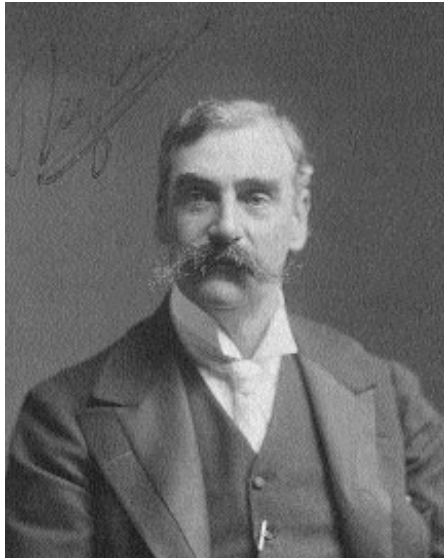


DEBATE 6 - OPEN ROADS AND FAST CARS



Lord Raglan



- The House of Keys could introduce legislation independently of the United Kingdom.
- The Isle of Man was the only part of Britain where road closures did not require an Act of Parliament.
- European road racing came to the Island with the Gordon Bennett Time Trials (1904) and the Tourist Trophy motorcycle races (1907).



The initiative for bringing motor racing to the Isle of Man did not come from the Keys, but through the fact that Lord Raglan, the Lieutenant Governor, was closely related to Julian Orde, Secretary to the Automobile Club of Great Britain. The U.K. Government refused to close public roads for racing, and the speed limit in Britain was fourteen miles per hour. The Club had ruled that racing trials to determine the membership of the British national team would be held in May 1904, even if the trials, as well as the eventual international races, would have to be held on the Continent. Raglan's influence with Tynwald ensured that both Houses passed 'The Highway (Light Locomotive) Bill' (to enable public road closures to take place) in record time, Royal Assent was gained, and a special Tynwald was convened at St. John's on 5th May to promulgate the Act in time for the trials on 13th May.



Although the Island had very few cars at the time, there was an interest in new transport technology (the Manx Electric Railway was one of the first of its kind) and the House of Keys thought that the international aspects of racing would bring additional visitors to the Island. The venture was a success, enabling the T.T. races to take place from 1907.

- The Speaker introduces Lord Raglan who explains his proposals to the House.
- Vote on the motion that 'the House approves the passage of "The Highway (Light Locomotive) Bill" - allowing the closure of public roads for road racing on the Island'.
- Voting Results
- Images of road racing from 1904 to the 1960s



Video Loop



Key Points



Background Info



Look out for