Click to verify

2025 iom tt

Annual motorcycle race meeting on the Isle of Man"Isle of Man Tourist Trophy" redirects here. For a series of car races held on the Isle of Man between 1905 and 1922, see RAC Tourist Trophy.Isle of Man Tourist TrophyGenrePublic road race courseFrequencyEvery MayJuneVenueIsle of Man TT Mountain CircuitLocation(s)Isle of ManInaugurated1907(1907)Previous event2024 Isle of Man TTNext event2025 Isle of Man TTOrganised byACU Events LtdPeopleGary Thompson MBE BEM (clerk of the course)SponsorIsle of Man Department for Enterprise (principle)The Isle of Man TT or Tourist Trophy races are an annual motorcycle racing event run on the Isle of Man in May and June of most years since its inaugural race in 1907. The event begins on the UK Spring Bank Holiday at the end of May and runs for thirteen days. It is often called one of the most dangerous racing events in the world as many competitors have died.[1]The Isle of Man TT is run in a time-trial format on public roads closed to the public by an Act of Tynwald. The event consists of one week of practice and qualifying sessions followed by one week of racing. It was a tradition, perhaps started by racing competitors in the early 1920s, for spectators to tour the Snaefell Mountain Course on motorcycles during the Isle of Man TT on 'Mad Sunday',[2] an informal and unofficial event held on the Sunday between Practice Week and Race Week.[3] In 2022, race organizers announced that beginning in 2023, racing would take place on Sunday after practices to allow visitors to see more events, marking the end of Mad Sunday.[4][5]Michael Dunlop in front of Bruce Anstey during the 2013 Supersport TTThe first Isle of Man TT race was held on Tuesday 28 May 1907 and was named the International Auto-Cycle Tourist Trophy.[6] The event was organised by the Auto-Cycle Club over 10 laps of the Isle of Man St John's Short Course of 15 miles (24km) 1,470 yards (1,340m) for road-legal 'touring' motorcycles with exhaust silencers, saddles, pedals and mudguards.From 1911, the Isle of Man TT transferred to the much longer Snaefell Mountain Course of 37.40 miles (60.19km) (current length 37.73 miles (60.72km)). Its elevation goes from near sea-level to 1,300 feet (400m).[7] The race programme developed from a single race with two classes for the 1907 Isle of Man TT, expanding in 1911 to two individual races for the 350cc Junior TT motor-cycles and the Blue Riband event the 500cc Senior TT race. The race did not take place from 1915 to 1919 due to the First World War. It resumed in 1920. A 250cc Lightweight TT race was added to the Isle of Man TT programme in 1922, followed by a Sidecar TT race in 1923.There was no racing on the Isle of Man between 1940 and 1945 due to the Second World War. It recommenced with the Manx Grand Prix in 1946 and the Isle of Man TT in 1947, with a greatly expanded format that included the new Clubman's TT races. The Isle of Man TT became part of the FIM Motor-cycle Grand Prix World Championship (now MotoGP) as the British round of the World Motor-Cycling Championship during the period 19491976. Following safety concerns with the Snaefell Mountain Course and problems over inadequate "start-money" for competitors, there was a boycott of the Isle of Man TT races from the early 1970s by many of the leading competitors, motorcycle manufacturers and national motorcycle sporting federations.[8]Beryl Swain became the first woman to compete in a TT race for solo motorcycles when she competed in the Isle of Man TT in 1962.[9] There was subsequently a ban on women in the race from 1962 until Hilary Musson competed in 1978.[10][11][12][13]The race is regarded as the most dangerous motorsport event in the world; The New York Times said in 2017 that the number of deaths had risen "to 146 since it was first run in 1907; if one includes fatal accidents occurring during the Manx Grand Prix ... the figure rises above 250".[14][15] An account of the 2003 race by Sports Illustrated writer Franz Lidz called the TT "a test of nerves and speed that may be sports' most dangerous event."[16]In 1976, the Isle of Man TT lost its world championship status; this was transferred to the United Kingdom by the FIM and run as the British Grand Prix for the 1977 season. The Isle of Man TT Races then became an integral part of the new style TT Formula 1, Formula 2 and Formula 3 World Championships between 1977 and 1990 to develop and maintain the international racing status of the Isle of Man TT races.