

West.

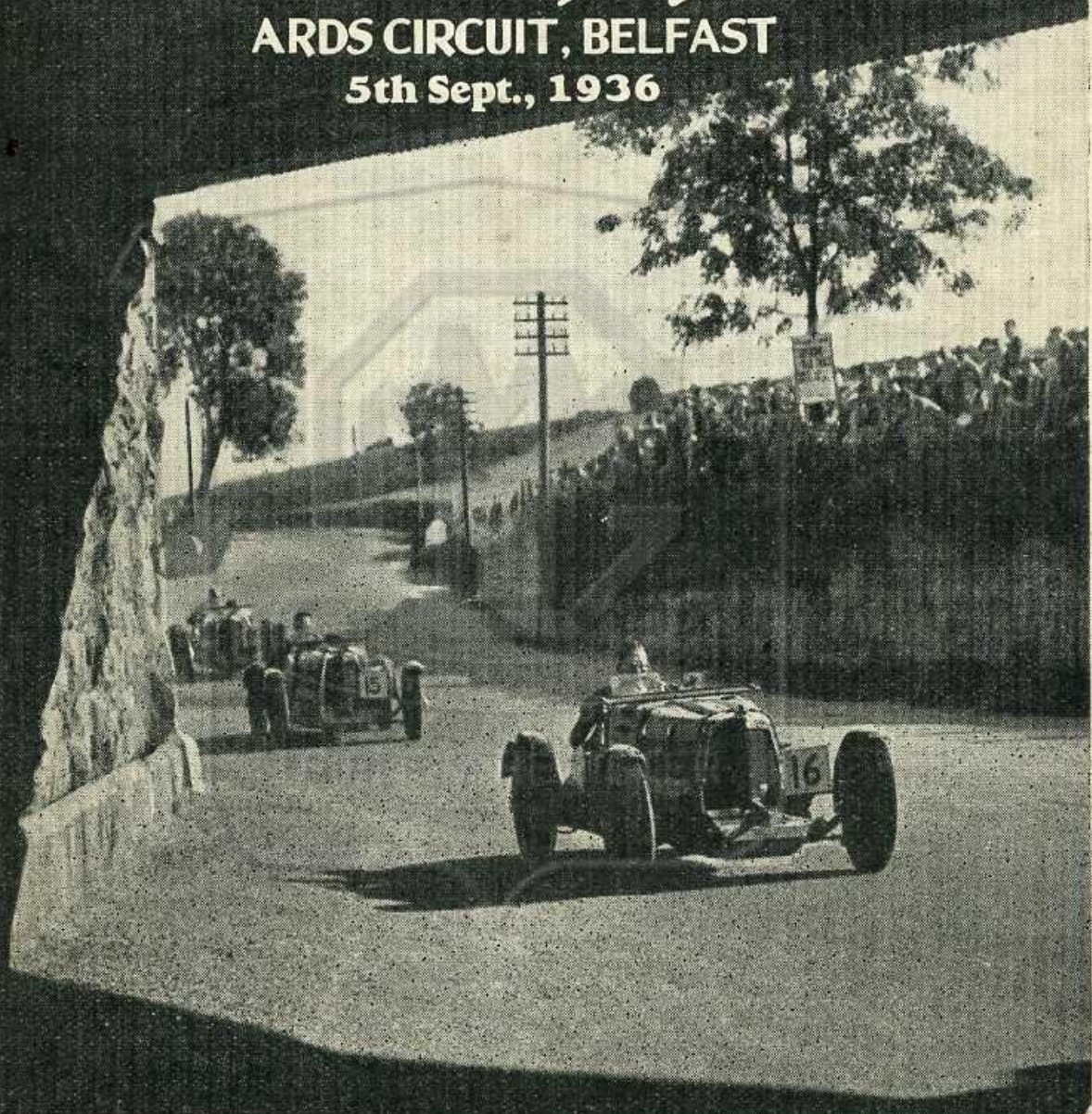
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INTERNATIONAL

Tourist Trophy Race

ARDS CIRCUIT, BELFAST
5th Sept., 1936



The Motor
The National Motor Journal

**FIRST and BEST
REPORT**

PATRON: H. M. THE KING

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CARS & BOATS

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OLYMPIA

PROGRAMME

of the

Royal Automobile Club

INTERNATIONAL

TOURIST TROPHY RACE

ARDS CIRCUIT, BELFAST,

Saturday, 5th September, 1936

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

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INTERNATIONAL Tourist Trophy Race, 1936.

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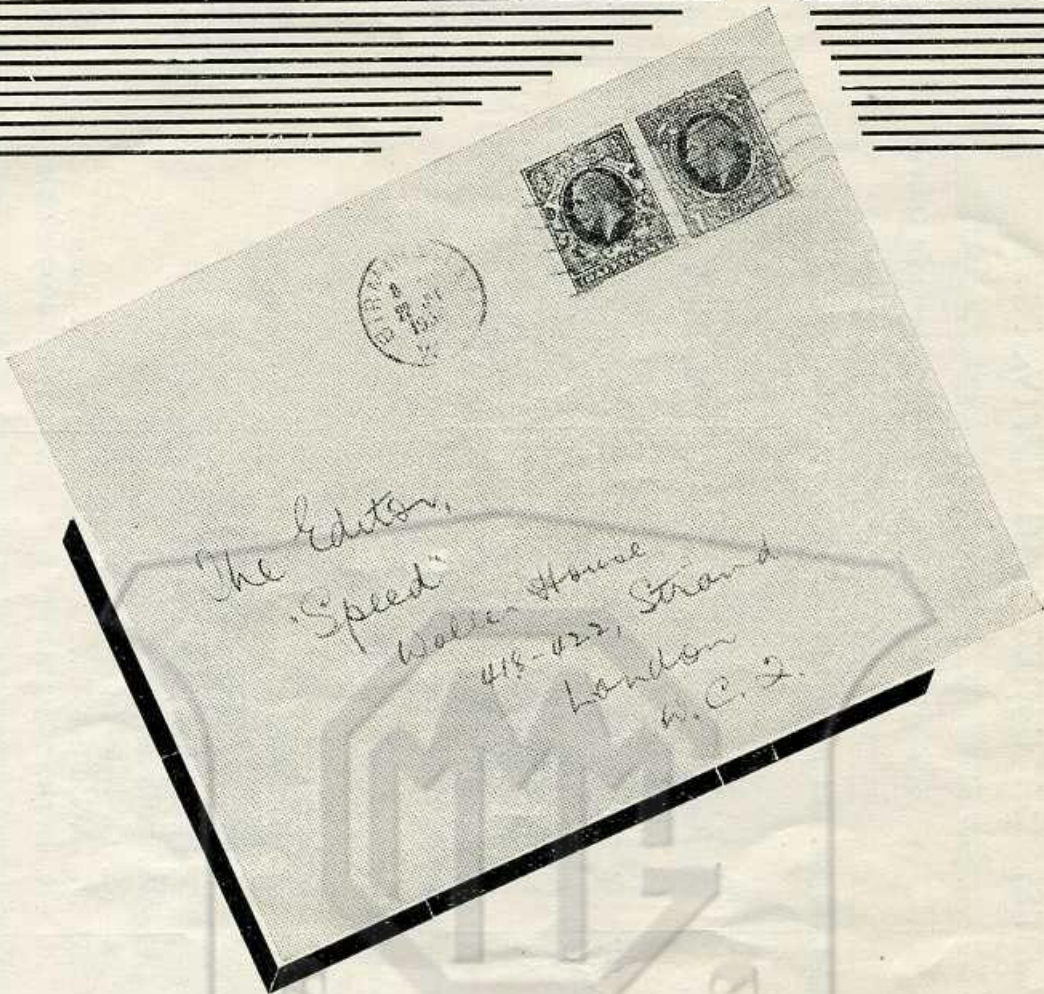
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Racing Numbers of Cars, Entrants and Drivers.

