, over 80 entries were received. Charlie Collier scored his second win. His average speed was 50.63 m.p.h. In four years, entries had risen from under 30 to over 80. Average speeds had leaped from 38 to 50 m.p.h.

Certainly machines were improving fast. By 1911 the climb of Snaefell was within their capabilities and the Mountain course was used. It was identical with that which we all know so well except for the Cronk-ny-Mona to Glen-crutchery Road section; the 1911 course led from Cronk-ny-Mona direct to the top of Bray Hill and measured about 37½ miles. The start was on the approach to Quarter Bridge. Another innovation for 1911 was the introduction of two separate races. The Junior was for twin-cylinder machines up to 350 c.c. and singles not exceeding 300 c.c. For the Senior class the limit for twins was 585 c.c. and for singles 500 c.c. That the races were encouraging technical development was obvious from the large number of Junior-category machines fitted with gears, three-speed hubs or, like the Douglasses, two-speed gear boxes.

In the Senior, American Indian machines filled the first three places to score the first win in the T.T. series by a foreign machine. However, the riders, O. C. Godfrey, C. B. Franklin and A. J. Moorhouse were British. Godfrey averaged 47.6 m.p.h. The famous American, Jake de Rosier (Indian), took part and, indeed, led on the first lap. Scotts had first appeared in 1910 and in the 1911 Senior achieved their first prominence when F. Philipp made the record lap at 50.11 m.p.h. In the next two Senior Races—1912 and 1913—Scotts not only won but also made the fastest laps and the everlasting fame of the water-cooled, twin-cylinder two-strokes was firmly founded. It had been obvious in 1911 that the capacity advantage allowed the multis was unfair and therefore one engine

size for each race, Junior, 350 c.c., and Senior, 500 c.c., was established in 1912. These limits rule today.

At that time it was thought that interest was on the wane. In comparison with 1911, entries for the two races in 1912 had dropped by 30 to 74. The groans of the pessimists failed to damp the enthusiasm of the A.C.U. Boldly they decided for 1913 to run the Junior Race over six laps and the Senior over seven. To avoid the risk of fatiguing the riders beyond the limit, the races were spread over two days. The new scheme was a success. Entries were a record at 44 for the Junior and 104 for the Senior. The names of Ariel, B.S.A., Brough, Levis, Rover and Veloce appeared in the lists for the first time.

In spite of the rumbling of war with Germany, enthusiasm for the 1914 meeting was higher than ever before. The Junior Race received an entry of 49 and the Senior 111. Because the two-day system of the previous year had its disadvantages—for example, a rider could compete in only one class—the A.C.U. reinstituted one-day races with the Junior over five laps on May 19th and the Senior, six laps, on May 21st. The result was the best meeting in the pre-Kaiser war series.

Owing to the war the next T.T. did not take place until 1920. The restart brought changes and innovations that remain today. The course was modified to include Signpost Corner, The Nook and Governor's Bridge and became 37½ miles in length. Opposite the Glencrutchery Road grandstand scoreboards were erected and the "clocks" to show riders' progress were introduced.

To encourage smaller-capacity machines *The Motor Cycle* offered a trophy for two-fifties and they raced concurrently with the Juniors on June 15th. At 61 for the two events, entries had been well down on the 160 in 1914, but there was plenty of interest in the races and the future looked propitious. Sure enough the entries came along for the 1921 meeting. There were 65 for the Junior (21 of them two-fifties) and 68 for the Senior. Howard Davies annexed second place to his team-mate Eric Williams in the Junior and won the Senior on the same 2½ h.p. A.J.S. He might have won the Junior if not delayed by a puncture.

The two-fifties came into their own in 1922 when it was decided to organize a separate race for them although it was run concurrently with the Junior. An entry of 32 was received and the winner, after an impressive, unflurried ride, was Geoff Davison (Levis), nowadays editor of *The T.T. Special* and the author of many books on racing. Much of the information in this article was culled from his book *The Story of the T.T.* The year 1922 was mainly notable for a newcomer in each race—Wal Handley in the Lightweight, Stanley Woods in the Junior and Jimmy Simpson in the Senior. Before their careers were finished they were to be recognized as among the supreme road-racing masters.

The first Sidecar T.T. was held in 1923. It was over three laps, limited to 600 c.c. machines, and attracted 14 entries. Demonstrating his versatility, Freddie Dixon with a 596 c.c. Douglas won at the creditable speed of 53.15 m.p.h. He used a banking sidecar outfit which undoubtedly gave him an advantage. There were only six finishers. Only change made in 1923 so far as other races were concerned was to increase the distance to six laps for both Lightweight and Junior Races. In the Junior event Stanley Woods, riding a Cotton, gained his first Tourist Trophy.

Yet another race was added to the programme in the following year, 1924. The new race was the Ultra-Lightweight for 175 c.c. machines (not 125 c.c. as in recent years). History was made by the massed start, the first in the series. But the highlight of 1924 was the first 60 m.p.h. lap, by Jimmy Simpson (A.J.S.) at 64.54 m.p.h. The five-race programme was repeated in 1925. However, with only seven entries the Ultra-Lightweight was a farce and was to be the last one held. Most of the laurels went to Wal Handley who won the Ultra-Lightweight and Junior races. He was the first man to win two T.T.'s in one year.

Too few entries were received for the Sidecar Race in 1926 and therefore the programme consisted of only three events—the Lightweight, Junior and Senior. Each was held over seven laps. The pattern set in that year was to remain unchanged until after the Hitler war. Speeds climbed. Simpson hoisted the lap record to over 70 m.p.h. for the first time with 70.43 m.p.h. in the Senior. Alec Bennett won the Junior on a Velocette and became the first man with three T.T.'s to his credit (the others were the 1922 and 1924 Seniors). A year later Handley annexed his third T.T.—in the Lightweight—and Bennett his fourth (Senior).

And the great Jimmy Guthrie made his bow in the Island; he finished second in the Senior Race on a New Hudson.

In the Junior of 1928 Alec Bennett scored yet another win. The remarkable radial-valve Ridges on their first appearance in the Island were 1-2-3 in the 1930 Junior, and H. G. Tyrell Smith, the winner, averaged no less than 71.08 m.p.h. Guthrie (A.J.S.) achieved his first Trophy in the Lightweight Race. An astonishing "double" was notched by Percy Hunt (Nortons) in winning both Junior and Senior of 1931 on his first appearance in the June races (though he had previously ridden in Amateur T.T.s). And Simpson (Senior Norton) did it again—the first man to better 80 m.p.h. for a lap officially—80.82 m.p.h.

Nortons recorded the Junior-Senior double again in 1932, in 1933 and 1934. And the riders—Woods in 1932 and 1933 and Guthrie in 1934—also scored doubles. Simpson who had so often made lap records at last had a win in 1934—a very successful year for him since he was first in the Lightweight on a Rudge and second on Nortons in both Junior and Senior races. Moto-Guzzi perseverance paid off in 1935 when Woods riding the Italian machines won the Lightweight and the Senior. His Senior success interrupted Nortons' sequence of doubles which were resumed in 1936 and 1937. The 1937 meeting was notable primarily for Freddie Frith's 90.27 m.p.h. Senior lap—the first "over-90". On his debut in the T.T. as an official Norton entry, Harold Daniell won the 1938 Senior and made a 91 m.p.h. record lap which was to remain unbroken until 1950 when Geoff Duke started his run of T.T. successes. George Meier (B.M.W.) became the first foreign rider to win the Senior T.T. in 1939. Tenth T.T. victory came to Stanley Woods (Velocette) in the Junior. His record of wins stands today.

The first T.T. after the war was in 1947 and the A.C.U. came back with a bumper programme. The Clubman's Races were introduced and there were six events—the international Senior, Junior, and Lightweight and the Clubman's Senior (up to 1,000 c.c.), Junior (350 c.c.) and Lightweight (250 c.c.). International speeds were down on pre-war mainly because machines were running on Pool petrol instead of petrol-benzole. But—the great series of races had been restarted! The Clubman's Races were undoubtedly a successful innovation although many observers were inclined to be reserved in their praise.

By 1949 the Clubman's events had been extended to four—1,000 c.c., Senior, Junior and Lightweight—and the programme was repeated in 1950. But in 1951 entries in the 1,000 c.c. and 250 c.c. classes were so few that only the Senior and Junior races were staged. The most significant aspect of the races in those three years was Geoff Duke's Clubman's Senior win in 1949—his fame starts from that race. In the following September he won the Senior Manx Grand Prix and was second in the Junior, and won the international Senior T.T. at the first time of asking in 1950. Duke did more; he broke the old 1938 lap record of 91 m.p.h. with a speed of 93.33 m.p.h. and covered the seven laps at a speed of 92.27—the first over-90 m.p.h. average.

The great Duke scored an international Senior-Junior double on Nortons in 1951 and Nortons won both Senior and Junior races each year until 1954 when Rod Coleman, the popular New Zealander, brought an A.J.S. home first in the Junior. In 1953 the 1,000 c.c. Clubman's class was given another lease of life when run concurrently with the Junior race. However, in 1954 the programme reverted to two races—350 c.c. and 500 c.c.

Efforts to broaden the T.T. programme were not confined to the Clubman's events. A 125 c.c. class of the international Lightweight T.T. was introduced in 1951 and, for 1954, in spite of a certain amount of opposition, the Sidecar Race was revived. Also in 1954, the 10.79-mile Clypse course was opened and Lightweight 125 c.c. and Sidecar T.T.s were run over it.

To their dismay, the clubmen were asked to race over the Clypse circuit in 1955 and the return to the Mountain circuit for this year's events is universally popular. Last year's races brought the most thrilling Senior in the series. Duke missed the 100 m.p.h. lap by about half a second. We all remember the anticlimax when his time was confirmed after the short-lived jubilation based on the loudspeaker announcement that he had actually exceeded the three-figure speed. Will it be achieved this year? If not, a 100 m.p.h. lap would make a fitting landmark in the history of the races for golden jubilee year.

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MEN AND MACHINES

Then there is the Royal Automobile Club, with its special motorcycle section, which operates a learner training scheme in conjunction with the A.C.U. And for those who offer in these "regularly" it always think of the competition in a sporting event, not as numbers, names and times, but as personalities.

News from a Publisher:

FEW sports—considered—friendly if touring, have been his first ride on Geoff Duke's R.S.A. in the last meeting of the year at Brands Hatch.



The Grand Prix Circuits

By CYRIL QUANTRILL

Editor of
Motorcycle News

THERE is nothing in the world to rival the Isle of Man "Mountain" circuit; and the truth of that is recognized not only by riders of all countries whose one ambition is to race over its magic miles, but also by more than one Continental manufacturer who has given a hard-won Tourist Trophy pride of place even over a World Championship certificate in "success" displays in the European motorcycle salons.

Nevertheless there is a great deal of glamour attached to the majority of Continental circuits over which the big Grand Prix races are run. Some have been in use for more than 30 years, others are comparatively modern. Some have provided a permanent site for a Grand Prix year after year, others only occasionally.

Because of the impermanency of some of these circuits—and, it must be said, of some of the meetings in the World Championship round—it is not a particularly straightforward task to attempt to review the Grand Prix courses. One could, for example, scarcely include Schotten, although it was the home of the German G.P. in 1953—when it proved so unpopular because of its dangerously slippery surface that the majority of the factory riders went on "strike" and refused to ride there—nor could the "round-the-houses" circuit at Geneva be accorded the "Grand Prix" label, even though it formed the setting for the Swiss meeting on alternate years until quite recently. On the other hand, the 5½-mile Albi circuit, used just once for the French G.P., in 1951, had most of the essential attributes.

This year there has been a regrettable number of cancellations of fixtures but, normally, the season would have opened early in May with the Spanish Grand Prix. In a country where, away from the bright lights of cities, the motor vehicle is still regarded as a new-fangled contraption, it is not surprising to find the classic motorcycle race of the year confined to a few Sunday morning hours before the real attraction, the big bull-fight, begins. Even when there have been world champions like Geoff Duke and Fergus Anderson competing, the races on the short, hilly and serpentine Montjuich Park circuit have provided an entertaining diversion for no more than a few thousand of the townsfolk of Barcelona. The circuit, even though it is more like a double-scale edition of Cadwell Park than the usual *grande épreuve*, provides good hard racing in which riding skill, good brakes and good steering count for more than high speed; and the Real Moto Club de Catalunya provides another parallel to Cadwell Park with its friendly yet efficient organisation of the meeting.

