

Official Programme

One Shilling

R.A.C.

INTERNATIONAL
Tourist Trophy
Race

ARDS CIRCUIT, BELFAST
1st Sept. 1934



The Motor
The National Motor Journal

**FIRST and BEST
REPORT**

PATRON, H. M. The King

**MOTOR
EXHIBITION**



OCT 11 TO 20

GARAGE EQUIPMENT SECTION OPENS OCT 15

OLYMPIA

PROGRAMME

of the

Royal Automobile Club

INTERNATIONAL

TOURIST TROPHY RACE,

ARDS CIRCUIT, BELFAST.

Saturday, 1st September, 1934,

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



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ROYAL AUTOMOBILE CLUB.

INTERNATIONAL

Tourist Trophy Race, 1934.

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

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JOHN W. T. WATTERS, Esq., IN CHARGE.

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

| No. | CAR | ENTRANT | DRIVER | RESERVE DRIVER | Bore and Stroke | No. of Cyls. | c.c. |
|--|--------------|----------------------------|--------------------------|----------------|-----------------|--------------|------|
| CLASS C. (Over 3,000 c.c. and up to 5,000 c.c.) | | | | | | | |
| 1 | Lagonda | A. W. Fox | Hon. Brian Lewis | .. | 88.5x120 | 6 | 4429 |
| 2 | Lagonda | A. W. Fox | John S. Hindmarsh | .. | 88.5x120 | 6 | 4429 |
| 3 | Lagonda | A. W. Fox | John Cobb | .. | 88.5x120 | 6 | 4429 |
| 4 | Ford | J. E. Coulter | W. T. McCalla | .. | 3.0625x3.75 | 8 | 3633 |
| 5 | Ford | A. Stanley Wright | A. Stanley Wright | .. | 3.0625x3.75 | 8 | 3633 |
| 6 | Ford | R. E. Hamilton | W. Sullivan | .. | 3.0625x3.75 | 8 | 3633 |
| 7 | Bentley | E. R. Hall | E. R. Hall | .. | 82.5x114 | 6 | 3669 |
| 8 | Invicta | L. Fontes | L. Fontes | .. | 88.5x120.64 | 6 | 4467 |
| 9 | Invicta | A. C. Lacey & E. K. Rayson | A. C. Lacey | .. | 88.5x120.64 | 6 | 4467 |
| CLASS D. (Over 2,000 c.c. and up to 3,000 c.c.) | | | | | | | |
| 10 | Talbot | J. S. Blow | T. E. Rose-Richards | .. | 75x112 | 6 | 2969 |
| 11 | Talbot | D. C. Sidebottom | Rt. Hon. The Earl Howe | .. | 75x112 | 6 | 2969 |
| 12 | Alvis | A. Powys-Lybbe | A. Powys-Lybbe | .. | 67.5x100 | 6 | 2148 |
| CLASS F. (Over 1,100 c.c. and up to 1,500 c.c.) | | | | | | | |
| 14 | Frazer-Nash | H. J. Aldington | H. J. Aldington | .. | 57x97.9 | 6 | 1496 |
| 15 | Frazer-Nash | H. J. Aldington | Hon. P. Mitchell Thomson | .. | 57x97.9 | 6 | 1496 |
| 16 | Frazer-Nash | H. J. Aldington | N. A. Berry | .. | 69x100 | 4 | 1496 |
| 17 | Frazer-Nash | H. J. Aldington | T. A. W. Thorpe | .. | 69x100 | 4 | 1496 |
| 18 | Aston Martin | R. Gordon Sutherland | T. Fotheringham | .. | 69.3x99.06 | 4 | 1495 |
| 19 | Aston Martin | R. Gordon Sutherland | H. C. Hamilton | .. | 69.3x99.06 | 4 | 1495 |
| 20 | Aston Martin | R. Gordon Sutherland | C. Penn Hughes | .. | 69.3x99.06 | 4 | 1495 |
| 21 | Singer | W. E. Bullock | J. D. Barnes | .. | 59x91 | 6 | 1493 |
| 22 | Singer | W. E. Bullock | A. H. Langley | .. | 59x91 | 6 | 1493 |
| 23 | Singer | W. E. Bullock | J. R. H. Baker | .. | 59x91 | 6 | 1493 |

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

| No. | CAR | ENTRANT | DRIVER | RESERVE DRIVER | Bore and Stroke | No. of Cyls. | c.c. |
|---|---------------|----------------------------------|------------------------|----------------|-----------------|--------------|------|
| CLASS F. (Over 1,100 c.c. and up to 1,500 c.c.)—continued. | | | | | | | |
| 24 | M.G. Magnette | T. Nuvolari | W. G. Everitt | .. | 57x84 | 6 | 1287 |
| 25 | M.G. Magnette | G. E. T. Eyston | G. E. T. Eyston | .. | 57x84 | 6 | 1287 |
| 26 | M.G. Magnette | G. E. T. Eyston | W. L. Handley | .. | 57x84 | 6 | 1287 |
| 27 | M.G. Magnette | G. E. T. Eyston | C. J. P. Dodson | .. | 57x84 | 6 | 1287 |
| 28 | M.G. Magnette | Norman Black | Norman Black | .. | 57x84 | 6 | 1287 |
| 29 | M.G. Magnette | Norman Black | A. P. Hamilton | .. | 57x84 | 6 | 1287 |
| 30 | Riley | F. W. Dixon | F. W. Dixon | .. | 57x95.2. | 6 | 1458 |
| 31 | Riley | V. Riley (Riley (Coventry) Ltd.) | C. S. Staniland | .. | 57x95.2. | 6 | 1458 |
| CLASS G. (Over 750 c.c. and up to 1,100 c.c.) | | | | | | | |
| 32 | Riley | V. Riley (Riley (Coventry) Ltd.) | A. W. K. Von der Becke | Jean Sebilleau | 60.3x95.2. | 4 | 1087 |
| 33 | Riley | V. Riley (Riley (Coventry) Ltd.) | S. H. Newsome | Jean Sebilleau | 60.3x95.2. | 4 | 1087 |
| 34 | Riley | V. Riley (Riley (Coventry) Ltd.) | E. McClure | Jean Sebilleau | 60.3x95.2. | 4 | 1087 |
| 35 | Riley | F. W. Dixon | Cyril Paul | C. Brackenbury | 60.3x95.2. | 4 | 1087 |
| 36 | Riley | F. W. Dixon | P. G. Fairfield | C. Brackenbury | 60.3x95.2. | 4 | 1087 |
| 37 | Riley | F. J. Clifford | F. F. Clifford | .. | 60.3x95.2. | 4 | 1087 |
| 38 | Riley | W. R. Baird | W. R. Baird | .. | 60.3x95.2. | 4 | 1087 |
| 39 | Riley | A. Freeman | H. B. Prestwich | C. W. Provis | 60.3x95.2. | 4 | 1087 |
| 40 | M.G. Magna | A. Ashton Rigby | A. Ashton Rigby | A. R. Samuel | 57x71 | 6 | 1087 |
| 41 | Singer | L. Klemantaski | R. Morgan | R. D. Watson | 60x86 | 4 | 972 |
| 42 | Singer | J. R. Hodge | J. R. Hodge | S. F. Wilson | 60x86 | 4 | 972 |



Amongst the many M.G. Victories in 1933—

An M.G. MAGNETTE

driven by T. NUVOLARI ———

Won the Ulster T.T.

