

THE

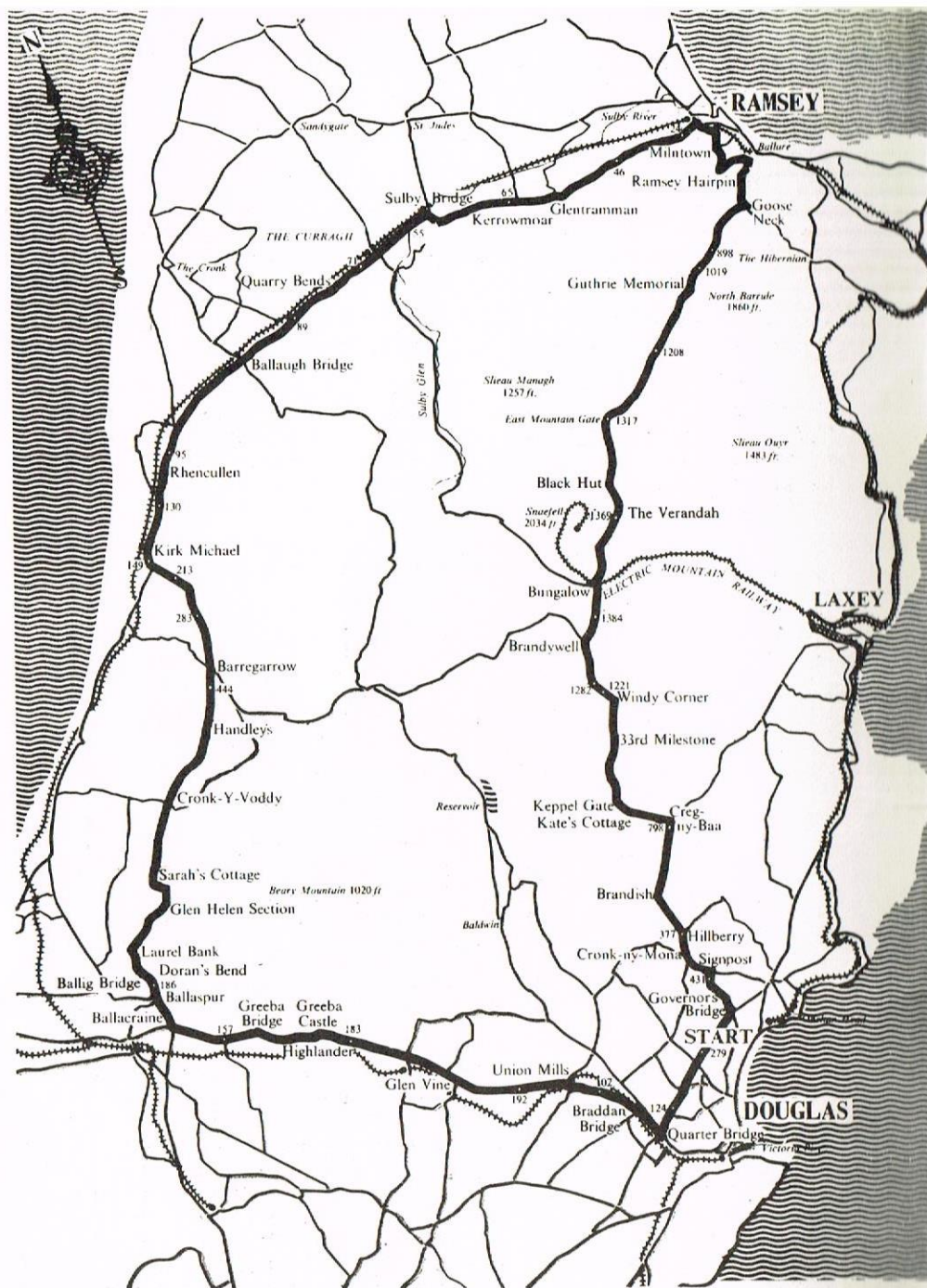
T T

MOUNTAIN
COURSE

(SECOND EDITION)

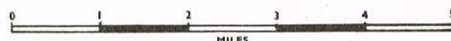
T.T. SPECIAL PUBLICATION

FRED HANKS



Key

Secondary roads suitable for gaining access to different points on T.T. Circuit ————
 Isle of Man Railway or Manx Electric Tramway ————



Based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office (Crown Copyright reserved)

Map of the Course by courtesy of The Lucas Electric Co. Ltd.

Introduction . . .

The TT Mountain Course

This is the second edition (up-dated in September 1975) of what has become known as a detailed bend-by-bend description of the world famous TT Mountain Course which has found its way to all corners of the world in the hands of many enthusiasts.

Applauded by spectators as well as riders for its usefulness in understanding the Course, it is a fact that anyone genuinely interested in the Isle of Man Circuit could benefit from this book.

It is written in a vein of "as it strikes you" going round the Course and the comments — "you are now in the speed limit," "Welcome to Ramsey," etc., etc., — are points which jumped out at me years ago when I was first trying to learn the Course. (Great benefit could be obtained by a rider marking the points which scream out at him in the appropriate place in his copy of the book).

The "How to do it" insertions are in two different styles of printing, one for sidecars and one for solos, as follows:—

- ooo For sidecars. These are the views mainly of the racing members of my family.
- oo For solos. These are a combination of my views and those of other successful TT riders with whom I have discussed the various points.

In these days when there is such a wide range of machines and number of gears in gearboxes, the references to which gear (medium, medium high, etc.), to use in various parts of the Course, are obviously only a guide. So much depends on the torque and power band of the individual machine.

The references to speed limits and de-restriction signs round the Course could possibly be changed in the future for various local reasons.

The Milestones and Distance Markers referred to in our text have been accurately measured and pinpointed by us round the Course from the Start to the Finish. A great deal of effort was put into this using an aggregate of six different measuring devices. The boards indicating these positions are put out each year for the races. Previously the milestones have not all been accurate because they were based on the "Dick Whittington" type milestones indicating distances from 'A' to 'B'. For instance, from Ballacrine to Kirk Michael they were marking distances from the south of the Island to Kirk Michael and in TT Course terms these were inaccurate in some instances. Likewise from Kirk Michael to Ramsey there was an even greater discrepancy but miraculously it righted itself within a few yards at the 25th Milestone and thereafter the milestones were correct back to the Finish, allowing for the variation between road miles and the racing line.

These "enlightened" positions of the TT Course Milestones have been accepted by the organisers

Another point to remember is that the signboards round the Course can sometimes be misleading if taken literally. The sign is a plan of the section to which it refers and is sited in such a way as to give warning well in advance and it may be that there are one or even two bends after the sign but before the section indicated. All these places and points should be studied very carefully — on foot — and related to the road and area in general.

It cannot be over-stressed that the expressions in this book are intended **ONLY AS A GUIDE** and in no way meant to be the way for a newcomer to go racing from the start.

Finally, there is no substitute for experience and this is a lot of course to learn . . . One's effort can be improved very much by going round and inspecting the Course in detail, obtaining as much knowledge as possible before even starting on an official practice lap.

May you have trouble-free journeys and safe driving.

