

Official Programme

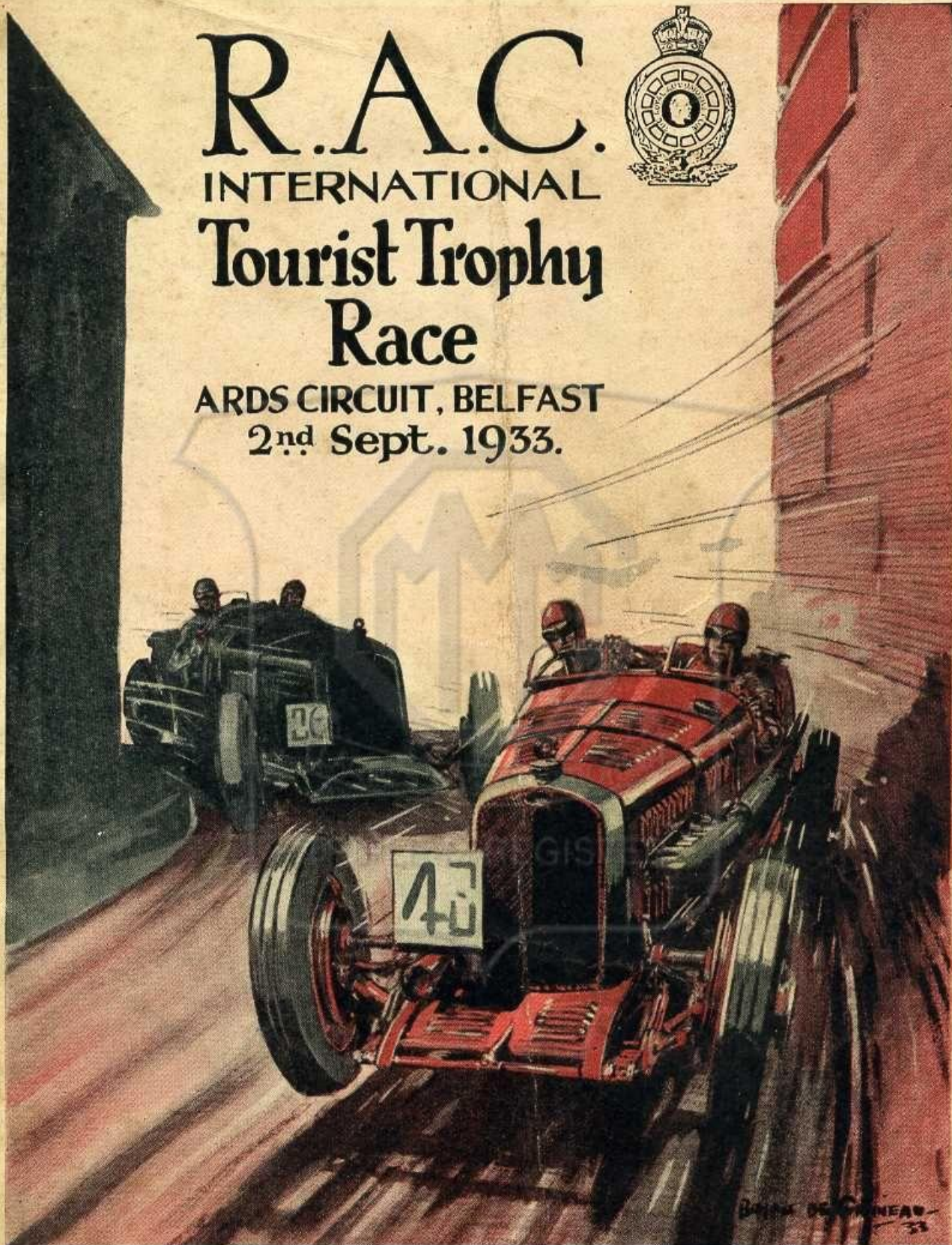
One Shilling

R.A.C.

INTERNATIONAL
Tourist Trophy
Race



ARDS CIRCUIT, BELFAST
2nd Sept. 1933.



The Motor
The National Motor Journal

**FIRST and BEST
REPORT**

PATRON: H.M. THE KING

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PROGRAMME

of the

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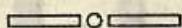
INTERNATIONAL

TOURIST TROPHY RACE,

ARDS CIRCUIT, BELFAST,

Saturday, 2nd September, 1933

Under the Gracious Patronage of
His Grace the Governor of Northern Ireland



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ROYAL AUTOMOBILE CLUB.

INTERNATIONAL

Tourist Trophy Race, 1933.

Held under the General Competition Rules of the Association Internationale des Automobile Clubs Reconnus, and of the Royal Automobile Club and Supplementary Regulations.

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No.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	Bore and Stroke	No. of Cyls.	c.c.	Nationality of Car
CLASS 3. (Over 3,000 c.c. and up to 5,000 c.c.)								
1	Invicta	A. C. Lace	A. C. Lace	—	88.5x120.64	6	4467	British
2	Invicta	F. Abecassis	V. Sameiro	—	88.5x120.64	6	4467	British
CLASS 4. (Over 2,000 c.c. and up to 3,000 c.c.)								
3	Alfa Romeo (S)	N. Rees and A. W. Fox	Hon. Brian Lewis	—	65x 88	8	2336	Italian
4	Alfa Romeo (S)	Count G. Lurani	The Earl Howe	—	65x 88	8	2366	Italian
5	Alfa Romeo (S)	T. E. Rose-Richards	T. E. Rose-Richards	—	65x 88	8	2366	Italian
6	Maserati (S)	Whitney Straight	Whitney Straight	—	65x110	8	2494	Italian
CLASS 6. (Over 1,100 c.c. and up to 1,500 c.c.)								
7	Riley	V. Riley	G. E. T. Eyston	A. B. von der Becke	57.546x95.2	6	1486	British
8	Riley	V. Riley	C. R. Whitcroft	A. B. von der Becke	57.546x95.2	6	1486	British
9	Riley	V. Riley	C. S. Staniland	A. B. von der Becke	57.546x95.2	6	1486	British
10	Riley	V. Riley	E. McLure	A. B. von der Becke	57.546x95.2	6	1486	British
11	Alvis (S)	"V. Karachi"	"V. Karachi"	—	55x78.5	8	1492	British

"S" denotes Supercharged Car.

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

No.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	Bore and Stroke	No. of Cyls.	c.c.	Nationality of Car
CLASS 7. (Over 750 c.c. and up to 1,100 c.c.)								
12	Riley	Victor Gillow	Victor Gillow	..	60.3x95.2	4	1088	British
14	Riley	Victor Gillow	W. R. Baird	..	60.3x95.2	4	1088	British
15	Riley	H. G. Dobbs	H. G. Dobbs	..	60.3x95.2	4	1088	British
16	Riley	F. W. Dixon	F. W. Dixon	..	60.3x95.2	4	1088	British
17	M.G.Magnette (S)	Whitney Straight	—	..	57x71	6	1087	British
18	M.G.Magnette (S)	G. F. A. Manby-Colegrave	G. F. A. Manby-Colegrave	E. L. Gardner	57x71	6	1087	British
19	M.G.Magnette (S)	E. R. Hall	E. R. Hall	..	57x71	6	1087	British
20	M.G.Magnette (S)	R. A. Yallop	R. A. Yallop	E. Fronteras	57x71	6	1087	British
21	M.G.Magnette (S)	R. T. Horton	R. T. Horton	..	57x71	6	1087	British

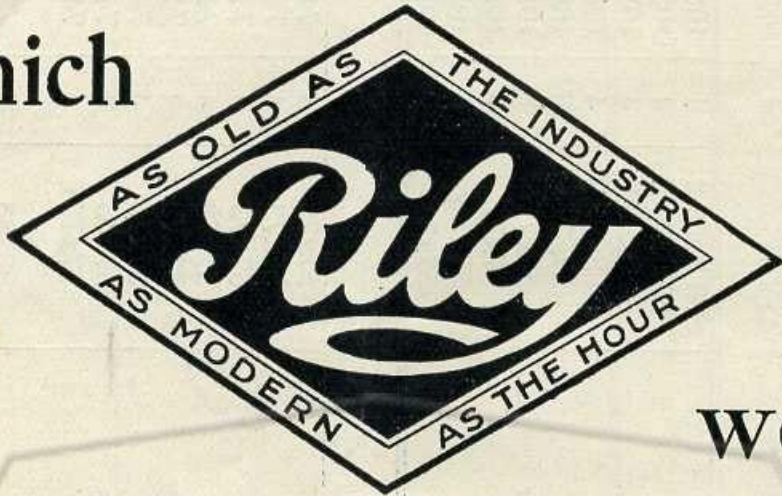
CLASS 8. (Over 500 c.c. and up to 750 c.c.)