No.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	No. of Cyls.	c.c.
CLASS 3. (Exceeding 3,000 c.c. and up to 5,000 c.c.)						
1	Lagonda	A. W. Fox	The Hon. Brian Lewis	...	6	4453
2	Lagonda	A. W. Fox	P. G. Fairfield	...	6	4453
3	Lagonda	A. W. Fox	The Earl Howe	...	6	4453
4	Talbot	Col. A. Lago		...	6	3985
5	Talbot	Col. A. Lago		...	6	3985
6	Talbot	Col. A. Lago		...	6	3985
7	Bentley	E. R. Hall		...	6	4250
8	Delahaye	A. Selborne	E. R. Hall	...	6	3557
9	Delahaye	A. Selborne	L. S. Schell	...	6	3557
10	Delahaye	A. Selborne	R. Cariere	Mrs. L. S. Schell	6	3557
11	Delahaye	A. Selborne	L. Lebegue	G. Field	6	3557
12	Delahaye	A. Selborne	R. Brunet	...	6	3557
14	Delahaye	A. Selborne	T. G. Clarke	...	6	3557
15	Delahaye	M. Mongin and M. F. L. Falkner	M. Mongin	M. F. L. Falkner	6	3557
16	Bugatti	F. Monkhouse	N. S. Embricos	...	6	3557
		N. S. Embricos	N. S. Embricos	...	8	3255
CLASS 5. (Exceeding 1,500 c.c. and up to 2,000 c.c.)						
17	Frazer-Nash, B.M.W.	H. J. Aldington	"B. Bira"	Mrs. K. Petre	6	1970
18	Frazer-Nash, B.M.W.	H. J. Aldington	A. F. P. Fane	and	6	1970
19	Frazer-Nash, B.M.W.	H. J. Aldington	H. J. Aldington	H. G. Dobbs	6	1970
20	Aston Martin	Mrs. D. B. M. Phipps	A. R. Phipps	Mrs. D. B. M. Phipps	4	1950
21	Aston Martin	R. Seaman	R. Seaman	...	4	1950

Racing Numbers of Cars, Entrants and Drivers.

No.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	No. of Cyls	c.c.
CLASS 6. (Exceeding 1,100 c.c. and up to 1,500 c.c.)						
22	Riley	V. Riley } (Riley Coventry, Ltd.)	A. W. K. Von der Becke	...	4	1496
23	Riley	V. Riley }	C. Paul	...	4	1496
24	Riley	V. Riley }	P. Maclure	...	4	1496
25	Riley	J. Trevoux ...	J. Trevoux	...	4	1496
26	Riley	F. W. Dixon	F. W. Dixon	...	4	1496
27	Riley	A. C. Dobson	A. C. Dobson	...	4	1496
28	Aston Martin	J. O. Kenneth	J. O. Kenneth	...	4	1495
29	Aston Martin	F. Monkhouse	F. Monkhouse	...	4	1495
				N. Black	...	...
				C. J. P. Dodson	...	...
				T. H. Wisdom	...	...
				A. R. Ballantine	...	...
				Miss J. Richmond	...	...
CLASS 7. (Exceeding 750 c.c. and up to 1,100 c.c.)						
30	Riley	W. R. Baird	W. R. Baird	...	4	1089
31	Riley	J. Chambers	J. Chambers	...	4	1089
32	Fiat	A. C. Dobson	Mrs. T. H. Wisdom	...	4	995
33	Fiat	F. H. French Davis	F. H. French Davis	...	4	995
34	Fiat	Major R. G. Heyn	W. Sullivan	...	4	995
35	Fiat	C. H. Masters	C. H. Masters	...	4	995
36	Singer	F. S. Barnes	J. D. Barnes	...	4	972
37	Singer	R. Eccles	R. Eccles	...	4	972
				V. Gillow
				F. S. Barnes
				Mrs. Roy Eccles



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—	—	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



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It's a bit hard when you're working like mad at sixty-one..... sixty-two..... sixty-three..... to be passed woosh! by a smartish saloon that "must have been doing ninety, old boy, because I checked the clock only last week." Well, that's what we've been up to at the Riley works in our spare time. We put a modern saloon body on a modified T.T. chassis and gave ourselves a thrill. Please understand we shall not make, and do not want to sell, a lot of these cars. So unless you are quite sure you can get the best out of a touring saloon with better than sports performance - a car that does over 80 m.p.h. - you will be well advised to stick to the standard jobs. If, after that, we can't hold you back, you had better write for further particulars.

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1½ Litre Kestrel-Sprite Saloon, £398. 1½ Litre Lynx-Sprite Open Tourer, £398. Dunlop Tyres and Triplex Glass all round.
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LIST OF AWARDS.