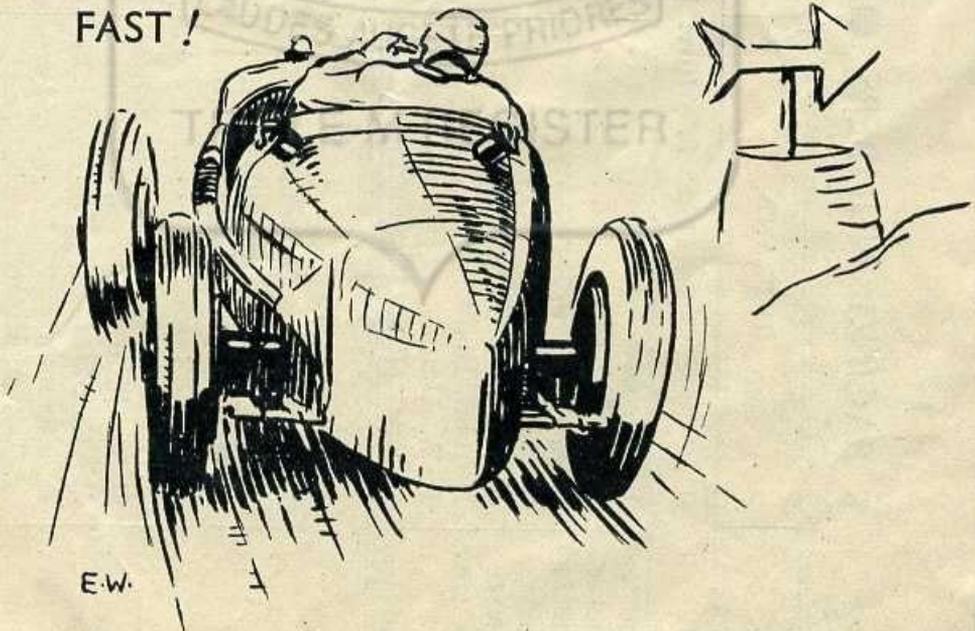
at an Average Speed of 78.65 m.p.h.

THIS YEAR in addition to numerous competition and racing successes, both at home and abroad, M.G. Cars have won two of the premier British races :—

The I. O. M. Mannin Beg, and
The British Empire Trophy Race

(Subject to official confirmation).

SAFETY
FAST !



E.W.



THE M.G. CAR COMPANY, LIMITED

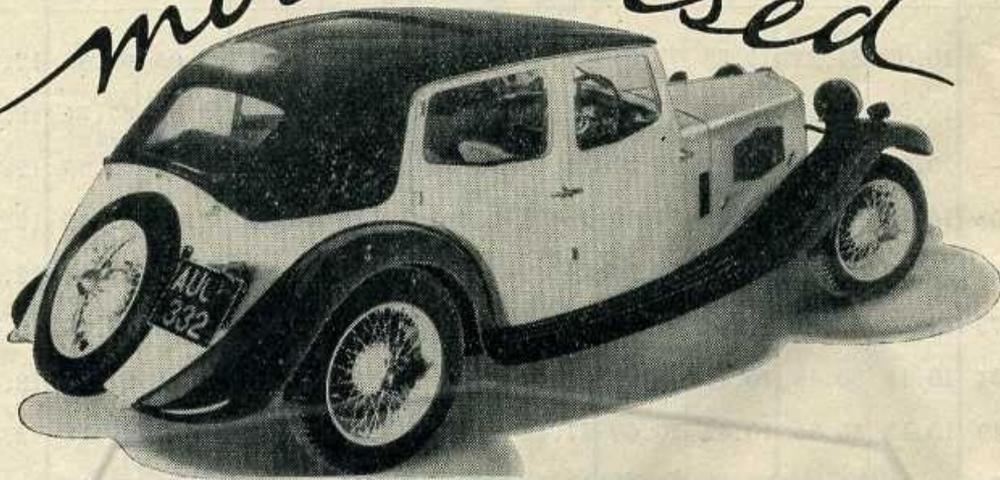
ABINGDON - ON - THAMES

LAP SPEED TABLE.

| M.Sc. | m.p.h. | M.Sc. | m.p.h. | M.Sc. | m.p.h. | M.Sc. | m.p.h. | M.Sc. | m.p.h. | M.Sc. | m.p.h. | M.Sc. | 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 |

A 9 h.p. car that is not only

modernised



but organised

See what you can do from the driving seat of a Riley 9 h.p. Kestrel during, if you like, the very act of driving. You can adjust your brakes, both hand and foot, you can regulate the position of your seat, you can open or close the sunshine roof, you can lubricate all chassis points by one-shot lubrication from the steering column, and all the time you are driving you can see *both* front wings.

This car, which is so modern to drive, is also modern to look at—and it will still be modern in 1936. Considering the accepted low depreciation rate of all Riley models it is amazingly good value for money and running costs are so low that it almost “earns its keep.”

The 9 h.p. Kestrel from £325. Dunlop Tyres and Triplex Glass standard.

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RILEY

6-cylinder Aero-lined

KESTREL

LIST OF AWARDS.

To the Entrant of the Winning Car :

**The Tourist Trophy (to be held for twelve months,) and
£500 presented by Rt. Hon. Viscount Rothermere.**

To the Entrant of the Car finishing Second in the Race :

£300 presented by Rt. Hon. Viscount Rothermere.

To the Entrant of the Car finishing Third in the Race :

£200 presented by Rt. Hon. Viscount Rothermere.

To the Entrant of the Car finishing First in each International Class :

£100 presented by Rt. Hon. Viscount Rothermere.

To the Driver of the Car finishing First in each International Class :

The Mobiloil Awards presented by the Vacuum Oil Co., Ltd.

(The above Class prizes will only be awarded to the winners of those classes in which there are at least three starters).

To the Driver of the Winning Car :

**The "Autocar" Plaque, presented by the Proprietors of the
"Autocar."**

To the Mechanic of the Winning Car :

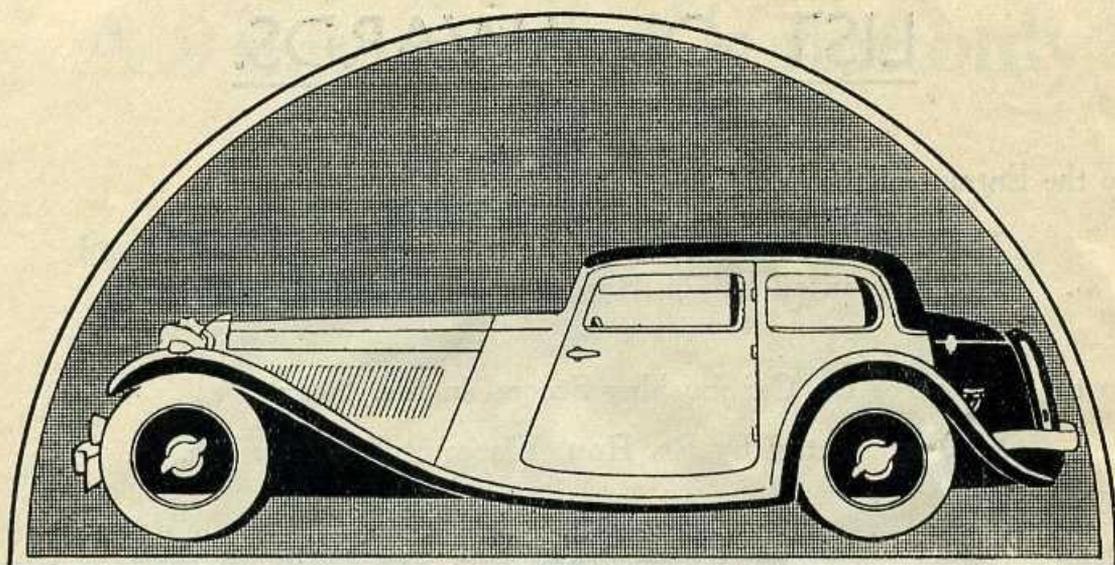
**The "Autocar" Plaque, presented by the Proprietors of the
"Autocar."**

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

**The Manufacturers' Team Prize, with Replicas, presented by
the Society of Motor Manufacturers and Traders, Ltd.**

To each Driver completing the course in accordance with the regulations :

The Royal Automobile Club Plaque.