22	M.G. Midget (S)	S. W. B. Hailwood	S. W. B. Hailwood	..	57x73	4	746	British
23	M.G. Midget (S)	L. Fontes	L. Fontes	A. Todd	57x73	4	746	British
24	M.G. Midget (S)	T. Simister	T. Simister	..	57x73	4	746	British
25	M.G. Midget (S)	H. C. Hamilton	H. C. Hamilton	..	57x73	4	746	British
26	M.G. Midget (S)	S. A. Crabtree	S. A. Crabtree	W. L. Handley	57x73	4	746	British
27	M.G. Midget (S)	H. R. Attwood	H. R. Attwood	..	57x73	4	746	British
28	M.G. Midget (S)	J. L. Ford	J. L. Ford	M. H. Baumer	57x73	4	746	British
29	M.G. Midget (S)	D. K. Mansell	D. K. Mansell	..	57x73	4	746	British
30	Sullivan Special	W. Sullivan	W. Sullivan	..	53x83	4	732	British
31	Morris Minor (S)	Major R. G. Heyn	R. A. Jensen	..	53x83	4	732	British
32	M.G. Midget	G. H. S. Balmain and J. G. C. Low	J. G. C. Low	G. H. S. Balmain	57x73	4	746	British

"S" denotes Supercharged Car.

SINCE THE LAST T.T.

(which



won)

this famous car has been

- 2nd, 3rd and 4th in General Classification and 1st, 2nd and 3rd in Class G. in the B. R. D. C. 500 Miles Race, on September 24th, 1932.
- 1st, 4th, 5th, 6th, 7th, 8th, 9th and 10th in Class 3, winning the Ladies' Prize, Team Prize and three first-class awards in the Concours D'Elegance in the R.A.C. Rally at Hastings, on March 14th, 1933.
- 1st in the Australian Grand Prix, on March 20th, 1933.
- 1st, 2nd, 3rd and 6th in the Small Car Class, winning the Ladies' Prize, 2nd Team Prize and two prizes in the coachwork competition in the Scottish Rally, on June 6th-9th, 1933.
- The first British Car to finish and 4th in General Classification in the 24-Hour Race at Le Mans, on June 17th and 18th, 1933.
- 1st in the "Around the Houses" Race in the Isle of Man, on July 12th, 1933.
- And won the Alpine Cup and the Glacier Cup (Group IV.) and the Coupe des Dames, in the International Alpine Trial, August, 1933.

RILEY (Coventry) LIMITED, COVENTRY, and 42 NTH. AUDLEY ST., LONDON, W.1.

SPEED TABLE.

M. S.	m.p.h.	M. S.	m.p.h.	M. S.	m.p.h.	M. S.	m.p.h.	M. S.	m.p.h.	M. S.	m.p.h.	M. S.	m.p.h.
—	—	10.05	81.28	10.35	77.44	11.05	73.95	11.35	70.76	12.05	67.83	12.35	65.13
—	—	10.06	81.15	10.36	77.32	11.06	73.84	11.36	70.66	12.06	67.74	12.36	65.05
—	—	10.07	81.01	10.37	77.20	11.07	73.73	11.37	70.55	12.07	67.65	12.37	64.96
9.38	85.08	10.08	80.88	10.38	77.08	11.08	73.62	11.38	70.45	12.08	67.55	12.38	64.87
9.39	84.93	10.09	80.75	10.39	76.96	11.09	73.51	11.39	70.35	12.09	67.46	12.39	64.79
9.40	84.79	10.10	80.61	10.40	76.84	11.10	73.40	11.40	70.25	12.10	67.36	12.40	64.71
9.41	84.64	10.11	80.48	10.41	76.72	11.11	73.29	11.41	70.15	12.11	67.27	12.41	64.62
9.42	84.49	10.12	80.35	10.42	76.60	11.12	73.18	11.42	70.05	12.12	67.18	12.42	64.54
9.43	84.34	10.13	80.22	10.43	76.48	11.13	73.07	11.43	69.95	12.13	67.09	12.43	64.45
9.44	84.20	10.14	80.09	10.44	76.36	11.14	72.96	11.44	69.85	12.14	67.00	12.44	64.37
9.45	84.06	10.15	79.96	10.45	76.24	11.15	72.85	11.45	69.75	12.15	66.91	12.45	64.28
9.46	83.91	10.16	79.83	10.46	76.12	11.16	72.74	11.46	69.65	12.16	66.82	12.46	64.20
9.47	83.77	10.17	79.70	10.47	76.00	11.17	72.64	11.47	69.56	12.17	66.72	12.47	64.11
9.48	83.62	10.18	79.57	10.48	75.89	11.18	72.53	11.48	69.46	12.18	66.63	12.48	64.03
9.49	83.48	10.19	79.44	10.49	75.77	11.19	72.42	11.49	69.36	12.19	66.54	12.49	63.95
9.50	83.34	10.20	79.31	10.50	75.65	11.20	72.32	11.50	69.26	12.20	66.45	12.50	63.86
9.51	83.20	10.21	79.18	10.51	75.54	11.21	72.21	11.51	69.16	12.21	66.36	12.51	63.78
9.52	83.06	10.22	79.06	10.52	75.42	11.22	72.11	11.52	69.07	12.22	66.27	12.52	63.70
9.53	82.92	10.23	78.93	10.53	75.31	11.23	72.00	11.53	68.97	12.23	66.19	12.53	63.62
9.54	82.79	10.24	78.81	10.54	75.19	11.24	71.89	11.54	68.87	12.24	66.10	12.54	63.53
9.55	82.65	10.25	78.68	10.55	75.08	11.25	71.79	11.55	68.78	12.25	66.01	12.55	63.45
9.56	82.51	10.26	78.55	10.56	74.97	11.26	71.69	11.56	68.68	12.26	65.92	12.56	63.37
9.57	82.37	10.27	78.43	10.57	74.85	11.27	71.58	11.57	68.59	12.27	65.83	12.57	63.29
9.58	82.22	10.28	78.31	10.58	74.73	11.28	71.48	11.58	68.49	12.28	65.74	12.58	63.21
9.59	82.09	10.29	78.18	10.59	74.62	11.29	71.37	11.59	68.40	12.29	65.66	12.59	63.13
10.00	81.96	10.30	78.06	11.00	74.51	11.30	71.27	12.00	68.30	12.30	65.57	13.00	63.05
10.01	81.82	10.31	77.93	11.01	74.39	11.31	71.17	12.01	68.21	12.31	65.48	13.01	62.97
10.02	81.69	10.32	77.81	11.02	74.28	11.32	71.06	12.02	68.11	12.32	65.39	13.02	62.88
10.03	81.55	10.33	77.69	11.03	74.17	11.33	70.96	12.03	68.02	12.33	65.31	13.03	62.80
10.04	81.42	10.34	77.56	11.04	74.06	11.34	70.86	12.04	67.92	12.34	65.22	13.04	62.72

High Speed Reliability
by Three M.G. Magnas



L.C.C. Relay Race

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LIST OF AWARDS.

To the Entrant of the Winning Car :

**The Royal Automobile Club Tourist Trophy and
£300 presented by Sir William Morris, Bart.**

To the Entrant of the Car placed First in Group A (Classes 1, 2, 3, 4 and 5) :

**The Mobiloil Trophy presented by the Vacuum Oil Co., Ltd.
and
£300 presented by Sir William Morris, Bart.**

To the Entrant of the Car placed Second in Group A :

£200 presented by Sir William Morris, Bart.

To the Entrant of the Car placed Third in Group A :

£100 presented by Sir William Morris, Bart.

To the Entrant of the Car placed First in Group B (Classes 6, 7 and 8) :

**The Wakefield Trophy presented by Lord Wakefield of Hythe
and
£300 presented by Sir William Morris, Bart.**

To the Entrant of the Car placed Second in Group B :

£200 presented by Sir William Morris, Bart.

To the Entrant of the Car placed Third in Group B :

£100 presented by Sir William Morris, Bart.

