

Official Programme - - One Shilling

R.A.C.
INTERNATIONAL
**Tourist Trophy
Race**

ARDS CIRCUIT, BELFAST
20th August, 1932.



The Motor
The National Motor Journal

**FIRST and BEST
REPORT**

Tuesday, 23rd. August.. 4^d



ROAD SERVICE



R.A.C. Road Service includes the unique "Get you Home" Service. Touring, Legal and Technical Information or advice. Roadside Telephones, Road Guides and many other advantages of inestimable benefit to the private motorist.

ANNUAL SUBSCRIPTION FOR ASSOCIATE MEMBERSHIP: £2 - 2 - 0
(£1 - 1 - 0 for Cars not exceeding 10 h.p. R.A.C. Rating—£10 Annual Tax)

NO ENTRANCE FEE

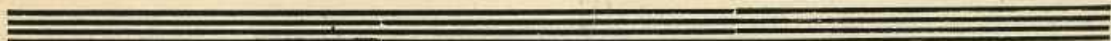
Illustrated booklet containing full particulars of Associate Membership post free on Application to the Secretary—

Royal Automobile Club

Head Office—PAUL MALL, LONDON, S.W.1.

ULSTER BRANCH—

49 Chichester St. Belfast



PROGRAMME

of the

Royal Automobile Club

INTERNATIONAL

TOURIST TROPHY RACE,

ARDS CIRCUIT, BELFAST,

Saturday, 20th August, 1932.

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

—○—

CONTENTS:

	PAGE
OFFICIALS OF THE MEETING	2
LIST OF ENTRIES	4
STARTING ORDER	7
SPEED TABLE	8
AWARDS	9
PREVIOUS RACES—RESULTS AND RECORDS	11
MAP OF THE COURSE	15
SCORE CARD	16
HOW TO USE SCORE CARD	19
THE RACE IN BRIEF	21
HANDICAP	30
PTT PLAN	31
RESULTS SHEET	32

Copyright

All literary matter in this Programme, including the List of Competitors, is Copyright, and any person found making illegal use thereof will be prosecuted.

ROYAL AUTOMOBILE CLUB.

INTERNATIONAL

Tourist Trophy Race, 1932.

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

OFFICIALS:

STEWARDS OF THE MEETING:

THE HON. SIR ARTHUR STANLEY, G.B.E., C.B.
THE RT. HON. J. MILNE BARBOUR, P.C., D.L., M.A., M.P.
LT.-COL. T. B. BROWNE, O.B.E.
M. G. W. BURTON, Esq.
SIR ALGERNON GUINNESS, BT.
K. LEE GUINNESS, Esq.
COL. F. LINDSAY LLOYD, C.M.G., C.B.E.
F. H. ROGERS, Esq.

CHIEF DEPOT MARSHAL:

L. A. BADDELEY, Esq.

DEPOT MARSHALS:

MAJOR F. H. BALE. L. F. DYER, Esq.
W. BAIRD, Esq. M. HUDLASS, Esq.
THE EARL OF BRECKNOCK. HUGH P. McCONNELL, Esq.
CAPT. C. L. CLAYTON. G. A. SAVAGE, Esq.

CONTROL STATIONS.

ZONE.	ZONE MARSHAL.	ASST. ZONE MARSHAL.
BRADSHAW'S BRAE	W. J. McCracken, Esq.	E. STEWART, Esq.
NEWTOWNARDS	W. J. WHITE, Esq.	T. BRANAGH, Esq.
MOATE	S. Q. OSBORNE, Esq.	W. D. BREATHWAIT, Esq.
COMBER	F. DUFFIN, Esq.	J. RICHARDSON, Esq.
BALLYSTOCKART	C. DUFFIN, Esq.	J. H. DUBOIS, Esq.
DUNDONALD	T. STEWART, Esq.	C. W. KIRKWOOD, Esq.

ROAD CONTROL OFFICER:

K. LEE GUINNESS, Esq.

LIASON OFFICER:

BRIG. R. M. LUCKOCK, C.M.G., D.S.O.

CHIEF STAND STEWARD:

SIR FREDERICK CLEAVER.

ASST. STAND STEWARDS:

R. CONDELL, Esq. J. S. GARRETT, Esq. W. F. HUNTER, Esq.
R. CRAIGAN, Esq. A. M. HAMILTON, Esq. W. JOHNSTON, Esq.
VICTOR FERGUSON, Esq. J. H. HAMILTON, Esq. R. S. H. NOBLE, Esq.

CHIEF ENCLOSURE MARSHAL:

H. D. MORGAN, Esq.

ASST. CHIEF ENCLOSURE MARSHAL :

CAPT. W. J. THOMPSON.

ASST. ENCLOSURE MARSHALS :

D. McFERRAN, Esq. M. J. MCCOULL. J. M. REID, Esq.
E. A. SWINSON, Esq.

CLERKS OF THE SCORING BOARD :

E. J. ANDERSON, Esq. W. LAMONT, Esq. J. W. SHAW, Esq.
W. R. BOYD, Esq. H. H. PALMER, Esq. H. V. TAGGART, Esq.
J. C. CONWAY, Esq. T. H. PULLIN, Esq., J.P. R. WHITE, Esq.
H. J. JOHNSTON, Esq. H. H. PULLIN, Esq. G. A. WARING, Esq.

CHIEF TIMEKEEPER :

A. V. EBBLEWHITE, Esq.

TIMEKEEPERS :

A. L. EBBLEWHITE, Esq. H. N. ELLIS, Esq. A. G. REYNOLDS, Esq.
R. H. WRIGHT, Esq.

TIME AUDITORS :

J. D. FERGUSON, Esq. H. OLVER, Esq., A.C.A.
W. GUNNING, Esq. L. V. RUSSELL, Esq.
T. F. HALL, Esq. J. C. SMITH, Esq.
W. E. McPHILLIMY, Esq. W. McD. TAYLOR, Esq.
G. H. MAXWELL, Esq. E. TOWNSLEY, Esq.
T. WALKER-JACKSON, Esq.

SCRUTINEERS :

HUGH P. McCONNELL, Esq. M. HUDLASS, Esq.

PRESS STEWARDS :

CAPTAIN A. W. PHILLIPS, M.C. W. W. M'LEOD, Esq.
H. R. HARVEYSON, Esq. S. M. McC. M'LEOD, Esq.
D. J. R. COLES, Esq., M.C.

CHIEF FLAG MARSHAL : W. J. CHAMBERS, Esq.

ASST. CHIEF FLAG MARSHAL : W. SIMMS, Esq.

PUBLIC ANNOUNCER : CAPT. R. L. HENDERSON.

CONTROL OFFICE—OFFICER IN CHARGE :

MAJOR G. DIXON-SPAIN, O.B.E., M.C.

ASSISTANTS :

D. BOYD, Esq. R. B. MOORE, Esq. D. OLVER, Esq. R. M. PEDDIE, Esq.

TRANSPORT OFFICERS :

J. McMURRAY, Esq. CAPT. A. C. TAGGART. J. McWHIRK, Esq.

ARCHITECT IN CHARGE : R. TAGGART, Esq.

CHIEF MEDICAL OFFICER : IAN FRASER, Esq., F.R.C.S.

CLERK OF COURSE AND SECRETARY OF MEETING :

COMMANDER F. P. ARMSTRONG, O.B.E., R.N.V.R.

ASST. CLERK OF THE COURSE : CAPT. A. W. PHILLIPS, M.C.

STAFF : A. BENGE, Esq., A. CLARKE, Esq., H. W. SHALDERS, Esq.

ROVER SCOUTS FROM THE ULSTER ASSOCIATION OF ROVER SCOUTS :

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

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

(For Order of Starting, see page 7).