To the Entrant of the Winning Car :

**The Tourist Trophy (to be held for twelve months),
and £500.**

To the Entrant of the Car finishing Second in the Race : **£300.**

To the Entrant of the Car finishing Third in the Race : **£200.**

To the Entrant of each Car completing the course in accordance with the regulations (not having qualified for any of the above awards) : **£30.**

The whole of the above Prize Money has been presented by the Ulster Tourist Trophy Race Committee.

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

The Royal Automobile Club Award.

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

To the Driver of the Winning Car :

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

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

**The Manufacturers' Team Prize, with Replicas,
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To each Driver completing the course in accordance with the regulations :

The Royal Automobile Club Plaque.

The Light Car

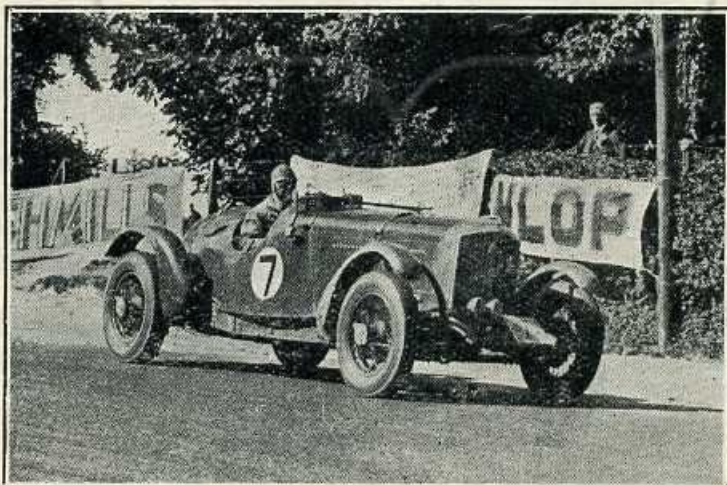
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HALL'S BENTLEY AT SPEED

By courtesy of "The Motor"

TOURIST TROPHY RACE.

PREVIOUS WINNERS.

The following were held in the Isle of Mar.

1905—1922.

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

The following were held over the Ards Circuit, Ulster.

1928.

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

1929.

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

1930.

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

1931.

Finish Order.	Car.	Driver.	Time h. m. s.	Speed m.p.h.
1st	M.G. (S)	... N. Black ...	5 15 51	67.90
2nd	Alfa Romeo (S)	... B. Borzacchini ...	5 17 3	79.05
3rd	M.G. (S)	... S. A. Crabtree ...	5 17 8	67.62
4th	Talbot	... B. E. Lewis ...	5 18 47	77.13
5th	Riley	... C. S. Staniland	5 19 32	70.35
6th	Alfa Romeo (S)	... Cav. G. Campari	5 19 36	78.40

1932.

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

1933.

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

1934.

1st	M. G. Magnette	C. J. P. Dodson	6 13 24	74.65
2nd	Bentley	... E. R. Hall ...	6 13 41	78.40
3rd	Aston Martin	... T. S. Fotheringham	6 16 15	74.53
4th	Lagonda	... Hon. Brian Lewis	6 17 31	77.57
5th	Lagonda	... J. S. Hindmarsh	6 18 29	77.38
6th	Aston Martin	... L. P. Driscoll ...	6 18 47	74.03

1935.

1st	Riley	... F. W. Dixon ...	6 3 31	76.90
2nd	Bentley	... E. R. Hall ...	6 4 44	80.36
3rd	Bugatti	... The Earl Howe	6 7 37	79.72
4th	Aston Martin	... C. Brackenbury	6 8 52	75.78
5th	Aston Martin	... C. Penn-Hughes	6 8 53	75.77
6th	Riley	... C. Paul ...	6 11 28	75.25

RECORDS.

Fastest Speeds at which Race has been won.

1933. T. Nuvolari. M.G. Magnette—Supercharged.
5h. 56m. 34s.=78.65 m.p.h.
1935. F. W. Dixon. Riley—Unsupercharged.
6h. 3m. 31s.=76.90 m.p.h.

In 1932 The Earl Howe, on a supercharged Alfa Romeo, completed the course (30 laps) in 5h. 9m. 56s., at an average speed of 80.53 m.p.h., finishing 4th, the highest speed at which the course has been covered in a supercharged car.

In 1935 E. R. Hall, on an unsupercharged Bentley, completed the course (35 laps) in 5h. 56m. 58s., at an average speed of 80.36 m.p.h., finishing 2nd, the highest speed at which the course has been covered in an unsupercharged car.

RECORD LAP.

Supercharged.

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

Unsupercharged.

1935—Hon. Brian Lewis. Bugatti. 9m. 56s.=82.51 m.p.h.

FASTEST LAP IN EACH CLASS.

(S) denotes supercharged. (U/s) denotes unsupercharged.

Class.	Driver.	Car.	Date	Time		Speed m.p.h.
				m.	s.	
B	R. Caracciola ... Lt.-Cmdr. Glen Kidston	Mercedes (S) ... Bentley (U/s) ...	1929	10	32	77.81
C	Sir H. Birkin, Bt. Hon. Brian Lewis	Bentley (S) ... Bugatti ...	1930 1935	10 9	45 56	76.24 82.51
D	Sir H. Birkin, Bt. Hon. B. E. Lewis	Alfa Romeo (S) Talbot (U/s) ...	1932 1932	9 10	51 5	83.20 81.28
E	T. Nuvolari } Cav. Campari } W. T. McCalla ...	Alfa Romeo (S) Marendaz Special	1930 1935	10 11	53 13	75.31 73.07
F	W. Sullivan ... F. W. Dixon ...	Lea-Francis (S) ... Riley ...	1932 1935	11 10	4 19	74.06 79.44
G	T. Nuvolari ... F. W. Dixon ...	M.G. Magnette (S) ... Riley (U/s) ...	1933 1933	10 10	4 33	81.42 77.69
H	H. C. Hamilton F. M. Montgomery	M.G. Midget (S) M.G. Midget (U/s)	1933 1931	10 12	37 50	77.20 63.86

SCORE

NUMBER OF LAPS	LAGONDA	LAGONDA	LAGONDA	TALBOT	TALBOT	TALBOT	BENTLEY	DELAHAYE	DELAHAYE	DELAHAYE	DELAHAYE	DELAHAYE	DELAHAYE	DELAHAYE	DELAHAYE	BUGATTI	FRAZER NASH B.M.W.	FRAZER NASH B.M.W.	FRAZER NASH B.M.W.
	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16	17	18	19	
1	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
2	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
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28	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
29	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
30	/	5	6	/	/	/	2	/	/	/	7	/	/	/	/	8	3	/	/
	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16	17	18	19	