To the Driver of the Winning Car :

A Plaque presented by the Proprietors of the "Autocar."

To the Mechanic of the Winning Car :

A Plaque presented by the Proprietors of the "Autocar."

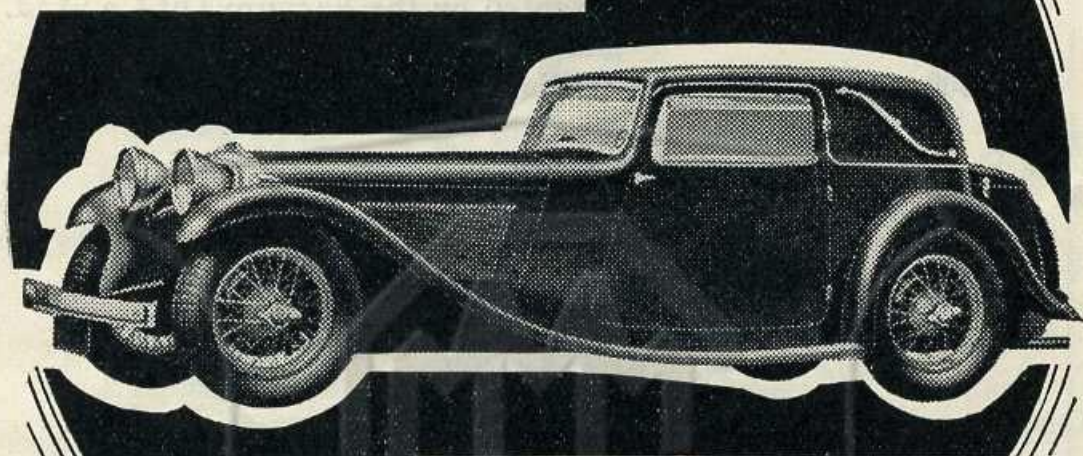
To the Entrant or Entrants of the most successful Team of three Cars of the make and class completing the course in accordance with the regulations :

**A Team Award, with Replica to each member of the Team,
presented by the Society of Motor Manufacturers and
Traders, Ltd.**

To each Driver finishing in accordance with the Regulations :

The R.A.C. Plaque.

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Nor only in beauty is the S.S. so outstanding—its performance is equally remarkable. Of 63 cars tested recently by the "Autocar," not one Saloon model, irrespective of power and price, achieved the distinction of equalling the performance of the S.S.1 on speed, brake test and acceleration.

See and try an S.S. for yourself—you will be amazed that such power, performance and beauty can be had at such a moderate price.

S.S.1, 4 Seater Saloon, £325 ;
20 h.p. Model, £335.

S.S.1, Open 4 Seater, £325 ;
20 h.p. Model, £335.

S.S.11, (9 h.p.), - £210.

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TOURIST TROPHY RACE.

PREVIOUS WINNERS.

The following were held in the Isle of Man.

1905—1922.

DATE.	CAR.	RATING.	WINNER.
Sept. 14th, 1905.	18 Arrol-Johnston.	18.05	Mr. J. S. Napier.
Sept. 28th, 1906.	20 Rolls-Royce.	24.79	Hon. C. S. Rolls.
May 30th, 1907.	20 Rover.	23	Mr. E. Curtis (for Mr. J. K. Starley).
May 30th, 1907. ("Heavy Trophy")	30 Beeston-Humber.	36	Mr. G. P. Mills (for Mr. T. C. Pullinger).
Sept. 24th, 1908. ("Four-Inch Race")	Hutton.	25.6	Mr. W. Watson (for Mr. S. F. Edge).
June 10/11th, 1914.	Sunbeam I. (1st)	16.3	Mr. K. Lee Guinness.
	Minerva III. (2nd)	21.1	Mr. C. Riecken.
	Minerva II. (3rd)	20.1	Mr. L. Molon.
June 22nd, 1922. (T.T. Race).	Sunbeam III. (1st)	20.8	Mr. J. Chassagne.
	Bentley I. (2nd)	15.9	Mr. F. C. Clement.
	Vauxhall II. (3rd)	17.9	Mr. O. Payne.
June 22nd, 1922. ("Fifteen-Hundred Race.")	Talbot-Darracq I. (1st)	10.4	Sir Algernon Guinness, Bart.
	Talbot Darracq III. (2nd)	10.4	Mr. A. Divo.
	Crossley-Bugatti II. (3rd)	11.8	Mr. M. Maury.

The following were held over the Ards Circuit, Ulster.

1928.

Finish Order.	Car.	Driver.	Time		Speed m.p.h.
			h.	m. s.	
1st	Lea Francis	.. Kaye Don	..	5 58 13	64.06
2nd	Alvis	.. L. Cushman	..	5 58 26	64.02
3rd	Austro-Daimler	.. H. Mason	..	6 7 38	64.65
4th	Austro-Daimler	.. C. Paul	..	6 10 10	64.21
5th	Bentley	.. H. R. S. Birkin		6 13 53	65.76
6th	Lea Francis	.. G. E. T. Eyston		6 15 14	61.14

1929.

1st	Mercedes-Benz	.. R. Caracciola	..	5 37 40	72.82
2nd	Alfa Romeo	.. Cav. Campari	..	5 39 48	67.54
3rd	Austin	.. A. Frazer Nash		5 43 49	59.60
4th	Austin	.. S. V. Holbrook		5 44 25	59.49
5th	Alfa Romeo	.. G. E. T. Eyston		5 46 36	66.21
6th	Alfa Romeo	.. E. Fronteras	..	5 48 55	65.77

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in design and
performance.

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for 1934

Each the Leader of its Class

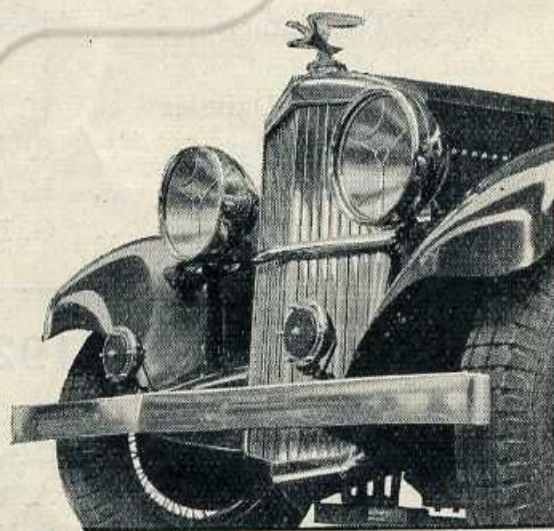
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from £750

"SPEED TWENTY"
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H.P.

1930.

Finish Order.	Car.	Driver.	Time			Speed
			h.	m.	s.	m.p.h.
1st	Alfa Romeo	T. Nuvolari	5	35	20	70.88
2nd	Alfa Romeo	Cav. Campari	5	35	36	70.82
3rd	Alfa Romeo	A. Varzi	5	38	3	70.31
4th	Alvis	C. Paul	5	38	39	69.61
5th	Austin	G. Poppe	5	41	22	61.46
6th	Alvis	H. W. Purdy	5	49	39	67.37

1931.

1st	M.G.	N. Black	5	15	51	67.90
2nd	Alfa Romeo	B. Borzacchini	5	17	3	79.05
3rd	M.G.	S. A. Crabtree	5	17	8	67.62
4th	Talbot	B. E. Lewis	5	18	47	77.13
5th	Riley	C. S. Staniland	5	19	32	70.35
6th	Alfa Romeo	Cav. G. Campari	5	19	36	78.40

1932.

1st	Riley	C. R. Whitcroft	4	58	4	74.23
2nd	Riley	G. E. T. Eyston	4	59	27	73.90
3rd	M.G. Midget (S)	E. R. Hall	5	7	58	69.93
4th	Alfa Romeo	The Earl Howe	5	9	56	80.53
5th	Alfa Romeo	Sir H. Birkin, Bt.	5	12	45	79.79
6th	Talbot	T. E. Rose Richards	5	20	40	75.32

RECORDS.

Fastest speed at which race has been won.

1932—C. R. Whitcroft. Riley. 4h. 58m. 4s.=74.23 m.p.h.*

*In the same year Earl Howe, on an Alfa Romeo, completed the course in 5h. 9m. 56s., at an average speed of 80.53 m.p.h. finishing 4th.