[17]The event was redeveloped by the Isle of Man Department of Tourism as the Isle of Man TT Festival from 1989 onwards. This included new racing events for the new Isle of Man TT Festival programme, including the Pre-TT Classic Races in 1989 followed by the Post-TT Races from 1991, both held on the Billown Circuit. In 2013, the Isle of Man Classic TT was developed by the Isle of Man Department of Economic Development and the Auto-Cycle Union for historic racing motorcycles, and along with the Manx Grand Prix, it formed part of the 'Isle of Man Festival of Motorcycling' held in late August of each year. The Classic TT brand ceased operation prior to the 2022 event, with classes for historic racing motorcycles integrated into the Manx Grand Prix. The TT is now promoted by the Isle of Man Government Department for Enterprise.There has been criticism of the event. In 2007, an incident during the Senior Race resulted in the deaths of a rider and two spectators.[18] The resultant inquest made several recommendations and included several comments, such as: 'Senior Marshals may well have been elevated beyond the sphere of their competence'.[19] The coroner also noted that "I am more than aware of the fact that the witnesses from the Manx Motor Cycle Club and the marshals are all volunteers. They give their time freely and without paid reward. Having said that however, if it were suggested because they were volunteers there should be some allowance in the standards expected of them, then I regret I cannot agree."[20]The 2020 and 2021 TT races were cancelled because of the COVID-19 pandemic.[21][22]Motor racing began on the Isle of Man in 1904 with the Gordon Bennett Eliminating Trial, restricted to touring automobiles. As the Motor Car Act 1903 placed a speed restriction of 20mph (32km/h) on automobiles in the UK, Julian Orde, Secretary of the Automobile Car Club of Britain and Ireland approached the authorities in the Isle of Man for the permission to race automobiles on the island's public roads.[23] The Highways (Light Locomotive) Act 1904 gave permission in the Isle of Man for the 52.15-mile (83.93km) Highroads Course for the 1904 Gordon Bennett Eliminating Trial which was won by Clifford Earl (Napier) in 7 hours 26.5 minutes for five laps (255.5mi or 411.2km) of the Highroads Course. The 1905 Gordon Bennett Trial was held on 30 May 1905 and was again won by Clifford Earl driving a Napier automobile in 6 hours and 6 minutes for six laps of the Highroads Course. This was followed in September 1905 with the first Isle of Man Tourist Trophy Race for racing automobiles, now known as the RAC Tourist Trophy and was won by John Napier (Arrol-Johnston) in 6 hours and 9 minutes at an average speed of 33.90mph (54.56km/h).[24]For the 1905 Gordon Bennett Eliminating Trial it was decided to run an eliminating trial for motorcycles the day afterwards for a team to represent Great Britain in the International Motor-Cycle Cup Races. An accident at Ramsey Hairpin forced out one of the pre-race favourites, and the inability of the competitors to climb the steep Mountain Section of the course forced the organisers to use a 25-mile (40km) section of the Gordon Bennett Trial course. This ran from Douglas south to Castletown and then north to Ballacraine along the primary A3 road and returning to the start at the Quarterbridge in Douglas via Crosby and Glen Vine along the current Snaefell Mountain Course in the reverse direction. The 1905 International Motor-Cycle Cup Race for five laps (125mi or 201km) was won by J.S. Campbell (Ariel) despite a fire during a pit stop[25] in 4hours, 9minutes and 36 seconds at an average race speed of 30.04mph (48.34km/h).[26]Competitors line up at the start of the 2010 Senior TT raceThe TT Races since the first race in 1907 have been in the format of time-trial. The races held on the Clypse Course during the period 19541959 were the more traditional full grid starts along with the 1924 Lightweight TT Race and Clubmen TT Races from 1948, which were also "mass-start" races. The current format is a "clutch start" and race competitors will be "started singly at 10-second intervals".[27]Start PreliminariesFirst Signal 45 minutes before the start with a warm-up of engines in the Race Paddock and assembly area.Second Signal 30 minutes before start.Third Signal 15 minutes before start, race competitors move to the start-line and form-up in qualification order.Fourth Signal 5 minutes before start, signal to clear the grid and race competitors move towards the exit-gate.Entrants must be in possession of a valid National Entrants or FIM Sponsors Licence for Road Racing.Entrants must also cite pre-filled documentation of completion of a UK driving licence or motorcycle certification, or a driver's licence from a comparable country that is recognised by UK comparable department of transportation