CROSSES INDICATE

CARD

ASTON MARTIN	ASTON MARTIN	RILEY	RILEY	RILEY	RILEY	RILEY	RILEY	ASTON MARTIN	ASTON MARTIN	RILEY	RILEY	FIAT	FIAT	FIAT	FIAT	SINGER	SINGER	NUMBER OF LAPS
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	
		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
										X	X	X	X	X	X	X	X	2
												X	X	X	X	X	X	3
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																		30
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	



ULSTER'S GRAND CENTRAL

The Hotel is referred to proudly as Ulster's own. A modern Hotel that takes extreme pains to make every guest comfortable. 200 bedrooms (a number with bathrooms), fitted with telephone, bedside switch, and h. and c. water. Beautiful Rooms and Lounges with splendid orchestral music.

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

RESTAURANT.

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

Also à la carte.

Fully Licensed Grill Room Open till 11-45 p.m.

GRAND CENTRAL

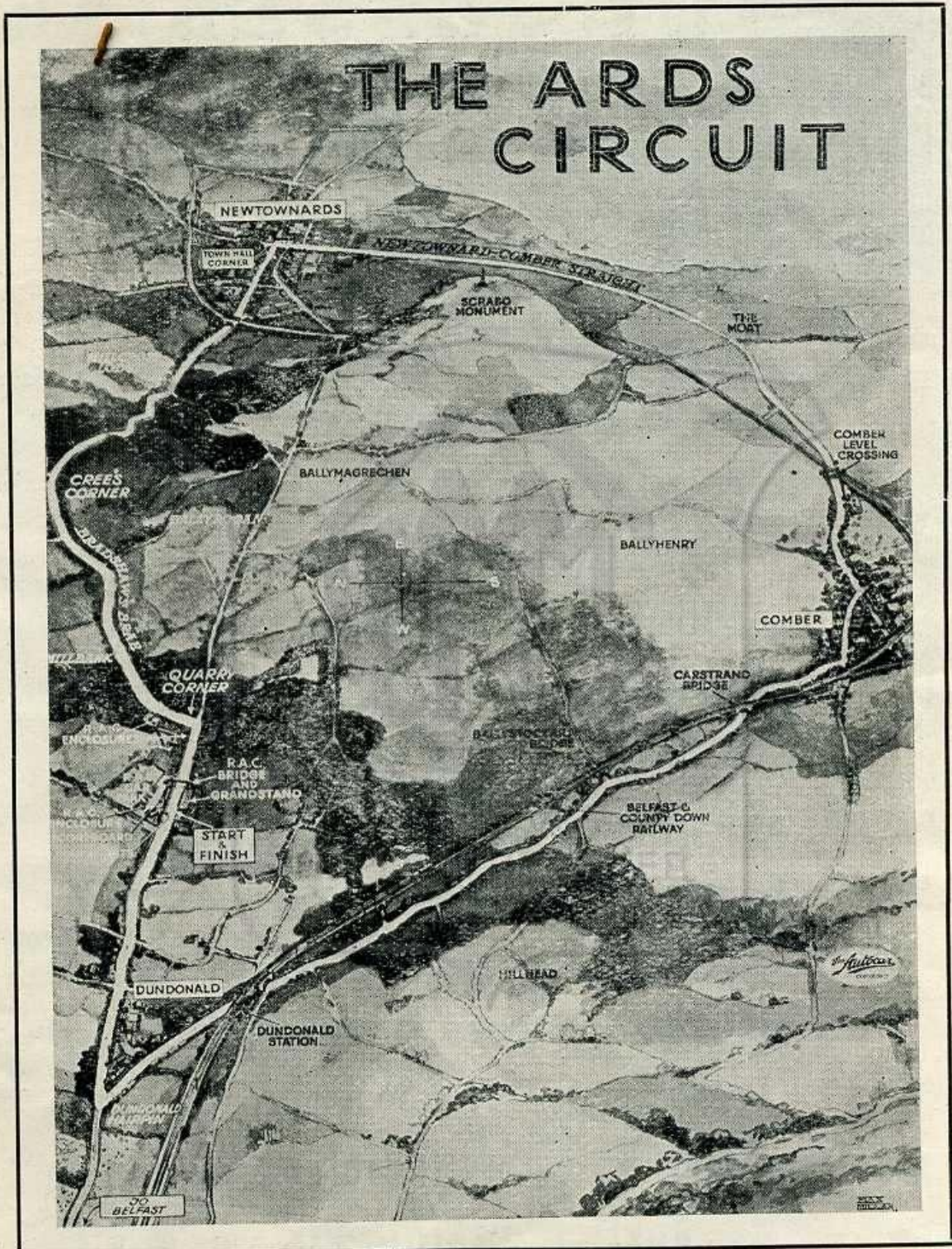
Telegrams:
"Gracent, Belfast"
Telephone:
Belfast 21001 [6 lines]

BELFAST

Officially Approved
by
A. A., R. A. C. and
R. I. A. C.

R. A. C.

International Tourist Trophy Race, 1936



By courtesy of "The Autocar"

PLAN OF COURSE

NUMBER OF LAPS. 30 :: TOTAL DISTANCE. 410 MILES

The Race will be run in a clockwise direction

1936 DUNLOP SUCCESSES

1 to 48 HOURS' WORLD'S CAR RECORD

Capt. G. E. T. Eyston

BRITISH EMPIRE TROPHY RACE, DONINGTON

1st, 2nd, 3rd.

INTERNATIONAL TROPHY RACE

1st, 2nd, 3rd.

B.A.R.C. EASTER MEETING

1st in 8 out of 9 events

B.A.R.C. WHITSUN MEETING

1st, 2nd, 3rd in every event

CORK MOTOR RACE

1st, 2nd, 3rd.

R.A.C. INTERNATIONAL RACE, I.O.M.

1st, 2nd, 3rd.

NUFFIELD TROPHY RACE

1st, 2nd, 3rd.

COUNTY DOWN ROAD RACE

1st, 2nd, 3rd.

SOUTH AFRICAN GRAND PRIX

1st, 2nd, 3rd.