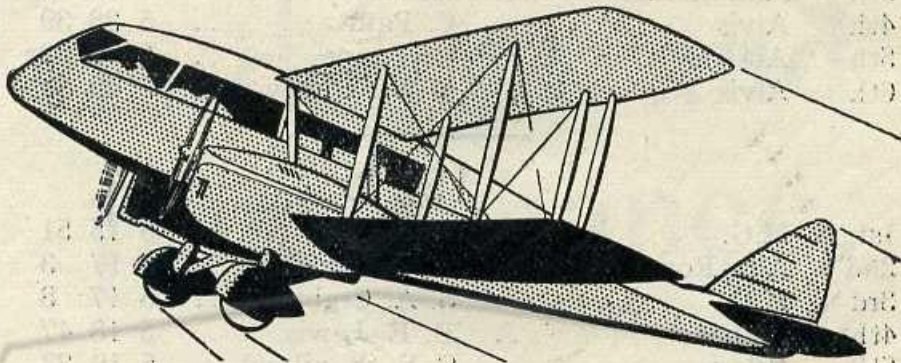
Record Lap.

1932—Sir Henry Birkin, Bt., Alfa Romeo. 9m. 51s.=83.20 m.p.h.

FASTEST LAPS IN EACH CLASS.

Class.	Driver.	Car.	Date.	Time		Speed
				m.	s.	m.p.h.
B(2)	R. Caracciola	Mercedes	1929	10	32	77.81
C(3)	Sir H. Birkin, Bt.	Bentley	1930	10	45	76.24
D(4)	Sir H. Birkin, Bt.	Alfa Romeo	1932	9	51	83.20
E(5)	T. Nuvolari	Alfa Romeo	1930	10	53	75.31
	Cav. Campari	Alfa Romeo				
F(6)	W. Sullivan	Lea Francis	1932	11	4	74.06
G(7)	F. W. Dixon	Riley	1932	10	40	76.84
H(8)	Cyril Paul	M.G. Midget	1932	11	17	72.64

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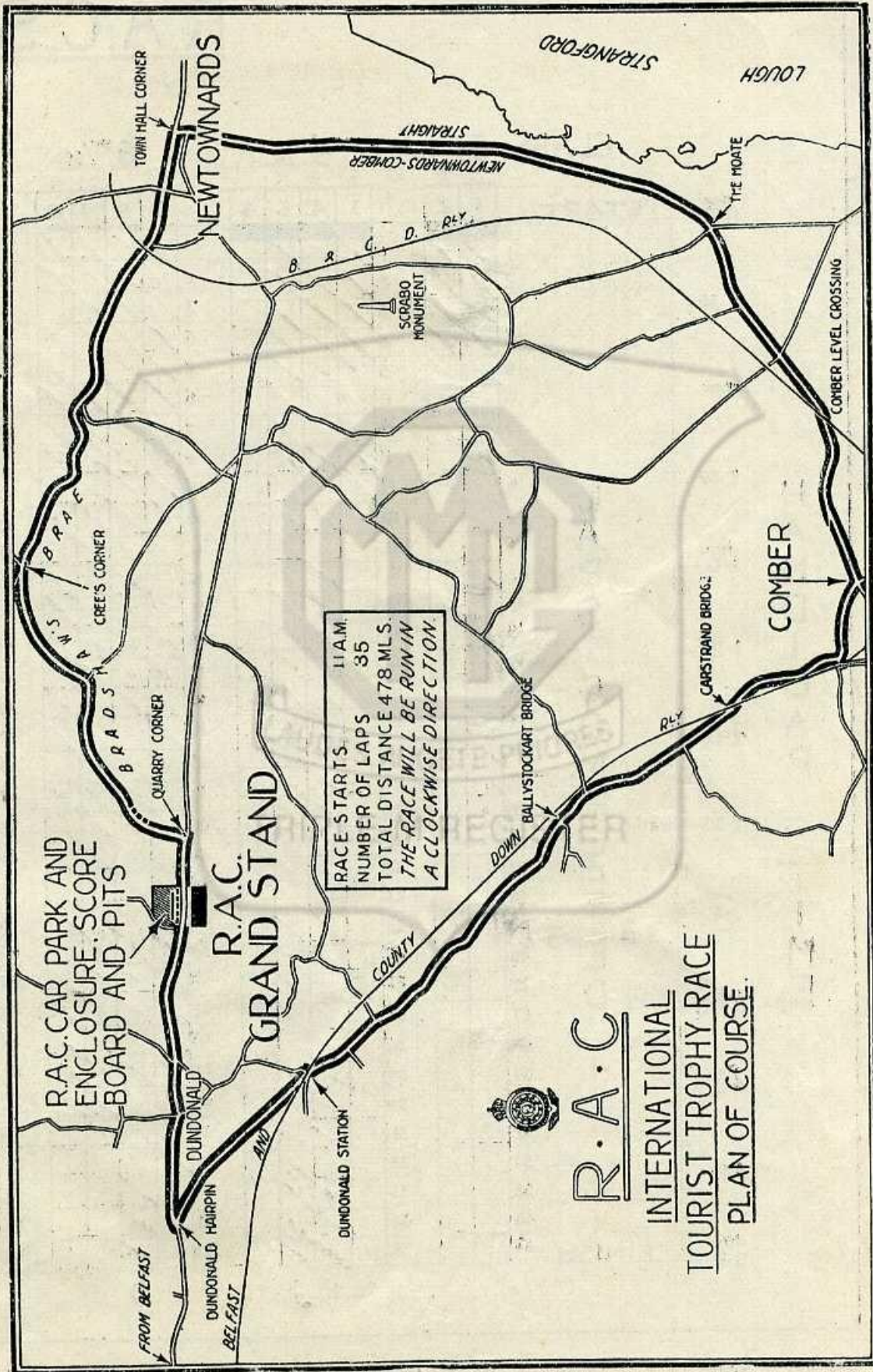
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R.A.C. SCO

		CLASS 3 ^{UN} / _{sc.}		4 ^s / _{c.}				6 ^{UN} / _{sc.}				6 ^s / _{c.}
		L R		L H R				E W R M O L				
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11-30		3		3				3				3
		4		4				4				4
		5		5				5				5
NOON		6		6				6				6
		7		7				7				7
		8		8				8				8
12-30		9		9				9				9
		10		10				10				10
		11		11				11				11
1-0		12		12				12				12
		13		13				13				13
1-30		14		14				14				14
		15		15				15				15
		16		16				16				16
2-0		17		17				17				17
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		19		19				19				19
2-30		20		20				20				20
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3-0		23		23				23				23
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3-30		26		26				26				26
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		28		28				28				28
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		31		31				31				31
4-30		32		32				32				32
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		34		34				34				34
5-0	FINISH.	35		35				35				35

63 9

The above Score Card is copyright and all rights of reproduction are reserved. It has been specially designed for the R.A.C by Mr. E. H. Smith of Belfast. It shows the exact number of laps that each car has to cover in the Race, the relative value of each of the laps, and also takes into account the time allowance at the start. As each car passes, one of the

SCORE CARD.

7 ^{UN} /sc				7 ^S /c					8 ^S /c										8 ^{UN} /sc	
12	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
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squares under its number should be blocked in, starting at the top. The leading car at any time is that whose number of blocked-in squares extends farthest down the page, the second the next farthest, and so on. This Score Card is the only one available which gives spectators round the Course the same information as that shown on the Official Score Board.

Performance

The following outstanding recent successes provide further proof of Dunlop supremacy

- ★ BROOKLANDS EASTER MONDAY MEETING (7 out of 8 races).
- ★ GRAND PRIX DE MONACO.
- ★ ITALIAN 1,000 MILES RACE.
(1,100 c.c. class)
- ★ WORLD'S 1 HOUR SPEED RECORD on the Avus Track, Berlin.
- ★ JUNIOR CAR CLUB INTERNATIONAL TROPHY (1st, 2nd, 3rd and Team Prize).
- ★ GRAND PRIX TRIPOLI.
(1st, 2nd, and 3rd).
- ★ AVUS INTERNATIONAL RACES, BERLIN (1st and 2nd in the World's fastest race).
- ★ BROOKLANDS WHITSUN MEETING (All 10 races including the Gold Star).
- ★ BRITISH RACING DRIVERS' MEETING BROOKLANDS
British Empire Trophy ; Canada Trophy ; India Trophy.
- ★ MANNIN BEG RACE
(1st, 2nd and 3rd).
- ★ MANNIN MOAR RACE
(1st, 2nd and 3rd).