No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality of Car.
CLASS 4. (Over 2,000 c.c. and up to 3,000 c.c.)								
1	Alfa Romeo (S)	Soc. An. Alfa Romeo	The Earl Howe	—	65x88	8	2336	Italian
2	Alfa Romeo (S)	The Earl Howe	Sir Henry Birkin, Bt.	—	65x88	8	2336	Italian
3	Alfa Romeo (S)	Sir Henry Birkin, Bt.	Hon. B. E. Lewis	—	65x88	8	2336	Italian
4	Talbot	A. W. Fox	J. S. Hindmarsh	—	75x112	6	2970	British
5	Talbot	A. W. Fox	T. E. Rose-Richards	—	75x112	6	2970	British
6	Talbot	A. W. Fox	W. Esplen	W. Y. Craig	75x112	6	2970	British
7	Talbot	W. Esplen	W. Esplen	W. Y. Craig	69x100	6	2276	British
CLASS 6. (Over 1,100 c.c. and up to 1,500 c.c.)								
8	Alvis (S)	E. Coleman	"V. Karachi"	T. Dowling	55x78.5	8	1492	British
9	Frazer Nash (S)	T. G. Moore	T. G. Moore	R. G. J. Nash	69x100	4	1496	British
10	Frazer Nash	A. F. P. Fane	H. J. Aldington	N. A. Berry	69x100	4	1496	British
11	Lea Francis (S)	W. Sullivan	W. Sullivan	—	69x100	4	1496	British
12	Aston Martin	R. O. Shuttleworth	R. O. Shuttleworth	M. Jamieson	69x99	4	1476	British
14	Riley	V. Riley	—	—	57.546x95.2	6	1486	British
15	Riley	V. Riley	Edgar McClure	D. C. McLachlan	57.546x95.2	6	1486	British

"S" denotes Supercharged Car.

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality of Car.
CLASS 7. (Over 750 c.c. and up to 1,100 c.c.)								
16	Riley	V. Riley	G. E. T. Eyston	D. C. McLachlan	60.3x95.2	4	1087	British
17	Riley	V. Riley	C. R. Whitcroft	D. C. McLachlan	60.3x95.2	4	1087	British
18	Riley	V. Riley	C. S. Staniland	D. C. McLachlan	60.3x95.2	4	1087	British
19	Riley	V. Riley	A. B. von der Becke	D. C. McLachlan	60.3x95.2	4	1087	British
20	Riley	F. W. Dixon	F. W. Dixon	J. W. Shaw	60.3x95.2	4	1087	British
21	Riley	Mrs. E. M. Wisdom	T. H. Wisdom	S. H. Newsome	60.3x95.2	4	1089	British
22	Riley	V. Gillow	V. Gillow	P. Maclure	60.3x95.2	4	1089	British
23	Crossley	Vernon Balls	Vernon Balls	R. M. Mere	62.3x90	4	1098	British
24	Crossley	Vernon Balls	R. F. Oats	R. M. Mere	62.3x90	4	1098	British
25	Crossley	Vernon Balls	G. N. Crowther	R. M. Mere	62.3x90	4	1098	British
26	Alta	J. L. Ford	J. L. Ford	M. H. Baumer	60x95	4	1074	British

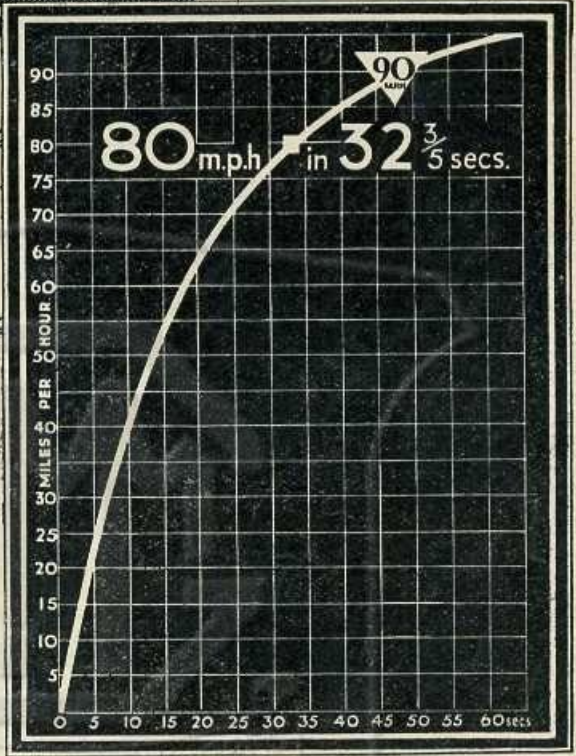
CLASS 8. (Over 500 c.c. and up to 750 c.c.)								
27	M.G. Midget (S)	N. Black	N. Black	R. Gibson	57x73	4	746	British
28	M.G. Midget (S)	S. A. Crabtree	S. A. Crabtree	—	57x73	4	746	British
29	M.G. Midget (S)	F. S. and J. D. Barnes	J. D. Barnes	F. S. Barnes	57x73	4	746	British
30	M.G. Midget (S)	Major A. T. G. Gardner	H. C. Hamilton	C. Paul	57x73	4	746	British
31	M.G. Midget (S)	Major A. T. G. Gardner	R. Jeffress	C. Paul	57x73	4	746	British
32	M.G. Midget (S)	Major A. T. G. Gardner	Major A. T. G. Gardner	C. Paul	57x73	4	746	British
33	M.G. Midget (S)	S. Hailwood	S. Hailwood	—	57x73	4	746	British
34	M.G. Midget (S)	E. R. Hall	E. R. Hall	—	57x73	4	746	British
35	M.G. Midget (S)	G. F. A. Manby-Colegrave	G. F. A. Manby-Colegrave	A. C. Fairtlough	57x73	4	746	British
36	M.G. Midget	J. G. C. Low	J. G. C. Low	—	57x73	4	746	British

"S" denotes Supercharged Car.

ALVIS ACCELERATION



from
REST TO 80 MPH IN 32 $\frac{3}{5}$ SECONDS



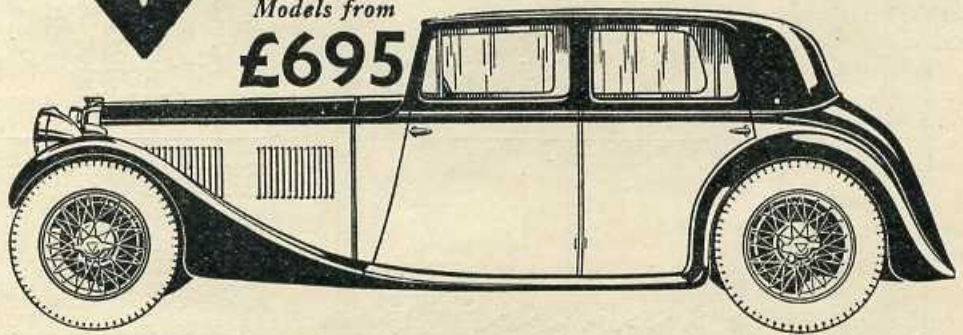
PHENOMENAL "GETAWAY" of NEW SPEED TWENTY

This new ALVIS Sports Model will crawl in traffic on top gear and will vividly accelerate to over 90 miles an hour in less than a minute. It will reach 80 m.p.h. from rest through the gears in just over half a minute and it will stop from 30 m.p.h. in less than twice its length. These figures are significant of the way in which ALVIS set the standard for all that is best in motor car design. If you would know more of this amazing new Sports car or any other Models in the ALVIS range, write or call upon:

ALVIS CAR & ENGINEERING CO., LTD., COVENTRY

Other Models
 from **£395**

ALVIS "SPEED TWENTY"
 Models from **£695**



"SPEED TWENTY" SPORTS SALOON, £825

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	16	RILEY.	} Class 7. U/S
			17	RILEY.	
			18	RILEY.	
			19	RILEY.	
			20	RILEY.	
			21	RILEY.	
			22	RILEY.	
			23	CROSSLEY.	
			24	CROSSLEY.	
			25	CROSSLEY.	
26	ALTA.				
11	0	16	8	ALVIS.	} Class 6. S
			9	FRAZER NASH.	
			10	FRAZER NASH.	
			11	LEA FRANCIS.	
11	1	16	36	M.G.	Class 8. U/S
11	1	36	12	ASTON MARTIN.	} Class 6. U/S
			14	RILEY.	
			15	RILEY.	
11	3	14	27	M.G.	} Class 8. S
			28	M.G.	
			29	M.G.	
			30	M.G.	
			31	M.G.	
			32	M.G.	
			33	M.G.	
			34	M.G.	
			35	M.G.	
			11	4	
2	ALFA ROMEO.				
3	ALFA ROMEO.				
11	5	6	4	TALBOT.	} Class 4. U/S
			5	TALBOT.	
			6	TALBOT.	
			7	TALBOT.	

SPEED TABLE.

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

LIST OF AWARDS.

- To the Entrant of the Winning Car :
**The Royal Automobile Club Tourist Trophy and
£500 presented by Lady Houston, D.B.E.**
- To the Entrant of the Car placed Second in the Race :
£400 presented by Lady Houston, D.B.E.
- To the Entrant of the Car placed Third in the Race :
£300 presented by Lady Houston, D.B.E.
- To the Entrant of the Car placed Fourth in the Race :
£200 presented by Lady Houston, D.B.E.
- To the Entrant of the Car placed Fifth in the Race :
£100 presented by Lady Houston, D.B.E.
- 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 8 :
**The Mobiloil Trophy presented by
E. C. Gordon England, Esq.**
- To the Entrant of the Winning Car in Class 7 :
The Wakefield Trophy presented by Lord Wakefield of Hythe.
- To the Entrant of the Winning Car in Class 6 :
The R.A.C. Trophy presented by the Royal Automobile Club.
- To the Entrant of the Winning Car in Class 4 :
**The "Belfast Telegraph" Cup presented by the Proprietors
of the "Belfast Telegraph."**
- 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.**
- To each Driver finishing within 30 minutes of the Winner:
The R.A.C. Plaque.

PATRON: H.M. THE KING

CARS & BOATS



MOTOR
EXHIBITION
OCT. 13-22
OLYMPIA

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)	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, Bart.
	Talbot-Darracq III. (2nd)	10.4	Mr. A. Divo.
	Crossley-Bugatti II. (3rd)	11.8	Mr. M. Maury.

The following were held over the Ards Circuit, Ulster.

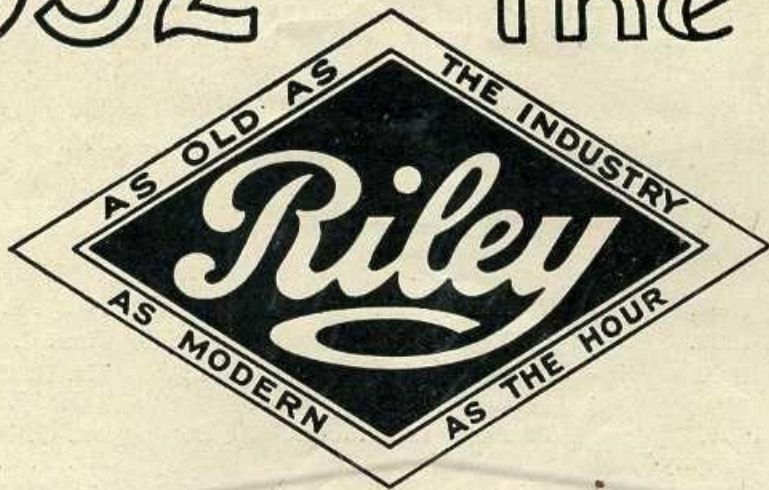
1928

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

1929

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

1932 has seen
the



★ finish 3, 4, 5, 10, 11, 16, 17, 18 and 19 in the
MONTE CARLO RALLY
winning 3 CUPS and breaking the 1,100 c.c. Class Record for the Mont des Mules Hill Climb.

★ capture in the
**R.A.C. 1,000 MILES
RELIABILITY RALLY**
9 out of 26 Trophies and Awards, being placed 1, 2, *3, 4, 5, 6.
**Unlimited Class*

★ set up new Small Car and Unlimited Class Records
DURBAN to JOHANNESBURG

★ cross the
SAHARA DESERT
without the slightest mechanical trouble.

★ set up new record between
CAPETOWN and JOHANNESBURG

★ Win in the
BRITISH 1,000 MILES RACE
1st and 5th places in general classification. 1st and 2nd places in Class 7. (1,100 c.c.)
1st place at conclusion first day's racing.

AND
★ finish 1st and 2nd in "Small" Class in the
SCOTTISH RALLY
capturing also the LADIES' PRIZE and 5 other prizes.

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

1931

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

RECORDS.

Fastest speed at which race has been won.

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

Record Lap.

1931—B. Borzacchini. Alfa Romeo. 10m. 5s.—81.28 m.p.h.

*In 1931 B. Borzacchini completed the course in 5h. 17m. 3s., at an average speed of 81.28 m.p.h., finishing 2nd.

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. Borzacchini	Alfa Romeo ..	1931	10	5	81.28
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	C. S. Staniland	Riley ..	1931	11	20	72.30
H	H. C. Hamilton	M.G. ..	1931	11	42	70.00

The J.C.C. British 1,000 Miles Race

BROOKLANDS, JUNE 3-4, 1932

THE 750 c.c.



MIDGET
unsupercharged

3rd in the Race at 75.5 m.p.h.

winning the J.C.C. Trophy,
Drivers, Mr. Norman Black and Mr. R. Gibson

Over 9 miles an hour faster than last year's
winning M.G. Midget over the same course