ELEGANCE and *SPEED*

Not for its beauty alone has the S.S. gained such popularity among discriminating motorists; Road performance—speed, braking, acceleration, road holding—these are the qualities that impress all who take the wheel of one of “The World’s Most Beautiful Sports Cars.”

Send for catalogue giving full details of all S.S. models or, better still, permit us to arrange for a demonstration through one of our accredited agents.

PRICES.

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| | |
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| 20 H.P. Coupe | £340 |
| 16 H.P. Coupe | £335 |
| 20 H.P. Saloon | £345 |
| 16 H.P. Saloon | £340 |
| 20 H.P. Open 4 Seater ... | £340 |
| 16 H.P. Open 4 Seater ... | £335 |

ALL PRICES EX
WORKS, COVENTRY

PRICES.

S.S. II.

| | |
|-----------------------|------|
| 12 H.P. Coupe | £265 |
| 10 H.P. Coupe | £260 |
| 12 H.P. Saloon | £270 |
| 10 H.P. Saloon | £265 |

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FOLESHILL · COVENTRY

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8681 (ten lines).

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. Courtis (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 |
|------------------|-----------------|-----------------|------|----|----|--------|
| | | | h. | m. | s. | m.p.h. |
| 1st | Lea Francis (S) | Kaye Don | 5 | 58 | 13 | 64.06 |
| 2nd | Alvis (S) | 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 (S) | G. E. T. Eyston | 6 | 15 | 14 | 61.14 |

1929.

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

1930.

| | | | | | | |
|-----|----------------|--------------|---|----|----|-------|
| 1st | Alfa Romeo (S) | T. Nuvolari | 5 | 25 | 20 | 70.88 |
| 2nd | Alfa Romeo (S) | Cav. Campari | 5 | 35 | 36 | 70.82 |
| 3rd | Alfa Romeo (S) | A. Varzi | 5 | 38 | 3 | 70.31 |
| 4th | Alvis (S) | C. Paul | 5 | 38 | 39 | 69.61 |
| 5th | Austin (S) | G. Poppe | 5 | 41 | 22 | 61.46 |
| 6th | Alvis (S) | H. W. Purdy | 5 | 49 | 39 | 67.37 |



Brooklands, June 29th

Mr. Whitney Straight driving his Maserati (s) broke the International Class D records for the flying kilometre at 136.98 m.p.h. and the flying mile at 135.49 m.p.h.

(subject to official confirmation)

ON

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1931.

| Finish Order. | Car. | Driver. | Time | | | Speed |
|---------------|----------------|--------------------|------|----|----|--------|
| | | | h. | m. | s. | m.p.h. |
| 1st | M.G. (S) | .. N. Black | 5 | 15 | 51 | 67.90 |
| 2nd | Alfa Romeo (S) | .. B. Borzacchini | 5 | 17 | 3 | 79.05 |
| 3rd | M.G. (S) | .. 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 (S) | .. 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 (S) | .. The Earl Howe | 5 | 9 | 56 | 80.53 |
| 5th | Alfa Romeo (S) | .. Sir H. Birkin, Bt. | 5 | 12 | 45 | 79.79 |
| 6th | Talbot | .. T. E. Rose Richards | 5 | 20 | 40 | 75.32 |

1933.

| | | | | | | |
|-----|-------------------|---------------------|---|----|----|-------|
| 1st | M.G. Magnette (S) | T. Nuvolari | 5 | 56 | 34 | 78.65 |
| 2nd | M.G. Midget (S) | .. H. C. Hamilton | 5 | 57 | 14 | 73.46 |
| 3rd | Alfa Romeo (S) | .. T. Rose-Richards | 6 | 10 | 6 | 78.71 |
| 4th | M.G. Magnette (S) | .. E. R. Hall | 6 | 12 | 14 | 75.18 |
| 5th | Alfa Romeo (S) | .. Earl Howe | 6 | 18 | 1 | 77.04 |
| 6th | Riley | .. W. R. Baird | 6 | 24 | 21 | 70.39 |

RECORDS.

Fastest Speed at which race has been won.

1933 T. Nuvolari. M.G. Magnette. 5h. 56m. 34s. = 78.65 m.p.h.*

*In 1932 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 | R. Caracciola | .. Mercedes | .. 1929 | 10 | 32 | 77.81 |
| C | A. C. Lacey | .. Invicta | .. 1932 | 10 | 33 | 77.69 |
| D | Sir H. Birkin, Bt. | Alfa Romeo | .. 1932 | 9 | 51 | 83.20 |
| E | T. Nuvolari | .. Alfa Romeo | .. 1930 | 10 | 53 | 75.31 |
| | Cav. Campari | .. Alfa Romeo | | | | |
| F | C. S. Staniland | Riley | .. 1933 | 10 | 51 | 75.54 |
| G | T. Nuvolari | .. M.G. Magnette | 1933 | 10 | 4 | 81.42 |
| H | H. C. Hamilton | M.G. Midget | .. 1933 | 10 | 37 | 77.20 |

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 Table d'hote Luncheon 3/- Table d'hote Tea - 3/-
 also a la carte.

