



EVERY year an entirely fresh set of circumstances seems to arise in the motor racing world, making it a bold venture to attempt any forecast of what might happen during a race of nearly five hundred miles. Nevertheless, a study of form so far exhibited, and reference to performances over the same course last year, get one a fair way towards reasonable suppositions and would, in fact, go even further were it not for the inevitable "dark horses" and the influx of new models.

The Tourist Trophy Race, which is to be run on the Ards Circuit near Belfast on Saturday, September 2nd (a little later than usual, by the way), has attracted thirty-one entries. The list is noticeably lacking in true international characteristics, the nearest approach to this state of affairs being four foreign cars which British sportsmen are to drive and one British car which is to be handled by a Portuguese named Vasco Sameiro. But we need have no fears for the success of

the race because strong foreign born and bred teams are absent. Rather can we congratulate ourselves upon a field that is remarkably open with no isolated "high-spot" likely to run away easily to victory.

Before delving into details of performance, it is as well if we refresh our minds about the race itself, for this year's Tourist Trophy is not exactly similar to the last. The race is to be run over the same course as before,

triangular in shape and 13 2/3rd miles round to a lap. Whereas the total distance in the past has been thirty circuits, this year's race has been increased to thirty-five laps or another sixty-eight miles, an addition just sufficient to confound all one's previous reckonings as to petrol and tyre life, and meaning two instead of one pit stop for the larger cars at any rate.

The circuit is a difficult one in many respects, because it involves many really tricky portions where a bad approach or a shade too much speed spells disaster, and the cost of mistakes, heavy as it is in practically every race, is at a premium on the Ards Circuit. But it is a sporting course and a good one from the

CARS AND DRIVERS ENTERED FOR THE R.A.C. TOURIST TROPHY RACE

CLASS 3 (over 3,000 c.c. and up to 5,000 c.c.).			
Car.	Driver.	Car.	Driver.
Invicta	A. C. Luce	Invicta	V. Sameiro
CLASS 4 (over 2,000 c.c. and up to 3,000 c.c.).			
Alfa Romeo (S)	Hon. Brian Lewis	Alfa-Romeo (S)	The Earl Howe
Alfa-Romeo (S)	T. E. Rose-Richards	Maserati (S)	Whitney Straight
CLASS 6 (over 1,100 c.c. and up to 1,500 c.c.).			
Riley	G. E. T. Eyston	Riley	C. R. Whitcroft
Riley	C. S. Staniland	Riley	E. McLure
Alvis (S)	"V. Karachi"		
CLASS 7 (over 750 c.c. and up to 1,100 c.c.).			
Riley	V. Gillow	Riley	W. R. Baird
Riley	H. G. Dobbs	Riley	F. W. Dixon
M.G. Magnette (S)	G. F. A. Manby-Colegrave	M.G. Magnette (S)	E. R. Hall
M.G. Magnette (S)	R. A. Yallop	M.G. Magnette (S)	R.T. Horton
CLASS 8 (over 500 c.c. and up to 750 c.c.).			
M.G. Midget (S)	S. W. B. Hailwood	M.G. Midget (S)	L. Fontes
M.G. Midget (S)	T. Simister	M.G. Midget (S)	J. C. Hamilton
M.G. Midget (S)	S. A. Crabtree	M.G. Midget (S)	H. R. Attwood
M.G. Midget (S)	J. L. Ford	M.G. Midget (S)	D. K. Mansell
Sullivan Special		Sullivan Special	
Morris Minor (S)	R. A. Jensen	Morris Minor (S)	W. Sullivan
M.G. Midget	J. G. C. Low		