

J. M. W. Johnston

Official Programme • • One Shilling

R.A.C.
INTERNATIONAL
Tourist Trophy Race
ARDS CIRCUIT, BELFAST
22nd. August, 1931.



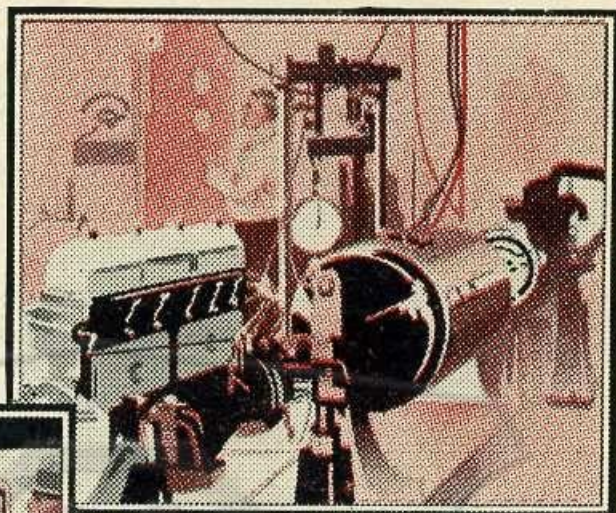
The Motor
The National Motor Journal

**FIRST and BEST
REPORT**

Tuesday, 25th. August.. 4^d

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laboratory
.. on the
road ...**



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VACUUM OIL COMPANY, LIMITED

PROGRAMME

of the

Royal Automobile Club

INTERNATIONAL

TOURIST TROPHY RACE,

ARDS CIRCUIT, BELFAST,

Saturday, 22nd August, 1931

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

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ACKNOWLEDGMENTS.

The thanks of the R.A.C. are due to Mr. J. Warwick for the loan of the ground for the Official Enclosures and Car Parks.

The R.A.C. is indebted to the Doctors, Nurses and Ambulance Men for their services on the Course during the Official Practices and the Race.

The R.A.C. is indebted to the Flag Marshals for their services on the Course during the Official Practices and the Race.

The R.A.C. is indebted to Messrs. H. M. S. Catherwood, Ltd., for loan of their Garage for the Scrutineering.

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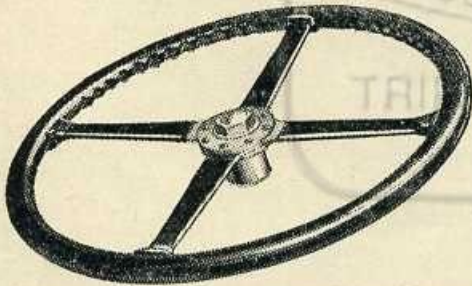
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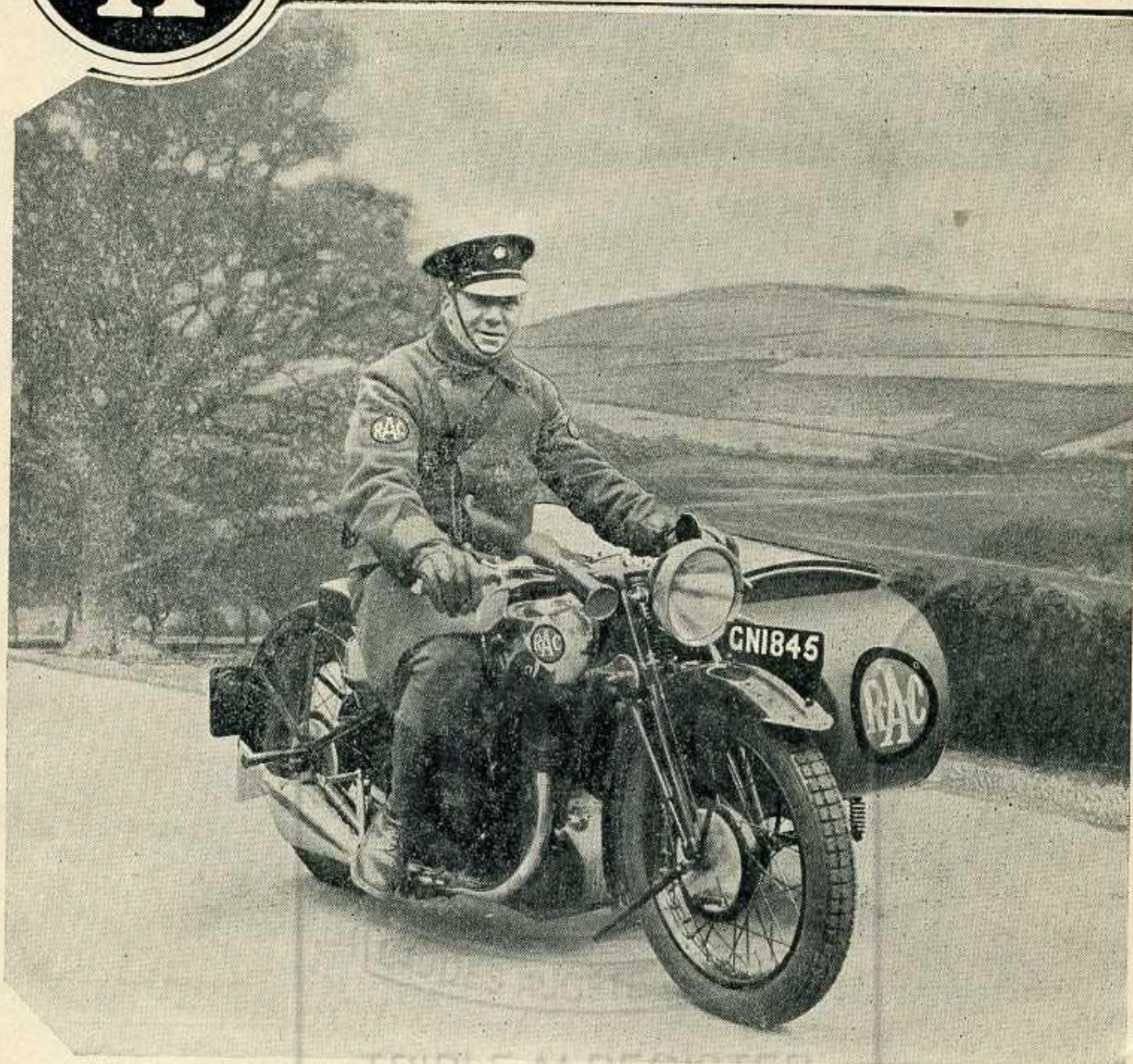
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RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

(For Order of Starting, see page 9).

No.	CAR.	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality of Car.
CLASS B. (over 5,000 c.c. and up to 8,000 c.c.).								
1	Mercedes Benz (S)	B. O. Davis and W. J. F. S. Wilson.	B. O. Davis.	A. C. Taylor.	100x150	6	7020	German.
CLASS C (over 3,000 c.c. and up to 5,000 c.c.).								
2	Bugatti (S)	Ettore Bugatti.	L. Chiron.	— Bouriat. Major F. H. Cairnes. J. Chilton.	86x107	8	4900	French.
3	Bugatti (S)	Ettore Bugatti.	A. Divo.		86x107	8	4900	French.
4	Bugatti (S)	Ettore Bugatti.	A. Varzi.		86x107	8	4900	French.
5	Invicta.	Major F. H. Cairnes.	G. Field.		88x120	6	4467	British.
6	Invicta.	L. A. Cushman.	D. Froy.		88x120	6	4467	British.
CLASS D (over 2,000 c.c. and up to 3,000 c.c.).								
7	Alfa Romeo (S)	Soc. An. Alfa Romeo.	Cav. G. Campari.	A. Marinoni. G. B. Guidotti.	65x 88	8	2336	Italian.
8	Alfa Romeo (S)	Soc. An. Alfa Romeo.	B. Borzacchini.		65x 88	8	2336	Italian.
9	Alfa Romeo (S)	Soc. An. Alfa Romeo.	T. Nuvolari.		65x 88	8	2336	Italian.
10	Alfa Romeo (S)	The Earl Howe.	Earl Howe.		65x 88	8	2336	Italian.
11	Alfa Romeo (S)	Sir Henry Birkin Bt.	Sir Henry Birkin, Bt.		69x100	6	2276	British.
12	Talbot.	W. Esplen.	W. Esplen.		75x112	6	2970	British.
14	Talbot.	A. W. Fox.	B. E. Lewis.		75x112	6	2970	British.
15	Talbot.	A. W. Fox.	J. S. Hindmarsh.		75x112	6	2970	British.
16	Talbot.	A. W. Fox.	T. E. Rose-Richards.		75x112	6	2970	British.
17	Maserati (S)	M. C. Morris.	G. E. T. Fyston.		65x 65	8	2494	Italian.
18	Maserati (S)	M. C. Morris.	—		65x 65	8	2494	Italian.
19	Arrol Aster (S)	"W. P. Lockwood."	"W. P. Lockwood."		67x110	6	2356	British.
20	Arrol Aster (S)	"W. P. Lockwood."	"R. Ormonde."	67x110	6	2356	British.	
21	Arrol Aster (S)	"R. Ormonde."	"R. Ormonde."	67x110	6	2356	British.	
CLASS F (over 1,100 c.c. and up to 1,500 c.c.).								
22	Frazer Nash.	H. J. Aldington.	H. J. Aldington.	D. A. Aldington. W. S. Braidwood.	69x100	4	1496	British.
23	Frazer Nash.	H. J. Aldington.	C. Penn-Hughes.		69x100	4	1496	British.
24	Frazer Nash.	H. J. Aldington.	T. G. Moore.		69x100	4	1496	British.

"S" denotes supercharged car.