Fred Hanks

1975

FRED HANKS

IMPORTANT

At the eleventh hour before going to press, it would seem that there is some thinking in the TT and Manx Grand Prix joint race organisations that the long-standing traditional positioning of the milestones and distance markers round the TT course should be retained. Should this be the case, I suggest that when using the book as a guide, you mark your copy noting the 'traditional' milestones, but accept ours in the book as being in fact the actual distance from the Start.

I apologise for any inconvenience this may cause, but the ultimate decision on the positioning of the course milestones is in the hands of the joint race organisations.

November 1975

F.H.

THE TT MOUNTAIN COURSE



Scoreboards and Timekeepers' Box on right
Riders' pits (depots) Grandstand and commentary box on left.

START : Glencrutchery Road, down gradient with slight right kink to St. Ninian's crossroads.



Gentle left

Gentle right

The gradual descent ever increases down Bray Hill
slightly left
gentle right across the bottom of the hill

BRAY HILL



- ooo Accelerate to high gear at left kink half-way down hill (i.e. from standing start only; thereafter you arrive at the top of Bray Hill already in high gear).
- oo *Flat out in high gear. Bottom of hill (right) best line in between grating and kerb (slightly nearer kerb).*

Quarter Bridge Road. Rather bumpy for the speeds.
Slight rise for 1/10th mile and then descending past

1
Milestone onto a very good surface.

Slight left kink where camber must be taken into account.
On down to **QUARTER BRIDGE**
Hard right

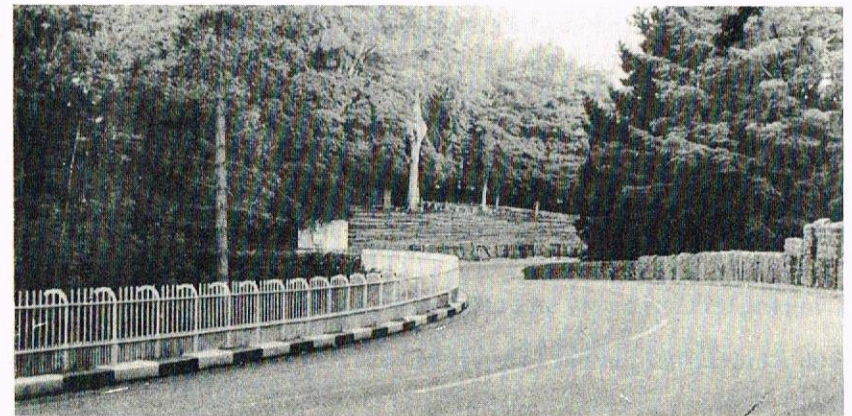


QUARTER BRIDGE

- ooo Shut off early. Start to change down at start of camber. Low gear.
- oo *Low gear. Feed power in steady. Off-camber on way out.*

De-restriction sign, short straight
gentle right
gentle left, lining up for **BRADDAN BRIDGE**
Left and right. Very good surface

BRADDAN BRIDGE



- ooo Left and right medium low gear.
- oo *Start to slow down before you see the Bridge. Medium low gear. Steady on way in, so that you can get it moving on the way out.*

Slight left past Church

Rising slightly

Left kink, **2**
Milestone still climbing

tighter left, then **UNION MILLS**

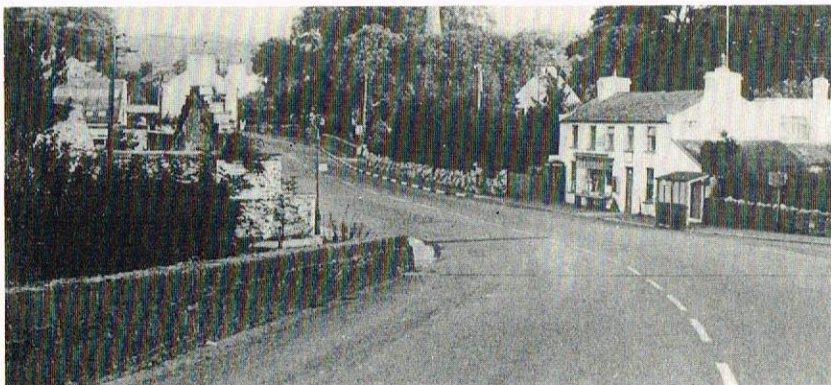
Tight right, then
left,

going down

right again and

left through village, making these two left-handers one big sweep

UNION MILLS



- ooo Change to medium gear.
- oo *The right and left downhill into the village, medium high. Braking and changing down to medium before the right in the village, hard in medium in a big sweep round the two lefts taken as one.*

Now you are out of the speed limit !!

Climbing still, on a very smooth surface past the

3
Milestone

Still climbing for almost half-a-mile.

Right kink.

Pass Glenlough Dairy Farm on left.

Now drop down to GLEN VINE speed limit !!

Fast right sweep, these two right bends taken as one.

GLEN VINE



GLEN VINE

- ooo Taken flat out in high.
- oo *From Union Mills to Greeba Castle is full bore, but you must take a line for the right at Glen Vine before you see it (the bend is just over the crest of the hill).*

4
Milestone

Down "the steps" for half-a-mile to CROSBY. (You are now in one of the fastest two-mile stretches on the TT Course).

Very smooth surface. Roadside buildings and houses appear in ever-brighter colours.

- oo *The "steps" to Crosby, and Crosby itself, are straight-forward. Care should be taken on windy days.*

Slight left, very fast sweep . . .

- ooo High gear, flat out left into village. Passenger lies in.

. . . bearing right through the village and slight left climb out past the Crosby Hotel.

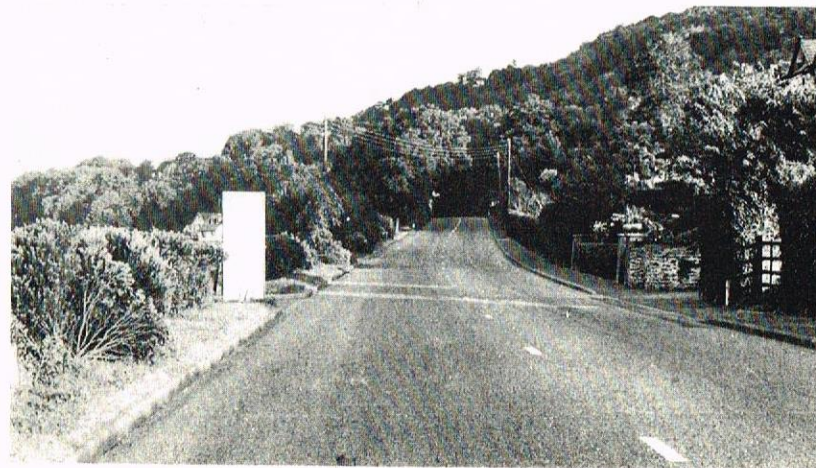
You are now out of the speed limit !

Still climbing past 5
Milestone then descend past the "Half-Way House" hotel.

Very slight right and left,

levelling out past "The Highlander," which must be one of the fastest points on the Course.

Slight right sweep and Greeba Castle looms up.



GREEBA CASTLE "looms up" (Warning Board)

Gentle left down to GREEBA CASTLE bends proper.
Tight left followed by tight right.