also 6th Place

Drivers, Mr. J. C. Jeffress and Mr. Cyril Paul

1st and 2nd in Class 8

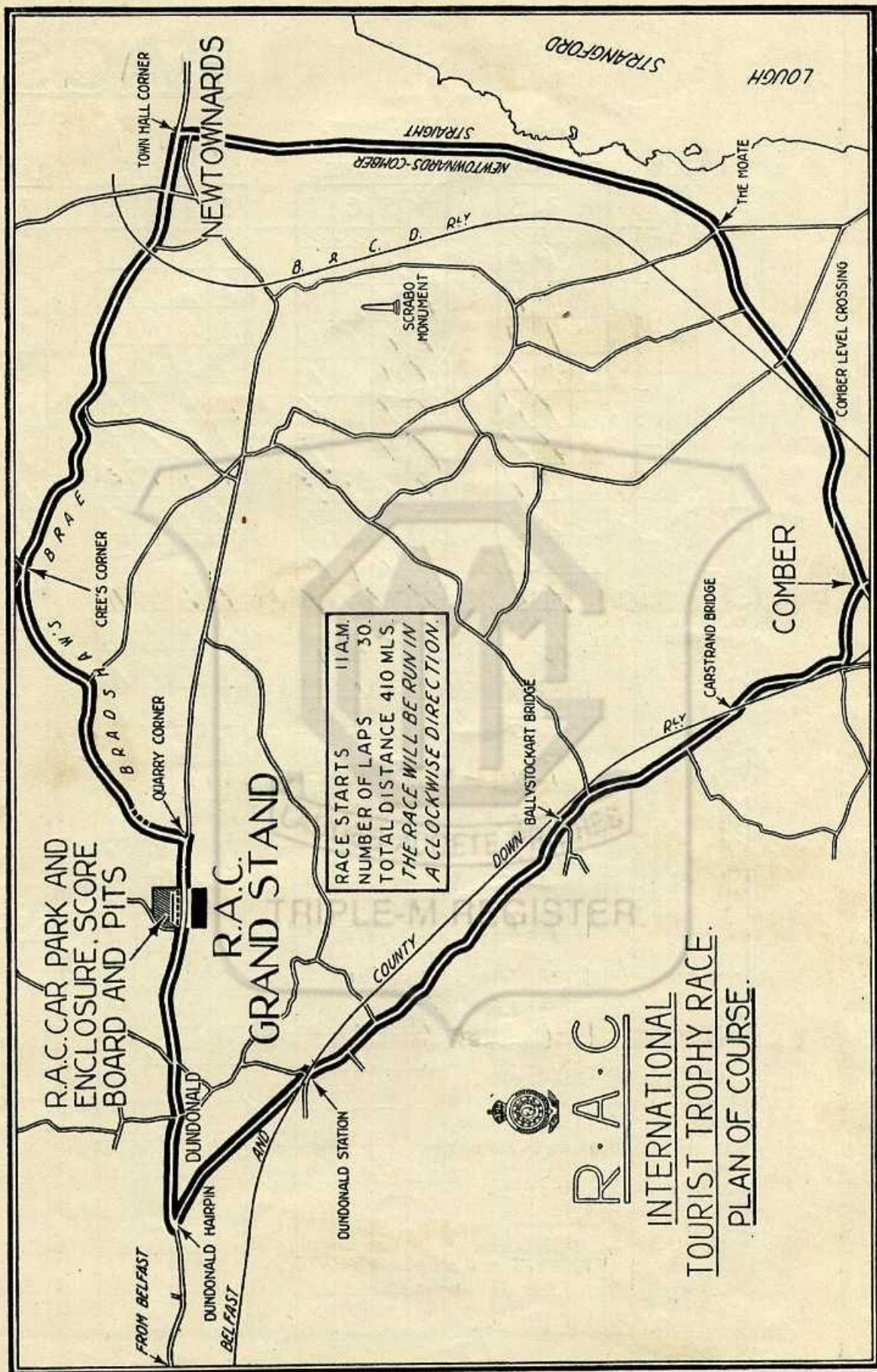
(750 c.c.)

at 75.5 m.p.h. and 73.99 m.p.h.

(Subject to official confirmation)

Perhaps the finest achievement added to the long list of M.G.
Racing successes

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



COMPILED BY THE R.A.C.

CROWN COPYRIGHT.

R.A.C.SCO

(FOR INSTRUCTORS)

af. Rome *Lalbat* *Frank*

HANDICAP TIME a.m.	CLASS 4 %			CLASS 4 UN% ^c				CLASS 6 %				CLASS 6 UN% ^c		
	1	2	3	4	5	6	7	8	9	10	11	12	14	15
START 11-0														
1	/	/	/	/	/	/	/	/	/	/	/	/	/	/
2	/	/	/	/	/	/	/	/	/	/	/	/	/	/
11-30	/	/	/	/	/	/	/	/	/	/	/	/	/	/
3	/	/	/	/	/	/	/	/	/	/	/	/	/	/
4	/	/	/	/	/	/	/	/	/	/	/	/	/	/
5	/	/	/	/	/	/	/	/	/	/	/	/	/	/
NOON	/	/	/	/	/	/	/	/	/	/	/	/	/	/
6	/	/	/	/	/	/	/	/	/	/	/	/	/	/
7	/	/	/	/	/	/	/	/	/	/	/	/	/	/
8	/	/	/	/	/	/	/	/	/	/	/	/	/	/
12-30	/	/	/	/	/	/	/	/	/	/	/	/	/	/
9	/	/	/	/	/	/	/	/	/	/	/	/	/	/
10	/	/	/	/	/	/	/	/	/	/	/	/	/	/
a.m.	/	/	/	/	/	/	/	/	/	/	/	/	/	/
11	/	/	/	/	/	/	/	/	/	/	/	/	/	/
1-0	/	/	/	/	/	/	/	/	/	/	/	/	/	/
12	/	/	/	/	/	/	/	/	/	/	/	/	/	/
13	/	/	/	/	/	/	/	/	/	/	/	/	/	/
1-30	/	/	/	/	/	/	/	/	/	/	/	/	/	/
14	/	/	/	/	/	/	/	/	/	/	/	/	/	/
15	/	/	/	/	/	/	/	/	/	/	/	/	/	/
16	/	/	/	/	/	/	/	/	/	/	/	/	/	/
p.m.	/	/	/	/	/	/	/	/	/	/	/	/	/	/
2-0	/	/	/	/	/	/	/	/	/	/	/	/	/	/
17	/	/	/	/	/	/	/	/	/	/	/	/	/	/
18	/	/	/	/	/	/	/	/	/	/	/	/	/	/
19	/	/	/	/	/	/	/	/	/	/	/	/	/	/
2-30	/	/	/	/	/	/	/	/	/	/	/	/	/	/
20	/	/	/	/	/	/	/	/	/	/	/	/	/	/
21	/	/	/	/	/	/	/	/	/	/	/	/	/	/
22	/	/	/	/	/	/	/	/	/	/	/	/	/	/
p.m.	/	/	/	/	/	/	/	/	/	/	/	/	/	/
3-0	/	/	/	/	/	/	/	/	/	/	/	/	/	/
23	/	/	/	/	/	/	/	/	/	/	/	/	/	/
24	/	/	/	/	/	/	/	/	/	/	/	/	/	/
25	/	/	/	/	/	/	/	/	/	/	/	/	/	/
3-30	/	/	/	/	/	/	/	/	/	/	/	/	/	/
26	/	/	/	/	/	/	/	/	/	/	/	/	/	/
27	/	/	/	/	/	/	/	/	/	/	/	/	/	/
28	/	/	/	/	/	/	/	/	/	/	/	/	/	/
a.m.	/	/	/	/	/	/	/	/	/	/	/	/	/	/
4-0	/	/	/	/	/	/	/	/	/	/	/	/	/	/
29	/	/	/	/	/	/	/	/	/	/	/	/	/	/
FINISH	/	/	/	/	/	/	/	/	/	/	/	/	/	/
30	/	/	/	/	/	/	/	/	/	/	/	/	/	/
29	/	/	/	/	/	/	/	/	/	/	/	/	/	/
28	/	/	/	/	/	/	/	/	/	/	/	/	/	/

LAP COMPLETED

COPYRIGHT STR

CORRECTION :- No. 10 is an unsupercharged car, and will therefore

A Wise Expenditure



THE rigorous economy imposed by present conditions calls for the most careful review of all unavoidable expense. Under the heading of unavoidable expense some motorists allow for possible repair-bills necessitated through accidental damage to their cars, but a wiser course is to take out a fully comprehensive policy with an office which affords unquestionable security.

For a thoroughly comprehensive policy offering first-class security you cannot do better than arrange your cover with the C.I.S. Note these rates.