No.	CAR.	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality of Car.
CLASS F (over 1,100 c.c. and up to 1,500 c.c.)—continued.								
25	Aston Martin.	A. C. Bertelli. (Aston Martin, Ltd.)	A. C. Bertelli.	J. Bezzant.	69x99	4	1494	British.
26	Aston Martin.	A. C. Bertelli. (Aston Martin, Ltd.)	H. Cobb.		69x99	4	1494	British.
27	Aston Martin.	A. C. Bertelli. (Aston Martin, Ltd.)	Major C. M. Harvey.	S. Newsome.	69x99	4	1494	British.
28	Lea Francis (S)	T. G. Clarke.	T. G. Clarke.	—	69x100	4	1496	British.
CLASS G (over 750 c.c. and up to 1,100 c.c.).								
29	Riley.	V. Riley.	V. Gillow.		60x 95	4	1089	British.
30	Riley.	V. Riley.	C. R. Whitcroft.		60x 95	4	1089	British.
31	Riley.	V. Riley.	C. S. Staniland.	D. C. MacLachan.	60x 95	4	1089	British.
32	Riley.	V. Riley.	W. P. Noble.		60x 95	4	1089	British.
33	Riley.	A. F. Ashby.	A. F. Ashby.	R. Pauling.	60x 95	4	1089	British.
34	Maserati (S)	H. Widengren.	H. Widengren.	Major R. F. Oates.	51x 66	8	1078	Italian.
CLASS H (over 500 c.c. and up to 750 c.c.).								
35	Austin (S)	Sir Herbert Austin.	Leon Cushman.		56x 76	4	748	British.
36	Austin (S)	Sir Herbert Austin.	Donald Barnes.		56x 76	4	748	British.
37	Austin (S)	Sir Herbert Austin.	Charles Goodacre.		56x 76	4	748	British.
38	Austin (S)	A. F. Nolan.	G. V. B. Cooke.	H. I. Robinson.	56x 76	4	748	British.
39	Austin (S)	S. A. Crabtree.	H. Kayley.	D. Z. De Ferranti.	56x 76	4	746	British.
40	M.G. Midget (S)	S. A. Crabtree.	S. A. Crabtree.	C. J. P. Dodson.	57x 73	4	746	British.
41	M.G. Midget (S)	The Earl of March.	H. D. Parker.	The Earl of March.	57x 73	4	746	British.
42	M.G. Midget (S)	The Earl of March.	N. Black.	G. K. Cox.	57x 73	4	746	British.
43	M.G. Midget (S)	The Earl of March.	R. Watney.		57x 73	4	746	British.
44	M.G. Midget (S)	Major A. T. G. Gardner.	Major A. T. G. Gardner.		57x 73	4	746	British.
45	M.G. Midget (S)	Major A. T. G. Gardner.	R. T. Horton.		57x 73	4	746	British.
46	M.G. Midget (S)	Major A. T. G. Gardner.	R. R. Jackson.		57x 73	4	746	British.
47	M.G. Midget (S)	S. W. B. Hailwood.	S. W. B. Hailwood.		57x 73	4	746	British.
48	M.G. Midget (S)	E. R. Hall.	E. R. Hall.	H. A. Smith.	57x 73	4	746	British.
49	M.G. Midget (S)	F. S. Barnes.	F. S. Barnes.		57x 73	4	746	British.
50	M.G. Midget.	F. M. Montgomery. (The Automobile Engineering Training College).	F. M. Montgomery.	R. G. J. Nash.	57x 73	4	746	British.
51	M.G. Midget (S)	G. Bradstock.	H. C. Hamilton.	G. K. Cox.	57x 73	4	746	British.
52	M.G. Midget (S)	J. G. Reece.	Dan Higgin.		57x 73	4	746	British.

"S" denotes supercharged car.

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MEDIUM**

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**10 FOR 6^D
20 FOR 1/-**

STARTING ORDER.

CARS will be lined up at the Pits at 10-15 a.m. on the morning of the Race in the following order, and, in order to comply with the handicap, will be started at the times indicated.

TIME.			Number	Car	
h.	m.	s.			
11	0	0	12	TALBOT.	} Class D. u/s
			14	TALBOT.	
			15	TALBOT.	
			16	TALBOT.	
11	0	42	28	IEA FRANCIS (S).	Class F. s
11	1	12	22	FRAZER NASH.	} Class F. u/s
			23	FRAZER NASH.	
			24	FRAZER NASH.	
			25	ASTON MARTIN.	
			26	ASTON MARTIN.	
			27	ASTON MARTIN.	
			34	MASERATI (S).	
11	2	0	35	AUSTIN (S).	} Class H. s
			36	AUSTIN (S).	
			37	AUSTIN (S).	
			38	AUSTIN (S).	
			39	AUSTIN (S).	
			40	M.G. MIDGET (S).	
			41	M.G. MIDGET (S).	
			42	M.G. MIDGET (S).	
			43	M.G. MIDGET (S).	
			44	M.G. MIDGET (S).	
			45	M.G. MIDGET (S).	
			46	M.G. MIDGET (S).	
			47	M.G. MIDGET (S).	
			48	M.G. MIDGET (S).	
			49	M.G. MIDGET (S).	
51	M.G. MIDGET (S).				
52	M.G. MIDGET (S).				
11	5	0	29	RILEY.	} Class G. u/s
			30	RILEY.	
			31	RILEY.	
			32	RILEY.	
			33	RILEY.	
11	6	0	5	INVICTA.	} Class C. u/s
			6	INVICTA.	
			7	ALFA ROMEO (S).	
			8	ALFA ROMEO (S).	
			9	ALFA ROMEO (S).	
			10	ALFA ROMEO (S).	
			11	ALFA ROMEO (S).	
			17	MASERATI (S).	
			18	MASERATI (S).	
			19	ARROL ASTER (S).	
			20	ARROL ASTER (S).	
21	ARROL ASTER (S).				
11	8	0	2	BUGATTI (S).	} Class C. s
			3	BUGATTI (S).	
			4	BUGATTI (S).	
11	10	0	1	MERCEDES BENZ (S).	Class B. s
			50	M.G. MIDGET.	Class H. u/s

SCORE CARD

(FOR INSTRUCTIONS FOR USE SEE PAGE 13)

CAR.	No.	LAPS COMPLETED																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
MERCEDES BENZ	\$ 1	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
BUGATTI	.. \$ 2	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
BUGATTI	.. \$ 3	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
BUGATTI	.. \$ 4	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
INVICTA	.. \$ 5	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
INVICTA	.. \$ 6	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ALFA ROMEO	\$ 7	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ALFA ROMEO	\$ 8	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ALFA ROMEO	\$ 9	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ALFA ROMEO	\$ 10	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ALFA ROMEO	\$ 11	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
TALBOT	.. \$ 12	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
TALBOT	.. \$ 14	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
TALBOT	.. \$ 15	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
TALBOT	.. \$ 16	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
MASERATI	.. \$ 17	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
MASERATI	.. \$ 18	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ARROL ASTER	\$ 19	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ARROL ASTER	\$ 20	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
ARROL ASTER	\$ 21	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
FRAZER NASH	.. \$ 22	XX	XX	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/		
FRAZER NASH	.. \$ 23	XX	XX	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
FRAZER NASH	.. \$ 24	XX	XX	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	

PATRON: H.M. THE KING

TWENTY-FIFTH INTERNATIONAL

MOTOR CARS & BOATS EXHIBITION



Oct. 15-24 1931
OLYMPIA

Organised by the Society of Motor Manufacturers & Traders, Ltd.

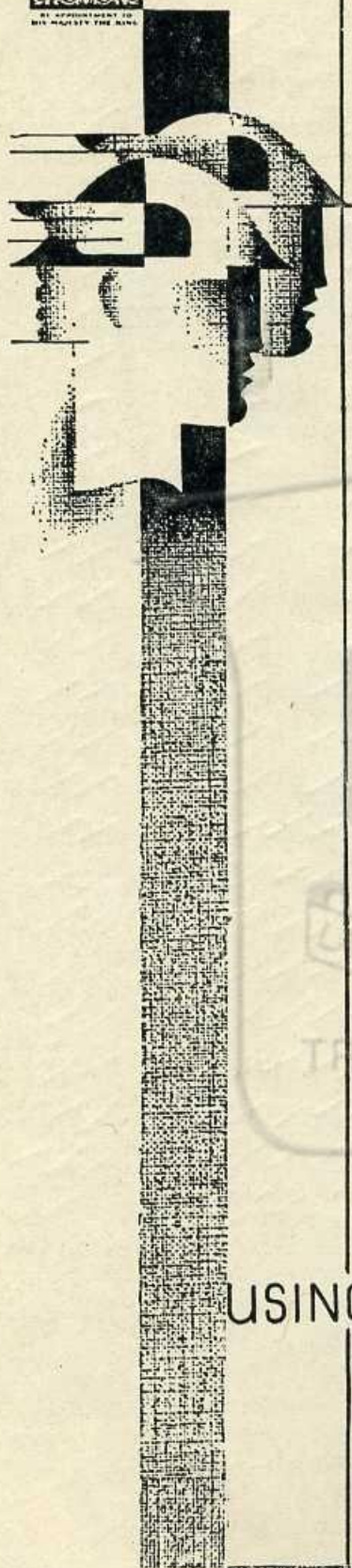
SCORE CARD

HOW TO KEEP IT

THE SCORE CARD on pages 10 and 11 shows the number of laps each car is required to cover in the race. The most reliable method of scoring is for two persons to work together. As each car passes one should write down the number on the sheet below. The other should copy from this sheet on to the Score Card proper, making a cross in the square provided, and then crossing out the number after it has been recorded on the Score Card. The first car to complete 30 laps, including the credit laps, is the winner.

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FRENCH GRAND PRIX

JUNE 21st

WON BY

CHIRON & VARZI
(BUGATTI)

USING

WAKEFIELD

CASTROL

—the World's Fastest Oil on Land & Water

C. C. WAKEFIELD & CO. LTD., All-British Firm, Wakefield House, Cheapside, London, E.C.2

LIST OF AWARDS.

To the Entrant of the Winning Car :

**The Royal Automobile Club Tourist Trophy and
£500 presented by Lord Wakefield of Hythe.**

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

£400 presented by Lord Wakefield of Hythe.

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

£300 presented by Lord Wakefield of Hythe.

To the Entrant of the Car placed Fourth in the Race :

£200 presented by Lord Wakefield of Hythe.

To the Entrant of the Car placed Fifth in the Race :

£100 presented by Lord Wakefield of Hythe.

To the Driver of the Winning Car :

Bronze 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 of the Winning Car in Class H :

A Trophy presented by the Royal Automobile Club.

To the Entrant of the Winning Car in Class G :

A Trophy presented by the Royal Automobile Club.

To the Entrant of the Winning Car in Class F :

A Trophy presented by the Royal Automobile Club.

To the Entrant of the Winning Car in Class D :

**A Trophy presented by the Proprietors of the
"Belfast Evening Telegraph."**

To the Entrant of the Winning Car in Class C :

A Trophy presented by the Royal Automobile Club.

To the Entrant or Entrants of the most successful Team of three Cars of the same make and class :

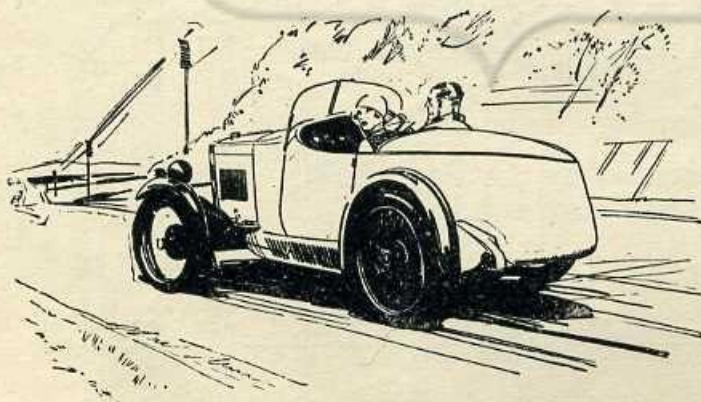
**A Team Award, with Replica to each member of the Team,
presented by the Society of Motor Manufacturers and
Traders, Ltd.**



The Fastest Baby Car in the World

The  **Midget** holds all the International "Class H" records from one to one hundred Kilometres. It secured the first five places, the team prize and all the "Class H" awards in the Double-Twelve Hour race, and it is the only baby car in the world that has exceeded 100 miles per hour.