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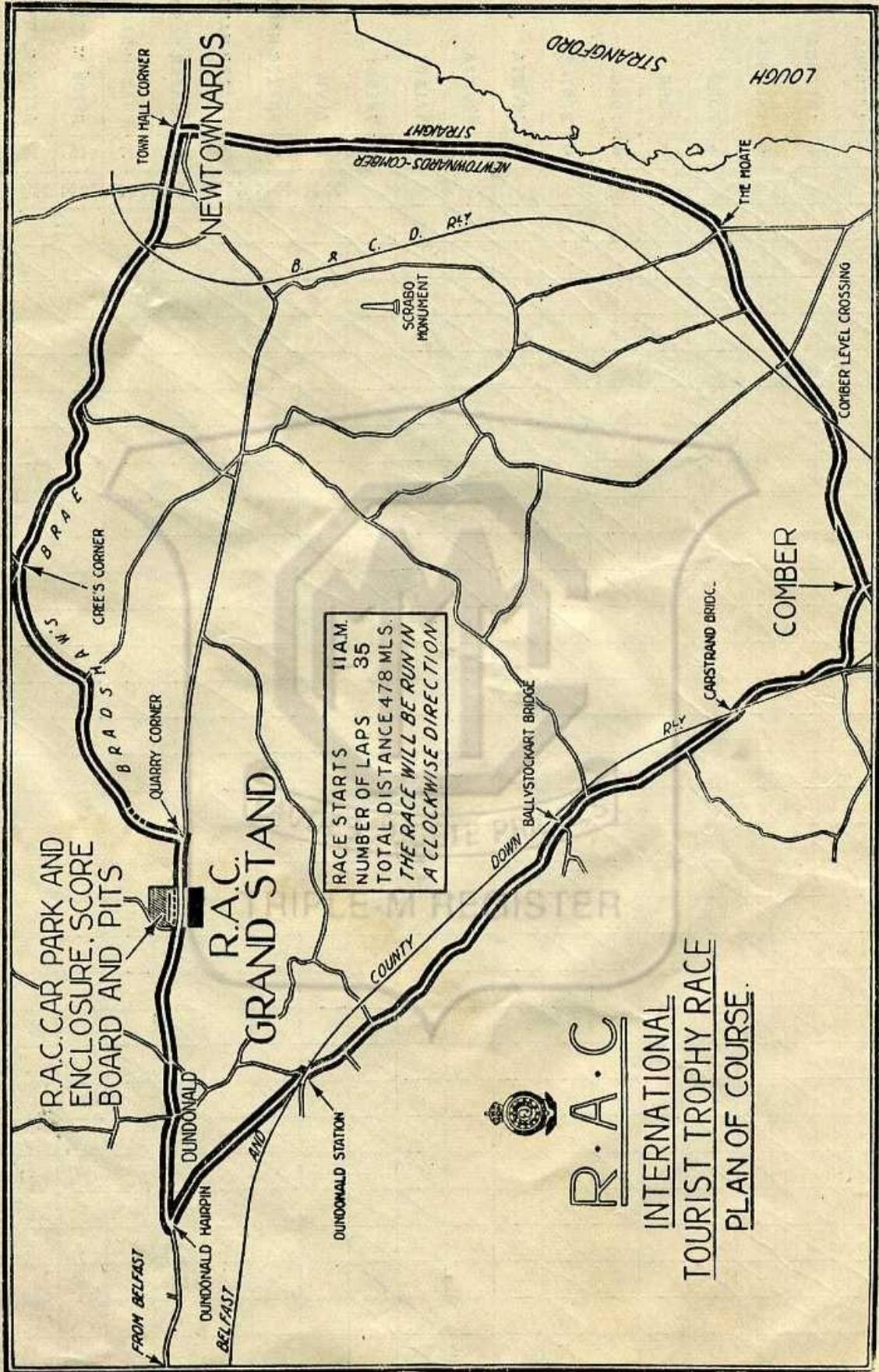
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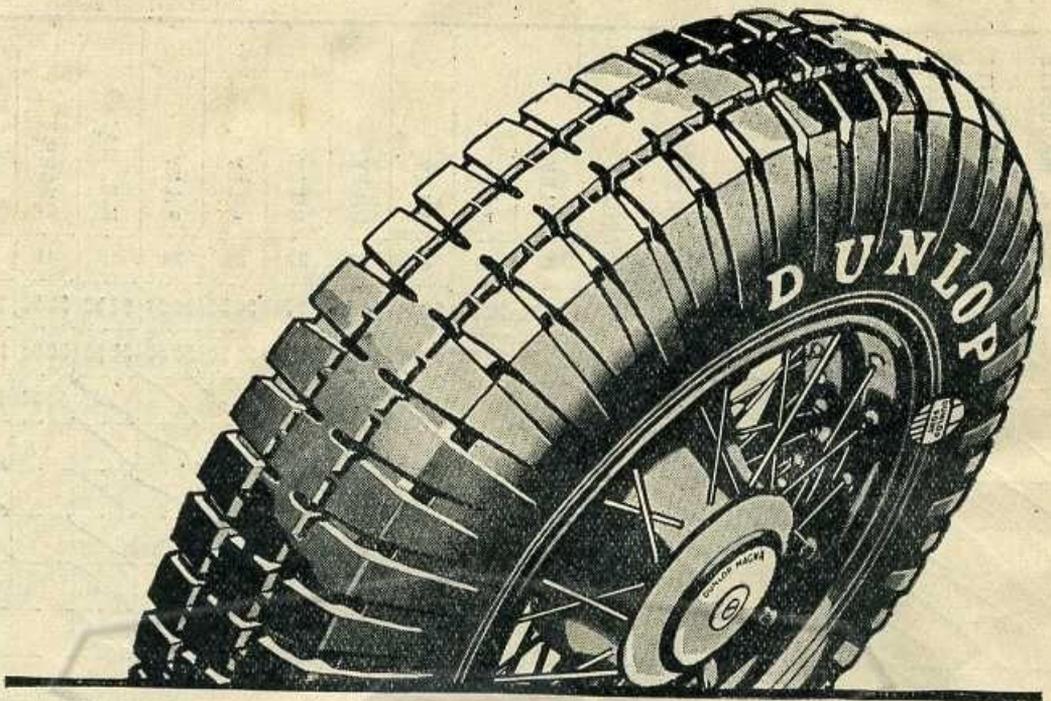
SCORE

| NUMBER OF LAPS | LAGONDA | LAGONDA | LAGONDA | FORD | FORD | FORD | BENTLEY | INVICTA | INVICTA | TALBOT | TALBOT | ALVIS | FRAZER-NASH | FRAZER-NASH | FRAZER-NASH | FRAZER-NASH | ASTON MARTIN | ASTON MARTIN | ASTON MARTIN | SINGER | SINGER | |
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CROSSES INDICATE

CARD

| SINGER | M.G. MAGNETTE | M.G. MAGNETTE | M.G. MAGNETTE | M.G. MAGNETTE | M.G. MAGNETTE | M.G. MAGNETTE | RILEY | RILEY | RILEY | RILEY | RILEY | RILEY | RILEY | RILEY | RILEY | M.G. MAGNA | SINGER | SINGER | NUMBER OF LAPS | |
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| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | |
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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, 29th and 30th August, 1934, between 10 a.m. and 12 noon.

Roads closed at 9-30 a.m.



THE PRIME MINISTER WITH NUVOLARI
By courtesy of "The Motor."

SCRUTINEERING : Friday, 31st August, 9 a.m. to 5 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, 1st September. Dancing from 8 p.m., Presentation 9-30 p.m.

POINTS ABOUT THE RACE.

The 1934 Tourist Trophy Race has attracted forty-one entries, ten more than in 1933, comprising eleven different makes of car. There will be ten teams eligible to compete for the Manufacturers' Team Prize. Last year there were only seven different makes and only six teams were nominated for the Team Prize. What is the cause of this sudden increase in the popularity of the race? It is undoubtedly that this year superchargers are barred, and the cars entered must be of a standard type. This year we shall not see a collection of what in effect were camouflaged racing cars, but a representative entry of British sports cars such as every spectator round the course can buy and drive himself.

Amongst the entry are such old favourites in Ulster as Rileys and M.G.'s; both have won the Tourist Trophy, and it is pleasant to see both of these firms still supporting the race even though the regulations this year have been so drastically altered. Lagondas raced in the T.T. in 1928 and 1929, but this year is their first appearance on the Ards Circuit for five years. Fords have also raced in this event before, but they also have been out of it since 1929. The Bentley may be regarded as making its debut in this race, whilst it is also the first appearance of the Singers. Aston Martins and Frazer Nashs are well-known to the spectators on the Ards Circuit, but it is some time since either of them was here officially. The Talbots will be welcome again after a year's absence, and it is encouraging to see Invictas also competing.