standards and may withhold due to any pre race or post race suspensions.CurrentSenior TT (1909present)Supersport TT (2005present)Superbike TT (2005present)Superstock TT (2005present)Supertwin TT (2022present)Sidecar TT (19231925, 19511967, 1977present)FormerSingles TT (19071908, 19942000)Twin TT (19071908)Sidecar 1000 TT (19751976)Sidecar 750 TT (19681974)Sidecar 500 TT (19681976)Ultra-Lightweight TT (19241925, 19511974, 19892004, 2008)Clubman Senior TT (19471956)Clubman Junior TT (19471956)Clubman Lightweight TT (19471950)Clubman 1000 TT (19491950, 1953)50 TT (19621968)Classic TT (19751984)Formula 1 TT (19772004)Formula 2 TT (19771987)Formula 3 TT (19771982)Production 1500 TT (19851985)Production 1000 TT (1974, 20022004)Production 750 TT (19671973, 19841985)Production 500 / 600 TT (19671974, 20022004)Production 250 TT (19671974, 19841985)Production TT (19751976, 19962000)Production A TT (19861988)Production B TT (19861988)Production C TT (19861988)Production D TT (19861988)Supersport 600 TT (19891994)Supersport 400 TT (19891994)Lightweight 400 TT (19992004)TTXGP (2009)TT Zero (20102019)Lightweight TT (19221976, 19952004, 20122019)The 2015 specification for entries into the Superbike TT race are defined as:Any machine complying with the following specifications:TT Superbike: (Machines complying with the 2015 FIM Superbike Championship specifications)Over 750cc up to 1000cc 4 cylinders 4-strokeOver 750cc up to 1000cc 3 cylinders 4-strokeOver 850cc up to 1200cc 2 cylinders 4-strokeMinimum Weight 165kg (364lb). Other machines admitted at the discretion of the Organisers[28]The 1911 Isle of Man TT was the first time the Junior TT race took place, open to 300cc single-cylinder and 340cc twin cylinder motorcycles, contested over five laps of the new 37.5-mile (60.4km) Snaefell Mountain Course. The first event on the new course was the Junior TT Race contested by 35 entrants, won by Percy J. Evans riding a Humber motor-cycle at an average race speed of 41.45mph (66.71km/h). The 1912 event was the first to limit the Junior TT to only 350cc machines and this engine capacity prevailed until 1976, after which the category was dropped. The event was instead run for 250cc machines until 1994 when replaced by the 600cc Supersport class.1911 For single cylinder motorcycles not exceeding 300cc engine capacity and 340cc twin cylinder motorcycles.19121948 For motorcycles not exceeding 350cc engine capacity.19491953 FIM World Championship event for motorcycles not exceeding 350cc engine capacity and held on the Snaefell mountain course.19541959 FIM World Championship event for motorcycles not exceeding 350cc engine capacity and held on the Clypse Course.19601976 FIM World Championship event for motorcycles not exceeding 350cc engine capacity and held on the Mountain Course.19771994 for motorcycles not exceeding 250cc engine capacity and held on the Mountain Course.1995 onwards for motorcycles not exceeding 600cc engine capacity and held on the Mountain Course.The 2015 specifications for entries into the Supersport TT race are:TT Supersport: (Machines complying with the 2015 FIM Supersport Championship specifications)Over 400cc up to 600cc 4 cylinders 4-strokeOver 600cc up to 675cc 3 cylinders 4-strokeOver 600cc up to 750cc 2 cylinders 4-strokeMinimum Weight 161kg[29]Main article: Superstock TTThe 2015 specifications for entries for the Superstock TT, an event for production based motorcycles racing with treaded road tyres, are based on the FIM Superstock Championship specifications, as follows:Superstock TT: (Machines complying with the 2012 FIM Superstock Championship specifications)Over 750cc up to 1000cc 4 cylinders 4-strokeOver 750cc up to 1000cc 3 cylinders 4-strokeOver 850cc up to 1200cc 2 cylinders 4-strokeMinimum (Dry) Weight 170kg[30]Supertwin TT2022 saw the introduction of the supertwin race run over 3 laps on Wednesday the 8th of June, increased to 4 laps the following year. The class is very similar to the lightweight class which last ran in 2019, although with some differences. The maximum capacity has been increased to 700cc allowing the Yamaha YZF-R7 and Aprilia RS660 to compete. In 2022 bikes with capacities of 651cc+ were required to run 10kg heavier than the 150kg limit for the 650cc machines, but 2023 saw this changed and all bikes in the class now have a minimum weight of 150kg.