Write for our illustrated catalogue.



Issued by the Publicity Department of the M.G. Car Co. Ltd., Abingdon-on-Thames

SPEED AND DISTANCE TABLE.

Miles per hour	1 LAP			5 LAPS			10 LAPS			20 LAPS			30 LAPS		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
50	16	24	1	21	57	2	43	55	5	27	50	8	11	45	
51	16	4	1	20	21	2	40	42	5	21	24	8	2	7	
52	15	46	1	18	48	2	37	37	5	15	13	7	52	51	
53	15	28	1	17	19	2	34	38	5	9	17	7	43	55	
54	15	11	1	15	53	2	31	46	5	3	33	7	35	20	
55	14	54	1	14	30	2	29	1	4	58	2	7	27	3	
56	14	38	1	13	11	2	26	21	4	52	42	7	19	4	
57	14	23	1	11	53	2	23	47	4	47	34	7	11	22	
58	14	8	1	10	39	2	21	18	4	42	37	7	3	55	
59	13	53	1	9	27	2	18	55	4	37	49	6	56	45	
60	13	39	1	8	18	2	16	36	4	33	12	6	49	48	
61	13	26	1	7	11	2	14	21	4	28	43	6	43	5	
62	13	13	1	6	6	2	12	11	4	24	23	6	36	35	
63	13	0	1	5	3	2	10	6	4	20	11	6	30	17	
64	12	48	1	4	2	2	8	4	4	16	7	6	24	11	
65	12	37	1	3	3	2	6	5	4	12	11	6	18	17	
66	12	25	1	2	5	2	4	11	4	8	22	6	12	33	
67	12	14	1	1	10	2	2	20	4	4	39	6	6	59	
68	12	3	1	0	16	2	0	32	4	1	3	6	1	35	
69	11	53		59	23	1	58	47	3	57	34	5	56	21	
70	11	42		58	32	1	57	5	3	54	10	5	51	15	
71	11	33		57	43	1	55	26	3	50	52	5	46	18	
72	11	23		56	55	1	53	50	3	47	40	5	41	30	
73	11	14		56	8	1	52	16	3	44	33	5	36	49	
74	11	4		55	23	1	50	45	3	41	31	5	32	16	
75	10	56		54	38	1	49	17	3	38	33	5	27	50	
76	10	47		53	55	1	47	50	3	35	41	5	23	31	
77	10	38		53	13	1	46	26	3	32	53	5	19	19	
78	10	30		52	32	1	45	4	3	30	9	5	15	14	
79	10	23		51	52	1	43	45	3	27	30	5	11	13	
80	10	15		51	13	1	42	27	3	24	54	5	7	21	
81	10	7		50	36	1	41	11	3	22	22	5	3	33	

Rudge - Whitworth
Wire Wheels are
fitted to most Cars
because nearly all
Car Races are won
on them—just as
nearly all Motor
Bicycle Road Races
are won on Rudge
Motor Bicycles

RUDGE-WHITWORTH, LTD.
BIRMINGHAM

PREVIOUS RACES.

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 10th/11th, 1914.	Sunbeam I. (1st)	16.3	Mr. K. Lee Guinness.
	Minerva III. (2nd)	20.1	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, Bt.
	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	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

IRISH INTERNATIONAL
GRAND PRIX

The
RILEY TEAM

was the

fastest in
the entire
Race

(irrespective of handicap)

This Team of 3 Cars driven by

Mr. C. R. Whitcroft	-	74.79	m.p.h.
Mr. W. P. Noble	- -	74.48	"
Capt. Sir Malcolm Campbell		73.27	"

made

NON-STOP RUN

averaging

74 M.P.H.!

International Class "G"

1st 2nd & 3rd

AWARDS:

R.I.A.C. £100 AWARD
"IRISH INDEPENDENT" CUP
THE IRISH TROPHY
R.I.A.C. GOLD MEDAL
R.I.A.C. SILVER MEDAL



As a car buyer, Reliability is your first and greatest need, hence, proof such as this should induce you to know more of the Riley—"the Car that depreciates least." Ask for catalogues and copy of the "Riley Record"—our monthly magazine.

RILEY (COVENTRY) LIMITED, COVENTRY
42, North Audley Street, LONDON, W. 1.



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

RECORDS.

Fastest speed at which race has been won.

1929—R. Caracciola. Mercedes-Benz. 5h. 37m. 40s.—72.82 m.p.h.

Record Lap.

1929—R. Caracciola. Mercedes-Benz. 10m. 32s.—77.81 m.p.h.

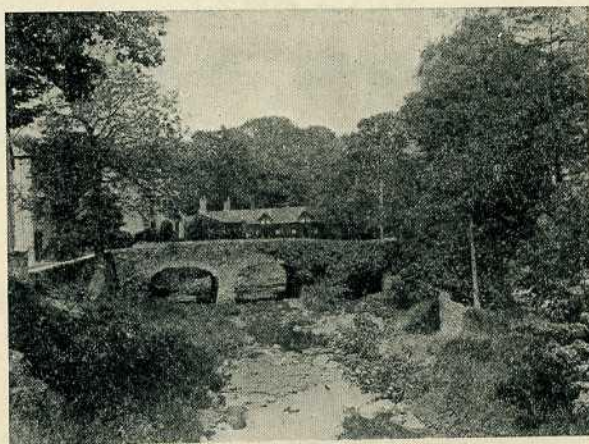
FASTEST LAPS IN EACH CLASS.

Class.	Driver.	Car.	Date.	Time.		Speed
				m.	s.	m.p.h.
B	R. Caracciola	.. Mercedes-Benz	.. 1929	10	32	77.81
C	H. R. S. Birkin	Bentley	.. 1930	10	45	76.24
D	B. Lewis	.. Talbot	.. 1930	11	20	72.32
E	T. Nuvolari	.. Alfa Romeo	.. 1930	10	53	75.31
	Cav. Campari	.. Alfa Romeo				
F	Kaye Don	.. Alfa Romeo	.. 1930	11	15	72.85
G	R. T. Horton	.. Riley	.. 1930	11	59	68.40
H	S. A. Crabtree	.. Austin	.. 1930	12	42	64 54

ULSTER'S APPEAL TO THE MOTORIST.

THERE are still many people who do not realise that well nigh at the very door of Great Britain lies a corner of the British Isles almost unbelievable in beauty and fascination. Those who already know it, love it and need no encouragement to go again, but to those who have not as yet seen Ulster, nor travelled her highways and byways, this appeal to sample her hospitality and delight in her unique charm is extended.

One of the chief factors in the intense competition to-day existing among holiday resorts, is how to cater for the modern tourist and satisfy his individual requirements.



THE FAIRY GLEN, ROSTREVOR.

Ulster is in the vanguard of this movement, and during the past few years has spent thousands of pounds in the building of new roads and bridges, the modernising of its holiday resorts and hotels, and the establishment of all things essential to the enjoyment of the visitor. Yet all these changes have been effected without despoiling, in any way, the natural beauty of the countryside.

This Ulster, with its sea and cliff and golden sand, its silver streams and heathery mountains ; the wild loveliness of its fields and bogs and lakes ; and the romance of its folklore and legend, is a delightful land in which to spend a roving holiday.

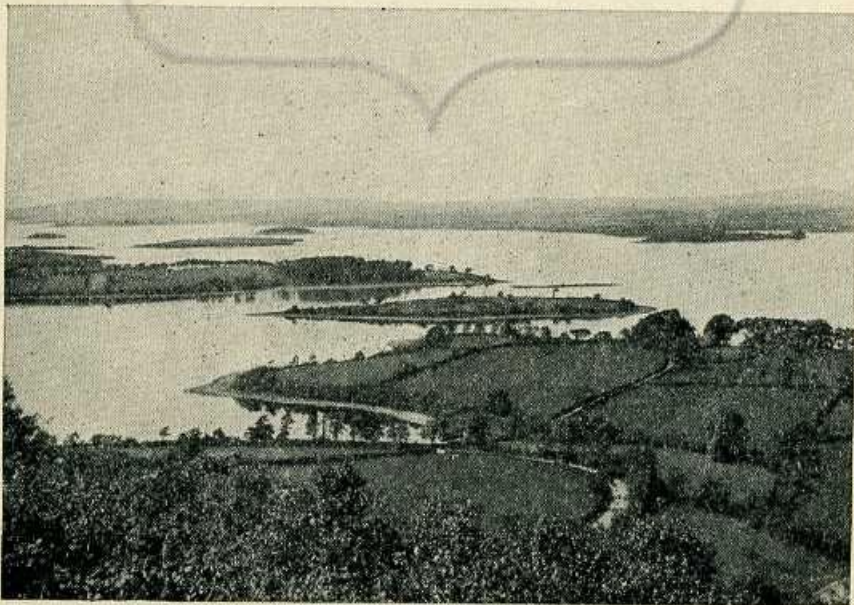
It will only be possible to refer briefly in this short article to a few of the many places which deserve to be visited. No holiday maker should come to these shores without exploring the Giant's Causeway, the most famous natural phenomena in these islands ; the old Norman stronghold at Carrickfergus ; the ancient walled city of Londonderry, steeped in history and romance ; the enchanting Mountains of

Mourne, with Warrenpoint, Rostrevor, Kilkeel and Newcastle nestling between the foothills and the sea ; the exquisite Antrim Coast Road, which provides a thrill in every mile, as it unfolds in ever changing beauty of sea and glen and cliff and moorland, passing en route through the popular tourist resort of Larne ; the charming seaside hamlets of Carnlough, Glenarm, Cushendall and Cushendun to Ballycastle—a little jewel set beside the sea.

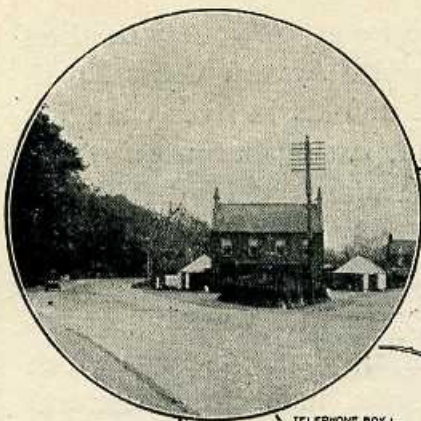
No article could be complete without a reference to Bangor and Portrush, the king and queen of Ulster watering places, both of which delight in entertaining the stranger and provide, in beautiful natural surroundings, all the amenities which go to make a happy holiday. Portstewart and Castlerock, in County Londonderry ; Donaghadee and Ardglass in County Down, and many other resorts too numerous to mention, will each in its own way appeal, in no uncertain manner, and last, but by no means least, no tour should be complete without including a visit to the orchard County of Armagh, the wild heather hills of Tyrone, and to Ulster's lake land in County Fermanagh, where lovely Loughs Erne repose, dotted with scores of tiny timbered islets.