COMPARATIVE PREMIUMS charged by the C.I.S. and the Tariff Companies for full comprehensive cover in respect of private cars					
Treasury rating not exceeding	Value including Accessories not exceeding	C.I.S. Premiums		"Tariff" Premiums	
		Provincial Areas including Northern Ireland	London* Area		
H.P.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8	200	9 0 0	10 15 0	11 5 0	0
9	200	9 10 0	11 7 6	12 2 6	0
12	200	10 17 6	12 0 0	12 12 6	0
15	300	13 12 6	14 15 0	15 12 6	0
20	450	15 10 0	16 7 6	17 10 0	0

*These premiums apply only to cars garaged within a radius of approx. : 10 miles of Charing Cross, London, as defined by the map printed in the Society's prospectus.

Cumulative No Claims Bonus, 10% — 15% — 20%

☐ MAY WE SEND YOU A COPY OF OUR PROSPECTUS?

Special Rates apply in the Irish Free State.

CO - OPERATIVE INSURANCE SOCIETY, LIMITED

Established 1867.

Chief Office: 109 CORPORATION STREET, MANCHESTER.

Branch Office: 10 ROYAL AVENUE.

District Office: 5 HOWARD STREET,

BELFAST.

ASSETS EXCEED



£14,000,000

The Sign of Security

SCORE CARD.

HOW TO KEEP IT.

THE SCORE CARD on pages 16 and 17 has been specially designed for the R.A.C. by Mr. E. H. Smith of Belfast. It shows the exact number of laps that each car in the race has to cover, the relative value of each of those laps, and also takes into account the time start. It thus shows the true position of each car on handicap. If the Score Card is marked up correctly it will enable spectators to see at any time which car is leading the race on handicap, which is lying second, third, fourth, and so on. The Card is best kept by two persons working 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, blocking in each square in turn for each car. The Score Card will then show the progress of each car as the race proceeds, the completed squares growing in proportion to their value in the handicap. This Score Card is the only one available for the Tourist Trophy Race which gives spectators round the course the same information as that shown on the official Score Boards at the start, and thus, for the first time, spectators on the course will be in a position to have a complete grasp of the progress of the race throughout its length. The Score Card is copyright, and all rights of reproduction are reserved.

--	--	--	--	--	--	--	--	--	--	--	--

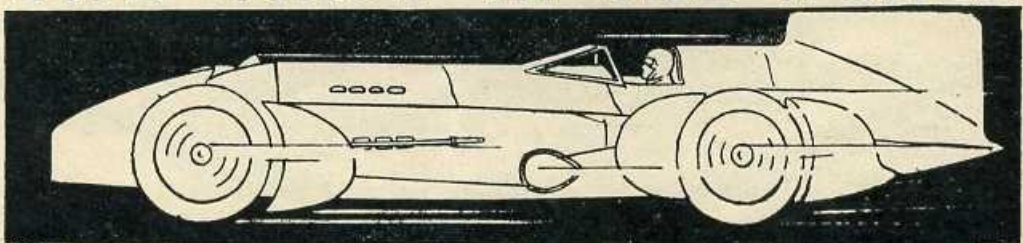


**Sir
Malcolm
Campbell**

always uses

**DUNLOP
TYRES**

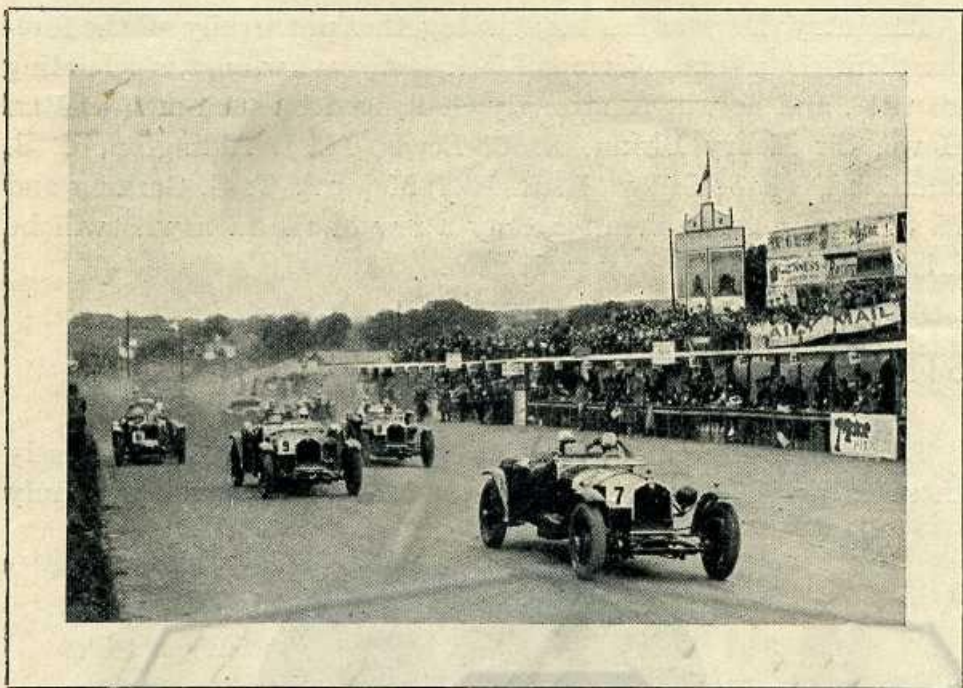
THE FIRST IN THE WORLD



2H/94

**DUNLOP RUBBER COMPANY LTD.,
FORT DUNLOP, BIRMINGHAM.**
Branches throughout the World.

C.F.H.



THE ALFA-ROMEO'S GETTING AWAY.

By courtesy of the "Autocar."

THE RACE.

THE following is the Timetable for the Race, Practising, Scrutineering, etc. :—

- Official Practising :** Wednesday and Thursday, 17th and 18th August, 1932.
Practice Hours :—10-0 a.m. to 12 noon.
Roads closed at 9-30 a.m.
- Scrutineering :** Friday, 19th August, 9-0 a.m. to 4-0 p.m. at Messrs. H. M. S. Catherwood's, Donegall Road, Belfast.
- The Race :** Roads closed to all traffic at 10-0 a.m.
Race commences at 11-0 a.m.
Race finishes at approximately 4-30 p.m.

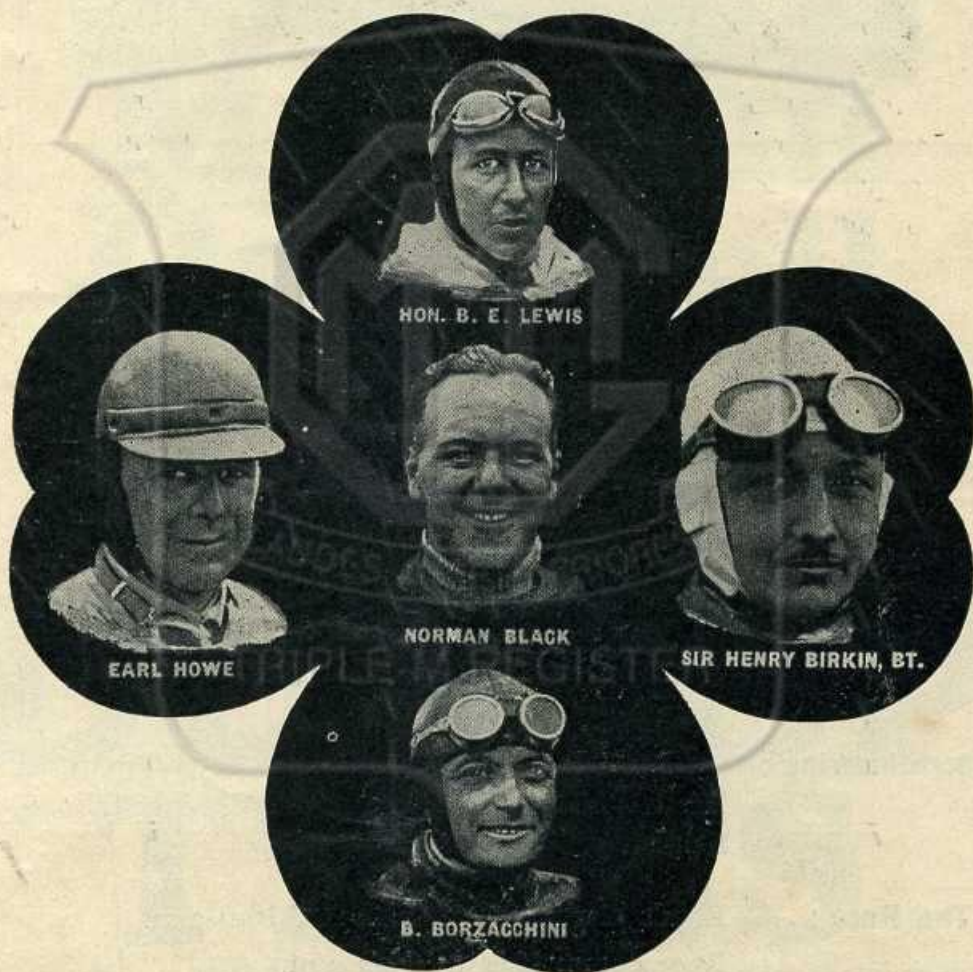
THIS YEAR'S RACE.