GREEBA CASTLE



- ooo First left taken in medium high gear, passenger really working. Medium gear for tighter left and right.
- oo *Shut off half-way through the left-hander before Greeba Castle, down to medium high, then medium and hard on, hardly any brakes needed.*
(The left and right can be taken in medium high gear, depending on the torque qualities of the machine).
Flat out now to Greeba Bridge.

Sweeping left-hand slight climb past

6 Milestone

 into

APPLEDENE, where bearing slightly right then left (which is a little tighter).

Slight downhill,

tight right, still on a smooth surface,

short straight then

swerving right, followed by

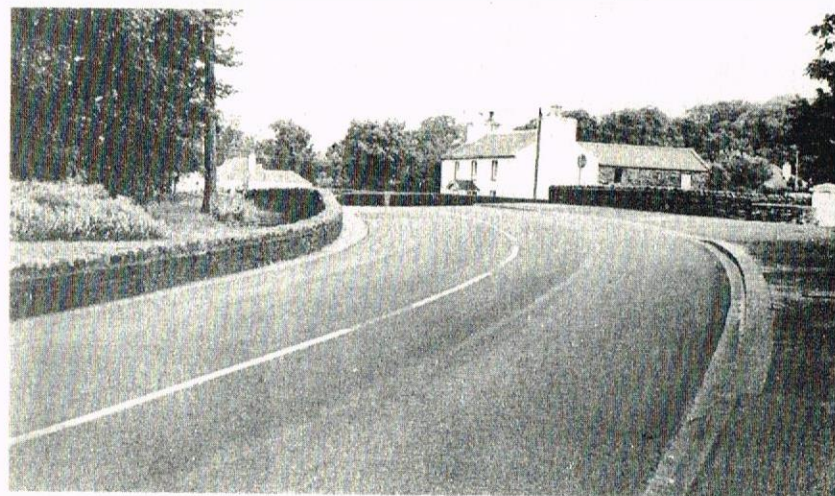
slight left and right again (which you can see through to Greeba Bridge.)



- See through to Greeba Bridge
- ooo Approaching Bridge — accelerate hard in medium high gear.

GREEBA BRIDGE (good identification mark — red telephone box).
Left, opening out rather quickly.

GREEBA BRIDGE



- ooo Still in medium high gear.
- oo *A straight forward left-hander, medium gear.*

Short straight past "Hawthorn Inn".

- ooo High gear by 7th Milestone.
- oo Now flat out to Ballacraigne.

Gentle right bend.

7
Milestone Short straight then

sweeping right bend.

Approach to Ballacraigne.

BALLACRAINE. Hard right.

BALLACRAINE



- ooo Low gear.
- oo Low gear.

Up hill to BALLASPUR. Left.

BALLASPUR



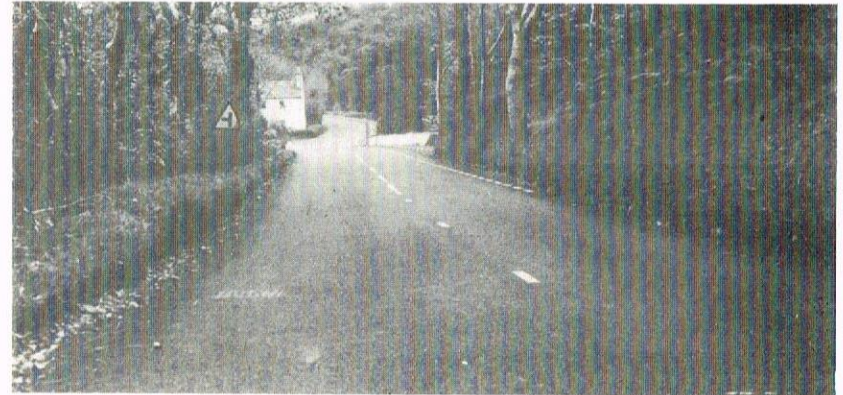
- oo Medium gear. A bit tricky because you take off when cranked over.

Right
Slight down hill.
Right continuing.

Really in the country—now you get the feeling that this IS the TT Course

8
Milestone and you can see BALLIG BRIDGE . . .

BALLIG BRIDGE



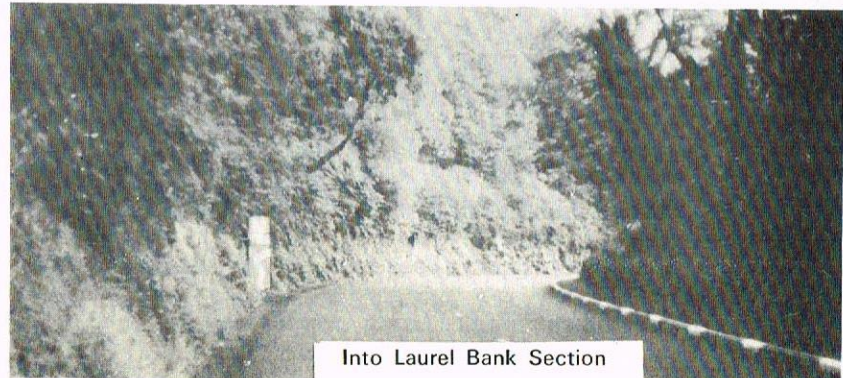
- oo Short straight down to Ballig Bridge you can get high gear.

. . . straight line through, and a tightening left round white house; then a long continuing left (DORAN'S BEND)

DORAN'S BEND

- ooo Medium gear. Flat out.
- oo Down to medium high after Bridge for Doran's Bend.
- From Ballig Bridge to Laurel Bank, bumps control speed.

Into Laurel Bank Section. Long continuing right.



Into Laurel Bank Section

Downhill right
tight left . . .

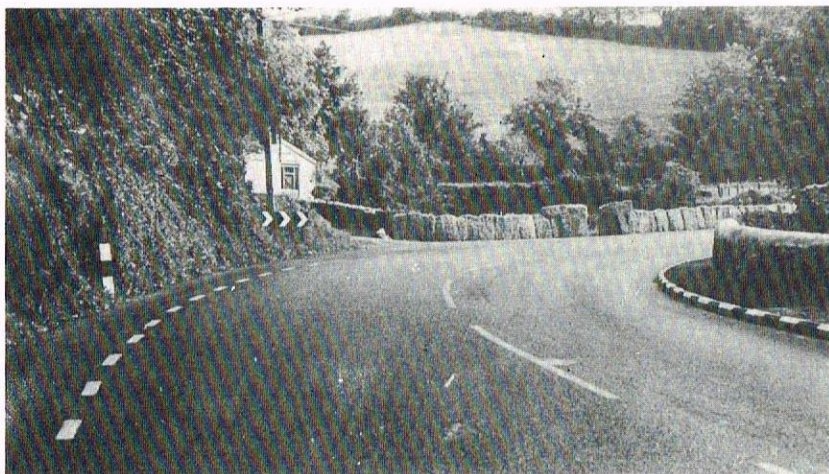


Tight left

oo Medium gear before downhill right and
tight left before Laurel Bank.

. . . continuing slightly then
tightish right round saw mill

LAUREL BANK



- ooo Medium gear. Passenger really needed
here.
- oo Tightish right bend round sawmill,
medium low gear.