Vessels are available to bring the visitor from Great Britain to Ulster, which in speed and comfort, and in the luxury of their appointments, compare with any cross-channel service in the world. To-day no traveller need view with temerity the sail across the Irish Sea, and on his arrival, it is worthy of note to mention, that there are no customs regulations to be encountered.

Truly this is a land which deserves to be widely known, and when those who arrive to take part in, or to view, the coming great Tourist Trophy Motor Car Race, a sight in itself worth travelling far to witness, the hope is expressed that they will stay awhile to see for themselves how beautifully nature has fashioned this favoured land, and to sample the wondrous kindness and hospitality of her people.



LOWER LOUGH ERNE.



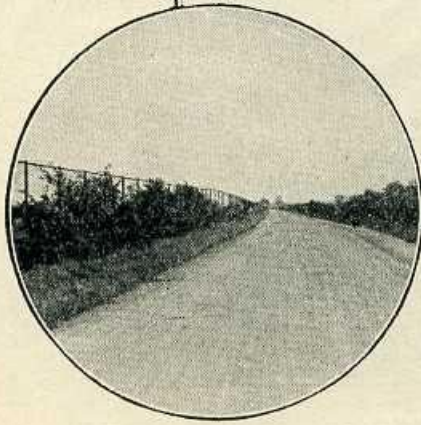
RACE STARTS 11AM
 NUMBER OF LAPS 30
 TOTAL DISTANCE 410 MLS.
 THE RACE WILL BE RUN IN
 A CLOCKWISE DIRECTION.

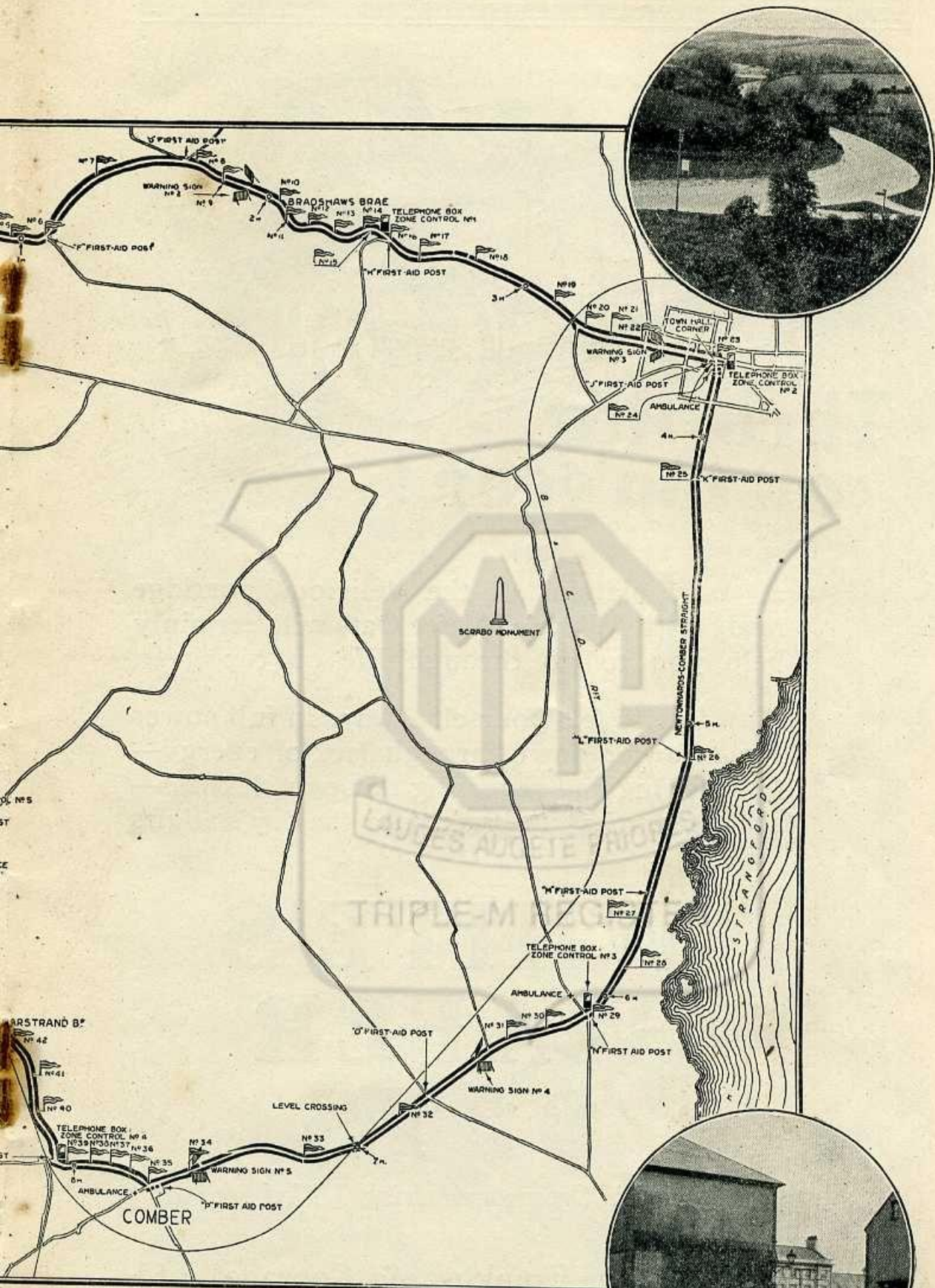


R.A.C.
INTERNATIONAL
TOURIST TROPHY RACE
ULSTER, 22ND AUGUST, 1931

PLAN
DENOTING

- TELEPHONE BOXES
- WARNING SIGNS
- FLAG POINTS
- FIRST AID POSTS







**Thro' life
on top gear!**

A daily plateful of the delicious porridge made with White's Wafer Oats will certainly help you to go through life on top gear.

How fine to feel yourself always in full power—no slowing down through lack of energy—no stopping and reversing through sickness—always starting up briskly for the day's affairs

**WHITE'S
WAFER
OATS**

Irish Grown and Irish Milled

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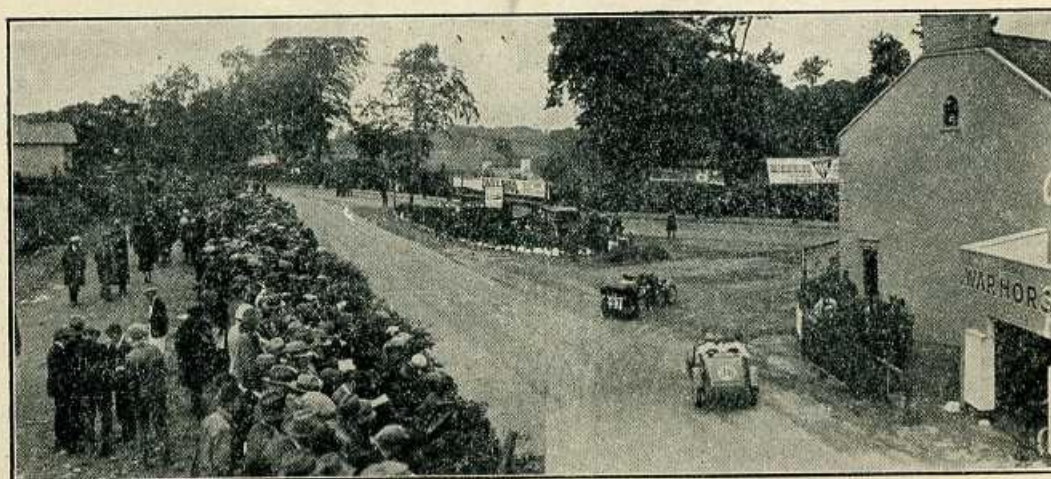
THE COURSE.

The Ards Circuit, over which the Tourist Trophy Race has been run since 1928, lies about five miles from Belfast; it is triangular in shape and embodies in its total length of 13 $\frac{2}{3}$ miles a fairly steep hill, a two-mile straight, and every type of corner from an acute hairpin to the smooth sweeping curve which the best drivers can take "all out." It permits of the use of maximum speed fairly frequently, but it also calls for the continuous use of brakes, gear box and accelerator, thus testing not only the driver's skill, but also every part of the car.

The visitor from Belfast first strikes the course at Dundonald Hairpin on the top leg. From here it consists of a fine broad swinging road as far as the Grand Stand and Pits. Thence to Newtownards it is not so simple. A sharp left hand turn at Quarry Corner and then up one side of Bradshaw's Brae and down the other, curving and twisting all the way. Through the main street of Newtownards—a road as wide as Oxford Street, and sharp right at the Town Hall, where is the first danger zone in which no passing is permitted. Through the Square to the long straight past the Police Barracks to the Moate. This part of the course runs through rather wild country, and it is here that cars can be let out to their full limit with complete safety. Over the slight rise and double curve at the Moate, another beautiful stretch of straight to Comber Level Crossing, and then about three-quarters of a mile of really tricky driving, to the next danger zone at Comber Butcher's Shop. This is another sharp right hand turn leading through the narrow main street of Comber village to the railway, where the course yet again turns right for Dundonald. The leg between Comber and Dundonald is the most difficult of the three. It rather resembles a winding Sussex road, and whilst there is ample room for passing, to gain an advantage on this leg calls for all the skill and resolution a driver can command. This piece of the course ends with a fine straight run up to Dundonald Hairpin again, where is the third danger zone.

This year the Down County Council has carried out very extensive improvements at Ballystockart, about half-way between Comber and Dundonald. This section of the course has been the scene of a number of casualties in past races, and has always been regarded as a danger spot by local motorists. It is anticipated that these improvements will render the course not only safer for drivers in the race itself, but also to motorists generally, who may have occasion to use this particular road.

In addition to the above, the authorities have treated the entire surface of the course with a non-skid preparation to prevent skidding. Especial care has been devoted to the work this year, and as a result the course is expected to be faster, safer and better in every respect than ever before.



DUNDONALD CORNER.

By courtesy of "The Motor."

For all conditions of service DUNLOP

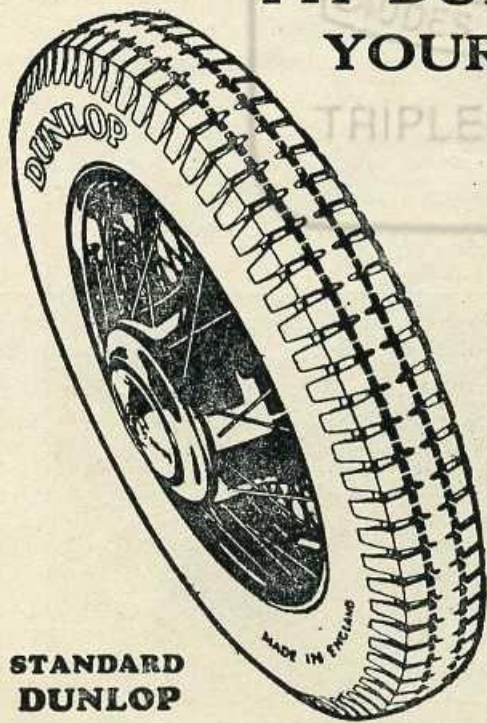
In Reliability Trials and sporting events tyres are subjected to exceptionally heavy strains. Rapid acceleration on rugged roads and the constant use of brakes are factors which test tyres to the maximum.