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Of all the Grands Prix, none has had a more chequered career since the war than the French. It has been held at Comminges and Albi, in the far south, at Rouen in the north and on the almost too magnificent Rheims circuit in the east. That is where it should have been run last month, but this was another of the 1956 cancellations.

This fastest of all road circuits gives so little opportunity for a skilful rider to overcome the handicap of a slow machine that the racing tends to be dull. Perhaps that is why so few spectators support the meeting. From a pressman's purely selfish point of view, however, Rheims is unrivalled—a magnificent lunch precedes the races and throughout the afternoon there is free champagne supplied by the local municipality. *Vive le sport!*

For several years the T.T. has been followed by the Dutch and Belgian races, as it will be again this summer.

So much has been written about the Dutch "T.T." in the past few months. . . .

However, there is certainly no other race meeting which exerts such an appeal for the entire population of one country as that held at Assen. The roads of Holland away from that bleak north-eastern province must be completely deserted on race day. For two nights the normally sleepy market town of Assen is as bright and noisy as a fairground and thousands of enthusiasts camp out in the dusty fields or in barns on the night before the races. The change from the gruelling course known for so many years—with its long, tree-lined straights and the sharp-angled corners in Hooghalen and Laaghalen—to an artificially constructed circuit which one famous rider described, after last year's meeting, as being "longer but as featureless as an aerodrome track" seems to have taken none of the glamour from their "T.T." for the motorcycle-minded Dutchmen, for 1955 drew a record crowd to Assen. Whether this year's race will do the same, in the absence of Geoff Duke, Reg. Armstrong and some of the Australians and New Zealanders who have often performed so well in Holland, remains to be seen.

From the bleak open countryside of Holland to the wooded Ardennes in the south of Belgium and the next week-end brings one of the best-loved of all the Continental Grands Prix. The 8½-mile Spa-Francorchamps circuit has been the home of the Belgian meeting, with only a one-year break, ever since 1922, but in that time it has changed a lot in character. The road has been widened, the curves have been eased until there is only one point, the La Source hairpin, at which bottom gear is used. From the grandstand, an enormous structure to which fresh additions are made almost every year, there is a view of a full two miles of the circuit, including the hairpin, the descent from there to the fast "S"-bend over the Eau Rouge bridge and the long curving climb from there over the wooded hills towards Malmédy.

It was on this course in 1950 that Geoff Duke first gave the Continental crowds a demonstration of his superb style; and it was here, perhaps more than anywhere else, that Eric Oliver annually justified his claim to the World Sidecar Championship he held for so long.

Unlike the Belgian meeting, the German Grand Prix has seen several changes of venue since it rejoined the title series in 1952. This year it is at Solitude for the third time; and the majority of the riders would probably like to see it have a permanent home on this 7-mile circuit in its beautiful parkland setting on the outskirts of Stuttgart. To others, the Nurburg-ring is the rightful place for the Grand Prix. With its innumerable corners, fast and slow, this 14-mile circuit running round a peak in the Eifel Mountain range was specially constructed for motor racing several years before the war and is said to be even more difficult to learn than the T.T. course! Rather surprisingly, when the Grand Prix was held there last year the attendance was considerably smaller than the 200,000 which the organizers can almost count upon attending the Solitude meeting at the end of July.

Although it had a bad accident record a few seasons ago, the Bremgarten circuit, on the edge of Berne is one of those which gives a rider of ability full scope and its loss—which appears to be permanent—is greatly regretted. The fact that there is no Swiss Grand Prix this year must also cause disappointment to the citizens of Berne, for it was only a sixpenny tram ride from the centre of the town to the entrance to the course and the "classic" list provided double entertainment, on the Saturday afternoon and again on the Sunday.

Also a tram ride from the centre of a great city—although it is a much longer and much more expensive ride—is the Monza Autodrome, near Milan, where the Italian Grand Prix brings the World Championship season to a close in September. Monza is entirely artificial and it is designed primarily for high speeds so that races tend to develop early into two "schools", with the factory riders fighting it out together far ahead of the small supporting cast of private owners.

Belgian, Dutch, French, German, Italian, Spanish and Swiss; and before long, perhaps, a "classic" Swedish Grand Prix on the Hedemora circuit . . . all on the Continent, and each with a different appeal . . . but there is another Grand Prix, a very old-established one; and for many of us it ranks a close second to the Tourist Trophy Races themselves.

Somehow or other, even in these days of highly commercialized sport, the Ulster M.C.C. have succeeded in keeping an informal, genuine club atmosphere about their Ulster Grand Prix.

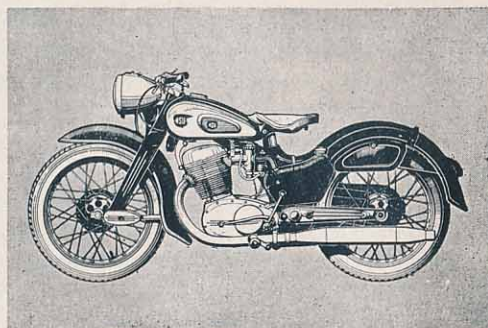
In the Clady circuit, with the punishing 7-mile straight, the switchback undulations of which had to be seen to be believed, the "Prix" had an incomparable setting. Events forced a change to nearby Dundrod, to the despair at the time of everyone in Ireland, including the race promoters. But the U.G.P. has lost none of its attraction as a result of the move.

Very different from Clady, the 7½ miles of Dundrod make a magnificent circuit—not unlike the Clysse course here in the Isle of Man—which has provided superb racing and has introduced Irish enthusiasts to the excitement of international sidecar dicing and the charms of Inge Stoll. Anyone who can steal a few days' holiday in mid-August should hop a boat or plane for hospitable Belfast to see the "Prix".

Meet MAX



With the most modern improvements and revolutionary design the Max has already built up the reputation of being one of the fastest and best cross-country machines in the 250 cc class. The overhead camshaft drive by the famous Ultramax valve gear is remarkably silent in operation, while the four speed gear box makes full use of the power developed. Top speed is 79 m.p.h. in standard form. Racing type brakes with an area of 43½ sq. ins. give remarkable stopping power and provide a big safety factor.

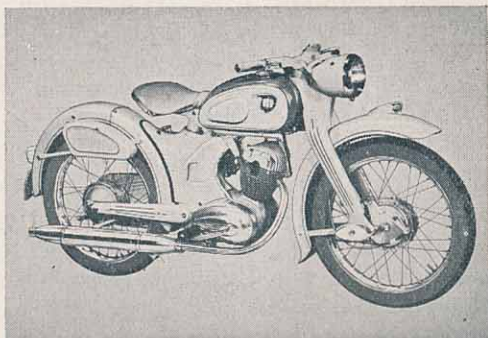


and his little brother

SUPER FOX



Often called "The Little Max" because it has so many points in common with its larger brother, the "Super Fox" embodies the Ultramax overhead valve mechanism, a four speed gear box, pressed steel backbone with in-built oil tank and air filter. Although it only weighs 255 lbs. the Super Fox develops a peak output of 8.8 b.h.p. at 6500 revs. Like the Max it is extremely quiet in operation due to its mechanical construction and the provision of an effective silencer.



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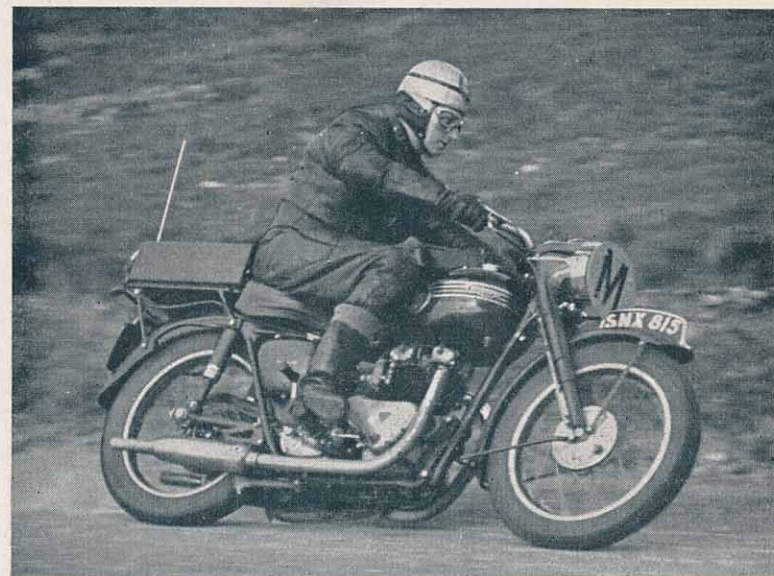
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Radio-equipped Motorcycles for Travelling Marshals

TWO-WAY radio will for the first time bring an important new safety factor to the T.T. Races this year. The five travelling marshals, experienced riders whose machines carry the big "M" on their numberplates, will this year be riding 650 c.c. Triumphs equipped with radio. This is an entirely new type of equipment developed for use by mobile police patrols.

These marshals are stationed at the start and at strategic spots round the 37½ mile circuit ready to ride to any point on the course where for example, a competitor might be in trouble and is in need of assistance. Hitherto contact has been maintained by telephone. With the new radio equipment the marshals even when they are riding will be in constant touch with the Race Controllers. The complete radio installation, made by the British Communications Corporation of Wembley, weighs only 36 lbs., and has no adverse effect on the handling of the motorcycle at high speeds.

In addition to the travelling marshals, the Ambulances standing by during the Races will be similarly equipped. In order that signals will not be "blocked out" by the bulk of Snaefell Mountain, British Communications Corporation engineers will erect a booster station on the summit. The system will operate during practice periods as well as during the actual races.



1955 in Retrospect

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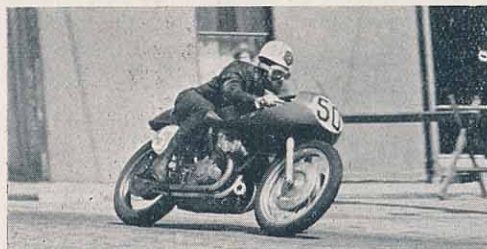


Photo: "Motor Cycling"

Geoff Duke on the 500 Gilera upon which he won the Senior Race.

Bill Boddice (Norton) leads the field at the start of the Sidecar Race followed closely by Cyril Smith (Norton) and W. Schneider (B.M.W.).



Photo: "Motor Cycling"



Photo: "The Motor Cycle"

W. Lomas winner of the Junior Race and also the Lightweight (250) Race.

A. H. Mustard and P. E. Walsh in the 500 c.c. Clubman's Race.



Photo: "The Motor Cycle"

The Technical Aspect of the T.T. Races

By JOE CRAIG, M.I.Mech.E., M.S.A.E.

THE A.C.U. have done me the honour of requesting a contribution on the Technical Aspect of the T.T. Races held annually in the Isle of Man. Of the honour, I am deeply sensible, but the subject is so vast and profound that even if I could do it justice, it would be a veritable labour of Hercules and would occupy far more space than that which is—mercifully—at my disposal. Such being the case, my readers will appreciate that I can do no more than touch very lightly on a few of the major problems involved. While the technical aspect of the competing machines is and has always been to me of paramount importance; nevertheless, I am not unmindful of all those other things and people which are all most essential to the success of the races. Aspects such as, the benevolent attitude of the Manx Authorities, the celebrated and incomparable Mountain Course itself, the organising genius of the various bodies concerned, the Manufacturers, the private entrants, the hardworking officials, the trade representatives, the press, the wonderfully tolerant and helpful Manx people, the mechanics, and of course the riders—to whom the technical aspect is secondary only to the effort of getting up in the middle of the night in order to sample it during early morning practice.

I think it may justly be claimed that the technical aspect was probably uppermost in the minds of the original organisers of these races, the avowed purpose of which was to provide an added incentive to improve the motorcycle of those days and to make it a safe and reliable means of transport for the tourist; hence, of course, the very name—The Tourist Trophy Races. How well this purpose has been achieved is a matter of history and we must remember that the process carried to fame many manufacturers of motorcycles, accessories and raw materials too. From their success, they derived world renown and from their defeats they learned or should have learned valuable lessons. In passing, it is interesting to note, that more than one manufacturer of motorcycles who forsook these races is no longer in the business—but on the other hand, I cannot recall many of them withdrawing at a period when they were enjoying success. Riders too have gained recognition, honours and fame—rightly so, since they not only perform the obvious function of competitive racing, but also contribute uniquely to technical progress, since they are by far the best means of observation at the disposal of those in charge of the development of the machines.