ISLE OF MAN, 30th MAY, 1934

MANNIN BEG RACE

1ST 2ND 3RD



LE MANS, 16th & 17th JUNE, 1934

RUDGE - WHITWORTH CUP RACE

1ST 2ND 3RD

GRAND PRIX D'ENDURANCE

**7 British cars out
of the first 8**



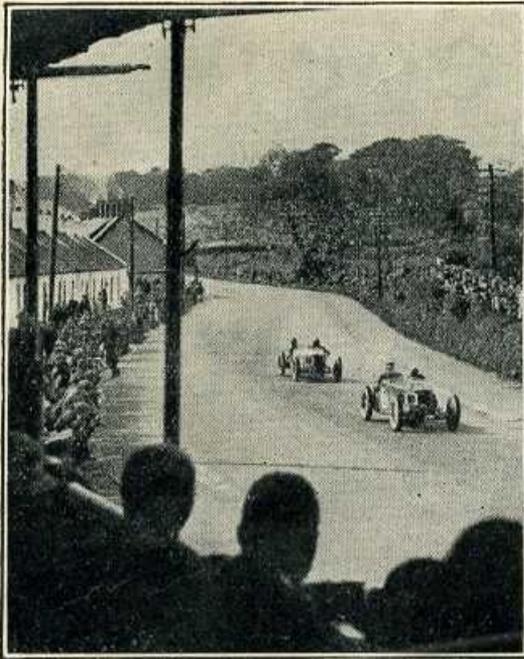
BROOKLANDS, 23rd JUNE, 1934

BRITISH EMPIRE TROPHY RACE

1ST & TEAM PRIZE

ALL ON

WAKEFIELD
Castrol
the World's Fastest Oil



THROUGH DUNDONALD VILLAGE.
By courtesy of "The Autocar."

by Mr. K. Lee Guinness, driving a Sunbeam, and in 1922, by Sir Algernon Guinness, Bart., driving a Talbot-Darracq. Both of these gentlemen are this year acting as Stewards for the Tourist Trophy Race. The Race 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. 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 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, and 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 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

The entry is remarkable this year for the fact that there are what might be called eleven big cars in the race, and not one single "baby" car, that is of the seven horse power type. Last year, there were only five big cars, whilst nine started in the small class. This should mean that the race will probably be nearly as fast as last year, and it will certainly be a good deal more interesting to watch. There is no doubt that the spectators round the course love to see the big fellows thundering along, and this year they should be amply satisfied.

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. In 1914 it was won

Some recent **SINGER** achievements

- **Leige-Rome-Leige 2,160 Mile Trial.**— Motor Union Cup for best performance up to 1100 c.c.
 - **R.A.C. Rally.**—Highest number of marks irrespective of class. Light Car Trophy for best performance in the class up to 1100 c.c. Also third and fifth in this class. First place in the Ladies Class Three. Starting point prizes from London, Leamington, Bath and Newcastle. Manufacturers' Team Prize. Club Team Award.
 - **Australian Grand Prix.**—First.
 - **Scottish Rally.**—The Motor Trophy. The Glasgow Herald Trophy. The R.S.A.C. Prize.
 - **Le Mans 24-hour Race.**—Second and third in the Rudge Whitworth Cup. First, third and sixth in the class for cars under 1000 c.c. Seventh, eighth, sixteenth, eighteenth and twenty-third in the Grand Prix d'Endurance.
 - **6,000 Kilometre Race Round Italy.**—The only British entry to finish the whole course; the first foreign entry in all classes to reach Rome.
 - **Light Car Club Relay Race.**—Wakefield Trophy. Light Car Cup. Houghton Cup.
- And hundreds of first-class awards in various types of trials.**
- ——— *Since Last Year's T. T. Race.*

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to be negotiated," he said, "not slow corners which one takes at thirty miles an 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 makes the Ards such an amazingly difficult circuit."

1928.

Although this is only the seventh 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 raced 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 supercharger 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.

"BP" SWEEPS THE BOARD!

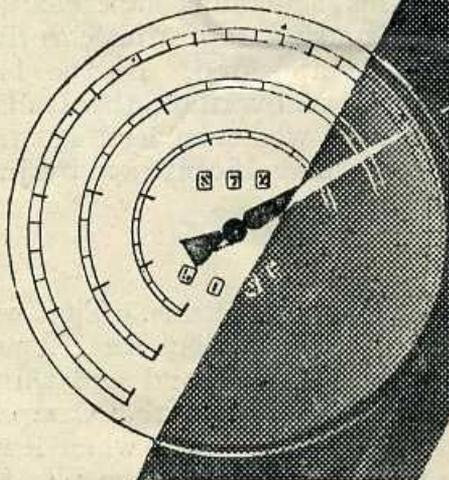
J · C · C

INTERNATIONAL TROPHY

First Six Places

- 1** Mr. Whitney Straight at 89.62 m.p.h.
(Maserati Monoposto S.)
- 2** The Hon. Brian Lewis
(Maserati S.)
- 3** Mr. T. E. Rose Richards
(Bugatti S.)
- 4** Mr. Cyril Paul
(Riley)
- 5** The Earl Howe
(Bugatti S.)
- 6** Mr. Kaye Don
(Alfa-Romeo S.)

(Subject to official confirmation)



ALL USING

"BP" ETHYL

containing exactly the same Ethyl fluid as is sold from all "BP" Ethyl pumps



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

for the first 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. Whitcroft had taken the lead a lap before Dixon went out of the race, and he went on to win at the highest speed at which 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 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



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



C. R. WHITCROFT, Winner in 1932.
By courtesy of "The Motor."

had ever been won, viz., 74.23 m.p.h., nearly two miles an hour faster than Caracciola's speed on the huge super-charged Mercedes in 1929.

1933.

Last year's race richly maintained the reputation of the T.T. for thrills and excitement. Nuvolari, winner in 1930, repeated his great success of that year, and is the only driver in the history of the race who has twice been the winner. His was no easy victory, however. Hamilton on an M.G. Midget led almost throughout, with Dixon on a Riley, Rose Richards on an Alfa Romeo and Nuvolari on a Magette in close attendance. A long pit stop on the 20th lap seriously jeopardised his chances and a stop for petrol on the last lap finally let Nuvolari into the lead. Dixon was in trouble with

a loose exhaust pipe, and towards the end the Alfa slowed a little. Nuvolari on the other hand, went faster and faster and actually broke the lap record for his class twice in the last three laps. It was a magnificent performance, and his success was indeed well merited.

1934.

What of this year's race? The entry is a splendid one, both from the point of view of quality and quantity. The revised regulations have breathed new life into the race. They have brought in some entirely new faces, and many old ones who had given up competing have returned. But it is impossible to guess at the chances of success. The performance of the various cars is so little known that it is beyond the wit of man to compare them accurately. The speeds set in the handicap show that in Class C, over 3,000 c.c., the cars are required to average 78.43 m.p.h. None of the cars in this class has run in its present form in the Tourist Trophy Race before, save the Invictas. Last year A. C. Lace's best lap was 77.69 m.p.h. running without equipment such as wings, hood and screen. This year these will have to be carried. In Class D the Talbots are set to average 78.06 m.p.h. In 1932, which was the last year in which the Talbots ran, Brian Lewis's best lap was 81.28 m.p.h. Class F provides a problem. The 1,500 c.c. cars, Frazer Nash, Aston Martin, Singer and Riley, are set to average 75.08 m.p.h. The best speed in this class in 1933 was 75.54 m.p.h. by C. S. Staniland on a Riley. In 1932 H. J. Aldington on an unblown Frazer Nash did a lap at



T. NUVOLARI, Winner in 1933.
By courtesy of "The Motor."

70.76 m.p.h., and in 1931 Major C. M. Harvey on an Aston Martin did a lap at 70.55 m.p.h. The Singers are, of course, a completely unknown quantity. In the same class there are also six Magnettes, but having smaller engines, they are only asked to average 74.62 m.p.h. There is no previous record of an unsupercharged Magnette, the best lap speed by a blown car of this type being Nuvolari's record last year at 81.42 m.p.h.