Recent successes in the leading trials and competitions prove the amazing durability of Dunlop tyres.

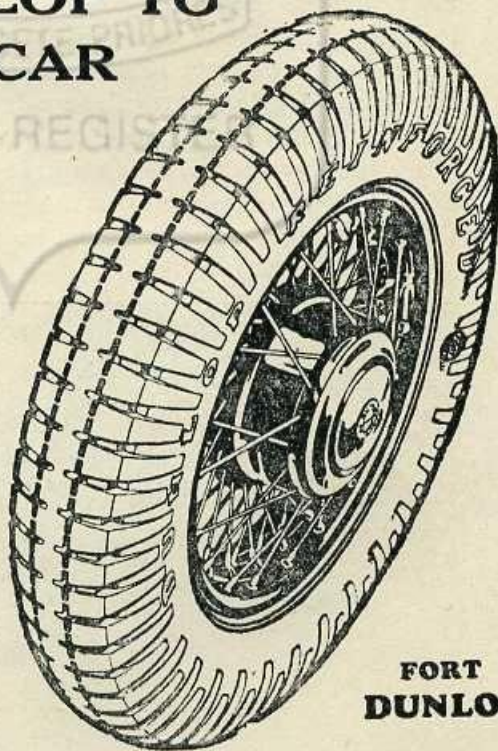
"DUNLOP STANDARD"—the choice of most British car manufacturers, and the standard by which all other tyres are judged. Famous all over the World for safety, reliability and long mileage.

"FORT" DUNLOP—the Tyre incomparable. Built to an ideal. The 'Fort' is a supreme tyre-building achievement and a proven economy. Look for the Fort medallion on the side wall.

FIT DUNLOP TO YOUR CAR



**STANDARD
DUNLOP**



**FORT
DUNLOP**

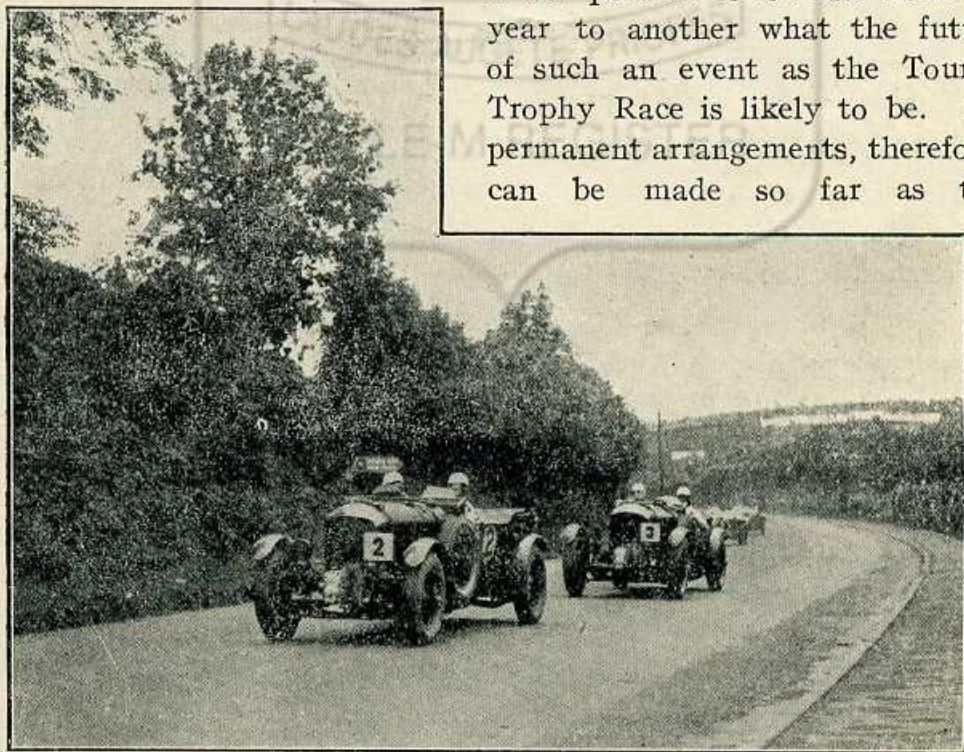
THE RACE.

THIS year's race is the tenth of the series. Despite trade depression the entry is large numerically, and is probably the most representative that has ever been received. It embraces the winners of practically every event of importance that has been held this year, and therefore may be regarded as almost an International Championship. With such an entry of cars and drivers, a race of exceptional interest is assured. Indeed, viewed in advance, the promise this year is that the Tourist Trophy Race of 1931 will in all probability be the greatest event of its kind that has ever been held. France, Italy and Great Britain are represented by exceptionally strong teams—irrespective of single entries—and the battle for winning place, not only in the race itself, but also in the various classes, should be something to remember.

A DEBT TO ULSTER.

The Tourist Trophy Race is held in Ulster at the invitation of the Government of Northern Ireland and the Down County Council. It is organised by the Royal Automobile Club with the co-operation and assistance of the Ulster Race Committee. Owing to the conditions under which motoring competitions are held in the United Kingdom it

is not possible to forecast from one year to another what the future of such an event as the Tourist Trophy Race is likely to be. No permanent arrangements, therefore, can be made so far as the



By courtesy of]

BENTLEYS ON BRADSHAW'S BRAE.

[“The Autocar”

Grand Stand, Scoring Boards, Pits, Telephones, etc., are concerned, and the R.A.C. accordingly has to rely very largely on Ulster enthusiasm and Ulster willingness in order to make the race a success. The R.A.C. appreciates to the full the very great amount of help it has received from all those concerned with the race in Northern Ireland, in the preliminary organisation and conduct of the race itself, in the preparation of the course so as to offer the maximum degree of safety to the competitors, and in the remarkably detailed arrangements made by the police for the protection of the public, and for keeping the course clear during the progress of the practising and the race.

STANDARD CARS.

The race is again confined to standard sports type cars, duly catalogued by the manufacturers and such as are available to the general public. None of the cars is a racing car in the sense that the word "racing" is generally understood, and undoubtedly one of the great appeals of this type of event is that it gives the public an opportunity of comparing the performance of the various types of car which they actually drive themselves. It also acts as a thorough test of a car's ability to stand up to hard work. Every car in the race carries the complete equipment of an ordinary touring car—hood, screen, lamps, mudguards, windscreen, starting motor and touring body. The distance covered during the race—approximately 410 miles—is equivalent to at least a year's running at touring speeds on the ordinary privately owned car. Any defects which are revealed therefore during the race provide most valuable data to manufacturers which is passed on to the motoring public by way of improvements in subsequent models.

The main points of the regulations governing the race are dealt with on pages 39 to 43, and all those interested in the race are strongly recommended to study these with care.

THE HANDICAP.

The Tourist Trophy Race is open to every size of car available to the public, and the speeds of the various cars range from about 85 m.p.h. to probably 120 m.p.h. In order to give every type of car an equal chance of winning it is therefore necessary to have a handicap. If there were no handicap the slower cars would have no chance, and the race would be confined exclusively to a few very fast entries.

The handicap this year has been framed on similar lines to that used last year. There is, however, one important difference. Hitherto no allowance has been made in the Tourist Trophy Race as between super-

charged and unsupercharged cars. This year cars fitted with a supercharger are giving a certain amount of start to "unblown" cars in the same class. The handicap is by distance and time combined. The scratch car—Mr. Davis' Mercedes, has to cover thirty laps—a total distance of about 410 miles. The Bugattis and Invictas in Class C, also have to cover thirty laps, but the unsupercharged Invictas receive four minutes start from the Mercedes and the supercharged "Bugs" two minutes. In Class D all the supercharged Alfa Romeos, Maseratis and Arrol Asters start level with the Invictas, i.e., they have to cover thirty laps, but receive four minutes start. The unsupercharged Talbots cover the same distance, but receive ten minutes start.

There are no entries in Class E. In Class F the Lea-Francis is supercharged, but being smaller than any of those mentioned,



By courtesy of] PAUL (ALVIS) OVERTAKING ["The Motor"
BARNES (AUSTIN) IN NEWTOWNARDS.

only has to cover twenty-nine laps, and receives 9 min. 18 secs. start. The unsupercharged Aston Martins and Frazer Nash's, however, have only to complete twenty-eight laps, and have a time start of 8 min. 48 secs. In Class G the supercharged 1,100 c.c. Maserati is on the same mark as the Aston Martins, but the Rileys in this class, not being "blown," are set to do only twenty-seven laps, with a five minutes start.

The remaining class is H, with eighteen entries. The supercharged Austins and M.G.'s have twenty-six laps to cover and eight minutes start, whilst those that are unsupercharged must complete twenty-five laps, and have no time allowance.

The following is the handicap on which the race is based, with the speeds each car is expected to attain.

HANDICAP.