Left and right "swervery", climbing slightly to

9
Milestone

and signboard,

levelling out past garage on right.



Garage on right

oo Medium gear.

Tightening left, then
right continuing.
Slight left.

Left, opening out . . .

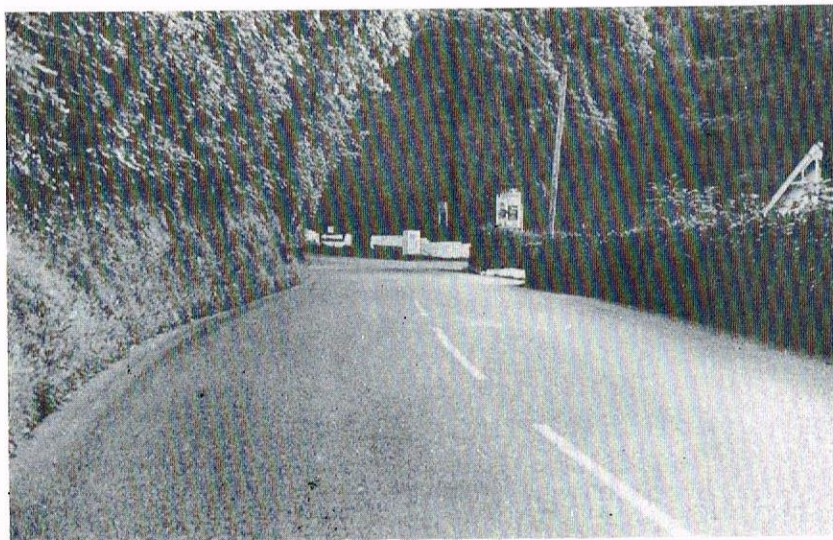


left, opening out

Pass $\frac{1}{4}$
Distance marker

. . . leading into first left-hander in Glen Helen Section where
right and
hard left . . .

GLEN HELEN

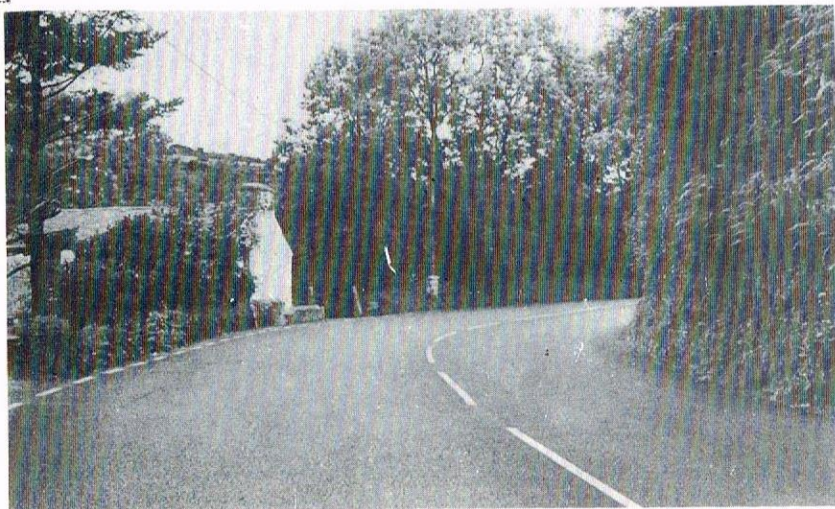


ooo Peel off late at car park entrance. Keep to left side as much as possible. Medium low gear.

oo *Medium low gear.*

. . . up hill

Slightly right to SARAH'S COTTAGE



Right bend at Sarah's which has fooled the best of riders, especially in the wet.

Still climbing right,
left and right, continuing

10
Milestone then slightly left



Opening up, but not out yet !

Left Still climbing,
slight right and daylight appears



Daylight !

At the top, Cronk-y-Voddy straight unfolds before you.
Undulating, inclined to be bumpy, for almost half-a-mile.

CRONK Y VODDY STRAIGHT



- ooo Flat out, high gear.
- oo *Very bumpy, but flat out.*

Past Church, slight right bend.
Downhill.

Past 11
Milestone Still downhill,

Right, tighter than the previous one.

Right, even tighter.

Left and almost immediately

left again (almost one sweep), opening out,

This is the 11th Milestone Section

11th MILESTONE



- ooo Change to medium gear.
- oo *Medium high gear.*

Still downhill, sweeping left
Very fast, arriving at a very ferocious-looking
Handley's Corner, left and
right under a stone wall

HANDLEY'S CORNER



- ooo Medium gear, passenger working !
- oo *Medium gear, not letting it run out too far on the way out (very bad off-camber).*

Still down, slight left 12
Milestone

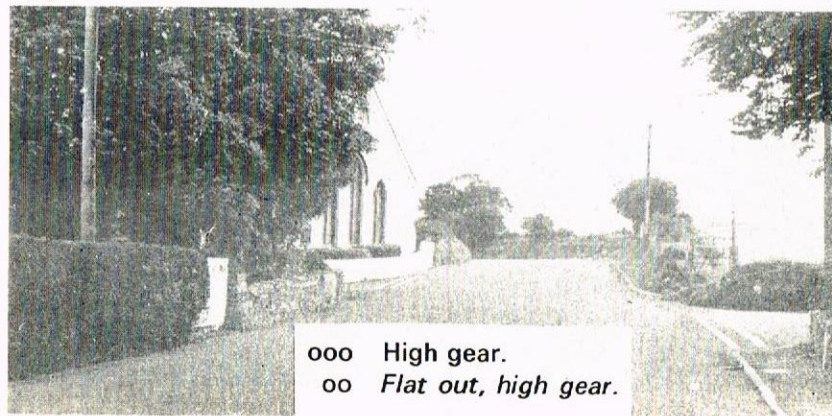
short straight

slight right, followed by left

Baaregarroo in view through a long gentle curve to right.

Fast left round Church

BAAREGARROO TOP



- ooo High gear.
- oo *Flat out, high gear.*

Downhill **13**
Milestone

Rather bumpy, to a deceptively fast corner.

Left round house . . .

BAAREGARROO BOTTOM



- ooo Still high gear. Everything feels as if you are being pushed into the ground !
- oo *Flat out, high gear, everything "bottoming".*

. . . Opening out, slightly uphill and left.
(13th Milestone Section coming up)

Right downhill, then

Left, still going down fast,
two lefts close together taken as one.

13th MILESTONE SECTION



- ooo This is a "real" sidecar bend, very fast, two corners taken as one sweep. Driver and passenger working hard until you can see the sandbags on right-hand side then it's straightening out. Medium high gear.
- oo *Change to medium high gear on first right down hill and to medium before the two lefts which are hard in medium taking the two as one.*

Opening up quickly,

climbing again for some 300 yards then

drop down into Kirk Michael. **14**
Milestone Speed limit !

Fast sweeping right, Douglas Corner, into Michael village

KIRK MICHAEL



Douglas Corner

- ooo Medium high gear, hard on.
- oo *Medium high gear, hard on.*

Bears right continuously through village,
until you can see straight through.

Past left kink

Beware of sun at certain times during the day .(Terrific impression of speed owing to buildings being close to the roadside).