This year's Race is the eleventh of the series, and the fifth to be held in Ulster over the Ards Circuit, now acknowledged to be one of the fairest and finest tests of a car and driver of any of the road racing circuits in the world.

The entry this year has brought together practically all the foremost British drivers. Norman Black, last year's winner, is defending his title, and he will be strongly challenged by such men as Earl Howe, Sir Henry Birkin, Brian Lewis, H. J. Aldington, C. S. Staniland, Victor Gillow, E. R. Hall, Major A. T. G. Gardner and H. S. Hamilton, to mention only a few of the men who will be driving in Britain's only road race.

STRIPPED CARS.

The conditions governing this year's event resemble closely those of previous years. Only standard sports type cars, duly



catalogued by the manufacturers and such as are available to the general public, are allowed to compete. But substantial alterations have been made this year in the equipment to be carried. Mainly in the interests of safety, the cars will run "stripped." No wings, no lamps, no hoods and no windscreens. The reasons for this change are that it is safer to race a car without its being loaded with equipment which is unnecessary for racing, and also, which is capable of causing considerable damage if

it becomes detached. So this year, the cars will look more than ever like real racing cars, and they will certainly be faster than in any previous race.

THE HANDICAP.

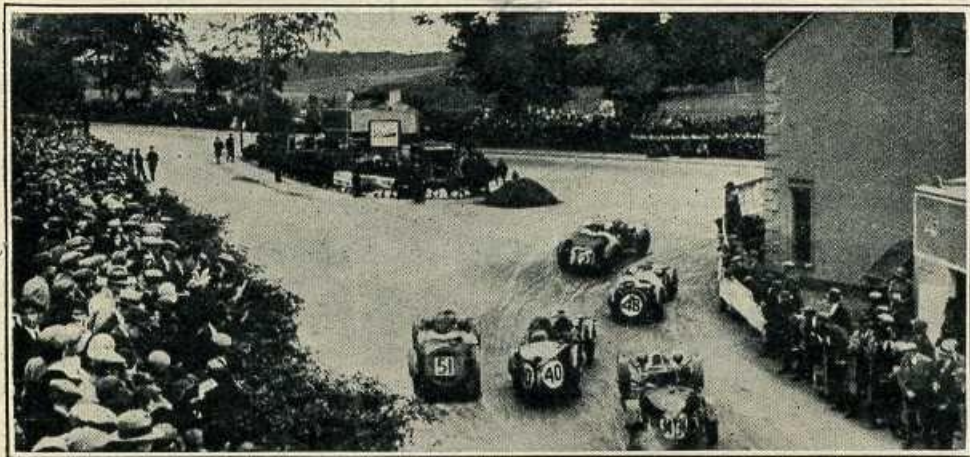
Being open to cars of almost any size, the Tourist Trophy Race is run as a handicap. The handicap is varied from year to year according to the experience gained in previous years. Cars in each class are set a definite performance in the way of speed, and the car that improves most upon this set performance is the winner. The handicap is given in full on page 30.

By studying this handicap it will be seen that the scratch cars—the Alfa Romeos—have to cover thirty laps of the course, whilst the limit car has only to cover twenty-five laps. As it takes anything from ten to fifteen minutes to cover a lap, and the difference between classes may be less than the time required to cover an entire lap, certain cars receive a few minutes start in addition to a number of laps. Which sounds very complicated.

To grasp the true meaning of the handicap, the new Score Card on pages 16-17 should be consulted. This shows exactly what each car has to do in comparison with the others, and if each little square is filled in as the appropriate car passes, the Score Card will show who is leading in the race, and the handicap with all its complications of credit laps and times may be completely disregarded.

NEW SCORE BOARDS.

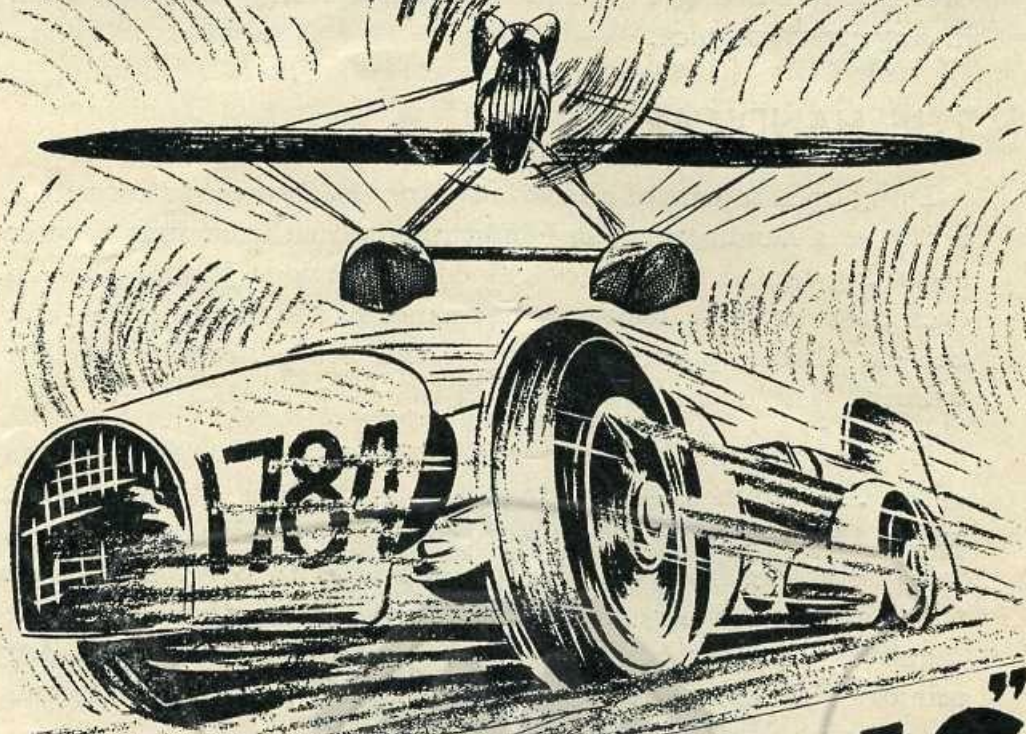
For those who this year are patronising the R.A.C. Grand Stand and Enclosure, a new and simpler type of Score Board has been



TAKING THE DUNDONALD HAIRPIN.

By courtesy of "The Motor."