To those of you who remember these races during the twenties and earlier, no doubt, one of the most striking contrasts between then and now will be the fantastic reliability of the present-day engines, despite the enormous increase in sustained power output—with its attendant tremendous increase in mechanical and thermal stresses. Furthermore, the comfort and general roadworthiness of the present-day machine, which enables a rider to finish after seven "ninety-plus" laps of this difficult course, in little or no worse physical condition than when he started. It is in the light of the foregoing, that the extent of the technical progress in the intervening period may be grasped.

From the technicians' point of view, the Mountain Course is very, very exacting, and it would be difficult to find one more calculated to disclose any weakness of design, manufacture or preparation—corners in more than "57 Varieties",

straights, ascents, descents, jumps, also, a matter of about 1,400 feet altitude differential to add interest to the carburation problem, and as dessert, the distinct possibility of varying climate conditions at different parts of the course, and possibly with typical Manx swiftness, during the progress of the race. For success, these variants must be all allowed for in a machine which will be called upon by its rider for the maximum possible effort—all the time. The Mountain Course is for the purposes of motorcycle development undoubtedly the finest outdoor laboratory available anywhere. My own connection with these races goes back to the early 1920's and throughout the intervening period, I have noticed, that with rare exceptions, the combination of rider and machine which has been successful in his Class in the T.T. has invariably gone through the continental round of races which follow with substantially similar results. All those connected with British motorcycling, owe a deep debt of gratitude to the T.T. Races; which have played such a large part in ensuring the pre-eminent position held by our machines for so many years in the markets of the world.

It is sometimes said that the present-day racing machine is by no means a touring mount—this may be so, but I can say that a very large number of successful touring machines which have at various times been offered to the public have been lineal descendants of T.T. machines of a slightly earlier date. In fact, the modifications necessary to convert a present-day racing machine into a very acceptable high-speed touring mount would not be very extensive. After all, the racing and touring machine both have the same two basic requirements—"power and the means of usefully employing it". There is, of course, a difference of degree—the racing machine requires both "rather more so". Moreover, as I hope to show later on, these two requirements are the basis of this "Merry-go-round" of racing machine design and development.

Of the two requirements, that for power though by no means simple, is perhaps the more straightforward to tackle, since at least we have means of measuring the various aspects of engine performance within the factory and the results of modifications may be quantitatively stated and analysed. This facility to operate against a known background as it were, eases considerably the many complex problems associated with engine development. As proof of this, not many years ago, I have known a new engine straight from the test-bench being installed in a machine, after all the practice was finished and go on to win the Senior T.T. Certain aspects of the means of usefully employing the power in the machine, however, present a much more complex problem. There is a rather nebulous quality which we call "roadworthiness" or "handleability" or what have you which is extremely difficult to define in precise terms, and which is even more difficult to measure, so it is to this quality that I propose to devote the rest of my remarks. Now the effect of handleability is twofold, there is of course the obvious fact, that if handleability is good, the machine will be drivable round the course much more quickly and safely than if it is poor, but, in addition, there is the tremendous effect on the rider. Good handleability will fill him with confidence and he will instinctively drive "nearer the edge", whereas, if handleability is poor, his confidence will be so undermined by wayward behaviour in the "difficult sections" that he will probably drive relatively slowly through parts, where handleability though poor, was perhaps good enough. As an illustration of the foregoing; I have on occasions overheard riders in the paddock discussing the mystifying fact, that despite a power output difference of some 12 to 13 b.h.p., the lap speeds of their 350 and 500 machines showed little or no difference and this on a course where the 500 record lap was four m.p.h. higher than the 350. Now this was probably due to the fact that the handleability of the heavier 500 version was not so good, so that the increase in power was offset by the deterioration in the means of usefully employing it.

In the quest for good handleability, so many infinitely variable factors throughout the entire machine, together with their relationship to each other and performance as a whole under the stress of racing conditions go to make up this elusive quality and therefore, all must be given due consideration. Moreover, quite small modifications or variations can sometimes adversely affect the handling characteristics of a hitherto reasonable machine to an almost unbelievable extent. What adds further to the complication of the problem and slows considerably the rate of progress, is the fact, that it is not possible to do much testing, which will mean anything within the confines of the factory. For this reason, all testing should be done at some preferably closed venue, where actual road race conditions can be truly simulated. Therefore, assuming some suitable local venue to be available, and given the help of a first-class rider, who can not only ride, but who can also collaborate with the firm's technical staff, a start could conveniently be made with modifications to the steering geometry of a wayward 500 such as mentioned earlier in this article. Then to go a little deeper into the problem, further tests could be undertaken to ascertain the effect of various combinations and variations of the following critical aspects of race machine handleability.

Amounts of front wheel trail and the effect of keeping the variation in this to a minimum throughout the full range of front fork movement. Steering head angle. Extent of front fork mass ahead of the steering head axis. Front and rear suspension characteristics, namely, sensitiveness, total movement, spring rates and degree and character of bump and rebound damping and especially, how much this damping "fades" under racing conditions. Wheel sizes and the great influence of different tyres, tyre pressures and tread patterns. The effect of some variation in machine mass in a fore and aft direction. Assuming a reasonably low loaded centre of gravity and an acceptable ratio of sprung to unsprung mass—that there is a sufficient degree of structural rigidity throughout the machine and all parts which could in any way influence handling to be in correct adjustment. Amid this programme of experimentation, quite a few machines may be modified in varying degrees, but a machine in completely unmodified form should be available as a "Control" so that riders may periodically refresh their memory of "what it used to be like". Given a minimum of managerial restrictive influence on what may be tested and used, plus a rider who is sensitive to small variations of the foregoing at racing speeds and who can also make his findings and impressions reasonably clear to his fellow helpers (a rare type this). Then it is possible that substantial improvements in handleability will be achieved, in quite a short time. After sufficient work has been done at this local venue, along the above lines and the results have been good enough to imbue a feeling of confidence amongst at least three riders, that worthwhile improvements have been made. Then the result of this work can always be checked on some part or parts of the actual race course where the worst trouble and biggest thrills have been experienced in the past. Having these conditions and sticking rigidly to the gospel of "only one alteration at a time", machines which had proved a little wayward under the stress of some of the varied conditions met in road racing, might be quickly transformed and in the process, valuable data accumulated.

As a corollary to the foregoing, immediately the riders are fully confident that the handleability is all that it ought to be, like most other things in life which are satisfactory, it is then taken for granted. So immediately the focus of all criticism and attention from the riders moves from handleability to the engine—it is now not fast enough. Consequently, this hitherto eminently satisfactory piece of machinery has overnight become the "nigger in the wood-pile", hence the term "Merry-go-round of development".

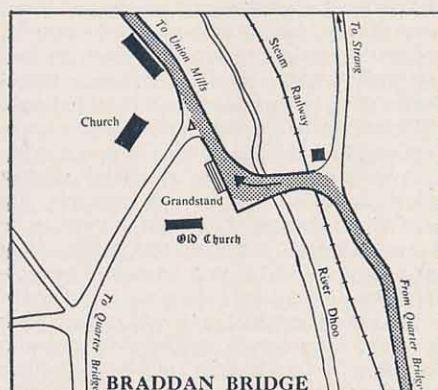
Where to watch, and

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.)



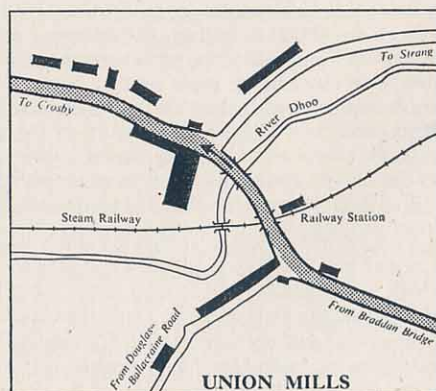
Braddan Bridge (2 miles)

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. 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, an hour and a half before the first race each day.

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.

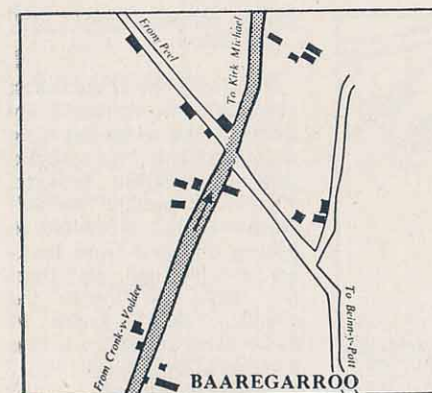
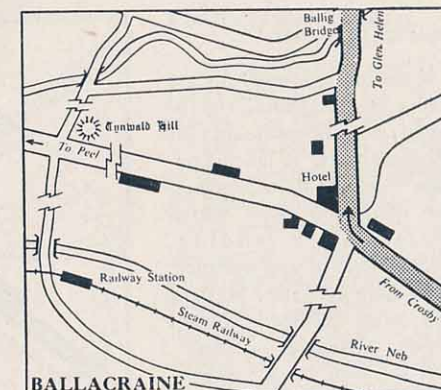
Coach Trips : Serve numerous parts of the course before the roads close. Bookings can be made at kiosks in most towns in the Island.

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

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

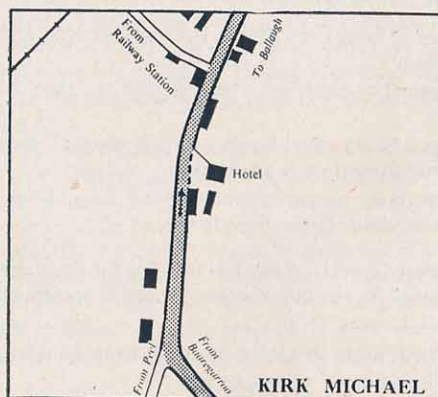
Ballacraigne/Ballig Bridge (7½ and 8 miles)

Ballacraigne : A fast corner with very little favourable camber. Loudspeakers relay Grandstand commentary. 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.

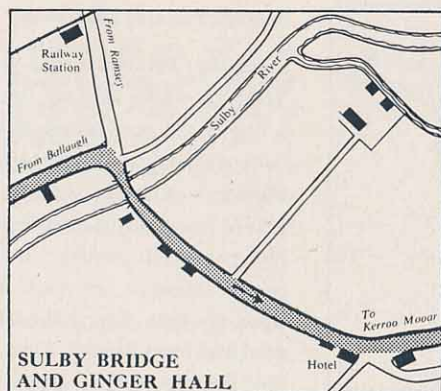
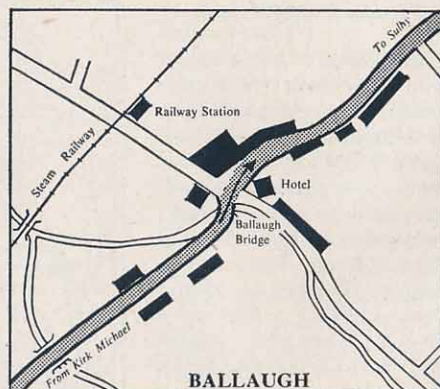


Kirk Michael (14½ miles)

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. Steam Trains (Douglas — 50-m. : Peel—15-m. : Ramsey—30-m.).

Ballaghy (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 and Sulby Bridge. Steam Trains (Douglas — 55-m. : Peel — 20-m. ; Ramsey — 20-m.).