[31]Main article: Sidecar TTSidecar TT race competitors line up to start the raceThe 1923 TT was the first time the Sidecar TT race was run, over three laps (113mi or 182km) of the Mountain Course and was won by Freddie Dixon and passenger Walter Denny with a Douglas and special banking-sidecar at an average race speed of 53.15mph (85.54km/h). For the 1926 event the Sidecar and Ultra-Lightweight TT classes were dropped due to lack of entries.The Sidecar race was re-introduced from the 1954 event for Sidecars not exceeding 500cc engine capacity, run on the Clypse Course. A non-championship 750cc class for sidecars was introduced at the 1968 event. For the 1976 event the race was held over two-legs. From 1975, the previous 500cc and 750cc classes for Sidecars were replaced by a 1000cc engine capacity class.The new FIM Formula 2 class for Sidecars was introduced for the 1990 Isle of Man TT.19541959 FIM World Championship Event for Side-Cars not exceeding 500cc engine capacity. Race held on the Clypse Course.19601976 FIM World Championship Event held on Mountain Course.19681974 Non-Championship event for Sidecars not exceeding 750cc.19751989 Sidecars not exceeding 1000cc engine capacity.1990 FIM Formula 2 Sidecar race for two-stroke engines not exceeding 350cc or four-stroke engines not exceeding 600cc.The 2015 specifications for entries into the Sidecar TT race are:Machines must comply with general technical rules as per ACU Standing Regulations and 2015 Isle of Man TT regulations.Engine Types501 600cc, 4 stroke, 4 cylinder, Production based motorcycle engines.Main article: Senior TTIan Hutchinson on the start-line of the Senior TT Race on 11 June 2010 For the 1911 Isle of Man TT, the first TT event using the Snaefell Mountain Course or Mountain Course, two separate races were introduced. The first event was a four lap Junior TT race and a separate Senior TT race for 500cc single-cylinder and 585cc twin-cylinder motorcycles, over five laps of the new 37.5-mile (60.4km) Snaefell Mountain Course. The new technical challenges of the Mountain Course forced changes on entrants and motorcycle manufacturers alike. The American Indian motorcycle factory fitted a two-speed gearbox and chain-drive.[32] This proved to be the winning combination when Oliver Godfrey won the 1911 Senior TT race riding an Indian at an average speed of 47.63mph (76.65km/h). Fitted with a six-speed belt drive[33] Charlie Collier riding a Matchless motorcycle finished second in the 1911 Senior TT race and was later disqualified for illegal refuelling. During an early morning practice session for the 1911 Isle of Man TT races, Victor Surridge died after crashing his Rudge motorcycle at Glen Helen, the first death of a competitor on the Snaefell Mountain Course and the first death in the Isle of Man of a person in an automotive accident.[34]1911 For single cylinder motorcycles not exceeding 500cc engine capacity and 585cc twin cylinder motorcycles.19121939 For motorcycles not exceeding 500cc engine capacity.19471948 For motorcycles not exceeding 500cc engine capacity and a ban on engine supercharging.19491976 FIM World Championship event for motorcycles not exceeding 500cc engine capacity.19771984 for motorcycles not exceeding 500cc engine capacity.19852004 for motorcycles complying with ACU TT Formula 1 rules not exceeding 1,010cc engine capacity.2004 onwards for motorcycles complying with ACU/FIM Superbike rules not exceeding 1,000cc engine capacity.The 2015 specifications for entries into the Senior TT race are:TT Superbike: (Machines complying with the 2015 FIM Superbike Championship specifications)[35]Over 750cc up to 1000cc 4 cylinders 4-strokeOver 750cc up to 1000cc 3 cylinders 4-strokeOver 850cc up to 1200cc 2 cylinders 4-strokeSupersport Junior TT (without limitation of tyre choice)TT Superstock (without limitation of tyre choice)Other machines admitted at the discretion of the Organisers.The Clubman races with Lightweight, Junior and Senior classes were held for production motorcycles from 1947 until 1956.[36] A Senior 1000cc class provided an opportunity for Vincent motorcycles.[37] The riders were little-known, but as the stars were barred from entering the class, it provided a stepping-stone for future-stars but resulted in less spectator-interest. The series became dominated by one model the BSA Gold Star,[38][39][40] and with little competition from other manufacturers, was discontinued. When previewing the impending re-introduction of a specification-controlled, roadster-based class in March 1967, David Dixon wrote: "lack of inter-make rivalry probably put the final nail in the coffin".[38]Writing in UK monthly magazine Motor Cyclist Illustrated, racing journalist Ray Knight, who had achieved a lap speed of nearly 88mph on a Triumph Tiger 100 roadster-based racing motorcycle in the Manx Grand Prix,[41][42][43] commented in early 1965 that the ACU had refused a request from manufacturers to run a production TT race, which he thought was a missed opportunity, particularly considering the dwindling support for the 500cc race.