Lap	Class H	Class Hs/c	Class G	Classes G s/c, F	Classes F s/c, E	Classes Es/c, D	Classes C, D s/c	Classes Cs/c, A & B	Classes A & B s/c
	Car Numbers 50	Car Numbers 35 to 49 51-52	Car Numbers 29, 30, 31 32, 33	Car Numbers 22, 23, 24 25, 26, 27 34	Car Numbers 28	Car Numbers 12, 14, 15 16	Car Numbers 5, 6, 7, 8, 9, 10, 11, 17, 18, 19, 20, 21	Car Numbers 2, 3, 4	Car Numbers 1
	M.G.	Austin M.G.	Riley	Maserati Aston Martin Frazer Nash	Lea Francis	Talbots	Alfa Romeo Arrol Aster Maserati	Bugatti	Mercedes
	25 laps to run h. m. s.	26 laps to run h. m. s.	27 laps to run h. m. s.	28 laps to run h. m. s.	29 laps to run h. m. s.	30 laps to run h. m. s.	30 laps to run h. m. s.	30 laps to run h. m. s.	30 laps to run h. m. s.
	Five credit laps	Four credit laps +8mins. at start	Three credit laps +5mins. at start	Two credit laps +8mins. 48secs. at start	One credit lap +9mins. 18secs. at start	+ 10mins. at start	+ 4mins. at start	+ 2mins. at start	Scratch
1	—	—	—	—	—	11 20	11 8	11 4	11 0
2	—	—	—	—	11 42	22 40	22 16	22 8	22 0
3	—	—	—	12 6	23 24	34 0	33 24	33 12	33 0
4	—	—	12 24	24 12	35 6	45 20	44 32	44 16	44 0
5	—	13 0	24 48	36 18	46 48	56 40	55 40	55 20	55 0
6	13 12	26 0	37 12	48 24	58 30	1 8 0	1 6 48	1 6 24	1 6 0
7	26 24	39 0	49 36	1 0 30	1 10 12	1 19 20	1 17 56	1 17 28	17 0
8	39 36	52 0	1 2 0	1 12 36	1 21 54	1 30 40	1 29 4	1 28 32	28 0
9	52 48	1 5 0	1 14 24	1 24 42	1 33 36	1 42 0	1 40 12	1 39 36	39 0
10	1 6 0	1 18 0	1 26 48	1 36 48	1 45 18	1 53 20	1 51 20	1 50 40	50 0
11	1 19 12	1 31 0	1 39 12	1 48 54	1 57 0	2 4 40	2 2 28	2 1 44	2 1 0
12	1 32 24	1 44 0	1 51 36	2 1 0	2 8 42	2 16 0	2 13 36	2 12 48	2 12 0
13	1 45 36	1 57 0	2 4 0	2 13 6	2 20 24	2 27 20	2 24 44	2 23 52	2 23 0
14	1 58 48	2 10 0	2 16 24	2 25 12	2 32 6	2 38 40	2 35 52	2 34 56	2 34 0
15	2 12 0	2 23 0	2 28 48	2 37 18	2 43 48	2 50 0	2 47 0	2 46 0	2 45 0
16	2 25 12	2 36 0	2 41 12	2 49 24	2 55 30	3 1 20	2 58 8	2 57 4	2 56 0
17	2 38 24	2 49 0	2 53 36	3 1 30	3 7 12	3 12 40	3 9 16	3 8 8	3 7 0
18	2 51 36	3 2 0	3 6 0	3 13 36	3 18 54	3 24 0	3 20 24	3 19 12	3 18 0
19	3 4 48	3 15 0	3 18 25	3 25 42	3 30 36	3 35 20	3 31 32	3 30 16	3 29 0
20	3 18 0	3 28 0	3 30 50	3 37 48	3 42 18	3 46 40	3 42 40	3 41 20	3 40 0
21	3 31 12	3 41 0	3 43 15	3 49 54	3 54 0	3 58 0	3 53 48	3 52 24	3 51 0
22	3 44 24	3 54 0	3 55 40	4 2 0	4 5 42	4 9 20	4 4 56	4 3 28	4 2 0
23	3 57 36	4 7 0	4 8 5	4 14 6	4 17 24	4 20 40	4 16 4	4 14 32	4 13 0
24	4 10 48	4 20 0	4 20 30	4 26 12	4 29 6	4 32 0	4 27 12	4 25 36	4 24 0
25	4 24 0	4 33 0	4 32 55	4 38 18	4 40 48	4 43 20	4 38 20	4 36 40	4 35 0
26	4 37 12	4 46 0	4 45 21	4 50 24	4 52 30	5 54 40	4 49 28	4 47 44	4 46 0
27	4 50 24	4 59 0	4 57 45	5 2 30	5 4 12	5 6 0	5 0 36	4 58 48	4 57 0
28	5 3 36	5 12 0	5 10 10	5 14 36	5 15 54	5 17 20	5 11 44	5 9 52	5 8 0
29	5 16 48	5 25 0	5 22 35	5 26 42	5 27 36	5 28 40	5 22 52	5 20 56	5 19 0
30	5 30 0	5 38 0	5 35 0	5 38 48	5 39 18	5 40 0	5 34 0	5 32 0	5 30 0
Less Time at Start	0 0	8 0	5 0	8 48	9 18	10 0	4 0	2 0	0 0
Speed M.P.H.	61.82	63.05	66.06	67.74	70.05	72.32	73.62	74.06	74.51



By courtesy of] THE START. ["The Motor"

THE START.

It will be seen from the foregoing that not only are certain cars required to cover a smaller distance than others, but they also receive a time allowance varying according to size. This time allowance is really equivalent to a portion of a lap. Thus instead of giving the cars in a class a lap-and-a-half start, which would be very difficult, they are given one lap and say six minutes start. A glance at the handicap table shows that these time allowances vary from nought to ten minutes. The cars receiving ten minutes

will, therefore, be started first, with the others following according to the time allowance they receive, until we arrive at the two extremes of the entry, the supercharged Mercedes and the unsupercharged M.G., which, as neither receive any time allowance, start together. The starting order is given on page 9, and it certainly appears to be a higgeldy-piggeldy mess, with cars of all sizes mixed up regardless of their capabilities. Actually the start is merely a method of getting the cars away so as to comply with the handicap, and once all are started, they may all be reckoned to be running together on their first lap.

SCORE BOARDS.

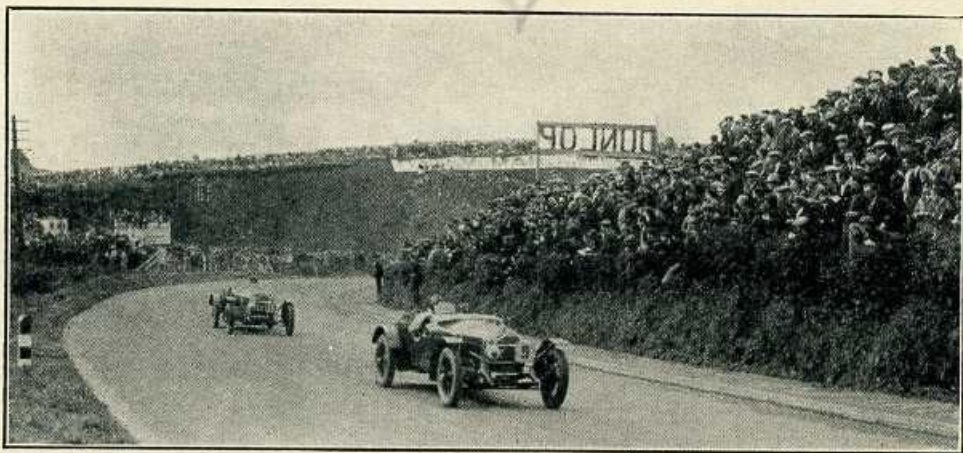
There are really three score boards facing the Grand Stand. The first is a lap scoring board consisting of a series of numbers. The number of each car is shown prominently and beneath each number is a tear-off pad. Each pad is controlled by a Boy Scout. As each car passes the score board, the Scout looking after that car tears off a number, showing at once how many laps that particular car has completed. As the smaller cars have to cover fewer laps than the larger ones, as soon as they start the Boy Scouts tear off the slips for these "credit" laps. The car first to show thirty laps completed is the winner of the race. "N.S." means "Non-starter," "R" means "Retired," and as soon as a car finishes the letter "F" will be shown beneath its number.

The second board is in the centre of the large Score Board, and is known as the Leader Board. It is the most important of all. It shows four numbers which may be altered at frequent intervals. The clock above shows the time that each alteration is made. A reference to the handicap on page 32 shows the speed at which each car is handicapped. The Leader Board shows the four cars in order of merit that are making the best performance compared with this Schedule. Therefore, this board shows the four cars that are the real leaders in the race, and which, barring accidents, may be expected to occupy the first four places at the finish. With an event of the character of the Tourist Trophy Race, and with such an entry as has been received this year, the leaders are almost certain to be changing frequently, and by following the numbers on this board, the changing fortunes of the race will be revealed. A duplicate of this board will be placed beneath the Grand Stand facing the Pits for the information of spectators in the Enclosure.

The large Score Board will show the time taken by each car to cover five, ten, fifteen, twenty, twenty-five and thirty laps. A comparison with the times given on this board and the handicap table on page 32 will show the relative position of every car in the race, including of course the leaders and class leaders. At the conclusion of the race, the finishing time of every car, with its average speed for the whole distance, its position in the race itself, and its position in its own class, will also be given on this board.

HOW TO FOLLOW THE RACE.

Watch the Leader Board. This will tell you who is leading on handicap at any particular time. Towards the end of the race as the bigger cars pick up on the smaller cars and wipe out the start they have given them, so the tear-offs will show who is actually leading. The first car to show "25" on his lap scoring sheet is leading with only five laps to run. The next showing "25" is second, and so on. As the race



By courtesy of] CAMPARI AND NUVOLARI AFTER QUARRY CORNER. ["The Autocar"]

nears its finish, the tear-off sheets show its exact position. As the winner crosses the line a black and white chequered flag is waved.

THE COURSE.

A reference to the map on pages 24 and 25 will give an idea of the organisation of the race so far as the course is concerned. In the first place there are six Zone Stations, each controlling a section of the course. At each of these there is a telephone, two marshals, a flag marshal, telephonist, a fully equipped aid post in charge of a qualified medical officer, fire post, and police detachment with despatch rider. The object of these stations is to deal with any emergencies that may



NUVOLARI, THE WINNER, CROSSING THE LINE.

By courtesy of "The Autocar"

arise in their particular zones, to advise the Clerk of the Course of any untoward happenings and carry out his instructions, and to supply any local news concerning the race to the Grand Stand for transmission through the loud speakers.

In addition to the flag marshals at the Zone Stations, there are fifty-three other flag points on the course, with marshals at each. The duty of these marshals is to signal to approaching cars when anything occurs demanding caution, and also to warn drivers when a following car desires to overtake.

There are in all twenty medical aid posts round the course, staffed by qualified doctors and first aid assistants, and equipped with stretchers, etc. Motor ambulances are stationed at strategic points. There are also a number of doctors, nurses and first aid men stationed round the

Just to remind you



the limited "third-party" insurance required by law is hardly the cover you would wish to hold in the event of a mishap involving extensive damage to your car . . .

and

that the C.I.S. comprehensive policies provide every necessary item of cover at rates which place adequate insurance protection within the means of all motorists.

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ASSETS EXCEED £12,250,000.

course to deal with any accidents occurring out of sight of an aid post.

It is estimated that this year there will be approximately one hundred police to every mile of the course, in addition to the large force which is required on the various approaches to the course for the proper regulation of traffic. The police are responsible for keeping the course clear and for the general handling of the crowds everywhere.

The fire posts have already been referred to. They are under the control of ex-firemen, and are equipped with the latest type of Pyrene fire fighting appliances.

There are eight sets of warning boards, to warn drivers when they are approaching a dangerous part of the course, whilst such turns as that into the Square at Newtownards and at the Station corner at Comber are marked by huge red arrows.



By courtesy of SIR MALCOLM CAMPBELL CORNERING. "The Motor"

Rover and Boy Scouts are responsible for the Lap Scoring Board, for fire fighting work at the fire posts, carrying messages and generally assisting in the detailed work of organisation.