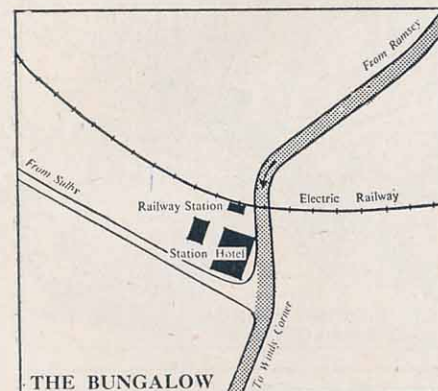
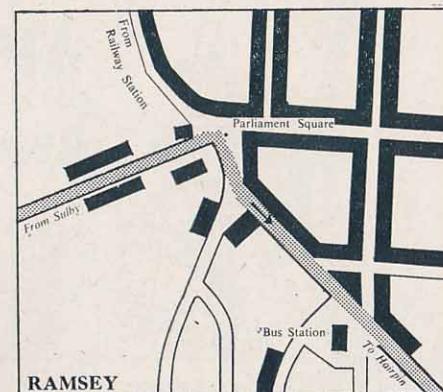


Sulby Bridge—Ginger Hall (20 miles)

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. Accessible to private transport from Ramsey and Ballaghy, 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 loud-speakers relay the grandstand 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.—Bungallow via Laxey 1-h. 15-m.).

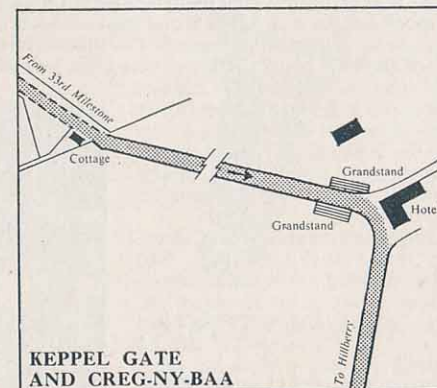


The Bungalow (31 miles)

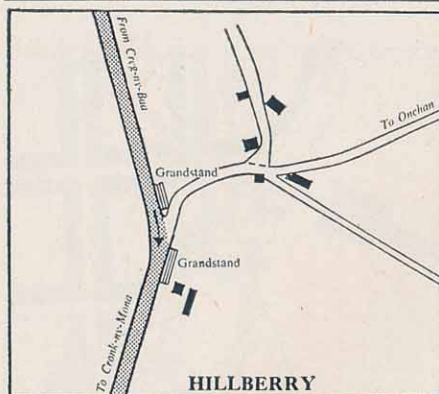
This very fast left and right hand bend forms the focal point of the Mountain stretch for the walker, who has free access to the many fast corners for miles on either side. Access from Sulby by road inside the course. Electric Trains run to the outside of the course from Laxey (Douglas — 1-h. : Ramsey—1-h. 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. Accessible by road from Douglas and Laxey : and, before the the roads close, by coach.



Where to watch, and how to get there—cont.

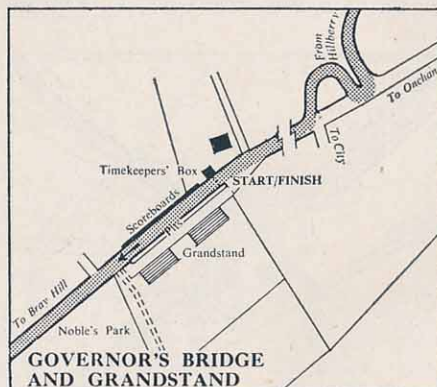


Hillberry (36 miles)

A very fast sweeping right-hander within easy reach of Douglas and with excellent spectator accommodation. 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). 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—Ballacrairie; K—Kirk Michael; R—Ramsey; M—East Mountain Gate; C—Creg-ny-Baa. A bulb above the dial lights when the driver reaches Governor's Bridge. 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 Creg-ny-Baa and is now at Governor's; No. 4 retired on his second lap after passing the E. Mountain Gate.

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



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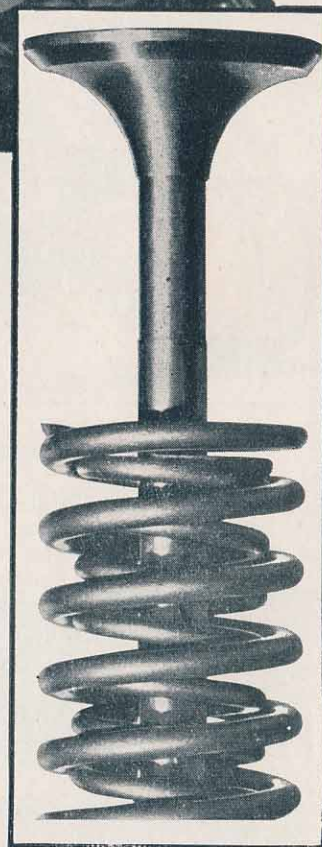


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springs and accessories by return.

Herbert Terry & Sons Limited, Redditch, England



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. Cypse 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		
3	New Zealand A.C.U. ...	P. R. Coleman (2800)
6	B. P. Setchell (2696) ...	Entrant
7	L. J. B. R. French (512) ...	D. G. Chapman (2716)
8	M.C.R.C. of New South Wales ...	R. G. Thomson (2795)
14	New Zealand A.C.U. ...	L. G. Aislabie (2798)
17	Jenkin & Purser, Ltd. (514) ...	R. Ferguson (3232)
32	L. B. Ranson (2951) ...	Entrant
40	S. R. Cameron (2900) ...	Entrant
44	G. N. Begg (2763) ...	Entrant
46	A. F. J. D. Martin (2957) ...	Entrant
54	New Zealand A.C.U. ...	F. R. Cook (2799)
65	R. G. Cook (2764) ...	Entrant
75	A. Williams & Co. (Cheltenham), Ltd. (379) ...	T. A. Ovens (2806)
76	Wilkins Motors (494) ...	A. L. Burton (2857)
81	Moto Baldet (504) ...	J. Glazebrook (2621)
349 A.J.S. Single Cylinder 75.5 x 78		
9	Arter Bros. Ltd. (482) ...	J. R. Clark (2808)
10	"J. Alexander" (2832) ...	Entrant
24	Britax (London) Ltd. (507) ...	A. W. Jones (2829)
74	Jenkin & Purser Ltd. (514) ...	D. T. Powell (2913)
36	New Zealand A.C.U. ...	P. B. Fahey (2797)
39	M. Muñoz (2362) ...	Entrant
55	O. Nygren (A1315) ...	Entrant
58	A.J.S. Motor Cycles (477) ...	F. G. Perris (2655)
70	A.J.S. Motor Cycles (477) ...	G. Dunlop (2713)
85	A.J.S. Motor Cycles (477) ...	D. Ennett (2780)
348 B.S.A. Single Cylinder 71 x 88		
21	H. Grant (2943) ...	Entrant
22	H. B. Lowe (2899) ...	Entrant
27	G. E. Leigh Motor-Cycles (508) ...	G. E. Leigh (2888)
33	Walter Wragg Ltd. (492) ...	J. B. Denton (2862)
42	Ingles (Provincial) Garages Ltd. (486) ...	C. F. Salt (2792)
49	Ceylon M.C.C. ...	R. Wijesinghe (2826)
50	R. Fay (2938) ...	Entrant
56	E. Cheers (2777) ...	Entrant
62	W. J. M. Rigg (515) ...	A. R. Capner (2779)
77	G. A. Northwood (2959) ...	Entrant
80	W. C. Hancock (2839) ...	Entrant
349 D.K.W. Three Cylinder 53 x 52.8		
45	A. R. Taylor Garages Ltd. (474) ...	C. C. Sandford (2665)
350 M.V. Four Cylinder 47.5 x 49		
11	Meccanica Verghera (FMI) ...	J. Surtees (2610)
29	Meccanica Verghera (FMI) ...	U. Masetti (3300)
350 Moto Guzzi Single Cylinder 80 x 69.5		
23	Moto Guzzi (581) ...	R. H. Dale (2805)
26	Wheeler Motors of Epsom (472) ...	A. Wheeler (2637)



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Racing No.	Entrant and Licence No.	Driver and Licence No.
52	Moto Guzzi (581)	D. Agostini (3339)
57	Moto Guzzi (581)	W. A. Lomas (2786)
72	Moto Guzzi (581)	T. K. Kavanagh (2704)

348 Norton Single Cylinder 71 x 88

15	Elite Motors (Tooting) Ltd. (489)	M. R. D. Pizzev (2688)
34	Elms Metals Ltd. (369)	L. R. King (2811)
59	Cyril Smith (505)	F. A. Norris (2846)
60	Reg Dearden (475)	G. R. Costain (2927)

348 Norton Single Cylinder 76 x 76.7

1	Bill Bancroft Ltd. (493)	H. Plews (2728)
2	A.C.C. of Australia	E. Hinton (2768)
4	G. K. Rae (464)	G. B. Tanner (2563)
5	Canadian M.C.A.	H. Wieland (3587)
12	F. Gonzalez (2358)	Entrant
16	Norton Motors Limited (367)	J. Hartle (2629)
18	J. W. Beevers (2514)	Entrant
19	Wirral '100' M.C. (499)	T. S. Shepherd (2885)
20	A.C.C. of Australia	K. Bryen (2747)
25	Reg Dearden (475)	E. B. Jones (2809)
28	Reg Dearden (475)	G. Robarts (3591)
30	Norton Motors Limited (367)	A. Trow (2653)
35	S. E. Hanson (483)	G. A. Catlin (2860)
37	Salop M.C. (503)	G. T. Salt (2714)
38	R.A.C. of South Africa	J. N. Edwards (2935)
43	W. Robertson (2784)	Entrant
47	R. M. Harding (2791)	Entrant
51	Norton Motors Limited (367)	J. Brett (2743)
53	E. Muñoz (2361)	Entrant
61	V. T. Williams (2776)	Entrant
63	R.A.C. of South Africa	E. M. Grant (2781)
64	E. T. Pink (Harrow) Ltd. (471)	I. I. Lloyd (2848)
66	Reg Dearden (475)	P. H. Carter (2778)
67	A.C.C. of Australia	B. Hodgkinson (2950)
68	K. H. Tostevin (2625)	Entrant
69	D. V. Chadwick (2818)	Entrant
71	K. E. Tully (2817)	Entrant
73	M. P. Roche (3228)	Entrant
78	Joseph Potts Ltd. (479)	R. McIntyre (2769)
79	Elms Metals Ltd. (369)	A. E. Moule (2788)
82	Reg Dearden (475)	R. B. Rensen (2567)
83	J. Woods (3229)	Entrant
86	M. P. O'Rourke (2564)	Entrant
87	Messrs. West's (Lincoln) Ltd. (517)	B. Freestone (2715)

305 NSU Single Cylinder 72 x 75

48	H. Baltisberger (830)	Entrant
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348 Pike B.S.A. Single Cylinder 71 x 88

41	G. J. Turner (2865)	Entrant
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348 Velocette Single Cylinder 74 x 81

31	Geoff Duke (497)	J. J. Wood (2631)
84	E. A. Lavington (2789)	Entrant

Boddice again!

WINS MINNIE GRENFELL AND WATSONIAN TROPHIES SECOND TIME RUNNING

Bill Boddice and Bill Storr have used Shell X-100 for their 490 c.c. Norton Watsonian combination for the past three years. Here are some of their successes for 1955:—

Date	Venue	Position in Scratch Race	Handicap
April 3	Brough	1st	6
„ 5	Brands Hatch	1st	1st
„ 7	Snetterton	2nd	1st
„ 17	Crystal Palace (<i>Race Record</i>)	1st (<i>R.Lap</i>)	4
„ 23	Silverstone	1st	f.t.d.
„ 24	Brands Hatch	1st	3
„ 30	Aintree	1st	
May 7	Oulton Park	1st (<i>R.Lap</i>)	
„ 15	Brands Hatch	1st	2
June 9	I.O.M. T.T.	2nd	
„ 16	Crystal Palace (<i>Race Record</i>)	1st (<i>R.Lap</i>)	1st
„ 26	Brands Hatch (<i>Race Record</i>)	1st (<i>R.Lap</i>)	1st
July 16	Silverstone (<i>Trophy Day</i>)	1st	
„ 23	Oulton Park	1st	4th
Aug. 20	Brands Hatch	1st	
„ 28	Shelsley Walsh	1st (<i>F.T.D.</i>)	
Sept. 18	Brands Hatch	1st	2nd

As Bill Boddice said, "This is surely a tribute to Shell X-100 Motor Oil, which has also saved me considerable expense for which I am extremely thankful."



keeps engines young

It fights acid action—main cause of engine wear

Available in the following grades:
Shell X-100 20/20W, 30, 40, 50.

