

viewpoint of technical data, driving skill and the onlookers' fun. It involves a fairly steep hill and a winding descent, a two-mile straight and every type of corner, from the smooth sweeping curves that can safely be negotiated all out, to an acute hairpin turn where brakes, steering and transmissions come in for full-time occupations.

The road width is good, giving ample opportunities for passing, and the surface, so carefully doctored each year by the local authorities, is as nearly skid-proof as it could possibly be. A few town halls, butchers' shops, level-crossings and bridges add the additional flavouring which makes any genuine road circuit preferable to a specially constructed course or track.

The competing cars are all of the "production type," in that they must be examples of a series which the manufacturer produces for public sale. Superfluous equipment such as hoods, screens, wings and lamps are removed, extensive internal modification and tuning is permitted, but normally obtainable fuel must be used and bodies must conform to a plethora of

dimensions which international motor law seems to think essential. There is no limit in engine capacity, with the result that the entry list contains small three-quarter litre cars (most of which are M.G. Midgets), and then ranges upwards via 1,100 c.c., 1,500 c.c., 3,000 c.c. and 5,000 c.c., the limits mentioned being taken as the dividing points for classification and for the speeds set by the handicap.

The Tourist Trophy Race is well worth winning, because it is the biggest British race, and the value of securing the coveted Tourist Trophy itself is enhanced this year by the magnificent sum of £1,500 in cash, which Sir William Morris, Bart., has provided. Sir William's gift will be utilised to provide seven money prizes ranging from £300 to £100, an arrangement which is typical of his ever-present desire to stimulate private enterprise and to give encouragement to a large number of competitors.

And now let us look with critical and discerning eye at the entry list. It comprises nine M.G. Midgets, all supercharged models with the exception of the little car which J. G. C. Low ran

last year. Two supercharged Morris Minors, both entered by local motoring enthusiasts, bring the total in the 750 c.c. class up to eleven cars. Next comes the 1,100 c.c. class, with five supercharged M.G. Magnettes entered, all making their first T.T. appearance, and with a particularly businesslike list of well-known drivers. Four 1,100 c.c. Rileys, all unsupercharged, provide the rest of this particular group, and it is interesting to note that F. W. Dixon, who won the small car race in the Isle of Man in July, and who gave such a good account of himself in the last T.T. until he crashed, is appearing again amongst them.

Next comes the 1,500 c.c. class where, perhaps, the greatest surprises may be expected, the Riley Company, this year forsaking their previous 1,100 c.c. contingent and appearing with four light six models to be handled by Whitcroft and Eyston (who finished first and second respectively in the last T.T.), and Staniland and McClure. Class 4 or the 3,000 c.c. group has three Alfa Romeos and one Maserati, all supercharged, and

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