Buildings close to roadside

- ooo Using all the road, pulling hard in high gear or revving in medium high. Cambers need to be treated with respect.
- oo *Flat out.*

Slight left
Right and
left again at end of village.
End of speed limit !
Slight left kink (Rhencullen coming up)

Slight up-hill 15
Milestone

Right into RHENCULLEN
Right round side of house where its garden was



round side of house

- ooo Rhencullen to Ballaugh, flat in high all the way, with passenger lying in.
- oo *Rhencullen. Medium high gear. Then high flat out until Ballaugh Bridge.*

. . . Left continuing

Slight right.

Downhill

Right continuing into a wooded archway of trees (Bishop's Court).

Slight left.

Up hill and right continuing.

16
Milestone

where the following alternating slight three lefts and three rights open out enabling them to be taken as an almost straight line.

On through swerving left, right and left.
right leading into Ballaugh.

Short straight to BALLAUGH BRIDGE. Speed limit !

17
Milestone

This airborne section should be treated with respect.

BALLAUGH BRIDGE



- ooo Low gear, with great respect.
- oo *Low gear.*

Tight right and left through the village.
Gentle right

De-restriction sign !

Slight downhill gentle right-hander.

Short straight

Sweeping left-hander then everything goes light over jump (white house on right.)

slight right

18
Milestone

 slight right

then a slight left which can be seen through as far as Quarry Bends Section.



seen through . . .

ooo Once in high gear after Ballaugh Bridge stay in high all way to Quarry Bends.

Pass Wild Life Park

Two slight rights taken as one.

Tightening left, shaded by trees

QUARRY BENDS



ooo Quarry Bends. Medium gear for two rights taken as one; medium low gear for next left — right — left, then it is easing.

Tight right and left
short straight
right out of the section

Short straight

$\frac{1}{2}$
Distance

 marker

coming up to left-hander leading into Sulby Straight.

Pass Sulby cross roads

19
Milestone



Sulby Cross Roads

Sulby Straight, very fast and bumpy

Plenty of warning is given (and needed !) about Sulby Bridge by 800 yards board.

Speed limit sign !

Slight right through village.



Sulby Village

Out of speed limit !

200 yards marker board. You are getting close to
SULBY BRIDGE. Low gear, right, speed difficult to judge after a
long fast run.

SULBY BRIDGE



- ooo Low gear. To be treated with respect.
- oo Low gear. To be treated with respect.

Over Bridge, 20
Milestone gentle left and harder left at **GINGER HALL**.

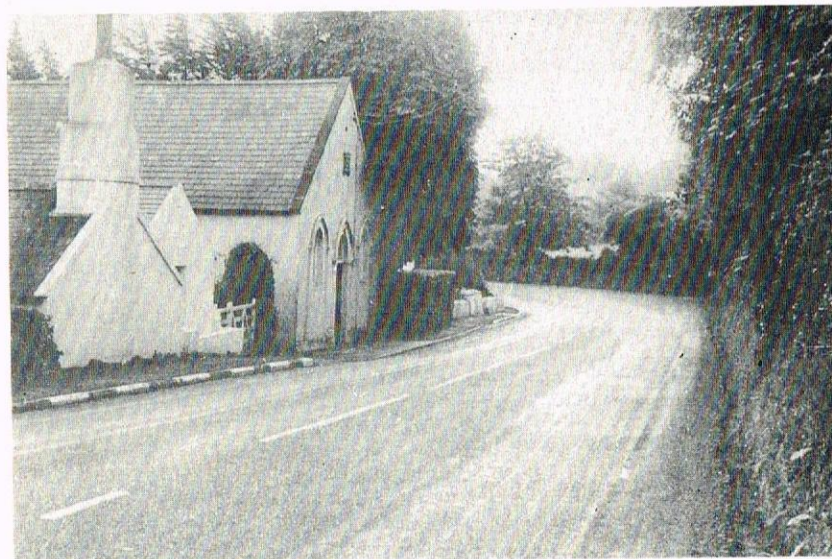
GINGER HALL



- ooo Medium low gear, tighter than it looks.
- oo Hard in medium low gear.

Up hill and still going left
slightly right and
downhill to Kerrowmoar

KERROWMOAR



- ooo Medium low gear. To be treated with respect. After Kerrowmoar, flat out in high gear. Passenger lies in until left before Glen Tramman.
- oo Medium low gear. To be treated with respect.

Tight left and right continuing.
Climbing again

Left and right swerves through trees

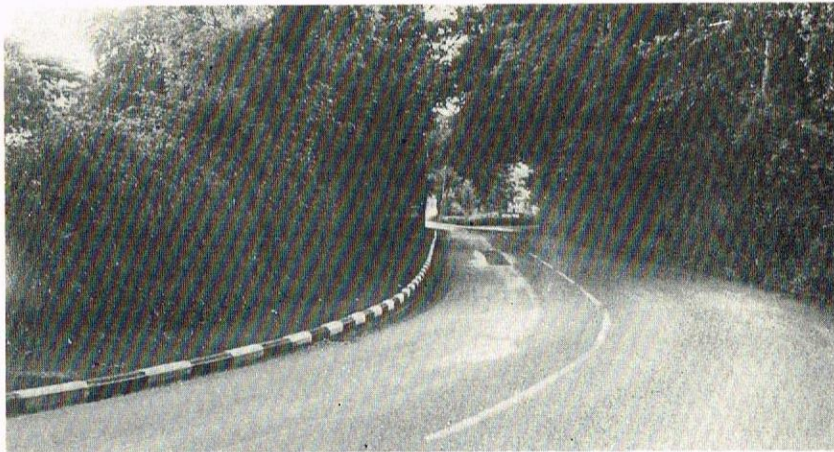
Slightly bumpy, still in trees.

Slight right continuing 21
Milestone

Left then right followed by
a slight left taken straight.
left

Left again to Glen Tramman Section.
A continuing right,
downhill
Left

GLEN TRAMMAN



ooo Medium low gear.
oo Medium low gear.

then "not that road, the one on the left." (Look for the arrow.)
(Always lots of flies on warm days !)

Bearing right. 22
Milestone Down and slight left.

Through an archway of solid-looking trees.

Slight swerves left,

Slight right, then left into Milntown Cottage Section where right at
this unusual-looking cottage . . .

MILNTOWN COTTAGE



. . . quickly followed by left, opening out into
short straight
over slight jump. (Jump is lesser to righthand side of the road)

Slight right

Tree-lined, reasonable straight

30 mph speed limit sign.

"Welcome to Ramsey"

SCHOOL HOUSE CORNER tightish left

23
Milestone

SCHOOL HOUSE CORNER



ooo One of the "in-betweens" — medium,
gear.
oo Medium gear.

Down between houses to PARLIAMENT SQUARE . Low gear right

PARLIAMENT SQUARE



ooo Low gear.
oo Low gear.

Left out of Square

Short straight, rather bumpy.

Right, up MAY HILL (The start of The Climb . . .)

MAY HILL



ooo Medium low gear. Very bumpy.

oo Medium low gear. Very bumpy.

. . . from here, just above sea level, to Brandywell, 1,400 ft. in varying degrees of steepness).

24
Milestone

Tight left

24th MILESTONE



Slight right

tighter right continuing (Stella Maris)

Short straight to Hairpin.