250 c.c. Lightweight International

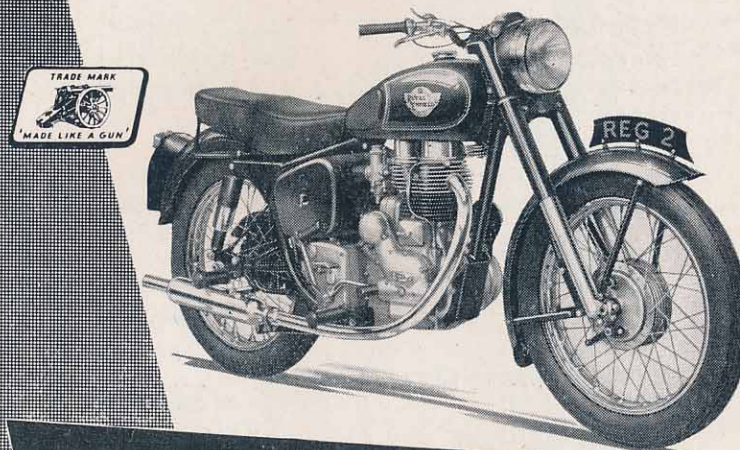
Motor Cycle: Cubic Capacity; Make; Type; Bore and Stroke.

Racing No.	Entrant and Licence Number.	Driver and Licence No.
250 B.S.A. Single Cylinder 63 x 88		
12	Gt. West Autos Ltd. (462)	A. W. Jones (2829)
247 CZ Single Cylinder 68 x 68		
18	Ustredni Automotoklub CSR (1)	F. Bartos (709)
247 E.M.C. Twin Cylinder 45 x 76.6		
8	J. Ehrlich (498)	D. H. Edlin (2638)
249 G.M.V. Special Single Cylinder 74 x 58		
22	R. M. Harding (2791)	Entrant
248 J.E.L. Twin Cylinder 54 x 54		
19	Elms Metals Ltd. (369)	L. R. King (2811)
250 Mondial		
6	A. R. Taylor Garages Ltd. (474)	C. C. Sandford (2665)
28	F. B. Mondial (FMI)	T. Provini (FMI)
248 Moto Guzzi Single Cylinder 68 x 68		
2	E. Lorenzetti (3301)	Entrant
17	W. J. Maddrick (2627)	Entrant
21	Wheeler Motors of Epsom (472)	A. Wheeler (2637)
25	N. Webb (2787)	Entrant
203 M.V. Agusta Single Cylinder 68 x 56		
1	M.V. Distributors Ltd. (470)	D. Minter (2566)
4	M.V. Distributors Ltd. (470)	M. P. O'Rourke (2564)
15	M.V. Distributors Ltd. (470)	R. D. Keeler (2698)
16	W. M. Webster of Crewe (368)	W. M. Webster (2590)
250 M.V. Agusta Twin Cylinder 53.3 x 56		
3	Meccanica Verghera (FMI)	R. Colombo (3294)
250 M.V. Agusta Single Cylinder 72.7 x 60		
10	Meccanica Verghera (FMI)	U. Masetti (3300)
11	Meccanica Verghera (FMI)	L. Taveri (1983)
20	Meccanica Verghera (FMI)	C. Ubbiali (3299)
246 Norton Single Cylinder 70 x 64		
26	Joseph Potts Ltd. (479)	R. McIntyre (2769)
248 Norton Single Cylinder 69 x 67		
5	Chas. E. Cope & Sons Ltd. (376)	E. F. Cope (2718)
247 NSU Single Cylinder 69 x 66		
7	H. Kassner (1055)	Entrant
9	H. Baltisberger (830)	Entrant
14	A.C.C. of Australia	E. Hinton (2768)
23	Hills Engineering Works Ltd. (5)	S. H. Miller (3222)
248 R.D.S. Single Cylinder 68 x 68		
24	Reg Dearden (475)	P. H. Carter (2778)
27	Reg Dearden (475)	E. B. Jones (2809)
248 R.U.A.R.C. Single Cylinder		
29	A. R. Capner (2779)	Entrant

Spotlight on

The 1956 350 BULLET

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NAME

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T.T.P.

125 c.c. Lightweight International

Racing
No. Entrant and Licence No. Driver and Licence No.

124 Anelay Single Cylinder 54 x 54

16 Anelays (Blackburn) Ltd. (488) ... K. Martin (2892)

124 CZ Single Cylinder 55 x 52

8 Ustredni Automotoklub CSR (I) ... F. Bartos (709)

25 Ustredni Automotoklub CSR (I) ... V. Parus (710)

124 E.M.C. Twin Cylinder 40 x 49.2

19 J. Ehrlich (498) ... D. H. Edlin (2638)

125 Fruin Special Single Cylinder 55 x 52.5

29 H. L. Fruin (2754) ... Entrant

125 Gilera

4 Moto Gilera (571) ... R. Ferri (3314)

14 Moto Gilera (571) ... A. Milani (FMI)

124.8 L.C.H. Single Cylinder 55 x 52.5

3 L. C. Harfield (2889) ... Entrant

125 L.E.F. Single Cylinder 55 x 52.5

1 Lewis, Ellis & Foster Ltd. (373) ... D. V. Chadwick (2818)

125 Mondial Single Cylinder 53 x 56

9 A. R. Taylor Garages Ltd. (474) ... C. C. Sandford (2665)

15 F. B. Mondial (FMI) ... T. Provini (FMI)

26 D. Allen (2644) ... Entrant

125 Montesa Single Cylinder 51.5 x 60

2 Permanyer, S.A. (7) ... M. Cama (2356)

12 Permanyer, S.A. (7) ... F. Gonzalez (2358)

23 Permanyer, S.A. (7) ... J. Grace (2753)

28 Permanyer, S.A. (7) ... E. Sirera (2357)

125 M.V. Agusta Single Cylinder 53 x 56

5 Wheeler Motors of Epsom (472) ... A. Wheeler (2637)

6 M.V. Distributors Ltd. (470) ... R. D. Keeler (2698)

7 Meccanica Verghera (FMI) ... C. Ubbiali (3299)

10 Meccanica Verghera (FMI) ... R. Colombo (3294)

11 M.V. Distributors Ltd. (470) ... M. P. O'Rourke (2564)

17 Chas. E. Cope & Sons Ltd. (376) ... E. F. Cope (2718)

18 Meccanica Verghera (FMI) ... L. Taveri (1983)

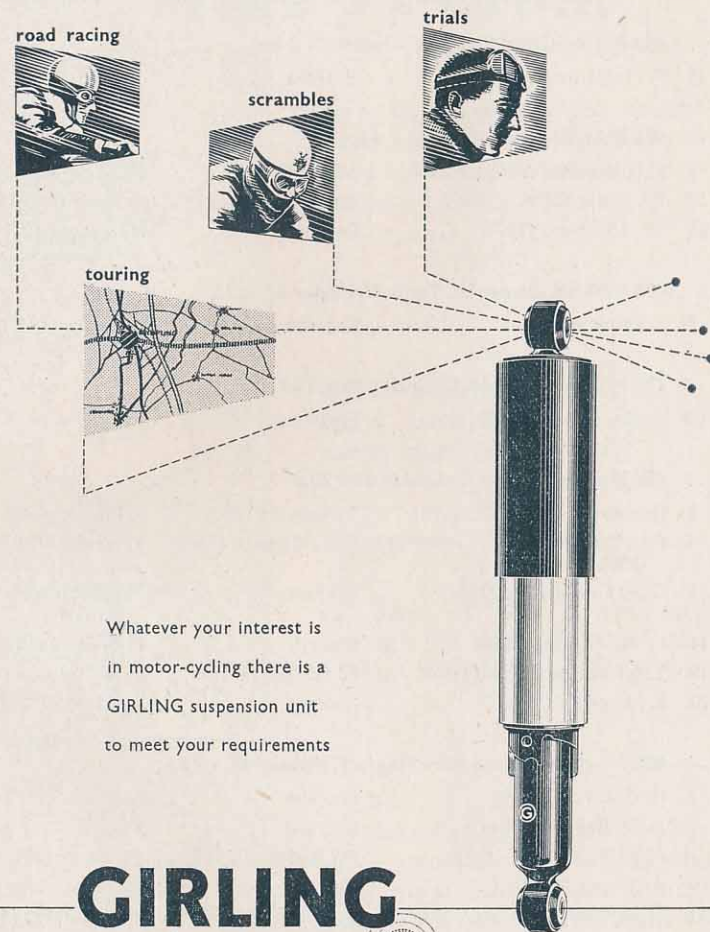
20 M.V. Distributors Ltd. (470) ... D. Minter (2566)

21 Meccanica Verghera (FMI) ... U. Masetti (3300)

22 W. M. Webster of Crewe (368) ... W. M. Webster (2590)

24 W. J. Maddrick (2627) ... Entrant

27 Porters of Spalding (469) ... R. W. Porter (2649)



GIRLING

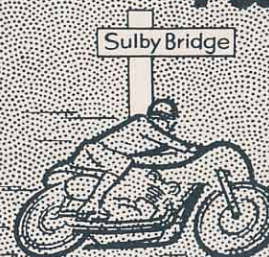
'Way Out Ahead

GIRLING LIMITED
KINGS ROAD · TYSELEY · BIRMINGHAM 11

International Sidecar

Racing No.	Entrant and Licence No.	Driver and Licence No.	Passenger
498 B.S.A./Geko Single Cylinder 85 x 86			
12	F. Muhlemann (2013) ...	Entrant ...	W. Reusser (131)
496 B.M.W. Twin Cylinder 68 x 68			
2	F. Hillebrand (801) ...	Entrant ...	M. Grunwald (832)
10	W. Noll (1022) ...	Entrant ...	F. Cron (OMK)
18	W. Schneider (1072) ...	Entrant ...	H. Strauss (1019)
498 B.M.W./Imperial Twin Cylinder 66 x 72			
9	J. Wijns (57) ...	Entrant ...	J. Vervoort (FMB)
498 Matchless Twin Cylinder 66 x 72.8			
17	Aston Auto Motors (506) ...	F. Hanks (2572) ...	E. Dorman (2859)
499 Norton Single Cylinder 86 x 85.6			
1	Gosport & D.M.C.C. (496) ...	T. Sawyers (2880) ...	S. Musselwhite (2881)
4	Eric Oliver (Motor Cycles) Ltd. (500)	R. L. Mitchell (2748)	E. Bliss (2710)
5	O. E. Greenwood (2954) ...	Entrant ...	"E. Quilibrium" (2963)
16	L. W. Taylor (2928) ...	Entrant ...	F. P. Glover (2906)
19	T. G. Garner & Son (495) ...	E. Walker (2755) ...	D. G. Roberts (2756)
22	L. Marcelli (3334) ...	Entrant ...	L. Dobelli (3289)
499 Norton/Watsonian Single Cylinder 86 x 85.6			
3	H. Curchod (1969) ...	Entrant ...	R. Bebox (6)
6	J. W. Beevers (2514) ...	Entrant ...	W. J. Mundy (2960)
7	Elms Metals Ltd. (369) ...	W. Boddice (2912) ...	W. Storr (2930)
8	A. Young (2921) ...	Entrant ...	A. C. Partridge (2949)
11	T. Garner & Son Ltd. (495) ...	P. Woollett (2845) ...	M. J. Candy (2838)
15	Eric Oliver (Motor Cycles) Ltd. (500)	P. V. Harris (2886) ...	R. M. Campbell (2966)
20	R.A.C. of South Africa ...	V. J. R. Rowlands (2945)	C. Du Casse (2967)
21	D. Parkinson (516) ...	F. Taylor (2907) ...	R. Taylor (2944)
23	H. J. Gresswell & Son Ltd. (518)	J. Beeton (2844) ...	C. L. Billingham (2964)
24	Rochester & Chatham & D.M.C. (510)	A. H. Skein (2884) ...	F. H. Westaway (2965)
499 Norton/Watsonian Single Cylinder 90 x 78.4			
14	Watsonian Sidecars Ltd. (509)	C. J. H. Smith (2679)	N. R. Woollett (2517)

Fast Facts...



(1) At the end of the Sulby straight riders must reduce speed from about 145 m.p.h. to 40 m.p.h. to get round Sulby Bridge!



(2) To achieve this reduction in speed, over 250,000 ft. lbs. of energy must be dispersed!