PAU GRAND PRIX

1st, 2nd, 3rd.

PRINCE RAINIER CUP [MONACO]

1st, 2nd, 3rd.

18 WORLD'S DIESEL ENGINE CLASS RECORDS

Capt. G. E. T. Eyston

GRAND PRIX DE MARSEILLES

1st, 2nd, 3rd.

COUPE AUTOMOBILE DE PROVENCE

1st, 2nd, 3rd.

PICARDIE GRAND PRIX

1st, 2nd, 3rd.

EIFEL RENNEN NURBURG RING [1500 c.c. class]

1st, 2nd, 3rd.

FRENCH GRAND PRIX

1st, 2nd, 3rd.

Follow the Experts' lead

Fit Dunlop — The Performance Tyre

THE RACE

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



STRENUOUS WORK AT THE PITS

By courtesy of "The Motor"

OFFICIAL PRACTISING : Wednesday, 2nd September, 9-30 a.m. to 12-15 p.m.
Thursday, 3rd September, 9-45 a.m. to 11-15 a.m.

SCRUTINEERING: Friday, 4th September, 9-30 a.m. to 5 p.m.
at the Northern Ireland Road Transport Board,
Donegall Road Garage.

THE RACE : Roads closed to all traffic at 11 a.m.
Race commences at 12 noon.
Race finishes at approximately 5-30 p.m.

PRESENTATION OF PRIZES : The Prizes will be presented by His Grace the Governor of Northern Ireland, at the Plaza, Belfast, on Saturday, 5th September. Dancing from 8 p.m. Presentation at 9-30 p.m.

LENGTH OF COURSE : 13 $\frac{1}{2}$ miles to be covered 30 times in a "clockwise" direction. Total distance 410 miles.

FACTS ABOUT THE RACE.

This year's event will be the ninth Tourist Trophy Race to be held on the Ards Circuit, the first being held in 1928. Although it has always been confined to sports cars similar to those supplied to the public, the regulations under which it has been run have been altered from time to time. For the first six years superchargers were permitted, but in 1934 for the first time they were not allowed, and they have been barred ever since. One of the main purposes of the race is to develop the normal sports car for ordinary private use, and the R.A.C. observed that after six years' use in the Tourist Trophy Race superchargers were still as rare on standard sports cars as swallows at Christmas, and decided that no good purpose could be served by continuing to allow them to form part of the equipment of the cars entered.



A. C. Dobson

Mrs. L. S. Schell

C. Paul



F. H. French Davis

The Hon. Brian Lewis

M. Mongin

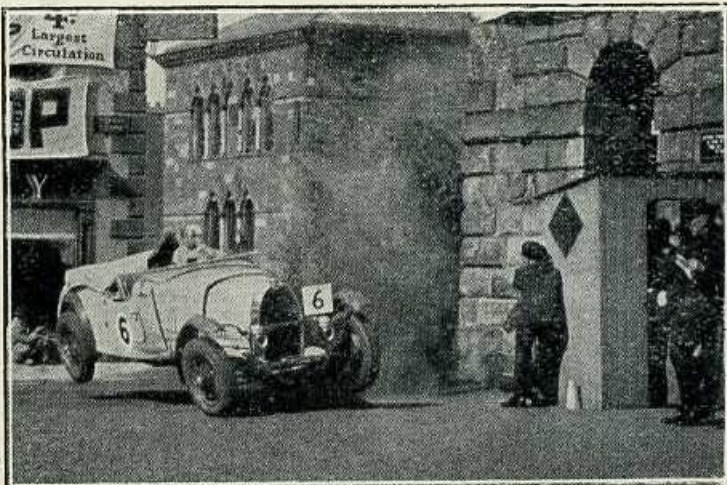


B. Bira

Mrs. Wisdom

A SHORTER RACE.

The length of the race has also been altered from time to time. From 1928 to 1932 the length of the race was thirty laps of the $13\frac{2}{3}$ miles course, a total distance of 410 miles. When the race was first run on the Ards Circuit it was decided that it should last for approximately six hours. As cars became faster the time taken to cover the distance gradually grew less until in 1932 the winner, C. R. Whitcroft, on a Riley, actually took just under five hours to complete the distance.



MAKING THE SAND FLY AT NEWTOWNARDS

By courtesy of "The Motor"

Accordingly in 1933 the length of the race was increased by five laps, making a total distance of 478 miles. Experience has shown, however, that this extension had certain disadvantages. It placed a much greater strain on the driver and made it almost essential for every car to qualify a spare driver in case the first was unable to carry on efficiently. Nearly all cars too had to stop twice to fill up with fuel, and in many cases tyres had to be changed twice. This did not seem to fill any good purpose, and accordingly the length of the race this year has been reduced to its original distance—thirty laps or 410 miles.

This will mean that its duration should be in the region of five hours. The question arose whether to start an hour later or finish an hour earlier. No one would benefit by any earlier finish—no trains to catch or boats to hurry for—in any event the night's before us all on T.T. day, so it was decided to make the start an hour later and give to those who willy nilly must work in the morning, as big a chance as possible of seeing the greatest race of the year.

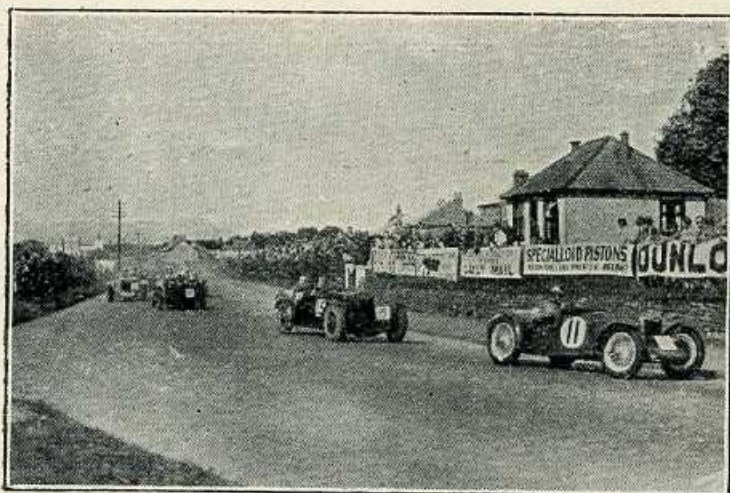
OTHER CHANGES.