MILES BETTER



“OLD BUSHMILLS”

LEADING
SINCE 1784



GREAT BRITAIN now holds all records for speed on the land, sea and in the air.

“Old Bushmills” Whiskey leads for matchless quality and flavour. It is miles better because it is made from the best barley successfully distilled and aged in bond under H. M. Customs and Excise supervision until it has reached a state of perfect maturity.

“Old Bushmills” never claims to compete, but to excel.

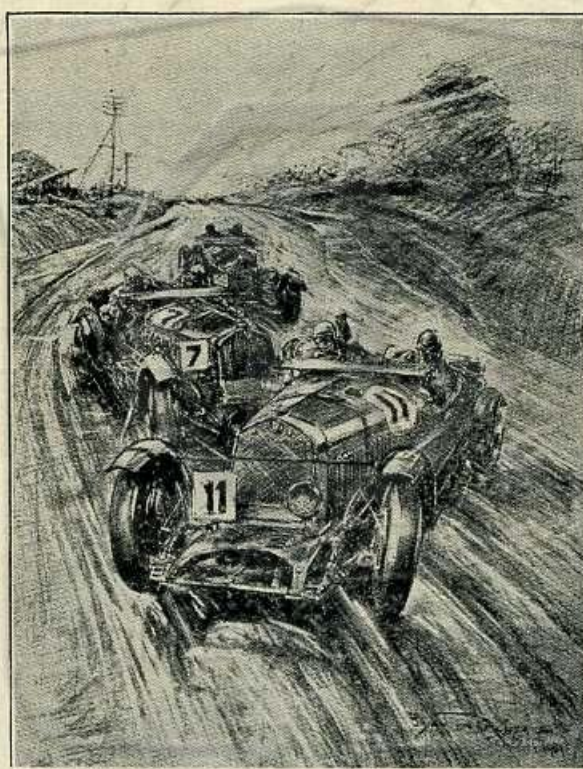
Ask for **“Old Bushmills.”**

QUALITY ALWAYS WINS.

evolved. The old lap numbers have been retained and these will show how many laps each car has covered, and consequently how many are left to do. The new Board will show the cars holding the first eight positions in the Race, with their average speeds, and how much they are behind each other in point of time. This Board will be altered lap by lap, and will thus provide an accurate and continuous record of the progress of the Race.

DETAILS OF THE RACE.

The length of the course is $13 \frac{2}{3}$ miles ; the scratch cars cover 30 laps, a total distance of approximately 410 miles.



AN EXCITING MOMENT ON BRADSHAW'S BRAE.

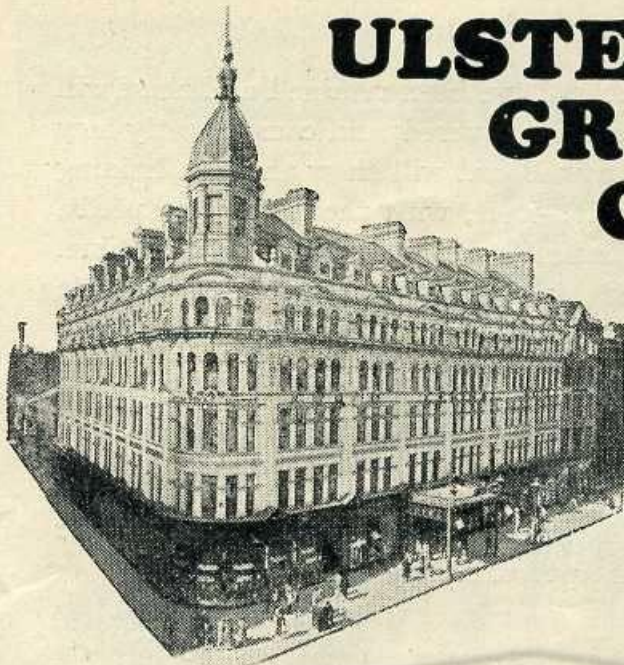
Depicted by Bryan de Grinean.

By courtesy of "The Motor."

Each car is allowed a driver and a spare driver. A mechanic must be carried. Only commercial fuel is allowed to be used.

Practising takes place under full racing conditions with the roads closed, on Wednesday and Thursday, 17th and 18th August, between the hours of 10-0 a.m. and 12 noon.

Cars and drivers will assemble at their Pits on the morning of the Race at 9 o'clock. Half-an-hour before they are due to start,



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/-

Also à la carte

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.

GRAND CENTRAL HOTEL
BELFAST

Telegrams:
 "Gracent, Belfast."
 Phones: Belfast 7090 (6 lines)

Officially Approved by
 R.I.A.C., R.A.C.
 and A.A. (L)

COMFORT WITH SAFETY

Resilient shock absorbing *steel arms* cushion against vibration, preventing muscular fatigue.

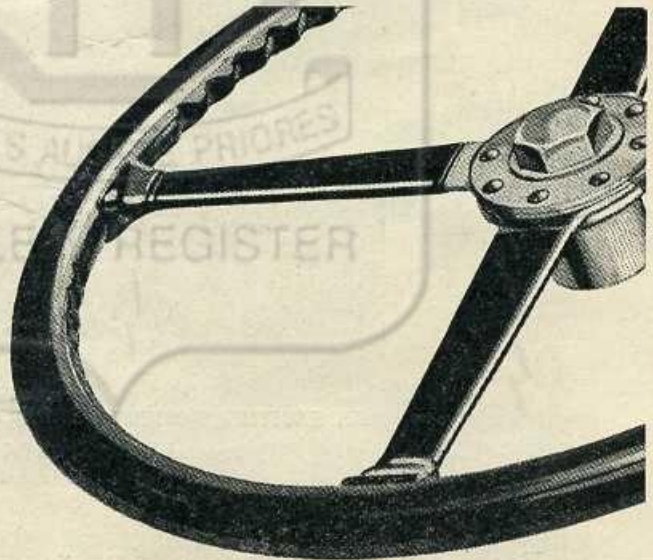
**COLOURS
COST NO MORE**

Why Black? You can have Crimson, Chocolate, Blue, Green or Ivory to harmonize with upholstery or effect a pleasing contrast.

16" dia. from 30/- (reeded grip)
 18" dia. from 40/- (reeded grip or finger impressions).

Supplied by your garage machined to fit.

Price List A.184 post free.



R.A.C. T.T. RACE, 1931

1st, 2nd, 3rd, 4th and 6th

Winners of Classes D and H

Over 62% entrants ——— 30 out of 48
 used our spring 'arm steering wheel

Dept. 14
WOLSTON

Bluemels

Near
COVENTRY

the cars will be lined up in their starting order, and a quarter-of-an-hour before the start, all engines must be stopped.

When a driver wishes to pass another car, his mechanic will hold his hand in the air.

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

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

Copies of the traffic regulations, giving the times at which the course is closed and opened again to traffic, one-way routes, closed roads, and special routes to the R.A.C. Grand Stand and Enclosure and other car parks on the course are obtainable free of charge on application to the Police Information Bureau, 1 Castle Place, Belfast, or the R.A.C. Ulster Office, 49 Chichester Street, Belfast.

The prize giving will take place at the Government Banquet on Saturday evening, after the Race.

A race such as the Tourist Trophy, run over a road course of nearly fourteen miles, with little or no restriction on the number



THROUGH DUNDONALD BRIDGE.

By courtesy of the "Autocar."

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, timekeeping arrangements, scrutineering, marshalling, and a score of other duties.



A NARROW SHAVE.
Depicted by Gordon Crosley.

By courtesy of the "Autocar."

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.

ACKNOWLEDGMENTS.