(3) Most of this is dissipated through the bike's Ferodo Brake Linings and they weigh only 8-10 ozs!



(4) Yet, after all the hard braking of a complete T.T. course, the wear on a Ferodo Brake Lining seldom exceeds a few thousandths of an inch!

Racing proves FERODO FIRST—TO LAST!

FERODO
Anti-Fade BRAKE LININGS

FERODO LIMITED · CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Organisation

Senior International

Racing No.	Entrant and Licence No.	Driver and Licence No.
------------	-------------------------	------------------------

348 A.J.S. Single Cylinder 74 x 81

3	B. P. Setchell (2696)	Entrant
23	G. N. Begg (2763)	Entrant
50	R. G. Cook (2764)	Entrant
75	L. B. Ranson (2951)	Entrant
87	S. R. Cameron (2900)	Entrant

496 B.M.W. Twin Cylinder 68 x 68

19	W. Zeller (1060)	Entrant
----	------------------	---------

348 B.S.A. Single Cylinder 71 x 78

2	V. T. Williams (2776)	Entrant
38	H. B. Lowe (2899)	Entrant
69	G. A. Northwood (2959)	Entrant
77	Ceylon M.C.C.	R. Wijesinghe (2826)

499 B.S.A. Single Cylinder 85 x 88

6	Ingles Provincial Garages Ltd. (486)	C. F. Salt (2792)
18	R. Fay (2938)	Entrant
33	G. E. Leigh Motor-Cycles (508)	G. E. Leigh (2888)
46	W. C. Hancock (2839)	Entrant
49	J. Difazio Motorcycles (480)	R. Ingram (2918)
59	D. W. Minter (2566)	Entrant
61	Ceylon M.C.C.	J. B. Wilks (2882)

498 Matchless Twin Cylinder 66 x 72.8

4	Matchless Motor Cycles (477)	D. Ennett (2780)
7	M.C.R.C. of New South Wales	R. G. Thomson (2795)
11	A. F. J. D. Martin (2957)	Entrant
16	O. Nygren (A1315)	Entrant
26	A. R. Capner (2779)	Entrant
28	D. Christian (2901)	Entrant
35	Matchless Motor Cycles (477)	F. G. Perris (2655)
42	Arter Bros. Ltd. (482)	J. R. Clark (2808)
43	Jenkin & Purser Ltd. (514)	D. T. Powell (2913)
48	Great West Autos Ltd. (462)	A. W. Jones (2829)
54	K. H. Tostevin (2625)	Entrant
56	Seaton Delaval & D.M.C. (513)	L. Carr (2807)
66	Matchless Motor Cycles (477)	G. Dunlop (2713)
72	New Zealand A.C.U.	P. B. Fahey (2797)
73	Jenkin & Purser Ltd. (514)	R. Ferguson (3232)
76	New Zealand A.C.U.	F. R. Cook (2799)

500 Moto Guzzi Single Cylinder 88 x 82

12	Moto Guzzi (581)	W. A. Lomas (2786)
29	Moto Guzzi (581)	T. K. Kavanagh (2704)
31	Moto Guzzi (581)	R. H. Dale (2805)

500 M.V. Agusta Four Cylinder 52 x 58

67	Meccanica Verghera (FMI)	U. Masetti (3300)
81	Meccanica Verghera (FMI)	J. Surtees (2610)

348 Norton Single Cylinder 71 x 88

10	Elite Motors (Tooting) Ltd. (489)	M. R. D. Pizzey (2688)
----	-----------------------------------	------------------------

348 Norton Single Cylinder 76 x 75.8

14	Canadian Motorcycle Association	H. Wieland (3587)
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More T.T. Races have been won on



than any other oil

Since 1910 when Castrol
was introduced 31 out of 34
Senior TT's have been
won on Castrol.



Racing
No. Entrant and Licence No. Driver and Licence No.

499 Norton Single Cylinder 79.62 x 100

45 Reg Dearden (475) ... R. B. Rensen (2567)

499 Norton Single Cylinder 86 x 85.6


1	A. Williams & Co. (Cheltenham) Ltd. (379)	T. A. Owens (2806)
5	A.C.C. of Australia	B. Hodgkinson (2950)
8	E. T. Pink (Harrow) Ltd. (471)	I. I. Lloyd (2848)
9	Norton Motors Limited (367)	A. Trow (2653)
15	Norton Motors Limited (367)	J. Brett (2743)
17	New Zealand A.C.U.	P. R. Coleman (2800)
21	K. E. Tully (2817)	Entrant
22	Reg Dearden (475)	G. Robarts (3591)
24	Salop M.C. (503)	G. T. Salt (2714)
27	West's (Lincoln) Limited (517)	B. Freestone (2715)
30	Elms Metals Ltd. (369)	L. R. King (2811)
32	R.A.C. of South Africa	E. M. Grant (2781)
34	Wirral '100' M.C. (499)	T. S. Shepherd (2885)
36	Elms Metals Ltd. (369)	A. E. Moule (2788)
37	Reg Dearden (475)	G. R. Costain (2927)
39	M. P. Roche (3228)	Entrant
40	S. E. Hanson (483)	G. A. Catlin (2860)
41	Reg Dearden (475)	P. A. Carter (2778)
44	J. Woods (3229)	Entrant
47	M. P. O'Rourke (2564)	Entrant
51	L. J. B. R. French (512)	D. G. Chapman (2716)
52	Norton Motors Limited (367)	J. Hartle (2629)
53	E. Muñoz (2361)	Entrant
55	Reg Dearden (475)	E. B. Jones (2809)
57	Joseph Potts Ltd. (479)	R. McIntyre (2769)
58	Walter Wragg Ltd. (492)	J. B. Denton (2862)
60	A.C.C. of Australia	K. Bryen (2747)
62	Bill Bancroft Ltd. (493)	H. Plews (2728)
63	New Zealand A.C.U.	L. G. Aislabie (2798)
64	M. Muñoz (2362)	Entrant
65	Moto Club Cali	E. Barona (3141)
68	Canadian M.C.A.	J. R. Waring (3586)
70	J. W. Beevers (2514)	Entrant
71	R.A.C. of South Africa	J. N. Edwards (2935)
74	A.C.C. of Australia	E. Hinton (2768)
78	Moto Baldet (504)	J. Glazebrook (2621)
79	"John Grace" (2753)	Entrant
80	K. Willis (2861)	Entrant
82	Cyril Smith (505)	F. A. Norris (2846)
83	V. Preston (2953)	Entrant
84	G. K. Rae (464)	G. B. Tanner (2563)
85	D. V. Chadwick (2818)	Entrant
86	Anelays (Blackburn) Ltd. (488)	B. Duffy (2905)
88	F. Gonzalez (2358)	Entrant
89	R. Cousins (2657)	Entrant

499 Pike B.S.A. Single Cylinder 85 x 88

25 G. J. Turner (2865) ... Entrant

348 Velocette Single Cylinder 74 x 81

20 Geoff Duke (497) ... J. J. Wood (2631)



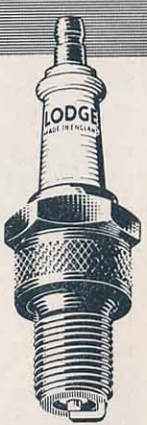
LODGE
wins in 1955

1955 World Championship (350 c.c. class).
W. A. Lomas (Moto Guzzi)

1955 Junior T.T.	—1st	} 350 c.c. class W. A. Lomas (Moto Guzzi)
1955 German Grand Prix	—1st	
1955 Belgian Grand Prix	—1st	

1955 Grand Prix of Nations	—1st	} 500 c.c. class U. Masetti (M.V. Agusta)
1955 Spanish Grand Prix	—3rd	
1955 Dutch Grand Prix	—3rd	

1955 Grand Prix of Nations	—1st	} 350 c.c. class D. Dale (Moto Guzzi)
1955 Circuit de Floreffe	—1st	
1955 French Grand Prix	—2nd	
1955 Dutch T.T.	—3rd	



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wise men fit

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THE POWER PLUG

**THE ALL BRITISH SPARK PLUG
FROM ALL GOOD GARAGES**



By Appointment to
Her Majesty The Queen
Suppliers of Sparking Plugs
Lodge Plugs Limited

LODGE PLUGS LTD. RUGBY

Clubman's Entries—350 c.c. Race

Racing No.	Entrant	Driver and Licence No.
		(S=Scottish A.C.U.)
B.S.A.	<i>Model: B. 32 Gold Star</i>	
1	Oswestry & D.M.C.	P. G. Kirkham (1159)
2	Stockton & D.M.C.	W. D. Fellows (1733)
3	Rotherham & D.M.C.	B. Marshall (1471)
5	Ringwood M.C. & L.C.C.	B. R. Cortvriend (98)
6	Birmingham M.C.C.	P. B. James (768)
7	Warrington & D.M.C.	N. J. Davenport (1045)
8	Louth & D.M.C.C.	B. D. Codd (936)
9	Southampton & D.M.C.C.	N. Lay (1671)
10	West Leeds M.C.	D. Pratt (628)
11	Hawick & Border C. & M.C.C.	D. D. Shand (S-A1152)
12	Stevenston & D.M.C.C.	G. A. Borland (S-A804)
14	Hebdon Royd & D.M.C.C.	C. Huxley (2123)
15	Chesterfield & D.M.C.C.	D. Jervis (857)
16	Bolton M.C.C.	H. Riley (1302)
17	Preston & D.M.C.C.	K. Nicholls (2043)
18	Southampton & D.M.C.C.	J. D. Hamilton (1825)
19	Bankstown-Wiley Park M.C.C.	R. G. Sutcliffe (2470)
20	South Reading M.C.C.	N. H. Vivian (1262)
21	Barnoldswick & D.M.C.	J. E. Coates (2085)
22	Rye & D.M.C.C.	K. A. Lindsay (507)
23	Worksop & D.M.C.	E. Unwin (1072)
24	Glasgow Speedway M.C.C.	C. McLean (S-A1094)
26	Stratford-on-Avon M.C. & C.C.	A. W. G. Walczak (29)
27	Salop M.C.	R. J. Brinnand (492)
28	North Lancs. M.C.	G. E. Briggs (1833)
29	B.M.C.R.C.	J. R. Hurlstone (1396)
30	Meden Valley M.C.C.	H. D. Briggs (2453)
31	Whitehaven M.C.	G. Bell (493)
32	Bankstown-Wiley Park M.C.C.	W. A. Cooper (2471)
33	Lion M.C.C.	N. Robertson (S-A952)
35	Rochester Chatham & D.M.C.	S. L. F. Orson (236)
36	Shirley M.C.C.	R. A. Holland (451)
38	Ilkeston & D.M.C. & L.C.C.	G. Lowe (433)
39	Warrington & D.M.C.	G. Arnold (1504)
40	Wirral '100' M.C.	S. Baskett (1443)

3 world speed records

Water

Donald Campbell's
Bluebird 216.2 m.p.h.

Land

John Cobb's
Railton Mobil Special
394.2 m.p.h.