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THE RACE

The following is the Time-table for the Tourist Trophy Race, Practising, Scrutineering and Prize Giving.

OFFICIAL PRACTISING : Wednesday and Thursday, 30th and 31st August, 1933.

Practice Hours: 10 a.m. to 12 noon.

Roads closed at 9-30 a.m.



JUST BEFORE THE START, 1932.
By courtesy of "Central Press."

SCRUTINEERING : Friday, 1st September, 9-30 a.m. to 4 p.m., at Messrs. H. M. S. Catherwood's, Donegall Road, Belfast.

THE RACE : Roads closed to all traffic at 10 a.m. Race commences at 11 a.m. Race finishes at approximately 5-30 p.m.

PRESENTATION OF PRIZES : The Prizes will be presented by His Grace the Governor of Northern Ireland at the Plaza, Belfast, on Saturday, 2nd September.

PREVIOUS RACES.


The first Tourist Trophy Race was held in 1905 in the Isle of Man, and was won by J. S. Napier, driving an Arrol-Johnston. It was continued at intervals in the Island until 1922. It was run over various courses and under widely varying conditions, including a limited supply of petrol, which latter had the effect of eliminating at least one of the fastest cars almost at the end of the race, when it was well in the lead.



OVERTAKING IN COMBER.

Drawing by Bryan de Grineau, reproduced by courtesy of "The Motor."

Whilst the famous Mountain course, measuring as it does nearly thirty-eight miles, and including the ascent and descent of Snaefell, provides a magnificent test of a driver's skill and a car's reliability, it is not really now suitable for car racing. The mountain road is very narrow, and presents problems



R. A. C.

**"ROUND THE HOUSES"
CAR RACES**

ISLE OF MAN, JULY 12th & 14th

**both won
on Castrol!**

Mannin Beg:

- 1st. F. W. Dixon (RILEY)
2nd. D. K. Mansell (M. G. MIDGET)

Mannin Moar:

- 1st. Hon. Brian Lewis (ALFA-ROMEO)
3rd. G. E. T. Eyston (ALFA-ROMEO)

WAKEFIELD

Castrol

MOTOR OIL

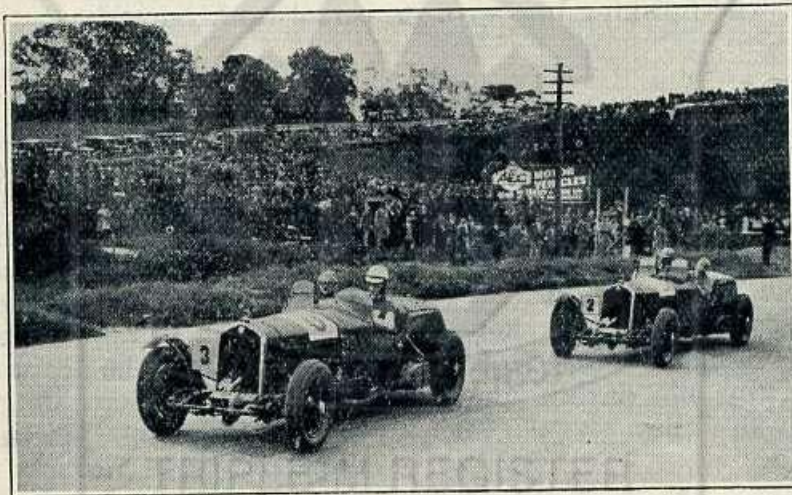
The World's FASTEST Oil

in overtaking, which are undesirable in a modern car race.

From 1922 to 1928 the race was not held, and the Tourist Trophy reposed quietly at the R.A.C. awaiting developments. Early in 1928 an article appeared in one of the leading Belfast newspapers suggesting that a car race should be run over a road course in Northern Ireland. Almost as though by magic the idea was seized upon by a powerful committee of sportsmen in Ulster, a deputation went to London to interview the R.A.C. Representatives of the R.A.C. visited Belfast, a course was selected, and hey presto, the Tourist Trophy Race was alive again—very vigorously alive too, with all the old glamour which it had gathered to itself before the war, and with the added interest and excitement of a new course, new conditions, new cars and new drivers.

THE COURSE.

Of the course itself a word must be said. It is now known wherever racing men meet and talk. It is a hard testing course. It calls for a very high degree of driving skill, and any car which can cover it thirty-five times at the speeds demanded to-day, is a very good car indeed, no matter whether it wins or not. The modest plaque, presented by the



THE ALFA ROMEO'S AT QUARRY CORNER.

By courtesy of "Central Press."

R.A.C. to every driver who completes the course within the time allowed, is a coveted honour, perhaps one of the most coveted in motor racing to-day, for it represents a truly magnificent performance on the part of both man and machine. A driver who has competed in car races all over the Continent, and who knows the Ards Circuit backwards, stated recently that it was the most difficult course he had ever encountered. "There are so many corners and curves to be negotiated," he said, "not slow corners which one takes at thirty miles and hour, but terrifically quick bends where one must hustle round at seventy, eighty and ninety miles an hour. It is those corners, for they are corners at that speed, which make the Ards such an amazingly difficult circuit."

In this connection it should be remembered that the lap record for the course stands at 83.20 m.p.h. made by the late Sir Henry Birkin last year, and that Earl Howe completed the thirty laps of the course also in 1932, at an average speed of 80.53 m.p.h. When one visualises the entire 13 $\frac{3}{4}$ miles of the course, with its innumerable turns and twists, the brilliance of these performances can be estimated at their true worth.

1928-1932.

Although this is only the sixth year of the Tourist Trophy Race on the Ards Circuit, history has already grown around it. Who will ever forget the great duel in the first year of the race's revival, when Kaye Don passed the stand with one lap to go and Cushman a bare fifteen seconds behind him. Don, with possibly a slightly slower car, using every driving art and taking every possible chance to cling to his slender advantage, Cushman grimly pursuing and all the time haunted by the knowledge that his petrol supply was well-nigh exhausted. Don crashed home in the end, winner by 13 secs., and Cushman's car came to rest three hundred yards past the finishing line with its petrol tank bone dry!



KAYE DON, Winner in 1928.
By courtesy of "The Autocar."

1929.

Again remember Caracciola's amazing drive on the huge Mercedes in 1929. After three very fast laps at the beginning of the race, he settled down to lap the course at about 73 m.p.h., gradually hunting down the cars that had started ahead of him. Suddenly came the rain; drenching, pitiless rain, and there was a general slowing down all round the course. Not so the brilliant German driver. He instantly increased his speed by two miles an hour, and the harder it rained the faster he drove. The rain-sodden crowd all round the course were enthralled by his daring, and the sound of his screaming super-charger was the signal for rapturous cheering whenever he appeared. In the last lap but one he overtook the Italian Campari, who was then leading, and finally won a magnificent race by just over two minutes.



R. CARACCIOLA, Winner in 1929.
By courtesy of "The Motor."

1930.

1930 too had its thrills. That was the year when the Italian Alfa Romeo team finished first, second and third. It was generally believed that Campari was intended to win, but when leading he was flagged in at the pits for a double breach of the regulations and cautioned by the Clerk of the Course. Nuvolari instantly shot ahead, and there he stayed until the end of the race. The driving of the three Italians in this race was of the highest order, but even so one of the Alvis cars driven



T. NUVOLARI, Winner in 1930.
By courtesy of "The Autocar."

time was leading, with Crabtree on an M.G. second, and Campari third. Almost immediately after his fill up, Birkin took the Comber turn too fast, hit the butcher's shop and was out of the race with a bent front axle. At the same time Campari seemed to be slowing, and the Alfa Romeo pits suddenly realised that the race was slipping away from them. Urgent signals were given immediately to Borzacchini, their sole remaining hope. He had already broken the lap record, and he now proceeded to drive like a man possessed. At the end of four hours he was lying fourth, he passed Campari to take third place, and with one lap to go he set off in desperate pursuit of Norman Black and Crabtree, both on M.G.'s, and running first and second respectively. Black withstood the challenge and won the race for England, Borzacchini caught Crabtree literally on the finishing line to snatch second place. And again the Tourist Trophy Race had justified its reputation for close finishes.

1932.