[44]Ryan Farquhar's 650cc Kawasaki at the start line of the 2012 Lightweight TT. He went on to win that year's race.A Production TT for roadster-based motorcycles having classes for maximum engine capacities of 250cc, 500cc and 750cc was introduced from 1967 until 1976 when the class was discontinued.The Production TT was reintroduced for the 1984 races in three classes, reduced to two classes on safety grounds for the 1990 races. For the 2005 races the Superstock class replaced the previous 1000cc and 600cc Production TT classes that had been part of the race schedule since 1989.Main article: Ultra-Lightweight TTMain article: Lightweight TTMain article: TT ZeroThe TT Zero was a one lap race for electric bikes running from 2010 to 2019. It was announced that the race would take a two-year break after 2019, but it never came back on the schedule since.[45]After the completion of a practice or race period, an official course vehicle displaying the notice Roads Open proceeds around the Mountain Course, passing each point opening the roads including side-access junctions to public use. On the Snaefell mountain road section from Ramsey to Douglas, the official vehicle displays the notice Roads Open One Way.Two motorcycles with 'M' plates used by travelling marshals during race and practice sessions,[46] positioned ready for course-deployment at Parliament Square, Ramsey on a race day in 2008Originally introduced in 1935, there are eight machines positioned around the course to provide a rapid response to any incidents. Selected riders have previous race experience and are first-aid trained, with machines carrying medical equipment that can assist in managing a casualty. They also have other duties such as course inspection, observation of machines on the course for visible faults, and review and report any course incidents.[47] As of 2023, all travelling marshals rode Honda CBR1000RR Fireblades.[48]The 1982 Road Racing Act (Isle of Man) and the supplementary TT Road Races Orders allow vehicles and pedestrians to cross the Snaefell Mountain Course at certain points between scheduled race periods under the supervision of a police officer. Several permanent pedestrian overbridges have been erected. These points include:A2 St Ninian's Crossroads with the A22 Ballaquayle Road and the A22 Ballanard RoadA2 junction at Bray Hill with the Tromode Road and Stoney RoadA1 Peel Road between Braddan Bridge (Jubilee Oak) and the QuarterbridgeA2 Governor's Road, Onchan, the A2 Glencrutchery Road and Victoria Road at Governor's BridgeA2 Glencrutchery Road between Second & Third Avenues and Victoria RoadA18 Bemahague Road at Bedstead Corner, OnchanPedestrian overbridge at Glencrutchery Road, Douglas, close to start/finish and TT GrandstandPedestrian overbridge at Bedstead Corner, Douglas, with Hailwood Avenue junction to rightA1 Douglas to Peel road with the A23 Eyreton Road and the B36 Old Church Road, CrosbyA3 Castletown to Ramsey road junction with B10 Sartfield Road and the Ballaleigh Road at Barregarrow Crossroads, MichaelA3 junction with A10 Station Road and C37 Ballaugh Glen Road at Ballaugh BridgeA3 junction with A14 Sandygate Road and A14 Tholt-y-Will Glen Road at Sulby CrossroadsA2 Albert Square and Princes Road, Ramsey at the junction with A18 Snaefell Mountain Road, close to May HillPedestrian overbridge before School House Corner, western approach to Ramsey townPedestrian overbridge exiting Ramsey town centre, looking south-east towards May HillPedestrian overbridge at The Bungalow, on Snaefell mountainPart of the access road passing under the A1 Peel RoadThe TT Access Road runs parallel to a section of the A1 Peel Road, which is part of the Snaefell Mountain Course, and operates during practice and race periods to enable vehicles to pass from inside of the race course to the outside. It runs along a section of former railway line on the historic Douglas to Peel route, from the junction of the A5 New Castletown Road at the Quarter Bridge, passing under the course at Braddan Bridge, to an exit at Braddan School Road in Douglas outskirts, near the former Braddan Railway Halt and the A23/Ballafletcher Road junction. The access road is a narrow, single-track width with passing places and is restricted to cars and light vans below a weight limit of 3,500 kilograms (3.4 long tons; 3.9 short tons). When used for vehicular traffic, pedestrian access is prohibited, but at other times it is part of a system of nature trails.