Motor Cycle

Russell Wright's
Vincent Black Lightning 185.15 m.p.h.

using

Mobiloil

MOBIL OIL COMPANY LTD., LONDON, S.W.1



Racing No.	Entrant.	Driver and Licence No. (S=Scottish A.C.U.)
41	Reigate, Redhill, North Downs M.C.	P. R. Hodgson (277)
42	XHG Tiger M.C.C.	A. W. Brodrick (44)
43	Solihull M.C.C.	P. E. Walsh (1568)
44	Reading Ace M.C.C.	G. A. Dormer (834)
45	Surrey Hills M.C.	L. Bull (1333)
46	Wirral '100' M.C.	A. Herdman (2399)
47	Preston & D.M.C.	A. E. Culshaw (1060)
48	Ledbury Cobras M.C. & L.C.C.	R. Thompson (1492)
49	Perth & D.M.C.	M. D. Smith (S-A1127)
50	Maidenhead M.C. & L.C.C.	M. R. Oram (956)
51	Nottingham Tornado M.C.	F. Wallis (480)
52	Leicester Query M.C.	J. Eckhart (612)
53	Farnham Royal M.C. & L.C.C.	C. G. Moram (1479)
54	Bermondsey M.C.C.	L. S. Rutherford (1125)
55	Dalmarnock M.C.C.	D. F. Thomson (S-A931)
56	Liverpool Imperial M.C.C.	R. McCrave (728)
57	Hillingdon & Uxbridge M.C.	A. R. Singer (1414)
58	Southampton & D.M.C.C.	E. P. Davies (1412)
59	Isle of Wight M.C.C.	K. W. James (178)
60	Ruislip & D.M.C.C.	T. Folwell (205)
61	Runcorn & D.M.C.	T. Mash (1057)
62	Wirral '100' M.C.	N. F. Sweetman (854)
63	Bury & D.M.C.	N. C. Fletcher (2151)
64	Craven & D.M.C.	J. Hill (1832)
66	Kilmarnock Tigers M.C.C.	J. D. Morton (430)
67	Nottingham Tornado M.C.	D. H. Nourish (2429)
68	Bingley & D.M.C. & M.C.C.	T. A. McCann (214)
69	Sutton Coldfield & N.B.A.C.	A. Jackson (151)

DOUGLAS

Model: 80 Plus

65	London Douglas M.C.C.	T. Brown (1191)
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DOUGLAS

Model: 90 Plus

4	Wavertree M.C.C.	J. Hutchinson (534)
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NORTON

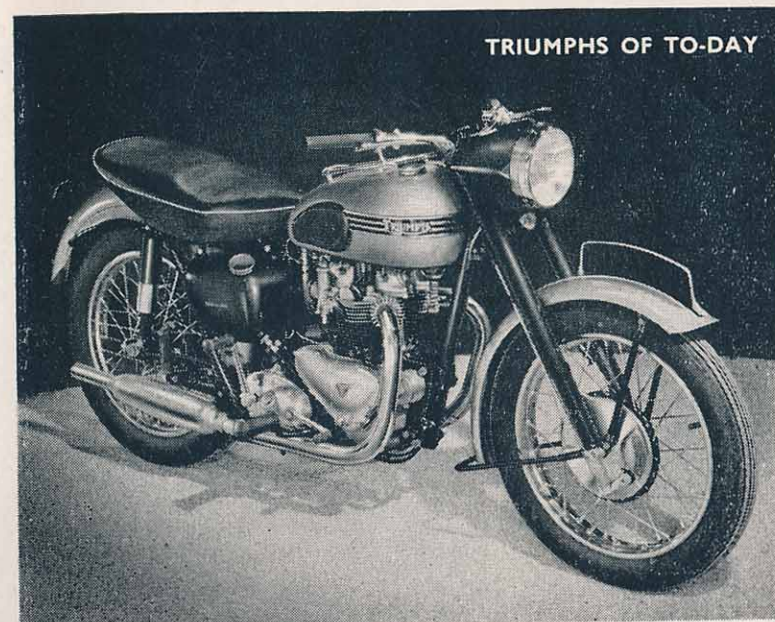
Model: 40 International

25	Bradford & D.M.C.	A. Shepherd (1794)
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VELOCETTE

Model: Viper

34	Stratford-on-Avon M.C. & L.C.C.	J. F. Righton (504)
37	Aberdeen & D.M.C.	A. Smith (2466)



TRIUMPHS OF TO-DAY

THE TIGER 110

With the highest performance of any fully equipped motorcycle in regular production to-day—the T110 gives you motorcycling at its thrilling best. Although its performance is unmatched, the T110 is smooth, comfortable, and easy to handle. It has superb suspension and brakes to equal the performance. Altogether a motorcycle of rare distinction and one which has earned an impressive reputation in all parts of the world.

TRIUMPH *The Best Motorcycle in the World*

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

Clubman's Entries—500 c.c. Race

Racing No. Entrant. Driver and Licence No.

B.S.A.

Model: B.34 Gold Star

1	Horsforth & D.M.C.	...	D. Andrews (1263)
2	Worcester A.C.	...	B. Payton (814)
3	Ilkeston & D.M.C. & L.C.C.	...	G. Lowe (433)
5	Wirral '100' M.C.	...	H. Synowiec (207)
6	Westminster Racing M.C.C.	...	V. Naintre (859)
7	Slough & D.M.C. & L.C.C.	...	P. K. Cruse (932)
8	Louth & D.M.C.C.	...	B. D. Codd (936)
9	Nottingham Tornado M.C.	...	F. Wallis (480)
10	Bristol M.C.C.	...	A. H. Jenkins (279)
11	Sutton Coldfield & N.B.A.C.	...	R. F. Keen (367)
12	Bankstown-Wiley Park M.C.C.	...	G. Coombes (2469)
15	Warrington & D.M.C.	...	G. Arnold (1504)
16	Dunlop Car & M.C.C.	...	A. H. Mustard (741)
17	Chesterfield & D.M.C.C.	...	D. Jervis (857)
18	Leicester Query M.C.	...	D. J. Smart (1675)
19	Southampton Vikings M.C. & L.C.C.	...	B. W. Newman (2233)
20	Saddlers '54' Walsall M.C.C.	...	L. Chapman (921)
21	Newbury & D.M.C.	...	W. J. Hill (2465)
23	Romsey & D.M.C. & L.C.C.	...	A. R. F. Morris (1315)
25	Mont' Christie M.C.C.	...	D. Hagen (1801)
29	Southampton & D.M.C.C.	...	R. E. Jerrard (1629)
30	Stafford A. C.	...	R. Preece (526)
31	Maidstone Aces M.C.C.	...	M. J. Candy (1757)
32	Chalfonts & Amersham A.C.	...	D. Merridan (804)
33	Ilkeston & D.M.C. & L.C.C.	...	G. H. Turner (495)
36	Portsmouth M.C.R.C.	...	M. W. Munday (281)
38	Bayswater M.C.C.	...	P. A. Alexander (454)
40	Mendip Vale M.C. & L.C.C.	...	L. C. St. J. Hawkins (1442)
41	Winsford & D.M.C.	...	E. Minihan (1237)
42	North Bucks M.C.	...	D. Howe (1173)
43	Edgware, Mill Hill & D.M.C.	...	D. J. Ellis (1220)

NORTON

Model: 30 International

24	Leyland A.C.	...	K. Latham (929)
34	Bulldog M.C. & M.C.C.	...	B. F. Herbert (743)

NORTON

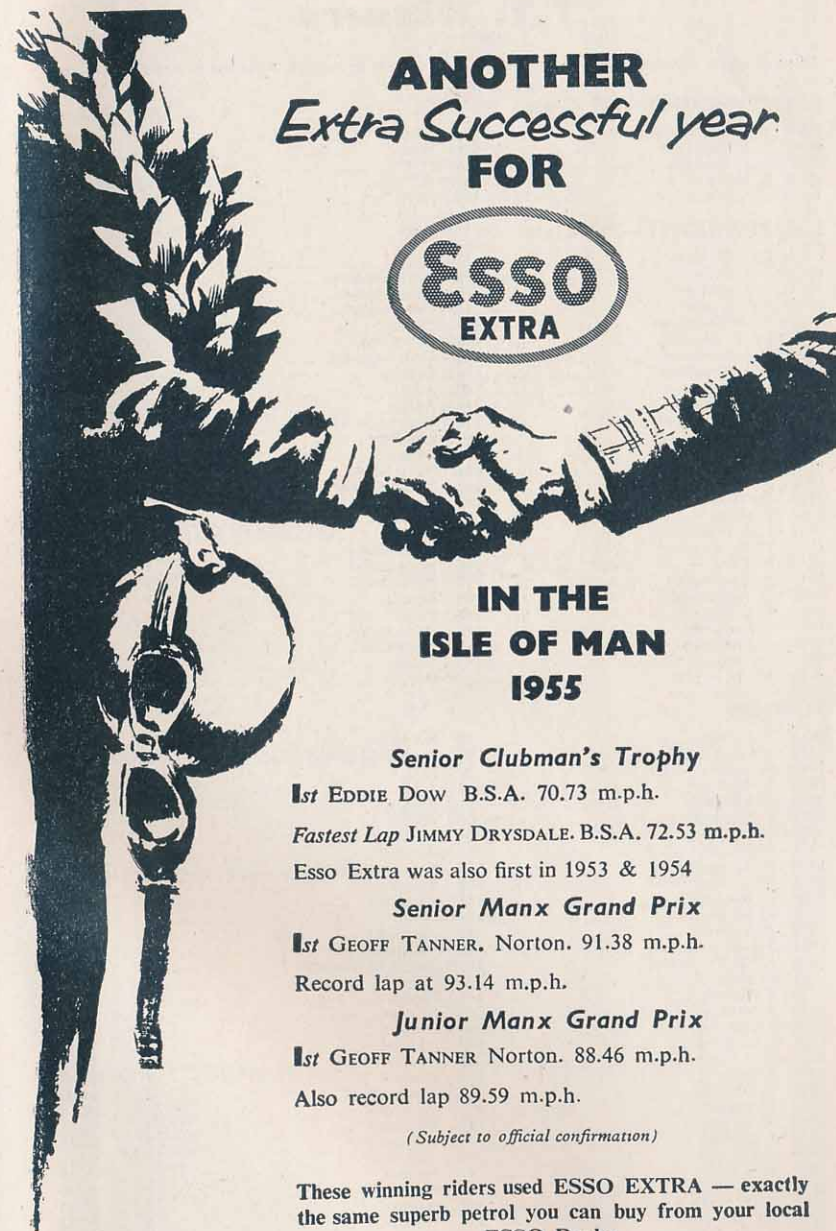
Model: 88

27	Louth & D.M.C.C.	...	M. Redford (223)
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TRIUMPH

Model: T. 100 Twin

4	Horsham & D.M.C. & L.C.C.	...	P. G. Hyde (518)
14	Rochdale & D.M.C.	...	C. Dearden (1506)
22	Armthorpe Ace M.C.	...	A. Ashley (128)
26	Blyth & D.M.C.	...	R. Smith (2120)
28	B.M.C.R.C.	...	J. R. Hurlstone (1396)
35	Rotherham & D.M.C.	...	H. Russell (222)
37	Sturminster Newton & D.M.C.C. & L.C.C.	...	M. W. Gillingham (1588)
39	Shirley M.C.C.	...	M. T. Brookes (964)



ANOTHER
Extra Successful year
FOR

Esso
EXTRA

IN THE
ISLE OF MAN
1955

Senior Clubman's Trophy
1st EDDIE DOW B.S.A. 70.73 m.p.h.
Fastest Lap JIMMY DRYSDALE. B.S.A. 72.53 m.p.h.
Esso Extra was also first in 1953 & 1954

Senior Manx Grand Prix
1st GEOFF TANNER. Norton. 91.38 m.p.h.
Record lap at 93.14 m.p.h.

Junior Manx Grand Prix
1st GEOFF TANNER Norton. 88.46 m.p.h.
Also record lap 89.59 m.p.h.
(Subject to official confirmation)

These winning riders used ESSO EXTRA — exactly
the same superb petrol you can buy from your local
ESSO Dealer.