In Class G there are a number of Rileys in the 1,100 c.c. division, and their handicap speed is 74.17 m.p.h. Last year Freddie Dixon did a lap at 77.69 m.p.h. The Singers in this class are placed on the 71.27 m.p.h. mark, but like their bigger brothers, there is no previous experience.

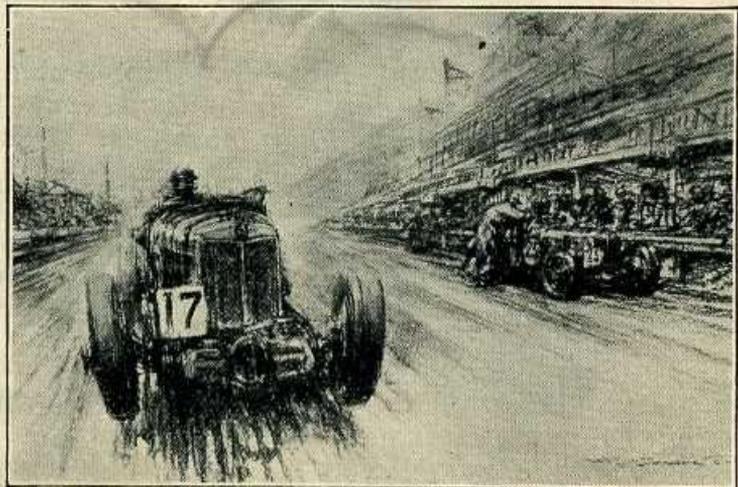
In weighing up these figures it must be remembered that this year full equipment will be carried, and that last year the cars ran stripped; that a good deal of special tuning which was permitted in the past is barred this year, and that the fuel allowed by the regulations for this race will have a limiting effect on the compression ratio that can be employed, and a consequent effect on the speed. With these new factors influencing conditions to such a great extent it is extremely difficult to offer any definite opinion regarding the chances of any particular car. The race may be a little slower than last year, but to balance this the measure of reliability should be greater, and there will most certainly be many more cars running towards the end of the race than for many years.

Turning from the cars to the race itself, the regulations this year show a radical departure from previous years. Numerous restrictions have been imposed to preserve the original purpose of the race, viz., that it should be for standard sports type cars with a limited number of permitted alterations. To this end the R.A.C. has this year barred superchargers, it has limited the percentage of benzole that may be employed in the fuel, it has restricted the tuning that may be carried out, it has refused to permit what may be called "catalogue alternatives," i.e., an extra couple of carburetters at so many pounds extra, an entirely different type of cylinder head at so many more pounds extra, and so on until the whole character of the car had been altered; and finally it has insisted that for every car entered there must have been manufactured a sufficient number of that same type to prove that it is a genuine commercial production.

These alterations to the regulations have had the effect of increasing the entries this year very substantially, and there is every hope that in its new form the Tourist Trophy Race will continue to flourish for many years to come, attracting more and more manufacturers desiring to demonstrate in the most convincing manner possible the quality of their cars.

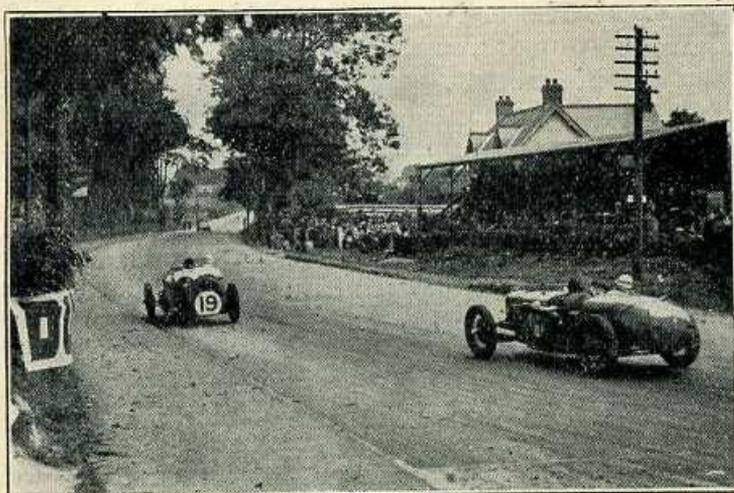
THE PRIZES.

Although the total amount of the prize money this year is the same as hitherto, it will be divided somewhat differently. The outright winner of the race will receive £500, the second £300, and the third £200. The remaining £500 will be divided between the various classes, the winner of each receiving a sum of £100. Actually, of course, the winner of the race will also



NUVOLARI PASSES AS HAMILTON REFUELS.

By courtesy of "The Autocar."



AFTER DUNDONALD HAIRPIN.

By courtesy of "The Light Car."

people, and the R.A.C. as a great sporting gesture. The House of Harmsworth has ever been to the fore in providing, by means of magnificent prizes, the incentive to progress. Throughout the history of motoring and of aviation, the name of Harmsworth occurs again and again as the driving force behind some great leap forward in the development of one or other of these modern means of transport. Lord Rothermere's gift on this occasion is all the more appreciated therefore. The association of his name with the Tourist Trophy Race adds lustre to the premier event in the British motor racing calendar.

In addition to the cash prizes the entrant of the winning car holds the Tourist Trophy for one year. Thanks to the generosity of the Vacuum Oil Co., the driver of each car winning its class will receive a special trophy. This is a happy thought on the part of the Vacuum Oil Co., for too often the entrant of a car takes any awards that it may have won, leaving the driver no permanent souvenir of his great performance. The Proprietors of the "Autocar" recognise this also, for they provide two beautiful Silver Plaques, one for the driver and one for the mechanic of the winning car. This year the carrying of mechanics is optional, so it may well be that there will be no mechanic qualified to take this award. If that should be so, the donors of the award might consider bestowing the award on the chief depot mechanic. It is seldom that the man principally concerned with the preparation of a racing car receives any public recognition of his labour, and it might well be that this year's Tourist Trophy Race will provide an opportunity for such recognition.

Finally, there is the Team Award presented by the Society of Motor Manufacturers and Traders. For two years no team has qualified for this prize, to the regret of everybody concerned. This year with ten teams in the field, the chance of gaining this award is extremely rosy. It is one of the most difficult prizes to win, and it is the earnest wish both of the S.M.M. & T. Ltd. and the R.A.C. that this year the team prize will be carried off.

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 on the tear-off pads, one of which is provided for each car, and which are operated by the Boy Scouts. The maximum distance of the race is thirty-five laps, but the smaller cars receive a certain number of laps start, and as soon as they are off, the tear-off pads are adjusted to show the number of credit laps each car receives. It is

obvious that if a car receives three laps start, as soon as it is off its tear-off pad will show three laps completed. If the handicap works properly this car may be leading right up to the last lap, and spectators would have no idea as to how the other cars in the race were progressing.

Elsewhere in this programme will be found particulars of the handicap on which the race is based. This shows the set handicap speed of every car in the race. Obviously the car that is making the best showing against this set speed is the one which is leading on handicap, and that is the meaning of the handicap leader board. This shows the six cars in order of merit that are making the best speeds in relation to the handicap, and is the real key as to who will finally win the race. 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.

RACE DETAILS.

The length of the course is $13\frac{2}{3}$ miles ; the scratch cars cover 35 laps, a total distance of 478 miles.

Each car is allowed a driver and spare driver. A mechanic may be carried at the option of the entrant. Only commercially obtainable fuel may be used.