[49][50]Main article: Isle of Man TT Mountain Course SafetySee also: List of Isle of Man TT Mountain Course fatalitiesBetween 1907 and 2023, there have been 156 fatalities during official practices or races on the Snaefell Mountain Course, and 269 total fatalities (this number includes the riders killed during the Manx Grand Prix, and Clubman TT race series of the late 1940s/1950s).[14][51][52] In 2016, 5 riders died on the course during official practices or races.[53][54][15][55] There were six fatalities among competitors in the 1970 and 2022 Isle of Man TTs, making them the two deadliest years in the history of the event.[56][57][58]Sidecars returning to Paddock past Sarah's Cottage in reverse direction to a normal race after a red flag caused by a competitor's crash in 2009On 30 May 2018, an experienced TT rider, Steve Mercer,[59][60] was seriously injured during a head-on collision with an official Course Car at Ballacrye. The car, being driven at high speed,[61][62] was conveying police officers to officiate at the scene of a fatality involving Dan Kneen. Mercer was unconscious for five days and hospitalised for five months due to multiple injuries. He was one of seven riders who had been halted on the course and turned back by marshals, being instructed to proceed back to the TT Grandstand area in the reverse direction after the red flag stoppage.[63][64] Immediately after the accident the organisers changed their protocols, requiring that returning riders must be controlled by motorcycle-mounted travelling marshals to the front and rear.[65][66] An independent inquiry into the circumstances was arranged by ACU Events, the event organisers.[67]The Auto-Cycle Union, the Isle of Man Department for Enterprise, and the inquiry report author, lawyer Rob Jones, a former chief executive of the Motor Sports Association, all refused to release the report as it was confidential and privately owned by the ACU.[62][64][68][69]The ACU admitted liability for the accident, but instructed that any legal claim for compensation by Mercer must be filed in the Isle of Man. The ACU stated that Mercer was receiving financial assistance through its "extensive insurance arrangements".[60][70][71]In 2019, it was reported that the driver of the car in the collision had quit after criticism that he exceeded a newly introduced speed limit recorded by a GPS tracking device when he drove to attend a fatality involving Chris Swallow at Ballaugh in August's Senior Classic TT. Gary Thompson, Clerk of the Course and an ACU employee, had been criticised in 2018 for also fulfilling the role of Safety Officer; consequently a new incumbent was in place for 2019.[62][72][73]From 1915 to 1919, and 1940 to 1946, no TT events took place, due to the outbreak of World Wars I and II.[74] Events continued from 1920 to 1939 and 1947 to 2000.Since TT 1947, the Isle of Man TT has only been cancelled three times: 2001, 2020 and 2021, all of which were due to viral outbreaks.The 2001 Isle of Man TT races were cancelled because of the outbreak of foot-and-mouth disease in the UK in the spring and summer of 2001. Disinfecting 40,000 spectators and competitors (and their motorcycles) to ensure the disease was kept off the island proved difficult.In March 2020, the Isle of Man Government announced the cancellation of the 2020 TT due to the ongoing COVID-19 pandemic.[75] The Classic TT was subsequently cancelled in May,[76] and in December 2020, it was announced that 2021's TT races would also not go ahead, due to the continued worldwide spread of the virus.[77] In 2020, the Isle of Man Government lost an estimated 4.8 million of its annual projected revenue due to the cancellation of the TT races.[78]The event returned in 2022 after a two-year absence.[79]Updated in June 2024[80]Po.RiderWins1 Michael Dunlop292 Joey Dunlop263 John McGuinness234 Dave Molyneux175 Ian Hutchinson166 Mike Hailwood, Ben Birchall, Tom Birchall, Peter Hickman1410 Bruce Anstey1211 Steve Hislop, Phillip McCallen1113 Giacomo Agostini, Robert Fisher, Stanley Woods1016 Mick Boddice, David Jefferies, Ian Lougher,[Note 1] Siegfried Schauzu920Rick Long, Jim Moodie, Chas Mortimer, Phil Read, Dan Sayle, Charlie Williams826Mick Grant, Wolfgang Kalauch, Michael Rutter, Tony Rutter730Chas Birks, Geoff Duke, Jimmie Guthrie, Jim Redman, John Surtees635Alec Bennett, Nick Crowe, Robert Dunlop, Brian Reid, Carlo Ubbiali540Klaus Enders, Freddie Frith, Wal Handley, Trevor Ireson, Benga Johansson, Dave Leach, Ray Pickrell, Tarquinio Provini, Horst Schneider, Barry Smith, Bill Smith, Jock Taylor, John Williams,453Ray Amm, Adrian Archibald, Graeme Crosby, Harold Daniell, Max Deubel, Ralf Engelhardt, Ryan Farquhar, Patrick Farrance, Carl Fogarty, Alex George, Dean Harrison, Tom Herron, Darren Hope, Emil Hrner, Alan Jackson, Tony Jefferies, Geoff Johnson, Klaus