WINNING SMILES—F. W. Dixon, E. R. Hall and Earl Howe who finished 1st, 2nd and 3rd in 1935.

By courtesy of "The Autocar"

So this year sees one of the important changes in the rules of the race which occur from time to time, and which help to keep it a live force. There are two others. First, the regulations have been clarified in such a way that evasion of the rule which lays it down that only standard cars—with certain permitted alterations—are eligible for the Tourist Trophy Race, is rendered extremely difficult.



A BIG BUNCH APPROACHING QUARRY CORNER

By courtesy of "The Motor"

Further, to assist in defeating the camouflaged racer, only fuel that can be bought from the pump may be used. The careful enforcement of these rules should give a new impetus to the race, for it should give confidence to manufacturers and an encouragement to develop the genuine sports car.

The other great change is the admission of women drivers, and

this is the opportunity of the R.A.C. to welcome them to the Tourist Trophy Race, and to wish those who will be driving all the good luck in the world.

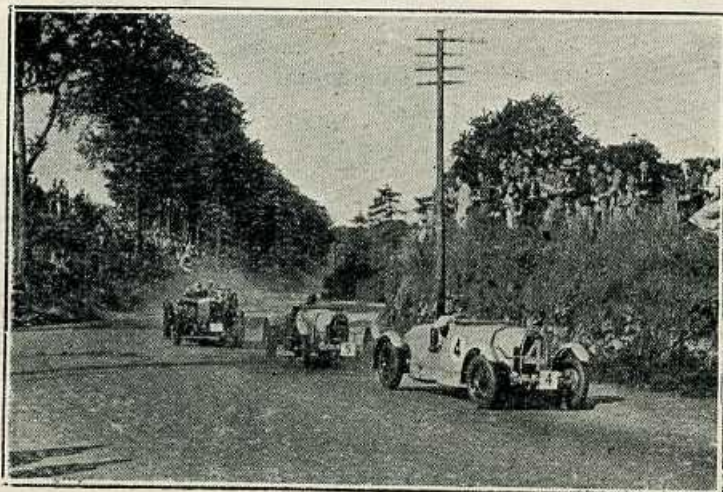
A MODEL CIRCUIT.

Not the least attraction of the Tourist Trophy Race is the circuit on which it is run—the Ards Circuit near Belfast. It is triangular in shape, and embodies in its length of 13½ miles a fairly steep hill, a two mile straight, and every type of corner from the most acute hairpin to the smooth sweeping curve which can be taken "flat out" by the best of the drivers. It permits of the use of maximum speed fairly frequently, but it also calls for the continuous use of brakes, gears and accelerator, thus testing not only the driver's skill, but also every part of the car.

This year the whole of the course has been treated with a non-skid preparation to prevent skidding, the object of the Down County Council, within whose jurisdiction the race is run, being to provide a uniform surface throughout the entire length of the course which will be equally safe no matter what the weather conditions.

PAST T.T. RACES.

Not always has the Tourist Trophy Race been run on the Ards Circuit. Elsewhere in this programme is given a list of the winners of the race since it was first held in 1905; that list shows that on five occasions before the war and once afterwards the race was held in the Isle of Man. Then as now, the conditions varied in many ways. Such artificial restrictions on speed as a limited supply of petrol and large boards mounted on the backs of the competing cars to increase the wind resist-



THE BIG FELLOWS ON BRADSHAW'S BRAE

By courtesy of "The Motor"

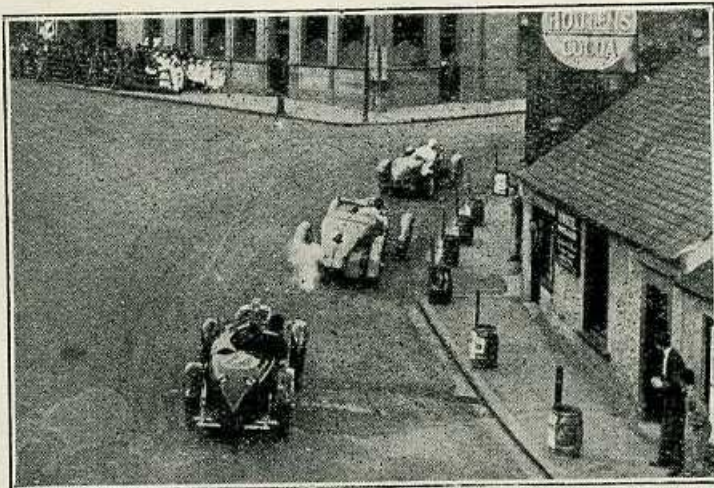
ance, were amongst the curious experiences with which competitors in the early Tourist Trophy Races had to contend.

Ever since its inception in 1905 the Tourist Trophy Race has attracted foreign entries, but this year the strength of the foreign challenge is unusually great. Three times in its history has this great race been won on a foreign car—1908 when Watson drove an American Hutton to victory; in 1929 when

Caracciola won on the giant Mercedes, and in 1930 when Nuvolari was first home on an Alfa Romeo. What of this year? In all there are eighteen foreign cars in an entry of thirty-six—an equal fifty-fifty chance for England versus the rest. France, Germany and Italy against the best of British sports cars. This year's race will probably be one of the most exciting ever seen—the large proportion of big fast cars in the entry give to it an air of excitement at the very outset. The presence of foreign drivers—and very welcome they are—pitting their skill and daring against the best we have in England, creates an atmosphere of tenseness which may have been lacking during the past year or two. The Tourist Trophy has always been a race of thrills and close finishes—there seems every reason to believe that this year's will more than maintain that reputation.

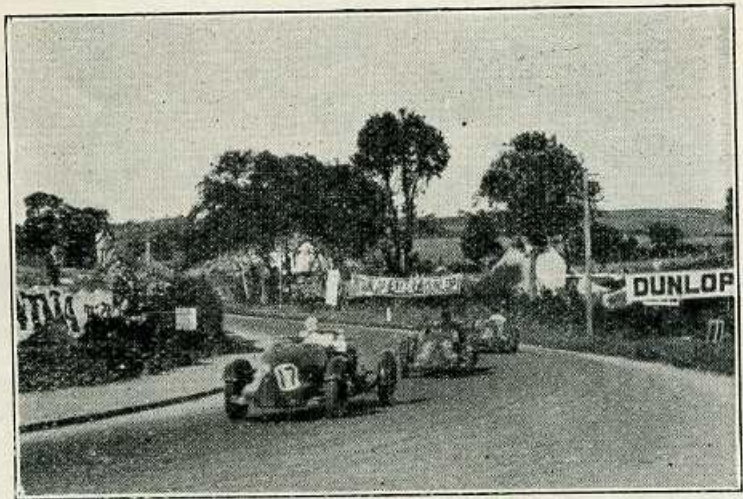
RACE DETAILS.