Left.

RAMSEY HAIRPIN



ooo Only quick way round the hairpin is to go round in a steady manner.

Low gear.

oo Only quick way round the hairpin is to go round in a steady manner.

Low gear.

Going up and right (past the only group of buildings on the TT Course which is passed twice on one lap !)

Right

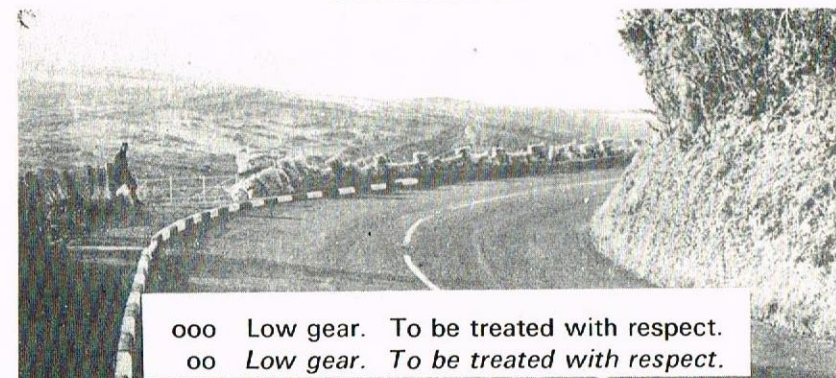
Slight left

Waterworks Section

Tight right.

Even tighter right again

WATERWORKS



ooo Low gear. To be treated with respect.

oo Low gear. To be treated with respect.

Short straight.

Right

Left

Short straight past

25
Milestone

Slight left and right into left-hander
leading up to the GOOSENECK.

Tight right, steep climb out . . .

GOOSENECK



- ooo Low gear, steady, or you lose more time
by trying to rush.
- oo Low gear.

. . . where bearing left and
still bearing tighter left,
the climb is rather steeper.
Still climbing, left again.

Levelling out slightly before

26
Milestone

 where

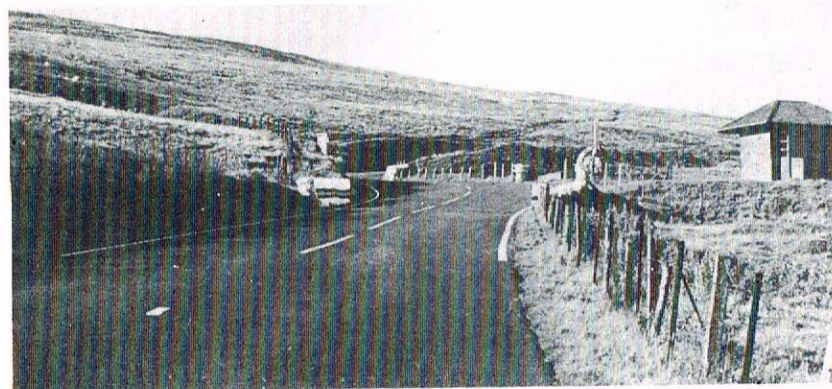
road bears right

A "see-straight-through" left and right kink with the climb steepen-
ing again up towards Guthrie Memorial Section.

Three lefts very close together, almost as one, lead into this con-
spicuously-painted section.

Left and
sharp right, climbing steeply on way out.

GUTHRIE MEMORIAL



- ooo Medium low gear.
- oo First three lefts taken all in one, flat out,
changing to medium low for Guthries
itself.

Levelling out slightly then into
Left-hand sweep,

levelling out more at

27
Milestone

Slightly right across two very brightly painted bridges.

Very slight left kink

levelling out, short straight

slight bear right then

left (mobile first aid hut on right)

Continuing very slight left and right to

28
Milestone

 where road levels out (Course can be seen weaving
over the Mountain at this point).



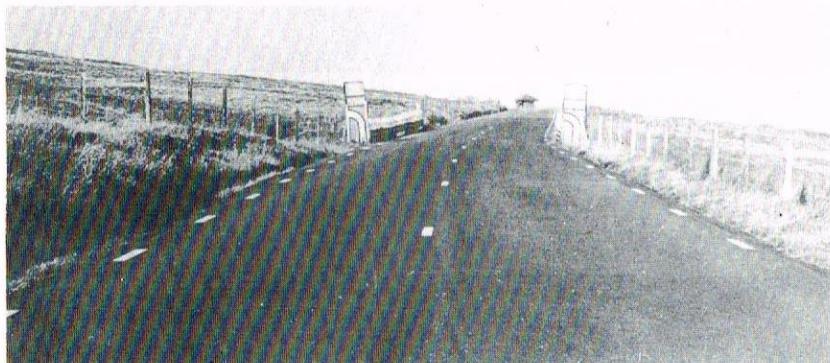
Continuously slight right for half-a-mile.

$\frac{3}{4}$
Distance Marker

Climb steepens slightly through a
slight right kink before
tighter left

MOUNTAIN BOX (permanent first aid shelter, roof at road level)

MOUNTAIN BOX



ooo Hard in medium.
oo *Hard in medium.*

Continuing left and, of course, still climbing.
Slight right kink and
left kink.

Short straight past

29 Milestone

Slight right (would be made virtually straight by very fast men)
Levelling out.

Slight right, and levelling out still even though the climb is not yet
over.

At the end of this short straight, BLACK HUT
Left.

BLACK HUT



ooo Change to medium for Black Hut and
immediately to medium high for Veran-
dah.
oo *Change to medium for Black Hut and
immediately to medium high for Veran-
dah.*

Left again, rising.

Four right bends round VERANDAH Section. Surface very good.

VERANDAH

FOUR RIGHT- HAND BENDS

ooo Good guide for Verandah — 1st bend,
left-hand side.
2nd bend, left of middle line.
3rd bend, right of middle line.
4th bend, right-hand side.
oo *1st bend, middle of road.
2nd bend, middle of road.
3rd bend, three-quarters across.
4th bend, cut.
Get in high gear before Bungalow Bridge.*