The 1932 race will probably always be remembered as Dixon's year. He appeared almost out of the blue—a great motor cyclist, but as a car driver an entirely unknown quantity. In practice he broke the lap record for his class. When the race itself commenced he went into the lead almost from the beginning and stayed there for nigh on four hours. He then came up to Quarry Corner too fast and shot over the bank into a field and was compelled to retire, but his first appearance on the Ards

by Cyril Paul was only beaten out of third place by half-a-minute. The Tourist Trophy is undoubtedly a race of close finishes.

1931.

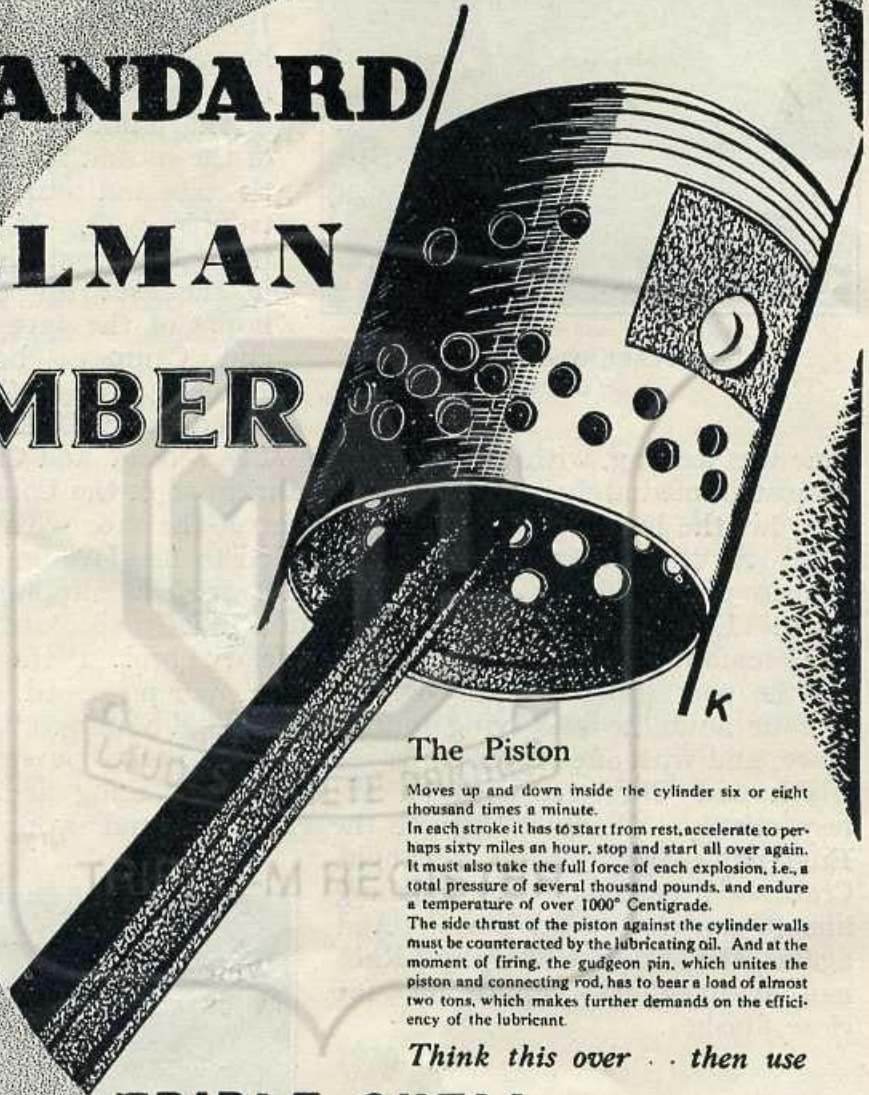
The following year it was confidently expected that Nuvolari would repeat his success of 1930. He knew the course, and his car was said to be miles an hour faster than the speed set in the handicap. At the end of the second lap he came into the pits and retired with engine trouble. The M.G.'s, making their first real challenge, were in the lead for the first two hours of the race, with Birkin and Campari, both on Alfa Romeos, close on their heels. At half distance Birkin for the first



NORMAN BLACK, Winner in 1931.
By courtesy of "The Motor."

Austin

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HILLMAN
HUMBER**



The Piston

Moves up and down inside the cylinder six or eight thousand times a minute.

In each stroke it has to start from rest, accelerate to perhaps sixty miles an hour, stop and start all over again. It must also take the full force of each explosion, i.e., a total pressure of several thousand pounds, and endure a temperature of over 1000° Centigrade.

The side thrust of the piston against the cylinder walls must be counteracted by the lubricating oil. And at the moment of firing, the gudgeon pin, which unites the piston and connecting rod, has to bear a load of almost two tons, which makes further demands on the efficiency of the lubricant.

Think this over . . . then use

TRIPLE SHELL Lubricating Oil

*officially
recommend*

TRIPLE SHELL

LUBRICATING OIL



C. R. WHITCROFT Winner in 1932.

By courtesy of "The Motor."

Circuit had endeared him to the crowd, and he can be sure of a great welcome when he turns out this year. The race was a great triumph for Rileys, who had competed every year since 1928 with but little luck. In 1932 they virtually swept the board, although the challenge of Howe and Birkin on Alfas was a splendid one and with a little more good fortune might have succeeded.

THIS YEAR'S RACE.

And so from the past to the present. The entry this year is the smallest numerically since the race was first held in Belfast, but the quality is beyond question. A large number of the cars are entirely new. The two Invictas are of a type not before seen in Ulster. They are of the true sports car type, and although they may not win, they can be relied upon to give a most impressive performance. The crowd always loves a big car and these two big British Invictas will appeal to everybody.

It has already been said that one of the three Alfas will provide the winner—this view is not endorsed by the other competitors. It is certain, however, that they will be the fastest cars that have ever appeared on the Ards Circuit, and given good conditions, they should be capable of breaking all existing records. The three drivers concerned are Earl Howe, the Hon. Bryan Lewis, and "Tim" Rose-Richards. Earl Howe has had bad luck so far this year, but he knows the T.T. course inside out, and will require a lot of holding. Bryan Lewis has already two big races to his credit this year, and on each occasion Rose-Richards has been hard on his tail. The spectacle of these two in pursuit of each other should be worth going a long way to see. On the same handicap mark as the Alfas is Whitney Straight, the young American sportsman, who holds—very worthily—the Brooklands mountain lap record. He will be driving a Maserati, and his previous history suggests that whilst his car is going he will be very near the front.

The four Rileys entered in the 1500c.c. class, from the works, are an entirely new proposition. They will be driven by men of vast experience and if rumour speaks truth, that experience will be necessary, for these cars are reputed to be exceptionally fast, and a fast car on a fast course is always something to set the finest driver in the world thinking. These cars are by way of being the "mystery cars" of the race (it is essential that there should be at least one "mystery car" in any really big race). Their performance is unknown, but coming from the factory they do, they can be relied upon to acquit themselves creditably, even if they do not spring that surprise on the public which has been so confidently predicted in some quarters.

Although the Magnettes are not new in the sense of the 1500c.c. Rileys, they are new to the Ards Circuit. They made their initial debut in the Italian 1,000 miles this spring, where they swept all before them in their class. They next appeared in the J.C.C. International Trophy Race at Brooklands, where they finished second, third and



The Oil that was **VICTORIOUS at LE MANS**

This gruelling race of 24 hours, over the arduous Le Mans Circuit, was won this year by Nuvolari and Sommer driving an Alfa-Romeo car, gaining both the Grand Prix d'Endurance and the Rudge-Whitworth Cup at a **NEW RECORD SPEED** for the event, PROOF POSITIVE OF THE SUPERIORITY OF ESSOLUBE MOTOR OIL.

Essolube

the only 5-star **MOTOR OIL**

Marketed by the proprietors of **PRATTS ETHYL** and **PRATTS HIGH TEST** petrols

fourth, out of four that started—the non-finisher having had a slight difference of opinion with a barricade. In the Mannin Beg Race in the Isle of Man they were less fortunate, for after holding the lead, they retired one by one, from causes it is whispered, not unrelated to somewhat too drastic use of the new pre-selector gear box. This set-back will be of service, for it will have given the drivers concerned some valuable knowledge, and it will be surprising if these remarkable cars are not in the picture at the end of the race.

In the same class, but receiving a slight advantage in the handicap over the Magnettes owing to their being unblown, are four 1100c.c. Rileys, and notably those driven by Freddie Dixon and Victor Gillow. Followers of the Tourist Trophy Race know of what each of these men is capable. Great will be the expectations of the crowds; Dixon's luck at all events seems to have changed, will he make a great double by adding to his Mannin Beg win, the Tourist Trophy Race?