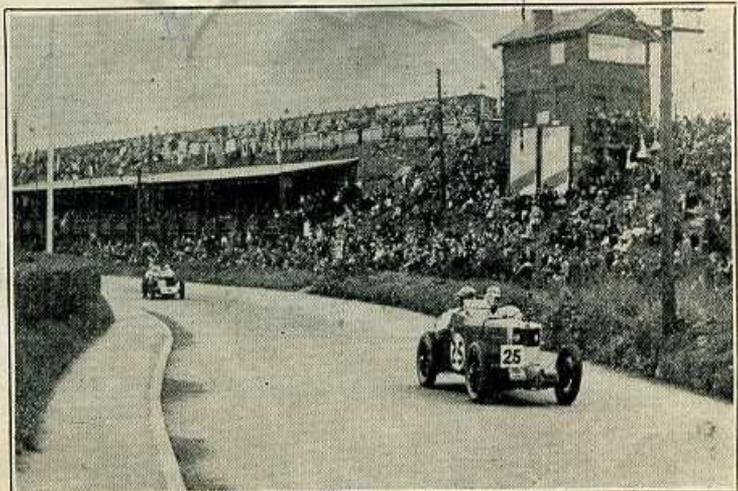
Practising takes place under full racing conditions with the roads closed, on Wednesday and Thursday, 29th and 30th August, between the hours of 10 a.m. and 12 noon.

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.

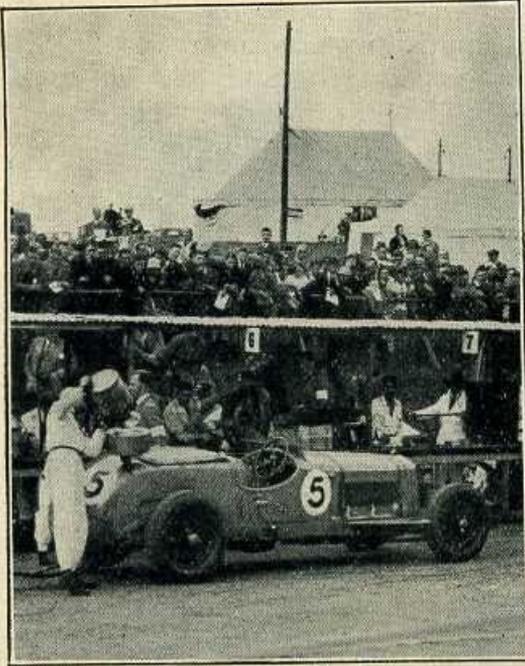
Copies of the traffic regulations, giving the times at which the course is closed and opened again to traffic, one-way routes, closed roads, and special routes to the R. A. C. Grand Stand and Enclosure and other car parks on the course are obtainable free of charge on application to the Police Information Bureau, 9 Townhall Street, Belfast, or the R. A. C. Ulster Office, 65 Chichester Street, Belfast.

The prize giving will take place at the Plaza, Belfast, at 9-30 p.m. on Saturday, 1st September. Admission, including dancing, five shillings.



HAMILTON LEADING HAILWOOD AT COMBER STATION.

By courtesy of "The Autocar."



ROSE RICHARDS REFUELLING.

By courtesy of "The Motor."

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.

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.



AFTER THE RACE.

By courtesy of "The Light Car."

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 of the race, and the handicap allotted.

| Class | Engine Capacity | Lap Time M. SC. | Speed M.P.H. | Laps to Cover | Total running time H. M. SC. | Handicap | |
|----------|---|--------------------|-----------------|------------------|------------------------------------|----------------|----------------|
| | | | | | | Credit Laps | Time M. SC. |
| G | (1) 750 c.c. to 850 c.c. Nil | 11 35 | 70.76 | 32 | 6 10 40 | 3 | 6 40 |
| | (2) 850 c.c. to 1000 c.c. Nos. 41-42. | 11 30 | 71.27 | 32 | 6 8 0 | 3 | 4 0 |
| | (3) 1000 c.c. to 1100 c.c. Nos. 32-40. | 11 3 | 74.17 | 33 | 6 4 39 | 2 | 0 39 |
| F | (2) 1200 c.c. to 1300 c.c. Nos. 24-29. | 10 59 | 74.62 | 34 | 6 13 26 | 1 | 9 26 |
| | (3) 1300 c.c. to 1500 c.c. Nos. 14-23 and 30-31. | 10 55 | 75.08 | 34 | 6 11 10 | 1 | 7 10 |
| D | (1) 2000 c.c. to 2550 c.c. No. 12. | 10 43 | 76.48 | 34 | 6 4 22 | 1 | 0 22 |
| | (2) 2500 c.c. to 3000 c.c. Nos. 10 and 11. | 10 30 | 78.06 | 35 | 6 7 30 | 0 | 3 30 |
| C | 3000 c.c. to 5000 c.c. Nos. 1-9. | 10 27 | 78.43 | 35 | 6 5 45 | 0 | 1 45 |

OUR THANKS ARE DUE.

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

To Viscount Rothermere for presenting the Prize Money of £1,500.

To the Vacuum Oil Co., Ltd., the Society of Motor Manufacturers and Traders, Ltd., and the Proprietors of the "Autocar" for presenting trophies.

To Mr. John 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, Newtownards Board of Guardians, and the Ulster Volunteer Force Hospital, and by Messrs. Thos. Johnson & Sons, Ltd., and Melville & Co., Ltd.

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., and Messrs. Bentley 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. R. Hewitt & Son, Knock.

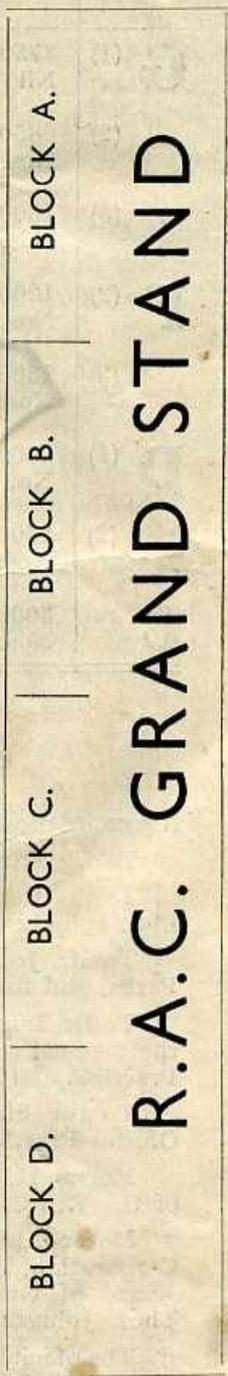
Grand Stand and Bridge :—Messrs. Steel Scaffolding Co., Ltd.