Short straight

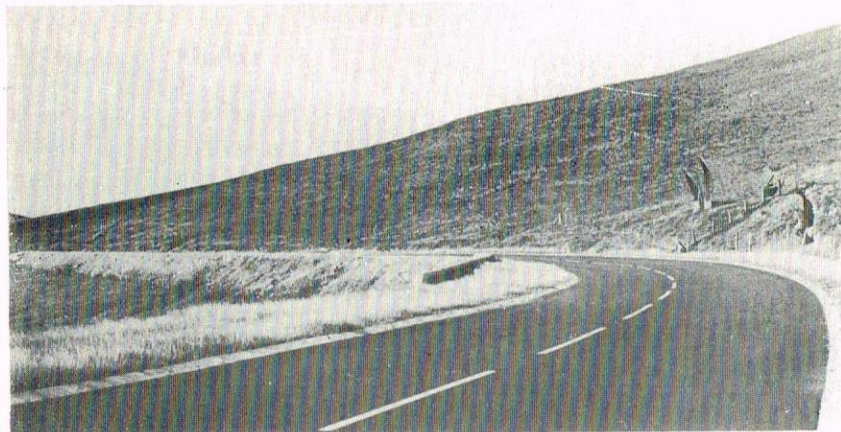
Pass

30 Milestone

Yet another right

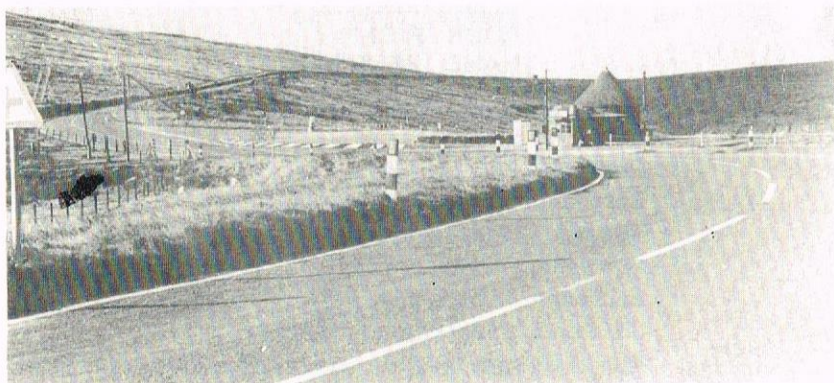
Left at Bungalow Bridge (Graham Memorial shelter)

GRAHAM MEMORIAL



Slight levelling out of road.
Short straight.
Right
Right continuing
Going down slightly to BUNGALOW
Hard left, tighter than it at first appears.

BUNGALOW



ooo Once lined up, hard in medium low gear.
oo *Medium low gear.*

Across railway lines.
Right, climbing again.

31
Milestone

Reasonably straight section

Levelling out, bearing right all the time, tighter still as you approach the highest point on the TT Course —

BRANDYWELL (First aid shelter at road level)

Tightening left

BRANDYWELL



From here you can push and roll all the way, with the exception of Cronk-ny-Mona and Glencrutchery Road, to the finish

ooo Medium low gear.
oo *Medium gear.*

Short straight

Slight left followed by
slight right, continuing.

Running away down hill.

Pass 32
Milestone into this section.

Three tightening lefts, still, of course, now descending

32nd MILESTONE

ooo First two taken as one. Medium high gear.
oo *Medium high gear.*

Straight to
medium fast right (Windy Corner). Good surface.

WINDY CORNER



ooo Medium low gear
oo *Medium low gear.*

Straight, 350 yards approximately.

Very fast left

**Left again
then right**

Pass 33
Milestone

Right again.

**Right again, continuing (almost made as one by fast men) into 33rd
Milestone Section which is a series of left bends taken very
fast as one . . .**

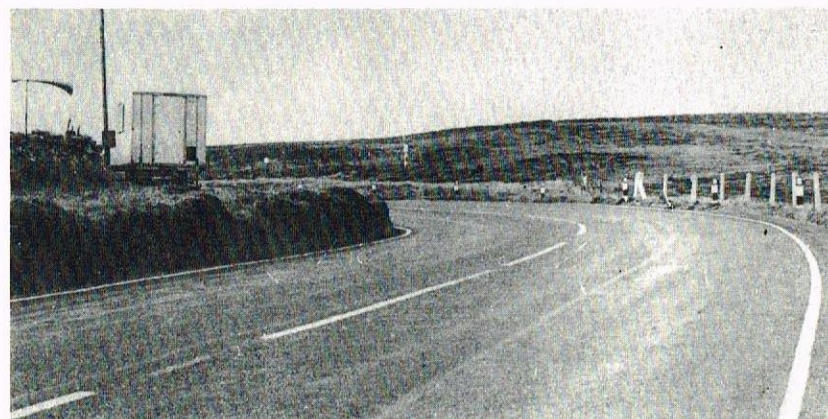
33rd MILESTONE



ooo Medium high gear. oo *Medium high gear.*

. . . followed by an equally fast right
short straight
right leading into
KEPPEL GATE, a tightening left continuing

KEPPEL GATE



ooo Left really tightens up. Medium low
gear.
oo *Medium gear right, medium low gear left.*

Sharp drop down to KATE'S COTTAGE, a less severe left . . .

KATE'S COTTAGE



ooo Medium gear.
oo *Medium high gear.*

. . . with that renowned straight drop to Creg-ny-Baa.



straight-drop

Pass **34**
Milestone

Slightly bumpy on way down
A good surface at bottom
Tight right at Keppel Hotel

CREG-NY-BAA



- ooo Make sure you brake soon enough, this bend is tighter than it looks.
Use medium low gear.
- oo Low gear, leaving it late to take the corner.

Steep downhill straight

Pass **35**
Milestone

Very fast right kink
Straight to Brandish (Again one where speed assessment counts for everything).
Tight left.

BRANDISH



- ooo Make sure you brake in time. Use medium low gear.
- oo Medium low gear.

Still downhill
HILLBERRY
Very fast right.

HILLBERRY



- ooo Flat out, medium high gear.
- oo Flat out, medium high gear.

Starting to climb steeply

Pass 36
Milestone

Slight left kink to
Cronk-ny-Mona
continuing left, tightening . . .

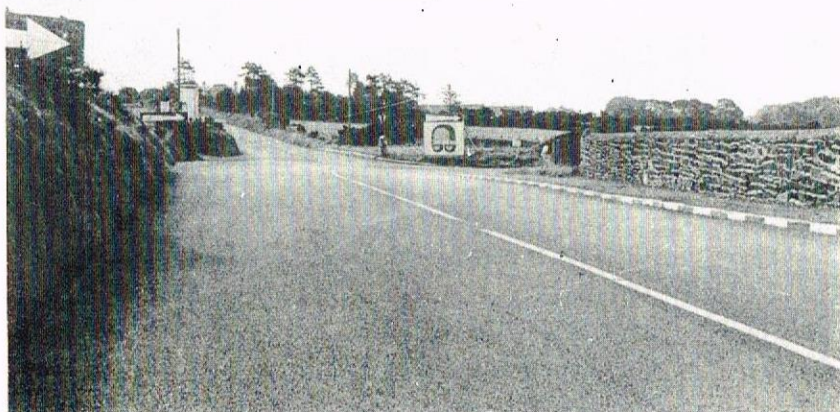
CRONK-NY-MONA



ooo Medium gear.
oo Medium high.

. . . opening out at top of rise
Short straight to Signpost Corner.
Tight right.

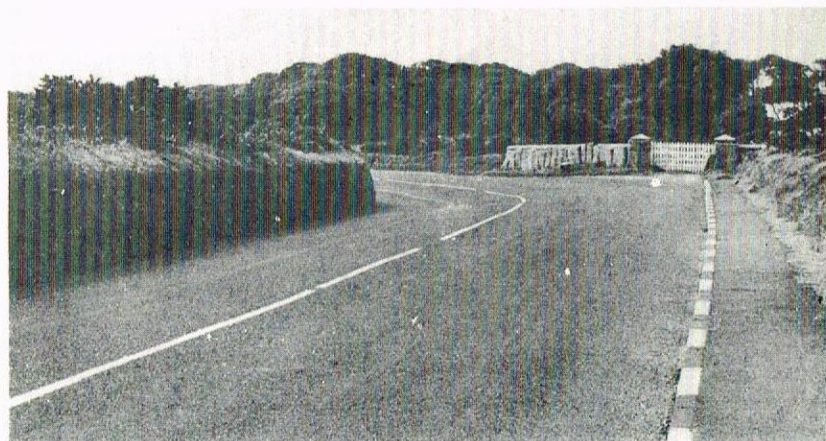
SIGNPOST



ooo Low gear.
oo Slow down early. Low gear.