The Score Board opposite the R.A.C. Grand Stand gives a variety of information in a clear and simple fashion. The number of laps already covered by each car is progressively shown in the frames, one of which is provided for each car, and which are operated by Boy Scouts. The maximum distance of the race is thirty laps, but the smaller cars receive a certain number of laps start, and as soon as they have started, the numbers in the frames show how many credit laps each car receives. As each car completes a lap and passes the Score Board, the number in the frame is altered, and so the progress of each car is recorded.



LINE AHEAD AT COMBER

By courtesy of "The Autocar"



THE ASTON MARTIN TEAM AT QUARRY CORNER

By courtesy of "The Light Car"

Elsewhere in this programme will be found particulars of the handicap on which the race is based. It will be seen that each car is set to average a certain speed according to the size of its engine. The car that makes the best showing against this set speed is the one which is leading on handicap, and the Leader Board shows the six cars in the race which are doing best. In addition to the information given



R.H. Eccles



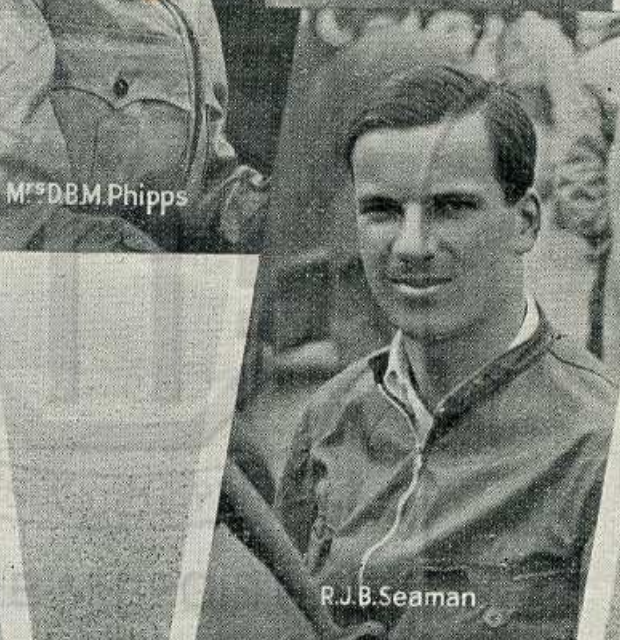
Mrs. D.B.M. Phipps



A.W.K. Von der Becke



W. Sullivan



R.J.B. Seaman



Miss J. Richmond



J. Trevoux

By courtesy of "The Autocar," "The Light Car" and "The Motor."

on the Score Boards, the loud speakers are continually giving figures of lap speeds, any records that may be broken, and, of course, all the news regarding retirements, incidents on the course, and so forth.

Each car is allowed a driver and spare driver. A mechanic may be carried.

Practising takes place under full racing conditions with the roads closed on Wednesday and Thursday mornings,

2nd and 3rd September respectively. Holders of Grand Stand tickets are admitted free to the Stand on practice mornings.

Cars and drivers assemble at the Pits on the morning of the race at 10 o'clock. Half-an-hour before they are due to start, the cars will be lined up in the starting order, and twenty minutes before the start all engines must be stopped. The race is due to start at 12 noon.

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 are obtainable free of charge on application to the Police Information Bureau, 9 Townhall Street, Belfast, or the R.A.C. Ulster Office, 65 Chichester Street, Belfast.

The prize-giving will take place at the Plaza, Belfast, at 9-30 p.m. on Saturday, 5th September.

ORGANIZATION.

Events such as the Tourist Trophy Race, run over a road course, present problems in organization not encountered on a closed or track circuit. Every yard almost has to be policed, side roads barricaded, and every possible precaution taken to ensure that over eager spectators do not encroach upon the course or place themselves in danger. To ensure too, that drivers shall have immediate warning of anything untoward happening ahead of them, over one hundred flag marshals are placed at carefully selected points throughout the course. On these marshals depends the safety of the drivers, who rely on rapid and efficient flagging to be certain that the blind corner which may always be ahead is absolutely clear. In many cases these marshals are perched on banks and stone walls or tucked into gateways and other coigns of vantage. They do not leave their posts at any time until the race is over, and their's is a duty of abounding responsibility.

A medical service with ambulances, aid posts, doctors, nurses and first aid men is established, and any accident that might take place can be dealt with without any waste of time.

A complete telephone service, covering the entire circuit has to be installed, fire posts established, and scores of officials employed in the multifarious duties that have to be carried out with a race of the magnitude of the T.T.

Without exception, the whole of this service is voluntary. It is offered as part of the determination of the people of Ulster to continue the success which has hitherto attended this event, and it is an indication of the terrific enthusiasm which is everywhere met with in Ulster for one of the greatest and most thrilling of all sports—motor racing.



A SPOT OF TROUBLE AT NEWTOWNARDS

By courtesy of "The Autocar"



THE WINNER CROSSES THE LINE

By courtesy of "The Light Car"

You ought to try this !



Dunville's

OLD IRISH WHISKY

"There's Nothing Better"

**Once you know it you'll
like it...and *stick* to it
... as I do**

D.A.-M.10

HANDICAP.