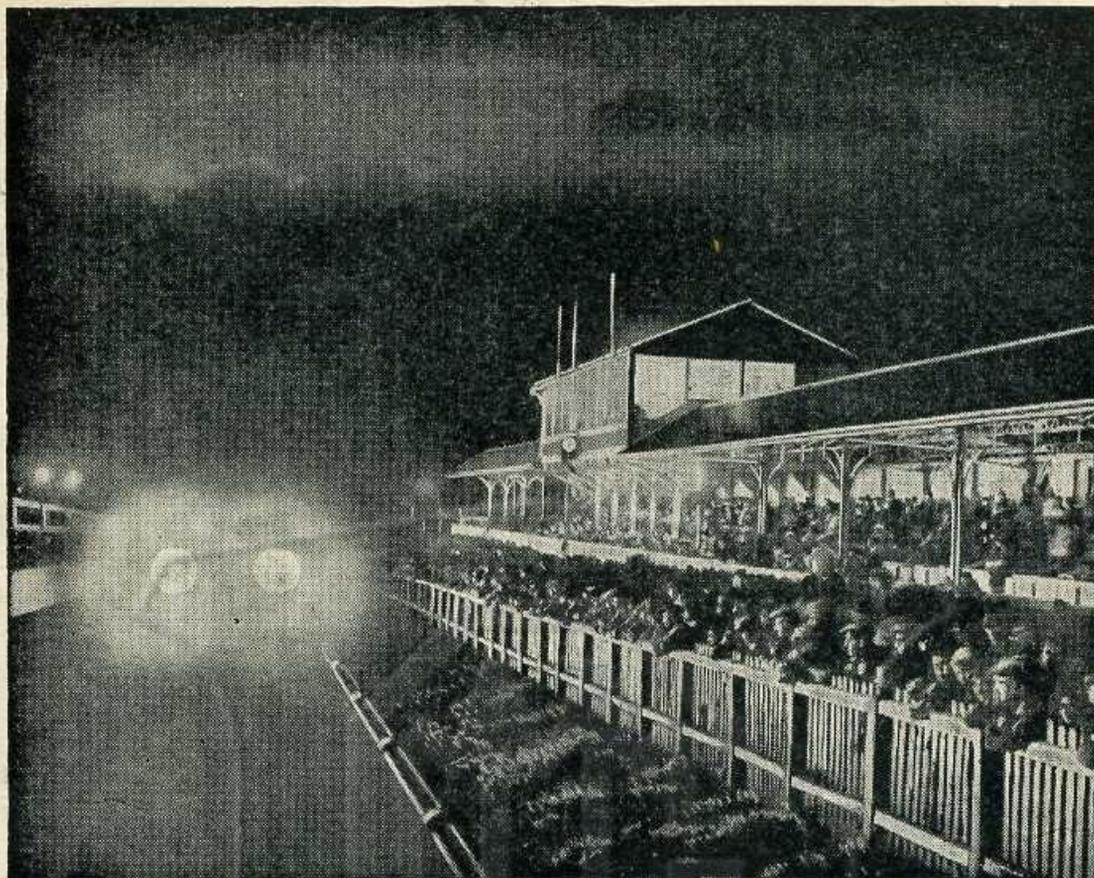
Public Address System :—Messrs. Pollock, Ltd., Belfast.

PIT PLAN.

| Name | Car Pit No. | Position |
|-------------------------|-------------|----------|
| CONTROL. | | |
| SINGER | 42 | 54 |
| SINGER | 41 | 53 |
| M.G. MAGNA | 40 | 52 |
| | | 51 |
| K.L.G. | | |
| RILEY | 39 | 50 |
| RILEY | 38 | 49 |
| RILEY | 37 | 48 |
| RILEY | 36 | 47 |
| | | 46 |
| VACUUM. | | |
| RILEY | 35 | 45 |
| RILEY | 34 | 44 |
| RILEY | 33 | 43 |
| RILEY | 32 | 42 |
| RILEY | 31 | 41 |
| RILEY | 30 | 40 |
| | | 39 |
| CONTROL. | | |
| M.G. | 29 | 38 |
| M.G. | 28 | 37 |
| M.G. | 27 | 36 |
| M.G. | 26 | 35 |
| M.G. | 25 | 34 |
| M.G. | 24 | 33 |
| | | 32 |
| CASTROL. | | |
| SINGER | 23 | 31 |
| SINGER | 22 | 30 |
| SINGER | 21 | 29 |
| | | 28 |
| CONTROL. PYRENE. | | |
| ASTON MARTIN | 20 | 27 |
| ASTON MARTIN | 19 | 26 |
| ASTON MARTIN | 18 | 25 |
| | | 24 |
| | | 23 |
| DUNLOP. | | |
| FRAZER-NASH | 17 | 22 |
| FRAZER-NASH | 16 | 21 |
| FRAZER-NASH | 15 | 20 |
| FRAZER-NASH | 14 | 19 |
| | | 18 |
| ANGLO. | | |
| ALVIS | 12 | 17 |
| TALBOT | 11 | 16 |
| TALBOT | 10 | 15 |
| | | 14 |
| CONTROL. | | |
| INVICTA | 9 | 13 |
| INVICTA | 8 | 12 |
| | | 11 |
| CHAMPION. | | |
| BENTLEY | 7 | 10 |
| | | 9 |
| SHELL. | | |
| FORD | 6 | 8 |
| FORD | 5 | 7 |
| FORD | 4 | 6 |
| | | 5 |
| CONTROL. | | |
| LAGONDA | 3 | 4 |
| LAGONDA | 2 | 3 |
| LAGONDA | 1 | 2 |
| | | 1 |
| Name | Car Pit No. | Position |

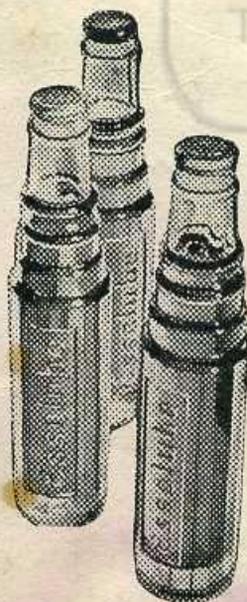
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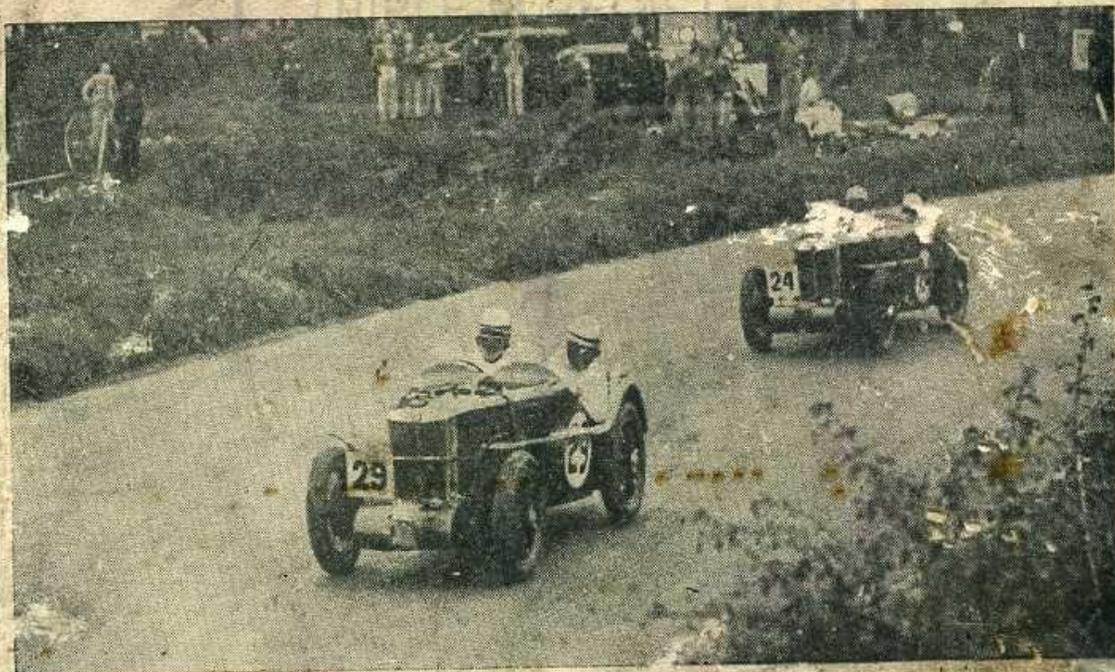
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Rival Midgets in the 1933 T.T. Race

"The Autocar" Photograph