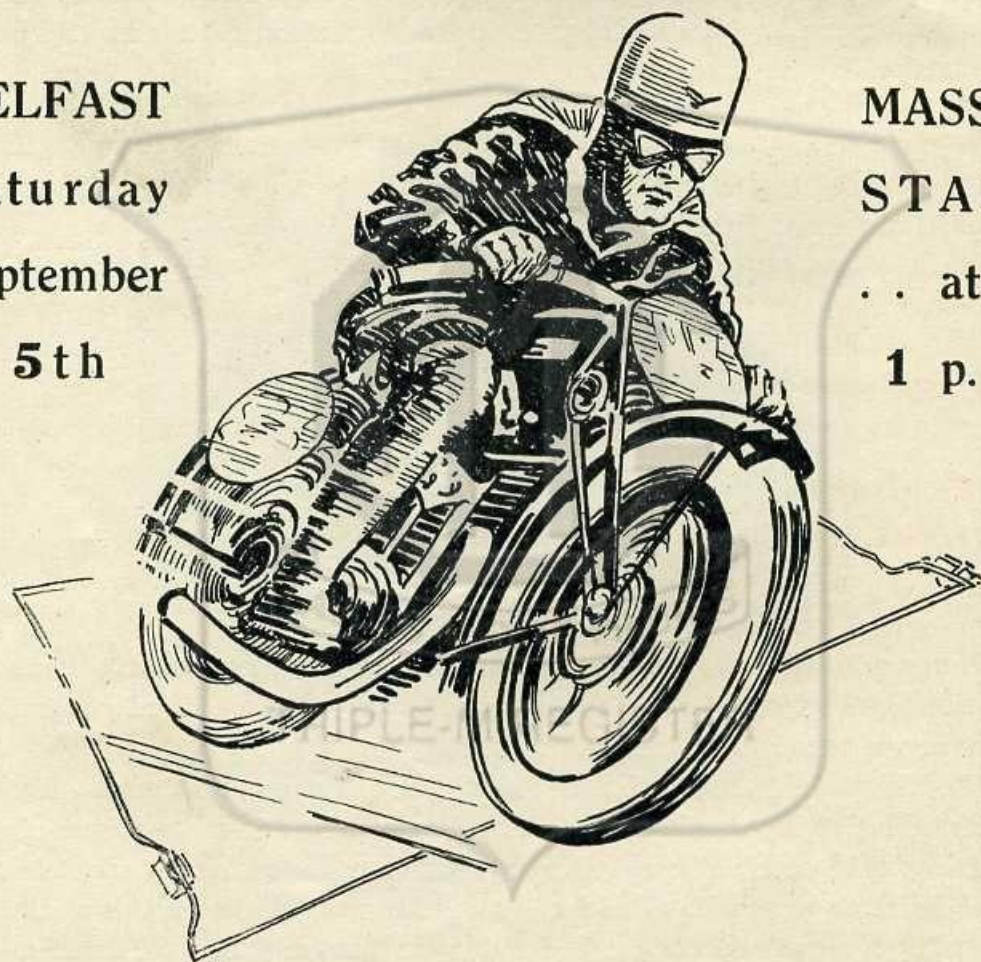
The above brief description of the staffing of the course gives only a general idea of the number of workers required in the successful running of a big road race and in dealing with the vast number of spectators who desire to watch it. Practically speaking the whole of this work is voluntary. Doctors, nurses, first aid men, marshals, Scouts, firemen—all are sacrificing their time and giving their knowledge and experience with the sole object of making the race a success in every detail. Each department requires in advance weeks of careful organisation, and all this work and thought is also carried out without any other hope of reward than to see that no hitch of any sort occurs on the day of the race, and that the safety of both drivers and spectators is ensured so far as may be possible. Without the co-operation and assistance of the honorary officials and of the police it would be impossible to run such an event as the Tourist Trophy Race, and the R.A.C. takes this opportunity of tendering to everybody concerned its wholehearted thanks for their most valuable aid.

The World's Fastest Motor Cycle Road Race
The Race of a Thousand Thrills



INTERNATIONAL
Ulster Grand Prix

BELFAST
Saturday
September
5th



MASSED
START
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1 p.m.

GRAND STAND SEATS, 7/6
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Catering and Refreshments
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PROGRAMMES
available 31st August

All particulars from W. SIMMS, 2 India Street, Belfast
Hon. Race Secretary, **Ulster Motor Cycle Club, Ltd.**

FACTS ABOUT THE RACE.

PRIZES.

THE entrant of the winning car in the Tourist Trophy Race will be the holder of the R.A.C. International Tourist Trophy, and will receive the sum of £500, the entrant of the second car £400, of the third £300, of the fourth £200, and of the fifth £100. The whole of this prize money has been generously provided by Lord Wakefield of Hythe, C.B.E. The entrant of the winning car in each class will receive a special award providing there are at least three starters, and the entrant of the most successful team of three cars of the same make and class will receive a team prize presented by the Society of Motor Manufacturers and Traders, Ltd.

CARS ELIGIBLE.

The race is open to any four-wheeled car not having what is commonly called a racing chassis, providing it was fully described in a catalogue before the date of entry.

Sufficient quantities of the model entered must have been constructed before 1st July, 1931, to satisfy the R.A.C. that it is a bona-fide commercial model.

The car must be normally constructed, catalogued and offered for sale with an electric starter, lighting set, lamps, wings, screen and hood.

ALTERATIONS.

The following external alterations or additions are permitted :—

Any type or size of wheel or tyre.

Any type of sparking plug.

Supplementary oil tanks.

Larger fuel tanks.

Stone guards.

Size and make of carburettor may be varied.

Fuel, oil and water fillers of any type or size.

Any type of shock absorber.

Spring spoked wheels.

The silencer must be fitted with an expansion chamber ; the exhaust pipe shall extend beyond the rear axle, and must not allow the exhaust gases to impinge on the road.

Any type of recording instruments.

Bonnets must be secured by a strap.

The brake adjusting mechanism may be varied.

BODIES.

Cars in the 750 c.c., 1,100 c.c., and 1,500 c.c. classes respectively need only have two-seater bodies. Cars in all other classes must have four-seater bodies. All bodies have to comply with the measurements laid down in the International Regulations.

No ballast is carried by any car.
Closed cars are not eligible for the race.
Hoods do not have to be erected.

LENGTH OF RACE.

The race is run as a handicap. The scratch cars have to cover 30 laps of the course, which measures $13 \frac{2}{3}$ miles—a total distance of, approximately, 410 miles. Smaller cars do not have to cover so many laps, and are given a certain number of minutes start. (See description of handicap on page 30).

DRIVERS AND MECHANICS.

Each car is allowed one driver and one spare driver. No driver is allowed to drive more than one car during the race. Each car must carry a mechanic in addition to the driver. Both must be male persons over 18 years of age.

All drivers and spare drivers must produce a doctor's certificate that they are physically fit to drive.

The R.A.C. may require a driver to produce evidence that he is sufficiently experienced to compete in the race.

FUEL.

Only ordinary commercial fuel is permitted.

PRACTISING.

Practising takes place on Wednesday and Thursday, 19th and 20th August, between the hours of 10 a.m and 12 noon. Every driver and spare driver must cover a minimum of three laps of the course during practising. Minimum speeds are laid down for each class.

OUTSIDE ASSISTANCE.

Any outside assistance save from officials may render a car liable to disqualification.

SIGNAL FLAGS.

The following signal flags will be employed :—

Pale blue flag held stationary and horizontally—keep to the left.

Dark blue flag waved—proceed with caution.

Red flag over competitor's number—competitor must stop immediately, and must not proceed until instructed to do so by an official.

Chequered flag over competitor's number—competitor has completed the course.

Yellow flag—stop instantly.

Red, blue, yellow, or black and white chequered flags must not be used by team personnel for signalling to cars.

REPAIRS AND REPLENISHMENTS.

No article may be handed by a pit attendant to a driver or mechanic. Tools, spares, petrol and oil must be taken from the pit counter and replaced when finished. Only the driver and mechanic are allowed to work on a car. Engines must be stopped whenever the car is at the pits. Spare petrol and oil may not be carried on a car. It may be fetched from the pits by the driver or mechanic and carried to any part of the course and there put into a car's tank.

A driver or mechanic going from a car which has stopped on the course to the pits for spares, must follow the course and must proceed on foot.

Smoking is not permitted in the pits.

ASSEMBLY BEFORE THE RACE.

Cars, with drivers and mechanics, will assemble at their pits on the morning of the race at 9 o'clock. Half-an-hour before the start the cars will be lined up in their starting order in accordance with the handicap. A quarter-of-an-hour before the start engines must be stopped.

THE START.

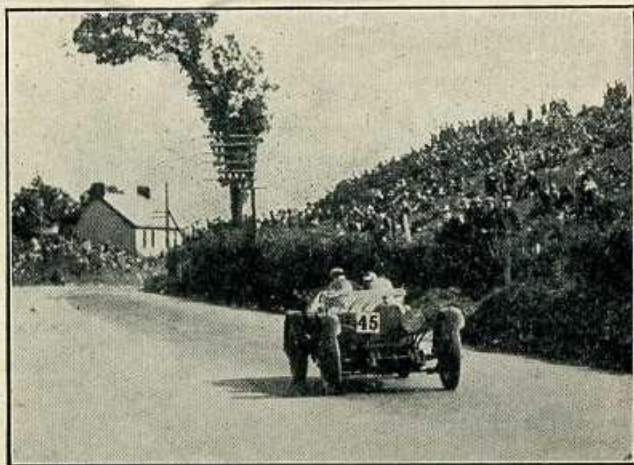
Drivers and mechanics will be seated in their cars with engines stopped. Each class will be started separately by the dropping of a flag, when the engine will be started with the electric starter, and the car will move off. (For starting order see description of start on page 33). The first cars will be started at 11-0 a.m.

OVERTAKING.

When a driver wishes to pass another car, his mechanic will hold his hand in the air. The mechanic of the leading car will acknowledge the signal and will warn his driver that a car intends to overtake. A driver must always be prepared to allow another car to pass. A mechanic's chief duty is to look out for overtaking cars.

CORNERS.

To prevent overtaking at dangerous bends, thereby endangering other competitors, white lines have been painted across the road immediately before and after the corners at Newtownards Town Hall, Comber Butcher's shop, and Dundonald Hairpin. No passing is permitted within these lines.



BETWEEN COMBER AND DUNDONALD.

FINISH.

After each driver has finished the course he must make another circuit of the course, and then bring his car to the reserved enclosure at the pits. Thirty minutes after the winner has completed the course, a yellow flag will be displayed, after which no car may commence a fresh lap. Fifteen minutes after the yellow flag has been displayed, the race will be declared finished, and all cars stopped irrespective of their position on the course.

COURSE.

One lap of the course measures 13 $\frac{2}{3}$ miles. The scratch cars cover thirty laps, a total distance of 410 miles.

INSPECTION.

All cars will be examined and measured by the R.A.C. at Messrs. H. M. S. Catherwood, Ltd., Garage, Donegall Road, Belfast, on Wednesday, Thursday and Friday, 19th, 20th and 21st August. Competitors will be notified as to the times for reporting.

Cars will not be weighed this year.

PRACTISING.