Klaffenbck, Rob McElnea, Bob McIntyre, Phil Mellor, Dave Morris, Chris Palmer,[Note 2] Clive Pollington, Walter Schneider, Ian Simpson, Rolf Steinhausen, Hans Strauss, Luigi Taveri, Barry Woodland383Fergus Anderson, Hugh Anderson, Manliff Barrington, Artie Bell, Geoff Bell, Lowry Burton, Kel Carruthers, Bernard Codd, Charlie Collier, Keith Cornbill, Mark Cox, Callum Crowe, Ryan Crowe, Steve Cull, Pat Cushnahan, Howard R Davies, Freddie Dixon, Charlie Dodson, Cameron Donald, Iain Duffus, Karl Ellison, Bob Foster, Dick Greasley, Manfred Grunwald, Hermann Hahn, Craig Hallam, Shaun Harris, John Hartle, Pete Hill, Fritz Hillebrand, Mac Hobson, Gary Hocking, John Holden, Josef Huber, Tim Hunt, Boyd Hutchinson, Bill Ivy, Gary Johnson, Alistair King, Con Law, Eddie Laycock, Ivan Lintin, Bill Lomas, Graeme McGregor, Trevor Nation, Gary Padgett, Steve Plater, Jock Porter, Nick Roche, Cecil Sandford, Dave Saville, Tom Sheard, Davey Todd, Edwin Twemlow, Malcolm Uphill, Dave Wells, Don Williams, Eric Williams, Paul Williams, Andrew Winkle, Michael Wynn2141Steve Abbott, Dario Ambrosini, Frank A Applebee, Ivor Arber, Reg Armstrong, Kenny Arthur, Stewart Atkinson, Georg Auerbacher, Mike Aylott, Mark Baldwin, Rob Barber, W. Harry Bashall, Ian Bell, Phillip Biggs, Eric Bliss, Dieter Braun, Eric Briggs, Norman Brown, Ralph Bryans, Jimmy Buchan, Trevor Burgess, Roger Burnett, Mick Burns, Florian Camathias, Maurice Cann, Neil Carpenter, Phil Carpenter, Phil Carter, Harold Clark, Rod Coleman, Harry A Collier, Stuart Collins, Syd Crabtree, Dave Croxford, Jack Daniels, Leo Davenport, Geoff Davison, Tommy de la Hay, Ernst Degner, Walter Denny, George Douglass, Eddie Dow, Percy Evans, Helmut Fath, Jack Findlay, John Flaxman, Frank Fletcher, Rem Fowler, John Giabbard, Sid Gleave, Oliver Godfrey, Les Graham, Stuart Graham, Werner Haas, Dave Hallam, Roy Hanks, Colin Hardman, Bernard Hargreaves, Conrad Harrison, Ron Haslam, Ronnie Hazlehurst, Chris Heath, Alfred Herzig, Freddie Hicks, James Hillier, Robert Holden, Rupert Hollaus, K.J. Horstman, Clive Horton, Eric Houseley, Dennis Ireland, Mitsuo Itoh, Brian Jackson, Nick Jefferies, Doug Jewell, Lee Johnston, Paddy Johnston, Ken Kavanagh, Bob Keeler, Neil Kelly, John Kidson, Ewald Kluge, Ray Knight, David Lashmar, Monty V. Lockwood, Frank Longman, Heinz Luthringshauser, Jack Marshall, Tom Kearey, Keith Martin, Hugh Mason, Cromie McCandless, Georg Meier, Ted Mellors, Mark Miller, Derek Minter, Brian Morrison, Les Nutt, George O'Dell, Eric Oliver, Mat Oxley, Phil Palmer, Len Parker, Denis Parkinson, Graham Penny, Alex Phillip, Derek Powell, Cyril Pullin, Brian Purslow, Richard Quayle, Johnny Rea, Harry Reed, Tim Reeves, Brett Richmond, Tommy Robb, John Robinson, Mike Rogers, Nigel Rollason, Dave Roper, Gordon Russell, Fritz Scheidegger, Martyn Sharpe, Dave Simmonds, Bill Simpson, Jimmie Simpson, Shaun Smith, Cyril Taft, Omobono Tenni, Steve Tonkin, George Tucker, Kenneth Twemlow, Henry Tyrell-Smith, Chris Vincent, Terry Vinicombe, Graham Walker, Frank Whiteway, Cyril Williams, Donny Williams, Paul J. Williams, Peter Williams, Alfred Wohlgemuth, Tim Wood, Tommy Wood, Stan Woods1^ Erroneously listed as having 12 wins on the official TT database^ Erroneously listed as having 4 wins on the official TT databaseMotor raceIsle of Man TTGrand Prix motorcycle racingVenueSnaefell Mountain Course (19491976)First race1949Last race1976Most wins (rider)Mike Hailwood (12)Most wins (manufacturer)MV Agusta (33)The Isle of Man TT was part of the FIM Motorcycle Grand Prix World Championship (now MotoGP) between 1949 and 1976. During this period the Isle of Man TT Races counted as the United Kingdom round including the Sidecar TT, 50cc Ultra-Lightweight TT, 125cc Lightweight TT, 250cc Lightweight TT, 350cc Junior TT and 500cc Senior TT races counted towards the FIM Motor-Cycle Grand Prix World Championship.After the 1972 races, multiple world champion, 10-time TT race winner and dominant motorcycle racer of his time Giacomo Agostini announced he would never race again at the Isle of Man, declaring it too dangerous for international competition and that it was outrageous that such a race should ever be part of a scenario professional riders were forced into; at this point the Isle of Man TT was not suited to the growing professionalism and business aspects of Grand Prix motorcycle racing. More and more riders joined his boycott, and after 1976 the race was struck from the championship and replaced by the British Grand Prix.