Finally there is the 750c.c. class, consisting of two Sullivan Specials, which are the product of a Belfast firm, and whose progress will therefore most certainly be encouraged from start to finish by the patriotic Ulster people, and against them nine M.G.'s, eight of which are supercharged. These little cars are capable of a truly amazing performance, and amongst their drivers are some of the best in the race. Since their first appearance they have achieved a uniformly high performance, and it will be surprising indeed if they do not again figure in the prize list.

A LONGER RACE.

Turning from the cars and the drivers to the race itself, the first important alteration this year is that the length is increased by five laps, giving a total distance of about 478 miles compared with 410 miles in previous years. The reason for this is that owing to the very high speeds, the race had commenced to shorten itself unduly. Originally it was intended that it should be of about six hours duration, and this was almost exactly the time taken by Kaye Don in 1928. Last year the winner took only five hours to complete the distance, and accordingly the R.A.C. decided to add a few extra laps and so return to the conditions under which the race was originally planned. The effect of this alteration may be to lower the speed at which the race will be won, as it is almost certain that most of the cars will require to make two stops at the pits for replenishments.

HANDICAP AND PRIZES.

The handicap has been recast in the light of last year's speeds and also the increased distance. The Alfa Romeos are set to lap at 81.15 m.p.h., the 1500c.c. Rileys and the supercharged Magnettes at 77.93 m.p.h., the 1100c.c. Rileys at 75.31 m.p.h., and the blown M.G.'s etc. at 73.07 m.p.h. It will be seen, therefore, that the handicapper has definite ideas of the capabilities of the competing cars.



EARL HOWE and the late Sir HENRY BIRKIN, Bt.
By courtesy of "Central Press"

A further alteration is introduced this year into the scheme of awards. The race is virtually divided into two groups—one for all the cars up to 1500c.c., and the other for the cars over that engine capacity. In each group there are first, second and third prizes, and thus there are really three races running concurrently, for, in addition, each car is racing under the set handicap for the title of winner irrespective of any group or class. Actually, of course, the winner of the race will also be the winner of one of the two groups, and so will receive not only the winner's prize, but also the group winner's prize, which will undoubtedly be very well merited.

The total prize money to be won is £1,500, the whole of which has been presented by Sir William Morris, Bart. Sir William's generous support of the race will be appreciated by everybody concerned—the drivers, the Ulster people, and the R.A.C., as a great sporting gesture, and one typical of his deep interest in everything that appertains to the development of motoring and the encouragement of motor sport. The two prizes for the group winners have been presented by Lord Wakefield and the Vacuum Oil Co., and the R.A.C. expresses its very deep gratitude for their generosity and co-operation. Lord Wakefield has from the first inception of the race in 1928 supported it by every means in his power and in a very large measure has been responsible for its success. The Society of Motor Manufacturers and Traders has for the sixth time very kindly presented the very handsome team prize.

CARS ELIGIBLE.

The cars competing in the race are of the standard sports type, duly catalogued by the manufacturers, and which are available in the ordinary way of business to the public. Certain modifications are permitted by the regulations, and, in addition, the cars run "stripped," i.e., without hood, screen, wings and lamps. The reason for this lightening of the car is really that of safety. The detachment of any of the above fittings, none of which would be employed in the race even if they were carried—save, of course, the wings—might be the cause of a serious accident, and the experiment, which was tried for the first time in 1932, is being repeated this year.

SCORE BOARDS.

The score board opposite the grand stand gives a variety of information in a clear and simple fashion. In the first place the number of laps already covered by each car is progressively shown. The first six cars leading in the race on handicap are also shown, together with speeds, and the amount of time each one is ahead of or behind his handicap. A duplicate of the leader board is placed on the front of the grand stand for the benefit of the spectators in the enclosure. In addition to the information given on the score boards, the loud speakers are continually giving figures of lap speeds, any records that may be broken, and, of course, all the news regarding retirements, incidents on the course, and so forth.

For the benefit of those spectators who are not in the grand stand or enclosure, a special score card is included in this programme which, if properly kept, will permit of the progress of the race being followed with accuracy. It has been designed by Mr. E. H. Smith, of Belfast, and shows the exact number of laps that each car in the race has to cover, the relative value of each of those laps, and it also takes into

account the time allowance at the start. It thus shows the true position of each car on handicap, and enables spectators to see at any time which car is leading, and which is second, third, fourth and so on.

As each car passes one of the squares under its number should be blocked in, starting at the top. The leading car at any time is that whose number of blocked in squares extends farthest down the page ; the second the next farthest, and so on. This score card is the only one available for the race which gives spectators round the course the same information as that shown on the official score board, and by its aid they will be able to follow the progress of the race from beginning to end. Needless to say, the score card is copyright, and all rights of reproduction are reserved. One last word to spectators around the course. It is always interesting to compare the lap speeds of competitors, either one against another or against the speed set by the handicap. Take a stop watch, time the driver you are interested in, and then work out his speed from the speed table in the programme, or compare it with the handicap speed given in the official handicap.



F. W. DIXON'S CRASH IN 1932.

By courtesy of "Central Press."

RACE DETAILS.

The length of the course is $13\frac{3}{4}$ miles ; the scratch cars cover 35 laps, a total distance of 478 miles.

Each car is allowed a driver and spare driver. A mechanic must be carried. Only commercially obtainable fuel may be used.

Practising takes place under full racing conditions with the roads closed, on Wednesday and Thursday, 30th and 31st August, between the hours of 10 a.m. and 12 noon.

Cars and drivers assemble at the pits on the morning of the race at 9 o'clock. Half-an-hour before they are due to start, the cars will be lined up in their starting order, and a quarter of an hour before the start all engines must be stopped. The race will start at 11 a.m.

After the winner and all other finishers have completed the course, they will make one more complete circuit.

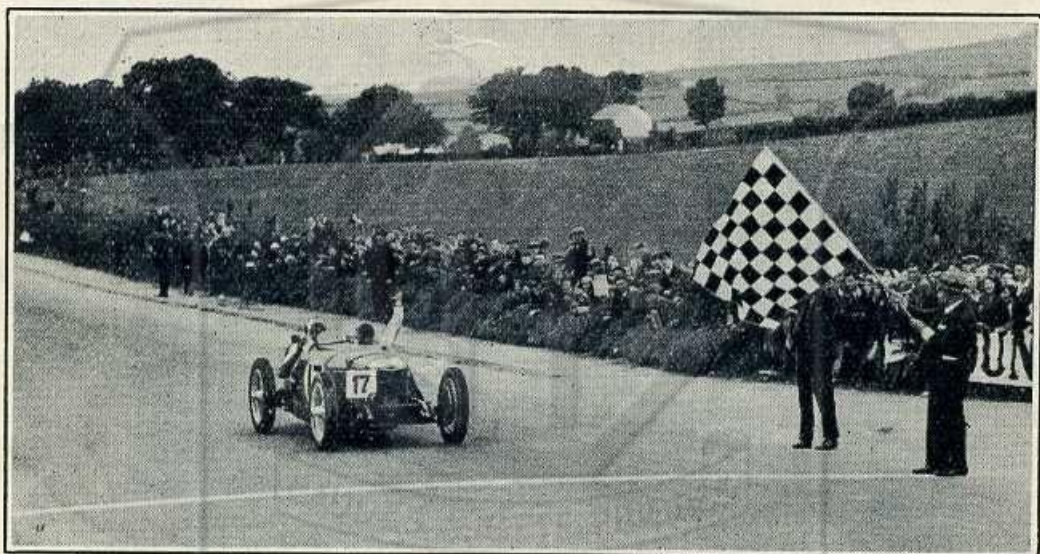
Copies of the traffic regulations, giving the times at which the course is closed and opened again to traffic, one-way routes, closed roads, and special routes to the R.A.C. Grand Stand and Enclosure and other car

parks on the course are obtainable free of charge on application to the Police Information Bureau, 1 Castle Place, Belfast, or the R.A.C. Ulster Office, 49 Chichester Street, Belfast.

The prize giving will take place at the Plaza, Belfast, at 9-30 p.m. on Saturday, 2nd September. Admission, including dancing, five shillings.

ON WHAT THE RACE DEPENDS.