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

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

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

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

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

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

The official cars used in connection with the Race have been placed at the disposal of the R.A.C. by the courtesy of the Alvis Car and Engineering Co., Ltd., Messrs. Armstrong Siddeley Motors Ltd., Messrs. Warwick Wright, Ltd., and Messrs. Clement Talbot, Ltd.

The Pyrene Fire Guard, under the direction of Mr. J. W. Tweeddale, 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. These professional fire fighters are augmented by voluntary helpers, organised by the Pyrene Company's Irish Manager, Captain W. M. Downing.

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

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


Grand Stand and Bridge :—Messrs. Scaffolding (Gt. Britain) Ltd., Belfast Branch.

Public Address System :—The Standard Telephones and Cables Ltd.

HANDICAP.

	Class 8 u/s Car Number 36 M.G.	Class 8 s/c Car Numbers 27 to 35 M.G.s/c	Class 7 u/s Car Numbers 16 to 26 Riley Crossley Alta	Classes 7s/c & 6 u/s Car Numbers 12, 14 & 15 Aston- Martin Riley	Classes 6s/c & 5 u/s Car Numbers 8, 9, 10 & 11 Alvis Frazer- Nash Lea Francis	Classes 5s/c & 4 u/s Car Numbers 4, 5, 6 & 7 Talbot	Classes 4s/c & 3 u/s Car Numbers 1, 2 & 3 Alfa- Romeo
Handicap	5 laps and 5m. 50s.	4 laps and 3m. 52s.	3 laps and 7m. 6s.	2 laps and 5m. 30s.	1 lap and 6m. 50s.	1 lap and 2m. 0s.	0 laps and 2m. 30s.
Lap Time	m. s. m.p.h. 12 20=66.45	m. s. m.p.h. 11 47=69.56	m. s. m.p.h. 11 28=71.48	m. s. m.p.h. 11 0=74.51	m. s. m.p.h. 10 40=76.84	m. s. m.p.h. 10 30=78.06	m. s. m.p.h. 10 10=80.61
Actual Starting Time.	1m. 16s.	3m. 14s.	0m. 0s.	1m. 36s.	0m. 16s.	5m. 6s.	4m. 36s.
Lap	1						14 46
	2				10 56	15 36	24 56
	3			12 36	21 36	26 6	35 6
	4		11 28	23 36	32 16	36 36	45 16
	5	15 1	22 56	34 36	42 56	47 6	55 26
	6	13 36	26 48	34 24	45 36	53 36	1 5 36
	7	25 56	38 35	45 52	56 36	1 4 16	1 15 46
	8	38 16	50 22	57 20	1 7 36	1 14 56	1 25 56
	9	50 36	1 2 9	1 8 48	1 18 36	1 25 36	1 36 6
	10	1 2 56	1 13 56	1 20 16	1 29 36	1 36 16	1 46 16
	11	1 15 16	1 25 43	1 31 44	1 40 36	1 46 56	1 56 26
	12	1 27 36	1 37 30	1 43 12	1 51 36	1 57 36	2 6 36
	13	1 39 56	1 49 17	1 54 40	2 2 36	2 8 16	2 16 46
	14	1 52 16	2 1 4	2 6 8	2 13 36	2 18 56	2 26 56
	15	2 4 36	2 12 51	2 17 36	2 24 36	2 29 36	2 37 6
	16	2 16 56	2 24 38	2 29 4	2 35 36	2 40 16	2 47 16
	17	2 29 16	2 36 25	2 40 32	2 46 36	2 50 56	2 57 26
	18	2 41 36	2 48 12	2 52 0	2 57 36	3 1 36	3 7 36
	19	2 53 56	2 59 59	3 3 28	3 8 36	3 12 16	3 17 46
	20	3 6 16	3 11 46	3 14 56	3 19 36	3 22 56	3 27 56
	21	3 18 36	3 23 33	3 26 24	3 30 36	3 33 36	3 38 6
	22	3 30 56	3 35 20	3 37 52	3 41 36	3 44 16	3 48 16
	23	3 43 16	3 47 7	3 49 20	3 52 36	3 54 56	3 58 26
	24	3 55 36	3 58 54	4 0 48	4 3 36	4 5 36	4 8 36
	25	4 7 56	4 10 41	4 12 16	4 14 36	4 16 16	4 18 46
	26	4 20 16	4 22 28	4 23 44	4 25 36	4 26 56	4 28 56
	27	4 32 36	4 34 15	4 35 12	4 36 36	4 37 36	4 39 6
	28	4 44 56	4 46 2	4 46 40	4 47 36	4 48 16	4 49 16
	29	4 57 16	4 57 49	4 58 8	4 58 36	4 58 56	4 59 26
	30	5 9 36	5 9 36	5 9 36	5 9 36	5 9 36	5 9 36

Name.	Race No.	Pit No.
CONTROL.		50
DUNLOP.		49
M.G.	No. 36	48
PRATT'S.		47
M.G.	No. 35	46
M.G.	No. 34	45
M.G.	No. 33	44
VACUUM.		43
M.G.	No. 32	42
M.G.	No. 31	41
M.G.	No. 30	40
K.L.G.		39
M.G.	No. 29	38
M.G.	No. 28	37
M.G.	No. 27	36
CONTROL.		35
ALTA	No. 26	34
MOTOR.		33
CROSSLEY	No. 25	32
CROSSLEY	No. 24	31
CROSSLEY	No. 23	30
DUNLOP.		29
RILEY	No. 22	28
RILEY	No. 21	27
RILEY	No. 20	26
PYRENE.		25
CONTROL.		24
RILEY	No. 19	23
RILEY	No. 18	22
RILEY	No. 17	21
RILEY	No. 16	20
RILEY	No. 15	19
RILEY	No. 14	18
CASTROL.		17
ASTON MARTIN	No. 12	16
LEA FRANCIS	No. 11	15
CONTROL.		14
FRAZER NASH	No. 10	13
FRAZER NASH	No. 9	12
ALVIS	No. 8	11
TALBOT	No. 7	10
CHAMPION.		9
TALBOT	No. 6	8
TALBOT	No. 5	7
TALBOT	No. 4	6
SHELL MEX.		5
ALFA ROMEO	No. 3	4
ALFA ROMEO	No. 2	3
ALFA ROMEO	No. 1	2
CONTROL.		1

TO QUARRY CORNER.  TO DUNDONALD.

COURSE.

R. A. C. GRAND STAND.

PIT PLAN.

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							
4							
6							
7							
8							
Team Award							
Fastest Lap							

SCAFFOLDING

(GREAT BRITAIN), LIMITED

SOLE FOUNDERS
OF
STEEL TUBULAR SCAFFOLDING

FIRST IN ENGLAND—
NOW THROUGHOUT THE WORLD

SCAFFOLDING (Great Britain), LIMITED
LONDON, S.W. 8.

BELFAST	DUBLIN	LIVERPOOL
BIRMINGHAM	DUNDEE	MANCHESTER
BRIGHTON	EDINBURGH	NEWCASTLE
BRISTOL	GLASGOW	NOTTINGHAM
CARDIFF	LEEDS	SOUTHAMPTON

NEW YORK	PARIS	BERLIN
CALCUTTA	SYDNEY	JOHANNESBURG

The Autocar

The Leading
Motoring Journal

EVERY FRIDAY 4d.



An impression by F. Gordon-Crosby of George Eyston driving the Panhard-Levassor at Montlhery, April, 1932, when he broke the world's hour record at an average speed of 130.73 m.p.h.

"The Autocar" is the indispensable journal for all keen motorists. It contains the finest illustrated accounts of the leading sporting events on road and track, all the motoring news of the week, and informative articles on touring at home and abroad.

ILIFFE & SONS LTD. LONDON, E.C.4