Short straight with left kink
Left (Bedstead Corner)

BEDSTEAD

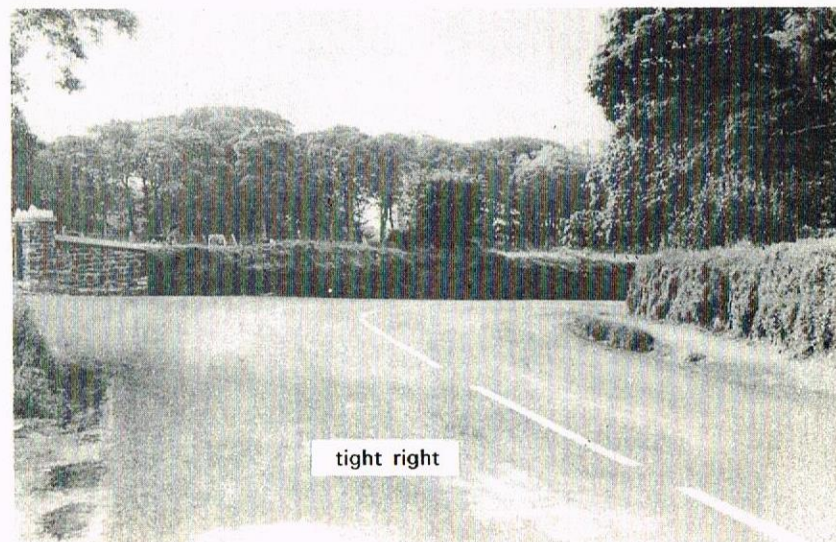


ooo Not as sharp as it appears.
Medium gear.
oo Medium gear. Take it late.

Short straight

going down past 37
Milestone to

Governor's Bridge Section
Tight right and . . .



tight right

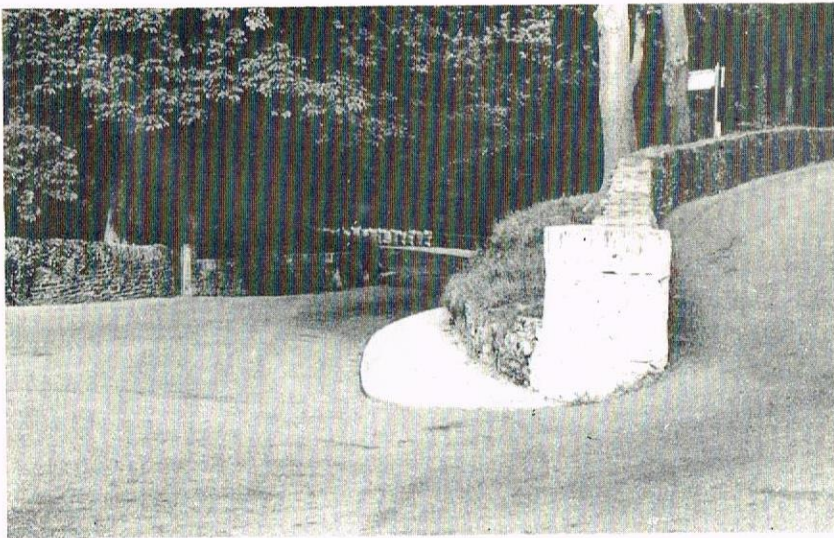
. . . left continuing
even tighter at approach to Governor's Bridge hairpin.



even tighter

Hard right. Very exacting judgment required here in this section.

GOVERNOR'S BRIDGE HAIRPIN



- ooo Change to low gear. No "scratching" round here.
- oo Low gear.

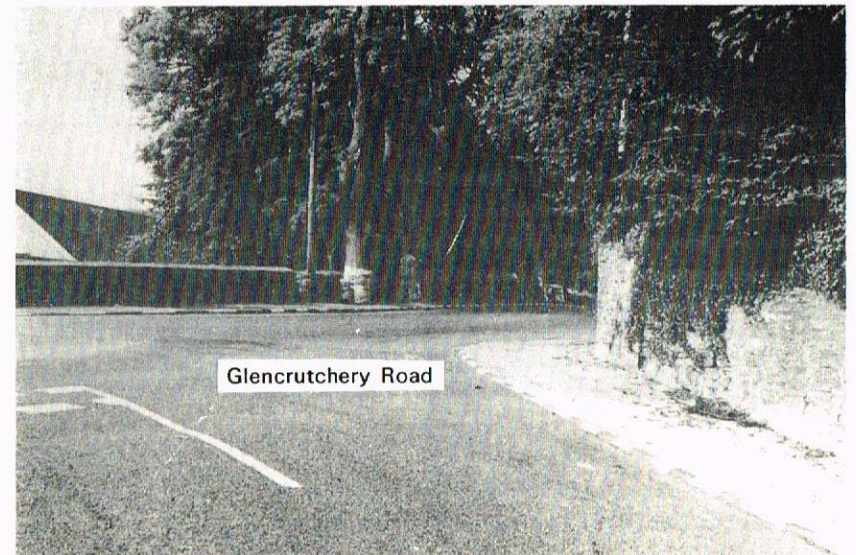
Very tight left "hairpin". Keep well to left, out of camber



keep left

- ooo Still low gear.
- oo Still low gear.

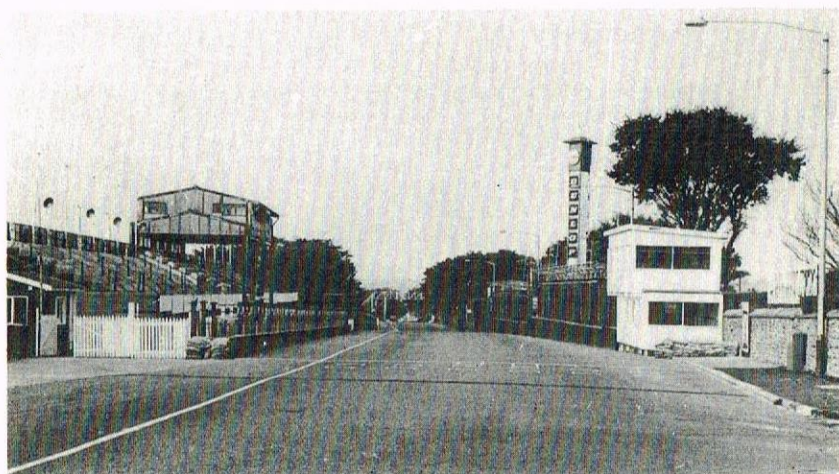
Uphill
Right into Glencrutchery Road





levelling out

Levelling out and straight to Depots.



depots

COPYRIGHT: Reproduction prohibited in any form.
Fred Hanks, 232 Slade Road, Birmingham B23 7RH, England.

Printed by: MSA Printing Ltd., Warley, West Midlands.

THE LUCAS CONTOUR MAP OF THE T.I. CIRCUIT

