

THE T.T.—continued from page 118
 driven by Hon. Brian Lewis, the Earl Howe, "Tim" Rose-Richards and Whitney Straight (Maserati), a quartette which almost takes one's breath away when one thinks of them all starting off the same mark and then racing for five hundred miles.

Lastly, there are two Invictas of 4,467 c.c. capacity, one of which will be driven by Lace and the other by Sameiro.

The main interest is to see whether the ultimate winner should come from the Midget, Mulette, Riley or Italian stable, the other individual entries being kept in the mind's eye because the unexpected frequently happens in motor races.

Actual placing of similar makes, where they were entered in a previous T.T., provides, by itself, little comparison for this year, because the ratio of the handicap naturally varies as between one year and the next. Reference to individual lap times is more interesting.

In 1932, for instance, Earl Howe's Alfa Romeo and the late Sir Henry Birkin on a similar make, ran consistently throughout the race and established fastest laps of 9 minutes 55 seconds and 9 minutes 51 seconds respectively. Howe's 9 minutes 55 seconds must be taken in conjunction with his *average* lap time (including stop for refuelling and tyres) which worked out at 10 minutes 11 seconds. It is reasonable to assume that his car this year will be faster and that this average would drop to "x," which we will assume for the moment to be 10 minutes 0 seconds. The extra distance will mean another stop this year

and a halt for fuel and tyres will occupy about 2½ to 3 minutes, or an equivalent of about 5 seconds per lap. This gives us a new average lap time of 10 minutes 5 seconds, and if it be a reasonable assumption, one can say that one of the cars in the 3,000 class will put up a performance somewhere in that region. Brian Lewis has already won the International Trophy and the Mannin Beg, and has finished third at Le Mans behind the factory cars that were undoubtedly a little quicker. "Tim" Richards has now got an Alfa instead of his Bugatti, and Earl Howe is also bringing a new car over for the T.T. The luck of Lewis may hold and the luck of Howe may turn, and "Tim" Richards is a first-class driver, too, so one hesitates to select from the three. Whitney Straight, if he runs, will probably drive very fast, and has already shown that he can stay the course by finishing second in the Swedish Grand Prix, his first real road race.

The handicap places the 1,500 c.c. Riley and the 1,100 c.c. supercharged Mullettes on the same mark, and if we assume this average lap of 10 minutes 5 seconds for the 3,000 c.c. class, the Class 6 cars would have to average 10 minutes 30 seconds per lap to equal the performance. Likewise, the 1,100 c.c. Riley must average 10 minutes 52 seconds and the 750 c.c. supercharged Midgets, 11 minutes 10 seconds.

Unfortunately, one has no T.T. performance so far for the new Riley Six or the Mulette, but from the tangled skein of evidence in regard to the others, one may be able to sift some

data which will permit conclusions to be reached. It is obvious that the Midgets have got a hard task this year if they are going to win, but they may be compensated a little by going through the distance with only one stop for tyres and petrol against a probable and almost certain two where the speeds are greater.

E. R. Hall finished third with his M.G. Midget in 1932, and his average lap time was only 11 minutes 43 seconds, and his fastest lap of the race only 11 minutes 32 seconds. Both figures are a long way from the 11 minutes 10 seconds that we have assumed will be necessary this year if the Alfa Romeos are as quick as we suggested earlier.

But in practice last year Hamilton put his Midget round the circuit in 10 minutes 58 seconds, and Gardner approached very close with a practice lap of 11 minutes 1 second. Cyril Paul during the race lapped at 11 minutes 17 seconds, but we are still calling for a general improvement in race performance, if our presumptions are in any way correct.

The additional penalty of pit stops for the big cars may make a lot of difference to our calculations, and if the tyres will last the small cars for the whole race, then the total stop need occupy only about 1 minute as against 5 or 6 minutes for the others. This gives us another 8 to 10 seconds a lap to play with, but it seems reasonably certain that if a Midget or a Mulette can come through the handicap to win this year it will undoubtedly have earned the long-lived credit that should, and fortunately does, come to the recipient of top honours in our Tourist Trophy.