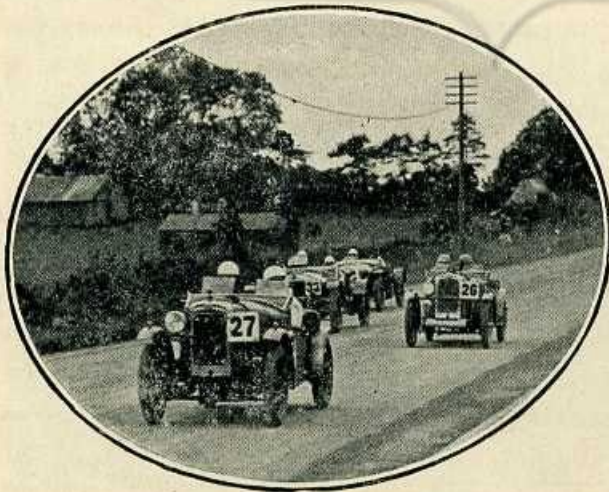
Practising takes place on Wednesday and Thursday, 19th and 20th August, between 10 a.m. and 12 noon.

TIME OF START.

The Race will commence at 11 a.m., and is expected to last about six hours.

TRAFFIC REGULATIONS.

Copies of the traffic regulations, showing times of closing and opening the roads, one-way routes, closed roads, roads to the R.A.C. Stand and Enclosure, and the principal car parks round the course, are obtainable free of charge on application to the Police Information Bureau, 1 Castle Place, Belfast, or to the R.A.C. Ulster Office, 49 Chichester Street, Belfast.



WELL BUNCHED.

By courtesy of "The Motor."

The course will be closed to all vehicular traffic at 9-15 a.m. on the morning of the race, and at 10 a.m. to pedestrians.

PRIZE GIVING.

The prizes will be presented by His Excellency the Governor, at the Government Banquet, on Saturday evening following the race.

GENERAL.

Seatholders on the R.A.C. Stand and holders of R.A.C. Enclosure tickets will be entitled to use the R.A.C. Enclosure at Quarry Corner.

The R.A.C. has arranged for telegraph and telephone facilities in the Enclosure at the rear of the Stand, and also behind the Score Board in the R.A.C. Enclosure.

The bridge adjoining the pits is for the convenience of seatholders in the Stand, and may only be used by those possessing Stand seats.

To follow the progress of the race in detail, read the article on page 34.

Spectators away from the R.A.C. Stand should use the Score Card on pages 10 and 11. A few hints on how to keep it are given on page 13.

Compare the times of cars. If Chiron on the Bugatti is lapping in 11 mins. 4 secs., then the Alfa Romeos must clock 11 mins. 8 secs., the Talbots 11 mins. 20 secs., the Rileys 12 mins. 24 secs., and the super-charged M.G.'s and Austins 13 mins.

By comparing times in this way it is possible to see who is likely to win. The full handicap table is given on page 32.

This is the fourth Tourist Trophy Race to be run in Ulster. The first was won by an Englishman on an English car, the second by a German on a German car, the third by an Italian on an Italian car. What of the fourth?

The Tourist Trophy and the various cups and trophies offered as awards in the race, are displayed in Messrs. Robinson & Cleaver's windows.

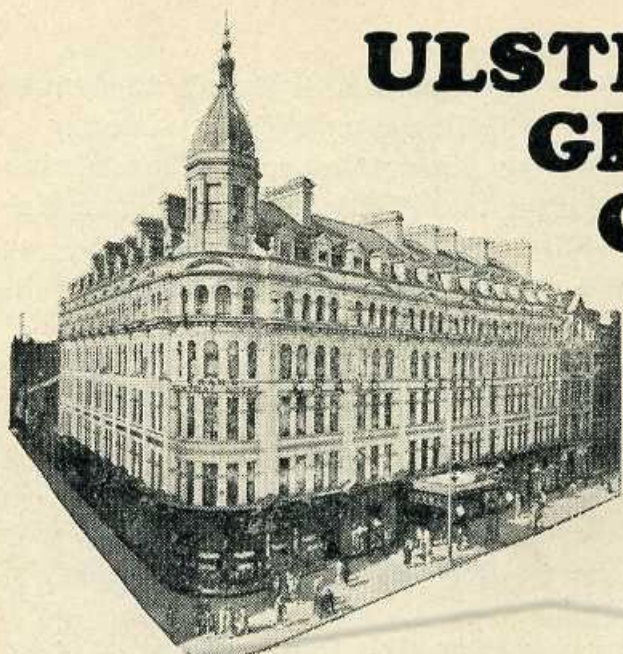
Eighteen telephones are used in controlling the race. They communicate with all important points on the course, and are all linked direct with the Control Room in the office of the Clerk of the Course.

Spectators are warned that to assist a competitor in any way whatsoever, either by rendering mechanical aid or by pushing or lifting the car may render him liable to immediate disqualification. Spectators are requested to refrain even from approaching a competitor in trouble, unless their assistance is specifically asked for, or the competitor is unable to help himself.

SPECTATORS, for their own safety, and for the convenience of competitors, are urged to keep behind hedges and banks, and not to congregate on the outside curve of any corners or bends.

REFRESHMENTS.

The Ulster Menu Company, Ltd., will be responsible for all catering arrangements during the race and on the practice days. Luncheon and tea tents, buffet and cocktail bars will be available in the Grand Stand Enclosure, and also in the R.A.C. Enclosure behind the pits. Adequate provision has been made to meet all demands. Luncheon will be served from 11 a.m. to 5 p.m. on the day of the race. Teas will be served continuously throughout the day, commencing at 9 a.m. Cocktail and other bars will be open from 10 a.m. onwards. No tickets will be sold in advance.



ULSTER'S GRAND CENTRAL

Bedroom, single, from 7/6
,, double, ,, 14/-

RESTAURANT :

Breakfast - - from 2/-
Table d'Hote Luncheon, 3/-
Table d'Hote Dinner, - 5/-
Table d'Hote Tea, - - 3/-

GRILL ROOM

Open till 11-45 p.m.

The Hotel is referred to proudly as Ulster's own. A modern Hotel that takes extreme pains to make every guest comfortable. 200 bedrooms fitted with telephone, bedside switch, and H. and C. water. Beautiful rooms and lounges with splendid orchestral music.

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R.I.A.C., R.A.C.
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Name.	Race No.	Pit No.
MERCEDES BENZ	No. 1	1
BUGATTI	No. 2	2
BUGATTI	No. 3	3
BUGATTI	No. 4	4
CONTROL.		5
INVICTA	No. 5	6
INVICTA	No. 6	7
K.L.G.		8
ALFA ROMEO	No. 7	9
ALFA ROMEO	No. 8	10
ALFA ROMEO	No. 9	11
ALFA ROMEO	No. 10	12
ALFA ROMEO	No. 11	13
CONTROL.		14
TALBOT	No. 12	15
TALBOT	No. 14	16
TALBOT	No. 15	17
TALBOT	No. 16	18
B.P.		19
MASERATI	No. 17	20
MASERATI	No. 18	21
CASTROL.		22
ARROL ASTER	No. 19	23
ARROL ASTER	No. 20	24
ARROL ASTER	No. 21	25
CONTROL.		26
FRAZER NASH	No. 22	27
FRAZER NASH	No. 23	28
FRAZER NASH	No. 24	29
PRATT'S.		30
ASTON MARTIN	No. 25	31
ASTON MARTIN	No. 26	32
ASTON MARTIN	No. 27	33
CHIEF CONTROL (Phone).		34
LRA FRANCIS	No. 28	35
MOTOR.		36
RILEY	No. 29	37
RILEY	No. 30	38
RILEY	No. 31	39
RILEY	No. 32	40
DUNLOP.		41
CONTROL.		42
RILEY	No. 33	43
MASERATI	No. 34	44
PYRENE.		45
AUSTIN	No. 35	46
AUSTIN	No. 36	47
AUSTIN	No. 37	48
AUTOCAR.		49
AUSTIN	No. 38	50
AUSTIN	No. 39	51
M.G. MIDGET	No. 40	52
CONTROL.		53
VACUUM.		54
M.G. MIDGET	No. 41	55
M.G. MIDGET	No. 42	56
M.G. MIDGET	No. 43	57
SHELL.		58
M.G. MIDGET	No. 44	59
M.G. MIDGET	No. 45	60
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TO NEWTOWNARDS.



COURSE.

TO DUNDONALD.

R. A. C. GRAND STAND.

PIT PLAN.



THE TOURIST TROPHY.

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There is in every town of any size throughout Great Britain and Northern Ireland an R.A.C. breakdown car ready to convey him to his home or destination (within reasonable limits) without any charge whatsoever should he be stranded through breakdown or accident. One of the most completely equipped Touring Departments in the world, with branches in most of the important towns at home and on the Continent, is available at all times for planning routes or tours, and to provide touring information and advice about every country from Great Britain to China.

He has at his disposal a qualified solicitor to defend him free in the courts and to befriend him when he is beset by some legal trouble in connection with his motoring. Over 400 roadside telephones are at his service day and night. Provincial offices and Port offices are at his command when travelling. Engineers offer to him expert advice on any matters affecting the purchase or running of a car or motor cycle. He is reminded when his licence expires, assisted to find lost luggage, his interests are guarded in Parliament, the roads he drives on made safer, and so on with many other services too numerous to set forth here.

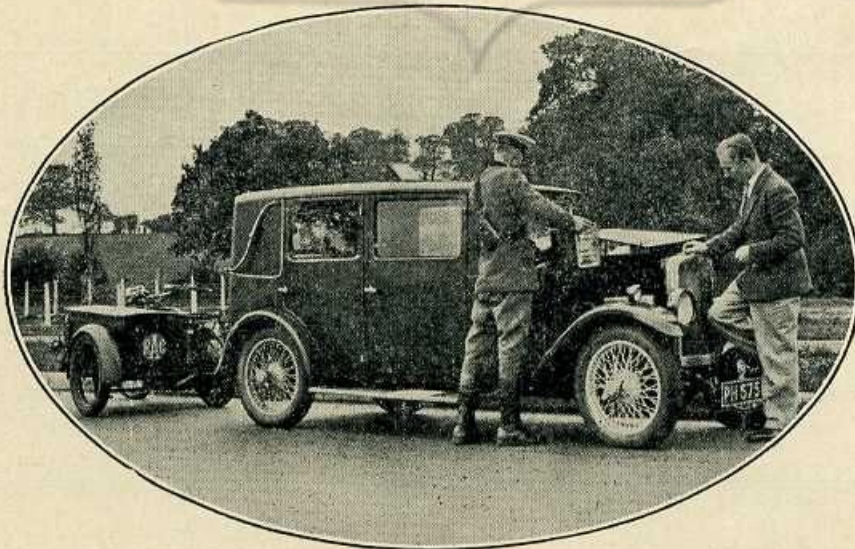
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RESULTS.

Finishing Order	CAR No.	DRIVER	CAR	TIME			SPEED M.P.H
				H.	M.	S.	
1st							
2nd							
3rd							
4th							
5th							
6th							
7th							
8th							
9th							
10th							
11th							
12th							
Class Winners							
C							
D							
F							
G							
H							
Team Award							
Fastest Lap							

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