A race such as the Tourist Trophy, run over a road course of nearly fourteen miles, with little or no restriction on the number of people who are able to watch it, presents problems in organisation such as a closed circuit as Brooklands or similar famous tracks have never to face. Every yard almost has to be policed to ensure that the spectators do not encroach on the course or place themselves in positions of danger.



FLAGGING THE WINNER, 1932.

By courtesy of "Keystone View Co."

Every corner has to be marshalled, a medical service with ambulances, aid posts, doctors, nurses and first-aid men, big enough to deal with a division of infantry, has to be organised, a complete telephone service must be installed, fire stations have to be established, and literally hundreds of officials employed in managing score boards, pits, time-keeping arrangements, scrutineering, marshalling, and a score of other duties.

It is a wonderful tribute to the enthusiasm of Ulster for the Tourist Trophy Race, that from the Government downwards, practically the whole of this force of doctors, nurses, police, firemen, Boy Scouts, and officials generally, give their services absolutely without fee or reward save the reward that comes from making the T.T. Race a success. The R.A.C. is the body responsible for the organisation of the race, but it is the magnificent assistance it receives from Ulster that makes it a success, and the wholehearted thanks of the Club are tendered to all concerned once again for their most valuable aid.

HANDICAP.

The following is the handicap for the race, showing the number of laps each car is required to cover, the time and speed for each lap, the total time for the race, and the handicap allotted.

CLASS and CARS	Laps to Run	Lap Time		Lap Speed M.P.H.	Total Time for Set Laps			HANDICAP
		Min.	Sec.					
8. 750 c.c. U/S No. 32	29	12	20	66.45	5	57	40	6 laps and 4m. 45secs. 5
8. 750 c.c. S/C Nos. 22-31	32	11	13	73.07	5	58	56	3 laps and 6m. 1sec. 6
7. 1100 c.c. U/S Nos. 12-16	33	10	53	75.31	5	59	9	2 laps and 6m. 14secs. 7
7. 1100 c.c. S/C Nos. 17-21	34	10	31	77.93	5	57	34	1 lap and 4m. 39secs. }
6. 1500 c.c. U/S Nos. 7-10	34	10	31	77.93	5	57	34	1 lap and 4m. 39secs. } 4
6. 1500 c.c. S/C No. 11	34	10	28	78.31	5	55	32	1 lap and 2m. 57secs. 3
4. 3000 c.c. S/C Nos. 3-6	35	10	6	81.15	5	53	30	0 lap and 0m. 35secs. 2
3. 5000 c.c. U/S Nos. 1-2	35	10	5	81.28	5	52	55	0 lap and 0m. 0secs. 1

ACKNOWLEDGMENTS.

AMONGST those to whom the R.A.C. is particularly indebted are the following :

To Mr. J. Warwick, for the loan of his ground to be used as Enclosures, Car Parks, and for the Pits.

To Dr. Ian Fraser and to the Doctors, Nurses, and Ambulance Men for organising the medical arrangements, and for their services on the course during the Official Practices and the Race.

To the Flag Marshals for their invaluable services on the course during the Official Practices and the Race.

Messrs. H. M. S. Catherwood have most kindly placed their garage at the disposal of the R.A.C. for the Scrutineering.

Motor Ambulances have been loaned by the following authorities :—Belfast Corporation, Belfast Board of Guardians, Bangor Borough Council, Cookstown Board of Guardians, Newtownards Board of Guardians, and the Ulster Volunteer Force Hospital.

The official cars used in connection with the Race have been placed at the disposal of the R.A.C. by the courtesy of Messrs. Armstrong Siddeley Motors Ltd.

The Pyrene Fire Guard will be stationed at the Pits, and at the Fire Posts around the course and in the R.A.C. Car Parks. The equipment will consist of "Pyrene" and "Phomene" Extinguishers.

Architects :—Messrs. W. D. R. Taggart, Belfast.

Contractors :—Messrs. Wm. Hewitt & Son, Knock.

Grand Stand and Bridge :—Messrs. Steel Scaffolding Co., Ltd.

Public Address System :—Messrs. Pollock, Ltd., Belfast.

PIT PLAN.

M.G.	..	..	..	..	32	44
DUNLOP.						43
SULLIVAN SPECIAL	..	..	..	..	31	42
SULLIVAN SPECIAL	..	..	..	..	30	41
CONTROL.						40
M.G.	..	..	..	..	29	39
M.G.	..	..	..	..	28	38
M.G.	..	..	..	..	27	37
PRATT'S.						36
M.G.	..	..	..	..	26	35
M.G.	..	..	..	..	25	34
M.G.	..	..	..	..	24	33
VACUUM.						32
M.G.	..	..	..	..	23	31
M.G.	..	..	..	..	22	30
K.L.G.						29
M.G. MAGNETTE	..	..	..	..	21	28
M.G. MAGNETTE	..	..	..	..	20	27
M.G. MAGNETTE	..	..	..	..	19	26
M.G. MAGNETTE	..	..	..	..	18	25
M.G. MAGNETTE	..	..	..	..	17	24
PYRENE. CONTROL.						23
RILEY	..	..	..	..	16	21
RILEY	..	..	..	..	15	20
RILEY	..	..	..	..	14	19
RILEY	..	..	..	..	12	18
DUNLOP.						17
ALVIS	..	..	..	..	11	16
CHAMPION.						15
RILEY	..	..	..	..	10	14
RILEY	..	..	..	..	9	13
CASTROL.						12
RILEY	..	..	..	..	8	11
RILEY	..	..	..	..	7	10
SHELL MEX & B.P.						9
MASERATI	..	..	..	..	6	8
ALFA ROMEO	..	..	..	..	5	7
ALFA ROMEO	..	..	..	..	4	6
ALFA ROMEO	..	..	..	..	3	5
CONTROL.						4
INVICTA	..	..	..	..	2	3
INVICTA	1	2
					1	1
Name					Car Pit No.	Position

To DUNDONALD ← COURSE → To QUARRY CORNER

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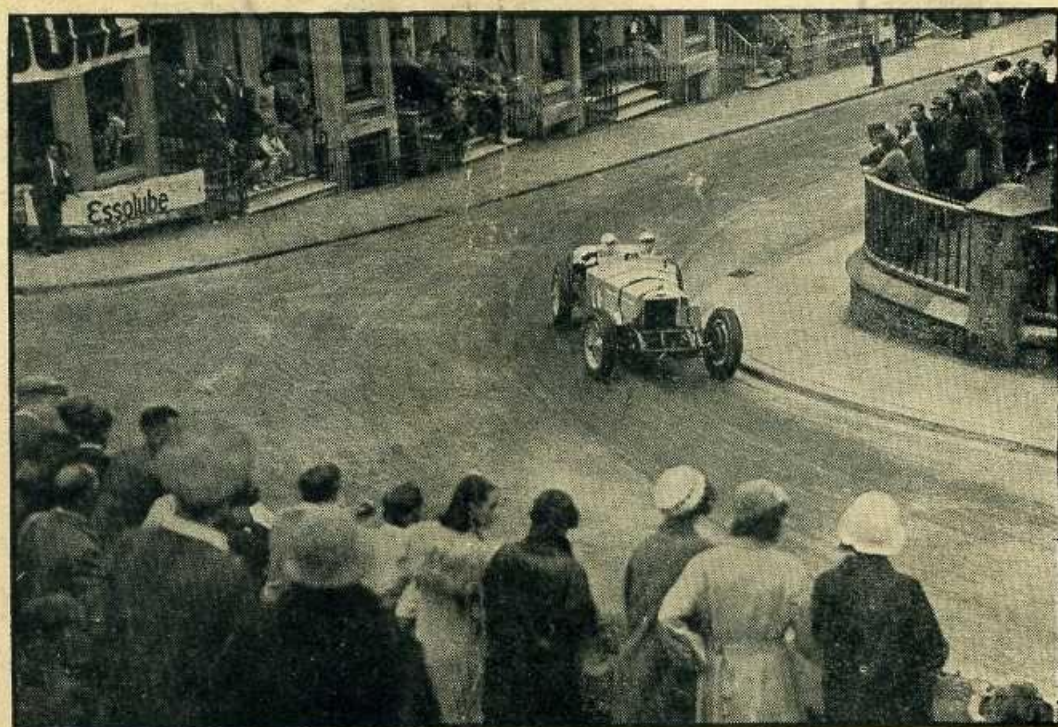
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