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

Class	Engine Capacity	Lap Time	Speed	Laps to Run	Total running time	Handicap		Start- ing time
						Credit Laps	Start	
8	Exceeding 500 c.c. & up to 750 c.c.	m. s. 12 18	66.63	25	h. m. s. 5 7 30	5	m. s. 3 30	5.15
7 (1)	750 c.c. „ 850 c.c.	11 47	69.56	26	5 6 22	4	2 22	6.23
(2)	850 c.c. „ 1000 c.c.	11 35	70.76	27	5 12 45	3	8 45	0.00
(3)	1000 c.c. „ 1100 c.c.	11 7	73.73	28	5 11 16	2	7 16	1.29
6 (1)	1100 c.c. „ 1200 c.c.	11 3	74.17	28	5 9 24	2	5 24	3.21
(2)	1200 c.c. „ 1300 c.c.	10 54	75.19	28	5 5 12	2	1 12	7.33
(3)	1300 c.c. „ 1500 c.c.	10 34	77.56	29	5 6 26	1	2 26	6.19
5	1500 c.c. „ 2000 c.c.	10 20	79.31	30	5 10 0	0	6 00	2.45
4 (1)	2000 c.c. „ 2500 c.c.	10 18	79.57	30	5 9 0	0	5 00	3.45
(2)	2500 c.c. „ 3000 c.c.	10 15	79.96	30	5 7 30	0	3 30	5.15
3	3000 c.c. „ 5000 c.c.	10 10	80.61	30	5 5 0	0	1 00	7.45
2	5000 c.c. „ 8000 c.c.	10 8	80.88	30	5 4 0	0	0 00	8.45
1	over 8000 c.c.	10 8	80.88	30	5 4 0	0	0 00	8.45

OUR THANKS ARE DUE.

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

To the Ulster Tourist Trophy Race Committee for presenting the Prize Money of £1,500.

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

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

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

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

Motor Ambulances have been loaned by the following authorities :—Belfast Corporation, Belfast Board of Guardians, Bangor Borough Council, Newtownards Board of Guardians, Ulster Volunteer Force Hospital, Melville & Company, Ltd., and W. M. Wilton.

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

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

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

Contractors :—Messrs. Robt. Hewitt & Son, Belfast.

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

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

PIT PLAN.

Name	Car	Pit
SINGER	37	51
SINGER	36	50
CLEVELAND-DISCOL.		49
FIAT	35	48
FIAT	34	47
FIAT	33	46
FIAT	32	45
CONTROL.		44
RILEY	31	43
RILEY	30	42
ASTON MARTIN	29	41
ASTON MARTIN	28	40
VACUUM.		39
RILEY	27	38
RILEY	26	37
CASTROL.		36
RILEY	25	35
RILEY	24	34
RILEY	23	33
RILEY	22	32
ESSO.		31
ASTON MARTIN	21	30
ASTON MARTIN	20	29
K.L.G.		28
PYRENE.		27
CONTROL.		26
CONTROL.		25
FRAZER NASH B.M.W.	19	24
FRAZER NASH B.M.W.	18	23
FRAZER NASH B.M.W.	17	22
BUGATTI	16	21
SHELL MAX & B.P.		20
DELAHAYE	15	19
DELAHAYE	14	18
DELAHAYE	12	17
DELAHAYE	11	16
CHAMPION.		15
DELAHAYE	10	14
DELAHAYE	9	13
DELAHAYE	8	12
BENTLEY	7	11
INDIA TYRES.		10
TALBOT	6	9
TALBOT	5	8
TALBOT	4	7
CONTROL.		6
LAGONDA	3	5
LAGONDA	2	4
LAGONDA	1	3
DUNLOP.		2
DUNLOP.		1
Name	Car	Pit

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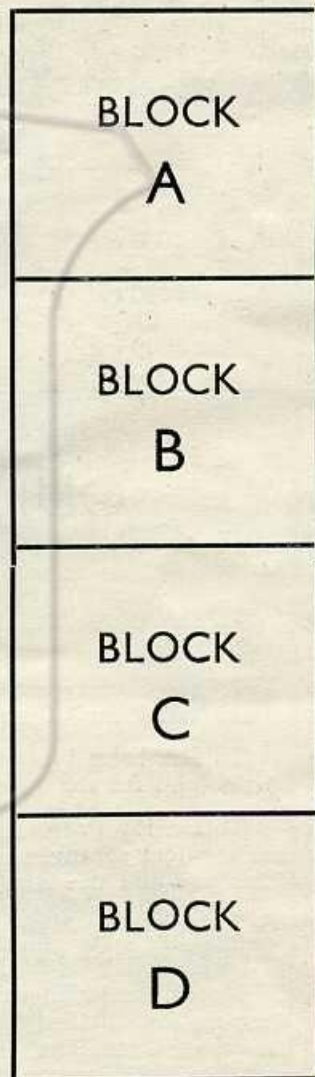


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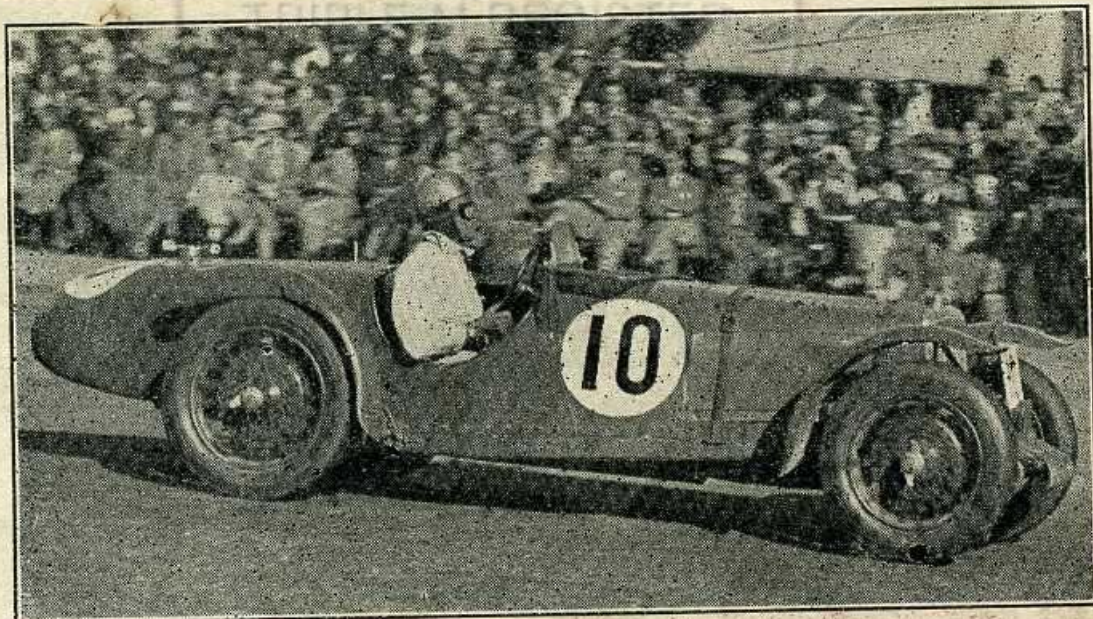
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