FINEST PETROL IN THE WORLD

T.T. Winners

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

LIGHTWEIGHT—125 Class

					LAP	M.P.H.
1951	W. A. C. McCandless	...	124	Mondial	...	74.85
1952	C. C. Sandford	...	125	M.V.	...	75.54
1953	R. L. Graham	...	125	M.V.	...	77.79
1954	R. Hollaus	...	125	N.S.U.	...	*69.57
1955	C. Ubbiali	...	125	M.V.	...	*69.67

LIGHTWEIGHT—250 Class

1922	G. S. Davison	...	24	Levis	...	49.89
1923	J. A. Porter	...	249	New Gerrard	...	51.93
1924	E. Twemlow	...	249	New Imperial	...	55.44
1925	E. Twemlow	...	246	New Imperial	...	57.74
1926	C. W. Johnston	...	249	Cotton	...	60.20
1927	W. L. Handley	...	248	Rex-Acme	...	63.30
1928	F. A. Longman	...	249	O.K. Supreme	...	62.90
1929	S. A. Crabtree	...	246	Excelsior	...	63.87
1930	J. Guthrie	...	248	A.J.S.	...	64.71
1931	G. W. Walker	...	249	Rudge	...	68.98
1932	L. H. Davenport	...	246	New Imperial	...	70.48
1933	S. Gleave	...	246	Excelsior	...	71.59
1934	J. H. Simpson	...	249	Rudge	...	70.81
1935	S. Woods	...	248	Moto Guzzi	...	71.56
1936	A. R. Foster	...	246	New Imperial	...	74.28
1937	O. Tenni	...	248	Moto Guzzi	...	74.72
1938	E. Kluge	...	248	D.K.W.	...	78.48
1939	E. A. Mellors	...	246	Benelli	...	74.25
1947	M. Barrington	...	248	Moto Guzzi	...	73.22
1948	M. Cann	...	248	Moto Guzzi	...	75.17
1949	M. Barrington	...	248	Moto Guzzi	...	77.96
1950	D. Ambrosini	...	248	Benelli	...	78.08
1951	T. L. Wood	...	248	Moto Guzzi	...	81.39
1952	F. Anderson	...	248	Moto Guzzi	...	83.82
1953	F. Anderson	...	248	Moto Guzzi	...	84.73
1954	W. Haas	...	249	N.S.U.	...	90.88
1955	W. A. Lomas	...	202	M.V.	...	*71.37

JUNIOR

1911	P. J. Evans	...	24	Humber	...	41.46
1912	W. H. Bashall	...	24	Douglas	...	39.65
1913	H. Mason	...	24	N.U.T.	...	41.08
1914	E. Williams	...	24	A.J.S.	...	45.72
1920	C. Williams	...	24	A.J.S.	...	40.74
1921	E. Williams	...	24	A.J.S.	...	52.11
1922	T. M. Sheard	...	24	A.J.S.	...	54.75
1923	S. Woods	...	348	Cotton	...	55.73
1924	K. Twemlow	...	345	New Imperial	...	56.57
1925	W. L. Handley	...	348	Rex-Acme	...	65.02
1926	A. Bennett	...	348	Velocette	...	66.70
1927	F. W. Dixon	...	344	H.R.D.	...	67.19
1928	A. Bennett	...	348	Velocette	...	68.65
1929	F. G. Hicks	...	348	Velocette	...	69.71
1930	H. G. Tyrell Smith	...	349	Rudge Whitworth	...	71.08
1931	P. Hunt	...	348	Norton	...	73.94
1932	S. Woods	...	349	Norton	...	77.16
1933	S. Woods	...	348	Norton	...	78.08
1934	J. Guthrie	...	348	Norton	...	79.16
1935	J. Guthrie	...	348	Norton	...	79.14
1936	F. L. Frith	...	349	Norton	...	80.14
1937	J. Guthrie	...	349	Norton	...	84.43
1938	S. Woods	...	348	Velocette	...	84.08
1939	S. Woods	...	348	Velocette	...	83.19
1947	A. R. Foster	...	348	Velocette	...	80.31
1948	F. L. Frith	...	348	Velocette	...	81.45
1949	F. L. Frith	...	348	Velocette	...	83.15
1950	A. J. Bell	...	349	Norton	...	86.33
1951	G. E. Duke	...	349	Norton	...	89.90
1952	G. E. Duke	...	349	Norton	...	90.29
1953	W. R. Amm	...	349	Norton	...	90.52
1954	R. W. Coleman	...	348	A.J.S.	...	91.51
1955	W. A. Lomas	...	349	Moto Guzzi	...	92.33

SENIOR

1911	O. C. Godfrey	...	34	Indian	...	47.60
1912	F. A. Applebee	...	34	Scott	...	48.70

1913	H. O. Wood	...	34	Scott	...	48.27
1914	C. G. Pullin	...	34	Rudge	...	49.49
1920	T. C. de la Hay	...	34	Sunbeam	...	51.79
1921	H. R. Davies	...	34	A.J.S.	...	54.49
1922	A. Bennett	...	34	Sunbeam	...	58.31
1923	T. M. Sheard	...	497	Douglas	...	55.55
1924	A. Bennett	...	490	Norton	...	61.64
1925	H. R. Davies	...	490	H.R.D.	...	66.13
1926	S. Woods	...	490	Norton	...	67.54
1927	A. Bennett	...	490	Norton	...	68.41
1928	C. J. P. Dodson	...	493	Sunbeam	...	62.98
1929	C. J. P. Dodson	...	493	Sunbeam	...	72.05
1930	W. L. Handley	...	499	Rudge Whitworth	...	74.24
1931	P. Hunt	...	490	Norton	...	77.90
1932	S. Woods	...	490	Norton	...	79.38
1933	S. Woods	...	490	Norton	...	81.04
1934	J. Guthrie	...	490	Norton	...	78.01
1935	S. Woods	...	499	Moto Guzzi	...	84.68
1936	J. Guthrie	...	499	Norton	...	85.80
1937	F. L. Frith	...	499	Norton	...	88.21
1938	H. L. Daniell	...	499	Norton	...	89.11
1939	G. Meier	...	494	B.M.W.	...	89.38
1947	H. L. Daniell	...	499	Norton	...	82.81
1948	A. J. Bell	...	499	Norton	...	84.97
1949	H. L. Daniell	...	499	Norton	...	86.93
1950	G. E. Duke	...	499	Norton	...	92.27
1951	G. E. Duke	...	499	Norton	...	93.83
1952	H. R. Armstrong	...	499	Norton	...	92.97
1953	W. R. Amm	...	499	Norton	...	93.85
1954	W. R. Amm	...	499	Norton	...	88.12
1955	G. E. Duke	...	493	Gilera	...	97.93

ULTRA LIGHTWEIGHT

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

SIDECAR

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

LIGHTWEIGHT CLUBMAN'S

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

JUNIOR CLUBMAN'S

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

SENIOR CLUBMAN'S

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

1000 c.c. CLUBMAN'S

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

T.T. Fastest Laps

LIGHTWEIGHT—125 Class M.P.H.

1951	W. A. C. McCandless	Mondial	75.34
1952	C. C. Sandford	M.V.	76.07

LIGHTWEIGHT—250 Class

1922	W. L. Handley	O.K. Supreme	51.01
1923	W. L. Handley	O.K. Supreme	53.95
1924	E. Twemlow	New Imperial	58.28
1925	W. L. Handley	Rex-Acme	60.22
1926	P. Ghersi	Moto Guzzi	63.12
1927	A. Bennett	O.K. Supreme	64.42
1928	F. A. Longman	O.K. Supreme	64.45
1929	P. Ghersi	Moto Guzzi	66.63
1930	W. L. Handley	Rex-Acme	66.86
1931	G. E. Nott	Rudge	71.73
1932	W. L. Handley	Rudge	74.03
1933	S. Gleave	Excelsior	72.62
1934	J. H. Simpson	Rudge	73.64
1935	S. Woods	Moto Guzzi	74.19

JUNIOR

1911	P. J. Evans	Humber	42.00
1912	E. Kickham	Douglas	41.76
1913	H. Mason	N.U.T.	45.42
1914	E. Williams	A.J.S.	47.57
1920	E. Williams	A.J.S.	51.36
1921	H. R. Davies	A.J.S.	55.15
1922	H. le Vack	New Imperial	56.46
1923	J. H. Simpson	A.J.S.	59.58
1924	J. H. Simpson	A.J.S.	64.54
1925	W. L. Handley	Rex-Acme	65.85
1926	A. Bennett	Velocette	68.75
1927	W. L. Handley	Rex-Acme	69.18
1928	A. Bennett	Velocette	70.28
1929	F. G. Hicks	Velocette	70.95
1930	G. E. Nott	Rudge	72.02
1931	P. Hunt	Norton	75.27
1932	S. Woods	Norton	78.62

SENIOR

1911	F. Philipps	Scott	50.11
1912	F. A. Applebee	Scott	49.44
1913	H. O. Wood	Scott	52.12
1914	H. O. Wood	Scott	53.50
1920	G. Dance	Sunbeam	55.62
1921	F. G. Edmond	Triumph	56.44
1922	A. Bennett	Sunbeam	59.99
1923	J. Whalley	Douglas	59.74
1924	F. W. Dixon	Douglas	63.75
1925	J. H. Simpson	A.J.S.	68.97
1926	J. H. Simpson	A.J.S.	70.43
1927	S. Woods	Norton	70.99
1928	J. H. Simpson	A.J.S.	67.94
1929	C. J. P. Dodson	Sunbeam	73.55
1930	W. L. Handley	Rudge	76.28
1931	J. H. Simpson	Norton	80.82
1932	J. H. Simpson	Norton	81.50

ULTRA LIGHTWEIGHT

1924	J. A. Porter	New Gerrard	52.61
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S DECAR

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

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

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

1000 c.c. CLUBMAN'S

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

*On Clyde Course.

1953	R. L. Graham	M.V.	M.P.H.
1954	R. Hollaus	N.S.U.	78.21
1955	C. Ubbiali	M.V.	*71.53
			*71.65

1936	S. Woods	D.K.W.	M.P.H.
1937	O. Tenni	Moto Guzzi	76.20
1938	E. Kluge	D.K.W.	77.72
1939	S. Woods	Moto Guzzi	80.35
1947	M. Cann	Moto Guzzi	78.16
1948	M. Cann	Moto Guzzi	74.78
1949	R. H. Dale	Moto Guzzi	76.72
	T. L. Wood	Moto Guzzi	80.44
1950	D. Ambrosini	Benelli	80.91
1951	F. Anderson	Moto Guzzi	83.70
1952	B. Ruffo	Moto Guzzi	84.82
1953	F. Anderson	Moto Guzzi	85.52
1954	W. Haas	N.S.U.	90.88
1955	W. A. Lomas	M.V.	*73.13

1933	S. Woods	Norton	79.22
1934	J. Guthrie	Norton	80.11
1935	W. F. Rusk	Norton	79.96
1936	F. L. Frith	Norton	81.94
1937	F. L. Frith	Norton	85.18
	J. Guthrie	Norton	85.30
1938	S. Woods	Velocette	85.03
1939	H. L. Daniell	Norton	81.61
1947	M. D. Whitworth	Velocette	82.45
1948	F. L. Frith	Velocette	84.23
1949	F. L. Frith	Velocette	86.49
1950	A. J. Bell	Norton	91.38
1951	G. E. Duke	Norton	91.00
1952	G. E. Duke	Norton	91.82
1953	W. R. Amm	Norton	94.61
1954	W. R. Amm	Norton	94.13
1955	W. A. Lomas	Moto Guzzi	

1933	S. Woods	Norton	82.74
1934	S. Woods	Husqvarna	80.49
1935	S. Woods	Moto Guzzi	86.53
1936	S. Woods	Velocette	86.98
1937	F. L. Frith	Norton	90.27
1938	H. L. Daniell	Norton	91.00
1939	G. Meier	B.M.W.	90.75
1947	A. J. Bell	Norton	84.07
	P. Goodman	Velocette	88.06
1948	O. Tenni	Moto Guzzi	89.75
1949	A. R. Foster	Moto Guzzi	93.33
1950	G. E. Duke	Norton	95.22
1951	G. E. Duke	Norton	94.88
1952	G. E. Duke	Norton	97.41
1953	W. R. Amm	Norton	89.82
1954	W. R. Amm	Norton	99.97
1955	G. E. Duke	Gilera	

1925	W. L. Handley	Rex-Acme	54.08
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1925	F. W. Dixon	Douglas	57.18
1954	E. S. Oliver	Norton	*70.85
1955	W. Noll	B.M.W.	71.93

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

1951	K. R. V. James	Norton	76.55
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

1951	I. B. Wicksteed	Triumph	81.06
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

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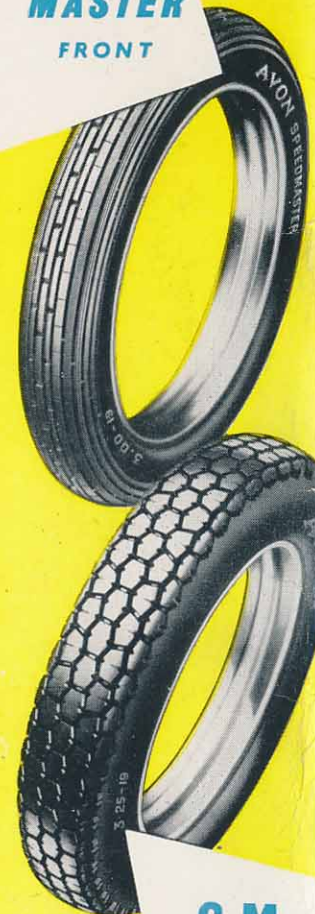
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