# WinsRiderWinsCategoryYears won12 Mike Hailwood500cc1961, 1963, 1964, 1965, 1966, 1967350cc1962, 1967250cc1961, 1966, 1967125cc196110 Giacomo Agostini500cc1968, 1969, 1970, 1971, 1972350cc1966, 1968, 1969, 1970, 19726 John Surtees500cc1956, 1958, 1959, 1960350cc1958, 1959 Jim Redman350cc1963, 1964, 1965250cc1963, 1964, 1965 Phil Read350cc1961250cc1971, 1972125cc1965, 1967, 19685 Geoff Duke500cc1950, 1951, 1955350cc1951, 1952 Carlo Ubbiali250cc1956125cc1955, 1956, 1958, 19604 Tarquinio Provini250cc1958, 1959125cc1957, 1959 Chas Mortimer350cc1976250cc1975125cc1971, 19723 Ray Amm500cc1953, 1954350cc1953 Luigi Taveri125cc1962, 196450cc1965 Charlie Williams350cc1975250cc1973, 19742 Fergus Anderson250cc1952, 1953 Bill Lomas350cc1955250cc1955 Cecil Sandford250cc1957125cc1952 Bob McIntyre500cc1957350cc1957 Gary Hocking500cc1962250cc1960 Hugh Anderson125cc196350cc1964 Bill Ivy250cc1968125cc1966 Kel Carruthers250cc1969, 1970 Tony Rutter350cc1973, 1974 Tom Herron500cc1976250cc1976# WinsManufacturerWinsCategoryYears won33 MV Agusta500cc1956, 1958, 1959, 1960, 1962, 1963, 1964, 1965, 1968, 1969, 1970, 1971, 1972350cc1958, 1959, 1960, 1962, 1966, 1968, 1969, 1970, 1972250cc1956, 1958, 1959, 1960125cc1952, 1953, 1955, 1956, 1958, 1959, 196021 Yamaha500cc1974, 1976350cc1973, 1974, 1975, 1976250cc1968, 1970, 1971, 1972, 1973, 1974, 1975, 1976125cc1965, 1966, 1967, 1968, 1971, 1972, 197318 Honda500cc1966, 1967350cc1963, 1964, 1965, 1967250cc1961, 1962, 1963, 1964, 1965, 1966, 1967125cc1961, 1962, 196450cc1965, 196612 Norton500cc1949, 1950, 1951, 1952, 1953, 1954, 1961350cc1950, 1951, 1952, 1953, 19617 Moto Guzzi350cc1955, 1956250cc1949, 1951, 1952, 1953, 1955 Suzuki500cc1973125cc1963, 197050cc1962, 1963, 1964, 19673 Mondial250cc1957125cc1951, 1957 Gilera500cc1955, 1957350cc19572 NSU250cc1954125cc1954 Benelli250cc1950, 1969 Kawasaki500cc1975125cc1969Year50cc (Ultra-Lightweight TT)125cc (Lightweight TT)250cc (Lightweight TT)350cc (Junior TT)500cc (Senior TT)ReportRiderManufacturerRiderManufacturerRiderManufacturerRiderManufacturerRiderManufacturerRiderManufacturerRiderManufacturer1976 Tom HerronYamaha Chas MortimerYamaha Tom HerronYamahaReport1975 Chas MortimerYamaha Charlie WilliamsYamaha Mick GrantKawasakiReport1974 Charlie WilliamsYamaha Tony RutterYamaha Phil CarpenterYamahaReport1973 Tommy RobbYamaha Charlie WilliamsYamaha Tony RutterYamaha Jack FindlaySuzukiReport1972 Chas MortimerYamaha Phil ReadYamaha Giacomo AgostiniMV Agusta Giacomo AgostiniMV AgustaReport1971 Chas MortimerYamaha Phil ReadYamaha Tony JefferiesYamsel Giacomo AgostiniMV AgustaReport1970 Dieter BraunSuzuki Kel CarruthersYamaha Giacomo AgostiniMV Agusta Giacomo AgostiniMV AgustaReport1969 Dave SimmondsKawasaki Kel CarruthersBenelli Giacomo AgostiniMV Agusta Giacomo AgostiniMV AgustaReport1968 Barry SmithDerbi Phil ReadYamaha Bill IvyYamaha Giacomo AgostiniMV Agusta Giacomo AgostiniMV AgustaReport1967 Stuart GrahamSuzuki Phil ReadYamaha Mike HailwoodHonda Mike HailwoodHonda Mike HailwoodHondaReport1966 Ralph BryansHonda Bill IvyYamaha Mike HailwoodHonda Giacomo AgostiniMV Agusta Mike HailwoodHondaReport1965 Luigi TaveriHonda Phil ReadYamaha Jim RedmanHonda Jim RedmanHonda Mike HailwoodMV AgustaReport1964 Hugh AndersonSuzuki Luigi TaveriHonda Jim RedmanHonda Jim RedmanHonda Mike HailwoodMV AgustaReport1963 Mitsuo ItohSuzuki Hugh AndersonSuzuki Jim RedmanHonda Jim RedmanHonda Mike HailwoodMV AgustaReport1962 Ernst DegnerSuzuki Luigi TaveriHonda Derek MinterHonda Mike HailwoodMV Agusta Gary HockingMV AgustaReport1961 Mike HailwoodHonda Mike HailwoodHonda Phil ReadNorton Mike HailwoodNortonReport1960 Carlo UbbialiMV Agusta Gary HockingMV Agusta John HartleMV Agusta John SurteesMV AgustaReport1959 Tarquinio ProviniMV Agusta Tarquinio ProviniMV Agusta John SurteesMV Agusta John SurteesMV AgustaReport1958 Carlo UbbialiMV Agusta Tarquinio ProviniMV Agusta John SurteesMV Agusta John SurteesMV AgustaReport1957 Tarquinio ProviniMondial Cecil SandfordMondial Bob McIntyreGilera Bob McIntyreGileraReport1956 Carlo UbbialiMV Agusta Carlo UbbialiMV Agusta Ken KavanaghMoto Guzzi John SurteesMV AgustaReport1955 Carlo UbbialiMV Agusta Bill LomasMoto Guzzi Bill LomasMoto Guzzi Geoff DukeGileraReport1954 Rupert HollausNSU Werner HaasNSU Rod ColemanAJS Ray AmmNortonReport1953 Leslie GrahamMV Agusta Fergus AndersonMoto Guzzi Ray AmmNorton Ray AmmNortonReport1952 Cecil SandfordMV Agusta Fergus AndersonMoto Guzzi Geoff DukeNorton Reg ArmstrongNortonReport1951 Cromie McCandlessMondial Tommy WoodMoto Guzzi Geoff DukeNorton Geoff DukeNortonReport1950 Dario AmbrosiniBenelli Artie BellNorton Geoff DukeNortonReport1949 Manliff BarringtonMoto Guzzi Freddie FrithVelocette Harold DaniellNortonReportCategoryRider(s)MachineTyresYearTimeAverage speedSource[81]mphkm/hOutright (all categories)Peter HickmanBMW M1000RRDunlop202316:36.114136.358219.447[82]Superbike TTPeter HickmanBMW M1000RRDunlop